



## A G E N D A

### **Sacramento Transportation Authority Sacramento Abandoned Vehicle Service Authority (SAVSA)**

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

**THURSDAY**

**SEPTEMBER 15, 2022**

**1:30 PM**

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

Alternates: Nick Avdis, Porsche Middleton, Shawn Farmer, Siri Pulipati, Mike Kozlowski, Darren Suen

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

#### **PUBLIC COMMENT PROCEDURES**

In compliance with directives of the County, State, and Centers for Disease Control and Prevention (CDC), the meeting will be live stream and open to public attendance pursuant to health and safety guidelines. The practice of social distancing and wearing of face coverings (mask or shield) is recommended for the health and safety of all persons participating in person during the meeting although it is not required.

##### In-Person Public Comment

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##### Telephonic Public Comment

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*Continued on back side →*

## **A G E N D A**

Sacramento Transportation Authority  
Sacramento Abandoned Vehicle Service Authority

**September 15, 2022**

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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

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# **A G E N D A**

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Sacramento Abandoned Vehicle Service Authority

**September 15, 2022**

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## CALL TO ORDER / ROLL CALL / PLEDGE OF ALLEGIANCE

## COMMENT ITEMS

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

## CONSENT ITEMS

3. Approve Action Summary For The August 11, 2022  
Sacramento Transportation Authority (STA) Governing  
Board Meeting ◀ Jennifer Doll
4. Approve A Resolution Extending Assembly Bill No. 361 ◀ Kevin M. Bewsey
5. STA Pay Rate Schedule Update ◀ Kevin M. Bewsey
6. Budget To Actual Reports—Fourth Quarter Fiscal  
Year 2022 Timothy Jones
7. Measure A Fiscal Year 2022 Annual Summary Of Ongoing  
Programs Timothy Jones
8. SacMetro Freeway Service Patrol Status Report—  
Third And Fourth Quarter Fiscal Year 2022 Jennifer Doll
9. Sacramento Abandoned Vehicle Abatement Program  
Status Report— Third And Fourth Quarter Fiscal Year 2022 Jennifer Doll
10. Freeway Service Patrol Caltrans Fund Transfer Agreement—  
Resolution Update ◀ Jennifer Doll

# **A G E N D A**

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## SEPARATE ITEMS

11. Introduction Of Senate Bill 1 Cycle 3 Local Partnership Program (Competitive) Project Nominations Kevin M. Bewsey
12. Authorize A Letter Of Support For The Senate Bill 1 Trade Corridor Enhancement Program For The Southeast Connector Grant Line Road Safety And Freight Mobility Project ◀ Kevin M. Bewsey
13. Comments Of Authority Members All

◀ *Denotes items that require Board action*

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Staff reports and associated materials are available online at [www.sacta.org](http://www.sacta.org). For assistance with agenda packets, please contact STA at (916) 323-0080 or [info@sacta.org](mailto: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](mailto:Kevin@sacta.org).



**SEPTEMBER 15, 2022**

**AGENDA ITEM # 2**

**EXECUTIVE DIRECTOR'S REPORT**

Action Requested: Receive and File

Key Staff: Kevin M. Bewsey, Executive Director

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**Series 2012 Bond Refunding Update**

At the August 11, 2022 meeting the STA Governing Board approved refunding the existing 2012 Series Bonds to reduce interest costs to realize a savings of about \$2 million and to facilitate the release of approximately \$5.6 million held in reserve for debt service. On August 24, 2022 STA successfully priced the refunding bonds with a interest savings of \$1.95 million despite a challenging bond market. This refunding effort has also released the debt service reserve.

**SB 1 Local Partnership Program (Formulaic) Funding Update**

At the August 17<sup>th</sup> & 18<sup>th</sup> California Transportation Commission (CTC) meeting, the CTC approved the 2022 Local Partnership Formulaic Program Funding Distribution. The updated distribution increased the funds to STA by \$60,000 for a total of \$6,386,000. STA staff updated the funding allocations based on the approved methodology and then requested that Sacramento Regional Transit, the County and the incorporated cities submit applications for review by September 30<sup>th</sup>.

**Accounting Manager Position Filled**

With the anticipated departure of Tim Jones, CFO, STA staff has been pursuing an accounting manager position with additional support from an administrative services officer. After several recruitment efforts and two rounds of interviews for the account manager position, we have successfully hired Dustin Purinton to fill this role. Dustin has over 10 years of experience in both the private and the public sector. He is currently a Senior Accountant Auditor at the City of Sacramento Public Works. Dustin has both an accounting degree and is a registered CPA. Dustin's first day of work is September 13, 2022.

**Benefits Review**

A periodic review of employee benefits should occur every two to three years. The last major review was in 2006 focusing on retiree benefits. The current employee benefits were established in 2003 and 2006. STA staff will be looking for a human resources consultant to assist in this review and provide recommendations for consideration.

**STA and SACOG MOU Update**

STA released a public statement in support of this MOU and it's intent to implement the provisions of the Citizens' Initiative on September 2<sup>nd</sup>, 2022. STA staff has been working with SACOG staff to further define the scope, schedule, and budget for the GHG study.

### **Partnering, Leveraging, and Advocating Update**

STA staff continues to look for opportunities to assist and advocate for agencies in their efforts to obtain their fair share of federal, state, and regional transportation funds. Below is a summary of these recent efforts.

- STA staff has approached Sacramento Regional Transit and SACOG on the need to pursue a Strategic Partnership Grant under the FY 2023-24 Sustainable Transportation Planning Grant Program for a Comprehensive Multimodal Corridor Plan (CMCP) along the Gold Line, American River Parkway, and US 50 corridor. Without a CMCP, the region cannot submit a Senate Bill 1 Solutions for Congested Corridors Program (SCCP) grant application for this corridor. The SCCP is one of largest SB 1 competitive grant programs with \$250 million annually.
- STA and SACOG have had several discussions around leveraging Measure A's Smart Growth Incentive Program (SGIP) as a local match for SACOG's community design program. The STA board previously approved a similar approach with the 2020/2021 SACOG funding round. STA staff is planning to meet with the Professional Advisory Group (PAG) before presenting this to the Governing Board.
- STA has been asked to provide letters of support for following three upcoming SB 1 competitive grant programs: The Local Partnership Program, Solutions for Congested Corridors Program, and Trade Corridor Enhancement Program. It is anticipated that any needed board action would occur in September and October. All of these applications are due in November and December.



**SEPTEMBER 15, 2022**

**AGENDA ITEM # 3**

**APPROVE ACTION SUMMARY: AUGUST 11, 2022 STA GOVERNING BOARD MEETING**

Action Requested: Approve

Key Staff: Jennifer Doll, Special Programs Manager

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**Recommendation**

Approve the attached Action Summary of the August 11, 2022 meeting of the STA Governing Board.

*Attachment*

1. Action Summary



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

**THURSDAY**

**AUGUST 11, 2022**

**1:30 PM**

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

(Members Harris, Schenirer, Serna and Valenzuela were not present)

Alternates: Nick Avdis, Porsche Middleton, Shawn Farmer, Rosario Rodriguez, Darren Suen

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### **CALL TO ORDER / ROLL CALL / PLEDGE OF ALLEGIANCE**

### **COMMENT ITEMS**

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

1:33 PM Board Action: No public comments were made.

**2. Executive Director’s Report**

1:34 PM Board Action: Executive Director Kevin Bewsey provided an update regarding the implementation of the Memorandum of Understanding between the Sacramento Transportation Authority (STA) and the Sacramento Area Council of Governments effective August 1, 2022, the Citizen's Initiative roadmap to implement policies and programs if the initiative is passed by voters on the November 2022 ballot, the opportunities to assist and advocate for agencies in their efforts to obtain fair shares of federal, state, and regional transportation fund dollars and the upgrade of the STA Double A plus credit rating to Triple A with a stable outlook from the credit rating agencies Fitch Ratings and S&P Global Ratings.

**CONSENT ITEMS**

1:37 PM Board Action: Rosario Rodriguez/ Rich Desmond - Approved the Consent Matters, Items 3 through 7, as recommended.

AYES: Rich Desmond, Sue Frost, Eric Guerra, Rosario Rodriguez, Patrick Kennedy, Steve Miller, Paul Sandhu, Bobbie Singh-Allen, Kevin Spease, Donald Terry, Mai Vang

NOES: (None)

ABSTAIN: (None)

ABSENT: Jeff Harris, Don Nottoli, Jay Schenirer, Phil Serna, Katie Valenzuela

RECUSAL:(None)

(PER POLITICAL REFORM ACT (§ 18702.5.))

**3. Approve Action Summary For The July 27, 2022 Sacramento Transportation Authority (STA) Governing Board Meeting**

1:37 PM Board Action: Approved as recommended.

**4. Approve A Resolution Extending Assembly Bill No. 361**

1:37 PM Board Action: Approved by Resolution No. **STA 22-0013.**

**5. STA Pay Rate Schedule**

1:37 PM Board Action: Approved as recommended.

**6. Budget To Actual Reports—Third Quarter Fiscal Year 2022**

1:37 PM Board Action: Received and filed the report.

**7. Capital Status Reports—Fourth Quarter Fiscal Year 2022**

1:37 PM Board Action: Received and filed the report.

**SEPARATE ITEMS**

**8. Refunding The 2012 Series Fixed Rate Bonds**

1:38 PM Board Action: Sue Frost/ Donald Terry - Presentation was made by Chief Financial Officer Timothy Jones and Managing Director of PFM Financial Advisors, LLC, Peter Shellenberger. Approved refunding the existing 2012 Series Bonds with 2022 Series Bonds to reduce interest costs and facilitate the release of approximately \$5.6 million held in reserve for debt service and authorized the Executive Director, Chief Financial Officer, and the County Auditor Controller to execute the updated Preliminary Official Statement, 7th Supplemental Indenture, Bond Purchase Agreement, and Continuing Disclosure Certificate by Resolution No. **STA 20-0014**.

AYES: Rich Desmond, Sue Frost, Eric Guerra, Rosario Rodriguez, Patrick Kennedy, Steve Miller, Don Nottoli, Paul Sandhu, Bobbie Singh-Allen, Kevin Spease, Donald Terry, Mai Vang

NOES: (None)

ABSTAIN: (None)

ABSENT: Jeff Harris, Jay Schenirer, Phil Serna, Katie Valenzuela

RECUSAL:(None)

(PER POLITICAL REFORM ACT (§ 18702.5.))

