



A G E N D A

Sacramento Transportation Authority Sacramento Abandoned Vehicle Service Authority (SAVSA)

700 H Street, Suite 1450 • Sacramento, California • 95814

THURSDAY

MAY 11, 2023

1:30 PM

Members: Rich Desmond (Chair), Sue Frost, Eric Guerra (Vice Chair), Patrick Hume, Jayna Karpinski-Costa, Patrick Kennedy, Caity Maple, Rosario Rodriguez, Paul Sandhu, Phil Serna, Bobbie Singh-Allen, Kevin Spease, Karina Talamantes, Donald Terry, Katie Valenzuela, Mai Vang

Alternates: Bret Daniels, Shawn Farmer, Mike Kozlowski, Siri Pulipati, Darren Suen, Nick Avdis

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

PUBLIC COMMENT PROCEDURES

In-Person Public Comment

Speakers will be required to complete and submit a speaker request form to Clerk staff. The Chairperson will invite each individual to the podium to make a verbal comment.

Telephonic Public Comment

On the day of the meeting dial (916) 875-2500 to make a verbal public comment (follow the prompts for instructions). Refer to the agenda and listen to the live meeting to determine when is the best time to call to be placed in queue for a specific agenda item. Callers may be on hold for up to an extended period of time and should plan accordingly. When the Chairperson opens public comment for a specific agenda item or off-agenda matter, callers will be transferred from the queue into the meeting to make a verbal comment. Each agenda item queue will remain open until the public comment period is closed for that specific item.

A G E N D A

Sacramento Transportation Authority
Sacramento Abandoned Vehicle Service Authority

May 11, 2023

Page 2

Written Comment

Contact information is optional. Written communication is distributed, published and filed in the record

- Send an email comment to BoardClerk@saccounty.gov. Include meeting date and agenda item number or off-agenda item.
- Mail a comment to 700 H Street, Suite 2450, Sacramento, CA 95814. Include meeting date and agenda item number or off-agenda item.

VIEW MEETING

The meeting is videotaped and cablecast live on Metrocable 14 on the Comcast, Consolidated Communications and AT&T U-Verse Systems. It is closed captioned for hearing impaired viewers and webcast live at <http://metro14live.saccounty.gov>. There will be a rebroadcast of this meeting on Monday at 2:00 p.m.

MEETING MATERIAL

The on-line version of the agenda and associated material is available at <https://www.sacta.org/> (click on "Meetings"). Some documents may not be posted on-line because of size or format (maps, site plans, renderings). Contact the Clerk's Office at (916) 874-5411 to obtain copies of documents.

ACCOMMODATIONS

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

A G E N D A

Sacramento Transportation Authority
Sacramento Abandoned Vehicle Service Authority

May 11, 2023

Page 3

CALL TO ORDER / ROLL CALL / PLEDGE OF ALLEGIANCE

COMMENT ITEMS

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

CONSENT ITEMS

3. Approve Action Summary: March 9, 2023 Sacramento Transportation Authority (STA) Governing Board Meeting ◀ Jennifer Doll
4. SacMetro Freeway Service Patrol Status Report — 3rd Quarter Fiscal Year 2022-23 Jennifer Doll
5. Capital Project Status Reports — 2nd Quarter Fiscal Year 2022-23 Dustin Purinton

SEPARATE ITEMS

6. Introduce Draft STA Budget For Fiscal Year 2023-24 And Continue To June Board Meeting ◀ Dustin Purinton
7. Freeway Service Patrol Zone 2 Request for Bids Determination and Contract Extension Amendment ◀ Jennifer Doll

A G E N D A

Sacramento Transportation Authority
Sacramento Abandoned Vehicle Service Authority

May 11, 2023

Page 4

- | | | |
|-----|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|
| 8. | Presentation of the Traffic Control and Safety Five Year Programs and Authorizing The Executive Director To Sign Measure A Ongoing Annual Programs Memorandum Of Understanding With The County Of Sacramento And Each Incorporated City Within ◀ | Kevin M. Bewsey |
| 9. | Presentation of the Neighborhood Shuttle Cycle 2 Proposals | Kevin M. Bewsey |
| 10. | Update On The Refunding Of The 2009C, 2014A, And 2015A Series Bonds Variable Rate To Fixed Rate | Dustin Purinton |
| 11. | Comments Of Authority Members | All |

◀ *Denotes items that require Board action*

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



MAY 11, 2023

AGENDA ITEM # 2

EXECUTIVE DIRECTOR'S REPORT

Action Requested: Receive and File

Key Staff: Kevin M. Bewsey, Executive Director

SACOG 2022-2023 Regional Funding Round Staff Recommendations

On April 28th, Sacramento Area Council Of Governments (SACOG) released their staff recommendations for the 2022-2023 Regional Funding Round with approval anticipated at the May 18th SACOG board meeting. These recommendations include the award of \$101.5 million to projects within Sacramento, Sutter, Yolo, and Yuba counties. Approximately \$67.1 million is being recommended for projects within Sacramento County.

Results of Measure A's Smart Growth Incentive Program (SGIP) Leveraging Strategy

In November the STA Governing board approved a strategy for leveraging Measure A's Smart Growth Incentive Program (SGIP) as the minimum local match for the SACOG Community Design Program which is part of the Regional Funding Round. This strategy has resulted in \$11 million in awards. In fact, all the competitive awards went to projects within Sacramento County. This strategy leverages Measure A dollars at a 7.7 to 1 ratio and would allocate approximately \$1.43 million in Measure A SGIP funds as a match for the following SACOG awards:

- City of Citrus Heights, \$4,000,000, Auburn Blvd Complete Streets Project – Phase 2
- City of Elk Grove, \$400,000, Whitelock Parkway/State Route 99 Interchange POC
- City of Folsom, \$400,000, Roundabout Feasibility Assessment
- City of Galt, \$275,000, Fourth Street Promenade Extension
- City of Sacramento, \$3,863,000, Broadway Complete Street Project Phase 3
- City of Sacramento, \$1,062,000, El Camino Avenue Vision Zero
- Sacramento County, \$1,000,000, Arden Way Phase 1 and 2

SB1 Funding Round Awards in June

The California Transportation Commission is set to make awards in several competitive Senate Bill 1 (SB 1) programs at its June CTC meeting. Many of our Measure A projects are pursuing these funds and staff will provide an update in June. This includes the two Local Partnership Program applications submitted by STA for the following projects:

- US 50 Gold Line Corridor Enhancement Project
- White Rock Road Safety and Congestion Relief Phase 3 Project

SACOG 2024-2025 Regional Funding Round Working Groups

In March, SACOG began moving forward with a process to revise the upcoming regional funding round in fall of 2024 or spring of 2025. They have created two working groups that will meet through August 2024, which will help shape the upcoming round. The current regional funding round only includes 4 of the 6 counties in the SACOG region. This is due to El Dorado and Placer Counties both being Regional Transportation Planning Agencies (RTPA) which has allowed each of them to have their own separate funding round in the past. However, a correction action issued in April 2021 which was resolved in February 2023 makes all future funding rounds a 6-county round. The Federal Government does not recognize RTPA's and will no longer allow a suballocation of federal funds to the RTPA's. Instead, they will allow for performance based federal funding targets for each county. SACOG has created two working groups, one at the board level and another at the staff level to work through how a combined 6-county round would work with these performance-based targets and a mix of both federal and state funds. Supervisor Desmond is representing Sacramento County on the board working group. For the staff working group, myself along with the Planning Directors and Public Works Directors are members. I will provide updates as we move through this process.

Regional Prioritization for Competitive Grants at the Federal and Statewide Level

The number of competitive federal and statewide grant programs for transportation funding has steadily increased with SB 1 in 2017 and the Infrastructure Investment and Jobs Act (IIJA) in 2021. Just in California alone there are nearly 500 cities and 58 counties competing for these funds making it very difficult for a single entity to punch through this sea of applications and get competitive grant awards. Several regions have created a strategy of prioritizing projects for specific grant programs which can include limiting the number of applications that come from the region but can generate combined support behind specific regional beneficial projects. STA staff along with staff from SACOG, and other agencies have begun discussing how this might be done and in a mutually beneficial way recognizing our shared priorities. One region that has had some success in doing this is the Metropolitan Transportation Commission (MTC). The MTC is a multi-county Metropolitan Planning Organization (MPO) representing the nine-county San Francisco Bay Area. SACOG has asked them to present at their Strategic Planning Committee on Monday, May 8, 2023, at 1:00 PM. I will be listening into this meeting and provide updates on this discussion as momentum is built.

SAVSA Legislative Update (AB 333)

On November 10, 2022, the STA and SAVSA Governing Board approved the re-establishment of the Sacramento Abandoned Vehicle Service Authority (SAVSA) program by pursuing state legislation. Assembly Bill 333 (AB 333) was introduced by State Assembly District 10, Stephanie Nguyen in January 30, 2023. AB 333 was then referred to the Assembly Transportation Committee for a hearing. However, staff from the Assembly Transportation Committee asked that AB 333 obtain the support from California State Association of Counties (CSAC) legal counsel before the scheduled hearing in April. County Counsel and CSAC legal staff could not come to agreement in time to meet the scheduling deadline of April 14th to make the Assembly Transportation Committee in year 1 of the 2-year session. We now have until January 2024 to come to an agreement on the language or take an alternative approach.



MAY 11, 2023

AGENDA ITEM # **3**

APPROVE ACTION SUMMARY: MARCH 9, 2023 STA GOVERNING BOARD MEETING

Action Requested: Approve

Key Staff: Jennifer Doll, Special Programs Manager

Recommendation

Approve the attached Action Summary of the March 9, 2023 meeting of the STA Governing Board.

Attachment

1. Action Summary



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

THURSDAY

MARCH 9, 2023

1:30 PM

Members: Rich Desmond (Chair), Sue Frost, Eric Guerra (Vice Chair), Patrick Hume, Jayna Karpinski-Costa, Patrick Kennedy, Caity Maple, Rosario Rodriguez, Paul Sandhu, Phil Serna, Bobbie Singh-Allen, Kevin Spease, Karina Talamantes, Donald Terry, Katie Valenzuela, Mai Vang

(Members Maple, Terry and Valenzuela were not present)

Alternates: Bret Daniels, Shawn Farmer, Mike Kozlowski, Siri Pulipati, Darren Suen, Nick Avdis

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

PUBLIC COMMENT PROCEDURES

In-Person Public Comment

Speakers will be required to complete and submit a speaker request form to Clerk staff. The Chairperson will invite each individual to the podium to make a verbal comment.

Telephonic Public Comment

On the day of the meeting dial (916) 875-2500 to make a verbal public comment (follow the prompts for instructions). Refer to the agenda and listen to the live meeting to determine when is the best time to call to be placed in queue for a specific agenda item. Callers may be on hold for up to an

extended period of time and should plan accordingly. When the Chairperson opens public comment for a specific agenda item or off-agenda matter, callers will be transferred from the queue into the meeting to make a verbal comment. Each agenda item queue will remain open until the public comment period is closed for that specific item.

Written Comment

Contact information is optional. Written communication is distributed, published and filed in the record

- Send an email comment to BoardClerk@saccounty.gov. Include meeting date and agenda item number or off-agenda item.
- Mail a comment to 700 H Street, Suite 2450, Sacramento, CA 95814. Include meeting date and agenda item number or off-agenda item.

VIEW MEETING

The meeting is videotaped and cablecast live on Metrocable 14 on the Comcast, Consolidated Communications and AT&T U-Verse Systems. It is closed captioned for hearing impaired viewers and webcast live at <http://metro14live.saccounty.gov>. There will be a rebroadcast of this meeting on Sunday at 2:00 p.m.

MEETING MATERIAL

The on-line version of the agenda and associated material is available at <https://www.sacta.org/> (click on "Meetings"). Some documents may not be posted on-line because of size or format (maps, site plans, renderings). Contact the Clerk's Office at (916) 874-5411 to obtain copies of documents.

ACCOMMODATIONS

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

CALL TO ORDER / ROLL CALL / PLEDGE OF ALLEGIANCE

COMMENT ITEMS

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

1:34 PM Board Action: The Chair of the Independent Taxpayers Oversight Committee (ITOK) Mr. Robert Holderness reported that Chairperson Rich

Desmond has appointed David Tate as an Ex-Officio members and José Luis Cáceres as a voting member to the Committee.

Mr. Holderness stated that the Committee hopes to provide counsel regarding bond refinancing issues, a development agreement review to increase developer fees Countywide, and to possibly weigh in on performance audits.

2. Executive Director's Report

1:37 Board Action: Executive Director Kevin Bewsey welcomed the new Clerk Lydia Frazier from the Office of the Clerk of the Board at Sacramento County. She is replacing Dorelle Johnson who has moved onto other opportunities. Lydia will be supported by Alma Munoz from Sacramento County who has been working with the STA Governing Board for the last five years.

Mr. Bewsey provided the following updates:

Sacramento Countywide Transportation Mitigation Fee Program Update:

In April of 2022, the Sacramento Transportation Authority (STA) Governing Board awarded a consultant contract to GHD Incorporated to perform an update to the Nexus Study for the Sacramento Countywide Transportation Mitigation Fee Program (SCTMFP). This is a small fee program created with approval of Measure A in 2009. STA has been working with GHD and the local agencies to complete this work. Most recently STA helped gather updated cost and funding information from local agencies on the projects included in the original nexus study. We anticipate pushing back the adoption of an updated nexus study until fall of 2023, to complete additional outreach for the updated fee.

Extension of the Standby Bond Purchase Agreement for the 2015A Series:

On February 23, 2023, STA staff completed a five-year extension of the Standby Bond Purchase Agreement, for the 2015A Series, with Sumitomo Mitsui Banking Corporation. Staff reviewed related competitive bids with PFM Financial Advisors, STA's Consulting Financial Advisor. STA was able to negotiate a competitive Commitment Fee Rate of 0.34%.

Active Transportation Program Update:

As many of you are aware the Active Transportation Program (ATP) competitive grant program received a onetime increase of \$1 billion dollars increasing the total funding to \$1.7 Billion for this cycle of funding. This funding is split between state and regional competitive programs with agencies being able to submit applications at both levels. The state awards occurred in December of 2022 with \$39 million going to projects in Sacramento County and the incorporated cities. At the regional level, SACOG has recommended the award of \$34.8 million to these agencies with formal board action anticipated in March of 2023. This represents an investment of

\$73.8 million into active transpiration over the next two years. Below is a summary of these projects.

State Awards:

- Elkhorn Boulevard Complete Streets Project, Sacramento County
- Envision Broadway in Oak Park, City of Sacramento
- Franklin Boulevard Complete Street – Phase 3, City of Sacramento
- I Street Bridge Deck Conversion, City of Sacramento and West Sacramento
- Stockton Blvd Complete Streets Project, Sacramento County
- Zinfandel Drive Bicycle and Pedestrian Overcrossing, City of Rancho Cordova
- Regional Awards
- Arcade Cripple Creek Extension, City of Citrus Heights
- Bell Street Safe Routes to School, Sacramento County
- Dry Creek Parkway Trail, Sacramento County
- Folsom Placerville Rail Trail Gap Closure Project, City of Folsom
- Laguna Creek Inter Regional Trail Crossing at State Route 99, City of Elk Grove
- 9th Street Separated Bikeway Project, City of Sacramento

CONSENT ITEMS

1:43 PM Board Action: Eric Guerra/ Rosario Rodriguez - Approved the Consent Matters, Items 3 through 9, as recommended.

AYES: Nick Avdis, Rich Desmond, Sue Frost, Eric Guerra, Patrick Hume, Jayna Karpinski-Costa, Patrick Kennedy, Rosario Rodriguez, Paul Sandhu, Bobbie Singh-Allen, Kevin Spease, Karina Talamantes, Mai Vang

NOES: None

ABSTAIN: None

ABSENT: Caity Maple, Donald Terry, Katie Valenzuela

RECUSAL: None)

(PER POLITICAL REFORM ACT (§ 18702.5.))

3. Approve Action Summary: February 9, 2023 Sacramento Transportation Authority (STA) Governing Board Meeting

1:43 PM Board Action: Received and filed.

4. Budget To Actual Reports For Fiscal Year To Date Through December 31, 2022

1:43 PM Board Action: Received and filed.

5. Approve A Fiscal Year 2022-23 Mid-Year Budget Amendment For The Authority And Sacramento Abandoned Vehicle Service Authority (SAVSA)

1:43 PM Board Action: Approved as recommended.

6. Authorize Amendments To The City Of Sacramento Measure A Capital Allocation And Expenditure Contracts

1:43 PM Board Action: Approved as recommended.

7. Authorize An Amendment To The Sacramento Transportation Authority Measure A Consolidated Transportation Service Agency (CTSA) Grant Agreement With Sacramento Regional Transit

1:43 PM Board Action: Approved as recommended.

8. Authorize An Amendment To The Sacramento Transportation Authority Measure A Consolidated Transportation Service Agency (CTSA) Grant Agreement With Paratransit

1:43 PM Board Action: Approved as recommended.

9. Authorize An Amendment To Extend The Term Of The Nexus Study Update Consulting Services Agreement

1:43 PM Board Action: Received and filed.

SEPARATE ITEMS

10. Sacramento Area Council Of Governments Presentation On The 2025 Blueprint And Other Major Initiatives

1:44 PM Board Action: Presentation was made by Executive Director James Corless from the Sacramento Area Council of Governments (SACOG) on Long Range Regional Planning as it relates to a strategy for metropolitan transportation for sustainable communities. Directors expressed positive views regarding the City of Sacramento's Valley Regional Transit (VRT) approach to mass transportation, and stated that bus rapid transit is more flexible, efficient and malleable with vast and emerging technologies.

Directors would like to see the Green Means Go program extended in the Rosemont Area to include the corridor along Keifer Boulevard.

Mr. Corless announced that SACOG will be presenting a Blueprint Workshop on June 16, 2023 at the Folsom Community Center. There will be opportunities to participate in hands-on activities with elected officials and community leaders from across the Sacramento Region. Input shared by participants will be used to assist in the development of the SACOG long-range plan, the 2025 Blueprint.

Report was received and filed.

11. Sacramento Metropolitan Air Quality Management District Presentation And Approval Of The Transportation Related Air Quality Five Year Program And Authorizing The Executive Director To Sign A Measure A Ongoing Annual Programs Memorandum Of Understanding

2:48 PM Board Action: Mai Vang/ Eric Guerra - Approved the Transportation-Related Air Quality Program, and authorized the Executive Director to sign a Measure A ongoing annual programs Memorandum of Understanding with the Sacramento Metropolitan Air Quality Management District (SMAQMD).

AYES: Nick Avdis, Rich Desmond, Sue Frost, Eric Guerra, Patrick Hume, Jayna Karpinski-Costa, Patrick Kennedy, Rosario Rodriguez, Paul Sandhu, Bobbie Singh-Allen, Kevin Spease, Karina Talamantes, Mai Vang

NOES: None

ABSTAIN: None

ABSENT: Caity Maple, Donald Terry, Katie Valenzuela

RECUSAL: None)

(PER POLITICAL REFORM ACT (§ 18702.5.))

12. Presentation On The Refunding Of The 2009C, 2014A And 2015A Series Bonds Variable Rate To Fixed Rate

3:18 PM Board Action: Mai Vang/ Eric Guerra - Directed Staff to continue exploring financing options, and report findings to the Board on an annual basis.

AYES: Nick Avdis, Rich Desmond, Sue Frost, Eric Guerra, Jayna Karpinski-Costa, Rosario Rodriguez, Paul Sandhu, Bobbie Singh-Allen, Kevin Spease, Karina Talamantes, Mai Vang

NOES: None

ABSTAIN: None

ABSENT: Patrick Hume, Patrick Kennedy, Caity Maple, Donald Terry, Katie Valenzuela
RECUSAL: None)
(PER POLITICAL REFORM ACT (§ 18702.5.))

13. Comments Of Authority Members

3:18 PM Board Action: Members mentioned the possibility of providing a stipend to volunteers. Executive Director Kevin Bewsey will explore options and report findings to the Board at a future meeting.

Respectfully Submitted,

LYDIA FRAZIER, Deputy Clerk II



MAY 11, 2023

AGENDA ITEM # **4**




**SACMETRO FREEWAY SERVICE PATROL STATUS REPORT —
3RD QUARTER FISCAL YEAR 2022-23**

Action Requested: Receive and File

Key Staff: Jennifer Doll, Special Programs Manager

Third Quarter Fiscal Year 2023 Stats

SacMetro FSP provided 8,370 assists for the quarter—historically normal for this time of year. Motorist completed 165 surveys—an increase of 50 percentage from the last quarter.

 Types of Problems	 Response Times	 Service Rating
74 percent of assists were related to accidents, mechanical problems, and flat tires during this period.	70 percent of motorists reported waiting less than 10 minutes before FSP appeared on scene.	98 percent of the 165 surveys reported excellent service. 149 surveys included comments of gratitude and appreciation.

The following are some of the survey responses:

- The driver was Miguel and he was very helpful and courteous. I appreciate the service you all provide. Thank you again.
- Chris was very helpful, fast, and nice. Huge help considering my insurance roadside service was taking forever and impossible to deal with. Grateful.
- Awesome service! Nice to see taxes in action!
- Francisco was amazing. Got me back on the road in no time.
- Joseph was so helpful! He changed my tire and got me back on the road quickly. I was in a dangerous spot and he was able to get me back on the road safely. This is a great service!
- These people were great. For once I feel my tax dollars were well spent.
- Brian was fantastic - a great man and helped me out almost as soon as the accident happened. I'm grateful for this service!
- Nick was amazing! Very professional and my guardian Angel!



