



A G E N D A

MEASURE A – INDEPENDENT TAXPAYERS OVERSIGHT COMMITTEE

SACRAMENTO TRANSPORTATION AUTHORITY
431 I STREET -- SUITE 106
SACRAMENTO, CALIFORNIA

THURSDAY

MAY 28, 2015

4:00 P.M.

MEMBERS: JOAN BORUCKI; RUSSELL DAVIS; MAUREEN DALY PASCOE;
STEVE HANSEN; BRIAN WILLIAMS

1. **Call to Order / Introductions**
2. **Comments from the Public Regarding Matters Not on the Agenda**
3. **Status Report of Measure A Capital Projects, 3rd Quarter FY 2014-15 ***
4. **Status Report of Measure A On-going Programs, 3rd Quarter FY 2014-15 ***
5. **Cumulative FY 2014-15 Measure A Revenue Report ***
6. **FY 2015-16 Measure A Revenue Forecast and Draft STA Budget ***
7. **Post-Issuance Tax Compliance Procedures ***
8. **Sacramento County Transportation Mitigation Fee Program:
Fee Reduction for Re-used or Re-purposed Development Sites ***
9. **Overview of Measure A Debt Portfolio ***
10. **Comments from Committee Members**

* Staff report and associated materials can be viewed or downloaded at www.sacta.org
For a paper copy of all associated materials, please contact Jennifer Doll: 916-323-0897; jennifer@sacta.org

MEASURE A INDEPENDENT TAXPAYERS OVERSIGHT COMMITTEE

May 28, 2015
Item #3

Subject: Status Reports of Measure A Capital Projects, 3rd Quarter FY 2014-15

Recommendation

Receive and file status reports of active Measure A capital projects.

Discussion

Status reports of Measure A *capital* projects currently in progress are attached hereto. The reports provide an overview of the delivery and construction status for each of the “active” Measure A capital projects effective March 31, 2015. The project summaries were prepared by the project managers at the responsible local agencies, and reviewed by STA staff.

The status reports are preceded by a cumulative one-page summary (green) of the allocation and expenditure progress of pay-go revenues and Measure A bond proceeds for all active capital projects. The summary sheet is current through May 18, 2015.

Attachments

Staff Contact: *Lisa Valine*

SACRAMENTO TRANSPORTATION AUTHORITY
New Measure A Capital Projects - Series 2012
FY 14/15
Status through May 18, 2015

Sponsor	Project	Capital Project Allocation <small>(FY 09/10 thru FY 14/15)</small>	Total Expended	Balance Remaining	Project Phase
County	Hazel Ave: County Line to Folsom Blvd	23,459,972	23,459,972	(0)	Phase I - Complete Phase II - Final Design / ROW
	Hazel Ave: US Highway 50 to Folsom Blvd	486,000	314,744	171,256	In Design
	Watt Ave / US 50 Interchange	12,878,525	11,845,963	1,032,563	Complete
Caltrans	US 50 Bus / Carpool Lanes - Phase I	29,186,000	26,308,233	2,877,767	Complete
	US 50 Bus / Carpool Lanes - Phase II	5,551,000	3,397,078	2,153,922	Planning / Environmental
Caltrans	I 80 Bus / Carpool Lanes	500,000	483,162	16,838	In Construction
Sacramento	Downtown Intermodal Station (Phase I and II)	37,969,000	20,549,820	17,419,180	In Construction
	Cosumnes River Blvd (Freeport - Franklin & I-5 Interchg)	10,204,000	7,855,930	2,348,070	In Construction
Rancho Cordova	Folsom Blvd Streetscape (Bradshaw to Sunrise)	5,928,000	4,417,555	1,510,445	Phase III - Complete Phase IV - In Design
Citrus Heights	Sunrise Blvd: Antelope to North City Limits, west side	4,528,000	3,872,408	655,592	In Construction
Regional Transit	Downtown Natomas Airport - Green Line to the Airport	35,728,510	34,509,946	1,218,564	Phase I - Complete Phase II - Planning
	South Sacramento LRT Corridor Phase II	16,429,490	15,913,033	516,457	In Construction
Connector JPA	I-5 / SR 99 US 50 Connector <small>(Capital Southeast Connector expenditures & balance remaining include "Pay Go")</small>	10,942,653	10,593,426	349,227	Planning
		\$ 211,004,237	\$ 181,201,270	\$ 30,269,879	

New Measure A Project Status Report

Quarter Ending March 31, 2015

**Project: Hazel Avenue – Phase I
County Line to Folsom Boulevard**

Design, engineering, environmental clearance, Right of Way acquisition, and construction to widen the segment between US 50 and Madison Avenue—including the American River Bridge—from four lanes to six lanes

Sponsoring Agency: County of Sacramento

Project Managers: Stan Sorensen, Senior Civil Engineer

Status Report Date: April 30, 2015

Project Status:

Project's inception date was July 1998. NEPA and CEQA environmental clearance for the widening from Folsom Boulevard to Madison Avenue was secured in September 2006. Final design on Phase 1 (from Folsom Boulevard to Curragh Downs Drive) is complete. Right of way acquisition for Phase 1 is complete; the County has possession of required properties. The Streambed Alteration agreement for the bridge widening across the American River is in place as is the Section 401 Water Quality Certification from the Regional Water Quality Control Board. The Nationwide Permit from the Army Corps of Engineers has also been secured. A Certification No. 2 was issued for the Phase 1 right of way in December 2009. Bids were opened on February 26, 2009. Flatiron West was the low bidder; they were awarded the contract on March 24, 2009. Notice to proceed was issued on May 11, 2009. Construction of the Phase I project is complete.

Phase 2 will widen Hazel Avenue from four to six lanes between Curragh Downs Drive and Sunset Avenue with traffic signal modifications proposed at Curragh Downs, Winding Way, La Serena Drive and Sunset Avenue. Phase 3 will widen Hazel Avenue from four to six lanes between Sunset Avenue and Madison Avenue with new traffic signals proposed at Roediger Lane and Phoenix Avenue and a traffic signal modification at Madison Avenue. Both phases of work will improve existing and projected traffic congestion; enhance pedestrian and bicycle mobility; improve safety; and improve the aesthetics of the corridor. Field surveys and preliminary design are complete and final design is underway for both phases. Right of way acquisition is proceeding for Phase 2 and Phase 3. Approximately 45 total purchase properties have been acquired. An additional 90 properties require partial acquisitions. This acquisition effort is underway and ten of the 90 partial acquisitions are complete.

Pedestrian and Bike Accommodation:

Per County Standards, bike lanes and sidewalks will be provided on both sides of the roadway within the project limits and Americans with Disabilities Act (ADA) compliant ramps will be installed at all intersections. In addition to these enhancements, signalized intersections will be upgraded to include pedestrian countdown heads and audible pedestrian signals. Phase 1 also included improved bike and pedestrian facilities across the bridge and adjacent to the American River. All proposed

pedestrian and bike facility improvements will provide accommodations of bicycles and pedestrians as required by the New Measure A Ordinance.

Actual Expenditures Incurred To Date (Total Project through end of quarter):

<u>Quarter – Year</u>	<u>Amount</u>
October – December 2009	\$ 3,124,931.69
January – March 2010	\$ 2,596,808.27
April – June 2010	\$ 2,183,419.75
July – September 2010	\$ 3,782,589.02
October – December 2010	\$ 0.00
January – March 2011	\$ 0.00
April – June 2011	\$ 1,875,488.06
July – September 2011	\$ 0.00
October – December 2011	\$ 1,679,763.21
October – December 2012	\$ 1,165,974.69
January – March 2013	\$ 0.00
April – June 2013	\$ 1,728,497.27
July – September 2013	\$ 55,998.46
October – December 2013	\$ 184,549.27
January – March 2014	\$ 1,317,607.27
April – June 2014	\$ 1,025,341.20
July – September 2014	\$ 0.00
October – December 2014	\$ 1,702,156.99
January – March 2015	\$ 722,431.85
Total To Date	\$23,145,557.00

Estimated Drawn Down Schedule:

<u>Quarter – Year</u>	<u>Amount</u>
January – March 2015	\$ 1,211,148.00
April – June 2015	\$ 716,792.00

Estimated Project Completion Date:

The Phase 1 project was completed in October 2011. The Phase 2 project, widening from Curragh Downs Drive to Sunset Avenue, is expected to be complete in December 2016. The Phase 3 project, widening from Sunset Avenue to Madison Avenue, is scheduled for completion in 2019.

Changes in Estimates since last report and reasons for changes:

On August 23, 2012, the Sacramento Transportation Authority (STA) Board approved a bond note in the amount of \$2,000,000 to cover ongoing design, rights-of-way, and construction costs for the subject project. In addition, there was an allocation from other project's 2009 bond notes in the amount of \$1,230,497.48 to cover costs on this project in order to meet the October 1, 2012 expenditure deadline for the 2009 Bond notes.

On January 9, 2014, the STA approved a re-allocation of \$4,000,000 from the Watt Ave @ US Highway 50 Project to the Hazel Avenue Phase I project with \$2,500,000 programming in fiscal year 2014 and \$1,500,000 in fiscal year 2015.

In February 2015, the STA approved a re-allocation of \$2,600,000 from the Hazel Avenue @ US Highway 50 Project to the Hazel Avenue Phase I project.

New Measure A Project Status Report

Quarter Ending March 31, 2015

Project: Watt Ave / US 50 Interchange

Design, engineering, environmental clearance, and construction to upgrade the interchange to a L-9 partial cloverleaf configuration

Sponsoring Agency: County of Sacramento

Project Managers: John Jaeger, Senior Civil Engineer

Status Report Date: April 30, 2015

Project Status:

Project's inception date was July 2000. The Project Report and Environmental Document are complete. Caltrans approved both documents in December 2009. 100% plans, specifications, and estimates (PS&E) were completed and have been approved by Caltrans. Right-of-Way certification is complete. The construction contract was awarded on September 25, 2012. The Highway 50 Community Enhancements, consisting of bicycle, pedestrian, and landscaping improvements, are included as part of the construction of the interchange. The construction is underway and anticipated to be completed by January 2015.

Pedestrian and Bike Accommodation:

The proposed project will reconstruct the U.S. Highway 50 at Watt Avenue interchange to an L-9 partial cloverleaf configuration to reduce congestion, improve safety and traffic operations of the interchange; install the initial working segment of a dedicated Bus Rapid Transit (BRT) facility; construct one separated bicycle and pedestrian pathway along the east side of Watt Avenue through the US 50 interchange to La Riviera Drive; and construct related ADA and transit access improvements. All proposed pedestrian and bike facility improvements will provide accommodations of bicycles and pedestrians as required by the New Measure A Ordinance.

Actual Expenditures Incurred To Date (Total Project through end of quarter):

<u>Quarter – Year</u>	<u>Amount</u>
October – December 2009	\$ 13,887.60
January – March 2010	\$ 43,269.37
April – June 2010	\$ 41,973.42
July – September 2010	\$ 47,844.58
October – December 2010	\$ 283,726.35
January – March 2011	\$ 114,256.26
April – June 2011	\$ 29,328.41
July – September 2011	\$ 0.00
October – December 2011	\$ 0.00
January – March 2012	\$ 357,263.38
April – June 2012	\$ 519,802.67
July – September 2012	\$ 0.00

October – December 2012	\$ 52,829.08
January – March 2013	\$ 0.00
April – June 2013	\$1,197,757.65
July – September 2013	\$ 0.00
October – December 2013	\$ 825,474.36
January – March 2014	\$ 637,022.51
April – June 2014	\$2,172,493.05
July – September 2014	\$ 0.00
October – December 2014	\$2,808,666.38
January – March 2015	<u>\$ 993,756.97</u>
Total To Date	\$10,139,352.04

Estimated Drawn Down Schedule:

<u>Quarter – Year</u>	<u>Amount</u>
April – June 2015	\$ 0.00

Estimated Project Completion Date: April 2015

Changes in Estimates since last report and reasons for changes:

The remaining balance of \$1,125,647.96 from the 2009 Bond notes was allocated to the Hazel Avenue project to meet the October 1, 2012 expenditure deadline.

On August 23, 2012, the Sacramento Transportation Authority (STA) Board approved a bond note in the amount of \$12,688,000 to cover remaining rights-of-way and construction contract costs.

On January 9, 2014, the STA approved a re-allocation of \$4,000,000 from this project to the Hazel Avenue Phase I project with \$2,500,000 programmed in fiscal year 2014 and \$1,500,000 in fiscal year 2015.

New Measure A Project Status Report

Quarter Ending Mar 31, 2015

Project: Highway 50 Bus/Carpool Lane Phase I and Community Enhancements

Design, engineering, environmental clearance, Right-of-Way acquisition, and construction to add one westbound and one eastbound high occupancy vehicle lane in the existing median.

Sponsoring Agency: State of California, Department of Transportation (Caltrans)

Project Managers: Jess Avila

Status Report Date: Mar 31, 2015

Project Status:

- Project completed. Closeout in process
- M040 Begin –Completed 07/01/2002
- M200 PA/ED – Completed 06/25/2007
- M380 PS/E – Completed 01/02/2009
- M460 RTL – Completed 04/10/2009
- M600 CCA – Completed 05/10/2013
- M800 End – Open 08/15/2016

Future Work:

- Closeout

Pedestrian and Bike Accommodation:

- The Department will maintain pedestrian and bicycle accessibility during and after construction.

Actual Expenditures Incurred to Date (Total Proj through end of Quarter - Note included in this amount is \$1,701,206.79 in payments made by STA directly to the County of Sacramento and this amount is still in question to which report it is should be included. Also, have received \$44,831.51 in invoices from Sac County that have not been reimbursed from 3rd Qtr pending review of process):

- \$26,308,232.61

Estimated Drawn Down Schedule: (quarter ending: 06-30-2015)

- APR 2015 - \$0.00
- MAY 2015 - \$150,000.00*
- JUN 2015 - \$150,000.00*
- *-These amounts may be realized depending on review of process above

Estimated Project Completion Date:

Project has been completed. Currently in closeout.

Changes in Estimates since last report and reasons for changes:

New Measure A Project Status Report

Quarter Ending Mar 31, 2015

Project: Highway 50 Bus/Car Pool Lanes from SR99 to Watt Ave – Phase II

Design, engineering, environmental clearance and Right-of-Way certification to construct high occupancy vehicle lane in the existing median and soundwalls.

Sponsoring Agency: State of California, Department of Transportation (Caltrans)

Project Manager: Sutha Suthahar

Status Report Date: Mar 31, 2015

Project Status:

- The target PA&ED date has been revised from Aug 1, 2014 to Oct 27, 2015. The reason for the revision is due to extend the study limit from SR 99 to I-5. The environmental and traffic studies will be revised to include the new project limit from Watt Ave to I-5. The traffic studies are a major component that feed into the noise and air quality analysis as part of the environmental process. These revised traffic studies were completed in March 2015. The revised RTL Date is March 1, 2018.
- M040 Begin – Completed 11/01/2012
- M200 PA/ED – In Process 10/27/2015
- M380 PS&E – Due 09/01/2017
- M460 RTL – Due 03/01/2018
- M600 CCA – Due 11/01/2021
- M800 End – Due 11/01/2023

Future Work:

- Noise and air quality studies in support of PA&ED development.
- Survey request for Right of Way retracement for design of soundwalls.
- Advanced Planning Studies (APS) for Elmhurst Viaduct, Brighton OH, Folsom Blvd UC, State College UC, and all structures between I-5 and SR 99 on SAC 50.
- Right of Way Datasheet preparation.
- Landscape architecture datasheet preparation.
- Railroad mapping to begin Heavy and Light Rail coordination.

Pedestrian and Bike Accommodation:

- The Department will maintain pedestrian and bicycle accessibility during and after construction. Additional pedestrian and bike accommodations are being proposed by the City of Sacramento across the 65th Street Interchange.