**9. SacMetro Freeway Service Patrol & Caltrans Multi-Year Cooperative Agreement – Construction Tow**

1:55 PM Board Action: Rosario Rodriguez/ Kevin Spease - Presentation was made by Special Programs Manager Jennifer Doll. Approved the Caltrans Cooperative Agreement No. 03A3357 for Freeway Service Patrol coverage on construction projects, including agreement attachments and authorized the Executive Director to sign the agreement with Caltrans for Freeway Service Patrol coverage on construction projects by Resolution No. **STA 22-0015**.

AYES: Rich Desmond, Sue Frost, Eric Guerra, Rosario Rodriguez, Patrick Kennedy, Steve Miller, Don Nottoli, Paul Sandhu, Kevin Spease, Donald Terry, Mai Vang

NOES: (None)

ABSTAIN: (None)

ABSENT: Jeff Harris, Jay Schenirer, Phil Serna, Bobbie Singh-Allen, Katie Valenzuela

RECUSAL:(None)

(PER POLITICAL REFORM ACT (§ 18702.5.))

**10. Senate Bill 1 Local Partnership Program (Formulaic) Distribution Methodology**

2:01 PM Board Action: Eric Guerra/ Steve Miller - Presentation was made by Executive Director Kevin Bewsey. Approved the Senate Bill 1 Local Partnership Program (Formulaic) Distribution Methodology and authorized the Executive Director to enter into any agreements with implementing agencies and/or the California Transportation Commission (CTC) necessary to complete and submit the application to the CTC.

AYES: Rich Desmond, Sue Frost, Eric Guerra, Rosario Rodriguez, Steve Miller, Don Nottoli, Paul Sandhu, Kevin Spease, Donald Terry, Mai Vang

NOES: (None)

ABSTAIN: (None)

ABSENT: Jeff Harris, Patrick Kennedy, Jay Schenirer, Phil Serna, Bobbie Singh-Allen, Katie Valenzuela

RECUSAL:(None)

(PER POLITICAL REFORM ACT (§ 18702.5.))

**11. Senate Bill 1 Local Partnership Program (Competitive) Project Ranking Process And Call For Projects (Continued From July 27, 2022; Item No. 6)**

2:07 PM Board Action: Rosario Rodriguez/ Rich Desmond - Presentation was made by Executive Director Kevin Bewsey. Approved the Senate Bill 1 Local Partnership Program (Competitive) Project Ranking Process and Call for Projects.

AYES: Rich Desmond, Sue Frost, Eric Guerra, Rosario Rodriguez, Steve Miller, Don Nottoli, Paul Sandhu, Bobbie Singh-Allen, Kevin Spease, Donald Terry, Mai Vang

NOES: (None)

ABSTAIN: (None)

ABSENT: Jeff Harris, Patrick Kennedy, Jay Schenirer, Phil Serna, Katie Valenzuela

RECUSAL:(None)

(PER POLITICAL REFORM ACT (§ 18702.5.))

**12. Revised Submission Of The Citizens’ Initiative Transportation Sales Tax Measure To Electorate With Updated Ballot Question**

2:13 PM Board Action: Donald Terry/ Eric Guerra - Presentation was made by Executive Director Kevin Bewsey. Approved the Sacramento Transportation Authority Governing Board submission of the ordinance, without alteration, to the voters pursuant to Section 1405 of the Election Code with the updated ballot question by Resolution No. **STA 22-0016**.

AYES: Rich Desmond, Sue Frost, Eric Guerra, Rosario Rodriguez, Steve Miller, Don Nottoli, Paul Sandhu, Bobbie Singh-Allen, Kevin Spease, Donald Terry, Mai Vang

NOES: (None)

ABSTAIN: (None)

ABSENT: Jeff Harris, Patrick Kennedy, Jay Schenirer, Phil Serna, Katie Valenzuela

RECUSAL:(None)

(PER POLITICAL REFORM ACT (§ 18702.5.))

**13. Comments Of Authority Members**

2:20 PM Board Action: No member comments were made.

Adjourned at 2:20 p.m.

Respectfully Submitted,

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



**SEPTEMBER 15, 2022**

**AGENDA ITEM # 4**

**APPROVE EXTENDING ASSEMBLY BILL NO. 361**

Action Requested: Approve Staff Recommendations

Key Staff: Kevin M. Bewsey, Executive Director

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**Recommendations**

Approve implementation of AB361 allowing virtual meetings to continue.

**Background**

A series of executive orders, starting in March 2020 and the most recent expiring September 30, 2021, the Governor's office waived all physical-presence requirements under the Brown Act as a means of limiting the spread of COVID-19. On September 16, Governor Newsom signed into law AB 361, extending the authority of public agencies to conduct meetings by teleconference, including video conference, during the COVID-19 pandemic.

On September 28, 2021, Sacramento County Public Health Officer, Dr. Olivia Kasirye, issued a memorandum recommending utilizing teleconferencing for public meetings as a form of COVID-19 prevention.

**Discussion**

Every 30 days the STA Governing Board must reconsider the continuing need for virtual meetings. If a majority of the members of a legislative body do not adopt these findings, then traditional Brown Act rules apply.

*Attachment*

1. Resolution

SACRAMENTO TRANSPORTATION AUTHORITY

RESOLUTION NO. \_\_\_\_\_

**RESOLUTION OF THE SACRAMENTO TRANSPORTATION AUTHORITY  
AUTHORIZING REMOTE TELECONFERENCE MEETINGS  
FOR THE PERIOD THROUGH OCTOBER 14, 2022  
PURSUANT TO THE RALPH M. BROWN ACT**

**WHEREAS**, all meetings of SACRAMENTO TRANSPORTATION AUTHORITY and its legislative bodies are open and public, as required by the Ralph M. Brown Act (California Government Code § 54950 et seq); and

**WHEREAS**, on March 4, 2020, Governor Newsom issued a Proclamation of a State of Emergency declaring a state of emergency exists in California due to the threat of COVID-19, pursuant to the California Emergency Services Act (Government Code section 8625); and

**WHEREAS**, on March 17, 2020, Governor Newsom issued Executive Order N-29-20 that suspended the teleconferencing rules set forth in the Brown Act, provided certain requirements were met and followed; and,

**WHEREAS**, on June 11, 2021, Governor Newsom issued Executive Order N-08-21 that clarified the suspension of the teleconferencing rules set forth in the Brown Act, and further provided that those provisions would remain suspended through September 30, 2021; and

**WHEREAS**, on September 16, 2021, Governor Newsom signed AB 361 that allows a legislative body subject to the Brown Act to continue to meet without fully complying with the teleconferencing rules in the Brown Act provided the legislative body make certain findings; and

**WHEREAS**, as amended by AB 361, Government Code section 54953(e),

makes provisions for remote teleconferencing participation in meetings by members of a legislative body, without compliance with the requirements of Government Code section 54953(b)(3), subject to the existence of certain conditions and requirements; and

**WHEREAS**, a required condition of Government Code section 54953(e) is that a state of emergency is declared by the Governor pursuant to Government Code section 8625, proclaiming the existence of conditions of disaster or of extreme peril to the safety of persons and property within the state caused by conditions as described in Government Code section 8558(b); and

**WHEREAS**, a further required condition of Government Code section 54953(e) is that state or local officials have imposed or recommended measures to promote social distancing, or, the legislative body holds a meeting to determine or has determined by a majority vote that meeting in person would present imminent risks to the health and safety of attendees; and

**WHEREAS**, as of the date of this Resolution, the Proclamation of a State of Emergency remains in effect as neither the Governor nor the state Legislature have exercised their respective powers pursuant to Government Code section 8629 to lift the state of emergency either by proclamation or by concurrent resolution the state Legislature; and

**WHEREAS**, the California Department of Industrial Relations has issued regulations related to COVID-19 Prevention for employees and places of employment. Title 8 of the California Code of Regulations, Section 3205(5)(D) specifically recommends physical (social) distancing as one of the measures to decrease the spread of COVID-19 based on the fact that particles containing the virus can travel more than six feet, especially indoors; and

**WHEREAS**, on September 28, 2021, the Sacramento County Public Health Officer Dr. Olivia Kasirye issued a Teleconference Recommendation which states that utilizing teleconference options for public meetings is an effective and recommended



social distancing measure to facilitate participation in public affairs and encourage participants to protect themselves and other from COVID-19; and

**WHEREAS**, SACRAMENTO TRANSPORTATION AUTHORITY the has an interest in encouraging public participation in open and public meetings while protecting the health, safety and welfare of those who participate.

**NOW, THEREFORE, BE IT RESOLVED**, by the SACRAMENTO TRANSPORTATION AUTHORITY as follows:

1. **State or Local Officials Have Imposed or Recommended Measures to Promote Social Distancing.** SACRAMENTO TRANSPORTATION AUTHORITY hereby finds and proclaims that state and local officials have imposed or recommended measures to promote social (physical) distancing based on the California Department of Industrial Relations' issuance of regulations related to COVID-19 Prevention through Title 8 of the California Code of Regulations, Section 3205(5)(D) and Sacramento County Public Health Officer Dr. Olivia Kasirye's Teleconference Recommendation issued September 28, 2021.

2. **Remote Teleconference Meetings.** SACRAMENTO TRANSPORTATION AUTHORITY and any of its legislative bodies are hereby authorized to conduct open and public meetings in accordance with Government Code section 54953(e) and other applicable provisions of the Brown Act, and Staff are directed to take all actions necessary to carry out the intent and purpose of this Resolution.

3. **Effective Date.** This Resolution shall take effect immediately upon its adoption and shall be effective until the earlier of (i) October 14, 2022 or (ii) such time the Authority adopts a subsequent resolution in accordance with Government Code section 54953(e)(3) to extend the time during which it and its legislative bodies may continue to teleconference without compliance with Section 54953(b)(3).

On a motion by [Member] \_\_\_\_\_, seconded by [Member] \_\_\_\_\_, the foregoing Resolution was passed and adopted by the [Governing Board of the Sacramento Transportation Authority at a regular meeting thereof this \_\_\_\_\_ day of \_\_\_\_\_ 202\_, by the following vote, to wit:

AYES: [Members],

NOES: [Members],

ABSENT: [Members],

ABSTAIN: [Members],

RECUSAL: [Members],  
(PER POLITICAL REFORM ACT (§ 18702.5.)