MAY 11, 2023

AGENDA ITEM # 5

CAPITAL PROJECT STATUS REPORTS – 2ND -QUARTER FISCAL YEAR 2022-23.

Action Requested: Receive and File

Key Staff: Dustin Purinton, Accounting Manager

The Authority is currently under contract for the following 19 capital projects. This list of projects includes both projects funded out of the Capital portion of Measure A and the Smart Growth Incentive Program (SGIP) portion of Measure A's Sacramento Countywide Transportation Mitigation Fee Program (SCTMFP):

1. Caltrans - Interstate 5 Bus and Carpool Lanes
2. Caltrans - US 50 Bus and Carpool Lanes, Phase 2
3. Sacramento (SGIP) - Envision Broadway in Oak Park
4. Sacramento - Downtown Intermodal SVS Governance
5. Sacramento - Downtown Intermodal Facility
6. Sacramento - Interstate 5/Richards Blvd. Interchange Upgrade
7. County of Sacramento - Bradshaw Road Phase 2/Jackson Highway Intersection
8. County of Sacramento - Folsom Blvd. Watt Ave. to Bradshaw Road
9. County of Sacramento - Greenback Lane – Fair Oaks Blvd. to Main, Phase 1
10. County of Sacramento - Hazel Ave. Improvements, Phase 1 – US 50 to Madison Ave.
11. County of Sacramento - Hazel Ave. Improvements – US 50 to Folsom Blvd. Intersection
12. County of Sacramento - Madison Ave Improvements – Sunrise Blvd. to Hazel Avenue
13. County of Sacramento - South Watt Ave Improvements – Folsom Boulevard to Calvine Rd
14. County of Sacramento - Sunrise Blvd. Jackson Rd. to Grant Line Road
15. County of Sacramento - Watt Ave. Improvements – Antelope Road to Capital City Freeway
16. County of Sacramento - Arden Way Complete Streets SGIP
17. Capital SouthEast Connector
18. Capital SouthEast Connector (SGIP)
19. Rancho Cordova (SGIP) - Chase Drive - American River Parkway Connection

Attached, you will find a Capital Status report for each project for the Quarter Ending December 31, 2022

Authority staff are currently compiling the Quarter 3 Capital Status Reports, they will be presented during the June 2023 meeting.

Attachment

Capital Status Reports for the Quarter Ending December 31, 2022

Measure A Capital Projects Quarterly Status Report



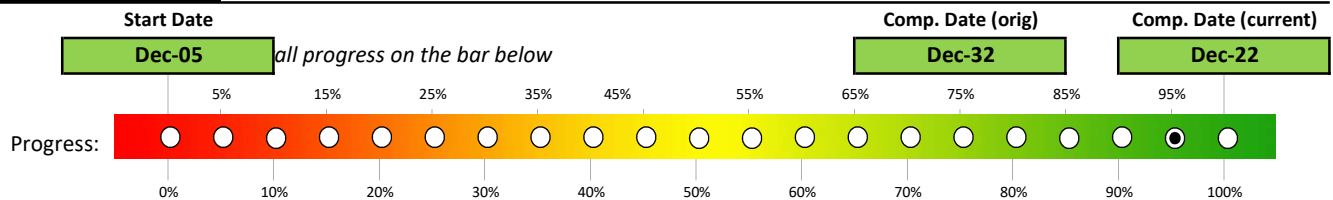
PROJECT INFO

Quarter Ended:	December 31, 2022	Fiscal Year:	2022-23	Reporting Quarter:	2
Agency:	California Department of Transportation	Project Mgr:	Jess Avila		
		Contact Info:	530-682-8488		
Project Name:	Interstate 5 Bus & Carpool Lanes				
Sponsor Project ID Number:	03-3C000 and 03-3C001	STA Project ID Number:	A-45-CT		
Original Est. Project Cost:	\$ 188,479,000.00	Current Est. Project Cost:	\$ 125,530,000.00		

MEASURE A FUNDING

Previous Contract(s) Amount:	\$ 3,185,454.00	Projected Spending	3Q:	\$ 55,000.00
Previous Contract(s) Spending:	\$ 3,185,454.00		4Q:	\$
Current Contract Amount:	\$ 30,000,000.00		1Q:	\$
Current Contract Spending:	\$ 25,214,493.24		2Q:	\$
Expended This Quarter:	\$ 155,567.01			
Total Remaining:	\$ 4,629,939.75	Funds leveraged using local match	\$ 332,000,000.00	

PROJECT STATUS



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

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

Explanation of Activities this Quarter and Additional Notes

Completed Open Grade Asphalt Overlay. Ribbon Cutting celebration was held on October 24, 2022. Essentially completed striping and signing, drainage, median concrete barrier, metal beam guard rail and electrical work. Started miscellaneous punch list items within the entire project limits.

Measure A Capital Projects Quarterly Status Report



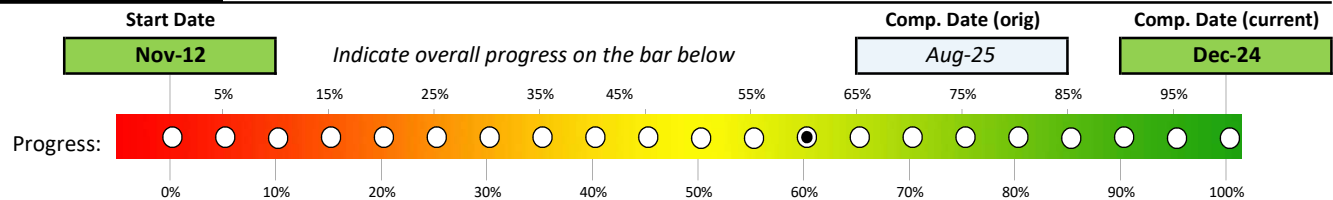
PROJECT INFO

Quarter Ended:	December 31, 2022	Fiscal Year:	2022-23	Reporting Quarter:	2
Agency:	California Department of Transportation	Project Mgr:	Soka Soka		
		Contact Info:	530-682-6236		
Project Name:	US Highway 50 Bus & Carpool Lanes - phase 2				
Sponsor Project ID Number:	03-3F360/03-0H08U	STA Project ID Number:	A-47-CT		
Original Est. Project Cost:	\$ 68,315,000.00	Current Est. Project Cost:	\$ 147,480,000.00		

MEASURE A FUNDING

Previous Contract(s) Amount:	\$	15,945,604.00	Projected Spending	3Q:	\$	875,000.00
Previous Contract(s) Spending:		15,310,227.98		4Q:	\$	875,000.00
Current Contract Amount:	\$	12,500,000.00		1Q:	\$	875,000.00
Current Contract Spending:	\$	5,543,070.28		2Q:	\$	875,000.00
Expended This Quarter:	\$	444,582.90				
Total Remaining:	\$	7,147,722.84	Funds leveraged using local match	\$	442,000,000.00	

PROJECT STATUS



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

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

Explanation of Activities this Quarter and Additional Notes

This project is utilizing Design-Build project delivery method instead of Design-Bid-Build traditional Caltrans project delivery method. Design-Build project delivery method is one of several innovative project delivery methods that combines the design and construction services into one contract where the design firm and the construction contractor are a team, working together to design and construct phases of a project concurrently. The Design-Builder (DB) is Flatiron West, Inc with their Design partner WSP.

For partial funding of the project, Caltrans District 3 successfully competed and received State funding from the SB1 Gas/Diesel Tax programs under the Solutions for Congested Corridor Program for construction of HOV Lanes on the project. The project constructing the HOV lanes has been combined with the US 50 Rehabilitation project that has already been funded by State Highway Operation and Protection Program (SHOPP).

- Coordination continued with Union Pacific Rail Road.
- Coordination continued with City of Sacramento on adjacent projects, parking impacts and utility work.
- DB continued working on the final design packages.
- Construction work on soundwalls completed.
- Continued retaining walls construction.
- Structure construction nearing completion.

Measure A Capital Projects Quarterly Status Report



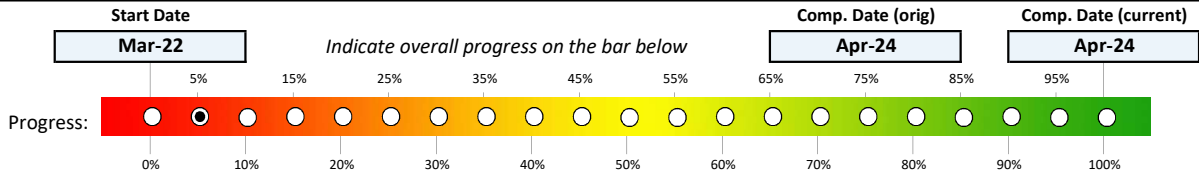
PROJECT INFO

Quarter Ended:	December 31, 2022	Fiscal Year:	2022-23	Reporting Quarter:	2
Agency:	City of Sacramento	Project Mgr:	Megan Johnson		
		Contact Info:	916/808-1967		
Project Name:	Envision Broadway in Oak Park				
Sponsor Project ID Number:	T15225000	STA Project ID Number:	A-SGIP-CS-1		
Original Est. Project Cost:	\$ 950,000.00	Current Est. Project Cost:	\$ 950,000.00		

MEASURE A FUNDING

Previous Contract(s) Amount:	\$ 237,000.00	Projected Spending	3Q:	\$ 30,000.00
Previous Contract(s) Spending:	\$ -		4Q:	\$ 30,000.00
Current Contract Amount:	\$ 237,000.00		1Q:	\$ 30,000.00
Current Contract Spending:	\$ 30,712.40		2Q:	\$ 30,000.00
Expended This Quarter:	\$ 15,561.84			
Total Remaining:	\$ 190,725.76	Funds leveraged using local match	\$ 713,000.00	

PROJECT STATUS



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

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

Explanation of Activities this Quarter and Additional Notes

Activities this quarter include consultant selection and negotiations; meetings and presentations to the neighborhood association and business association; and coordination with Regional Transit.

Measure A Capital Projects Quarterly Status Report



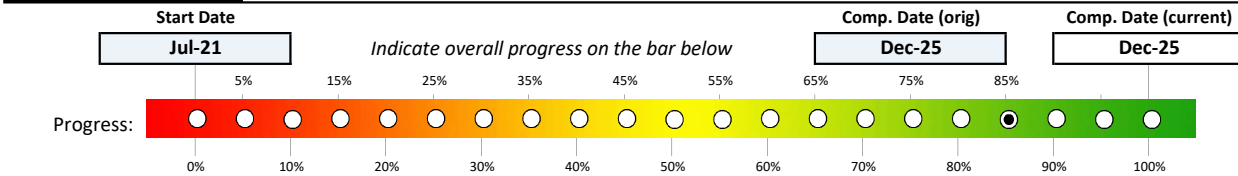
PROJECT INFO

Quarter Ended:	December 31, 2022	Fiscal Year:	2022-23	Reporting Quarter:	2
Agency:	City of Sacramento	Project Mgr:	Greg Taylor, Supervising Architect		
		Contact Info:	916-808-5268		
Project Name:	Downtown Intermodal SVS Governance				
Sponsor Project ID Number:	T15029062	STA Project ID Number:	A-38-CS		
Original Est. Project Cost:	\$ 2,000,000.00	Current Est. Project Cost:	\$ 2,000,000.00		

MEASURE A FUNDING

Previous Contract(s) Amount:	\$		Projected Spending	3Q:	\$	25,000.00
Previous Contract(s) Spending:	\$			4Q:	\$	25,000.00
Current Contract Amount:	\$	2,000,000.00		1Q:	\$	100,000.00
Current Contract Spending:	\$			2Q:	\$	200,000.00
Expended This Quarter:	\$	48,689.31				
Total Remaining:	\$	1,951,310.69		Funds leveraged using local match	\$	-

PROJECT STATUS



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

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

Explanation of Activities this Quarter and Additional Notes

Continued to investigate potential governance issues and concerns for a major intercity rail facility with other rail entities and discussed process with rail and bus operators at the Sacramento Valley Station. Issued Request for Information in December to gauge interest and get input from those with technical and governmental structure expertise to inform future Request for Proposals to evaluate future governance models for Sacramento Valley Station area.

Measure A Capital Projects Quarterly Status Report



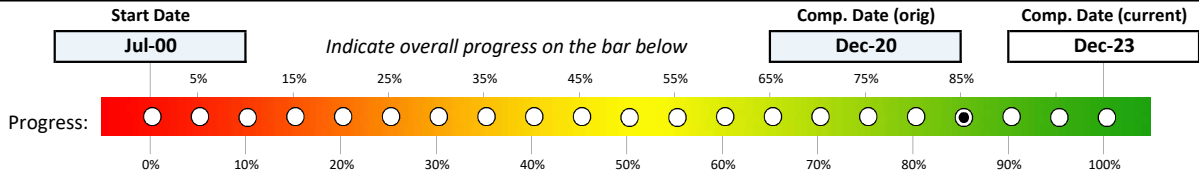
PROJECT INFO

Quarter Ended:	December 31, 2022	Fiscal Year:	2022-23	Reporting Quarter:	2
Agency:	City of Sacramento	Project Mgr:	Greg Taylor, Supervising Architect		
		Contact Info:	916-808-5268		
Project Name:	Downtown Intermodal Facility				
Sponsor Project ID Number:	T15029000	STA Project ID Number:	A-38-CS		
Original Est. Project Cost:	\$ 200,000,000.00	Current Est. Project Cost:	\$ 200,000,000.00		

MEASURE A FUNDING

Previous Contract(s) Amount:	\$ 70,272,500.00	Projected Spending	3Q:	\$ 100,000.00
Previous Contract(s) Spending:	\$ 70,272,500.00		4Q:	\$ 100,000.00
Current Contract Amount:	\$ 19,823,000.00		1Q:	\$ 100,000.00
Current Contract Spending:	\$ 13,616,053.14		2Q:	\$ 100,000.00
Expended This Quarter:	\$ 5,751.09			
Total Remaining:	\$ 6,201,195.77	Funds leveraged using local match	\$ 101,988,786.00	

PROJECT STATUS



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

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

Explanation of Activities this Quarter and Additional Notes

Phase 3 –Spending for minor consultant support services on master plan, city staff administrative and management costs. City staff were awarded \$9.865 M in state TIRCP funding, leveraging STA resources.

SVS New Governance Structure – A Request for Information (RFI) was put out on December 5, 2022 with responses due back on January 27, 2023. An Request for Proposals (RFP) is anticipated to be issued no later than Q1 2024.

Northbound I-5 Ramp Relocation Study (CIP T15029061) is under contract with consultants and continues to proceed in preliminary design. Funding for PA&D will be pursued in a new grant application to CalSTA in February 2023.

SVS North Entrance / Railyards Gateway –City staff have been coordinating the developers design and easements to station entrance and preparing for state CTC Funding Allocation. The developer is in Plan Review as of December and once plans are approved, PS&E will be complete and the City will request CCJPA to request funding allocation from the CTC.

Measure A Capital Projects Quarterly Status Report



PROJECT INFO

Quarter Ended: **December 31, 2022** Fiscal Year: **2022-23** Reporting Quarter: **2**

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

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

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

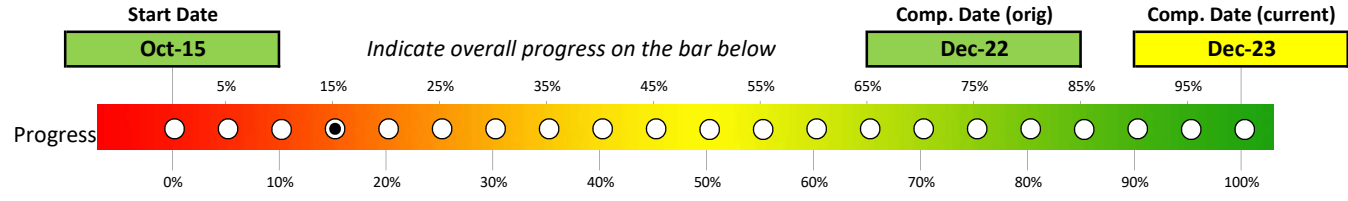
Sponsor Project ID Number: **T15165100** STA Project ID Number: **A-52-CS**

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

MEASURE A FUNDING

Previous Contract(s) Amount:	\$ -	Projected Spending	3Q:	\$ 50,000.00
Previous Contract(s) Spending:	\$ -		4Q:	\$ 50,000.00
Current Contract Amount:	\$ 3,115,861.73		1Q:	\$ 50,000.00
Current Contract Spending:	\$ 584,850.47		2Q:	\$ 50,000.00
Expended This Quarter:	\$ 30,518.02	Funds leveraged using local match		
Total Remaining:	\$ 2,500,493.24	\$ 3,098,000.00		

PROJECT STATUS



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

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

Explanation of Activities this Quarter and Additional Notes

This past quarter the project team submitted to Caltrans a Traffic Operations and Analysis Report and revised Geometric Approval Drawings addressing previous comments. Stakeholder meetings were held to discuss specific properties that may be impacted by the two alternatives that are being considered for the environmental document. Work on technical studies is ongoing, with anticipation of a draft environmental document being circulated publicly by the end of the fiscal year.

Measure A Capital Projects Quarterly Status Report



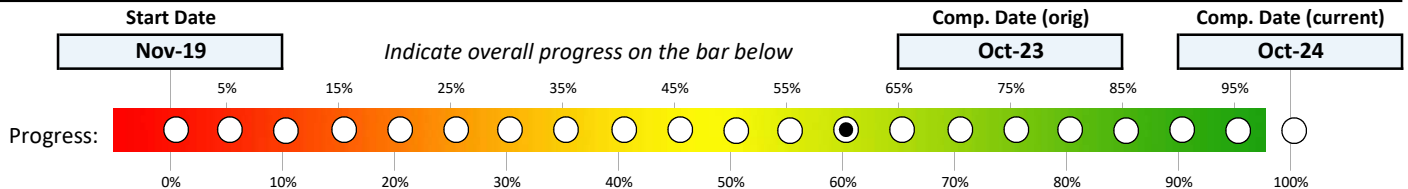
PROJECT INFO

Quarter Ended:	December 31, 2022	Fiscal Year:	2022-23	Reporting Quarter:	2
Agency:	County of Sacramento	Project Mgr:	Jenny Singh, Senior Civil Engineer		
		Contact Info:	(916) 874-6092		
Project Name:	Bradshaw Road Phase 2: Bradshaw Road/Jackson Highway Intersection				
Sponsor Project ID Number:	RFODGL	STA Project ID Number:	A-08-SC		
Original Est. Project Cost:	\$ 5,300,000.00	Current Est. Project Cost:	\$ 5,300,000.00		

MEASURE A FUNDING

Previous Contract(s) Amount:	\$ -	Projected Spending	3Q:	\$ 135,708.00
Previous Contract(s) Spending:	\$ -		4Q:	\$ 135,708.00
Current Contract Amount:	\$ 1,467,000.00		1Q:	\$ 83,500.00
Current Contract Spending:	\$ 179,999.77		2Q:	\$ 83,500.00
Expended This Quarter:	\$ 90,792.32			
Total Remaining:	\$ 1,196,207.91	Funds leveraged using local match	\$ -	

PROJECT STATUS



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

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

Explanation of Activities this Quarter and Additional Notes

The project intersection improvements is the first phase of a larger project. The work will include the widening of the Bradshaw Road at Jackson Road (State Route 16) intersection with a traffic signal modification. The improvements to widen the intersection are to allow the installation of an additional through lane and dual lefts in each direction through the intersection.

Activities This Quarter

The project is currently in the design and environmental review phase of work. Environmental clearance is anticipated in the first quarter of 2023 with the right-of-way acquisition anticipated to begin immediately thereafter.

Measure A Capital Projects Quarterly Status Report



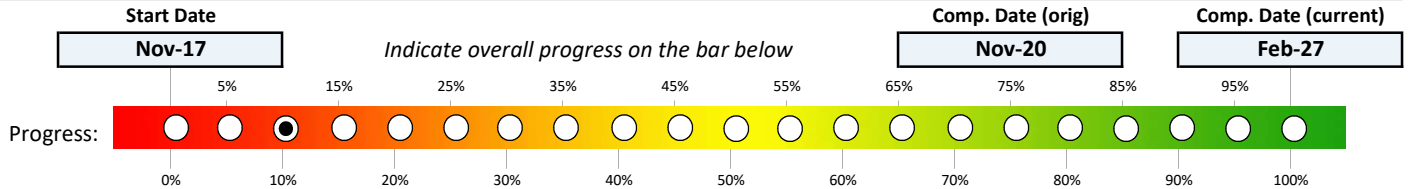
PROJECT INFO

Quarter Ended:	December 31, 2022	Fiscal Year:	2022-23	Reporting Quarter:	2
Agency:	County of Sacramento	Project Mgr:	Spencer Ord, Senior Civil Engineer		
		Contact Info:	(916) 874-6601		
Project Name:	Folsom Boulevard: Watt Avenue to Bradshaw Road				
Sponsor Project ID Number:	RFODGE/STOXEL	STA Project ID Number:	A-13-SC		
Original Est. Project Cost:	\$ 40,698,159.00	Current Est. Project Cost:	\$ 40,698,159.00		

MEASURE A FUNDING

Previous Contract(s) Amount:	\$ -	Projected Spending	3Q:	\$ 730,421.00
Previous Contract(s) Spending:	\$ -		4Q:	\$ 730,421.00
Current Contract Amount:	\$ 3,618,575.31		1Q:	\$ 74,250.00
Current Contract Spending:	\$ 1,511,572.83		2Q:	\$ 74,250.00
Expended This Quarter:	\$ 45,158.27			
Total Remaining:	\$ 2,061,844.21	Funds leveraged using local match	\$ 6,014,761.24	

PROJECT STATUS



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

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

Explanation of Activities this Quarter and Additional Notes

The project opened bids on November 4, 2021 and construction is nearly complete for Phase 1. Phase 1 construction completion is anticipated in February 2023.