Actual Expenditures Incurred to Date (Total Project through end of quarter):

- \$3,397,078.18

Estimated Drawn Down Schedule (quarter ending 06-30-2015):

Apr 2015 - \$150,000
May 2015 - \$150,000
Jun 2015 - \$200,000

Estimated Project Completion Date:

Project will be finished in Nov 1, 2023

Changes in Estimates since last report and reasons for changes: None

New Measure A Project Status Report

Quarter Ending Mar 31, 2015

Project: Interstate 80 Bus/Carpool Lanes

Design, engineering, environmental clearance and right of Way acquisitions to add one westbound and one eastbound high occupancy vehicle lane in the existing median between Interstate 5 and the Capital City Freeway

Sponsoring Agency: State of California, Department of Transportation (Caltrans)

Project Manager: Jess Avila

Status Report Date: Mar 31, 2015

Project Status:

Plant establishment work continues within the project limits. Reconstruction of east bound lanes 2 and 3 are essentially complete east of Northgate Blvd. This work was accomplished through extended on and off ramp closures of interchanges east of Northgate Blvd.

- M040 Begin – Completed
- M200 PA/ED- Completed
- M380 PS&E – Completed
- M460 RTL – Completed 09/08/2010
- M600 CCA – In Process 11/15/2015
- M800 End – Open 11/15/2017

Future Work:

Continue reconstruction of east bound lanes 2 and 3 from the Sacramento River Bridge through Northgate Blvd Interchange. Extended ramp closure of the Truxel Ave eastbound off-ramp will be required. Begin reconstruction work of westbound lanes from Del Paso Park OH to just east of Northgate Blvd. Interchange. This work will require traffic stage changes for the motoring public east of Northgate Blvd. Interchange.

Pedestrian and Bike Accommodation:

The Department will maintain pedestrian and bicycle accessibility during and after construction.

Actual Expenditures Incurred To Date (Total Project through end of quarter):

\$483,162.21

Estimated Drawn Down Schedule:

Apr 2015 - \$0.00
May 2015 - \$0.00
Jun 2015 - \$0.00

Estimated Project Completion Date: *Nov 2015*

Changes in Estimates since last report and reasons for changes: *None*

New Measure A Project Status Report

Quarter Ending: March 31, 2015

Project: Downtown Intermodal Station

Project design, Right of Way acquisition, environmental clearance, and construction to relocate the inter-city rail tracks, construct new passenger platforms, and restore the historic Amtrak train station in downtown Sacramento into an intermodal passenger transfer facility.

Sponsoring Agency: City of Sacramento

Project Managers: Greg Taylor, Supervising Architect

Status Report Date: April 24, 2015

Project Status: Construction on \$67 million Phase 1, track relocation, is complete. The newly relocated track and platforms are in operation. Phase I includes coordination of construction of all necessary bridges and tunnels. The 5th and 6th Street bridge structures were completed in advance of track relocation. Construction on the \$10 million structural retrofit to the historic Sacramento Valley Depot is complete. The upgrade and reuse for the station began in October 2014, with a \$15 million federal TIGER grant for its construction matched with Measure A.

Pedestrian and Bike Accommodation: The Downtown Intermodal Station is designed to be an intermodal transportation facility to facilitate alternative modes of transportation and support bicycle and pedestrian connections. As part of Phase 1, the West Tunnel was constructed as a pedestrian and bicycle only facility. The project also includes a covered pedestrian walkway and tunnel for access to the train platforms and across the relocated tracks. Stairs were constructed with bicycle troughs. The station upgrade will include bike racks.

Actual Expenditures Incurred To Date (Total Project through end of quarter): To date, the City has requested and received reimbursements of \$20,549,820 include the period from July 1, 2009 through 3/31/2015. Requests are coordinated with reimbursements for state and federal funds, to ensure proper match and coordination for multi-funded project reimbursements.

Estimated Drawn Down Schedule: Drawdowns are anticipated to average approximately \$500,000 per quarter, until mid 2015 when they will increase to approximately \$1-2 million per quarter.

Estimated Project Completion Date: Phase 1 (Track Relocation) is complete, Phase 2 will be completed in December 2016. Completion of entire project is estimated for 2020. Timing for construction and completion of future phases is contingent upon funding availability.

Changes in Estimates since last report and reasons for changes: There have been no changes since the last report.

New Measure A Project Status Report
Quarter Ending: March 31, 2015

Project: Cosumnes River Boulevard/I-5 Interchange and Extension Project

The project extends Cosumnes River Boulevard from its westerly terminus at Franklin Boulevard to an at-grade intersection with Freeport Boulevard, and includes the construction of a new interchange at I-5 and a new bridge crossing over Morrison Creek and Union Pacific Railroad (UPRR). It will include 3.5 miles of new roadway consisting of 4 to 6 lanes.

Sponsoring Agency: City of Sacramento

Project Manager: Nader Kamal, Special Projects Engineer

Status Report Date: April. 24, 2015

Project Status: Construction began in March 2013. The project is being coordinated with construction of the Regional Transit South extension (blue line), which crosses the new Cosumnes River Boulevard. Construction of the new Interchange is complete and will be open to traffic on May 4, 2015.

The 3.5 mile roadway extension between Franklin and Freeport boulevards remains under construction, including the bridge over Morrison Creek/Union Pacific Railroad. Until the roadway is completed, motorists will be able to enter and exit I-5 by way of the new interchange at Freeport Boulevard but will not be able to head east along the new extension. Completion of the interchange will allow construction to commence on the Delta Shores regional shopping center, the first phase of the 800-acre master planned development.

The entire project (Cosumnes River Boulevard Extension Project) from Freeport Boulevard to Franklin Boulevard is anticipated to be open for traffic by fall 2015.

Pedestrian and Bike Accommodation: The roadway extension will include on-street bike lanes, 8 foot wide bifurcated sidewalks, street lights, and landscaping. The new extension will also parallel Regional Transit's new South Line Light Rail and provide direct access to two adjoining light rail transit stations.

Actual Expenditures Incurred to Date (Total Project through end of quarter):

The City has incurred \$7,855,931 in New Measure A expenditures to date.

Estimated Drawn Down Schedule: Drawdowns are anticipated to average approximately \$1 to \$1.5 million per quarter.

Estimated Project Completion Date: Construction is expected to be completed by February 9, 2016.

Changes in Estimates since last report and reasons for changes: None.

New Measure A Project Status Report

Quarter Ending March 31, 2015

Project: Folsom Boulevard Streetscape – Rod Beaudry to Horn Rd, Kilgore to Sunrise Blvd (Phase IV)

Improvements on Folsom Boulevard have been divided into several phases. The preliminary phase of the project was from Coloma Road to Cordova Lane and construction was completed in 2008. Phase II extended from Mather Field Road to Sunrise Blvd. and completed the street with pedestrian and bicycle improvements on the north and south side of Folsom Blvd. as well as landscape improvements along the same segment of the roadway. Construction of Phase II was completed in 2013. Phase III of the project extended from Rod Beaudry Drive to Mather Field Road continuing the improvements which included landscape median, bicycle lanes, sidewalk and landscape improvements on the south side of Folsom Blvd. Phase III was also completed in 2013.

Phase IV of the project will consist of construction of sidewalk infill on the north side of Folsom Boulevard and sidewalks and bike lanes on the south side of Folsom Boulevard and landscape medians from Rod Beardry to Horn Rd. Construction of the south side sidewalk from Kilgore Rd. to Sunrise Blvd. and upgrade pedestrian and bicycle facilities at the intersection of Folsom Blvd. and Sunrise Blvd. Construction of Phase IV is anticipated to begin in the Spring of 2016.

Sponsoring Agency: City of Rancho Cordova

Project Managers: Kathy Garcia

Status Report Date: April 27, 2015

Project Status:

The project is the initial design and environmental phases. Construction of Phase IV is anticipated to begin in the Spring of 2016.

Pedestrian and Bike Accommodation:

Phase IV will construct missing bicycle and pedestrian facilities as well as update substandard facilities such as curb ramps that do not meet current ADA guidelines.

Actual Expenditures Incurred To Date (Total Project through end of quarter):

Billed and paid to date:	\$ 81,117.11
Outstanding invoice for Quarter Ended March 31, 2015	<u>\$ 82,438.10</u>
Total Billed through March 31, 2015	\$ 163,555.21

Total Bond Funding **\$ 1,674,000.00**

Projected Estimated Project Expenditures:

Total Bond Funding	\$1,674,000.00
Billed to Date	<u>\$163,555.21</u>
Available Funding	\$1,510,444.79
Estimated Expenditures through October 2015	\$150,000
Estimated Expenditures through October 2016	\$1,010,444.79

New Measure A Project Status Report

Quarter Ending March 31, 2014

Project: Sunrise Blvd – PH 3A – Antelope to North City Limits, west side

Design, engineering, environmental clearance, right of way acquisition, and construction of a “complete streets” treatment.

Sponsoring Agency: City of Citrus Heights

Project Managers: Stuart Hodgkins, Principal Civil Engineer

916-727-4734, shodgkins@citrusheights.net

Status Report Date: April 30, 2015

Project Status: Phase 1 – Oak Avenue to Antelope Road was completed and accepted by council in September 2013. This phase included reconstructing existing sidewalks to meet ADA compliance and promote walkability of the corridor. Sidewalks were widened (no right of way acquisitions needed), varying 8-14’ feet in width, adding landscape buffers and enhanced safety lighting. The project also reconstructed three signalized intersections, installing state of the art ADA and pedestrian enhancements to improve safety for all users. The roadway also received a full asphalt overlay.

Phase 3A will apply many of these same principals and enhancements to the area of Sunrise between Antelope Road and the northern City limits, along the west side of the corridor. Presently, a majority of this section of roadway lacks sidewalks or even adequate safe shoulder width for use by pedestrians or those with mobility scooters. Design of Phase 3A included right of way acquisitions to allow for constructing minimum of 6 feet wide sidewalks, landscape buffers, and enhanced safety lighting. This phase will also reconstruct several bus stops as well as the Twin Oaks/Sunrise signalized intersection. Additionally, the project will install a Computerized Message Sign on southbound Sunrise at Twin Oaks to allow for notifying users of important information regarding the roadway, weather cautions, or other relevant alerts.

Pedestrian and Bike Accommodation: Citrus Heights implements Complete Streets concepts to all Major Arterial Improvement Projects. Specifically for Sunrise Phases 1 (complete), and Phases 2 and 3A (under phased design), the City will address/construct the following: Replace existing/add new curb, gutter and sidewalk with new vertical curb and wider, ADA compliant sidewalk, pavement striping to provide wide bike lanes, bike detecting inductive loops at signalized intersections, upgrade pedestrian amenities (vibrotactile buttons, countdown pedestrian signal heads, traffic cameras and new ADA curb ramps) and fully accessible transit stops with shelters.

Actual Expenditures Incurred To Date:

FY 10/11 - \$279,628.50	FY 13/14 – Quarter 2: \$48,437.19
FY 11/12 – \$94,994.58	FY 13/14 – Quarter 3: \$24,404.35
FY 12/13 – Quarter 1: \$1,011,603.72	FY 13/14 – Quarter 4: \$60,514.09
FY 12/13 – Quarter 2: \$1,150,899.40	FY 14/15 – Quarter 1: No expenses
FY 12/13 – Quarter 3: \$540,703.94	FY 14/15 – Quarter 2: \$36,145.62
FY 12/13 – Quarter 4: \$327,924.58	FY 14/15 – Quarter 3: \$10,341.22
FY 13/14 – Quarter 1: \$286,810.94	

Estimated Drawn Down Schedule: The balance of the Measure A Funds (\$659,000) is expected to be fully expended by the end of the second quarter of 2015/2016 as these funds will serve as matching funds to the projects CMAQ and RSTP grant funds.

Estimated Project Completion Date: Phase 1 segment is complete. A construction contract for Phase 3A was awarded to Martin Brothers in March 2015; construction is set to begin in May 2015. Staff anticipates Phase 3A will be completed by end of 2015/Spring of 2016 (weather pending).

Changes in Estimates since last report and reasons for changes: None.

New Measure A Project Status Report

Quarter Ending March 31, 2015

Project: Downtown Natomas Airport – Green Line to the River District

Design, engineering, environmental clearance, Right of Way acquisition, and construction to extend LRT service from 7th & I Streets near Sacramento Valley Station to Richards Blvd.

Sponsoring Agency: Sacramento Regional Transit District

Project Manager: Greg Gamble

Status Report Date: Final Report – Segment in Operation

Project Status: The Sacramento Regional Transit District (RT) Board of Directors awarded a Design/Build (DB) contract for the Green Line to the River District project to Stacy and Witbeck on September 14, 2009. Notice to Proceed (NTP) was delayed until the funding was made available after the sale of bonds. RT then issued the NTP to the DB Contractor on November 30, 2009.

Since NTP, the DB team has collaborated with RT staff to develop the design drawings and specifications. Locations of existing utilities have been confirmed by the DB team through potholing. The design and construction work has also been coordinated with the City of Sacramento Utilities and Transportation staff, as well as affected utility companies and stakeholders.

Design and construction efforts are essentially complete. **The Green Line to the River District project began revenue operation on June 15, 2012. All Green Line activities subsequent to the quarter ending September 30, 2012 are reported on the Downtown Natomas Airport – Green Line to Airport project summary.**

Significant Achievements:

July – September 2012 – Fined-tuned Operations, worked on punch list and Contract close-out.

April – June 2012 – Performed Integrated Train Testing, Operator Training and Safety Certification in anticipation of June 15th opening. Received CPUC permission to begin revenue service beginning June 15, 2012. Grand Opening for the Green Line to the River District ceremony was held on June 15, 2012.

January – March 2012 – Final inspections and testing underway, expect to be ready for integrated testing, followed by revenue service in late May/Early June.

October – December 2011 – Final utility work completed, OCS energized in segment 2, 3 and 4, OCS installed project wide. Traction Power Substation tested and readied for operation. Test train moved down 7th through T-9 Station, clearances checked. 8th and H Station readied for operation (Gold Line).

July – September 2011 – Final Paving, Signing and Striping, Train Signaling and Traffic Signaling work was installed, tested and readied for operation.

April – June 2011 – Track, Ductbank, Traction Power and OCS work continued along the alignment. Contact wire has been installed on 7th, 8th and G Streets, Special Trackwork at 8th and H and 7th and H have been installed. Curb, gutter and sidewalk have been installed. Intermediate and final paving have been performed

January – March 2011 – Additional Track, Ductbank, Traction Power and OCS work was completed in various segments along the alignment. Utility undergrounding on 7th between No. B and Richards Blvd. was completed. Special Trackwork installation began and cut-over planning was implemented for 3 cut-overs.

October - December 2010 – Track, Ductbank, Traction Power and OCS work was completed in various segments along the alignment. Utility undergrounding performed on 7th St. between No. B and Richards Blvd.

July – September 2010 – Utility work continued and right of way access activities completed. Track construction in the T9 station area completed

June 2010 Utility relocation work continued

May 2010 Major utility relocation work underway

Apr 2010 Release for Construction (RFC) design packages delivered by DB

Mar 2010 ESOCs started

Feb 2010 Early Start of Construction (ESOCs) package approved for construction

Feb 2010 Intermediate design effort completed

Nov 2009: NTP issued

Oct 2009: Groundbreaking Ceremony

Sept 2009: DB contract was awarded to Stacy & Witbeck

Aug 2009: Three proposal were received

June 2009: Request for Proposals was released to four qualified teams

Apr 2009: RT Board certified FEIR

Feb 2009: RT published Request for Qualifications to over 90 firms

Dec 2008: Board approved Design/Build process for DNA MOS-1

Nov 2008: Issued NOP for MOS-1 FEIR

Oct 2008: Refined MOS-1 alignment through meetings with stakeholders

Upcoming Work:

October – December – Complete punchlist work and Contract Closeout

Pedestrian and Bike Accommodation:

The Project's design and construction will include bicycle and pedestrian facilities. Bicycle travel through the Project area was taken into consideration during the course of the design. Shared bicycle and pedestrian facilities will be located on the west edge of the project area.

Actual Expenditures Incurred To Date: \$33,957,434

Swap: \$8,713,035

Total: \$42,670,469

Estimated Project Completion Date: 2012

Changes in Estimates since last report and reasons for changes: (change in draw down estimates or change in completion date)

The T-9 development project has been delayed due to developer cashflow issues. Development of the station platform at T-9 (by developer) impacted the revenue operations date. The project began revenue operations on June 15, 2012.