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Chair of the Governing  
Body of the Sacramento  
Transportation Authority

(SEAL)

ATTEST: \_\_\_\_\_  
Clerk of the Governing Board of the  
Sacramento Transportation Authority



**SEPTEMBER 15, 2022**

**AGENDA ITEM # 5**

**STA PAY RATE SCHEDULE UPDATE**

Action Requested: Approve

Key Staff: Kevin M. Bewsey, Executive Director

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**Recommendation**

Approve an official Pay Rate Schedule for STA.

**Background Information**

California Code of Regulations Section 570.5 states:

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

The salaries of STA’s staff positions are indexed to comparable classifications at the County of Sacramento. Under California Code of Regulations Section 570.5(a)(8), STA must regularly update and adopt its pay rate schedule.

**Discussion**

At the August 11, 2022 STA Governing Board meeting an official pay rate schedule was approved. Since that time, STA has hired Dustin Purinton as Accounting Manager to replace Tim Jones, CFO. A updated pay rate schedule is needed to include this position for the current fiscal year.

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

<b><u>STA</u></b>	<b><u>County of Sacramento</u></b>
Executive Director	Director of Transportation (Class Code 28904)
Chief Financial Officer	Chief Financial & Administrative Officer (Class Code 28901)
Accounting Manager	Accounting Manager (Class Code 27560)
Special Programs Manager	Administrative Services Officer III (Class Code 27605)

STA employees receive the same salaries as County employees in comparable classifications.

**Sacramento Transportation Authority  
Official Pay Rate Schedule  
Fiscal Year 2022/23**

<b>Position</b>	<b>Equivalent County Class</b>	<b>Minimum Pay (Monthly)</b>	<b>Maximum Pay (Monthly)</b>
<b>Executive Director</b>	28904	16,075.83	17,723.67
<b>Chief Financial Officer</b>	28901	11,598.83	12,787.25
<b>Accounting Manager</b>	27560	9,763.17	10,765.42
<b>Special Programs Manager</b>	27605	9,571.75	10,553.08



**SEPTEMBER 15, 2022**

**AGENDA ITEM # 6**

**BUDGET-TO-ACTUAL REPORTS – FOR THE FISCAL YEAR ENDING JUNE 30, 2022**

Action Requested: Receive and File

Key Staff: Timothy Jones, Chief Financial Officer

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Each quarter staff prepare analyses summarizing budgeted to actual revenue and expenditures for the Sacramento Transportation Authority's (STA) General Fund, SacMetro FSP, the Sacramento Abandoned Vehicle Service Authority (SAVSA), the Administration Fund and the Debt Service Fund. Notable variances for this period are as follows:

**STA General Fund**

1. Sales tax revenue came in \$29.2 million higher (20.3%) than expected - \$172.9 million versus the budgeted amount of \$143.7 million. Some of the increase is new revenue from out-of-state retailers selling goods via the internet in California. Additionally, consumers continue to increase spending on home improvements, electronics, and recreational equipment.
2. Mitigation fees were budgeted at \$6.1 million but came in at \$8.2 million or \$2.1 million (34.4%) higher than expected. Residential permits in Citrus Heights, Elk Grove, and Folsom outpaced expectations.
3. Measure A allocations were higher than expected by \$22 million (19.4%) because monthly pass-through allocations closely parallel the sales tax revenue stream – as it increases so do the allocations.
4. Capital program expenditures were lower than expected by \$13.2 million (-36.8%). Budgeted expenditures were \$35.8 million and actual expenditures were \$22.6 million. Agencies over projected their expenditures for the fiscal year. Unused capital funds will be carried forward to fiscal year 2023.

**SacMetro FSP**

1. State allocations for the program came in at \$2.9 million but were budgeted at \$3.4 million - \$.5 million (-14.7%) less than expected. The program receives funding on a reimbursement basis – as towing contractors bill the program, invoices are generated and sent to Caltrans for payment. Contractors billed less than expected, causing the shortfall.

## **SAVSA**

1. Reimbursements from agencies that contributed to the outreach and education effort in the spring were captured in the Vehicle License Fee revenue account. The total amounted to roughly \$195,000.
2. Expenditures to the consultant who performed the outreach and education effort totaled \$195,000 and were captured in the Salaries and Overhead account.

## **Administration**

1. Administration allocations from sales tax were up \$217,000 (20.3%) higher than expected since the allocations parallel the percentage increase in total sales tax revenues. The budgeted amount was just over \$1 million while the actual amount was almost \$1.3 million.
2. Expenditures for professional services were budgeted at about \$157,000 but the actual expenditures were almost \$45,000. Staff budgeted for consulting services related to a new sales tax measure, but those services were not needed.
3. ITOC expenditures were more than \$72,000 less than expected because a planned performance audit budgeted at \$70,000 was deferred until a later date.

## **Debt Service**

1. Interest expenditures were about \$3.2 million less than expected – budgeted at \$18.8 million and actual expenditures were \$15.6 million. The interest costs related to our variable rate debt (\$318.3 million outstanding) has been difficult to estimate because of actions by the Federal Reserve Board and general market volatility

## *Attachments*

**BUDGET TO ACTUAL ANALYSIS**  
**STA General Fund**  
**Fiscal Year through June 30, 2022 (accrual basis)**

	<b>FY 22 Budget</b>	<b>YTD Expected Amount</b>	<b>Actual Amount</b>	<b>Budget/Actual Variance</b>	<b>Comments</b>
<b>Revenue:</b>					
Sales Tax	\$143,670,000	\$143,670,000	\$172,916,487	\$29,246,487	Sales tax revenue continued to outpace expectations as consumers spend on electronics, home improvements, and recreational equipment.
Mitigation Fees	6,132,000	6,132,000	8,237,425	2,105,425	Residential permits in Citrus Heights, Folsom, and Elk Grove are outpaced expectations
Interest	250,200	250,200	257,231	7,031	Good
<b>Total Revenue</b>	<b>150,052,200</b>	<b>150,052,200</b>	<b>181,411,143</b>	<b>31,358,943</b>	See above
Beginning Fund Balance	32,051,021	43,075,725	43,075,725	-	Actual beginning fund balance - June 30, 2021 audited financial statements
<b>Total Revenue and Beginning Fund Balance</b>	<b>\$182,103,221</b>	<b>\$193,127,925</b>	<b>\$224,486,868</b>	<b>\$31,358,943</b>	See above
<b>Appropriations:</b>					
Ongoing allocations to Measure A Entities	\$113,336,953	\$113,336,953	\$135,341,084	(\$22,004,131)	Allocations are a percentage of sales tax - which is higher so allocations are too
Capital Improvement Program	35,835,679	35,835,679	22,642,901	13,192,778	The unspent funds from FY22 will be allocated to projects in FY23.
<b>Total Appropriations</b>	<b>\$149,172,632</b>	<b>\$149,172,632</b>	<b>\$157,983,985</b>	<b>(\$8,811,353)</b>	See above
<b>Other Financing Sources (Uses):</b>					
Transfers out (to the Debt Service Fund)	(\$21,054,302)	(\$21,054,302)	(\$20,116,140)	\$938,162	Good
<b>Total Financing Sources (Uses)</b>	<b>(\$21,054,302)</b>	<b>(\$21,054,302)</b>	<b>(\$20,116,140)</b>	<b>\$938,162</b>	See above
Ending Fund Balance	\$11,876,287	\$22,900,991	\$46,386,743	-	

**BUDGET TO ACTUAL ANALYSIS**  
**SacMetro Freeway Service Patrol (FSP)**  
**Fiscal Year through June 30, 2022 (accrual basis)**

**Revenue:**

	FY 22 Budget	YTD Expected Amount	Actual Amount	Budget/Actual Variance	Comments
State Allocation	\$3,383,411	\$3,383,411	\$2,885,885	(\$497,526)	The state allocation is received on a reimbursement basis. Contractors billed less than expected during the fiscal year. The remaining allocation will carry into FY23.
CVR-SAFE*	748,000	748,000	748,000	-	Good
<b>Total Revenue</b>	<b>4,131,411</b>	<b>4,131,411</b>	<b>3,633,885</b>	<b>(497,526)</b>	See above
Beginning Fund Balance	413,640	279,056	279,056	-	Actual beginning fund balance - June 30, 2021 audited financial statements
<b>Total Revenue and Beginning Fund Balance</b>	<b>\$4,545,051</b>	<b>\$4,410,467</b>	<b>\$3,912,941</b>	<b>(\$497,526)</b>	See above
<b>Appropriations:</b>					
Salaries and Benefits	\$153,248	\$153,248	\$144,006	\$9,242	Good
Overhead	62,572	62,572	56,779	5,793	Good
Conferences and Travel	1,150	1,150	-	1,150	Good
Communications	63,400	63,400	70,763	(7,363)	Good
Professional Services	71,746	71,746	47,750	23,996	Good
Other Operating Expenditures	4,750	4,750	2,171	2,579	Good
Contractors	3,260,882	3,260,882	3,358,696	(97,814)	Good
<b>Total Appropriations</b>	<b>\$3,617,748</b>	<b>\$3,617,748</b>	<b>\$3,680,165</b>	<b>(\$62,417)</b>	See above
Ending Fund Balance	\$927,303	\$792,719	\$232,776	-	

\* Capitol Valley Regional Service Authority for Freeways and Expressways



**BUDGET TO ACTUAL ANALYSIS**  
**Sacramento Abandoned Vehicle Service Authority (SAVSA)**  
**Fiscal Year through June 30, 2022 (accrual basis)**

	<b>FY 22 Budget</b>	<b>YTD Expected Amount</b>	<b>Actual Amount</b>	<b>Budget/Actual Variance</b>	<b>Comments</b>
<b>Revenue:</b>					
Vehicle License Fees	\$1,076,389	\$1,076,389	\$1,277,403	\$201,014	The variance includes reimbursements for outreach and education in the amount of \$195,362.
Interest	200	200	100	(100)	Good
<b>Total Revenue</b>	<b>1,076,589</b>	<b>1,076,589</b>	<b>1,277,503</b>	<b>200,914</b>	See above
Beginning Fund Balance	154,895	162,960	162,960	-	Actual beginning fund balance - June 30, 2021 audited financial statements
<b>Total Revenue and Beginning Fund Balance</b>	<b>\$1,231,484</b>	<b>\$1,239,549</b>	<b>\$1,440,463</b>	<b>\$200,914</b>	
<b>Appropriations:</b>					
Contributions to SAVSA Entities	\$1,052,389	\$1,052,389	\$972,334	\$80,055	Good
Salaries and Overhead	24,400	24,400	223,132	(198,732)	Nearly all of the variance is attributed to expenditures for outreach and education which was not planned in the budget.
<b>Total Appropriations</b>	<b>\$1,076,789</b>	<b>\$1,076,789</b>	<b>\$1,195,466</b>	<b>(\$118,677)</b>	See above
Ending Fund Balance	\$154,695	\$162,760	\$244,998	-	