Topographic survey efforts have begun for Phase 2 with preliminary design expected to begin in spring of 2023. Project Status Milestones above are marked for the Phase 2 project.

Measure A Capital Projects Quarterly Status Report



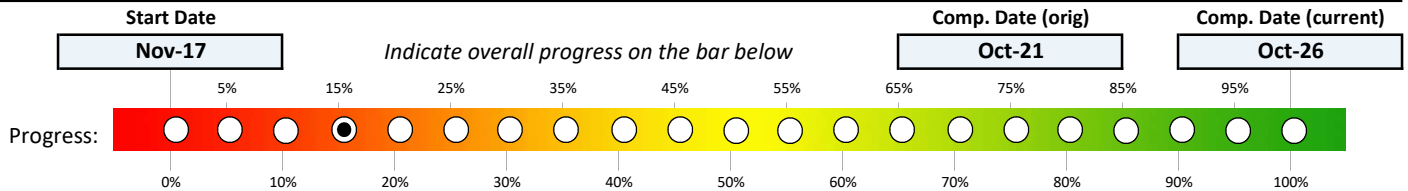
PROJECT INFO

Quarter Ended:	December 31, 2022	Fiscal Year:	2022-23	Reporting Quarter:	2
Agency:	County of Sacramento	Project Mgr:	Tim Stevens, Senior Civil Engineer		
		Contact Info:	(916) 874-6291		
Project Name:	Greenback Lane: Fair Oaks Blvd. to Main Street, Phase I				
Sponsor Project ID Number:	STOXEB	STA Project ID Number:	A-17-SC		
Original Est. Project Cost:	\$ 41,716,000.00	Current Est. Project Cost:	\$ 41,716,000.00		

MEASURE A FUNDING

Previous Contract(s) Amount:	\$	116,829.91	Projected Spending	3Q:	\$	554,774.50
Previous Contract(s) Spending:	\$	116,829.91		4Q:	\$	554,774.50
Current Contract Amount:	\$	5,327,224.65		1Q:	\$	445,500.00
Current Contract Spending:	\$	321,894.36		2Q:	\$	445,500.00
Expended This Quarter:	\$	64,165.64				
Total Remaining:	\$	4,941,164.65				
			Funds leveraged using local match	\$	-	

PROJECT STATUS



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

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

Explanation of Activities this Quarter and Additional Notes

The project limits are Greenback Lane from Chestnut Ave to the Folsom City/Sacramento County Boundary. The project includes sidewalk infill, ADA improvements (curb ramps and bus stops), Class II bike lanes, and utility undergrounding.

With Board approval to initiate the SMUD SD-14 system enhancement reimbursement agreements with SMUD made, preliminary design for the underground joint utility system was prepared and sent to utilities for review. Preliminary design for surface improvements continues with further refinement made through coordination with property owners and community groups continues. Right of Way acquisition is anticipated to begin once the preliminary design is approved.

Measure A Capital Projects Quarterly Status Report



PROJECT INFO

Quarter Ended: **December 31, 2022** Fiscal Year: **2022-23** Reporting Quarter: **2**

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

Project Name: **Hazel Avenue: US Highway 50 to Madison Avenue**

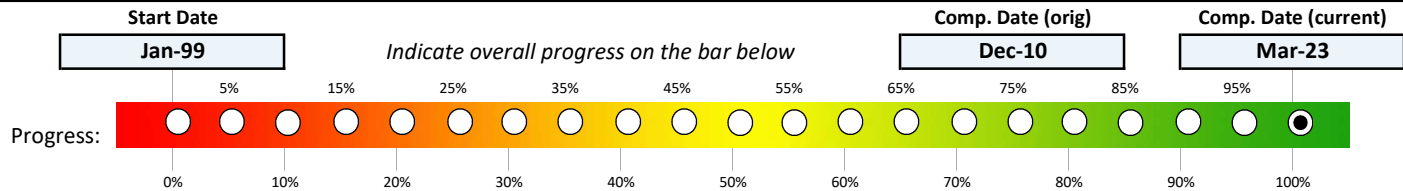
Sponsor Project ID Number: **ST0XCC;ST0XCJ;DV2L43;STR43** STA Project ID Number: **A-21-SC**

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

MEASURE A FUNDING

Previous Contract(s) Amount:	\$	33,999,043.75	Projected Spending	3Q:	\$	345,594.50		
Previous Contract(s) Spending:	\$	33,999,043.75		4Q:	\$	345,594.50		
Current Contract Amount:	\$	13,554,609.04		1Q:	\$	-		
Current Contract Spending:	\$	11,034,112.92		2Q:	\$	-		
Expended This Quarter:	\$	1,829,306.77						
Total Remaining:	\$	691,189.35				Funds leveraged using local match	\$	21,466,373.96

PROJECT STATUS



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

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

Explanation of Activities this Quarter and Additional Notes

Hazel Phase 3 - Sunset Avenue to Madison Avenue: The project improvements have been completed, landscape establishment period has begun, and ribbon cutting ceremony performed. Closeout activities will begin upon completion of the plant establishment period.

Measure A Capital Projects Quarterly Status Report



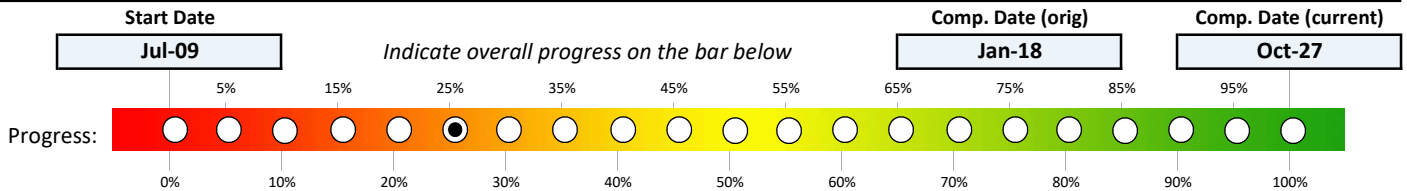
PROJECT INFO

Quarter Ended:	December 31, 2022	Fiscal Year:	2022-23	Reporting Quarter:	2
Agency:	County of Sacramento	Project Mgr:	Tim Stevens, Senior Civil Engineer		
		Contact Info:	(916) 874-6291		
Project Name:	Hazel Avenue: US Highway 50 Interchange and Folsom Blvd Intersection				
Sponsor Project ID Number:	STRL41	STA Project ID Number:	A-23-SC		
Original Est. Project Cost:	\$ 61,268,182.00	Current Est. Project Cost:	\$ 105,000,000.00		

MEASURE A FUNDING

Previous Contract(s) Amount:	\$ 1,679,031.22	Projected Spending	3Q:	\$ 647,000.00
Previous Contract(s) Spending:	\$ 1,679,031.22		4Q:	\$ 647,000.00
Current Contract Amount:	\$ 6,821,000.00		1Q:	\$ 1,223,750.00
Current Contract Spending:	\$ 253,172.30		2Q:	\$ 1,223,750.00
Expended This Quarter:	\$ -			
Total Remaining:	\$ 6,567,827.70	Funds leveraged using local match	\$ 926,189.00	

PROJECT STATUS



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

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

Explanation of Activities this Quarter and Additional Notes

The Value Analysis Study was completed and consultant is refined preliminary design to address items that were identified in the study that would achieve a cost savings. Topo survey and boundary mapping continue this quarter and are expected to be received in January. Real Estate acquisitions to begin second quarter of 2023.

Measure A Capital Projects Quarterly Status Report



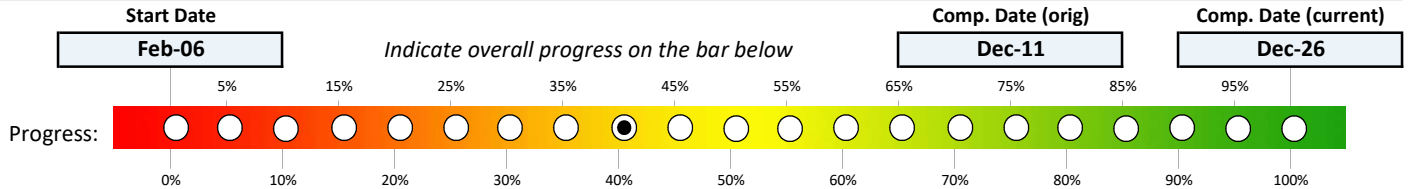
PROJECT INFO

Quarter Ended:	December 31, 2022	Fiscal Year:	2022-23	Reporting Quarter:	2
Agency:	County of Sacramento	Project Mgr:	Jenny Singh, Senior Civil Engineer		
		Contact Info:	(916)874-6291		
Project Name:	Madison Avenue: Sunrise Blvd to Hazel Avenue				
Sponsor Project ID Number:	STOXAG	STA Project ID Number:	A-24-SC		
Original Est. Project Cost:	\$ 19,929,143.00	Current Est. Project Cost:	\$ 28,872,280.00		

MEASURE A FUNDING

Previous Contract(s) Amount:	\$ 1,280,274.94	Projected Spending	3Q:	\$ 198,404.00
Previous Contract(s) Spending:	\$ 1,280,274.94		4Q:	\$ 198,404.00
Current Contract Amount:	\$ 2,900,000.00		1Q:	\$ 319,000.00
Current Contract Spending:	\$ 782,826.92		2Q:	\$ 319,000.00
Expended This Quarter:	\$ 1,191.59			
Total Remaining:	\$ 2,115,981.49	Funds leveraged using local match	\$ 371,140.17	

PROJECT STATUS



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

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

Explanation of Activities this Quarter and Additional Notes

The project will construct improvements by proposing three lanes westbound and two lanes eastbound west of Kenneth Ave and no lane widening beyond 150 feet east of Kenneth Avenue. The Roadway improvements also includes landscaping, sidewalks, drainage, pavement resurfacing, traffic signal modifications, and bike lanes. New traffic signal interconnect will also be installed to provide traffic congestion relief.

Activities This Quarter

This project is currently in preliminary design and environmental review stage. The environmental document is anticipated to be released in spring 2023. Public outreach and community input on the proposed project will be solicited through public meetings which is expected to occur spring 2023. Right-of-way acquisition process will begin after preliminary design is complete.

Measure A Capital Projects Quarterly Status Report



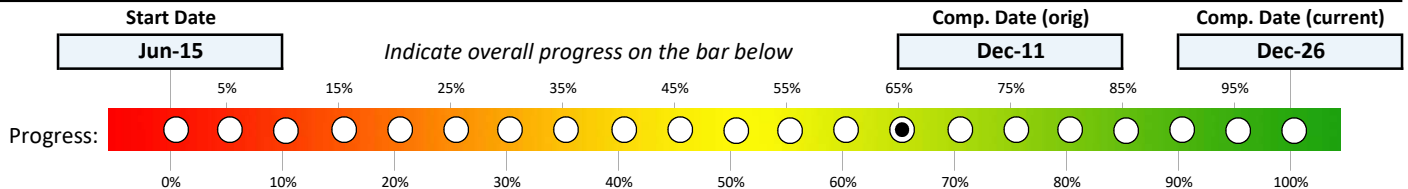
PROJECT INFO

Quarter Ended:	December 31, 2022	Fiscal Year:	2022-23	Reporting Quarter:	2
Agency:	County of Sacramento	Project Mgr:	Heather Yee, Senior Civil Engineer		
		Contact Info:	(916) 874-9182		
Project Name:	South Watt Ave/Elk Grove-Florin Rd: Folsom Boulevard to Calvine Road				
Sponsor Project ID Number:	STOXdG	STA Project ID Number:	A-27-SC		
Original Est. Project Cost:	\$ 10,873,412.00	Current Est. Project Cost:	\$ 53,000,000.00		

MEASURE A FUNDING

Previous Contract(s) Amount:	\$	3,159,720.99	Projected Spending	3Q:	\$	600,000.00
Previous Contract(s) Spending:	\$	3,159,720.99		4Q:	\$	600,000.00
Current Contract Amount:	\$	9,031,000.00		1Q:	\$	673,500.00
Current Contract Spending:	\$	230,512.11		2Q:	\$	673,500.00
Expended This Quarter:	\$	-				
Total Remaining:	\$	8,800,487.89	Funds leveraged using local match	\$	2,533,480.85	

PROJECT STATUS



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

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

Explanation of Activities this Quarter and Additional Notes

The project is currently in the Design and Engineering and Right-of-Way phase of work. An engineering consultant is under contract and the environmental studies for CEQA are complete. Project design is continuing and includes coordination with stakeholders such as the City of Sacramento, Caltrans, adjacent developers, the Central Valley Flood Protection Board, and Central California Traction Railroad Company. Hydromodification and drainage design alternatives on the project are being coordinated. Right of way activities are progressing.

Measure A Capital Projects Quarterly Status Report



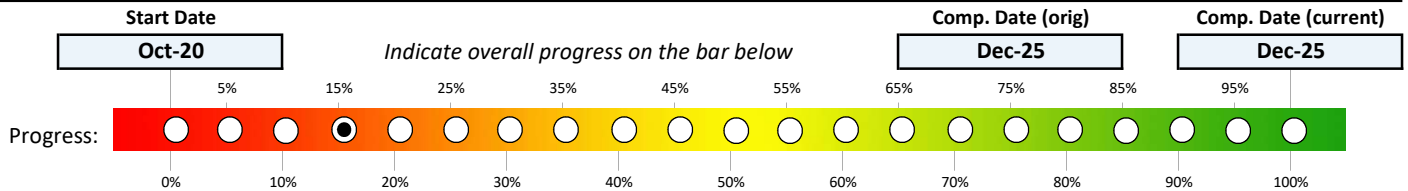
PROJECT INFO

Quarter Ended:	December 31, 2022	Fiscal Year:	2022-23	Reporting Quarter:	2
Agency:	County of Sacramento	Project Mgr:	Melissa Wright, Principal Civil Engineer		
		Contact Info:	(916) 874-6291		
Project Name:	Sunrise Boulevard: Jackson Road to Grant Line Road				
Sponsor Project ID Number:	Not Assigned	STA Project ID Number:	A-31-SC		
Original Est. Project Cost:	\$ 79,763,000.00	Current Est. Project Cost:	\$ 79,763,000.00		

MEASURE A FUNDING

Previous Contract(s) Amount:	\$ -	Projected Spending	3Q:	\$ 92,500.00
Previous Contract(s) Spending:	\$ -		4Q:	\$ 92,500.00
Current Contract Amount:	\$ 2,576,000.00		1Q:	\$ 82,500.00
Current Contract Spending:	\$ -		2Q:	\$ 82,500.00
Expended This Quarter:	\$ -			
Total Remaining:	\$ 2,576,000.00	Funds leveraged using local match	\$ -	

PROJECT STATUS



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

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

Explanation of Activities this Quarter and Additional Notes

This is a Phase 1 Project and includes widening of Sunrise Boulevard between Jackson Hwy and Kiefer Road in the City of Rancho Cordova and intersection improvements at Jackson Road and Sunrise Boulevard by the County.

Activities This Quarter

The City of Rancho Cordova (City) and the County executed a reimbursement agreement for this project that is being included in the City's Sunrise Widening project. The City's consultant is underway with preliminary design efforts, including coordination with USBR.

Measure A Capital Projects Quarterly Status Report



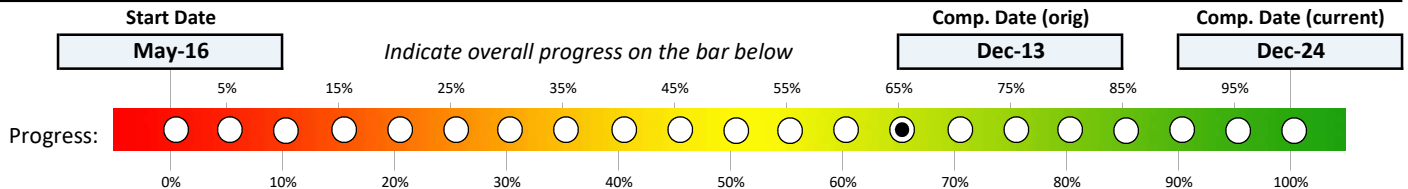
PROJECT INFO

Quarter Ended:	December 31, 2022	Fiscal Year:	2022-23	Reporting Quarter:	2
Agency:	County of Sacramento	Project Mgr:	Melissa Wright, Principal Civil Engineer		
		Contact Info:	(916) 874-6291		
Project Name:	Watt Avenue: Antelope Road to Capital City Freeway				
Sponsor Project ID Number:	STOXDN	STA Project ID Number:	A-37-SC		
Original Est. Project Cost:	\$ 40,825,817.00	Current Est. Project Cost:	\$ 40,825,817.00		

MEASURE A FUNDING

Previous Contract(s) Amount:	\$	263,377.50	Projected Spending	3Q:	\$	326,827.50		
Previous Contract(s) Spending:	\$	263,377.50		4Q:	\$	326,827.50		
Current Contract Amount:	\$	2,720,000.00		1Q:	\$	6,750.00		
Current Contract Spending:	\$	1,322,157.72		2Q:	\$	6,750.00		
Expended This Quarter:	\$	355,387.11						
Total Remaining:	\$	1,042,455.17				Funds leveraged using local match	\$	1,270,573.17

PROJECT STATUS



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

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

Explanation of Activities this Quarter and Additional Notes

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

Activities This Quarter

Project remains in the right-of-way phase, the design team is refining the roadway design and coordinating with utilities. Right of way is progressing, with a goal to certify the right of way by early 2023. 65% B-plans were sent out in November 2022.

Measure A Capital Projects Quarterly Status Report



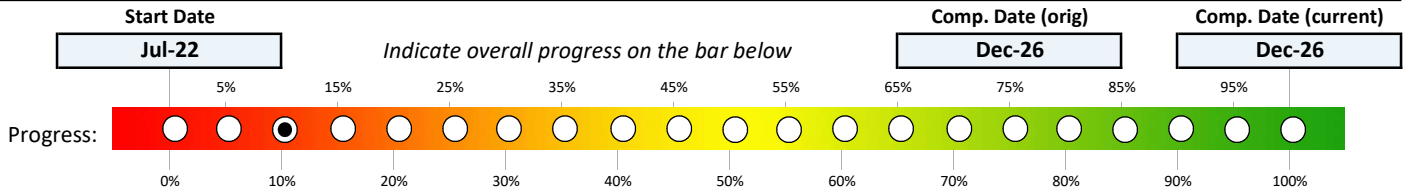
PROJECT INFO

Quarter Ended:	December 31, 2022	Fiscal Year:	2022/23	Reporting Quarter:	2
Agency:	County of Sacramento	Project Mgr:	Kyle Friedrich		
		Contact Info:	(916) 874-7911		
Project Name:	Arden Way Complete Streets SGIP				
Project ID Number:	RFODGR	STA Project ID Number:	SGIP-SAC-2		
Original Est. Project Cost:	\$ 5,740,000.00	Current Est. Project Cost:	\$ 5,740,000.00		

MEASURE A FUNDING

Total Measure A Funding:	\$ 513,000.00	Projected Spending	3Q:	\$ 10,000.00
Current Contract Amount:	\$ 513,000.00		4Q:	\$ 20,000.00
Total Previously Expended:	\$		1Q:	\$ 50,000.00
Expended This Quarter:	\$ 1,417.00		2Q:	\$ 50,000.00
Total Remaining:	\$ 511,583.00	Measure A Funds Used for Local Match? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		

PROJECT STATUS



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

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

Explanation of Activities this Quarter and Additional Notes

Arden Way Complete Streets Phase 2 Project - Arden Way from Morse Avenue to Fulton Avenue. The Phase 2 project will provide bike lanes, sidewalk and Americans with Disabilities Act (ADA) upgrades, bus turnouts, and landscaping.

Activities include environmental review and pre-design efforts.