New Measure A Project Status Report

Quarter Ending March 31, 2015

Project: Green Line to the Airport (formerly known as Downtown Natomas Airport or DNA)

Sponsoring Agency: Sacramento Regional Transit District

Project Manager: Jeffrey Damon

Status Report Date: April 9, 2015

Project Status:

The RT/AECOM Team continued technical work on the project during this quarter. Key efforts were focused in the following areas:

- Meetings were held with FTA to discuss a multi-environmental document approach for the corridor. This resulted in concurrence that three (3) documents will be prepared as follows: 1) For the Sacramento Valley Station Loop Section, a CEQA analysis and clearance; 2) For the American River Bridge Crossing Section (from Township 9 to West El Camino), a draft and final EIS/EIR will be prepared; and 3) For the Airport Extension Section (from West El Camino to the Sacramento International Airport), a Draft EIS/R will be prepared.
- Provided updated information to Stakeholder along the corridor including the TMA, City and private interests, and the Streetcar interests.
- Held multiple meetings with City and the federal and county courts representatives to discuss double tracking on H Street.
- Completed 3 American River Bridge Crossing stakeholder meetings with approximately 30 individuals/entities reflecting interests ranging from economic, environmental, mobility, neighborhood associations, parks and preservationists. Stakeholder meetings focused on the aesthetic treatments and multi-modal access considerations. This effort will assist the Team in developing the detailed crossing alternative(s) to be evaluated in the environmental document.
- Completed development of right-of-way issues associated with the various Irrevocable Offers of Dedication (IODs) along the Green Line Corridor. This effort involved detailed research going back to agreements as early as the 1990's. The information was compiled and logged and GIS-based maps were prepared detailing the results of the research.
- Completed research and development of technical responses to Councilmember Ashby's questions regarding the Truxel alignments and potential options for alternate alignments. South of I-80, it was documented at a planning-level that the Truxel alignment has less environmental impacts than the alternates suggested. Specifically, additional impacts within the American River Parkway including both environmental impacts, levee impacts and traffic considerations were identified, as well as potential impacts on over 100 homes in terms of access limitations, noise, etc. and the loss of bike lanes. The recommendation was/is to not pursue further.
- For the Truxel alignment north of I80, the issue of the relocation of the SleepTrain Arena (home of the Sacramento King's) to downtown Sacramento raises an opportunity for redevelopment of approximately 150 acres adjacent to the Truxel alignment. City of Sacramento planning for this site is anticipated to begin in 2015 with an opportunity for the Green Line to potentially serve a significant regional mixed-use development of some type still to be determined.
- The Green Line Corridor was controlled flown and mapped for development of base mapping in this period.
- The American River Bridge Crossing section was field inventoried by consultant biologists with environmental considerations documented.

Current Project Scope Identifies The Phases As Follows:

- Expended funding for AA, Admin Draft EIS/R and Final EIR @ \$15.1M
- Phase - 1 @ \$44.9M: From downtown to Richards Boulevard by 2010 - Single track with only the bypass element constructed. This is what RT would be able to operate by 2012 based on revenue projections. Initial operation will be with existing equipment.
- Phase -1B (Sacramento Valley Station [SVS] Phase 3A) @ \$60.4M: The permanent/full build with loop & bypass segment of the Green Line from a connection segment on H Street north to connect with Phase 1. Utilizes Proposition 1A funding plus local match.
- Phase - 2 @ \$545M - \$596M (YOE): From Richards to Natomas Town Center - Included required vehicles and maintenance facility. Note: This "phase" will be separated into 2 "phases" – 1) From Township 9 to West El Camino will become a stand-alone "American River Bridge Crossing section (ARBX Section); and 2) From West El Camino to Natomas Town Center will be included with the Natomas Town Center to the Airport full build section for planning purposes. More-detailed cost estimates and information is under development now.
- Phase - 3 @ \$353M – \$386M (YOE): From Natomas Town Center to the Airport full build by 2035. (See Note above)

Significant Achievements:

2015

1/1/15 – 3/31/15

- Discussion and concurrence on a revised approach to balance environmental clearance with anticipated funding opportunities and schedules.
- Discussions with City and Courts to advance the double-tracking option on H Street.

2014

10/1/14 – 12/31/14

- Resolved with the Federal Transit Administration that two (2) environmental documents would be prepared as each project has independent utility, separate funding and different schedules. The two documents will be for the Sacramento Intermodal Transportation Facility (SITF) segment [from 7th/8th Streets & H Street through the SITF to F Street to 7th Street] and for the remainder of the corridor [from Township 9 Station north to the Sacramento International Airport].
- Held meetings with key stakeholders, decision-makers and resource agencies to bring everyone up to date and gather input on their concerns and considerations moving forward.
- Technical work focused on developing refined concepts for the SITF and the American River Bridge Crossing. These concepts will be reviewed and discussed with the various stakeholders during the upcoming quarter.
- Hired Koegel & Associates through a competitive bidding process to augment the technical capacity of RT.

7/1/14 – 9/30/14

- Held multiple meetings with City of Sacramento staff and Rep. Matsui to discuss project, timing and phasing and key elements (SITF area, American River Bridge Crossing, Sacramento Airport)
- Met with Councilmember Ashby to discuss the alignment, issues and concerns and opportunities (Sleep Train Arena re-use, soccer stadium in Railyards, American River Bridge crossing)
- Held multiple meetings/presentations with River District Board, Downtown Sacramento Partnership, Save the American River Association, and Complete Streets Coalition to discuss project and issues.

- Met with multiple entities to discuss the options for the H Street double-tracking and potential constraints associated with the future County courthouse
- Continued coordination with state and federal resource agencies over the American River Crossing and conceptual design development

4/1/14 – 6/30/14

- Held meetings with Councilmembers, Ashby (6/18), Cohn, and Hansen; Supervisor Serna (5/12) to discuss project and issues/areas of concern.
- Held meetings with key stakeholders including the Lower American River Task Force (6/10), City of Sac DOT (6/13), and key land use and community groups (4/29, 6/2, 6/27).
- Held meetings with FTA and determined appropriate methodology for document preparation.
- Worked on technical concept design development for American River Crossing and the SITF alignment and integration of these elements into larger City of Sacramento planning efforts.
- Worked on travel forecasting model development efforts with AECOM Team

1/1/14 – 3/31/14

- Held Kickoff Meeting between RT and AECOM Team on 1/8/14
- Held review & discussion meeting with City Staff on SITF on 1/9/14
- Held multiple meetings with AECOM Team members to discuss on-going work efforts
- Produced Project Management Plan documenting roles, responsibilities, schedules, etc.
- Produced (draft) Outreach Plan
- Held update and check-in with RT Management and AECOM on 3/25/14 to review multiple features of the project including initial/prelim ridership forecasts, MOS segments, financial considerations, and outreach approaches
- Began Stakeholder outreach efforts

2013

10/1/13 – 12/31/13

- Completed negotiations with AECOM Team
- Provided Notice-to-Proceed to AECOM Team on 12/23/13
- Prepared for Kickoff Meeting in January 2014

7/1/13 – 9/30/13

- Received and reviewed consultant submittals
- Interviewed three teams
- Began negotiations with #1 ranked consultant team
- Negotiations almost completed
- Prepared Issue Paper for RT Board action authorizing a contract for professional services
- Coordinated with City of Sacramento on American River Bridge Crossing project

4/1/13 – 6/30/13

- Released RFP for Consultant Services
- Met with FTA and toured segments of Corridor
- Continued coordination with City of Sacramento on corridor-related issues
- Continued to meet with RT Board members to keep them informed

1/1/13 – 3/31/13

- Held multiple coordination meetings with FTA Administration, Rep. Matsui, City of Sacramento and local parties regarding the Green Line and the next steps
- Prepared revised RT Board Issue Paper for release of RFP
- Achieved authorization from RT Board to release RFP at March 25th Board meeting
- Finalized RFP components and awaiting final concurrence on materials from RT Legal

2012

10/1/12 – 12/31/12

- Prepared revised RT Board Issue Paper for release of RFP

- Reviewed MAP-21 conceptual Guidance and refined scope of services accordingly
- Participated in two American River Crossing Stakeholder meetings representing the Green Line's interests
- Met with City Council/RT Board member and City Staff to discuss Sacramento Intermodal-related issues.
- Developed and provided related materials to Representative Matsui's office regarding the Green Line

7/1/12 – 9/30/12

- Prepared a scope of services and budget allocation by task
- Coordinated efforts with City of Sacramento on the American River Bridge Crossing project
- Met multiple times with internal stakeholders to review and refine RFP and Scope
- Met with RT Board members with geographic coverage responsibility for the Green Line to review the projects, scope, schedule and options
- Prepared an Issue Paper for RT Board requesting authorization to release RFP; to be submitted in early 2014
- 6/30/12: Project 402 to be closed out and begin new fiscal year as Project R322
- 6/28/12: Attended the 1st American River Bridge Crossing (City of Sacramento) as a Stakeholder
- 6/13/12: Notification from FTA that Green Line Environmental Analysis funding has been awarded (CA-90-Y-366-04)
- 6/4/12: Internal discussion re: Green line "Next Steps"
- 5/3/12: Discussions with FTA re: Funding for Green Line
- 4/19/12: Internal Finance meeting discussing project 402 and remaining funds/re-allocation
- 3/31/12: Prepared revised Scope reflecting FTA comments for inclusion in SACOG OWP
- 3/9/12: Received from HDR final versions of CAD and source (WORD, EXCEL, Etc.) files from Transitional Analysis work efforts
- 2/24/12: Met with FTA Region IX to discuss project, funding and next phase scope of work
- 1/31/12: Received and reviewed final work documents from DKS on travel forecasts

2011

- 12/30/11: Draft Technical Reports prepared by DKS Associates on the travel model refinements and results submitted to RT for review
- 12/12/11: Monthly Coordination Meeting with City of Sacramento regarding the American River Crossing project
- 12/9/11: Meeting with SACOG regarding funding options and strategies with follow-on actions
- 11/14/11: Monthly Coordination Meeting with City of Sacramento regarding the American River Crossing project
- 11/5/11: Development of "Matrix of Environmental Issues Associated with Re-Starting the Green Line Draft EIS/R" and subsequent provision to SACOG
- 10/24/11: Development of DKS SOW for Travel Model Upgrades and Analysis and Contract
- 10/17/11: Monthly Coordination Meeting with City of Sacramento regarding the American River Crossing project
- 9/21/11: RT and DKS staff met with SACOG staff. The meeting resulted in general agreement on the model changes and the "next steps" as discussions between SACOG and FTA.
- 9/8/11 : Met with SACOG staff and discussed the pros and cons of streetcar technology application for the Green Line.
- 9/7/11: DKS prepared a working paper that details enhancements to the SACMET model, re-calibration efforts and the re-validation efforts completed.
- 4/1-30/11: Presentation of power point to SACOG.
- 3/1-31/11: Preparation of the "Streetcar for the Green Line?" paper and power point.
- 1/1-31/11: Meetings with SACOG to review their comments on the Transitional Analysis

2010

- 11/10/10: SACOG review of TA findings and recommendations
- 11/8/10; Presentation of TA findings and recommendations to RT Board of Directors
- 10/15/10: Final Draft Transitional Analysis Report completed
- 9/30/2010: Draft analysis results produced by HDR.

- 9/11/2010: Completed all public outreach activities including public safety workshop, community review (charrette), community outreach event at Celebrate Natomas.
- 8/20/2010: HDR completes deliverables on project cost reductions and design refinements that will be presented at community review (charrette).
- 7/26/2010: Amended HDR Contract to perform additional modeling
- 5/28/2010: Completed On-board survey in support of ridership estimation

2009

- 10/15/2009: Initiate Charrette process for project design
- 10/12/09: Ground breaking on MOS-1
- 9/15/09: RT selected Design/build firm
- 6/20/09: RT issued final Request for Proposals
- 2/12/09: RT published Request for Qualifications to over 90 firms
- 12/10/08: Board approved Design/Build process for DNA MOS-1
- 11/12/08: Issued NOP for MOS-1 FEIR
- 10/30/08: Identified technology options for rolling stock
- 8/15 to 10/15/08: Refined MOS-1 alignment through meetings with stakeholders
- 8/5 to 8/8/08: Held Project Definition Workshop
- 7/31/08: Issued Notice to Proceed to HDR/Hoyt and Sharon Greene & Associates
- 7/16/08: Amended the Metropolitan Transportation Plan and the OWP
- 4/24/08: Selected Contractor for Transitional Analysis

Actual Expenditures Incurred To Date: \$552,511

Estimated Drawn-Down Schedule: (By quarter – how much in New Measure A money you expect to spend)

Apr – Jun 2015	\$96,837 **
Jul – Sep 2015	\$54,083
Oct – Dec 2015	\$198,237
Jan – Mar 2016	\$363,841
Apr – Jun 2016	\$320,092
Jul – Sep 2016	\$29,236
Oct – Dec 2016	\$33,204
Jan – Mar 2017	\$29,792
Apr – Jun 2017	\$32,096
Jul – Sep 2017	\$31,465
Oct – Dec 2017	\$29,679
Total	\$1,218,562

**Revised termination date based on discussions with Brian Williams to extend agreement one year. New termination date to be extended to December 2017.*

*** Cost incurred thru March 2015 - not yet invoiced.*

Changes in Estimates since last report and reasons for changes: (Change in draw down estimates or change in completion date)

- The completion of the overall project is being extended from June 2017, as presented in the previous Update(s) to December 2017. This extension is due to the requirements of MAP-21 to identify the demonstrated funding capacity of the project to move forward into the next phase of Project Development following obtaining final environmental clearance. Because the financial capacity decision is at least partially dependent upon the outcome of some sort of 2016 action such as a ballot initiative still to be determined, we have taken the conservative step and assumed a decision to move forward with a final document will be made in December 2016 and potentially up to 12 months may be required to complete the final environmental document and close out this effort.

Estimated Project Completion Date: 2027

Completion date could move to an earlier date but is dependent on a future local revenue source.

Schedule

The schedule is as follows:

- Through December 2013 complete negotiations on scope, schedule, budget refinements and prepare RT Issue Paper requesting approval of consultant contract **Completed**
- By end of December 2013 RT Board action authorizing consultant contract **Completed**
- Late December 2013 Notice-to-Proceed **Completed**
- Begin technical work in early January 2014 including multiple-day Kickoff Session reviewing the corridor, issues, etc. **Completed**
- Project Definition through **Spring 2015**. *This effort continues to be on-going based on recent developments associated with the ESC/Arena, re-use of the SleepTrain site and considerations regarding the Sacramento Streetcar, among other issues. The intent is to bring an updated set of issues to the RT Board in the spring of 2015 to obtain affirmation on the project definition and approach for the environmental assessment document and process.*
- For the Sacramento Valley Station (SVS) segment (aka SITF), prepare final environmental clearance strategy and actions by **Spring 2015**. *This effort is close to being completed as of the date of this document and requires final GM sign-off.*
- For the Sacramento Valley Station segment (aka SITF), complete environmental clearance by **December 2015**. *This date will depend upon whether a full NEPA analysis will be required. The expectation is that the SVS segment may be cleared for NEPA with existing documents and minor updates and a more-detailed analysis with CEQA can be completed.*
- For the Sacramento Valley Station segment (aka SITF), complete PS&E by **June 2017**
- For the Airport Extension DEIS/R, issue NOI/NOP by **December 2015**
- For the Airport Extension, prepare revised Admin Draft Environmental Document (ADEIS/R) by **June 2016**
- For the Airport Extension, prepare Draft EIR/EIS and release for public review and comment and complete New Starts Justification Measures for a Minimal Operating Segment (MOS) by **December 2016**
- For the Airport Extension, prepare Final EIR/EIS for MOS by **December 2017**

New Measure A Project Status Report

Quarter Ending March 31, 2015

Project: South Sacramento Corridor Phase II

Design, engineering, environmental clearance, Right of Way acquisition, and construction to extend light rail service from the current terminus at Meadowview Road to Cosumnes River College.