**BUDGET TO ACTUAL ANALYSIS**  
**STA Administration**  
**Fiscal Year through June 30, 2022 (accrual basis)**

**Revenue:**

	<b>FY 22 Budget</b>	<b>YTD Expected Amount</b>	<b>Actual Amount</b>	<b>Budget/Actual Variance</b>	<b>Comments</b>
Sales Tax	\$1,058,819	\$1,058,819	\$1,275,886	\$217,067	Sales tax revenue up, so allocations for administration were up too
Other	50	50	168	118	Good
<b>Total Revenue</b>	<b>1,058,869</b>	<b>1,058,869</b>	<b>1,276,054</b>	<b>217,185</b>	See above
Beginning Fund Balance	1,099,063	1,261,987	1,261,987	-	Actual beginning fund balance - June 30, 2021 audited financial statements
<b>Total Revenue and Beginning Fund Balance</b>	<b>\$2,157,932</b>	<b>\$2,320,856</b>	<b>\$2,538,041</b>	<b>\$217,185</b>	See above

**Appropriations:**

Salaries and Benefits	\$528,507	\$528,507	\$516,284	\$12,223	Good
Rent	36,258	36,258	36,258	0	Good
Conferences and Travel	4,875	4,875	11,350	(6,475)	Engineering conference in May was not in budget
Insurance	8,288	8,288	8,643	(355)	Good
Professional Services	157,500	157,500	44,934	112,566	Unused budget for preliminary costs for potential new measure
I TOC	104,450	104,450	31,961	72,489	Budgeted for a performance audit that was deferred
Other Operating Expenditures	10,400	10,400	6,699	3,701	Good
<b>Total Appropriations</b>	<b>\$850,278</b>	<b>\$850,278</b>	<b>\$656,129</b>	<b>\$194,149</b>	see above
Ending Fund Balance	\$1,307,654	\$1,470,578	\$1,881,913	-	

**BUDGET TO ACTUAL ANALYSIS**  
**STA Debt Service**  
**Fiscal Year through June 30, 2022 (accrual basis)**

	<b>FY 22 Budget</b>	<b>YTD Expected Amount</b>	<b>Actual Amount</b>	<b>Budget/Actual Variance</b>	<b>Comments</b>
<b>Revenue:</b>					
Interest	\$1,000	\$1,000	\$1,878	\$878	Good
<b>Total Revenue</b>	1,000	1,000	1,878	878	See above
Beginning Fund Balance	5,152,894	6,714,471	6,714,471	-	Actual beginning fund balance - June 30, 2021 audited financial statements
<b>Total Revenue and Beginning Fund Balance</b>	\$5,153,894	\$6,715,471	\$6,716,349	\$878	See above
<b>Appropriations:</b>					
Principal	\$4,235,000	\$4,235,000	\$4,235,000	\$0	Good
Interest	18,751,637	18,751,637	15,617,119	3,134,518	Interest rate fluctuations related to our variable rate debt and market volatility make budgeting for interest costs challenging.
<b>Total Appropriations</b>	22,986,637	22,986,637	19,852,119	3,134,518	
Other Financing Sources (Uses)	-	-	-	-	
Transfers in	21,054,302	21,054,302	20,116,140	(938,162)	Good
<b>Total Financing Sources (Uses)</b>	\$21,054,302	\$21,054,302	\$20,116,140	(\$938,162)	see above
Ending Fund Balance	3,221,559	4,783,136	6,980,370	-	



**SEPTEMBER 15, 2022**

**AGENDA ITEM # 7**

**MEASURE A ONGOING PROGRAMS ANNUAL REPORT – JUNE 30, 2022**

Action Requested: Receive and File

Key Staff: Timothy Jones, Chief Financial Officer

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Receive and file the Measure A Ongoing Programs Annual Report for the period ending June 30, 2022.

**Discussion**

The attached table presents Measure A ongoing revenues and expenditures by jurisdiction and program for each quarter of FY 2021-22 and in total. Also attached is a similar table for the prior year 2020-21 for comparison. Ongoing programs are those that receive monthly formulaic allocations as prescribed in the Measure A Ordinance. Total revenues for the Measure A ongoing programs in FY 2021-22 were \$135.5 million and expenditures were \$125.5 million as compared to \$116.7 million in revenues and \$109.9 million in expenditures in FY 2020-21. Revenues were \$18.8 million higher (16.1%) year over year since sales tax allocations parallel totals sales tax revenues. Likewise, expenditures typically increase as more funding is available for the three Measure A Ongoing programs. Fund balance increased \$10.4 million over the course of the year to \$72.4 million from \$62 million in fiscal year 2020-21. The fund balance increase includes \$.44 million in interest income and other adjustments reported by jurisdictions for fiscal year 2021-22. STA staff has seen a gradual increase in fund balance over time due to a variety of factors. Staff believe that this increase is likely due to projects that are more challenging to deliver and go beyond a single fiscal year to deliver. Factors that contribute to these challenges are likely projects with federal or state funds, projects that add complete street elements, and the complexity and scale of projects.

Several jurisdictions reported negative amounts in the “Other Rev/Exp” column. The predominant cause is related to adjustments to prior period expenditures. This happens when, for example, Measure A resources are initially used to pay for eligible expenditures and subsequently reimbursed with non-Measure A funds. In each case, STA staff review the adjustments to ensure compliance with the Measure A Ordinance.

Please see the attached summaries for details by jurisdiction and program.

Attachment

**SACRAMENTO TRANSPORTATION AUTHORITY  
MEASURE A ON-GOING PROGRAMS  
July 1, 2021 through June 30, 2022**

Program Category	July 1 2021	Allocations					Total Rev	Expenditures					Other Rev/Exp	June 30, 2022
		1st Qtr FY 2022	2nd Qtr FY 2022	3rd Qtr FY 2022	4th Qtr FY 2022	1st Qtr FY 2022		2nd Qtr FY 2022	3rd Qtr FY 2022	4th Qtr FY 2022	Total Exp			
Citrus Heights	Traffic Safety & Control	688,328	69,936	65,189	69,038	66,682	270,845	24,501	39,487	253,605	79,575	397,168	(69,352)	492,653
	Safety and Streetscaping	1,014,121	103,189	95,303	101,718	97,791	398,001	71,365	116,231	378,714	9,603	575,913	(31,709)	804,500
	Street & Road Maint	2,291,870	699,358	651,894	690,381	666,819	2,708,453	233,865	354,831	554,618	313,794	1,457,109	(111,427)	3,431,787
	<b>Total</b>	<b>3,994,319</b>	<b>872,483</b>	<b>812,387</b>	<b>861,137</b>	<b>831,292</b>	<b>3,377,299</b>	<b>329,731</b>	<b>510,549</b>	<b>1,186,937</b>	<b>402,972</b>	<b>2,430,190</b>	<b>-</b>	<b>4,728,940</b>
Elk Grove	Traffic Safety & Control	881,871	145,827	136,722	144,794	139,852	567,195	154,306	123,806	88,040	103,327	469,479	30,367	1,009,954
	Safety and Streetscaping	2,157,003	215,157	199,880	213,333	205,097	833,467	184,206	273,229	263,884	100,070	821,389	38,946	2,208,027
	Street & Road Maint	7,098,579	1,458,266	1,367,217	1,447,936	1,398,519	5,671,938	580,467	725,812	913,289	1,584,731	3,804,299	404,624	9,370,841
	<b>Total</b>	<b>10,137,453</b>	<b>1,819,250</b>	<b>1,703,819</b>	<b>1,806,063</b>	<b>1,743,468</b>	<b>7,072,600</b>	<b>918,979</b>	<b>1,122,847</b>	<b>1,265,213</b>	<b>1,788,128</b>	<b>5,095,167</b>	<b>-</b>	<b>12,588,823</b>
Folsom	Traffic Safety & Control	184,850	71,172	65,826	69,713	67,334	274,045	47,537	70,503	9,304	-	127,344	(1)	331,550
	Safety and Streetscaping	522,663	105,017	96,235	102,712	98,747	402,711	2,385	8,662	11,023	27,838	49,908	-	875,466
	Street & Road Maint	1,095,258	711,722	658,265	697,128	673,335	2,740,450	352,470	617,063	559,200	381,880	1,910,613	(2)	1,925,093
	<b>Total</b>	<b>1,802,771</b>	<b>887,911</b>	<b>820,326</b>	<b>869,553</b>	<b>839,416</b>	<b>3,417,206</b>	<b>402,392</b>	<b>696,228</b>	<b>579,527</b>	<b>409,718</b>	<b>2,087,865</b>	<b>-</b>	<b>3,132,112</b>
Rancho Cordova	Traffic Safety & Control	689,642	68,067	65,060	68,901	66,549	268,577	41,310	33,228	42,836	58,060	175,434	2	782,787
	Safety and Streetscaping	1,301,175	100,418	95,114	101,515	97,596	394,643	25,481	33,848	8,970	55,671	123,970	(5)	1,571,843
	Street & Road Maint	7,045,338	680,667	650,595	689,006	665,491	2,685,759	58,287	374,409	662,202	382,479	1,477,377	2	8,253,722
	<b>Total</b>	<b>9,036,155</b>	<b>849,152</b>	<b>810,769</b>	<b>859,422</b>	<b>829,636</b>	<b>3,348,979</b>	<b>125,078</b>	<b>441,485</b>	<b>714,008</b>	<b>496,210</b>	<b>1,776,781</b>	<b>-</b>	<b>10,608,353</b>
Sacramento	Traffic Safety & Control	3,749,840	416,284	388,861	411,819	397,764	1,614,728	98,058	141,656	252,776	328,265	820,755	34,237	4,578,050
	Safety and Streetscaping	6,966,117	614,209	568,494	606,757	583,332	2,372,792	(103,867)	281,386	155,695	137,610	470,824	64,928	8,933,013
	Street & Road Maint	4,775,673	4,162,835	3,888,608	4,118,187	3,977,636	16,147,266	1,505,548	2,214,117	6,750,136	2,188,524	12,658,325	34,563	8,299,177
	<b>Total</b>	<b>15,491,630</b>	<b>5,193,328</b>	<b>4,845,963</b>	<b>5,136,763</b>	<b>4,958,731</b>	<b>20,134,785</b>	<b>1,499,739</b>	<b>2,637,159</b>	<b>7,158,607</b>	<b>2,654,399</b>	<b>13,949,904</b>	<b>-</b>	<b>21,810,239</b>
County	Traffic Safety & Control	545,212	536,204	499,522	529,013	510,958	2,075,698	47,540	616,687	350,392	350,990	1,365,609	-	1,255,301
	Safety and Streetscaping	1,903,704	791,158	730,275	779,427	749,335	3,050,194	84,543	(29)	664,377	173,434	922,324	(1)	4,031,574
	Street & Road Maint	-	5,362,041	4,995,220	5,290,132	5,109,584	20,756,977	5,362,041	4,995,220	5,290,132	5,109,584	20,756,977	-	-
	<b>Total</b>	<b>2,448,917</b>	<b>6,689,403</b>	<b>6,225,017</b>	<b>6,598,572</b>	<b>6,369,877</b>	<b>25,882,869</b>	<b>5,494,124</b>	<b>5,611,878</b>	<b>6,304,902</b>	<b>5,634,007</b>	<b>23,044,910</b>	<b>-</b>	<b>5,286,876</b>
Isleton	Total Rev / Exp	51,263	17,717	16,555	17,526	16,931	68,729	8,362	302,938	199,381	26,356	537,037	-	(417,045)
Galt	Total Rev / Exp	5,812,583	442,936	413,864	438,149	423,282	1,718,231	81,733	157,937	255,798	262,005	757,473	(29,863)	6,743,478
SMAQMD	Total Rev / Exp	44	653,745	610,590	646,639	624,569	2,535,542	653,649	610,708	645,887	624,593	2,534,837	-	749
Paratransit (CTSA)	Total Rev / Exp	-	588,370	549,531	581,975	562,112	2,281,988	588,370	549,531	581,975	562,112	2,281,988	-	-
SRTD (CTSA)	Total Rev / Exp	-	1,372,863	1,282,239	1,357,941	1,311,595	5,324,638	1,372,863	1,282,239	1,357,941	1,311,595	5,324,638	-	-
SRTD	Total Rev / Exp	-	15,036,123	14,043,569	14,872,686	14,365,091	58,317,469	15,036,123	14,043,569	14,872,686	14,365,091	58,317,469	-	-
Sac Parks	Total Rev / Exp	446,849	250,000	250,000	250,000	250,000	1,000,000	245,351	94,850	56,343	60,768	457,312	(1)	989,536
Neigh Shuttle	Total Rev / Exp	1,896,302	250,000	250,000	250,000	250,000	1,000,000	44,967	39,150	1,879,108	39,150	2,002,375	16,529	910,456
CTSA	Total Rev / Exp	10,879,185	-	-	-	-	-	84,000	190,000	4,328,881	277,000	4,879,881	58,957	6,058,261
<b>Total Activity</b>	<b>61,997,471</b>	<b>34,923,281</b>	<b>32,634,628</b>	<b>34,546,426</b>	<b>33,376,001</b>	<b>135,480,336</b>	<b>26,885,463</b>	<b>28,291,068</b>	<b>41,387,195</b>	<b>28,914,104</b>	<b>125,477,829</b>	<b>440,794</b>	<b>72,440,772</b>	