Measure A Capital Projects Quarterly Status Report



PROJECT INFO

Quarter Ended: **December 31, 2022** Fiscal Year: **2022-23** Reporting Quarter: **2**

Agency: **Capital SouthEast Connector** Project Mgr: **Matt Lampa**
Contact Info: LampaM@SacCounty.gov

Project Name: **Capital SouthEast Connector**

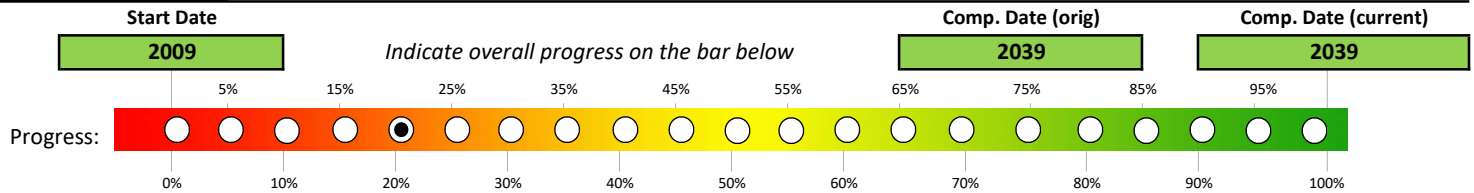
Sponsor Project ID Number: **N/A** STA Project ID Number: **A-16-JP (10&20)**

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

MEASURE A FUNDING

Previous Contract(s) Amount:	\$	12,788,762.00	Projected Spending	3Q:	\$	503,202
Previous Contract(s) Spending:	\$	12,788,762.00		4Q:	\$	503,201
Current Contract Amount:	\$	27,640,000.00	1Q:	\$	500,000	
Current Contract Spending:	\$	25,868,998.84	2Q:	\$	500,000	
Expended This Quarter:		761,280.65	Funds leveraged using local match			
Total Remaining:		1,009,720.51		\$	150,300,000.00	

PROJECT STATUS



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

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

Explanation of Activities this Quarter and Additional Notes

Explanation of activities:

- **Segment A:** A1 & A2 - Revised Draft Project Report and NEPA document and re-submitted to Caltrans. Coordination with City of Elk Grove regarding developments along Kammerer Rd
- **Segment B:** B2 Project construction is ongoing. Coordination with County of Sacramento and City of Elk Grove regarding developments along Grant Line Rd.
- **Segment C:** Continued coordination w/ the City of Elk Grove on planning documents and conceptual designs for traffic signal and roundabout alternatives for various intersections along the alignment.
- **Segment D2:** Preparation and submittal of a grant funding application to the CTC. Preparation of additional grant funding application. Coordination with County of Sacramento on development infrastructure along Grant Line Rd.
- **Segment D3:** D3a Project construction is ongoing. Scott Rd Realignment Project construction is ongoing. D3b rail crossing planning is ongoing. Preparation of a grant funding application.

Projected Spending 1Q and 2Q represent projected spending for Contract STA-21-CAE-003, which has an allocation of \$2M in FY 2024.

Measure A Capital Projects Quarterly Status Report



PROJECT INFO

Quarter Ended: **December 31, 2022** Fiscal Year: **2022-23** Reporting Quarter: **2**

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

Project Name: **Capital SouthEast Connector**

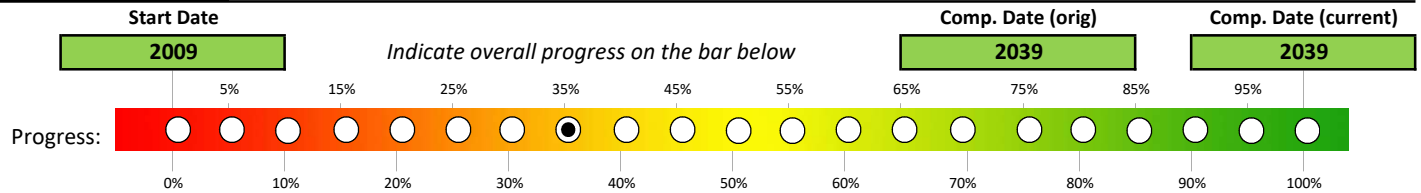
Sponsor Project ID Number: **N/A** STA Project ID Number: **A-16-JPM**

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

MEASURE A FUNDING

Previous Contract(s) Amount:	\$	-	Projected Spending	3Q:	\$	887,429
Previous Contract(s) Spending:	\$	-		4Q:	\$	
Current Contract Amount:	\$	5,000,000.00		1Q:	\$	
Current Contract Spending:	\$	4,108,442.42		2Q:	\$	
Expended This Quarter:		4,128.47				
Total Remaining:		887,429.11				
Funds leveraged using local match					\$	-

PROJECT STATUS



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

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

Explanation of Activities this Quarter and Additional Notes

Explanation of activities:

- Evaluation of project environmental impact and mitigation strategies.

Measure A Capital Projects Quarterly Status Report



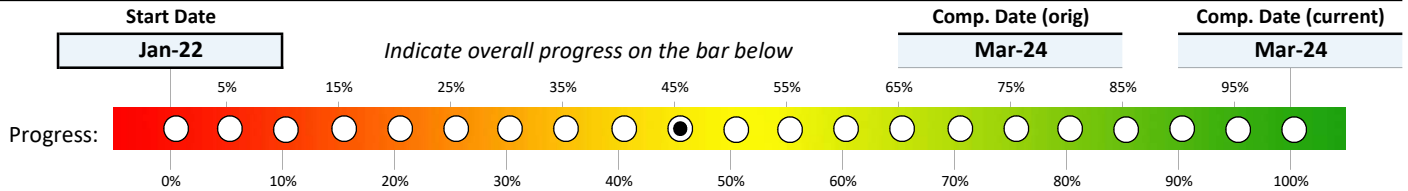
PROJECT INFO

Quarter Ended: **December 31, 2022** Fiscal Year: **2022-23** Reporting Quarter: **2**
 Agency: **City of Rancho Cordova** Project Mgr: **Kristine Courdy**
 Contact Info: kcourdy@cityofranhocordova.org
 Project Name: **Chase Drive - American River Parkway Connection**
 Sponsor Project ID Number: **CP22-2220** STA Project ID Number: **A-32-RC-SGIP**
 Original Est. Project Cost: \$ **3,150,000.00** Current Est. Project Cost: \$ **3,300,000.00**

MEASURE A FUNDING

Total Measure A Funding:	\$	788,000.00	Projected Spending	3Q:	\$	25,000.00
Current Contract Amount:	\$	788,000.00		4Q:	\$	75,000.00
Total Previously Expended:	\$	121,880.21		1Q:	\$	100,000.00
Expended This Quarter:	\$	7,549.56		2Q:	\$	50,000.00
Total Remaining:	\$	658,570.23		Funds leveraged using local match	\$	-

PROJECT STATUS



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

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

Explanation of Activities this Quarter and Additional Notes

The City has completed an outreach survey and is incorporating the comments into the overall design. There has been stakeholder consensus on the trail alignment and the City will be completing a community outreach meeting. The Consultant is working on the 65% plans.



MAY 11, 2023

AGENDA ITEM # 6

INTRODUCE DRAFT STA BUDGET FOR FISCAL YEAR 2023-24 AND CONTINUE TO THE JUNE BOARD MEETING

Action Requested: Open Public Hearing and Continue to June 16th

Key Staff: Dustin Purinton, Accounting Manager

Recommendation

Open the public hearing on the draft STA budget, related resolution and continue the item to June 16.

Discussion

The law requires the Authority to adopt an annual budget. The budget process starts at the staff level in December with internal discussions and continues through April when staff reach out to Measure A program partners to gather information about their spending plans for the remainder of the current year and the budget year. This is a collaborative effort that will continue until the final budget is adopted in June.

Attached is a draft of the final FY 2023-24 budget. The draft is a working copy of the document that will be brought back to the Governing Board in June. The budget is complete except for one notable exception – the appropriations limit calculation cannot be determined until the California Department of Finance publishes the price factors and population information letter for FY 2023-24 (expected mid-May).

The budget resolution in FY 2023-24 will incorporate additional language to allow STA staff to administer budget balances to a limited degree without Board approval. The appropriation amendment limit is proposed to be \$50,000 as an absolute value (increases or decreases) per fund from the fund balance. Additionally, sales tax revenues are variable, and they flow directly into the ongoing allocations to partner agencies. STA staff is proposing amendments to the sales tax revenues to reflect actual receipts and adjust the corresponding ongoing allocations that are paid in proportion from sales tax receipts. These authorized abilities will allow for real-time budget adjustments that will alleviate budget constraints within approved limits.

The budget incorporates updated sales tax revenue forecasts developed in conjunction with the Authority's consultant – Avenu Insights and Analytics (Avenu) – in December 2022. In addition, staff worked with all remaining Capital Improvement Program (CIP) partners to determine funding needs for their projects over the next five years. The Authority continues to have sufficient fund balance and new revenues to fund the CIP without the need to issue additional debt. In general,

the Authority is in good financial condition as staff regularly assess revenues, expenditure, and cash balances to insure that needed and available funding are complimentary.

The following information captures highlights from the draft budget.

General Fund

- Sales tax revenues are projected to decrease by \$2.1 million (-1.2%) to about \$174.0 million in FY 2023-24 when compared to estimated revenue of \$176.1 million for FY 2022-23. The projected revenue is based on estimates developed in December 2022 in conjunction with the Authority's consultant – Avenu Insights. Sectors leading the sales tax growth are food products and transportation.
- Interest and Other revenues are projected to decrease by \$4.3 million (-94.4%) to about \$258,000 for FY 2023-24 when compared to estimated revenue of \$4.5 million for FY 2022-23. The projected revenue is based on the anticipated refinancing of the variable rate demand bonds in the budget year. Currently these bonds have offsetting interest rate swap agreements that pay 66% of LIBOR to the Authority. This interest revenue is recognized in this budget line. If the bond refinancing takes place as anticipated this swap interest revenue will not continue.
- Appropriations for FY 2023-24 are expected to total \$174.2 million or \$4.4 million (2.6%) higher than budgeted for FY 2022-23. Ongoing allocations – money passed through to local agencies per the Ordinance (roughly 80% of every dollar) – will decrease by about \$1.9 million (-1.4%). These monthly allocations change at the same rate as sales tax revenues because the money is passed-through to partner agencies. The increase is accompanied by an increase of \$5.8 million (21.5%) in appropriations for the CIP. The CIP appropriations vary from year to year based on the phase of the projects and the anticipated spending from active agencies in the CIP. The Authority expects to have sufficient funding to meet the needs of the CIP through the end of the second decennial period (FY 2028-29), some spending restraint has been exercised by program partners to ensure the viability of spending plans. Projected spending by jurisdiction and project is available in the CIP Section of the Budget and in the accompanying presentation.
- The fund reserve balance for the CIP has decreased to \$7.3 million in the budget year from \$7.5 million in the current year. The decrease is due to the changing amount of revenue the CIP receives year to year. The CIP is planned by fiscal year, but the sales tax revenue comes in monthly and the development fees semi-annually. The increase was agreed to by representatives from the agencies that remain in the program. The budget was prepared with the reserves considered, as these balances are for economic uncertainties.
- Fund balance is expected to decrease \$1.6 million (-4.1%) to \$37.6 million in FY 2023-24 when compared to the budgeted ending fund balance for FY 2022-23. The estimated actual ending fund balance for FY 2022-23 is substantially higher than budgeted, mostly due to lower than expected CIP spending. Because of those factors the beginning fund balance in FY 2023-24 is also much higher than expected.

Administration

- Program administration funding is allocated at the rate of 0.75% of the net sales tax revenues – which are forecast to increase in the budget year. Administration funding is forecast to be about \$1.3 million in FY 2023-24 which is consistent with the FY 2022-23 budget. The reserve balance for the administration fund remained at \$300,000 in the budget year to ensure compliance with Government Finance Officers Association (GFOA) guidelines of establishing a reserve balance that is equal to 2-4 months revenue. The budget was prepared without the use of reserves, as these balances are for economic uncertainties.
- Appropriations for FY 2023-24 are expected to be about \$1.5 million which is \$683,000 more (85.4%) than budgeted for FY 2022-23. The change is driven by an increase in professional services of \$627,000. Professional services are expected to increase in the budget year because the Authority incurred a significant expense related to the printing of the citizens' initiative County Voter Information Guide due to Election Code requirements and there is additional budgeted public outreach, polling, and other studies.

Sacramento Abandoned Vehicle Service Authority (SAVSA)

- Revenues are expected to increase to \$351,000 in FY 2023-24. The program is anticipated to be reestablished with the passage of AB 333 or the issuance of a new legal opinion. In the FY 2022-23 period revenues received are catch up amounts from when the program was in place.
- Appropriations are expected to be about \$351,000 which are due to anticipated expenses to bring the program back into operation and pass-through expenses to partner agencies.

SacMetro Freeway Service Patrol (FSP)

- Revenue from state allocations is expected to decrease by about \$526,000 (-17.4%) in FY 2023-24 when compared to the budgeted amount for FY 2022-23. Anticipated revenue this year is based on what is expected to be invoiced for reimbursement rather than total available grant funding, that was budgeted in FY 2022-23.
- Appropriations are expected to remain about the same in the budget year FY 2023-24 when compared to estimates for the current year FY 2022-23.

Transit Services

- Revenues in this fund are limited to interest earnings. They are expected to increase by \$102,000 (1,077.2%) in FY 2023-24 when compared to the budgeted amount for FY 2022-23. Interest rates have been historically high in FY 2022-23 and that is anticipated to be consistent in FY 2023-24.

- Appropriations are expected to decrease in FY 2023-24 to \$4.5 million when compared to the budgeted amount for the current year FY 2022-23. This is due to the Consolidated Transportation Services Agency (CTSA) balance being spent down. Appropriations are anticipated to decrease steadily until the CTSA balance is fully spent.

The Final Budget will be presented for adoption during the June 16th Board meeting.

Attachment

1. Sacramento Transportation Authority FY 2023-24 Budget
2. Resolution Adopting the STA Budget for Fiscal Year 2023-24

SACRAMENTO TRANSPORTATION AUTHORITY

RESOLUTION NO. _____

**A RESOLUTION ADOPTING THE STA BUDGET
FOR FISCAL YEAR 2023-24**

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

WHEREAS, the STA has received testimony during a public hearing regarding the STA budget for FY 2023-24, and has deliberated upon that testimony; and

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

WHEREAS, there is currently no delegated administrative authority to amend the budget without Board Action.

THEREFORE, BE IT RESOLVED, that the Sacramento Transportation Authority hereby adopts the attached FY 2023-24 Budget.

BE IT FUTHER RESOLVED, that the STA Board of Directors hereby authorizes the Executive Director to make appropriation changes (increases or decreases) of \$50,000 or less by fund from fund balance to the FY 2023-24 budget. Any changes to the FY 2023-24 will be reported with the budget to actual quarterly reports presented to the Board.

BE IT FUTHER RESOLVED, that the STA Board of Directors hereby authorizes the Executive Director to adjust the FY 2023-24 budget to reflect actual sales tax revenue receipts and, further, to adjust the FY 2023-24 budget to reflect the corresponding and proportionate changes in ongoing revenue allocations resulting from any such adjusted sales tax receipts. Revenue allocations to recipient entities will continue to be documented in ongoing program memorandums of understanding.

On a motion by Member _____, seconded by Member _____, the foregoing resolution was passed and adopted by the Governing Body of the Sacramento Transportation Authority at a regular meeting thereof this 16th day of June, 2023, by the following vote, to wit:

AYES:

NOES:

ABSENT:

Chairperson, Governing Body of the
Sacramento Transportation Authority

ATTEST:

Clerk of the Governing Body



MAY 11, 2023

AGENDA ITEM # 7

SACMETRO FREEWAY SERVICE PATROL ZONE 2 REQUEST FOR BIDS DETERMINATION & CURRENT CONTRACT EXTENSION AMENDMENT

Action Requested: Approve Staff Recommendations

Key Staff: Jennifer Doll, Special Programs Manager

Recommendation

Staff recommends that the STA Governing Board receive a verbal presentation on the SacMetro Freeway Service Patrol (FSP) Zone 2 and then take the following separate actions:

1. Reject all bids received for the SacMetro Freeway Service Patrol Zone 2 Request for Bids (23-FSP-02), and
2. Authorize the Executive Director to extend current Zone 2 Contract 19-FSP-04 for one year.

Background

The SacMetro Freeway Service Patrol (FSP) operates eight zones in Sacramento and Yolo counties along Highway 99, Capital City Freeway (Business 80), Interstate 5, Highway 50, and Interstate 80. FSP contractors patrol Sacramento freeways during peak commute times to assist stranded motorists by helping change a flat tire, providing a gallon of fuel, jump-starting cars or making minor repairs.

In September 2019 the STA Governing Board authorized a request for qualifications, request for bids, and for the Executive Director to execute a contract with each low bidder for zones 1, 2 & 7. Zone 2 is Business 80 and Interstate 80 from Exposition Boulevard to Placer County Line. Contract 19-FSP-04 for SacMetro Freeway Service Patrol (FSP), Zone 2 will expire November 30, 2023.

On March 15, 2021 staff released a Request for Qualification (RFQ) to area tow providers and tow providers from outside the area that had previously requested to be included on the STA's FSP procurement mailing list. From the RFQ four responses were received and reviewed by a committee comprised of the FSP program manager and the two CHP Officers assigned to the SacMetro FSP program. The committee deemed All American Towing, Myers Towing and Sierra Hart Auto Service to be qualified and the Executive Director concurred. These three companies make up the list of prequalified tow providers that are eligible to provide cost proposals ("bids") to the STA in response to any Requests for Bids (RFBs) for FSP services issued through March 15, 2023.

On March 15, 2023 staff issued Request RFB #23-FSP-02 for Zone 2 of the SacMetro FSP program to the list of prequalified firms. Firms interested in bidding on the contract for Zone 2 were to submit

a response to the RFB by email no later than April 5, 2023 at 1:00 p.m. STA estimated a maximum total hourly bid of approximately \$260. STA received responses from All American Towing and Sierra Hart Auto Service by the deadline; no other responses were received.

The total hourly bid for each Bidder was:

- All American Towing \$325
- Sierra Hart Auto Service, Inc. \$330

Discussion

The STA is required to award a contract the lowest responsible bidder, in accordance with Section 180154 of the Local Transportation Authority and Improvement Act (Public Utilities Code, §180000 et seq). However, per the RFB, the Authority (STA) reserves the right to reject all bids received if it deems it is in the best interest of the public. Staff recommends the Board reject all bids on the grounds that all proposed rates are over the estimated total hourly rate. The extension of the existing contract will allow STA staff to restructure the program, so it is sustainable over the long term with more reasonable total hourly rates. Consequently, signing a new four-year contract with two one-year possible extensions is not in the best interest of the public. Furthermore, staff cannot recommend reissuing this RFB because the current prequalified tow provider list expired in March and the procurement process is too lengthy to begin this close to the expiration of a FSP contract because it takes six to eight months for a tow provider to acquire the vehicles and equip them to program requirements.

The current Zone 2 contract contains a provision for a one-year mutual extension based on satisfactory performance. STA staff and SacMetro FSP field supervising CHP Officers reviewed and discussed All American's contract performance for Zone 2. The process included reviewing FSP Driver Cursory Inspections, Daily Inspection Sheets, Notices of Violation and responses to non-compliance issues. All American have had various major and flagrant contract violations for failure to be vigilant in the performance of FSP duties during FSP hours but in general have adequately met contract obligations. Additionally, All American does want to continue to participate in the SacMetro FSP program.

Staff respectfully recommends the Board take the following separate actions:

(1) reject all bids received for RFB #23-FSP-02.

(2) authorize the Executive Director to extend the current Zone 2 Contract 19-FSP-04 for one year. After this contract is extended staff will work to refine the scope of services to stay within the projected budget for the upcoming RFB.

Attachment(s)

Contract Agreement No. 19-FSP-04 Amendment No. 1

Contract Agreement No. 19-FSP-04 Amendment No. 1

This Amendment Number One to Contract No. 19-FSP-04 is made and entered into this ____ day of May 2023 by and between the SACRAMENTO TRANSPORTATION AUTHORITY (hereinafter referred to as "Authority ") and All American Towing & Transport, Inc., a California corporation (hereinafter referred to as "Contractor").

RECITALS

WHEREAS, Authority, a California local transportation authority, exists under the authority of Section §1800000 et seq. of the California Public Utilities Code; and

WHEREAS, Authority and Contractor are currently parties to Contract Agreement No. 19-FSP-04, dated December 2, 2019 for Freeway Service Patrol (FSP) motorist assistance and towing services ("the Agreement"); and

WHEREAS, Section 2.0 of the Agreement allows the Parties to mutually agree to extend the Agreement for one year.

NOW THEREFORE, Authority and Contractor do hereby amend the Agreement as follows:

- I. *Contract 19-FSP-04 is hereby amended as follows where strikeouts are deleted text.*
 - **Term:** December 2, 2019 – November 30, ~~2023~~ 2024
 - **2.0 Period Of Performance**
The period of performance shall be from December 2, 2019 through November 30, ~~2023~~ 2024. ~~Authority and Contractor may execute a single, one (1) year extension of the Contract period based on satisfactory performance of the Contract services.~~
- II. In all other respects, the above referenced Agreement, as amended, remains in full force and effect.
- III. The Agreement, as amended, and any attachments hereto, constitute the entire understanding between the Authority and the Contractor concerning the subject matter contained herein.
- IV. This Amendment shall be deemed effective as of the date first written above.

**ALL AMERICAN TOWING & TRANSPORT, INC. SACRAMENTO TRANSPORTATION
AUTHORITY**

Katherine Sasser, Owner

Kevin Bewsey, Executive Director

Date

Date



MAY 11, 2023

AGENDA ITEM # 8

PRESENTATION OF THE TRAFFIC CONTROL AND SAFETY FIVE YEAR PROGRAMS AND AUTHORIZING THE EXECUTIVE DIRECTOR TO SIGN A MEASURE A ONGOING ANNUAL PROGRAMS MEMORANDUM OF UNDERSTANDING WITH THE COUNTY OF SACRAMENTO AND EACH INCORPORATED CITY WITHIN

Action Requested: Approve Staff Recommendations

Key Staff: Kevin M. Bewsey, Executive Director

Recommendation

Staff recommends that the STA Governing Board receive a presentation on the Traffic Control and Safety Five Year Programs and then take the following actions:

1. Receive and File Traffic Control and Safety Five Year Programs developed by the County of Sacramento and the Cities of Citrus Heights, Elk Grove, Folsom, Rancho Cordova, and Sacramento.
2. Authorize the Executive Director to sign a Measure A ongoing annual programs Memorandum Of Understanding in substantially the form present with the County of Sacramento and each incorporated City within.