Sponsoring Agency: Sacramento Regional Transit District

Project Manager: John Valsecchi , Ed Scofield

Status Report Date: As of 3/31/2015

Project Status:

The environmental document was finalized and submitted to FTA in October 2008 with a Record of Decision (ROD) issued December 18, 2008. A FONSI (Finding of No Significant Impact) was issued in October 2011 for modifications to the project. An amended Biological Opinion was issued by US Fish and Wildlife on December 16, 2011 which addresses construction activities in environmentally sensitive areas within the project.

Preliminary engineering was completed in May 2012, and final design in December 2012. RT and FTA executed a Full Funding Grant Agreement (FFGA) on Dec. 27, 2012. This commits FTA to fund \$135 million or one-half of the \$270 million anticipated project cost. Of this amount, approximately \$121 million has already been awarded to RT and is available to the project.

At this time, FTA-approved open activities include right of way (ROW) acquisitions, environmental mitigation monitoring, utility relocation, procurement of materials and equipment, and construction.

The Cosumnes River College (CRC) Parking Facility is open for public access. The CRC and Morrison Creek bridge structures are complete. An FTA Letter of No Prejudice (LONP) allowed these construction activities to start before the FFGA was executed. The balance of the construction effort is encompassed in the "Civil, Track, Structures, Stations, and Systems" (CTSSS) contract which was awarded in July 2013 and work is about three-quarters complete. Trackwork and passenger station construction continues. Manufacture of traction power substations (TPSS) is complete; all 4 TPSSs have been delivered (as of January 2015). Track material has been purchased and delivered; and installation is ongoing. The remainder of the owner-furnished material will be delivered prior to when the contractor is scheduled to install it. RT has access to all project affected real property.

Pedestrian and Bike Accommodation:

Two pedestrian bridges over Union House Creek have been constructed which can also accommodate bike traffic. Bike racks and lockers are planned for the

light rail stations. In addition, a pedestrian bridge is planned to connect the CRC light rail station with the parking facility..

Actual Expenditures Incurred To Date:

July 2009 –Mar 2015	\$ 15,913,033
Swap	\$ (8,713,035)
Total	\$ 7,199,998

Estimated Draw Down Schedule: for New Measure A Series 2012 Bonds:

April 2015 – Sept 2015	\$ 516,457
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Total Actual + Estimated \$ 7,716,455

Estimated Project Completion Date: September 2015

Changes in Estimates since last report and reasons for changes:

All series 2012 New Measure A bonds funds are spent except for \$516,457 which is now anticipated to be spent between April 2015 and Sept 2015. It was previously forecast these funds would be spent between Jan and September 2015.

**New Measure A Project Status Report
Quarter Ending March, 2015**

Project: Capital SouthEast Connector JPA

Design, engineering, environmental clearance, environmental mitigation, Right-of-Way acquisition, and construction of a multi-modal transportation corridor connecting the Cities of Elk Grove, Rancho Cordova, and Folsom in the southern and eastern portions of Sacramento County, including agency administrative functions as specified.

Sponsoring Agency: Capital SouthEast Connector JPA

Project Managers: Tom Zlotkowski

Status Report Date: April, 2015

Project Status: Project construction has not started. The project is currently in the development stage. Project delivery milestones include: Approval of General Plan Amendments in the cities of Elk Grove and Folsom and the County of Sacramento; update to the Project Design Guidelines; execution of a preliminary engineering contract; ongoing environmental clearance.

Pedestrian and Bike Accommodation: The Capital SouthEast Connector will provide efficient transportation options within the corridor that will enable flexibility among automobile, transit service, bicycle, and pedestrian uses as part of its project description.

Actual Expenditures Incurred To-Date (Total Project through end of quarter – October 2009 through March 2015):

Measure A Bond Proceeds:	\$ 8,930,937.79
Measure A Pay-Go Proceeds:	<u>1,129,356.43</u>
TOTAL	\$10,060,294.22

Estimated Drawn Down Schedule: (April through June 2015)

Measure A Bond Proceeds:	\$ 539,868.25
Measure A Pay-Go Proceeds:	<u>56,853.77</u>
TOTAL	\$ 596,722.02

Estimated Project Completion Date: 2035

Changes in Estimates since last report and reasons for changes:
(January through March 2015)

<u>Measure A Bond Proceeds:</u>	Estimated: \$ 325,876.00
	Actual: \$ 320,235.90

Expenditures for Professional Consulting Services were lower than projected for this quarter.

<u>Measure A Pay-Go Proceeds:</u>	Estimated: \$ 42,114.00
	Actual: \$ 38,392.03

Expenditures for allocated costs were lower than projected for this quarter.

MEASURE A INDEPENDENT TAXPAYERS OVERSIGHT COMMITTEE

May 28, 2015
Item #4

Subject: Status Report of Measure A On-Going Programs, 3rd Quarter FY 2014-15

Recommendation

Receive the Measure A on-going annual program status report for the quarter ended March 31, 2015.

Discussion

Contracts between the STA and Measure A entities require that the entities submit quarterly status reports. The purpose of these reports is to provide the STA Board, taxpayers' oversight committee, and the public with timely information on the progress of Measure A projects and programs.

The status information attached hereto shows revenues and expenditures for on-going Measure A programs for the quarter ended March 31, 2015. The affected funds are distributed to local transportation agencies according to the formula set forth in the Measure A Ordinance. The funds are distributed monthly as they are received from the Board of Equalization. A summary sheet of all related expenditures (green) is followed by a more detailed breakout of eligible program expenditures for each of the Measure A entities.

Attachments

Staff Contact: Lisa Valine

**SACRAMENTO TRANSPORTATION AUTHORITY
MEASURE A ON-GOING ANNUAL PROGRAMS - DISTRIBUTIONS & EXPENDITURES**

AS OF MARCH 31 2015

JURISDICTION	DISTRIBUTION			EXPENDITURES		TOTAL UNEXPENDED
	<i>Unexpended FY 2013/14</i>	<i>3rd Qtr 2015</i>	<i>Year to Date FY 14 & FY 15</i>	<i>3rd Qtr 2015</i>	<i>Year to Date FY 15</i>	
Citrus Heights	\$ 2,156,472	\$ 520,909	\$ 3,724,997	\$ 375,643	\$ 1,416,922	\$ 2,308,075
Elk Grove	3,546,307	1,039,811	6,677,305	418,439	1,086,316	5,590,989
Folsom	1,652,106	507,612	3,180,587	478,681	1,178,766	2,001,821
Rancho Cordova	2,514,589	483,312	3,969,902	311,378	1,188,775	2,781,127
City of Sacramento	9,058,313	3,026,636	18,171,882	4,603,641	10,174,008	7,997,874
County of Sacramento	2,457,907	3,988,478	14,467,699	3,000,126	11,347,081	3,120,618
Isleton	38,335	10,543	70,077	27,693	76,136	(6,059)
Galt	2,458,829	263,577	3,252,389	112,152	1,262,548	1,989,841
SMAQMD	201,525	387,504	1,368,236	382,037	1,112,585	255,651
Paratransit	-	904,175	2,722,325	904,175	2,722,325	-
Sacramento Regional Parks	121,421	250,000	871,421	161,345	536,309	335,112
Regional Transit	-	8,912,584	26,834,351	8,912,584	26,834,351	-
Sub - Total	\$ 24,205,804	\$ 20,295,141	\$ 85,311,171	\$ 19,687,894	\$ 58,936,123	\$ 26,375,048
Neighborhood Shuttle	5,042,455	250,000	5,796,863	-	-	5,796,863
CTSA Set Aside	4,493,777	258,335	5,275,460	-	-	5,275,460
Total	\$ 33,742,036	\$ 20,803,476	\$ 96,383,494	\$ 19,687,894	\$ 58,936,123	\$ 37,447,371

ON-GOING MEASURE A ANALYSIS - DISTRIBUTIONS & EXPENDITURES
PERIOD: FY 09/10 THROUGH FY 14/15
AS OF MARCH 31 2015

JURISDICTION	DISTRIBUTION			EXPENDITURES		REMAINING FUNDS	
	<i>Unexpended @ June 30, 2014</i>	<i>FY 2013/14 Distribution through March 31, 2015</i>	<i>Total Funds Available through March 31, 2015</i>	<i>Total Expended through March 31, 2015</i>	<i>Remaining Balance through March 31, 2015</i>		
Citrus Heights							
<i>Traffic Control & Safety</i>	\$ 603,013	\$ 127,057	\$ 730,070	\$ 231,492	\$ 498,578		
<i>Safety, Streetscaping, Pedestrian</i>	610,517	170,921	781,438	32,044	749,394		
<i>Street & Road Maintenance</i>	942,942	1,270,547	2,213,489	1,153,386	1,060,103		
Total	\$ 2,156,472	\$ 1,568,525	\$ 3,724,997	\$ 1,416,922	\$ 2,308,075		
Elk Grove							
<i>Traffic Control & Safety</i>	\$ 374,688	\$ 253,620	\$ 628,308	\$ 353,288	\$ 275,020		
<i>Safety, Streetscaping, Pedestrian</i>	579,281	341,182	920,463	34,357	886,106		
<i>Street & Road Maintenance</i>	2,592,338	2,536,196	5,128,534	698,671	4,429,863		
Total	\$ 3,546,307	\$ 3,130,998	\$ 6,677,305	\$ 1,086,316	\$ 5,590,989		
Folsom							
<i>Traffic Control & Safety</i>	\$ 142,828	\$ 123,811	\$ 266,639	\$ 134,853	\$ 131,786		
<i>Safety, Streetscaping, Pedestrian</i>	31,010	166,557	197,567	108,805	88,762		
<i>Street & Road Maintenance</i>	1,478,267	1,238,114	2,716,381	935,108	1,781,273		
Total	\$ 1,652,105	\$ 1,528,482	\$ 3,180,587	\$ 1,178,766	\$ 2,001,821		
Rancho Cordova							
<i>Traffic Control & Safety</i>	\$ 376,234	\$ 117,884	\$ 494,118	\$ 50,339	\$ 443,779		
<i>Safety, Streetscaping, Pedestrian</i>	723,089	158,584	881,673	39,693	841,980		
<i>Street & Road Maintenance</i>	1,415,266	1,178,845	2,594,111	1,098,743	1,495,368		
Total	\$ 2,514,589	\$ 1,455,313	\$ 3,969,902	\$ 1,188,775	\$ 2,781,127		

ON-GOING MEASURE A ANALYSIS - DISTRIBUTIONS & EXPENDITURES
PERIOD: FY 09/10 THROUGH FY 14/15
AS OF MARCH 31 2015

JURISDICTION	DISTRIBUTION			EXPENDITURES	REMAINING FUNDS
	<i>Unexpended @ June 30, 2014</i>	<i>FY 2013/14 Distribution through March 31, 2015</i>	<i>Total Funds Available through March 31, 2015</i>	<i>Total Expended through March 31, 2015</i>	<i>Remaining Balance through March 31, 2015</i>
Sacramento					
<i>Traffic Control & Safety</i>	\$ 2,374,000	\$ 738,225	\$ 3,112,225	\$ 802,516	\$ 2,309,709
<i>Safety, Streetscaping, Pedestrian</i>	3,057,303	993,097	4,050,400	267,964	3,782,436
<i>Street & Road Maintenance</i>	3,627,010	7,382,247	11,009,257	9,103,528	1,905,729
Total	\$ 9,058,313	\$ 9,113,569	\$ 18,171,882	\$ 10,174,008	\$ 7,997,874
County					
<i>Traffic Control & Safety</i>	\$ 1,920,273	\$ 972,827	\$ 2,893,100	\$ 614,033	\$ 2,279,067
<i>Safety, Streetscaping, Pedestrian</i>	537,634	1,308,696	1,846,330	1,004,779	841,551
<i>Street & Road Maintenance</i>	-	9,728,269	9,728,269	9,728,269	-
Total	\$ 2,457,907	\$ 12,009,792	\$ 14,467,699	\$ 11,347,081	\$ 3,120,618
Isleton					
<i>Total Distribution/Expense</i>	\$ 38,335	\$ 31,742	\$ 70,077	\$ 76,136	\$ (6,059)
Total	\$ 38,335	\$ 31,742	\$ 70,077	\$ 76,136	\$ (6,059)
Galt					
<i>Total Distribution/Expense</i>	\$ 2,458,829	\$ 793,560	\$ 3,252,389	\$ 1,262,548	\$ 1,989,841
Total	\$ 2,458,829	\$ 793,560	\$ 3,252,389	\$ 1,262,548	\$ 1,989,841

ON-GOING MEASURE A ANALYSIS - DISTRIBUTIONS & EXPENDITURES
PERIOD: FY 09/10 THROUGH FY 14/15
AS OF MARCH 31 2015

JURISDICTION	DISTRIBUTION			EXPENDITURES	REMAINING FUNDS
	<i>Unexpended @ June 30, 2014</i>	<i>FY 2013/14 Distribution through March 31, 2015</i>	<i>Total Funds Available through March 31, 2015</i>	<i>Total Expended through March 31, 2015</i>	<i>Remaining Balance through March 31, 2015</i>
SMAQMD					
<i>Total Distribution/Expense</i>	\$ 201,525	\$ 1,166,711	\$ 1,368,236	\$ 1,112,585	\$ 255,651
<i>Total</i>	<u>\$ 201,525</u>	<u>\$ 1,166,711</u>	<u>\$ 1,368,236</u>	<u>\$ 1,112,585</u>	<u>\$ 255,651</u>
Paratransit					
<i>Total Distribution/Expense</i>	\$ -	\$ 2,722,325	\$ 2,722,325	\$ 2,722,325	\$ -
<i>Total</i>	<u>\$ -</u>	<u>\$ 2,722,325</u>	<u>\$ 2,722,325</u>	<u>\$ 2,722,325</u>	<u>\$ -</u>
Sac Regional Parks					
<i>Total Distribution/Expense</i>	\$ 121,421	\$ 750,000	\$ 871,421	\$ 536,309	\$ 335,112
<i>Total</i>	<u>\$ 121,421</u>	<u>\$ 750,000</u>	<u>\$ 871,421</u>	<u>\$ 536,309</u>	<u>\$ 335,112</u>
Regional Transit					
<i>Total Distribution/Expense</i>	\$ -	\$ 26,834,351	\$ 26,834,351	\$ 26,834,351	\$ -
<i>Total</i>	<u>\$ -</u>	<u>\$ 26,834,351</u>	<u>\$ 26,834,351</u>	<u>\$ 26,834,351</u>	<u>\$ -</u>
Sub - Total	\$ 24,205,803	\$ 61,105,368	\$ 85,311,171	\$ 58,936,123	\$ 26,375,048

ON-GOING MEASURE A ANALYSIS - DISTRIBUTIONS & EXPENDITURES
PERIOD: FY 09/10 THROUGH FY 14/15
AS OF MARCH 31 2015

JURISDICTION	DISTRIBUTION			EXPENDITURES	REMAINING FUNDS
	<i>Unexpended @ June 30, 2014</i>	<i>FY 2013/14 Distribution through March 31, 2015</i>	<i>Total Funds Available through March 31, 2015</i>	<i>Total Expended through March 31, 2015</i>	<i>Remaining Balance through March 31, 2015</i>
Neighborhood Shuttle					
<i>Total Distribution/Expense</i>	\$ 5,042,455	\$ 750,000	\$ 5,796,863	\$ -	\$ 5,796,863
<i>Total</i>	<u>\$ 5,042,455</u>	<u>\$ 750,000</u>	<u>\$ 5,796,863</u>	<u>\$ -</u>	<u>\$ 5,796,863</u>
CTSA Set Aside					
<i>Total Distribution/Expense</i>	\$ 4,493,777	\$ 777,807	\$ 5,275,460	\$ -	\$ 5,275,460
<i>Total</i>	<u>\$ 4,493,777</u>	<u>\$ 777,807</u>	<u>\$ 5,275,460</u>	<u>\$ -</u>	<u>\$ 5,275,460</u>
Grand Total	<u>\$ 33,742,035</u>	<u>\$ 62,633,175</u>	<u>\$ 96,383,494</u>	<u>\$ 58,936,123</u>	<u>\$ 37,447,371</u>

MEASURE A INDEPENDENT TAXPAYERS OVERSIGHT COMMITTEE

May 28, 2015
Item #5

Subject: Cumulative FY 2014-15 Measure A Revenue Report

Recommendation

Receive and file a summary report of cumulative FY 2014-15 Measure A sales tax revenues.