**SACRAMENTO TRANSPORTATION AUTHORITY  
MEASURE A ON-GOING PROGRAMS  
July 1, 2020 through June 30, 2021**

Program Category	July 1 2020	Allocations					Total Rev	Expenditures					Other Rev/Exp	June 30, 2021
		1st Qtr FY 2021	2nd Qtr FY 2021	3rd Qtr FY 2021	4th Qtr FY 2021	1st Qtr FY 2021		2nd Qtr FY 2021	3rd Qtr FY 2021	4th Qtr FY 2021	Total Exp			
Citrus Heights	Traffic Safety & Control	506,565	58,482	57,557	57,531	60,300	233,871	(75,459)	6,971	2,752	68,476	2,740	(49,367)	688,328
	Safety and Streetscaping	804,420	84,037	82,544	82,501	87,116	336,199	46,288	40,661	70,277	11,163	168,390	41,893	1,014,121
	Street & Road Maint	1,489,426	584,825	575,569	575,312	603,002	2,338,707	413,239	424,369	461,310	260,162	1,559,079	22,816	2,291,870
	<b>Total</b>	<b>2,800,411</b>	<b>727,344</b>	<b>715,670</b>	<b>715,345</b>	<b>750,418</b>	<b>2,908,777</b>	<b>384,068</b>	<b>472,002</b>	<b>534,338</b>	<b>339,802</b>	<b>1,730,210</b>	<b>-</b>	<b>3,994,319</b>
Elk Grove	Traffic Safety & Control	342,497	121,174	119,707	119,653	125,412	485,946	106,058	170,312	120,612	199,068	596,050	649,478	881,871
	Safety and Streetscaping	1,949,194	174,119	171,676	171,587	181,185	698,567	39,314	113,665	48,588	153,426	354,993	(135,764)	2,157,003
	Street & Road Maint	4,930,938	1,211,736	1,197,069	1,196,534	1,254,123	4,859,462	662,794	1,279,871	1,430,816	698,263	4,071,744	1,379,923	7,098,579
	<b>Total</b>	<b>7,222,629</b>	<b>1,507,029</b>	<b>1,488,451</b>	<b>1,487,774</b>	<b>1,560,720</b>	<b>6,043,974</b>	<b>808,166</b>	<b>1,563,848</b>	<b>1,600,016</b>	<b>1,050,757</b>	<b>5,022,787</b>	<b>-</b>	<b>10,137,453</b>
Folsom	Traffic Safety & Control	1,901	59,035	58,775	58,748	61,576	238,134	2,673	24,645	227	27,640	55,185	-	184,850
	Safety and Streetscaping	267,169	84,827	84,291	84,247	88,960	342,325	-	24,222	47,691	14,918	86,831	-	522,663
	Street & Road Maint	(280,261)	590,353	587,747	587,484	615,760	2,381,344	5,600	439,138	235,805	325,282	1,005,825	-	1,095,258
	<b>Total</b>	<b>(11,191)</b>	<b>734,215</b>	<b>730,813</b>	<b>730,479</b>	<b>766,296</b>	<b>2,961,803</b>	<b>8,273</b>	<b>488,005</b>	<b>283,723</b>	<b>367,840</b>	<b>1,147,841</b>	<b>-</b>	<b>1,802,771</b>
Rancho Cordova	Traffic Safety & Control	624,814	56,281	55,392	55,367	58,032	225,072	13,143	49,570	61,107	36,424	160,244	-	689,642
	Safety and Streetscaping	1,062,007	80,873	79,440	79,399	83,840	323,552	15,355	25,426	22,185	21,418	84,384	-	1,301,175
	Street & Road Maint	6,213,735	562,809	553,921	553,674	580,322	2,250,726	(817,860)	471,981	365,657	1,399,345	1,419,123	-	7,045,338
	<b>Total</b>	<b>7,900,556</b>	<b>699,963</b>	<b>688,753</b>	<b>688,440</b>	<b>722,194</b>	<b>2,799,350</b>	<b>(789,362)</b>	<b>546,977</b>	<b>448,949</b>	<b>1,457,187</b>	<b>1,663,751</b>	<b>-</b>	<b>9,036,155</b>
Sacramento	Traffic Safety & Control	3,299,782	346,000	342,277	342,124	358,591	1,388,992	187,781	229,004	192,074	197,534	806,393	(132,540)	3,749,840
	Safety and Streetscaping	6,356,803	497,176	490,871	490,616	518,060	1,996,724	298,004	364,370	245,525	216,762	1,124,661	(262,749)	6,966,117
	Street & Road Maint	1,310,591	3,459,995	3,422,772	3,421,244	3,585,907	13,889,918	3,325,832	2,692,375	3,810,108	661,080	10,489,395	64,559	4,775,673
	<b>Total</b>	<b>10,967,175</b>	<b>4,303,171</b>	<b>4,255,920</b>	<b>4,253,984</b>	<b>4,462,558</b>	<b>17,275,634</b>	<b>3,811,617</b>	<b>3,285,749</b>	<b>4,247,707</b>	<b>1,075,376</b>	<b>12,420,449</b>	<b>-</b>	<b>15,491,630</b>
County	Traffic Safety & Control	430,608	447,254	441,407	441,210	462,445	1,792,315	-	1,029,450	517,390	130,871	1,677,711	-	545,212
	Safety and Streetscaping	1,504,713	642,678	633,036	632,707	668,100	2,576,521	-	283,931	656,342	1,237,257	2,177,530	-	1,903,704
	Street & Road Maint	-	4,472,544	4,414,066	4,412,095	4,624,448	17,923,153	4,472,544	4,414,066	4,412,095	4,624,448	17,923,153	-	-
	<b>Total</b>	<b>1,935,321</b>	<b>5,562,476</b>	<b>5,488,508</b>	<b>5,486,012</b>	<b>5,754,993</b>	<b>22,291,989</b>	<b>4,472,544</b>	<b>5,727,447</b>	<b>5,585,827</b>	<b>5,992,576</b>	<b>21,778,394</b>	<b>-</b>	<b>2,448,917</b>
Isleton	Total Rev / Exp	(0)	14,763	14,587	14,580	15,277	59,207	2,124	1,521	4,013	285	7,944	-	51,263
Galt	Total Rev / Exp	5,012,147	369,081	364,664	364,502	381,924	1,480,171	23	6,849	10,329	33,641	50,842	(628,893)	5,812,583
SMAQMD	Total Rev / Exp	(4)	544,113	537,557	537,317	563,178	2,182,166	543,974	537,602	536,966	563,576	2,182,117	-	44
Paratransit (CTSA)	Total Rev / Exp	-	1,269,413	483,801	483,585	506,860	2,743,659	1,269,413	483,801	483,585	506,860	2,743,659	-	-
SRTD (CTSA)	Total Rev / Exp	-	362,926	1,128,870	1,128,366	1,182,674	3,802,836	362,926	1,128,870	1,128,366	1,182,674	3,802,836	-	-
SRTD	Total Rev / Exp	-	12,514,602	12,363,815	12,358,295	12,953,097	50,189,809	12,514,602	12,363,815	12,358,295	12,953,097	50,189,809	-	-
Sac Parks	Total Rev / Exp	228,096	250,000	250,000	250,000	250,000	1,000,000	87,699	103,430	73,195	516,923	781,247	-	446,849
Neigh Shuttle	Total Rev / Exp	7,147,224	250,000	250,000	250,000	250,000	1,000,000	66,666	3,496,722	1,462,290	1,318,835	6,344,513	93,591	1,896,302
CTSA	Total Rev / Exp	10,695,167	-	-	-	-	-	-	-	-	-	-	184,018	10,879,185
<b>Total Activity</b>	<b>53,897,531</b>	<b>29,109,097</b>	<b>28,761,410</b>	<b>28,748,679</b>	<b>30,120,189</b>	<b>116,739,375</b>	<b>23,542,733</b>	<b>30,206,639</b>	<b>28,757,598</b>	<b>27,359,428</b>	<b>109,866,398</b>	<b>1,226,965</b>	<b>61,997,471</b>	