Background

Measure A provides for several transportation programs that are funded on an ongoing basis. These ongoing programs for the County and incorporated cities include the following:

- City Street and County Road Maintenance
- Traffic Control and Safety Program
- Safety, Streetscaping, Pedestrian and Bicycle Facilities

For the Cities of Galt and Isleton the ordinance provides a direct allocation.

The Measure A ordinance requires a pavement and bridge maintenance system report and Traffic Control and Safety expenditure programs on a biennial basis. The current Memorandum Of Understanding (MOU) with each agency also requires quarterly reporting of expenditures that are then reviewed by staff and the Independent Taxpayer Oversight Committee (ITOC). Through June of 2023, the STA Governing Board will be presented with five-year programs that need to be either received and filed or approved per the ordinance and a MOU with the agencies implementing these ongoing programs. The current MOU's for these programs are set to expire at the end of June 2023.

The Traffic Control and Safety Program is administered by the County of Sacramento and the Cities of Citrus Heights, Elk Grove, Folsom, Rancho Cordova, and Sacramento with 3 percent of Measure A sales tax revenue. The anticipated revenue available for these programs over the next five years is approximately \$27.90 million. Below are the requirements of the program.

The Measure A Ordinance and Transportation Expenditure Plan includes the development of Traffic Control and Safety Programs as described below:

Traffic Control and Safety Program. This program will fund traffic control system improvements, high priority pedestrian and vehicle safety projects, and emergency vehicle preemption systems for quicker police, fire and ambulance response throughout Sacramento County. Each local jurisdiction shall file a five-year program for use of the funds with the Authority, updated every other year to ensure program integrity and performance.

The STA Governing Board has also adopted a Definitions of Eligible Expenditures for the various Measure A expenditure categories. This document further defines eligible expenditures under this program as follows:

Traffic Control and Safety Program. The installation or implementation of physical features and operational programs to improve the operation and safety of the local street and road network for motor vehicles, bicyclists, pedestrians, and persons with disabilities. Such improvements may involve an expansion of vehicle capacity at intersections.

Includes assessment and evaluation of operational deficiencies, needs, and opportunities; environmental review and mitigation, engineering, design, and inspection; acquisition of rights-of-way or other property interests; improved traffic signage, traffic signals, pavement delineation and markings, and incidental drainage; implementation, upgrade, expansion, and operation of an integrated traffic signal and control system; traffic channelization; Transportation Systems Management (TSM) including planning, design, implementation, outreach, and evaluation measures to promote efficient and effective use of the transportation system by all users regardless of travel mode.

Discussion

Staff has developed a standard template for all agencies to utilize in preparing their five-year programs. Each agency has described the programs and /or projects being funded, how they align with the Measure A Ordinance, Definition of Eligible Expenditures, and the State and Federal Funding Programs being leveraged. The templates reflect the revenue and expenditure for each of the programs and /or projects being funded with Measure A.

Staff has also updated the MOU form for changes that have occurred since 2019 such as the update to our Definitions of Eligible Expenditures. The MOU form will be used for all agencies but will be updated with the applicable agency information and removal of sections not applicable to the program being approved. Other substantial updates to the MOU form are as follows:

- Quarterly Reporting: Staff has worked with the Independent Taxpayer Oversight Committee (ITOC) on a standardized reporting format that would improve implementation and review.
- Public Informational Signage: requires informational signage as follows:
 - Capital Project more than \$250,000.
 - Transit Fleet Vehicle more than \$100,000.

- Operating Program with an annual cost more than \$100,000.

Staff will present on the highlights of the attached Traffic Control And Safety Five Year Programs developed by the County of Sacramento and the Cities of Citrus Heights, Elk Grove, Folsom, Rancho Cordova, and Sacramento.

Staff recommends that the STA Governing Board receive this presentation on the Traffic Control And Safety Five Year Programs and then take the following actions:

1. Receive and File Traffic Control and Safety Five Year Programs developed by the County of Sacramento and the Cities of Citrus Heights, Elk Grove, Folsom, Rancho Cordova, and Sacramento.
2. Authorize the Executive Director to sign a Measure A ongoing annual programs Memorandum Of Understanding in substantially the form present with the County of Sacramento and each incorporated City within.

Fiscal Impact

This item would allow for the continuation of funding for the following programs.

- City Street and County Road Maintenance
- Traffic Control and Safety Program
- Safety, Streetscaping, Pedestrian and Bicycle Facilities

For the Cities of Galt and Isleton, the ordinance provides a direct allocation.

The anticipated revenues for each program over the next five-years listed below.

Measure A Ongoing, (County and Cities)	FY 2024-2028
Traffic Control and Safety Program	\$ 27,901,340
Safety, Streetscaping, Pedestrian and Bicycle Facilities	\$ 46,502,233
City Street and County Road Maintenance Program	\$ 279,013,398
Isleton	\$ 377,949
Galt	\$ 9,448,713

Attachments

1. Traffic Control and Safety Five Year Programs
 - a. County of Sacramento,
 - b. City of Citrus Heights,
 - c. City of Elk Grove,
 - d. City of Folsom,
 - e. City of Rancho Cordova, and
 - f. City of Sacramento.
2. Measure A Ongoing Annual Programs Memorandum Of Understanding Template

Measure A Traffic Control and Safety Five-Year Program

Fiscal Years 2024-2028
County of Sacramento

Fiscal Years	FY 2023-2024	FY 2024-2025	FY 2025-2026	FY 2026-2027	FY 2027-2028	Five Year Totals	% Program**
Revenues							
Measure A	\$ 2,118,968	\$ 2,177,860	\$ 2,295,449	\$ 2,372,730	\$ 2,444,880	\$ 11,409,888	
Measure A (uncommitted)	\$ -						
Federal Funds	\$ 967,000					\$ 967,000	
State Funds	\$ 1,426,690	\$ 1,303,000				\$ 2,729,690	
Carryover from Previous Year	\$ 1,413,696	\$ 328,124				\$ 1,741,820	
Others (unidentified Federal/ State funds received in grant programs)		\$ 1,427,827	\$ 3,066,331	\$ 3,540,261	\$ 3,070,467	\$ 11,104,885	
Total Revenue	\$ 5,926,354	\$ 5,236,811	\$ 5,361,780	\$ 5,912,991	\$ 5,515,347	\$ 27,953,284	
Expenditures							
Neighborhood Traffic Management	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 2,500,000	100.0%
Safety Improvements							
Fern Bacon Middle School SRTS	\$ 723,000	\$ 10,000				\$ 733,000	56.5%
Sidewalk and Streetlights - Morse Ave: Hurley to Arden	\$ 3,000					\$ 3,000	10.3%
Sidewalk and Streetlights - Various Locations (Arden Arcade)	\$ 1,930,000	\$ 13,000				\$ 1,943,000	49.8%
South Sacramento Safe Route To School	\$ 305,000	\$ 1,470,000	\$ 7,000			\$ 1,782,000	18.6%
Trip Reduction Mgmt. Svcs. Within Highway 50 Corridor	\$ 27,600	\$ 27,600	\$ 27,600	\$ 27,600	\$ 27,600	\$ 138,000	100.0%
Install, Upgrade, and Coordinate Traffic Signals							
Intersection Improvements - Traffic Signals @ Various Locations	\$ 92,530	\$ 50,000	\$ 534,317	\$ 75,000	\$ 75,000	\$ 826,847	100.0%
Roseville Rd @ Diablo Dr./Stationers Wy. Traffic Signal	\$ 10,000					\$ 10,000	35.9%
Fair Oaks Blvd. @ Kenneth Ave. Traffic Signal	\$ 313,000	\$ 441,300				\$ 754,300	15.1%
Countdown Pedestrian Head Installation Project	\$ 220,300	\$ 11,015				\$ 231,315	14.3%
Retro-reflective Signal Backplate Installation Project	\$ 896,200	\$ 44,810				\$ 941,010	14.3%
School flashing beacons installation	\$ 277,600	\$ 13,880				\$ 291,480	14.3%
Future Projects (HSIP, ATP, SACOG grant programs)	\$ 300,000	\$ 2,655,206	\$ 4,292,863	\$ 5,310,391	\$ 4,912,747	\$ 17,471,207	63.6%
Total Expenditures	\$ 5,598,230	\$ 5,236,811	\$ 5,361,780	\$ 5,912,991	\$ 5,515,347	\$ 27,625,159	
Balance	\$ 328,124	\$ 0	\$ 0	\$ 0	\$ 0	\$ 328,125	

* Provide total cost of each program or project.

** Measure A funding as a percentage of each Program's Five-Year Total Expenditures as described below.

Measure A Ordinance, Traffic Control and Safety Program. This program will fund traffic control system improvements, high priority pedestrian and vehicle safety projects, and emergency vehicle preemption systems for quicker police, fire and ambulance response throughout Sacramento County. Each local jurisdiction shall file a five-year program for use of the funds with the Authority, updated every other year to ensure program integrity and performance.

Definitions Of Eligible Expenditures, (Abridged Language): Traffic Control & Safety Program. The installation or implementation of physical features and operational programs to improve the operation and safety of the local street and road network for motor vehicles, bicyclists, pedestrians, and persons with disabilities. Such improvements may involve an expansion of vehicle capacity at intersections.

Includes assessment and evaluation of operational deficiencies, needs, and opportunities; environmental review and mitigation, engineering, design, and inspection; acquisition of rights-of-way or other property interests; improved traffic signage, traffic signals, pavement delineation and markings, and incidental drainage; implementation, upgrade, expansion, and operation of an integrated traffic signal and control system; traffic channelization; Transportation Systems Management (TSM) including planning, design, implementation, outreach, and evaluation measures to promote efficient and effective use of the transportation system by all users regardless of travel mode.

Program Summary	
Program/Project Name	Program/Project Description
Neighborhood Traffic Management Program	The Neighborhood Traffic Management Program (NTMP) provides a comprehensive set of tools to address traffic concerns on residential streets. The NTMP has established the framework and guidelines for selecting and prioritizing streets and neighborhood areas for treatment, selection and application of traffic calming devices, and design of new neighborhoods to minimize the future need for neighborhood traffic management. This systematic approach to addressing the neighborhood traffic concerns provides a standard way to accommodate residents' requests and enables public participation throughout the program process.
Safety Improvements	Sacramento County utilizes this sub-category for the installation or implementation of physical features and operational programs to improve the operation and safety of the local street and road network for motor vehicles, bicyclists, pedestrians, and persons with disabilities. Typical improvements consist of pavement delineation and markings, curb, gutter and sidewalk infill, and streetlight implementation. The County seeks to include capital improvement projects that have leveraged State and Federal funding. Leveraged funds originate from competitive grant award programs like the SACOG Regional Funding Programs, the Highway Safety Improvement Program (HSIP), and the Active Transportation Program (ATP).
Install, Upgrade, and Coordinate Traffic Signals	Sacramento County utilizes this sub-category for the installation or implementation of signalized intersections, traffic signal improvements, and the coordination of traffic signal systems. Typical improvements consist of traffic signage, traffic signals, pavement delineation and markings, and incidental drainage; implementation, upgrade, expansion, and operation of an integrated traffic signal and control system; Transportation Systems Management (TSM). These physical features and operational programs improve the operation and safety of the local street and road network for motor vehicles, bicyclists, pedestrians, and persons with disabilities. The County seeks to include capital improvement projects that have leveraged State and Federal funding. Leveraged funds originate from competitive grant award programs like the SACOG Regional Funding Programs, the Highway Safety Improvement Program (HSIP), and the Active Transportation Program (ATP).

Measure A Traffic Control and Safety Five-Year Program

Fiscal Years 2024-2028

City of Citrus Heights

Fiscal Years	FY 2023-2024	FY 2024-2025	FY 2025-2026	FY 2026-2027	FY 2027-2028	Five Year Totals	% Program**
Revenues							
Measure A	\$ 269,299	\$ 276,783	\$ 291,728	\$ 301,549	\$ 310,719	\$ 1,450,077	
SACOG Regional ATP Grant	\$ 304,500	\$ 1,535,000	\$ 377,000				
SACOG State of Good Repair Grant	\$ 740,000	\$ 904,000					
SB1-RMRA	\$ 500,000	\$ 550,000					
Stormwater Utility Funds (local)	\$ 150,000						
Transportation Development Act (TDA) Bike/Ped	\$ 208,000						
Utility Contributions	\$ 23,000	\$ 54,000					
Sac RT	\$ -	\$ 310,000					
SB1 LPP Formulaic	\$ 259,000						
Local Funds		\$ 1,058,000					
Total Revenue	\$ 2,453,799	\$ 4,687,783	\$ 668,728	\$ 301,549	\$ 310,719	\$ 8,422,577	
Expenditures							
Advanced Traffic Management System	\$ 50,000	\$ 50,000	\$ 185,000	\$ 185,000	\$ 200,000		100.0%
Multi Modal Transportation Safety Program	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 100,000		100.0%
Old Auburn Complete Streets	\$ 328,000	\$ 1,635,000	\$ 407,000	\$ 40,000			8.0%
San Juan Complete Streets Ph 1A	\$ 1,980,000	\$ 2,926,000					3.0%
Total Expenditures	\$ 2,433,000	\$ 4,686,000	\$ 667,000	\$ 300,000	\$ 300,000	\$ 8,386,000	
Balance	\$ 20,799	\$ 1,783	\$ 1,728	\$ 1,549	\$ 10,719	\$ 36,577	

* Provide total cost of each program or project.

** Measure A funding as a percentage of each Program's Five-Year Total Expenditures as described below.

Measure A Ordinance, Traffic Control and Safety Program. This program will fund traffic control system improvements, high priority pedestrian and vehicle safety projects, and emergency vehicle preemption systems for quicker police, fire and ambulance response throughout Sacramento County. Each local jurisdiction shall file a five-year program for use of the funds with the Authority, updated every other year to ensure program integrity and performance.

Definitions Of Eligible Traffic Control & Safety Program. The installation or implementation of physical features and operational programs to improve the operation and safety of the local street and road network for motor vehicles, bicyclists, pedestrians, and persons with disabilities. Such improvements may involve an expansion of vehicle capacity at intersections.

Includes assessment and evaluation of operational deficiencies, needs, and opportunities; environmental review and mitigation, engineering, design, and inspection; acquisition of rights-of-way or other property interests; improved traffic signage, traffic signals, pavement delineation and markings, and incidental drainage; implementation, upgrade, expansion, and operation of an integrated traffic signal and control system; traffic channelization; Transportation Systems Management (TSM) including planning, design, implementation, outreach, and evaluation measures to promote efficient and effective use of the transportation system by all users regardless of travel mode.

Program Summary	
Program/Project Name	Program/Project Description
Advanced Traffic Management System	Citywide traffic management program - intersection upgrades, fiberoptic, control cabinets and camera detection enhancements. Years 3-5 funding reserved for grant matches (ITS program). Funds to augment upgrades/enhancements incorporated into existing maintenance services. Funding for this program includes local transportation funds through the maintenance program; funding from Measure A Traffic will augment existing budget to include upgrades, as well as be reserved for matching funds for larger fiberoptic and signal corrindation projects. Potential grant programs could include HSIP or SACOG Regional funding.
Multi Modal Transportation Safety Program	Citywide program to improvement traffic safety, focusing on accessibility and traffic calming. Funds reserved largely for leveraging grants, such HSIP or ATP.

<p>Old Auburn Complete Streets</p>	<p>Project will address existing transportation deficiencies related to skewed intersections, inadequate bike/ped infrastructure, help reduce traffic congestion and excessive speeding. Funds leveraged for SACOG Regional ATP grant.</p>
<p>San Juan Complete Streets Ph 1A</p>	<p>Project will construct traffic, transit, bike and ped facilities, improve ADA accessibility and incorporate traffic signal upgrades, including a new signalized pedestrian crossing. Funds leveraged for SACOG State of Good Repair grant.</p>

Measure A Traffic Control and Safety Five-Year Program

Fiscal Years 2024-2028

City of Elk Grove

Fiscal Years	FY 2023-2024	FY 2024-2025	FY 2025-2026	FY 2026-2027	FY 2027-2028	Five Year Totals	% Program**
Revenues							
Measure A	\$ 574,662	\$ 590,633	\$ 622,523	\$ 643,482	\$ 663,049	\$ 3,094,350	
State Funds						\$ -	
Federal Funds						\$ -	
Other (unidentified Federal/State Funds received in grant programs)		\$ 3,139,000				\$ 3,139,000	
Carryover balance	\$ 377,415	\$ 462,077	\$ 0	\$ (0)	\$ (0)	\$ 839,492	
Total Revenue	\$ 952,077	\$ 4,191,710	\$ 622,524	\$ 643,482	\$ 663,049	\$ 7,072,842	
Expenditures							
Measure A Traffic Control and Safety Projects							
Annual Speed Control Projects (WTR055)	50,000	50,000	75,000	75,000	75,000	\$ 325,000	100.00%
Bruceville/Bilby Signal Modification (WTC023)	220,000	0	0	0	0	\$ 220,000	100.00%
Power Inn Road Safety and Congestion Relief Project (WTR100)		3,455,000			0	\$ 3,455,000	8.91%
Measure A Traffic Control and Safety Operations							
Traffic Counts	80,000	86,400	99,360	114,264	131,404	\$ 511,428	100.00%
Traffic Management Center operations	100,000	108,000	124,200	142,830	164,255	\$ 639,285	50.00%
Speed Control Program	40,000	43,200	49,680	57,132	65,702	\$ 255,714	100.00%
Future Projects (HSIP, ATP, SACOG grant programs)		449,110	274,284	254,256	226,689	\$ 1,204,339	60.00%
Total Expenditures	\$ 490,000	\$ 4,191,710	\$ 622,524	\$ 643,482	\$ 663,049	\$ 6,610,765	

Balance	\$ 462,077	\$ 0	\$ (0)	\$ (0)	\$ (0)	\$ 462,077	
----------------	-------------------	-------------	---------------	---------------	---------------	-------------------	--

* Provide total cost of each program or project.

** Measure A funding as a percentage of each Program's Five-Year Total Expenditures as described below.

Measure A Ordinance, Traffic Control and Safety Program. This program will fund traffic control system improvements, high priority (Abridged Language): pedestrian and vehicle safety projects, and emergency vehicle preemption systems for quicker police, fire and ambulance response throughout Sacramento County. Each local jurisdiction shall file a five-year program for use of the funds with the Authority, updated every other year to ensure program integrity and performance.

Definitions Of Eligible Expenditures, Traffic Control & Safety Program. The installation or implementation of physical features and operational (Abridged Language): programs to improve the operation and safety of the local street and road network for motor vehicles, bicyclists, pedestrians, and persons with disabilities. Such improvements may involve an expansion of vehicle capacity at intersections.

Program Summary	
Program/Project Name	Program/Project Description
Annual Speed Control Projects (WTR055)	This project will install multiple speed humps and/ or Radar driver feedback signs throughout the city as part of the speed control program. As part of the Traffic Control & Safety Program, the installation of physical features to improve the safety of the local streets for vehicles is a qualifying expense.
Bruceville/Bilby Signal Modification (WTC023)	This project will replace the mast arm and supporting pole on the southwest corner with a longer mast arm, so additional signal heads can be installed to allow for protected left turn phasing for both southbound and northbound Bruceville traffic. As part of the Traffic Control & Safety Program, the installation of physical features to improve the operations of the roadway network is a qualifying expense.
Power Inn Road Safety and Congestion Relief Project (WTR100)	This project will complete pavement resurfacing, green bike lane markings, new bike lane buffer, ADA curb ramp upgrades, and a traffic signal installation (at Power Inn Rd. and Geneva Pointe Dr.) As part of the Traffic Control & Safety Program, the installation of physical features to improve the operations of the roadway network is a qualifying expense. Leveraging funds would come from SACOG's regional funding round.

Traffic Counts	As part of the Traffic Control & Safety Program, assessment and evaluation of operational deficiencies, needs, and opportunities is a qualifying expense.
Traffic Management Center operations	As part of the Traffic Control & Safety Program, operation of an integrated traffic control system is a qualifying expense.
Speed Control Program	As part of the Traffic Control & Safety Program, assessment and evaluation of operational deficiencies, needs, and opportunities is a qualifying expense.

Measure A
Traffic Control and Safety Five-Year Program
 Fiscal Years 2024-2028
 City of Folsom

Fiscal Years	FY 2023-2024	FY 2024-2025	FY 2025-2026	FY 2026-2027	FY 2027-2028	Five Year Totals	% Program**
Revenues							
Measure A	\$ 290,907	\$ 298,992	\$ 315,135	\$ 325,745	\$ 335,650	\$ 1,566,429	
Transportation Impact Fees	\$ 77,250	\$ 26,008	\$ 17,865	\$ 12,255	\$ 7,350	\$ 140,728	
Grants	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 5,000,000	
Other	\$ 331,843	\$ -	\$ -	\$ -	\$ -	\$ 331,843	
Total Revenue	\$ 1,700,000	\$ 1,325,000	\$ 1,333,000	\$ 1,338,000	\$ 1,343,000	\$ 7,039,000	
Expenditures							
Streetlight/Traffic Pole Improvements	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 250,000	100.0%
Traffic Safety Projects	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 500,000	100.0%
Energy-Efficient Traffic Signals & Lighting	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 250,000	100.0%
Intersection Control Improvements	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 250,000	55.1%
ITS Master Plan/ITS Implementation	\$ 1,000,000	\$ 1,025,000	\$ 1,033,000	\$ 1,038,000	\$ 1,043,000	\$ 5,139,000	2.7%
LRSP Update	\$ 150,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 350,000	65.8%
Neighborhood Traffic Management	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ 200,000	20.2%
Roundabout Priority List	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ 100,000	20.1%
Total Expenditures	\$ 1,700,000	\$ 1,325,000	\$ 1,333,000	\$ 1,338,000	\$ 1,343,000	\$ 7,039,000	
Balance	\$ (0)	\$ (0)	\$ 0	\$ (0)	\$ 0	\$ (0)	

* Provide total cost of each program or project.