Discussion

The monthly Measure A sales tax revenue and distribution report for May is attached. This report also provides cumulative revenue and distribution figures for the first 11 months of FY 2015. At the top half of the page, the first two columns show the proportional allocation of sales tax revenue to each Measure A program. The first two columns at the bottom half of the page break out the allocations among the County and cities for the *Traffic Control & Safety*, *Streetscaping, Bike, Ped*; and *Road Maintenance* programs. The far right column shows the distribution of Measure A revenues for the month of May, while the second column from the right depicts cumulative distributions through the end of the prior month. Lastly, cumulative FY 2015 Measure A distributions to date are shown in the middle column.

In summary, the May sales tax revenues were 3.1% above the same month last year, and cumulative sales tax revenues through eleven months of FY 2015 are running about 4.5% above the prior year.

Attachments

Staff Contact: Lisa Valine

Measure A Sales Tax Revenue & Distribution - May 2015

<u>Measure A</u>		<u>2014/15</u>	YTD thru Apr 15	<u>May 15</u>
Cumulative Measure A Gross Revenue		\$ 94,903,029	\$ 869,019,029	\$ 8,884,000
Isleton	0.04%	\$ 37,961	\$ 34,408	3,553
Galt	1.00%	\$ 949,030	\$ 860,190	88,840
Neighborhood Shuttle	\$ 1,000,000	\$ 916,667	\$ 833,333	83,334
Subtotal		\$ 92,999,371	\$ 84,291,098	\$ 8,708,273
Sac Cnty Regl Parks Dept	\$ 1,000,000	\$ 916,667	\$ 833,333	83,334
Capital Projects	20.75%	\$ 19,297,370	\$ 17,490,403	1,806,967
		\$ 72,785,335	\$ 65,967,362	\$ 6,817,973
Program Administration	0.75%	\$ 697,495	\$ 632,183	65,311
SMAQMD	1.50%	\$ 1,394,991	\$ 1,264,366	130,625
Traffic Control & Safety	3.00%	\$ 2,789,981	\$ 2,528,733	261,248
Paratransit (CTSA)	3.50%	\$ 3,254,978	\$ 2,950,188	304,790
CTSA Set Aside	1.00%	\$ 929,994	\$ 842,911	87,083
Safety, Streetscaping				
Pedestrian & Bike Facilities	5.00%	\$ 3,733,302	\$ 3,381,222	352,080
Street & Road Maintenance	30.00%	\$ 27,899,811	\$ 25,287,329	2,612,482
SRTD	34.50%	\$ 32,084,783	\$ 29,080,429	3,004,354
Net Revenue	78.25%	\$ 72,785,335	\$ 65,967,362	\$ 6,817,973

<u>Traffic Control & Safety</u>		<u>2014/15</u>	<u>2014/15</u>	
Citrus Heights	5.445%	\$ 151,914	\$ 137,690	14,226
Elk Grove	10.869%	\$ 303,243	\$ 274,848	28,395
Folsom	5.306%	\$ 148,036	\$ 134,175	13,861
Rancho Cordova	5.052%	\$ 140,950	\$ 127,752	13,198
Sacramento	31.637%	\$ 882,666	\$ 800,015	82,651
County	41.691%	\$ 1,163,171	\$ 1,054,254	108,917
Total	100.0%	\$ 2,789,981	\$ 2,528,733	\$ 261,248

<u>Safety, Streetscaping, Pedestrian & Bike Facilities</u>		<u>2014/15</u>	<u>2014/15</u>	
Citrus Heights	5.445%	\$ 203,278	\$ 184,108	19,170
Elk Grove	10.869%	\$ 405,773	\$ 367,505	38,268
Folsom	5.306%	\$ 198,089	\$ 179,408	18,681
Rancho Cordova	5.052%	\$ 188,606	\$ 170,819	17,787
Sacramento	31.637%	\$ 1,181,105	\$ 1,069,717	111,388
County	41.691%	\$ 1,556,451	\$ 1,409,665	146,786
Total	100.0%	\$ 3,733,302	\$ 3,381,222	\$ 352,080

<u>Street & Road Maintenance</u>		<u>2014/15</u>	<u>2014/15</u>	
Citrus Heights	5.445%	\$ 1,519,145	\$ 1,376,895	142,252
Elk Grove	10.869%	\$ 3,032,430	\$ 2,748,480	283,950
Folsom	5.306%	\$ 1,480,364	\$ 1,341,746	138,618
Rancho Cordova	5.052%	\$ 1,409,498	\$ 1,277,516	131,982
Sacramento	31.637%	\$ 8,826,663	\$ 8,000,152	826,511
County	41.691%	\$ 11,631,710	\$ 10,542,541	1,089,169
Total	100.0%	\$ 27,899,811	\$ 25,287,329	\$ 2,612,482

MEASURE A INDEPENDENT TAXPAYERS OVERSIGHT COMMITTEE

May 28, 2015
Item #6

Subject: Final Draft FY 2015-16 Measure A Revenue Forecast and STA Budget Document

Recommendation

Review final draft FY 2016 budget document with staff; recommend that it be forwarded to STA Board for approval.

Discussion

In late March, staff distributed the draft Measure A revenue estimate and STA budget figures for FY 2015-16. We tentatively forecasted that current-year Measure A sales tax revenues will come in at \$105,960,000 and that FY 2015-16 revenues will increase by 5.5 percent (\$111,788,000). The current-year sales tax revenue stream continues its positive trend, but not quite at the pace previously projected. As such, staff now estimates that current-year revenues will be \$105,456,100 (+4.5%). In addition, we recommend that the FY 2015-16 Budget assume a cumulative annual sales tax growth rate of 5.0% (**\$110,728,900**). We continue to assume that the Measure A Countywide transportation impact fee revenues will jump another ten percent next year to **\$4,284,000**.

The draft budget presentation provided a detailed overview of the estimated revenues and proposed expenditures associated with agency administration, the Measure A sales tax program, Sacramento Abandoned Vehicle Service Authority, and Sacramento Metropolitan Freeway Service Patrol. The raw numbers have been transformed into a descriptive budget booklet (enclosed) that promotes public understanding and transparency of the STA's activities. At today's meeting, staff will review the budget document and highlight any adjustments from the draft figures. The Committee will be requested to forward the budget document for consideration and approval by the STA Board at its June 11 meeting.

Enclosure

Staff Contact: Lisa Valine

Sacramento Transportation Authority
Sacramento Abandoned Vehicle Service Authority

Final Budget

Fiscal Year 2015/16



Introduction

Message to the Governing Board

The Sacramento Transportation Authority (STA) and the Sacramento Abandoned Vehicle Service Authority (SAVSA) staff are pleased to present the Final Budget for Fiscal Year 2015/16. The document represents the proposed operational plan for administering these agencies and provides summary documentation regarding all agency programs.

Respectfully Submitted:

Concur:



Lisa Valine
Accounting Manager

Brian Williams
Executive Director

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• Section 3	Freeway Service Patrol	Page 13
• Section 4	Sacramento Abandoned Vehicle Service Authority	Page 19
• Section 5	Appendix – Measure A Allocations by Entity and Project	Page 24



How To Use This Budget

This document is organized into an easy-to-read format consistent with recommended practices for public agency budgets. It is divided into five sections.

Section 1 provides an agency overview which delineates the purpose of the Sacramento Transportation Authority (STA), identifies the funding categories which make up the STA's budget, and summarizes all agency revenues and expenditures anticipated during the 2015/16 fiscal year. It is formatted to facilitate comparison with the STA's Comprehensive Annual Financial Report (CAFR).

Sections 2, 3, and 4 provide more specific information on each of the STA's major work programs, which are each presented separately for budget purposes. Each of these sections contains a general description of the applicable work program along with a listing of the program's objectives. This is followed by a revenue/expenditure summary and an operating detail, which sets forth the anticipated revenue or appropriations for specific accounts. The accounts are defined in the final portion of each section.

Lastly, Section 5 provides a listing of all transportation projects and programs for which Measure A monies will be allocated during FY 2015/16.



1. Overview

Agency Summary

The Sacramento Transportation Authority (STA)—a Local Transportation Authority—was created in 1988 and confirmed by voter approval of “Measure A,” a local referendum to create and fund a 20-year Countywide transportation and air quality improvement program. In 2004, voters approved a 30-year extension of the original Measure. This new term began on April 1, 2009.

The STA administers the Measure A one-half percent sales tax program to ensure that revenues are prudently expended on eligible transportation projects. The STA has also assumed responsibility for administration of the Sacramento Abandoned Vehicle Service Authority (SAVSA) and the Sacramento Metropolitan Freeway Service Patrol (FSP).

The STA Governing Board, consisting of sixteen locally-elected officials, holds the decision-making authority for the STA. Board decisions and policies are implemented by an Executive Director selected by the Board and by staff selected and supervised by the Executive Director.

Operating Budget

The STA has two funding categories:

- The **General Fund** is made up of the Measure A/STA Administration Program and the Freeway Service Patrol Program.
- The **Special Revenue Fund** represents the operations of SAVSA.

Appropriation Summary

Table 1. Summary of Appropriation Levels in the STA Operating Budget

Fund	FY 2013-14 Actual	FY 2014-15 Budget	FY 2015-16 Budget
General Fund	\$99,590,315	\$99,141,397	\$101,566,994
Special Revenue Fund	\$1,125,638	\$1,143,000	\$1,084,060

Staffing Levels

Table 2. Summary of Total Staffing Levels

Fund	Full-Time Equivalent	
	FY 2014-15 Budget	FY 2015-16 Budget
General Fund	3.8	3.80
Special Revenue Fund	0.0	0.0



Operating Detail—General Fund

Table 3. General Fund Budget for FY 2015-16 (shown with figures from the two previous years)

Item	FY 2013-14 Actual	FY 2014-15 Budget	FY 2015-16 Budget
Beginning Fund Balance	\$85,763,502	\$71,688,319	\$68,137,455
Available Revenues			
Sales Tax	100,448,637	105,960,652	110,728,905
Mitigation Fees	3,540,542	3,630,000	4,284,000
State Grant (FSP)	1,179,459	1,100,000	1,100,000
SHOPP (US 50)	196,064	—	—
SHOPP (I-80)	—	180,000	62,000
Capital Valley SAFE	747,000	747,000	757,000
Interest	430,123	487,500	450,000
Total Revenues	106,541,825	112,105,152	117,381,905
Other Sources			
Bond Issuance	—	—	—
Transfer from SAVSA	33,956	34,000	34,000
Total Other Sources	33,956	34,000	34,000
Total Available Funds	192,339,283	183,827,471	185,553,360
Appropriations			
Administration	682,700	812,940	856,194
Measure A	96,417,649	95,799,040	98,183,780
Community Outreach & Research Program	325,817	325,000	300,000
Debt Issue Costs	—	—	—
Freeway Service Patrol	2,164,149	2,204,417	2,227,020
Total Appropriations	99,590,315	99,141,397	101,566,994
Other Uses			
Transfer to Debt Service	16,660,053	16,620,000	16,620,000
Total Other Uses	16,660,053	16,620,000	16,620,000
Ending Available Fund Balance	\$76,088,916	\$68,066,074	\$67,366,366

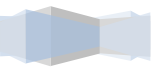


Operating Detail—Special Revenue Fund

Table 4. Special Revenue Fund (SAVSA) Budget for FY 2015-16 (shown with figures from two previous years)

Item	FY 2013-14 Actual	FY 2014-15 Budget	FY 2015-16 Budget
Beginning Fund Balance	\$93,817	\$133,817	\$17,660
Available Revenues			
Vehicle License Fees	1,159,638	1,100,000	1,100,000
Interest	398	1,000	400
Total Revenues	1,160,036	1,101,000	1,100,400
Total Available Funds	1,253,853	1,234,817	1,118,060
Appropriations			
SAVSA	1,125,638	1,143,000	1,084,060
Total Appropriations	1,125,638	1,143,000	1,084,060
Transfer to STA General Fund	33,956	34,000	34,000
Ending Available Fund Balance	\$94,260	\$57,817	\$0





2. Measure A/STA Administration

GENERAL FUND

Program Description

Measure A began as a 20-year transportation and air quality improvement program funded with a countywide one-half percent sales tax. In November 2004, voters approved a 30-year extension to Measure A. The 2015-16 budget year is the seventh year of the 30 year extension.

Measure A administration is the primary function of the STA. Measure A sales tax revenues are collected by the California Board of Equalization and remitted to the STA. The Measure A extension includes the new Sacramento County Transportation Mitigation Fee Program (SCTMFP). SCTMFP revenues are collected by the County and incorporated cities on behalf of the STA. The STA distributes the sales tax and mitigation fee funds to the Measure A entities in accordance with the Measure A Ordinance.

The Measure A entities consist of the Sacramento Metropolitan Air Quality Management District (SMAQMD), the Sacramento Regional Transit District (RT), Paratransit, Inc., the Cities of Citrus Heights, Elk Grove, Folsom, Galt, Isleton, Rancho Cordova, and Sacramento, the County of Sacramento, Capital Southeast Connector Authority, and the California Department of Transportation (Caltrans).

The STA is responsible for overseeing Measure A funds to ensure that they are spent only on approved projects and programs set forth in the Measure A Ordinance. In addition to Measure A administration duties, the STA assists in the coordination of transportation plans and programs among local, regional, and state entities. These planning functions are accounted for in the Measure A/STA Administration Program.

The STA is responsible for overseeing Measure A funds to ensure that they are spent only on approved projects and programs set forth in the Measure A Ordinance and Expenditure Plan.

Program Objectives

- Ensure the effective and efficient use of Measure A funds
- Promote public accountability and transparency
- Safeguard Measure A funds through sound investment strategies
- Assist Measure A entities in creative financing mechanisms which may maximize and leverage Measure A funds
- Assist in the enhancement, cooperation, and understanding of the transportation planning and programming activities within the County



Resources and Appropriations

Staffing Levels

Table 5. Summary of Staffing Levels for Measure A/STA Administration

Staff Positions	Full-Time Equivalent		
	FY 2013-14 Actual	FY 2014-15 Budget	FY 2015-16 Budget
Executive Director	.90	.90	.90
Accounting Manager	.80	.80	.80
Administrative Services Officer III	.15	.15	.15
Office Manager	.60	.60	.60
Total Full-Time Employees	2.45	2.45	2.45

Appropriations/Program Variance Analysis

Table 6. Summary of Appropriation Levels for Measure A/STA Administration

Item	FY 2013-14 Actual	FY 2014-15 Budget	FY 2015-16 Budget	FY 2014-15 Difference	Percent Change
Administration	\$682,700	\$812,940	\$856,194	\$43,254	5.32%
Debt Issue Costs	—	—	—	—	—
Community Outreach Research Program	325,817	\$325,000	\$300,000	(\$25,000)	-7.69%
Contributions to Measure A Entities	\$96,417,649	\$95,799,040	\$98,183,780	\$2,384,740	2.49%
Total Appropriations	\$97,426,166	\$96,936,980	\$99,339,974	\$2,402,994	2.48%

Appropriations comparing FY 2014/15 to FY 15/16 have increased by \$2,402,994 which represents the increased sales tax projections for FY 2015/16.