SEPTEMBER 15, 2022

AGENDA ITEM # 8

SACMETRO FREEWAY SERVICE PATROL STATUS REPORT—  
3RD AND 4TH QUARTERS FISCAL YEAR 2022

Action Requested: Receive and File

Key Staff: Jennifer Doll, Special Programs Manager

Third & Fourth Quarter Fiscal Year 2022 Stats

SacMetro FSP provided 16,293 assists and 170 motorists completed the online survey. Total assists are slightly down (7%) from the same period last year. The decrease is likely due to a higher FSP Driver turnover rate—seasoned operators are quicker at completing assists compared to new operators. To help offset FSP Driver turnover our largest Tow Contractor has increased starting wages and given bonuses to new drivers after six months of employment.



Types of Problems



Response Times



Service Rating

71 percent of assists were related to accidents, mechanical problems, and flat tires during this period.

68 percent of motorists reported waiting less than 10 minutes before FSP appeared on scene.

99 percent of the 170 surveys reported excellent service. 140 surveys included comments of gratitude and appreciation.

The following are some of the survey responses:

- Driver was excellent and changed my tire in 5 minutes. He was super kind and friendly. Ken was his name. Thanks for everything.
- Great service-worker!!! Even gave up his bottle of water for my thirsty dog! Thank you!
- John was helpful, calming, and extremely wonderful to a very nervous and scared driver. Thank you very much.
- The driver was phenomenal. Very courteous and prompt. Couldn't be more thankful that the driver saw us, he saved us a bunch of time and we are forever grateful.



SEPTEMBER 15, 2022

AGENDA ITEM # 9

SACRAMENTO ABANDONED VEHICLE ABATEMENT PROGRAM — 3RD AND 4TH QUARTER FISCAL YEAR 2022

Action Requested: Receive and File

Key Staff: Jennifer Doll, Special Programs Manager

Background Information

The Sacramento Abandoned Vehicle Service Authority (SAVSA) is funded by a \$1 vehicle registration fee collected by the Department of Motor Vehicles (DMV) when a new car is registered in Sacramento County. These revenues are transmitted to the city and county zoning enforcement units which remove abandoned vehicles from streets, parking lots, fields, and private parcels.

The current SAVSA program was to sunset on April 30, 2022. At the direction of the Board, staff placed Measure C on the June 7, 2022, ballot for public vote. Unfortunately, while the Measure did receive a majority of the vote (57.7%) it did fail to meet the two-thirds voter approval requirement. Subsequently, the fourth quarter revenue for fiscal year 2022 will be the last allocation from DMV for the SAVSA program.

Discussion

SAVSA revenue for the third quarter was \$ 317,892.59 and member agencies reported a total of 5,159 abandoned vehicle abatements for the same period.

The individual formula-based distributions for each member agency are detailed in the following table.

SAVSA FY 2022 Quarter 3 Distribution

Table with 7 columns: Member Agency, Balance Forward, Quarterly Distribution, Total Available, Claim, Payment, Ending Balance. Rows include Citrus Heights, Elk Grove, Folsom, Galt, Rancho Cordova, Sacramento, Sacramento County, and Totals.



Fourth quarter revenue was \$ 109,707.22 and member agencies reported a total of 5,710 abandoned vehicle abatements for the same period. Note, the revenue is lower than typical because the program sunset at the end of April 2022—no revenue could be collected after that date.

The individual formula-based distributions for each member agency are detailed in the following table.

**SAVSA FY 2022 Quarter 4 Distribution**

<b>Member Agency</b>	<b>Balance Forward</b>	<b>Quarterly Distribution</b>	<b>Total Available</b>	<b>Claim</b>	<b>Payment</b>	<b>Ending Balance</b>
<b>Citrus Heights</b>	\$ 16,567.49	\$ 5,625.04	\$ 22,192.53	\$ 20,215.04	\$ 20,215.04	\$ 1,977.49
<b>Elk Grove</b>	\$ -	\$ 16,754.22	\$ 16,754.22	\$ 121,872.03	\$ 16,754.22	\$ -
<b>Folsom</b>	\$ -	\$ 3,071.83	\$ 3,071.83	\$ 13,147.88	\$ 3,071.83	\$ -
<b>Galt</b>	\$ -	\$ 2,689.33	\$ 2,689.33	\$ 22,651.52	\$ 2,689.33	\$ -
<b>Rancho Cordova</b>	\$ -	\$ 4,331.64	\$ 4,331.64	\$ 30,463.83	\$ 4,331.64	\$ -
<b>Sacramento</b>	\$ -	\$ 52,362.72	\$ 52,362.72	\$ 409,900.87	\$ 52,362.72	\$ -
<b>Sacramento County</b>	\$ -	\$ 24,872.43	\$ 24,872.43	\$ 219,900.26	\$ 24,872.43	\$ -
<b>Totals</b>	<b>\$ 16,567.49</b>	<b>\$ 109,707.22</b>	<b>\$ 126,274.71</b>	<b>\$ 838,151.43</b>	<b>\$ 124,297.22</b>	<b>\$ 1,977.49</b>



**SEPTEMBER 15, 2022**

**AGENDA ITEM # 10**

**FREEWAY SERVICE PATROL CALTRANS FUND TRANSFER AGREEMENT—  
RESOLUTION UPDATE**

Action Requested: Adopt Resolution

Key Staff: Jennifer Doll, Special Programs Manager

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**Recommendation**

Adopt the attached resolution which:

Authorizes the Executive Director to execute future Fund Transfer Agreements with Caltrans that are consistent with the adopted STA Budget and have been reviewed by STA Legal Counsel.

**Background**

Each year, Caltrans provides a base level of funding for Freeway Service Patrol (FSP) operations in metropolitan areas throughout the state. The funds are held in the State Highway Account and then allocated to each FSP program according to population, number of urban freeway miles, and the relative amount of traffic congestion in the participating program areas.

In order to receive these funds, STA must execute a Fund Transfer Agreement (FTA) with the California Department of Transportation (Caltrans) that regulates the use of the monies and sets forth a variety of reporting and documentation requirements. By approving these FTA, STA commits to expending the monies exclusively on eligible FSP expenses and to securing local matching funds. The Capital Valley Regional Service Authority for Freeways and Expressways (CVR-SAFE) has traditionally provided the local match for FSP.

Historically, STA has not received the annual FTAs from Caltrans until late October, November, or even December, which is 3 to 6 months after the fiscal year has already started. Then STA would wait until the next Governing Board meeting to execute the FTA. After the FTA is executed, STA could then begin receiving these funds. Often by then, local FSP funds are nearly exhausted, and every day of delay was critical.

On December 6, 2017 the STA Governing Board adopted Resolution No. STA-17-0005 authorizing the Executive Director to Sign Fund Transfer Agreements (FTA) with the California Department of Transportation (Caltrans) for receipt of State Funds for Freeway Service Patrol (FSP). This ability to immediately sign and return the FTAs to Caltrans has greatly assisted with program cashflow and operational continuity.

**Discussion**

The current Resolution is specific to the original, \$25.479 million, base level State funding for FSP operations in metropolitan areas throughout the state without the passage of Senate Bill 1 (SB 1), the Road Repair and Accountability Act of 2017. SB 1 provided an additional \$25 million annually for FSP operations in metropolitan areas throughout the state. Per the SB 1 FSP Statewide Guidelines the funds are distributed as follows:

- \$12.16 million of SB 1 funds are directed to adjust the baseline funding allocation to account for inflation and changes in service hours, with funding proportionally allocated using existing formulas. Known as unrestricted SB1 funds.
- \$9.09 million are available for new and expanded FSP service as defined below – with allocation by existing formula with adjustments as specified. Known as restricted SB1 funds.
- \$3.75 (15 percent of SB1 funds) were reserved for reimbursement to the CHP for their participation in the program.

The authority given in the current Resolution has been extremely successful in providing operational continuity for the FSP program. STA and Caltrans staff propose updating the current Resolution to incorporate said SB1 funds inline with the FSP annual program budget.

*Attachment*

SACRAMENTO TRANSPORTATION AUTHORITY

RESOLUTION NO. \_\_\_\_\_

**A RESOLUTION AUTHORIZING THE EXECUTIVE DIRECTOR TO SIGN  
FUND TRANSFER AGREEMENTS WITH CALTRANS FOR RECEIPT OF  
STATE FUNDS FOR FREEWAY SERVICE PATROL**

**WHEREAS**, Sacramento Transportation Authority (STA), a California local transportation authority, exists under the authority of Section 180000 et seq. of the California Public Utilities Code; and

**WHEREAS**, STA administers the SacMetro Freeway Service Patrol (FSP) program in Sacramento and Yolo counties, in coordination with the California Highway Patrol and the California Department of Transportation (STATE), per Chapter 15 of the California Streets & Highways Code; and

**WHEREAS**, STATE distributes available State Highway Account funds to administering agencies participating in the FSP Program in accordance with California Streets & Highway Code Section 2562; and

**WHEREAS**, Senate Bill 1 (SB 1), the Road Repair and Accountability Act of 2017 (Chapter 5, Statutes of 2017) was passed by the Legislature and Signed into law by the Governor in April 2017 to address the significant multi-modal transportation funding shortfalls statewide; and

**WHEREAS**, each year as part of STA's annual budget approval of the FSP program, the STA Board anticipates a certain funding contribution from the State of California; and

**WHEREAS**, STATE requires a new Fund Transfer Agreement (FTA) each fiscal year for both the State Highway Account base level funding and Senate Bill 1 funding; and

**WHEREAS**, the FTA provides the underlying contractual agreement that allows the STATE to transfer state funds to STA for the operation of FSP; and

**WHEREAS**, the ability to immediately sign and return the FTAs to STATE without STA Governing Board approval each fiscal year would greatly assist with FSP cashflow and operational continuity.