** Measure A funding as a percentage of each Program's Five-Year Total Expenditures as described below.

Measure A Ordinance, Traffic Control and Safety Program. This program will fund traffic control system improvements, high priority pedestrian and vehicle safety projects, and emergency vehicle preemption systems for quicker police, fire and ambulance response throughout Sacramento County. Each local jurisdiction shall file a five-year program for use of the funds with the Authority, updated every other year to ensure program integrity and performance.

Definitions Of Eligible Expenditures, Traffic Control & Safety Program. The installation or implementation of physical features and operational programs to improve the operation and safety of the local street and road network for motor vehicles, bicyclists, pedestrians, and persons with disabilities. Such improvements may involve an expansion of vehicle capacity at intersections.

Includes assessment and evaluation of operational deficiencies, needs, and opportunities; environmental review and mitigation, engineering, design, and inspection; acquisition of rights-of-way or other property interests; improved traffic signage, traffic signals, pavement delineation and markings, and incidental drainage; implementation, upgrade, expansion, and operation of an integrated traffic signal and control system; traffic channelization; Transportation Systems Management (TSM) including planning, design, implementation, outreach, and evaluation measures to promote efficient and effective use of the transportation system by all users regardless of travel mode.

Program Summary	
Program/Project Name	Program/Project Description
Streetlight/Traffic Pole Improvements	This operations and maintenance program repairs and/or replaces damaged traffic signals or streetlight poles to ensure the safety and operations of the local transportation system.
Traffic Safety Projects	The traffic safety projects program includes operational and safety improvements identified by the City Council, Traffic Safety Committee, and Public Works staff, including analysis of traffic safety requests, traffic counts, time/material costs for installation of signs and markings, and public outreach.
Energy Efficient Traffic Signals & Lighting	This project retrofits existing traffic signals and street lights with energy efficient alternatives to enhance driver and pedestrian safety and visibility while achieving energy savings.
Intersection Control Improvements	This project involves the design and construction of new roundabouts, new traffic signals, signal interconnects, signal operations, and intersection improvements designed to improve safety and/or mobility. The program leverages Measure A and Transportation Impact Fees.
ITS Master Plan/ITS Implementation	This project will implement the City's 2015 ITS Master Plan and will include the construction and operation of detection, video monitoring, communications infrastructure, dynamic message boards and pathfinder signs linked to a traffic operations center. This program leverages Measure A, Transportation Impact Fees, for federal and grants.

Local Roadway Safety Plan Update	Update the existing LRSP that was adopted in 2021. To be in compliance with future Highway Safety Improvement Program (HSIP) funding, the LRSP must be updated every three years. The program leverages Measure A to be eligible for HSIP funding for future traffic control and safety projects.
Neighborhood Traffic Management Plan	Update the existing Neighborhood Traffic Management Plan (NTMP) that was adopted in 2005 to current standards and best practices to be implemented where appropriate. This program leverages Measure A, Transportation Impact Fees, for federal and state grants.
Roundabout Priority List	Prioritize intersection locations to construct roundabouts in lieu of traffic signals. This program leverages Measure A, Transportation Impact Fees, for federal and state grants.

Measure A Traffic Control and Safety Five-Year Program

Fiscal Years 2024-2028
City of Rancho Cordova

Fiscal Years	FY 2023-2024	FY 2024-2025	FY 2025-2026	FY 2026-2027	FY 2027-2028	Five Year Totals	% Program **
Revenues							
Measure A	\$ 277,508	\$ 285,221	\$ 300,620	\$ 310,741	\$ 320,190	\$ 1,494,281	
Carryover from Previous Fiscal Year	\$ 43,492					\$ 43,492	
Total Revenue	320,999.86	285,220.53	300,620.46	310,741.46	320,190.47	1,537,772.78	
Expenditures							
Operations	\$ 245,000	\$ 255,000	\$ 257,250	\$ 270,112	\$ 283,618	\$ 1,310,980	100.0%
Traffic Control and Safety	\$ 165,000	\$ 165,000	\$ 165,250	\$ 170,112	\$ 178,618	\$ 843,980	100.0%
Traffic Project Development	\$ 60,000	\$ 70,000	\$ 72,000	\$ 80,000	\$ 85,000	\$ 367,000	100.0%
ITS Project Development	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 100,000	100.0%
Capital	\$ 76,000	\$ 30,221	\$ 43,370	\$ 40,629	\$ 36,573	\$ 226,793	100.0%
Traffic Control and Safety Program	\$ 30,000	\$ 30,221	\$ 43,370	\$ 40,629	\$ 36,573	\$ 180,793	100.0%
Sunrise Elementary Circulation Improvemen	\$ 46,000					\$ 46,000	100.0%
Total Expenditures	321,000.00	285,221.00	300,620.00	310,741.00	320,190.72	1,537,772.72	
Balance	\$ (0)	\$ (0)	\$ 0	0	\$ (0)	\$ 0	

* Provide total cost of each program or project.

** Measure A funding as a percentage of each Program's Five-Year Total Expenditures as described below.

Measure A Ordinance, Traffic Control and Safety Program. This program will fund traffic control system improvements, high priority pedestrian and vehicle safety projects, and emergency vehicle preemption systems for quicker police, fire and ambulance response throughout Sacramento County. Each local jurisdiction shall file a five-year program for use of the funds with the Authority, updated every other year to ensure program integrity and performance.

Definitions Of Eligible Expenditures, Traffic Control & Safety Program. The installation or implementation of physical features and operational programs to improve the operation and safety of the local street and road network for motor vehicles, bicyclists, pedestrians, and persons with disabilities. Such improvements may involve an expansion of vehicle capacity at intersections.

Includes assessment and evaluation of operational deficiencies, needs, and opportunities; environmental review and mitigation, engineering, design, and inspection; acquisition of rights-of-way or other property interests; improved traffic signage, traffic signals, pavement delineation and markings, and incidental drainage; implementation, upgrade, expansion, and operation of an integrated traffic signal and control system; traffic channelization; Transportation Systems Management (TSM) including planning, design, implementation, outreach, and evaluation measures to promote efficient and effective use of the transportation system by all users regardless of travel mode.

Program Summary	
Program/Project Name	Program/Project Description
Traffic Control and Safety Program (Operations & CP)	This program funds traffic control system improvements, high priority pedestrian and vehicle safety projects, and emergency vehicle preemption systems. Once projects are identified that satisfy the Measure A program requirements, funding comes from this project.
Traffic Project Development	This project funds the traffic investigations and preliminary scoping and assessment of future capital improvement projects. Many of the improvements needed to address traffic safety concerns in the city require funding beyond the city budget, so projects identified under this program often apply for grants. Grants fund a large portion of the work needed to improve traffic safety citywide.
ITS Project Development	Rancho Cordova uses this sub-category for the implementation of signalized intersections, traffic signal timing corrections, responding to issues with the traffic signals, coordinating with Sacramento County, Caltrans, and SACOG. Typical issues including fixing traffic light timing, pedestrian push-button fixes, and implementing the City's Local Road Safety Plan. This program is also used for ITS Master Plan Implementation.
Sunrise Elementary Circulation Improvements	Circulation and traffic safety improvements including striping, signs, etc. along streets adjacent to Sunrise Elementary school to assist with high volumes traffic during pick-up and drop-off times.

Measure A Traffic Control and Safety Five-Year Program

Fiscal Years 2024-2028

City of Sacramento

Fiscal Years	FY 2023-2024	FY 2024-2025	FY 2025-2026	FY 2026-2027	FY 2027-2028	Five Year Totals	% Program**
Revenues							
Measure A	\$ 1,650,307	\$ 1,696,173	\$ 1,787,755	\$ 1,847,943	\$ 1,904,136	\$ 8,886,314	
Gas Tax	\$ 720,000	\$ 720,000	\$ 720,000	\$ 720,000	\$ 720,000	\$ 3,600,000	
Total Revenue	\$ 2,370,307	\$ 2,416,173	\$ 2,507,755	\$ 2,567,943	\$ 2,624,136	\$ 12,486,314	
Expenditures							
Traffic Operations Center Program	\$ 280,000	\$ 280,000	\$ 280,000	\$ 280,000	\$ 280,000		100.0%
Guardrail Replacement Program	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000		100.0%
Traffic Signal Equipment Upgrade Program	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000		100.0%
Vision Zero Safety Program	\$ 2,003,455	\$ 2,003,455	\$ 2,003,455	\$ 2,003,455	\$ 2,003,455		64.1%
City Railway Quiet Zones Program	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000		100.0%
Total Expenditures	\$ 2,533,455	\$ 2,533,455	\$ 2,533,455	\$ 2,533,455	\$ 2,533,455	\$ 12,667,275	
Balance	\$ (163,148)	\$ (117,282)	\$ (25,700)	\$ 34,488	\$ 90,681	\$ (180,961)	

* Provide total cost of each program or project.

** Measure A funding as a percentage of each Program's Five-Year Total Expenditures as described below.

Measure A Ordinance, Traffic Control and Safety Program. This program will fund traffic control system improvements, high priority pedestrian and vehicle safety projects, and emergency vehicle preemption systems for quicker police, fire and ambulance response throughout Sacramento County. Each local jurisdiction shall file a five-year program for use of the funds with the Authority, updated every other year to ensure program integrity and performance.

Definitions Of Eligible Expenditures, Traffic Control & Safety Program. The installation or implementation of physical features and operational programs to improve the operation and safety of the local street and road network for motor vehicles, bicyclists, pedestrians, and persons with disabilities. Such improvements may involve an expansion of vehicle capacity at intersections.

Includes assessment and evaluation of operational deficiencies, needs, and opportunities; environmental review and mitigation, engineering, design, and inspection; acquisition of rights-of-way or other property interests; improved traffic signage, traffic signals, pavement delineation and markings, and incidental drainage; implementation, upgrade, expansion, and operation of an integrated traffic signal and control system; traffic channelization; Transportation Systems Management (TSM) including planning, design, implementation, outreach, and evaluation measures to promote efficient and effective use of the transportation system by all users regardless of travel mode.

Program Summary	
Program/Project Name	Program/Project Description
	Describe the program or project and how it aligns with the Measure A Ordinance, Definition of Eligible Expenditures, and the State and Federal Funding Programs being leveraged.
Traffic Operations Center Program	This program funds operations and capital costs for traffic control equipment and monitoring systems to support safe and effective operations of the City's traffic control system. Activities include the following: corridor timing studies and implementation; traffic signal equipment maintenance, upgrade, replacement, and expansion; Traffic Operations Center (TOC) evaluation and expansion studies; related plans, specifications, and estimates; installation and maintenance of communications conduit infrastructure; and Regional Intelligent Transportation System partnership strategic plan studies. When possible, the City seeks state and federal grant funds to further support modernization and upgrades of its traffic control equipment, including the Sacramento Area Council of Governments (SACOG) competitive federal maintenance and modernization program and other federal funding programs as available.
Guardrail Replacement Program	This program funds replacement and repair of guardrails that are damaged by traffic collisions and those that have reached the end of their useful life.
Traffic Signal Equipment Upgrade Program	This program funds ongoing replacement of signal controllers and light-emitting diodes (LEDs) in traffic signal heads, and the replacement and modification of traffic signals to improve operations and safety.

Vision Zero Safety Program	<p>This programs supports the construction of transportation safety improvements in the public right-of-way and on corridors identified as on the High Injury Network with the goal of reducing preventable crashes that cause serious injury or death. Eligible activities include design and construction of traffic control devices, pavement markings and striping, median treatments, enhancement of sight distance, traffic calming, and other transportation safety related improvements. This program is used to support successful leveraging of state and federal grants for safety improvements, including the federal Highway Safety Improvement Program (HSIP), SACOG managed state and federal regional grant programs, and the new Safe Streets and Roads for All program.</p>
City Railway Quiet Zones Program	<p>This program funds activities needed to support the City's existing train horn Quiet Zones, which permits freight trains to refrain from honking horns when passing at-grade crossings at night to avoid noise disruptions of adjacent residential areas. Activities in this program include traffic counts, coordination with federal rail agencies, and design and construction of improvements identified through these consultations to ensure that roadway crossings at heavy rail corridors have sufficient safety measures to reduce potential for pedestrian, bike, or vehicle collisions or interference with trains at multiple at-grade crossings and meet requirements to maintain and re-certify the City's three Quiet Zones as required by federal law.</p>

SACRAMENTO TRANSPORTATION AUTHORITY
MEMORANDUM OF UNDERSTANDING

MEASURE A
ONGOING ANNUAL PROGRAMS
STA-23-###-OGP

This Memorandum of Understanding (MOU) is made as of July 1, 2023 by and between the **Sacramento Transportation Authority**, a local transportation authority formed pursuant to the provisions of Public Utilities Code 180000 et seq., hereinafter called "Authority", and the **Implementing Agency**, hereinafter called "Entity." This MOU is effective through June 30, 2028.

THE PARTIES AGREE AS FOLLOWS:

1. Purpose. The purpose of this Memorandum of Understanding is to provide for the allocation by the Authority of sales tax revenue for Ongoing Annual Programs and the expenditure thereof by Entity.
2. Definitions. Unless the context otherwise requires, as used in this MOU, the following terms shall have the following meanings:
 - a. "Act" means the Local Transportation Authority and Improvement Act set forth in the provisions of the Public Utilities Code commencing with Section 180000.
 - b. "Board" means the Governing Board of the Sacramento Transportation Authority.
 - c. "Capital Project" means any new construction by Entity with a total project cost in excess of Two Hundred Fifty Thousand and no/100ths (\$250,000.00) Dollars.
 - d. "Minor Project" means any new construction by Entity with a total project cost of Two Hundred Fifty Thousand and no/100ths (\$250,000.00) Dollars or less.
 - e. "Transit Fleet Vehicle" means the purchase of a bus, shuttle, or light rail vehicle with a cost in excess of One Hundred Thousand and no/100ths (\$100,000.00) Dollars.
 - f. "Operating Program" means a program that funds services with an annual cost in excess of One Hundred Thousand and no/100ths (\$100,000.00) Dollars, which may include Minor Projects.
 - g. "Ongoing Annual Programs" means the following programs established by Measure A and included in the Measure A Expenditure Plan:
 - i. City Street and County Road Maintenance
 - ii. Traffic Control and Safety Program
 - iii. Safety, Streetscaping, Pedestrian and Bicycle Facilities

STA MOU, Measure A, Ongoing Annual Programs - Form

- iv. Transit Operations, Maintenance & Safety
 - v. Senior & Disabled Transportation Services
 - vi. Transportation-Related Air Quality Program
- h. “Distribution Factor” means the percentage of Formula-Based program sales tax revenue to be allocated to Entity, set by the Board annually based on the Ordinance requirement that funding to the County and cities for Ongoing Annual Programs be distributed based 75% on relative population and 25% on total maintained street/road mileage.
- i. “Measure A or “Ordinance” means Sacramento Transportation Authority Ordinance No. STA 04-01 and the Transportation Expenditure Plan which was updated for the Decennial Review by the Authority Governing Board in April, 2021.
- j. “Definitions of Eligible Expenditures” means the Definitions of Eligible Expenditures as approved by the Authority Governing Board in August, 2021.
3. Revenue Allocations. The amount of sales tax revenue that is anticipated to be allocated to each entity for Ongoing Annual Programs shall be determined annually by the Board and based on actual net Measure A sales tax revenues, requirements of the Ordinance, and, where applicable, the Distribution Factor.
4. Disbursements. Allocations of sales tax revenue for Ongoing Annual Programs shall be disbursed monthly as funds are received from the California Department of Tax and Fee Administration.
5. Entity Obligations.
- a. Allocations for each Ongoing Annual Program shall be expended by Entity only for purposes that are consistent with this MOU and the attached Definitions of Eligible Expenditures as may be amended or replaced from time to time. See attachment A.
 - b. Entity shall keep a separate account for each Ongoing Annual Program. Interest earned on unexpended funds in each account shall be retained in the account and expended only on qualified expenditures for that Program.
 - c. The use and expenditure of Measure A sales tax revenue by Entity shall be in full compliance with the provisions of the Act, the Ordinance, applicable resolutions of the Board, this MOU, and all other applicable contractual and legal requirements.
 - d. Entity receiving City Street and County Road Maintenance program funds shall file a Pavement And Bridge Maintenance System report with the Authority on a biennial basis using the Authority’s reporting template. The report shall be due by December 31 on even number years and summarize the progress in maintaining local streets and roads.

- e. Entity shall file with the Authority a five-year program in the approved Authority format for expenditure of the sales tax revenue allocations for the following funding programs. Filing of each five-year program, or Board approval if required by the Ordinance, shall occur prior to the start of the next fiscal year following execution of this MOU. Updates to the five-year programs, if required by the Ordinance, shall also occur prior to the beginning of the next fiscal year.
 - i. City Street and County Road Maintenance Program
 - ii. Traffic Control and Safety Program
 - iii. Transit Operations, Maintenance & Safety
 - iv. Senior and Disabled Transportation Services.
 - v. Safety, Streetscaping, Pedestrian and Bicycle Facilities
 - vi. Transportation-Related Air Quality Program

6. Entity Certifications

- a. Maintenance of Effort. Entity certifies that it is currently in compliance, and will remain in compliance, with the maintenance of effort requirements set forth in the Ordinance:
 - i. Entity shall continue to make local (non-federal, non-state, non-Measure A) transportation expenditures consistent with baseline performance standards adopted by the Authority Governing Board.
 - ii. Entity shall continue to impose its local (non-SCTMFP) transportation mitigation fees at rates that are not less than the local transportation mitigation fees imposed by Entity during Fiscal Year 2008-2009 unless supported by a Fee Study adopted by the City Council.
- b. Sacramento Countywide Transportation Mitigation Fee Program (SCTMFP). Entity certifies that it is implementing the SCTMFP in accordance with Authority Resolution STA-06-0006 and the SCTMFP Agreement on Operating Protocols as may be amended or replaced from time to time.

7. Reporting. Within 30 days after each calendar quarter, Entity shall submit quarterly status reports in approved Authority format for each Ongoing Annual Program for which Entity receives funding. Reports shall include:

- Beginning balance
- Amount of Measure A revenues received
- Amount of Measure A funds expended
- Other revenue or expenditures
- Ending balance, which should be balanced to the agency fund balance or reconciliation.
- Specific listing of expenditures made, including type of expenditure (Operating Program, Capital Project, or Transit, Fleet Vehicle), name of program, project, or procurement, and location of work accomplished, if applicable.

8. Audits. Annual audits and periodic performance audits of the Measure A program will be performed by an independent auditor and reviewed by the Independent Taxpayer Oversight Committee (ITOC). As part of that audit, Entity expenditures will also be audited. Expenditures found to be in noncompliance with this MOU shall be subject to Section 12, below. The Entity agrees to permit, and require its sub entities to permit, Authority or its authorized representatives, upon request, to inspect all Project work, materials, payrolls, and other data, and to audit the books, records, and accounts of the Entity and its sub entities pertaining to expenditures covered by this MOU.
9. Designation of Measure A Manager. Entity shall designate a Measure A program manager who shall be the responsible Entity representative to Authority staff in connection with administration of this MOU.
10. Public Informational Signage
 - a. Capital Projects: Entity with a Capital Project shall clearly identify that the project is funded with Measure A funds including on the entity's website or other material provided to the public. When a Capital Project is completed and open for public use, Entity shall post reflective signage stating, "MEASURE A, YOUR TRANSPORTATION DOLLARS AT WORK".
 - b. Transit Fleet Vehicle: when a Transit Fleet Vehicle is purchased and added to an Entity's fleet, the Entity shall include decals in conspicuous locations on the vehicle clearly stating MEASURE A, YOUR TRANSPORTATION DOLLARS AT WORK".
 - c. Operating Program: when an Operating Program provides services to the public, the Entity shall clearly identify the Program, stating MEASURE A, YOUR TRANSPORTATION DOLLARS AT WORK", including on the Entity's website or other material provided to the public.
 - d. Public Information Signage shall be in substantial compliance with this signage depicted in Attachment B as determined by the Authority.
11. Indemnity and Hold Harmless. Entity shall defend, indemnify and hold harmless Authority, its Governing Board of Directors, officers, agents, employees and volunteers from and against all demands, claims, actions, liabilities, losses, damages, and costs, including reasonable attorneys' fees, arising out of or resulting from the performance of the Agreement, caused in whole or in part by the negligent or intentional acts or omissions of Entity's officers, directors, agents, employees, or subcontractors.

Authority shall defend, indemnify, and hold harmless Entity, its governing board, officers, directors, agents, employees, subcontractors, and volunteers from and against all demands, claims, actions, liabilities, losses, damages and costs, including reasonable attorneys' fees, arising out of or resulting from the performance of the Agreement, caused in whole or in part

by the negligent or intentional acts or omissions of Authority's Governing Board of Directors, officers, agents, employees, or volunteers.