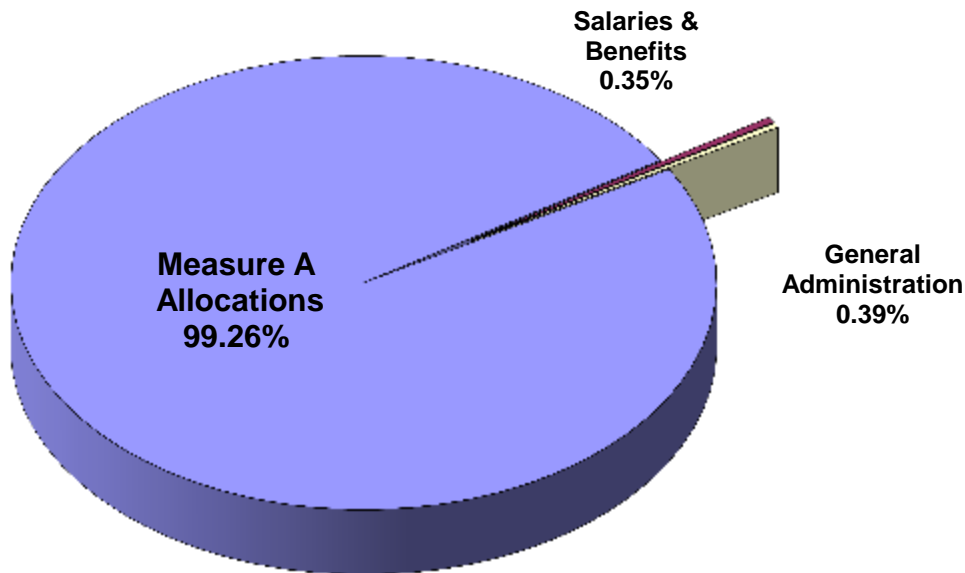


Estimated Revenues and Appropriations

Table 7. Summary of Estimated Revenues and Appropriations for Measure A/STA Administration

Estimated Revenues		Appropriations	
Beginning Fund Balance	\$67,583,805	Salaries & Benefits	\$400,000
Sales Tax	\$110,728,905	General Administration	\$456,194
Development Impact Fees	\$4,284,000	Measure A Allocations	\$98,183,780
Transfer from SAVSA	\$34,000	Community Outreach & Research Program	\$300,000
Interest	\$450,000	Debt Service	\$16,620,000
		Estimated Ending Fund Balance	\$67,120,736
TOTAL	\$183,080,710	TOTAL	\$183,080,710

Chart 1. Distribution of Measure A Revenues (Sales Tax & Impact Fee)



Measure A allocations are those sales tax monies distributed to the Sacramento Metropolitan Air Quality Management District (SMAQMD), the Sacramento Regional Transit District (RT), Paratransit Inc., the cities of Folsom, Galt, Isleton, Citrus Heights, Elk Grove, Rancho Cordova, and Sacramento, the County of Sacramento, Capital Southeast Connector Authority, and the California Department of Transportation (Caltrans). The specific projects and programs approved for funding during FY 2015-16 are shown in Section 5.

STA/SAVSA FY 2015-16 FINAL BUDGET

Operating Detail

Table 8. Operating Detail for Measure A/STA Administration for Fiscal Year 2015/16

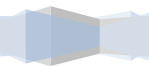
Beginning Fund Balance Available	
Bonded Capital Funds (2009 Series/Reserve)	\$8,570,682
Bonded Capital Funds (2012 Series)	14,401,598
Bonded Capital Funds (2014A Series and 2015A Series)	17,717,495
Mitigation Fees	7,555,008
Operating Fund Balance	19,339,022
Total Beginning Fund Balance Available	67,583,805
Available Revenues	
Sales Tax	110,728,905
Mitigation Fees	4,284,000
Interest	450,000
Total Revenues	115,462,905
Transfer from SAVSA	34,000
Total Other Sources	34,000
Total Estimated Available Funds	\$183,080,710
Appropriations	
<u>Administration</u>	
• Salaries and Benefits	400,000
• General Office	6,500
• Rent	41,500
• Utilities	3,500
• Conference and Travel	9,000
• Insurance	32,000
• Professional Services	190,000
• New Measure A Taxpayers Oversight Committee	65,000
• Other Operating Expenditures	108,694
Total Administration	856,194
<u>Contributions to Measure A Entities</u>	
• Isleton	44,292
• Galt	1,107,289
• Neighborhood Shuttle	1,000,000
• Sacramento Metropolitan Air Quality Management District	1,628,660
• Paratransit, Inc (CTSA)	3,800,206
• CTSA Set Aside	1,085,773
• Sacramento County Regional Parks Dept	1,000,000
• Regional Transit (RT)	37,459,177
• Traffic Control and Safety	3,257,320
• Safety, Streetscaping, Pedestrian and Bike Facilities	4,428,866
• Street and Road Maintenance	32,573,197
• Capital Projects	10,799,000
Total Contributions to Measure A Entities	98,183,780
Total Appropriations	99,039,974
Other Uses	
Community Outreach & Research Program	300,000
Transfer to Debt Service	16,620,000
Total Other Uses	16,920,000
Total Estimated Outflows	\$115,959,974
Estimated Ending Available Fund Balance	\$67,120,736



Account Descriptions

- **Fund Balance Available.** Funds remaining/unspent from previous fiscal year, available to fund current year operations or capital expenses. Includes the debt service reserve fund.
- **Sales Tax.** Estimated Measure A sales tax revenues, after deduction of approximately \$1,176,900 by the State Board of Equalization for collection costs
- **Transfer from SAVSA.** Reimbursement of 15 percent FTE Administrative Services Officer III associated with the administration of SAVSA program and 5 percent FTE Accounting Manager for accounting /audit related costs of the SAVSA program.
- **Salaries and Benefits.** 90 percent FTE Executive Director; 80 percent FTE Accounting Manager; 15 percent FTE Administrative Services Officer III, 60 percent FTE Office Manager
- **General Office.** General office costs such as advertising, copying, postage, and office supplies, and service charges for office equipment.
- **Rent.** For office space
- **Utilities.** Telephone, internet, etc.
- **Conference and Travel.** Registration fees and transportation expenses for business and professional conferences
- **Insurance.** Annual premium for liability and public officials' insurance and property insurance
- **Professional Services.** Reimbursement for accounting, clerk, and legal services from County and the cost of financial consultant and bond counsel.
- **Measure A Taxpayers Oversight Committee.** Costs incurred by the Oversight Committee and the cost of the independent audit of STA and SAVSA.
- **Other Operating Expenditures.** Miscellaneous expenditures not covered elsewhere
- **Contributions to Measure A Entities.** Amount of Measure A sales tax allocated to Measure A entities for eligible on-going programs and capital projects
- **Community Outreach & Research Program.** Community outreach and voter opinion research to examine the practicality and possibility of compiling a supplemental transportation funding initiative for placement before County voters in 2016 or later.





3. Sacramento Metropolitan Freeway Service Patrol (FSP)

GENERAL FUND

Program Description

The Freeway Service Patrol (FSP) Program provides specially trained drivers in tow trucks and service trucks to continuously patrol Sacramento area freeways during peak commute periods looking to quickly locate and fix or move vehicles that have become disabled due to accidents or mechanical breakdowns to get them off the busy roadway. Since approximately one-half of the freeway congestion in Sacramento County is the result of disabled vehicles either blocking the roadway or distracting passing motorists, the FSP Program is one of the simplest and most cost-effective ways to maintain smooth traffic flow. Although designed for congestion relief, the FSP Program also provides a number of secondary benefits, including: motorist assistance services for increased personal safety, reduction in secondary accidents, and improved air quality due to less stop-and-go traffic.

Breakdowns and minor accidents account for approximately one-half of the freeway congestion in the Sacramento region.

The SacMetro FSP Program is administered by the STA in partnership with the California Highway Patrol (CHP) and Caltrans. The Capital Valley Service Authority for Freeways and Expressways (CVRSafe) is a major funding partner.

Dedicated tow trucks and service trucks patrol over 80 miles of roadway on every major freeway and highway in Sacramento County, including portions of Interstate 5, U.S. Highway 50, Interstate 80, State Route 99, and the Capital City Freeway, plus Interstate 80 in Yolo County. FSP operates every weekday—except holidays—during the morning commute from 6:30 a.m. and 9:30 a.m. and during the afternoon commute from 2:30 p.m. to 6:30 p.m. FSP coverage in Yolo County includes additional Sunday coverage to accommodate peak flow-through traffic from the Lake Tahoe region to the San Francisco Bay Area. During major freeway construction projects, SacMetro FSP may also be deployed to help Caltrans mitigate traffic impacts resulting from the work and to promote safety.

FSP drivers usually arrive on the scene of a disabled vehicle within 10 minutes from the time of the breakdown or accident. They will change a flat tire, provide fuel, jump-start an engine, or make other minor repairs to get a vehicle going again. If a vehicle cannot be mobilized within 10 minutes, the FSP operator will tow it to a CHP-approved “safe zone” outside of the freeway corridor.

The SacMetro FSP Program provides approximately 2,900 roadside assists per month.



Program Objectives

- Facilitate smooth traffic flow in congested freeway corridors
- Maintain rapid response time while increasing the number of assists
- Ensure continued safe operation for both operators and motorists
- Coordinate with other traffic management programs

Resources and Appropriations

Staffing Levels

Table 9. Summary of Staffing Levels for Freeway Service Patrol

Staff Positions	Full-Time Equivalent		
	FY 2013-14 Actual	FY 2014-15 Budget	FY 2015-16 Budget
Executive Director	.10	.10	.10
Administrative Services Officer III	.70	.70	.70
Accounting Manager	.15	.15	.15
Office Manager	.20	.20	.20
Total Full-Time Employees	1.15	1.15	1.15

Appropriations/Program Variance Analysis

Table 10. Summary of Appropriation Levels for Freeway Service Patrol

Item	FY 2013-14 Actual	FY 2014-15 Budget	FY 2015-16 Budget	FY 2014-15 Difference	Percent Change
Personnel	\$140,078	\$140,100	\$140,100	\$0	0.00%
Services and Supplies	\$2,024,071	\$2,064,317	\$2,086,920	\$22,603	1.09%
Total Appropriations	\$2,164,149	\$2,204,417	\$2,227,020	\$22,603	1.03%



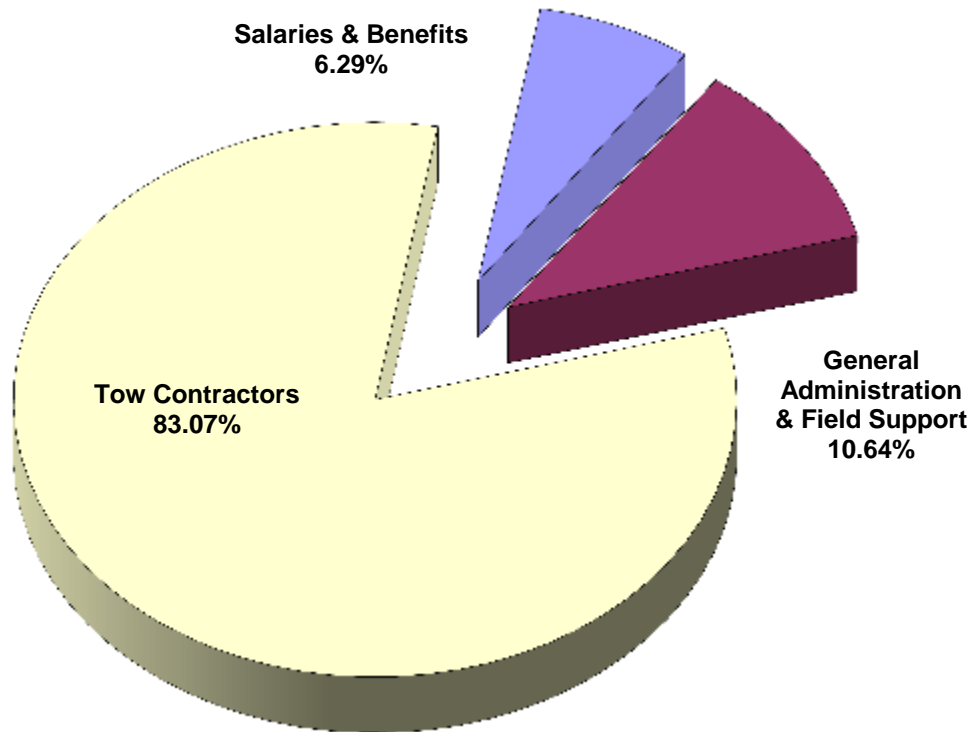
Estimated Revenues and Appropriations

Table 11. Summary of Estimated Revenues and Appropriations for Measure Freeway Service Patrol

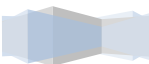
Estimated Revenues		Appropriations	
Beginning Fund Balance	\$553,650	Salaries & Benefits	\$140,100
State FSP Allocation	\$1,100,000	General Administration	\$236,920
State FSP / SHOPP	\$62,000	Contractors	\$1,850,000
SAFE	\$757,000	Estimated Ending Fund Balance	\$245,630
TOTAL	\$2,472,650	TOTAL	\$2,472,650

The Sacramento Metropolitan Freeway Service Patrol program is funded by an annual State allocation intended solely for this purpose. Funds contributed by the Capitol Valley Service Authority for Freeways and Expressways (SAFE) will be used as the required local match for these state funds.

Chart 2. Freeway Service Patrol Appropriations



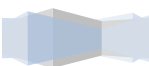
FSP expenditures go mostly to private tow operators under contract with the STA to provide tow/service operations during FSP service hours. Such payments account for approximately 83 percent of all expenditures.



Operating Detail

Table 12. Operating Detail for Freeway Service Patrol

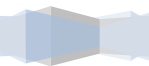
Item	Amount
Beginning Fund Balance Available	\$553,650
Available Revenues	
State FSP Allocation	1,100,000
State FSP / SHOPP	62,000
SAFE	757,000
Total Revenues	1,919,000
Total Estimated Available Funds	\$2,472,650
Appropriations	
Salaries and Benefits	140,100
General Office	1,000
Rent	16,920
Conference and Travel	1,000
Uniform Patches/Signs	1,000
Communications	55,000
Driver Incentive Program	2,000
Contractors	1,850,000
Professional Services	149,000
Other Operating Expenditures	1,000
Public Relations	10,000
Total Appropriations	2,227,020
Total Appropriations	\$2,227,020
Estimated Ending Available Fund Balance	\$245,630



Account Descriptions

- **Fund Balance Available.** Funds remaining/unspent from previous fiscal year, available to fund current year operations
- **State Allocation - FSP.** State Highway Fund money allocated by Caltrans for FSP operations and expenses. The annual allocation formula is based on relative population, urban freeway lane miles and congestion.
- **State FSP / SHOPP.** State Highway Operation and Protection Program money is used to fund the Traffic Management Plan (TMP) of freeway construction projects. FSP is a critical congestion-relief strategy incorporated in major TMPs. The amount of SHOPP funds allocated for FSP varies, depending on the particular needs and circumstances of each project.
- **SAFE.** Money allocated from the Capitol Valley Service Authority for Freeways and Expressways (SAFE) Motorist Aid Program for FSP local match
- **Salaries and Benefits.** 10 percent FTE Executive Director, 70 percent FTE Administrative Services Officer III, 15 percent FTE Accounting Manager, 20 percent FTE Office Manager
- **General Office.** General office costs such as copying, postage, outside printing, and office supplies
- **Rent.** For 29% of STA office space
- **Conference and Travel.** Registration fees and transportation expenses for business and professional conferences
- **Uniform Patches/ Signs.** Insignia patches for FSP driver uniforms, driver identification badges, FSP identification signs and lettering for tow and service trucks
- **Professional Services.** Supplemental California Highway Patrol field supervision, audit services required for FSP grants, general legal services, and other professional services not covered elsewhere
- **Communications.** Annual repeater service, mobile radio repair and installation, ancillary equipment, cellular/radio phones, wireless service, automated vehicle location equipment monitoring services, mobile assist recordkeeping equipment and service, database maintenance and storage
- **Driver Incentive Program.** Expenditures for special and annual driver performance awards
- **Contractors.** Payments to tow operators and other contracted service providers for FSP services
- **Other Operating Expenditures.** Miscellaneous expenditures not covered elsewhere
- **Public Relations.** Public informational brochures, survey materials, and feedback collection





4. Sacramento Abandoned Vehicle Service Authority (SAVSA)

SPECIAL REVENUE FUND

Program Description

The Sacramento Abandoned Vehicle Service Authority (SAVSA) was established under California Vehicle Code Section 22710 in 1992. The Code allows counties to impose a \$1 surcharge on vehicle registrations to be used for the abatement of abandoned vehicles. Participating jurisdictions include the County of Sacramento and the Cities of Citrus Heights, Elk Grove, Folsom, Galt, Rancho Cordova, and Sacramento.