**NOW THEREFORE, BE IT RESOLVED**, by the SACRAMENTO TRANSPORTATION AUTHORITY as follows:

1. The Executive Director is hereby authorized to sign annual FTA's with STATE for FSP funding that (a) are consistent with corresponding adopted STA FSP Budgets and (b) have been reviewed by STA counsel.

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 \_\_\_\_\_ day of \_\_\_\_\_ 20\_\_\_\_, by the following vote, to wit:

AYES: [Members],

NOES: [Members],

ABSENT: [Members],

ABSTAIN: [Members],

RECUSAL: [Members],  
(PER POLITICAL REFORM ACT (§ 18702.5.)

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Chair of the Governing  
Body of the Sacramento  
Transportation Authority

(SEAL)

ATTEST: \_\_\_\_\_  
Clerk of the Governing Board of the  
Sacramento Transportation Authority



**SEPTEMBER 15, 2022**

**AGENDA ITEM # 11**

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

Action Requested: Receive and File

Key Staff: Kevin M. Bewsey, Executive Director

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**Recommendation**

Accept introduction of SB 1 Cycle 3 Local Partnership Program (Competitive) Project Nominations.

**Background Information**

Senate Bill 1 (SB 1), the Road Maintenance and Repair Act of 2017, establishes the Local Partnership Program (LPP) to reward those counties, cities, districts, and regional transportation agencies in which voters have approved fees or taxes dedicated solely to transportation improvements. Statewide, \$200 million in SB 1 revenue is made available annually to these entities in two components: formulaic and competitive.

In August, the California Transportation Commission (CTC) adopted the final LPP-C guidelines and issued a call for projects. This third cycle of SB 1 LPP (Competitive) funding is for FY's 23-24 and 24-25 with applications due November 29<sup>th</sup>, 2022

For cycle 3, just over \$130 million is available statewide for the competitive program. Projects funded from the SB1 LPP (Competitive) program require a one-to-one match and the program will only fund construction of a capital project. The maximum request is \$25 million per project. The Authority is considered the applicant for the program with local jurisdictions functioning as the implementing agencies. An applicant submitting multiple project nominations must prioritize its projects prior to submitting those nominations. A local jurisdiction that has an imposed fees may also apply directly instead of through the Authority.

The CTC draft guidelines have evaluation criteria that give priority to:

- Projects that improve accessibility and connectivity. \*
- Projects that reduce greenhouse gas emissions and advance the State's air quality and climate goals
- Projects that can demonstrate community engagement. \*
- Projects that are cost-effective.
- Projects that can commence construction or implementation earlier.
- Projects that leverage funds above the required matching amount.
- Projects that address safety and system preservation needs.
- Projects that further regional and local transportation, land use, and housing goals.

- Projects that minimize vehicle miles traveled while maximizing throughput.
- \* Certain evaluation criteria listed above have an emphasis on disadvantaged or historically impacted and marginalized communities.

At the August 11, 2022 STA Governing Board meeting, a SB 1 LPP (Competitive) Project Ranking Process was approved with a call for projects issued on August 12<sup>th</sup>. The competitive ranking process is used to set STA's priority for transmittal to the CTC. Project applications and priorities are due to the CTC no later than November 29<sup>th</sup>, 2022. All projects will compete against other projects throughout the state including those nominated by local agencies with an imposed fee. The CTC has indicated it will consider geographic balance, but over multiple programming cycles. The CTC may also elect to only evaluate the highest priority application(s) submitted by each nominating agency.

The approved project prioritization process and schedule is outlined below:

Project Nomination and Presentation Meeting, September 15, 2022

- Completed Nomination Forms
  - Project Information
  - Alignment with 10 Evaluation Criteria
  - Regional Benefit
- 10-minute presentation per project

Project Prioritization Meeting, October 13, 2022

- Informal Poll
- Project Prioritization

**Discussion**

For this cycle, a total of two projects have been requested to be nominated by STA for the SB 1 LPP Competitive Grant Program:

**Table 1: LPP Competitive Grant Program Nominations Through the STA**

<u>Implementing Agency</u>	<u>Project(s)</u>	<u>Requested Amount</u>
County of Sacramento & Sacramento Regional Transit	US 50 Gold Line Corridor Enhancements Project	\$25,000,000
City of Rancho Cordova	White Rock Road Congestion Relief Project – Phase 3	\$9,250,000

A summary description of the projects nominated is included in the attachment as well as the nomination forms.

Today, the STA Governing Board will hear presentations from each of the implementing agencies regarding individual project nominations. At the October 13, 2022 meeting, the Authority will be asked to prioritize the above projects from one to two. The CTC may elect to only evaluate the highest priority project submitted by STA.

Attachment





**SACRAMENTO TRANSPORTATION AUTHORITY  
SB 1 CYCLE 3 LOCAL PARTNERSHIP PROGRAM COMPETITIVE  
PROJECT NOMINATION FORM**

**I. General Information**

<b>1. Project Name</b> US 50 Gold Line Corridor Enhancement Project	
<b>2. Implementing Agency</b> Sacramento County (County)	<b>3. Co-Implementing Agencies</b> Sacramento Regional Transit District (SacRT)
<b>4. Location Description and Project Description</b> <p>The US 50 Gold Line Corridor Enhancement Project (Project) is located in unincorporated Sacramento County and the cities of Sacramento, Rancho Cordova, and Folsom. The Project modifies 29 Gold Line Station platforms to accommodate three to four low floor light rail vehicles and improves three interchanges along US 50 (Hazel Avenue, Aerojet Road, and Folsom Boulevard). By increasing transit capacity and optimizing traffic operations, the project improvements work in concert to reduce vehicle hours of delay, transit accessibility, first/last mile connections, and goods movement access. Moreover, the Project's two complementary components – Gold Line Modernization and US 50 interchange modifications - provides a notable reduction in vehicle miles traveled (VMT) and associated regional greenhouse gas (GHG) emissions.</p> <p><b>Gold Line Modernization</b> The Gold Line Modernization consists of the final phase of improvements to update station platforms to accommodate the new light rail vehicles (LRVs). SacRT has a contract with Siemens Mobility Inc. to manufacture up to 76 new Siemens model S700 LRVs. The low-floor LRV purchases require platform modifications to adapt to the new vehicles. The modifications provide a uniform raised platform to accommodate a three or four car low-floor train and increase transit capacity. This uniform platform will provide better accessibility for all passengers and increase ridership along the Gold Line between Folsom and Downtown Sacramento.</p> <p><b>US 50 Interchanges</b> The US 50 Interchanges consist of improvements to three existing interchanges on US 50 around two Gold Line stations. The Hazel Avenue Interchange consists of modifications to the existing Hazel Avenue Interchange at US 50 by modifying the eastbound offramp, eastbound onramp, and westbound loop onramp, grade-separating Hazel-Avenue over the Gold Line and Folsom Boulevard, and a Class I path along Hazel Avenue connecting the Hazel Light Rail station to the American River Parkway. The Aerojet Road offramp is improved by constructing a viaduct to separate traffic from the Hazel Avenue offramp and improvements to the Aerojet Road and Folsom Boulevard intersection. The Folsom Boulevard eastbound offramp is improved with the lengthening of a deceleration lane.</p>	
<b>5. Total Project Cost (\$x1000)</b> \$127,830,000	<b>6. Local Partnership Program Request (\$x1000)</b> \$25,000,000
<b>7. Construction Start date (mm/yy)</b> 05/25	



**SACRAMENTO TRANSPORTATION AUTHORITY  
SB 1 CYCLE 3 LOCAL PARTNERSHIP PROGRAM COMPETITIVE  
PROJECT NOMINATION FORM**

<p><b>8. Identify the <u>primary</u> mode(s)</b> <i>Select up to two.</i></p> <p><input type="checkbox"/> Bike/Pedestrian      <input type="checkbox"/> Complete Streets  <input type="checkbox"/> ITS                      <input checked="" type="checkbox"/> Highway  <input type="checkbox"/> Managed Lanes      <input checked="" type="checkbox"/> Transit  <input type="checkbox"/> Rail (Passenger)  Other (please describe):</p>	<p><b>9. Identify any <u>secondary</u> mode(s)</b> <i>Select all that apply.</i></p> <p><input checked="" type="checkbox"/> Bike/Pedestrian      <input checked="" type="checkbox"/> Complete Streets  <input type="checkbox"/> ITS                      <input type="checkbox"/> Highway  <input type="checkbox"/> Managed Lanes      <input type="checkbox"/> Transit  <input type="checkbox"/> Rail (Passenger)  Other (please describe):</p>
<p><b>10. Implementing Agency Contact Name (First, Last)</b> Darrow, Matt</p>	

**II. Project Consistency with Local Partnership Program Evaluation Criteria**

**11. Accessibility: How does the project improve accessibility and connectivity?**

The Project improves accessibility and connectivity for vehicles, trucks, buses, light rail transit, bicyclists, and pedestrians.

**Vehicles**  
The Project significantly relieves congestion at the US 50 interchanges and improves travel time reliability. In 2042, US 50 east of Hazel Avenue will operate at level of service (LOS) F in the AM and PM peaks, Hazel Avenue and Folsom Boulevard intersection will operate at LOS F in the AM and PM peaks, and the Hazel Avenue and US 50 eastbound ramps operate at LOS F in the PM peak. The Project improves operations at the interchanges. This is most substantial at the Hazel Avenue/Folsom Boulevard intersection. This location is projected to operate at LOS F in the AM and PM peaks with delays exceeding 316 seconds in the PM peak. With the Project, this delay is eliminated altogether with the construction of the grade separation of Hazel Avenue and constructing a new intersection at Folsom Boulevard and the jug handle road that is forecasted to improve conditions to LOS B in the AM peak and LOS E in the PM peak.