It is the intention of Authority and Entity that the provisions of this paragraph be interpreted to impose on each party responsibility to the other for the acts and omissions of their respective officers, directors, agents, employees, volunteers, Authority's Governing Board of Directors, and Entity's governing board. It is also the intention of Authority and Entity that, where comparative fault is determined to have been contributory, principles of comparative fault will be followed and each party shall bear the proportionate cost of any damage attributable to the fault of that party, its officers, directors, agents, employees, volunteers, Authority's Governing Board of Directors and Entity's governing board, according to law.

12. Noncompliance. Noncompliance by Entity with the Measure A Ordinance or the terms of this MOU may result in:

- Withholding or suspension of future revenue allocations until such noncompliance by Entity is satisfactorily corrected;
- Requirement to repay all or a portion of a prior revenue allocation;
- Deduction from future allocation(s) as necessary to make repayment for expenditures outside the scope of the Ordinance or this MOU.
- Change to reimbursement-based revenue allocations for future allocations.
- Imposition of any of these measures would require approval of the Authority Governing Board.

STA MOU, Measure A, Ongoing Annual Programs - Form

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

SACRAMENTO TRANSPORTATION AUTHORITY

By: _____
Kevin M. Bewsey, Executive Director

Dated: **Month, #, 2023**

IMPLEMENTING AGENCY

By: _____
Designated Measure A Manager

Printed Name and Title

Date

Legal Counsel

Attachment A: Definitions of Eligible Expenditures

Attachment B: Public informational sign template

Measure A Expenditure Categories

DEFINITIONS OF ELIGIBLE EXPENDITURES

City Street and County Road Maintenance Program. The preservation and keeping of public street and road rights-of-way and each type of structure, safety device, planting, illumination equipment and associated facilities in the safe and useable condition to which it has been constructed or improved. Upgrades to appurtenances such as bicycle lanes, curbs, gutters, and sidewalks to currently accepted community standards may be performed in association with the repair of public streets and roads.

Includes roadway reconstruction, patching, repairing, surface treating, joint filling, scarifying, reshaping, and restoring material losses; cleaning, painting, and repairing bridges and structures (including those reserved for the exclusive use of non-motorized transportation); pavement sweeping; repainting of pavements, delineation, and markings to equivalent standards; patching operations including base restoration; applying dust palliatives; jacking concrete pavements; resealing street or road shoulders and side street and road approaches; reshaping of shoulders, drainage channels and side slopes; restoration of erosion controls; cleaning culverts and drains; removing slides and restoring facilities damaged by slides; routine landscape maintenance; replacing top soil, sod, plantings, and irrigation facilities on street and roadside; repairing bicycle lanes, curb, gutter, sidewalk, rip-rap, culverts, and drains; repainting, repairing, and servicing of signs, guardrails, traffic signals, lighting standards, and associated traffic control and safety devices; utility relocation, including signals for pedestrians and bicyclists; furnishing power for street and road lighting and traffic control devices.

Associated Measure A revenues are distributed annually to the County and to the Cities of Citrus Heights, Elk Grove, Folsom, Rancho Cordova, and Sacramento: 75% according to relative population and 25% according to relative street and road mileage within each jurisdiction. The data source for relative population is the annual population estimates for cities and counties published by the California Dept. of Finance. Relative street and road mileage is determined by the cumulative number of lanes miles on the city or County street/road system as reported annually by each affected local entity.

Includes environmental review and mitigation, engineering, design, inspection, and construction; acquisition of rights-of-way or other property interests; installation, improvement, or upgrades.

Local Arterial Program. The construction, improvement and/or upgrading of specified arterial streets and roads into multi-modal transportation corridors consistent with contemporary urban design standards to facilitate the safe and efficient movement of high volumes of local and sub-regional motor vehicle, bicycle, and pedestrian traffic.

Includes environmental review and mitigation, engineering, design, inspection, and construction; acquisition of rights-of-way or other property interests; installation, improvement, or upgrades to associated traffic signs and traffic signals, medians, landscaping, incidental drainage, bicycle lanes or pathways, curbs, gutters, and sidewalks; labor, paving, materials and supplies for the construction of specified arterials (including new structures) and for the addition of lanes to or other expansion, upgrading, reconstruction, and implementation of operational improvements of specified arterial streets and roads.

Traffic Control & Safety Program. The installation or implementation of physical features and operational programs to improve the operation and safety of the local street and road network for motor vehicles, bicyclists, pedestrians, and persons with disabilities. Such improvements may involve an expansion of vehicle capacity at intersections.

Includes assessment and evaluation of operational deficiencies, needs, and opportunities; environmental review and mitigation, engineering, design, and inspection; acquisition of rights-of-way or other property interests; improved traffic signage, traffic signals, pavement delineation and markings, and incidental drainage; implementation, upgrade, expansion, and operation of an integrated traffic signal and control system; traffic channelization; Transportation Systems Management (TSM) including planning, design, implementation, outreach, and evaluation measures to promote efficient and effective use of the transportation system by all users regardless of travel mode.

Associated Measure A revenues are distributed annually to the County and to the Cities of Citrus Heights, Elk Grove, Folsom, Rancho Cordova, and Sacramento: 75% according to relative population and 25% according to relative street and road mileage within each jurisdiction.

Transit Operations, Maintenance, & Safety. The operation and maintenance of the existing Sacramento Regional Transit District (District) bus, shuttle, and light rail system and new transit capital specified in the Expenditure Plan as authorized to be conducted by Chapter 5 (commencing with Section 102200) of Part 14, Division 10 of the California Public Utilities Code.

Includes routine maintenance of bus, shuttle, and rail vehicles; purchase of associated parts, equipment, materials, and fuel; labor to maintain and operate the transit fleet and to administer the District; reconstruction or replacement of transit vehicles consistent with lifecycle use; repair and maintenance of fixed assets including light rail tracks and rail bed, overhead catenary, structures, buildings, and transit stations and stops; furnishing power for light rail system and transit stops.

Rail Transit Improvements. The construction, extension, improvement, and/or upgrading of specified Sacramento Regional Transit District (District) light rail transit corridors, and the improvement and/or upgrading of the Capitol Corridor regional rail segment within Sacramento County to facilitate improved commuter rail service, as consistent with Chapter 5 (commencing with Section 102200) of Part 14, Division 10 of the California Public Utilities Code.

Includes planning, environmental review and mitigation, engineering, design, and inspection; acquisition of rights-of-way or other property interests; construction, installation, improvement, or track upgrades, overhead catenary, associated signs and signals, buildings, structures, and stations; purchase of rail vehicles and associated equipment; labor, materials, and supplies for the construction of specified rail transit corridors and associated stations (including new structures) and for the addition of track or other expansion, upgrading, reconstruction, and implementation of operational improvements in specified rail transit corridors.

Neighborhood Shuttle System. A competitive grant program among local public transit providers to promote the development or expansion of shuttle routes in residential and commercial areas that have no—or infrequent—transit service. The objective is to connect neighborhoods to the light rail system and to bus routes on major arterials.

Senior & Disabled Transportation Services. The provision by the Consolidated Transportation Services Agency (CTSA) of Sacramento County—per Chapter 5, Section 15975(a) of Part 13, Division 3 of the California Government Code—of specialized public transportation operations for seniors and persons with disabilities.

Includes acquisition, reconstruction, and replacement of specialized transit vehicles and associated equipment; construction of buildings and structures or other improvements; purchase of associated parts, equipment, materials, and fuel; routine maintenance of specialized transit vehicles and associated assets; labor to maintain and operate the vehicle fleet, real property or other property interests, and to administer the CTSA.

Regional Bus/Carpool Connectors/Extensions. The provision by Caltrans of enhanced vehicle capacity on specified segments of the State highway system and the improvement of specified freeway connection ramps for exclusive use by buses, carpools, and other eligible vehicles.

Includes environmental review and mitigation, engineering, design, inspection, project management, and construction; acquisition of rights-of-way or other property interests; installation, improvement, or upgrades to associated access/egress ramps, traffic signage, medians, and landscaping; labor, paving, materials and supplies for the construction of specified projects (including new structures) and/or for the addition of lanes to or other expansion, upgrading, reconstruction, and implementation of operational improvements on specified freeway segments and interchanges.

Local Freeway Interchange Congestion Relief Upgrades. The construction, improvement, or upgrading of specified interchanges to mitigate traffic congestion on the effected local arterial and associated State highway. Arterial-freeway interchange improvements will be implemented by the local jurisdiction in which the project is located. Freeway-freeway interchange improvements will be implemented by Caltrans.

Includes environmental review and mitigation, engineering, design, inspection, and construction; acquisition of rights-of-way or other property interests; installation, improvement, or upgrades to associated traffic signs, traffic signals, pavement markings, medians, landscaping, bicycle lanes or pathways, curbs, gutters, sidewalks, and drainage; labor, paving, materials and supplies for the construction of specified interchanges (including new structures) and for the addition of lanes to or other expansion, upgrading, reconstruction, and implementation of operational improvements of specified arterial streets and roads. Improvements to arterial/freeway interchanges should permit bicyclists and pedestrians to safely and efficiently traverse the effected freeway segment.

Safety, Streetscaping, Pedestrian and Bicycle Facilities. The construction, improvement, and/or upgrading of transportation facilities and corridors to provide bicyclists, pedestrians, and persons with disabilities safe and efficient travel routes and to improve the aesthetics of local streets and roads. Programs to promote walking and bicycling as travel alternatives and programs that promote safe use of these modes. One million dollars per year will be expended exclusively for maintenance, operations, and improvements to the paved bikeway network within the portion of the American River Parkway managed by the Sacramento County Department of Regional Parks.

Includes environmental review and mitigation, engineering, design, inspection, and construction; acquisition of rights-of-way or other property interests; installation, improvement, or upgrades to

traffic signs and traffic signals, landscaping, ~~bicycle lanes~~ bikeways or pathways, curbs, gutters, bike racks and sidewalks; bus shelters, bicycle and pedestrian counters, barrier and hazard removal; labor, materials and supplies for the construction or reconstruction of bikeways and sidewalks (including new structures) and for other expansion, upgrading, reconstruction, and implementation of operational improvements and programs such as education and public engagement to facilitate bicycle and pedestrian travel, school access, and improved streetscapes.

Associated Measure A revenues (with the exception of the \$1 million allocated annually to the Sacramento County Department of Regional Parks for maintenance, operations, and improvements to the bikeway network in the American River Parkway) are distributed annually to the County and to the Cities of Citrus Heights, Elk Grove, Folsom, Rancho Cordova, and Sacramento: 75% according to relative population and 25% according to relative street and road mileage within each jurisdiction.

Transportation-Related Air Quality Program. The development, implementation and evaluation by the Sacramento Metropolitan Air Quality Management District of projects and programs to mitigate the regional impacts of motor vehicle emissions.

Includes air quality monitoring; public relations and information; programs to accelerate the retirement or replacement of older, high-polluting motor vehicle engines; programs to accelerate the dissemination of new, cleaner engine technologies; other programs demonstrated to effectively contribute to reduced vehicle emissions.

Smart Growth Incentive Program. A competitive grant program among local public agencies to facilitate land use planning and development/redevelopment projects that promote pedestrian, bicycle, and transit travel and a reduced reliance on personal automobiles. This program will be funded exclusively via the countywide development fee component of Measure A. At least \$5 million will be expended exclusively for environmental mitigation associated with construction of the I-5/SR99/SR50 connector road.

Transportation Project Environmental Mitigation Program. The development and implementation of projects and programs to mitigate some of the anticipated environmental consequences of constructing and operating the capital projects set forth in the Measure A expenditure plan. This program will be funded exclusively via the countywide development fee component of Measure A.

Includes purchase of open space, significant natural habitat, and property easements; construction of replacement or alternative natural habitat; stormwater runoff abatement and erosion controls; other programs demonstrated to effectively mitigate the environmental impacts of constructing and operating the capital projects set forth in the Measure A expenditure plan. At least \$5 million will be expended exclusively for environmental mitigation associated with construction of the I-5/SR99/SR50 connector road.

Program Administration. Overall management and oversight of the Measure A sales tax program. Includes employment of administrative and clerical staff; contracting for specialized services of a limited-term; acquisition and/or lease, maintenance, and operations of office space, office equipment, materials, and supplies; operation of an Independent Taxpayer Oversight Committee (ITOC); other such administrative and planning activities as deemed necessary and appropriate by the Governing Board.

PUBLIC INFORMATIONAL SIGNAGE

CAPITAL PROJECT SIGNAGE

The minimum project sign size shall be as follows:

- Caltrans Freeways & Expressways: 132" x 78" (11 ft x 6.5 ft)
- Caltrans Conventional Highways: 96" x 60" (8 ft x 5 ft)
- All other locations: 48" x 30" (4 ft x 2.5 ft)

Public Information Signage shall be in substantial compliance with figure 1:

TRANSIT FLEET VEHICLE

The minimum transit fleet vehicle decal size shall be 48" (4 ft) long.

Public Information Signage shall be in substantial compliance with figure 1:

OPERATING PROGRAM

The minimum project sign size shall be 48" x 30" (4 ft x 2.5 ft).

Public Information Signage shall be in substantial compliance with figure 1:

FIGURE 1



Figure 1 Notes

Font is Arial Black

Figure 1 Color Palette

Black Font Color

Color Hex Code: #181717

Color RGB: R24 G23 B23

White Font Color

Color Hex Code: #FFFFFFE

Color RGB: R255 G255 B254

Gold Background

Color Hex Code: # F9B928

Color RGB: R249 G185 B40

Green Background

Color Hex Code: # 7BB13B

Color RGB: R123 G177 B59



MAY 11, 2023

AGENDA ITEM # 9

PRESENTATION OF THE NEIGHBORHOOD SHUTTLE CYCLE 2 PROPOSALS

Action Requested: Receive and Comment

Presenter: ParaTransit Inc. and Sacramento Regional Transit District
Key Staff: Kevin M. Bewsey, Executive Director

Recommendation

Staff recommends that the STA Governing Board receive presentations on two Neighborhood Shuttle Proposals and provide comments.

Background

The Measure A Transportation Expenditure Plan includes the development of a neighborhood shuttle system as described below:

Neighborhood Shuttle System. At least \$30 million in sales tax revenues will fund the development of additional Neighborhood Shuttles throughout Sacramento County. The Authority shall develop a program that will allow local jurisdictions to compete for these funds.

The STA Governing Board has also adopted a Definitions of Eligible Expenditures for the various Measure A expenditure categories. This document further defines eligible expenditures under this program as follows:

Neighborhood Shuttle System. A competitive grant program among local public transit providers to promote the development or expansion of shuttle routes in residential and commercial areas that have no—or infrequent—transit service. The objective is to connect neighborhoods to the light rail system and to bus routes on major arterials.

For Cycle 1 of the Neighborhood Shuttle Program, STA had set aside \$1 million per year for the program since the start of Measure A in 2009 and accumulated a total of \$9.2 million (including interest) accumulated as of July 1, 2018. In addition, STA continues to allocate \$1 million per year for this program. It was anticipated that these regular allocations and the anticipated interest revenue would bring the total amount available through June of 2021 to \$12.4 million for Cycle 1 of the Neighborhood Shuttle Program.

Proposals for Cycle 1 of the Neighborhood Shuttle Program were presented to the STA Governing Board in April of 2018 and the initial grant agreements were approved in May of 2018. These initial grant agreements were for three years and included the following:

- \$12.0 million for the expansion of SmaRT Ride, a microtransit pilot in Sacramento County.
- \$400,000 for a Moving Youth to Jobs Civic Lab pilot project

In October 2020 the STA Governing Board approved amendments to these two grant agreements extending them two years through June 2023. It was anticipated that the \$1 million per year for the program plus anticipated interest would provide the needed \$2.32 million in revenue for these amendments. The following amendments were approved:

\$2.0 million in additional funding for SmarT Ride
\$317,898 in additional funding for the Moving Youth to Jobs Civic Lab Pilot Project

Through these grant agreements and amendments, STA had committed to providing \$14.72 million over five years or nearly \$3 million a year for Cycle 1 of the Neighborhood Shuttle Program.

Discussion

In February 2023 the STA Governing Board approved the competitive process to the Neighborhood Shuttle Program, Cycle 2 and authorized the release of a Request For Proposals (RFP). The RFP process would be used to select proposals to utilize the total amount of funding of \$3 million dollars which would be spent over three years with a maximum award of \$2.5 Million and minimum award of \$150,000.

The RFP requested that proposals include the following content:

- Existing public transit services provided,
- Percent of total county population currently served,
- Total amount of funds requested,
- Total cost of program and other funding sources,
- Scope of services proposed,
- Cost effectiveness of the services proposed,
- How these services would benefit underserved communities, &
- Potential of leveraging these funds with additional federal, state, and local funding to expand the program.

STA staff met with ParaTransit Inc., Sacramento County, and Sacramento Regional Transit District, on March 2nd to review the intent of the Neighborhood Shuttle Program, RFP content, maximum and minimum award amounts, schedule, and questions. The RFP was released on March 17th with proposals due April 14th, see attachment 1. The RFP was issued to ParaTransit Inc., Sacramento County, and Sacramento Regional Transit District. STA received two (2) proposals from ParaTransit Inc. and Sacramento Regional Transit District.

A summary of these proposals is provided below:

Proposal	Service	Funding Request
Farmers' Market (Downtown and Florin-Gerber), and Non-Emergency Medical Transportation Program (Downtown, South Sacramento, Franklin-Gerber, Natomas/North Sacramento, North Highlands/Foothill Farms/Carmichael) By ParaTransit Inc.	4 vehicles. Combined service operates two routes a day (2 buses per route) either 2 medical or 1 medical/1 farmers market depending on day, 9:00 AM to 1:00 PM. Mon-Fri	\$571,870 for three years
SmaRT Ride, 10 zones (Citrus Heights, Franklin, Gerber, Rancho Cordova, Downtown/CSUS, Natomas, North Sacramento, Arden/Carmichael, Folsom, & Elk Grove) By Sacramento Regional Transit District	26 vehicles 7:00 am to 7:00 pm. Mon - Fri	\$2,400,000 for three years
	Total Requested:	\$2,971,870
	Total Available:	\$3,000,000

STA staff along with staff with transit experience from SACOG and PCTPA reviewed the proposals received and met on April 28th to share review comments and where additional clarifications are needed. Questions regarding clarifications were sent on April 28th with responses and presentations due May 5th. Staff asked that each agency provide a 10-minute presentation covering their proposal and the content required in the RFP to the STA Governing Board. Staff also asked that they address in their presentation their performance goals, how performance will be measured and reported and then make adjustments as needed to meet these goals.

Staff recommends that the STA Governing Board receive presentations on two Neighborhood Shuttle Proposals and provide comments. Staff will recommend awards at the June STA Governing Board Meeting and utilize both board comments and input from the review committee to prepare the contracts.

Fiscal Impact

There is no direct fiscal impact associated with this receive and comment item.

Attachments:

1. Request for Proposals For Neighborhood Shuttle Cycle 2 Competitive Grant Funding

**SACRAMENTO
TRANSPORTATION
AUTHORITY**



Request for Proposals

For

Neighborhood Shuttle Cycle 2 Competitive Grant Funding

**Sacramento Transportation Authority
801 12th Street Floor 5
Sacramento, CA 95814**

Proposals Due by 5:00 PM, April 14, 2023

Neighborhood Shuttle Cycle 2 Competitive Grant Funding

Introduction:

The Measure A Transportation Expenditure Plan (2009-2039) includes the development of a neighborhood shuttle program as described below:

Neighborhood Shuttle System. At least \$30 million in sales tax revenues will fund the development of additional Neighborhood Shuttles throughout Sacramento County. The Authority shall develop a program that will allow local jurisdictions to compete for these funds.

The STA Governing Board has also adopted “Definitions of Eligible Expenditures” for the various Measure A expenditure categories. This document further defines eligible expenditures under this program as follows:

Neighborhood Shuttle System. A competitive grant program among local public transit providers to promote the development or expansion of shuttle routes in residential and commercial areas that have no—or infrequent—transit service. The objective is to connect neighborhoods to the light rail system and to bus routes on major arterials.

For Cycle 1 of the Neighborhood Shuttle Program, STA set aside \$1 million per year for the program from the start of Measure A in 2009 and accumulated a total of \$9.2 million (including interest) as of July 1, 2018. In addition, STA continual allocation of \$1 million per year from July of 2018 to June of 2021 added an additional \$3.2 million (including interest) to the program. These regular allocations and associated interest revenues brought the total amount available through June of 2021 to \$12.4 million for Cycle 1 of the Neighborhood Shuttle Program.

Proposals for Cycle 1 of the Neighborhood Shuttle Program were presented to the STA Governing Board in April of 2018 and the initial grant agreements were approved in May of 2018. These initial grant agreements were for three years and included the following:

\$12.0 million for the expansion of SmaRT Ride, a microtransit pilot in Sacramento County.
\$400,000 for a Moving Youth to Jobs Civic Lab pilot project

In October 2020 the STA Governing Board approved amendments to these two grant agreements, extending them two years through June 2023. The \$1 million per year for the program plus anticipated interest would provide the needed \$2.32 million in revenue for these amendments. The following amendments were approved:

\$2.0 million in additional funding for SmaRT Ride
\$317,898 in additional funding for the Moving Youth to Jobs Civic Lab Pilot Project

Through these grant agreements and amendments, STA committed to providing \$14.72 million over five years or nearly \$3 million a year for Cycle 1 of the Neighborhood Shuttle Program.