Since the Governing Boards of SAVSA and the STA are the same, SAVSA is deemed a component unit of the STA. For financial reporting purposes, it is classified as a Special Revenue Fund of the STA.

Since its formation, SAVSA has funded the abatement of approximately 300,000 abandoned vehicles within the cities and the unincorporated areas of Sacramento County

SAVSA funding allows local entities to pay for vehicle abatement activities which remove abandoned vehicles from local streets and private property. Each participating entity has adopted an ordinance which establishes procedures for the abatement, removal, and disposal of abandoned vehicles. Local entities take abandoned vehicle reports, follow specific procedures for the enforcement of abandoned vehicle ordinances, and contract with private tow companies for the subsequent removal of abandoned vehicles.

Program Objectives

- Assist local entities to implement their Abandoned Vehicle Abatement Plans by providing funding and ensuring compliance with abandoned vehicle abatement legislation
- Promote public accountability and transparency
- Assist in the cooperation and understanding of vehicle abatement strategies of all SAVSA entities to ensure the maximum amount of abatement with the funds available



Resources and Appropriations

Staffing Levels

SAVSA has no staff. SAVSA reimburses the STA General Fund at 15 percent for the Administrative Services Officer III who administers the program and 5 percent for the Accounting Manager for accounting/audit related duties.

Appropriations/Program Variance Analysis

Table 13. Summary of Appropriation Levels for SAVSA

Item	FY 2013-14 Actual	FY 2014-15 Budget	FY 2015-16 Budget	FY 2014-15 Difference	Percent Change
Contribution to SAVSA Entities	\$1,125,638	\$1,143,000	\$1,084,600	(\$58,400)	-5.11%
Transfer to STA General Fund	\$33,956	\$34,000	\$34,000	—	—

Estimated Revenues and Appropriations

Table 14. Summary of Estimated Revenues and Appropriations for SAVSA

Estimated Revenues		Appropriations	
Beginning Fund Balance	\$17,660	SAVSA Allocations	\$1,084,060
Vehicle License Fees	\$1,100,000	STA General Fund	\$34,000
Interest	\$400	Estimated Ending Fund Balance	\$0
TOTAL	\$1,118,060	TOTAL	\$1,118,060

The SAVSA program is completely funded by the vehicle registration surcharge. Approximately 97 percent of the \$1,100,000 collected in fees is distributed to SAVSA entities to fund their abandoned vehicle programs. Distributions to entities are based 50% on population and 50% on the number of abatements performed during each calendar quarter. The remainder is used to reimburse STA for administrative services.



Operating Detail

Table 15. Operating Detail for SAVSA for Fiscal Year 2015-16

Item	Amount
Beginning Fund Balance Available	\$17,660
Available Revenues	
Vehicle License Fees	1,100,000
Interest	400
Total Revenues	1,100,400
Total Estimated Available Funds	1,118,060
Appropriations	
<u>Contributions to SAVSA Entities</u>	
• County of Sacramento	360,000
• City of Sacramento	480,000
• City of Galt	14,000
• City of Folsom	30,000
• City of Isleton	—
• City of Elk Grove	40,000
• City of Citrus Heights	70,000
• City of Rancho Cordova	90,060
Total Contributions to SAVSA Entities	1,084,060
Total Appropriations	1,084,060
Transfer to STA General Fund (for SAVSA administration)	34,000
Estimated Ending Available Fund Balance	\$0



Account Descriptions

- **Fund Balance Available.** Funds remaining/unspent from the previous fiscal year, available to fund current year operations
- **Vehicle License Fees.** Anticipated revenue from the \$1 vehicle registration fee
- **Contributions to SAVSA Entities.** Estimated disbursements to the County of Sacramento and the Cities of Sacramento, Isleton, Folsom, Galt, Elk Grove, Rancho Cordova and Citrus Heights based 50% on their proportionate share of vehicle abatements and 50% on their relative population
- **Transfer to STA General Fund.** Reimbursement for 15 percent FTE Administrative Services Officer III for administering the SAVSA program and 5 percent FTE Accounting Manager for accounting/audit related costs



5. Appendix: Measure A Project & Program Allocations by Entity

City of Citrus Heights

The City of Citrus Heights FY 2015/16 Measure A On-Going Annual Program allocation will be expended for traffic control and safety, streetscaping, pedestrian and bike facilities, and street and road maintenance. There is no capital allocation for FY 2015/16.

Allocation Amounts—Measure A On-Going Annual Program

- Traffic Control and Safety\$176,761
- Safety, Streetscaping, Pedestrian & Bike Facilities\$240,336
- Street and Road Maintenance\$1,767,609

Total \$2,184,706

City of Elk Grove

The City of Elk Grove FY 2015/16 Measure A On-Going Annual Program allocation will be expended for traffic control and safety, streetscaping, pedestrian and bike facilities, and street and road maintenance. Currently, there are no Measure A capital projects for FY 2015/16.

Allocation Amounts—Measure A On-Going Annual Program

- Traffic Control and Safety\$354,708
- Safety, Streetscaping, Pedestrian and Bike Facilities\$482,284
- Street and Road Maintenance\$3,547,075

Total \$4,384,067



City of Folsom

The City of Folsom’s FY 2015/16 Measure A On-Going Annual Program allocation will be expended for traffic control and safety, streetscaping, pedestrian and bike facilities, and street and road maintenance. Currently, there are no Measure A capital projects for FY 2015/16.

Allocation Amounts—Measure A On-Going Annual Program

- Traffic Control and Safety\$172,928
- Safety, Streetscaping, Pedestrian & Bike Facilities.....\$235,124
- Street and Road Maintenance\$1,729,279

Total \$2,137,331

City of Galt

The City of Galt’s FY 2015/16 Measure A On Going Annual Program allocation will be expended for street and road maintenance and operations for a total of \$1,107,289. Currently, there are no Measure A capital projects for FY 2015/16.

Allocation Amounts—Measure A On-Going Annual Program

- Street and Road Maintenance\$1,107,289

Total \$1,107,289

City of Isleton

The City of Isleton’s FY 2015/16 Measure A On-Going Annual program allocation is \$44,292. The allocation amount is earmarked for street and road maintenance and operations. Currently, there are no Measure A capital projects for FY 2015/16.

Allocation Amounts—Measure A On-Going Annual Program

- Street and Road Maintenance\$44,292

Total \$44,292



City of Rancho Cordova

The City of Rancho Cordova FY 2015/16 Measure A On-Going Annual program allocation will be expended for traffic control and safety, streetscaping, pedestrian and bike facilities, and street and road maintenance. The FY 2015/16 capital allocation is \$200,000.

Allocation Amounts—Measure A On-Going Annual Program

- Traffic Control and Safety\$165,411
- Safety, Streetscaping, Pedestrian and Bike Facilities.....\$224,904
- Street and Road Maintenance\$1,654,111

Total \$2,044,426

Allocation Amounts—Measure A Capital Projects

- Sunrise Blvd: Gold Country - Jackson.....\$200,000

Total \$200,000

City of Sacramento

The City of Sacramento’s FY 2015/16 Measure A On-Going Annual Program allocation will be expended for traffic control and safety, streetscaping, pedestrian and bike facilities, and street and road maintenance. The FY 2015/16 capital allocation is \$500,000.

Allocation Amounts—Measure A On-Going Annual Program

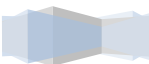
- Traffic Control and Safety\$1,029,860
- Safety, Streetscaping, Pedestrian and Bike Facilities.....\$1,400,265
- Street and Road Maintenance \$10,298,596

Total \$12,728,721

Allocation Amounts—Measure A Capital Projects

- Richards Blvd / I-5\$500,000

Total \$500,000



County of Sacramento

The County of Sacramento’s FY 2015/16 Measure A On-Going Annual Program allocation will be expended for traffic control and safety, streetscaping, pedestrian and bike facilities, and street and road maintenance. The FY 2015/16 Measure A capital allocations are \$500,000 for Hazel Ave: US 50 – Folsom Blvd, \$500,000 for Hazel Ave: US50 – Madison Ave, \$750,000 for Madison Ave: Sunrise – Hazel Ave, and \$1,500,000 for South Watt/Elk Grove-Florin Rd: Folsom Blvd – Calvine Rd.

Allocation Amounts—Measure A On-Going Annual Program

- Traffic Control and Safety\$1,357,653
- Safety, Streetscaping, Pedestrian and Bike Facilities.....\$1,845,954
- Street and Road Maintenance \$13,576,527

Total \$16,780,134

Allocation Amounts—Measure A Capital Projects

- Hazel Ave: US 50 – Folsom Blvd\$500,000
- Hazel Ave: US 50 – Madison Ave\$500,000
- Madison Ave: Sunrise Blvd to Hazel Ave.....\$750,000
- South Watt / Elk Gove-Florin Rd: Folsom Blvd to Calvine.....\$1,500,000

Total \$3,250,000

Sacramento Metropolitan Air Quality Management District

The Sacramento Metropolitan Air Quality Management District's FY 2015/16 Measure A On-Going Annual program allocation is \$1,628,660 and will be expended for air quality monitoring, public education and mobile source programs.

Allocation Amounts—Measure A On-Going Annual Program

- Air Quality Monitoring, Planning, and Rule Development
- Public Education, Outreach and Information
- Mobile Source Programs

Total \$1,628,660



Paratransit, Inc.

Paratransit, Inc. is the designated Consolidated Transportation Services Agency (CTSA) for Sacramento County. The FY 2015/16 Measure A On-Going Annual Program allocation will be used to support the provision of Elderly and Handicapped Transportation (EHT) services in the urbanized portion of Sacramento County.

Allocation Amounts—Measure A On-Going Annual Program

- Operating Expenses\$3,800,206
- CTSA Set Aside\$1,085,773

Total \$4,885,979

Regional Transit

Regional Transit’s FY 2015/16 Measure A On-Going Annual Program allocation will be expended for operations support. There are no new capital allocations for FY 15/16.

Allocation Amounts—Measure A On-Going Annual Program

- Operating Support \$37,459,177

Total \$37,459,177

Sacramento County Regional Parks

The Sacramento County Regional Park’s FY 2015/16 Measure A On-Going Annual Program allocation of \$1,000,000 will be expended for maintenance, operations, and improvements to the paved bikeway network within the county managed portion of the American River Parkway.

Allocation Amounts—Measure A On-Going Annual Program

Total \$1,000,000



Neighborhood Shuttle

The Neighborhood Shuttle program’s FY 2015/16 Measure A On-Going Annual Program allocation will be \$1,000,000.

Allocation Amounts—Measure A On-Going Annual Program

- Neighborhood Shuttle\$1,000,000
- \$1,000,000**

California Dept of Transportation (Caltrans)

The California Department of Transportation's (Caltrans) FY 2015/16 Measure A capital allocation for the US 50 Bus / Carpool Lanes is \$2,849,000.

Allocation Amounts—Measure A Capital Projects

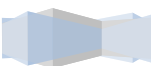
- US 50 Bus / Carpool Lanes & Community Enhancement (II) (Watt – SR99)\$2,849,000
- Total \$2,849,000**

Connector JPA (Capital Southeast Connector Authority)

The Connector JPA's FY 2015/16 Measure A capital allocation is \$4,000,000.

Allocation Amounts—Measure A Capital Projects

- I-5 / SR99 US 50 Connector\$4,000,000
- Total \$4,000,000**



MEASURE A INDEPENDENT TAXPAYERS OVERSIGHT COMMITTEE

May 28, 2015
Item #7

Subject: Post Issuance Tax Compliance Procedures for Tax-Exempt and Tax-Advantaged Bonds

Recommendation

Approve post-issuance tax compliance procedures associated with the Authority's municipal debt portfolio.

Discussion

Since 2006, the Authority has issued several series of bonds backed by a portion of future Measure A revenues in order to accelerate the delivery and construction of specified Measure A capital projects. The cumulative debt portfolio consists of approximately \$370 million of long-term variable-rate bonds and shorter term fixed-rate bonds. Since the proceeds of the Authority's debt are used exclusively for public improvements and services, interest paid on the bonds is not subject to federal and (in some instances) state taxes. In other words, investors do not have to pay taxes on the interest earned on STA bonds.

Federal tax law imposes restrictions on the allocation and use of tax-exempt bond proceeds (including restriction on the use of assets delivered with the associated proceeds) and on the investment of bond proceeds prior to allocation. Federal tax law also imposes various management and documentation requirements on the Authority for the duration that the associated bonds remain outstanding.

STA's consulting Bond Counsel has prepared the attached "Post-Issuance Tax Compliance Procedures for Tax-Exempt and Tax-Advantaged Bonds." This document sets forth the protocols and tasks to which STA must adhere to ensure that its outstanding bonds retain tax-exempt status. Your Board should approve the Tax Compliance Procedures and direct staff to administer them as indicated.

Attachment

Staff Contact: Brian Williams

Post-Issuance Tax Compliance Procedures For Tax-Exempt and Tax-Advantaged Bonds

Revised May 2015¹

The purpose of these Post-Issuance Tax Compliance Procedures is to establish policies and procedures in connection with tax-exempt bonds and other tax-advantaged bonds (e.g. “build America bonds” or tax credit bonds) (collectively, “Bonds”) issued by the Sacramento Transportation Authority (the “Issuer”) so as to ensure that the Issuer complies with all applicable post-issuance requirements of federal income tax law needed to preserve the tax-exempt or other advantaged status of the Bonds. As further described herein, the Issuer’s general role in Bond financings is to transfer Bond proceeds and other amounts to other governmental agencies (each, a “Participant”) pursuant to standard contracts (each, an “Allocation and Expenditure Contract”).

General

Ultimate responsibility for all matters relating to Issuer financings and refinancings rests with the Executive Director of the Issuer (the “Responsible Officer”). The Responsible Officer shall oversee the execution of the Allocation and Expenditure Contracts with the Participants, and ensure each Participant’s compliance of the covenants set forth therein.

Post-Issuance Compliance Requirements

External Advisors / Documentation

The Responsible Officer and other appropriate Issuer personnel shall consult with bond counsel and other legal counsel and advisors, as needed, throughout the Bond issuance process to identify requirements and to establish procedures necessary or appropriate so that the Bonds will continue to qualify for the appropriate tax status. Those requirements and procedures shall be documented in an Issuer resolution(s), Tax Certificate(s) and/or other documents finalized at or before issuance of the Bonds. Those requirements and procedures shall include future compliance with applicable arbitrage rebate requirements and all other applicable post-issuance requirements of federal tax law throughout (and in some cases beyond) the term of the Bonds, including through the Allocation and Expenditure Contracts.

The Responsible Officer and other appropriate Issuer personnel also shall consult with bond counsel and other legal counsel and advisors, as needed, following issuance of the Bonds to ensure that all applicable post-issuance requirements in fact are met. This shall include, without limitation, consultation in connection with future contracts with respect to the use of Bond-financed assets and future contracts with respect to the use of output or throughput of Bond-financed assets.

¹ Originally incorporated for use in July 2012.

Whenever necessary or appropriate, the Issuer shall engage expert advisors (each a “Rebate Service Provider”) to assist in the calculation of arbitrage rebate payable in respect of the investment of Bond proceeds.

Role of the Issuer as Bond Issuer

Unless otherwise provided, unexpended Bond proceeds, to the extent not transferred to the Participants, shall be held by the Issuer, and the investment of Bond proceeds shall be managed by the Responsible Officer. The Responsible Officer shall maintain records and shall prepare regular, periodic statements to the Issuer regarding the investments and transactions involving Bond proceeds.

If the documents governing the Bonds provide for Bond proceeds to be administered by a trustee or any other agent (as used herein, a “Trustee”), such Trustee shall provide regular, periodic (e.g., monthly) statements regarding the investments and transactions involving Bond proceeds.