For Cycle 2 of the Neighborhood Shuttle Program, STA is issuing this Request For Proposals from local public transit providers as defined by the national transit database operating within Sacramento County. These transit providers include Sacramento Regional Transit District, ParaTransit, and the County of Sacramento. It is anticipated that the total amount of funding for this round is \$3 million dollars, which would be spent over three years. The maximum amount of funding available for reimbursement for the Neighborhood Shuttle Program in Cycle 2 is \$83,333 per month for all grant agreements. The maximum award range per transit provider is \$2,100,000 to \$2,400,000 and the minimum award per transit provider is \$150,000.

Proposals:

Proposals for Cycle 2 of the Neighborhood Shuttle Program as described in the Guidelines for Proposal section of this document should be submitted electronically to Kevin@sacta.org by 5:00PM, **April 14, 2023**.

Questions regarding this RFP are to be directed by e-mail to: **Kevin Bewsey, Executive Director (Email: Kevin@sacta.org)**. Such contact shall be for clarification purposes only. The Authority must receive all questions no later than **March 31, 2023**. All questions and responses will be made available via an addendum.

Late Proposals:

Proposals arriving after the specified date and time shall not be considered, nor shall late proposals be opened. Each transit provider assumes responsibility for timely submission of its proposal.

Proposal Acceptance and Rejection:

The Authority reserves the right to accept any proposal, to reject any and all proposals, and to call for new proposals, or dispense with the proposal process.

Proposal Presentation:

Transit providers will be required to present their proposal to the STA Governing Board at the Board meeting on **May 11, 2023** between 1:30 PM and 3:00 PM and answer any questions.

Proposal Evaluation and Award:

Evaluation will be made based on the criteria noted in Attachment A: Evaluation and Selection Criteria. The Authority will be selecting multiple transit providers for implementation of a neighborhood shuttle program. Grant Agreements will be awarded to the responsive and responsible transit providers who best meet the Authority's needs and shall not necessarily be based on the lowest priced proposal, except as otherwise provided by law, taking into consideration adherence to the included specifications. The Authority will utilize the proposal presentations at the May STA Governing Board Meeting to further evaluate proposals and to inform grant agreement negotiations. Each of the transit providers that are not selected by the Authority will be notified in writing. Nothing herein shall obligate the Authority to award a grant agreement to any responding transit provider. Any grant agreement awarded will be non-exclusive, and the Authority reserves the right to seek services from other sources, in the Authority's sole discretion.

Validity of Pricing:

Transit providers are required to provide a grant agreement fee structure including the hourly rate and revenue vehicles hours for the services proposed. The fee structure shall include proposed cost (line-item descriptions and pricing) under both capital and operations. The fee structure shall be proposed in such a way that the reimbursement will not exceed the available Measure A revenue for reimbursement. No cost increases shall be passed onto the Authority after the proposal has been submitted.

Performance:

It is the intention of the Authority to reimburse for services as specified herein from a transit provider that will provide prompt and convenient service.

Term of Agreement:

The term of the grant agreement will be for a specific period of time. The Authority anticipates the grant agreement to be for a term of three years. The Authority may consider the option of an extension of two additional years. The Authority reserves the right to set the term for a period deemed to be in the best interest of the Authority, and terminate the grant agreement as set forth therein.

Timeline and Major Milestones:

Refer to Attachment B for a tentative timeline and major milestones expected of transit providers.

Amendments:

If, during the performance of the grant agreement, transit provider or the Authority proposes changes to the services provided, and informal consultation with the other party indicates that a change in the terms and conditions of the grant agreement may be warranted, any changes to the services provided or costs shall be approved by the Authority in writing beforehand.

Records:

The transit provider shall maintain complete and accurate records with respect to labor costs, material expenses, and other such information required by Authority that relates to the performance of services under the grant agreement. Transit Provider shall maintain adequate records of services provided in sufficient detail to permit an evaluation of the services. All such records shall be maintained in accordance with generally accepted accounting principles and shall be clearly identified and readily accessible and in a form acceptable to the Authority, which the Authority may specify and change from time to time. Transit Provider shall provide free access to the representatives of the Authority or its designees, at reasonable times, to such books and records, shall give Authority the right to examine and audit said books and records, shall permit Authority to make transcripts there from as necessary, and shall allow inspection of all work, data, documents, proceedings, and activities related to the grant agreement. Such records, together with supporting documents, shall be maintained for Authority's inspection for a period of at least three (3) years after receipt of final payment.

Guidelines for Proposal

The following guidelines are provided for standardizing the preparation and submission of proposals. The intent is to assist respondents in the preparation of their submissions and to assist the Authority by simplifying the review process providing standards for comparison of submissions.

Statements submitted in response to this RFP shall include a complete response to the requirements in this section in the order presented. Statements should be a straightforward delineation of the respondent's capability to satisfy the intent and requirements of this RFP.

Proposals shall be submitted electronically to kevin@sacta.org by 5:00 p.m., **April 14, 2023**.

Proposals shall be page limited. Sections 1, 2, 3, 4, & 5 are limited to 12 pages, total.

Proposals shall contain the following information in the sections listed:

1. Introductory letter

The introductory letter should be addressed to:

Kevin Bewsey
Executive Director
Sacramento Transportation Authority
801 12th Street Floor 5
Sacramento, CA 95814

The letter shall include the transit provider's name submitting the proposal, mailing address, telephone number, and contact name. The letter shall address the transit provider's understanding of the Neighborhood Shuttle Program based on this RFP and any other information the Transit Provider has gathered. Include a statement discussing the transit provider's interest and experience for this type of work. A representative of the transit provider authorized to submit this proposal shall sign the letter.

2. Experience

Describe the existing transit services provided by the respondent, including number of routes, types of service, and fleet size. Describe the total population served and percentage of population served with transit. Provide your Annual Budget for Fiscal Year 2022-2023.

If you have provided similar transit services to the Neighborhood Shuttle Program, describe the location and type of service performed in the last five (5) years. Include metrics like boardings per hour per zone, cost per hour per zone, and zone service area size and population served. Where feasible separate out your metrics between pre and post pandemic.

3. Service Plan

The service plan must state your plan to provide a neighborhood shuttle program. The service plan must include the size of each area served, population served, type of service, and fleet vehicles planned per area served.

The service plan must document how the proposed neighborhood shuttle service plan aligns with the Measure A Transportation Expenditure Plan and Definitions of Eligible Expenditures as described below:

Measure A Transportation Expenditure Plan:

Neighborhood Shuttle System. At least \$30 million in sales tax revenues will fund the development of additional Neighborhood Shuttles throughout Sacramento County. The Authority shall develop a program that will allow local jurisdictions to compete for these funds.

Definitions of Eligible Expenditures

Neighborhood Shuttle System. A competitive grant program among local public transit providers to

promote the development or expansion of shuttle routes in residential and commercial areas that have no—or infrequent—transit service. The objective is to connect neighborhoods to the light rail system and to bus routes on major arterials.

The service plan must document how the proposed neighborhood shuttle service plan aligns with the transit provider's Short-Range Transit Plan (S RTP) or other planning document.

The service plan shall document the amount of funds requested from the Neighborhood Shuttle Program, including the hourly rate and revenue vehicle hours for the services proposed. The service plan fee shall include proposed costs (line-item descriptions and pricing) under both capital and operations. The fee structure shall be proposed in such a way that the reimbursement will not exceed the available Measure A revenue for reimbursement. The maximum award range per transit provider is \$2,100,000 to \$2,400,000 and the minimum award per transit provider is \$150,000.

The service plan shall document the cost effectiveness of the services proposed.

The service plan shall document how proposed service has been improved or innovated from previous experience with the Neighborhood Shuttle Program, Cycle 1 or similar services.

4. Disadvantaged Communities

Document how the proposed neighborhood shuttle program would benefit disadvantaged communities who are more reliant on transit. Disadvantaged communities can be defined using local, regional, state, or federal definitions. However, local and regional definitions such as environmental justice areas in general plans or SACOG's definition from the 2020 MTPS/SCS are preferred.

5. Leveraging

Provide the total cost per fiscal year of the proposed neighborhood shuttle program, proposed funding contribution from Measure A, and funding from local, regional, state, and federal sources. Document funds secured vs unsecured funds. For unsecured funds document status.

Describe how Measure A funds are being used to leverage additional local, regional, state, and federal sources and if there are any grants being pursued to either fully fund the program or expand the program.

6. Supportive Information/References

This section may include maps, graphs, charts, photos, references, and any other relevant information in support of the proposal.

7. Grant Agreement:

Attached to the RFP (Attachment C) is a copy of the Authority's Neighborhood Shuttle Program Cycle 2 Grant Agreement (Agreement). The Authority's Agreement may be modified, in the Authority's sole discretion, to address the specific provisions of this RFP and transit providers should note that any specifications or other requirements specific to this RFP shall be included in the Agreement and exhibits following an award of the Agreement. Please review the Agreement carefully and note in your proposal any exceptions or desired alterations to the Agreement.

ATTACHMENTS

Attachment A: Evaluation and Selection Criteria

The following represent the evaluation and selection criteria, which will be considered during the evaluation process:

Experience: Experience in performing work of a closely similar nature and size.

Service Plan: Benefits of the service proposed, population served, alignment with the Measure A Transportation Expenditure Plan and Definitions of Eligible Expenditures for the Neighborhood Shuttle Program, cost effectiveness of service plan, and innovations or improvements from previous or existing similar services.

Disadvantaged Communities: Benefits to disadvantaged communities.

Leveraging: Leveraging of local, regional, state, and federal funds with Measure A dollars.

Quality and Responsiveness of the Proposal: Completeness of response in accordance with the RFP instructions.

Attachment B: Timeline and Milestones

Neighborhood Shuttle Cycle 2 Competitive Grant Funding	
<u>Title</u>	<u>Deadline</u>
Request For Proposals Issued	March 17, 2023
Last Day for Questions To Be Submitted	March 31, 2023
Proposals Due	April 14, 2023, 5 PM
Proposal Presentations to STA Governing Board	May 11, 2023
Complete Grant Agreement Negotiations	June 2, 2023
Grant Agreement Awards	June 16, 2023
Grant Agreement Start Date	July 1, 2023

Attachment C: Standard Grant Agreement

SACRAMENTO TRANSPORTATION AUTHORITY
MEASURE A NEIGHBORHOOD SHUTTLE PROGRAM
CYCLE 2
GRANT AGREEMENT

PROPOSAL NAME

This Agreement is made and entered into as of _____, 2023 by and between the **Sacramento Transportation Authority**, a local transportation authority formed pursuant to the provisions of Public Utilities Code 180000 et seq., hereinafter called “Authority,” and the **Agency Name**, hereinafter called “Entity”.

RECITALS

WHEREAS, In 2004, the electors of Sacramento County approved, by two-thirds vote, sales tax Measure ‘A’ and Authority Ordinance No. 04-01 (“the Measure A Ordinance”); and

WHEREAS, the Measure A Ordinance includes a the “Sacramento County Transportation Expenditure Plan 2009-2039” (the “Expenditure Plan”); and

WHEREAS, the Expenditure Plan provides for the allocation, over the thirty-year life of the Measure, of “at least \$30 million in sales tax revenues [to] fund the development of additional Neighborhood Shuttles throughout Sacramento County.”; and

WHEREAS, the Authority Board of Directors has authorized the Authority’s Executive Director to enter into an agreement with Entity consistent with the Neighborhood Shuttle System requirement of the Expenditure Plan.

NOW, THEREFORE, THE AUTHORITY AND ENTITY AGREE AS FOLLOWS:

1. Purpose. The purpose of this Agreement is to:
 - a. Provide for the reimbursement of claims by the Authority to Entity of Measure ‘A’ sales tax revenue from the Neighborhood Shuttle Program for the **PROPOSAL NAME** described in Section 2.
 - b. Set forth Entity’s obligations with respect to the receipt and expenditure thereof.
2. Description of Services. The services funded by this Agreement are
3. Definitions. Unless the context otherwise requires, as used in this Agreement, the following terms shall have the following meanings:

Attachment C: Standard Grant Agreement

- a. “Act” means the Local Transportation Authority and Improvement Act set forth in the provisions of the Public Utilities Code commencing with Section 180000.
 - b. “Board” means the Governing Board of the Sacramento Transportation Authority.
 - c. “Grant” means financial reimbursement provided by Authority for the particular purpose of providing neighborhood shuttle services with limited involvement by the Authority.
 - d. “Measure A” or “Ordinance” means Sacramento Transportation Authority Ordinance No. STA 04-01.
 - e. “Neighborhood Shuttle Program” means the Authority’s competitive grant program administered by local public transit providers to promote the development or expansion of shuttle routes in residential and commercial areas that have no—or infrequent—transit service.
 - f. “Zone” means the area for which a service is being provided by a discrete number and type of fleet vehicles.
4. Amount of Allocation and Period of Expenditure. The Board has allocated to Entity the maximum sum of #####.00 for expenditure on the operation of **PROPOSAL NAME**. This sum is available to and shall be claimed by Entity for operation of **PROPOSAL NAME** performed through June 30, 2026. No additional funds will be provided under this Agreement. This Agreement shall expire on **June 30, 2026**, unless extended by mutual agreement of the Parties.
5. Compliance. The use and expenditure of sales tax revenue by Entity shall be in full compliance with the provisions of the Act, the Ordinance, applicable resolutions of the Board, this Agreement, and all other applicable contractual and legal requirements. In the event of non-compliance by Entity, the Authority reserves the right to withhold funding, cancel funding, seek repayment of sums previously disbursed under this Agreement and/or other appropriate action.
6. Disbursement of Revenues.
- a. Disbursements of revenue pursuant to this Agreement shall be made on a reimbursement basis.
 - b. Reimbursement claims shall be submitted no more often than monthly.
 - c. All claims shall be approved by Entity’s Program Manager prior to submission to Authority.
 - d. During the term of this Agreement, Entity may request reimbursement for the **PROPOSAL NAME** per Zone for each month that the Zone is in operation, as follows:

Attachment C: Standard Grant Agreement

- i. **Zone Name 1**, Hourly rate of **###,###.00** multiplied by actual Vehicle Revenue Hours for the service provided up to a maximum of **###,###** a month.
- ii. **Zone Name 1**, up to a maximum of **###,###** a month for capital expenses.

7. Reporting.

- a. Entity shall present a status report to the STA Governing Board at a regular meeting approximately once every twelve months or as requested by STA Executive Director. The STA Executive Director will coordinate with the Entity Program Manager on the information included in the status report which may include:
 - i. Zone name
 - ii. Zone service area
 - iii. Hours of operations
 - iv. number and type of fleet vehicles
 - v. vehicle revenue hours and miles
 - vi. passengers per vehicle service hour,
 - vii. cost per revenue hour,
 - viii. cost per revenue mile,
 - ix. farebox recovery rate,
 - x. leveraged funds and
 - xi. other relevant metrics
- b. Authority Executive Director shall coordinate with Program Manager the dates and times for the delivery of status reports.
- c. Entity shall provide a report with each reimbursement claim for payment, describing the expenditures for the program and each zone, services provided for the period of each claim, anticipated services to be provided for the next claim period, and the anticipated date when all funds will be expended on the program.

8. Audits.

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

Attachment C: Standard Grant Agreement

- 9. Designation of Program Manager. Entity shall designate a Program Manager who shall be the responsible representative of Entity to Authority staff regarding administration of this Agreement.

Program Manager

First, Last Title

Phone:

Email:

- 10. Public Information Signage. Entity shall include decals in conspicuous locations on neighborhood shuttle vehicles stating vehicle clearly stating “MEASURE A, YOUR TRANSPORTATION DOLLARS AT WORK”. The signs must be approved by the Authority’s Executive Director.
- 11. Indemnity and Hold Harmless. Entity shall indemnify and save harmless the Sacramento Transportation Authority, its officers, employees, and agents, and each and every one of them, from and against all actions, damages, costs, liability, claims, losses, and expenses of every type and description to which any or all of them may be subjected, by reason of or resulting from, directly or indirectly, the performance of this Agreement by Entity whether or not caused in part by passive negligence of a party indemnified hereunder. The foregoing shall include, but not be limited to, any attorney fees reasonably incurred by Authority.
- 12. Termination. Authority shall have the right to terminate this Agreement immediately due to any material breach of any of the Agreement’s terms by Entity.

Attachment C: Standard Grant Agreement

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

SACRAMENTO TRANSPORTATION AUTHORITY

By:

Dated:

Kevin M. Bewsey, Executive Director

TRANSIT PROVIDER

By:

Dated:

First Last, Title



MAY 11, 2023

AGENDA ITEM # 10

UPDATE ON REFUNDING OF THE 2009C, 2014A, AND 2015A SERIES BONDS FROM VARIABLE RATE TO FIXED RATE

Action Requested: Receive and File

Presenter: Peter Shellenberger, PFM Financial Advisors

Key Staff: Dustin Purinton, Accounting Manager

Recommendation

Staff recommends that the STA Governing Board receive a presentation on refunding of the 2009C, 2014A, and 2015A series bonds from variable rate to fixed rate and an update on the status of the refinancing.

Background Information

The Sacramento Transportation Authority (STA) has three variable rate series of outstanding bonds which have been used for the financing of transportation projects identified in the Measure A Ordinance.

The three series of outstanding bonds issued by STA are variable rate. These bonds were issued in October 2009, September 2014, and March 2015 in the amount of \$318.3 million collectively. These bonds will mature in 2039. The variable rate debt has interest rate swap agreements attached to them that creates a synthetic fixed rate which are shown in the table below.

Series	Outstanding Principal	Interest Rate	Final Maturity	Type
2009C	\$106,100,000	3.736%	10/1/2038	Variable
2014A	\$106,100,000	3.736%	10/1/2038	Variable
2015A	\$106,100,000	3.666%	10/1/2038	Variable

The variable rate debt interest rate swap agreements have a market value that fluctuates with the interest rate environment. As rates rise the swap agreements' termination value is reduced. See a table below with the last 3 years of the interest rate swap termination value and more recent

valuations. These swap termination values represent the amount the Authority would have to pay the swap counterparties to terminate and exit the swap agreements.

Date	Interest Rate Swap Termination Value
5/1/2023	\$39,460,000
2/21/2023	\$35,945,632
6/30/2022	\$55,731,052
6/30/2021	\$104,901,354
6/30/2020	\$138,024,376

In January 2023, the STA Governing Board received an overview of the bond portfolio from STA's Consulting Financial Advisor, Peter Shellenberger, PFM Managing Director.

In March 2023, the STA Governing Board received a presentation from STA's Consulting Financial Advisor, Peter Shellenberger, PFM Managing Director, on refunding of the 2009C, 2014A, and 2015A series bonds from variable rate to fixed rate and received direction to continue pursuing bond refinancing opportunities. The presentation emphasized that the goal of the refinancing would be to reduce risk in STA's existing bond portfolio, reduce administrative efforts, and be a cost neutral approach when considering saving from a potential future refunding in 2033. The presentation also highlighted that the STA Governing Board would need to accept the upfront refunding cost in 2023 which may not be recouped until 2033. After this presentation, the board provided the following direction:

- STA staff would need to continue to provide updates to the STA Governing Board.
- Additional STA Governing Board action would be required prior to refinancing.
- If the refunding in 2033 is needed, any board action would need to include reporting and monitoring requirements to ensure this occurs.

Discussion

STA staff regularly meet with the Authority's financial advisors to assess market conditions to determine if opportunities exist to reduce costs to the Authority's bond program. STA staff and Peter Shellenberger, Managing Director, PFM financial advisors will provide a brief overview of the status of the refunding of variable rate bonds. With interest rates increasing, which decreases the holding value of the interest rate swaps, there is a unique opportunity to convert the variable rate bonds to fixed rate bonds.

During the Board's meeting on March 9th, PFM presented an analysis that showed the cost to refund all of the variable rate bonds and terminate the interest rate swaps by issuing new fixed rate bonds would result in increased debt service payments through 2039 of approximately \$12.6 million in net present value terms. This would be the potential and full cost of converting the variable rate portfolio to 100% fixed rate bonds. Also, during the March Board meeting, the potential to refund the 2023 bonds at their call date in 2033 demonstrated that these bonds may themselves be refunded in the future and could produce approximately \$15.4 million in net present value savings at that time. This future refunding and related savings assume that prevailing rates

in 2033 are equal to their 20-year average. Under that assumption, and including the potential for the future refunding, the total cost of terminating the swap and refunding the bonds would result in a net present value savings of approximately \$2.8 million compared to simply leaving the variable rate bonds and interest rate swaps in place through 2039.

In this context STA may exit the swaps and variable rate bonds today, simplify the Authority's debt portfolio and aim to achieve a cost-neutral impact on our long-term debt service through 2039. Upon refunding in 2023, the increased debt service cost of \$12.6 million – under the March projections – would be locked in. The future refunding on the newly issued bonds could realize additional savings and reduce this cost through debt service savings achieved at that later date.

All transaction costs associated with the refunding are included in the projections presented to the Board. STA staff will utilize currently existing contracts to facilitate the transaction.

Staff recommends that the STA Governing Board receive a presentation from Dustin Purinton, Accounting Manager, and Peter Shellenberger, PFM Managing Director, as an update on the refunding of the 2009C, 2014A, and 2015A series bonds from variable rate to fixed rate.