Arbitrage Rebate and Yield

Unless the applicable Tax Certificate sets forth that bond counsel has advised the Issuer arbitrage rebate will not be applicable to an issue of Bonds:

- the Issuer shall engage the services of a Rebate Service Provider, and the Issuer or the Trustee shall deliver periodic statements concerning the investment of Bond proceeds to the Rebate Service Provider on a prompt basis;
- upon request, the Responsible Officer and other appropriate Issuer personnel shall provide to the Rebate Service Provider additional documents and information reasonably requested by the Rebate Service Provider;
- the Responsible Officer and other appropriate Issuer personnel shall monitor efforts of the Rebate Service Provider and assure payment of required rebate amounts, if any, no later than 60 days after each 5-year anniversary of the issue date of the Bonds, and no later than 60 days after the last Bond of each issue is redeemed; and
- during the construction period of each capital project financed in whole or in part by Bonds, the Responsible Officer and other appropriate Issuer personnel shall monitor the investment and expenditure of Bond proceeds and shall consult with the Rebate Service Provider to determine compliance with any applicable exceptions from the arbitrage rebate requirements during each 6-month spending period up to 6 months, 18 months or 24 months, as applicable, following the issue date of the Bonds.

The Issuer shall retain copies of all arbitrage reports, investment and expenditure records, and trustee statements as described below under “Record Keeping Requirements.”

Allocation of Bond Proceeds

Within the proper timelines, which are currently no later than 18 months after expenditure or the project's placed in service date, but in no event after 5 years from the date of issuance of the applicable issue of new money bonds, the Issuer will allocate Bond proceeds to expenditures for rebate and private use purposes. Assets financed (and refinanced) with Bond proceeds are generally set forth in the Allocation and Expenditure Contracts.

Use of Bond Proceeds

The Responsible Officer and other appropriate Issuer personnel shall:

- monitor the use of Bond proceeds, the use of Bond-financed assets (e.g., facilities, furnishings or equipment) and the use of output or throughput of Bond-financed assets throughout the term of the Bonds (and in some cases beyond the term of the Bonds) to ensure compliance with covenants and restrictions set forth in applicable Issuer resolutions and Tax Certificates;
- maintain records identifying the assets or portion of assets that are financed or refinanced with proceeds of each issue of Bonds;
- consult with Bond Counsel and other professional expert advisers in the review of any contracts or arrangements involving use or sale of Bond-financed facilities to ensure compliance with all covenants and restrictions set forth in applicable Issuer resolutions and Tax Certificates;
- maintain records for any contracts or arrangements involving the use or sale of Bond-financed facilities as might be necessary or appropriate to document compliance with all covenants and restrictions set forth in applicable Issuer resolutions and Tax Certificates; and
- meet at least [annually] with personnel responsible for Bond-financed assets to identify and discuss any existing or planned use or sale of Bond-financed, assets or output or throughput of Bond-financed assets, to ensure that those uses are consistent with all covenants and restrictions set forth in applicable Issuer resolutions and Tax Certificates.

In order to comply with the actions set forth above, the Issuer expects to rely on the covenants made by each Participant in their respective Allocation and Expenditure Contract, which covenants are conditions to the receipt of Bond proceeds. All relevant records and contracts shall be maintained as described below.

Record Keeping Requirements

Unless otherwise specified in applicable Issuer resolutions or Tax Certificates, the Issuer shall maintain the following documents for the term of each issue of Bonds (including refunding Bonds, if any) plus at least three years:

- a copy of the Bond closing transcript(s) and other relevant documentation delivered to the Issuer at or in connection with closing of the issue of Bonds;

- a copy of all material documents relating to capital expenditures financed or refinanced by Bond proceeds, including (without limitation) the Allocation and Expenditure Contracts, construction contracts, purchase orders, invoices, trustee requisitions and payment records, as well as documents relating to costs reimbursed with Bond proceeds and records identifying the assets or portion of assets that are financed or refinanced with Bond proceeds;
- a copy of all contracts and arrangements involving private use of Bond-financed assets or for the private use of output or throughput of Bond-financed assets; and
- copies of all records of investments, investment agreements, arbitrage reports and underlying documents, including trustee statements.

MEASURE A INDEPENDENT TAXPAYERS OVERSIGHT COMMITTEE

May 28, 2015
Item #8

**Subject: Sacramento County Transportation Mitigation Fee Program:
Fee Reduction for Re-used or Re-purposed Development Sites**

Recommendation

Review and discuss a draft amendment to the Sacramento County Transportation Mitigation Fee Program (SCTMFP) Operating Protocols to accommodate “prior-use” trips in the development fee calculation.

Discussion

The Measure A transportation sales tax program includes a County wide impact fee program (SCTMFP) on new property development. The County and cities impose this fee when a development application is awarded a building permit. Fee rates for various types of development are set forth in an Operating Protocols Agreement between the STA and each local jurisdiction. The Operating Protocols provide the local jurisdictions with some discretion to determine the appropriate fee amount in instances where the type of development proposal is not specifically listed in the SCTMFP fee schedule. Staff estimates that associated fee revenues during FY 2016 will be about \$4.3 million.

In coordination with the STA Board Chair and General Counsel, staff has prepared a draft amendment to “credit” development applicants of re-used or re-purposed properties for the daily trips that were already generated by the prior use. For example, when a prior land use that generated two daily trips per thousand square feet is to be replaced with a new use that will generate six trips per thousand square feet, the applicant is charged only on the net change of four new trips. The purpose of the draft amendment is to affirm that the objective of the SCTMFP is to mitigate the impact of *new* trips on the transportation system.

Attachment

Staff Contact: Brian Williams

**Amendment to STA Process Guidelines for the
Sacramento Transportation Mitigation Fee Program (SCTMFP)**

(For incorporation into STA Operating Protocol Agreements)

- I. Re-purposing/Reuse of properties: fee applicable only to net increase in ADT's over prior developed use.
- (a) A building permit applicant may request a reduction in the otherwise applicable SCTMFP fee in accordance with the following policy: Where a new project changes the prior established land use of a previously developed property, the SCTMFP may be applied only to the extent that the new development or project increases average daily trips ("ADT's") over the prior use. Determination of ADT's for the purpose of comparing previous and proposed uses shall be by reference to trip generation rates obtained from the Institute of Traffic Engineers ("ITE").
 - (b) Where a participating jurisdiction determines that a project qualifies for a credit pursuant to this policy, it shall calculate the fee as follows: (1) calculate the difference between previous ADT's and new ADT's at the property; (2) multiply the result by the normalized cost per trip.
 - (c) Requests for a fee reduction pursuant to this provision shall be made to SCTMFP participating jurisdictions. Participating jurisdictions shall determine whether a project has made the required showing for a fee reduction. There shall be no right to an appeal.
 - (d) Determinations of participating jurisdictions under this provision shall be subject to STA oversight and guidance as described herein. In semi-annual reports to the STA Executive Director, participating jurisdictions shall identify each project, if any, that has been granted a fee reduction and the amount of discounted fees. The decisions of participating jurisdictions as to fee reductions under this provision shall also be subject to audit by the STA. The STA Executive Director reserves the right to override the grant of a fee reduction by a local jurisdiction under this provision in circumstances where the above requirements are not clearly met. At the request of participating jurisdictions, the STA Executive Director may resolve questions of interpretation regarding this policy.
 - (e)
 - (f)

MEASURE A INDEPENDENT TAXPAYERS OVERSIGHT COMMITTEE

May 28, 2015
Item #9

Subject: Overview of the Measure A Debt Portfolio

Recommendation

Receive and file an informational report on the STA's Measure A debt portfolio.

Discussion

Between 2006 and 2009, the STA issued \$318.3 million dollars of variable-rate sales tax revenue bonds to accelerate delivery of the Measure A capital program. All of the associated bond proceeds have been expended. The aggressive initial debt program has resulted in the completion or pending completion of the following capital projects:

County: **Bradshaw Road (Ph. 1: Bradshaw-Florin)**
County: **Hazel Avenue (Ph. 1: US 50-Curragh Downs)**
Caltrans: **US 50 bus/carpool lanes (Sunrise-Watt)**
Caltrans: **I/80 bus/carpool lanes (I/5-Capital City Freeway)**
Sacramento: **Downtown Intermodal Station (ROW & Ph. 1)**
Rancho Cordova: **Sunrise Blvd (Ph. 1: International Dr. ext.)**
Rancho Cordova: **Folsom Boulevard Streetscape (Ph. 1&2)**

Citrus Heights: **Sunrise Blvd (Ph. 1: Oak-Antelope)**
Elk Grove: **Grantline Road/SR99 interchange**
Elk Grove: **Sheldon Road/SR99 interchange**
Folsom: **Folsom Lake Crossing**
Galt: **Central Galt interchange**
Regional Transit: **Light Rail ext. (Downtown-Richards)**
Regional Transit: **Light Rail ext. (Meadowview-CRC)**

In 2012, the STA issued another \$53.4 million of fixed-rate mid-term (10-year) sales tax revenue bonds. Investors paid a premium on the transaction, so total net bond proceeds from this issue were \$64.5 million. These funds have allowed construction to proceed on several additional important Measure A capital projects:

- County: **Watt Avenue/US 50 interchange**
- Sacramento: **Cosumnes River Boulevard extension & I-5 interchange**
- Sacramento: **Downtown Intermodal Station (I & II)**
- Rancho Cordova: **Sunrise Boulevard (Ph. 2: Gold Country-Jackson)**

Some of these bond proceeds are also being used to accommodate project delivery work:

- County: **Hazel Avenue/US50 interchange**
- Caltrans: **US 50 bus/carpool lanes (Watt-SR99)**
- CSCA: **Capital Southeast Connector**

The initial \$318.3 million in bonds were issued in three equal series of \$106.1 million each (Series 2009 A-B-C). These are Variable Rate Demand Bonds (VRDBs) for which the interest rate re-sets every week; but they are supported by interest rate swaps that ensure that the affective blended interest rate during the 30-year term will approximate 3.71%. STA pays an additional 0.1% for weekly re-marketing services. Series **2009C** is supported by a Standby Bond Purchase Agreement (SBPA). SBPAs are a form of liquidity in which the provider promises to purchase and hold the bonds if they are not sold to investors during the normal remarketing process. Without such liquidity protection, a failure to re-market the bonds would require the STA to buy them back from the investors. The SBPA adds an additional 0.34% to the STA's borrowing costs for Series 2009C.

In August, the STA Board replaced an expiring SBPA on Series **2009A** with a Direct Purchase Agreement with Wells Fargo Bank. The Bank has purchased and will hold the \$106.1

million of Series 2009A bonds (re-issued as Series **2014A**) for three years at a total net annual cost of 35 bps. There is no remarketing fee associated with a direct purchase. An ancillary benefit of this Agreement is that there is no reserve requirement, so about \$8 million currently held in our debt service reserve account has been withdrawn and will become available for expenditure on eligible Measure A capital projects.

In March, the STA Board replaced an expiring JP Morgan SBPA on **Series 2009B** with a new SBPA with Mizuho Bank, Ltd. This new agreement reduced the cost of liquidity protection on this series of Bonds from 0.82 percent to 0.35 percent. In addition, Series 2009B was re-issued as **Series 2015A** to allow the STA to withdraw an additional \$10 million from debt service reserve. STA pays an additional 0.1% for weekly remarketing services.

The blended cost—"liquidity rate"—of the two SBPAs and the Direct Purchase Agreement is 0.35%. As such, the all-in annual cost of capital for the \$318.3 million of *variable* rate bonds is 4.13%. Along with the Series 2012 fixed-rate debt, the STA's cumulative cost of capital is 3.89%.

STA constantly manages the Measure A debt portfolio to replace expiring standby bond purchase agreements and to deploy opportunities to reduce the cost of capital. Staff does not anticipate that STA will issue any new debt before FY 2018.

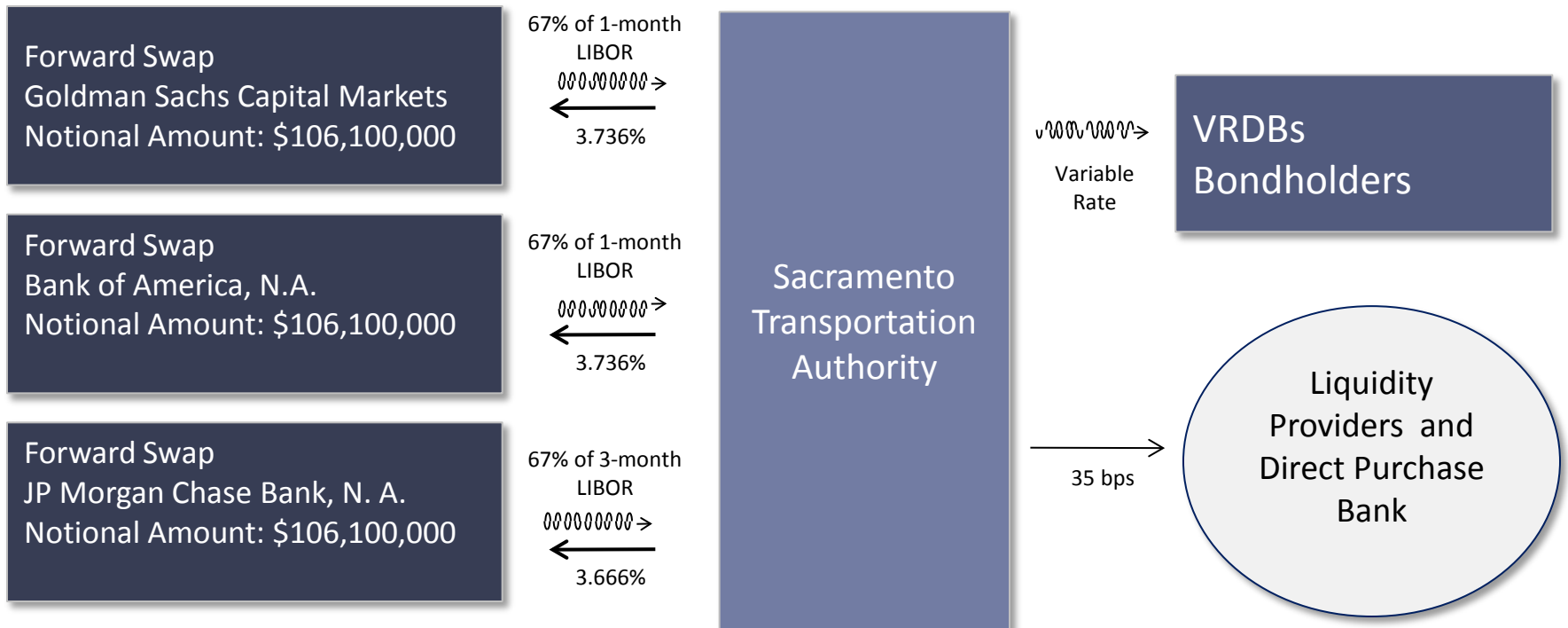
Attachments

Staff Contact: Brian Williams

STA's Swap Structure



- On October 18, 2006, STA entered into three forward-starting swap agreements, one of which was later amended April 2009
 - Effective date: October 1, 2009
 - Authority Pays: 3.713 % (blended rate) for 30 years
 - Authority Receives: Floating index rates as shown below



Measure A

Current Cost of Capital

May 2015

- STA has issued \$371,655,000 to accelerate projects
- STA's average cost of borrowing is 3.890%
 - ▣ This cost can vary slightly based upon swap performance and the cost of liquidity to support variable-rate debt

Series	Par	Swap Rate	SBPA Fee	Remarketing Fee	Total Cost of Capital w/o Current Basis
2015A 2009B	\$106,100,000	3.666%	0.350%	0.100%	4.116%
2009C	\$106,100,000	3.736%	0.340%	0.100%	4.176%
Sub-Weighted Avg.					4.146%
Series	Par	--	--	--	All-in TIC
2012	\$53,355,000	--	--	--	2.481%
Series	Par	Swap Rate	Spread on Direct Purchase	--	Total Cost of Capital w/o Current Basis
2014A 2009A	\$106,100,000	3.736%	0.350%	--	4.086%
Cumulative Weighted Avg.					3.890%