**Trucks**  
US 50 is an STAA National Network freight route that carries 7,168 trucks per day (6.4% of daily traffic), per Caltrans data. While not a designated truck route, Hazel Avenue carries significant volumes of trucks because it is one of only a few north-south corridors that connect to US 50 and crosses the American River - approximately 3.6% of Hazel Avenue's daily traffic is trucks. The existing congestion impacts truck connectivity and accessibility, creating bottleneck in the transportation system that impacts the efficiency of freight operations. The Project improvements result in enhanced truck throughput and speed as well as accessibility to light industrial land uses near the interchange.

**Buses**  
Due to increased congestion in the area, bus schedule adherence has deteriorated, affecting services. The Route 109 Express bus traverses the Hazel Avenue Interchange connecting Fair Oaks residents to Downtown Sacramento. Route 109 Express had an on-time performance of 57%, 28% below the goal of 85.0%. The Project relieves congestion at the interchange, which will improve bus on-time performance for an important transit route connecting residents north of the American River to job centers in downtown Sacramento.

**Light Rail Transit**  
Passengers with disabilities who cannot use stairs must currently use a ramp and enter/exit LRVs via a mini-high platform that is only accessible to the first door of the lead car. When the section reserved for those with disabilities on the first car reaches capacity (currently five spaces), the LRV cannot accommodate additional



**SACRAMENTO TRANSPORTATION AUTHORITY  
SB 1 CYCLE 3 LOCAL PARTNERSHIP PROGRAM COMPETITIVE  
PROJECT NOMINATION FORM**

passengers with mobility devices (wheelchairs, scooters). This limit can force passengers to wait for the next train, taking anywhere from 15 to 30 minutes, depending on the line and time of day. The Gold Line station platforms will be raised to ease access for those using rolling travel onto multiple new LRVs, easing access to all wheelchair parking spaces.

**Bicyclists and Pedestrians**

The Project constructs a Class I path across US 50, sidewalks along Folsom Boulevard, and ADA curb ramps on Hazel Avenue that provides access to the Hazel Station and the American River Parkway. Currently, the corridor lacks bicycle facilities, has a narrow 5-foot sidewalk, and the curb ramps do not meet ADA requirements. The Project upgrades these facilities with an accessible and comfortable Class I facility that supports access for people with disabilities, seniors, cyclists, and pedestrians. The path is grade separated from the Gold Line and Folsom Boulevard. The improvements provide connectivity to the Hazel Station to provide a safe and comfortable first-last mile connection.

**12. Air Quality & Greenhouse Gases: How does the project reduce greenhouse gas emissions and advance the State’s air quality and climate goals?**

The Project promotes a mode shift from single occupancy vehicles to the Gold Line which reduces VMT and reduces associated greenhouse gas (GHG) emissions. The Project also improves operations at the US 50 Interchanges. The Project provides a dedicated Class I path through the Hazel Avenue Interchange providing a connection over the freeway and encourage first/last mile connection to the Gold Line. The reduced VMT and improved traffic operations has a large air quality benefit for the region. The table below provides the 20-year build and no build air quality impacts in tons.

Condition	CO	CO2	NOx	PM10	SOx	VOC	PM2.5
No Build	335,352	20,167,559	48,037.8	292.68	199.34	30,347.5	267.05
Build	334,714	20,128,180	47,946.0	292.14	198.95	30,294.7	266.55
Change	(638)	(39,379)	(91.8)	(0.54)	(0.39)	(52.7)	(0.49)

**13. Community Engagement: Does the project demonstrate community engagement?**

For the US 50 Interchanges, the County has been engaged with the community throughout the PSR and the PA&ED phases, beginning in 2013. The agency has provided regular website updates on the project and has provided press releases to various publications. A public meeting was held in March 2013 as an open house with stations providing project background and project alternatives. The County notified 4,300 residents and business owners of the event and 58 participants attended the open house. Comments were received in support of the project as well as some concerns, which included a request to protect bicycle traffic and reduce impacts on business operations and parking through project right of way needs.

During the environmental process, three community meetings were held. A public scoping meeting was hosted in March 2016, an EIR public information meeting was held in March 2020, and EIR certification occurred in September 2020. The business community has expressed concerns about the right of way required to construct the project that would result in significant acquisitions and loss of parking. The business community has also expressed visibility concerns that the Aerojet Road off-ramp viaduct blocks views of businesses and could reduce revenues. The County carefully listened to the concerns of the community and property owners and efforts will be made to reduce property impacts.

**14. Cost Effectiveness: How does the project demonstrate it is cost-effective?**

A benefit-cost ratio (BCA) was prepared to determine the economic benefits of the Project compared to the total project cost of \$127,829,000. The Project’s completion will improve reduce travel times, reduced transit rider wait times, transit station improvement preferences, enhance safety, residual improvement value, and reduce emissions. These benefits result in \$135,721,220 in benefits at a 7% discount rate. The BCA finds a benefit-to-cost ratio of 1.47:1.



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**15. Deliverability: Can the project commence construction or implementation early.**

Construction for both components of the Project is anticipated to begin in May 2025. Below are the schedules for the components.

**Gold Line Modernization**

The Gold Line Modernization's CEQA Statutory Exemption was completed in July 2019 and NEPA Categorical Exclusion was approved by FTA in August 2019. The environmental clearance covers both the acquisition of low-floor LRVs and the necessary platform conversions. Final design for the platforms is currently underway and is anticipated to be completed by November 2024. The platform modifications do not require any right of way acquisitions or utility relocations. The construction contract award is anticipated to be made by May 2025, and construction activities will begin in July 2025. Construction will occur over a 12-month schedule with anticipated completion by July 2026.

**US 50 Interchanges**

The US 50 Interchanges Project Study Report was approved in July 2014, the draft Project Report was approved on February 11, 2020, and the final Project Report was approved by Caltrans in January 2021. Caltrans approved a combined CEQA Environmental Impact Report/NEPA Environmental Assessment in October 2020. The final design for the interchanges began in January 2022 and is anticipated to be completed by November 2024. Right of way acquisition and utility coordination began concurrently with the final design in January 2022 and are anticipated to be completed by December 2024. The construction contract award is anticipated to be made by May 2025, and construction activities will begin in July 2025. Construction will occur over a 24-month schedule and is scheduled to be completed by July 2027.

**16. Leverage Funds: Does the project leverage funds above the required matching amount?**

The agencies have developed a funding plan for the Project the overmatches minimum 50% match required by LPP. The Project has a Construction funding request of \$96,794,000. The agencies are requesting \$25,000,000 in LPP funds, 25.8% of Construction. The Project has leverage funds of \$71,794,000, 74.2% of Construction. Leverage funds are comprised of the following sources:

- \$29,731,000 (30.8%) in Sacramento County Transportation Development Fee
- \$15,200,000 (15.7%) in STA Measure A
- \$13,863,000 (14.3%) in Development Impact Fees
- \$6,000,000 (6.2%) in FTA Formula Funds
- \$4,000,000 (4.1%) in SACOG Revolving Fund Match
- \$3,000,000 (3.1%) in State Transit Assistance

**17. Safety and System Preservation: How does the project address safety and system preservation needs?**

**Safety**

The Project improvements directly address the history of crashes and systemic safety issues. The proximity of the Hazel Avenue and Aerojet Road interchanges being only 0.45 miles instead of the minimum 1-mile separation has reduced the merging, diverging, and weaving distances by 45% of normal. By combining the Hazel Avenue and Aerojet Road eastbound off ramps and adding an overhead viaduct structure, the Project will correct this issue and reduce various crash types such as sideswipe, rear end, and broadside. Another safety challenge is the close spacing of the US 50 eastbound on-and-off ramp to Folsom Boulevard. These intersections are only 280 feet apart instead of the minimum 500 feet. By grade separating Hazel Avenue from Folsom Boulevard, the project increases this distance by 1,000 feet, reducing a variety of crash types such as sideswipe and rear end.

The Project implements a variety of non-motorized improvements that will enhance safety, including creating a dedicated Class I multi-use path. This path separates cyclists from vehicles with a physical barrier. It is grade



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separated to avoid pedestrian and bicycle conflicts with vehicles at three locations (Folsom Boulevard, westbound US 50 off-ramp, and the westbound US 50 on-ramp).

A Caltrans California Benefit/Cost (Cal B/C) model was prepared to evaluate anticipated collisions over 20 years for the Project. The Project reduces VMT, which reduces congestion and collisions. Multiple Crash Modification Factors (CMFs) from the FHWA Clearinghouse were used to determine the crash reductions. CMF #459 Grade Separation was applied to the crashes at the Hazel Avenue/Folsom Boulevard intersection, CMF #9250 Shared Use Path was applied to bicycle/pedestrian involved crashes, #7996 Install Left-Turn Lane was applied to crashes at the Hazel Avenue Eastbound offramp, and #3898 Adding Auxiliary Lane Between Intersections was applied to collisions between Hazel Avenue and Aerojet Road Interchanges. CMF #3989 was the best representation of a CMF for the Aerojet Road offramp viaduct. The table below shows the collision reductions over the 20-year analysis period for the VMT reduction and each CMF.

CMFs	Fatalities			Injuries			PDO		
	Build	No Build	Change	Build	No Build	Change	Build	No Build	Change
VMT Reduction	25.8	25.8	0	10,831.8	10,810.3	(21.5)	13,701.7	13,674.5	(27.2)
#459	0	0	0	108.0	62.5	(45.5)	136.4	79.0	(57.5)
#9250	0	0	0	11.4	8.5	(2.9)	14.4	10.8	(3.6)
#7996	0	0	0	17.0	12.7	(4.3)	21.5	16.1	(5.5)
#3898	0	0	0	108.0	86.2	(21.8)	136.4	108.9	(27.5)
Total	25.8	25.8	0	11,076.8	10,980.2	(96)	14,010.4	13,889.3	(121.3)

**System Preservation**

The Project enhances the state of good repair of the regional transportation system. The existing LRV fleet is reaching the end of its useful life. SacRT's goal is to have its LRVs operate for a minimum of 12,000 miles between service calls, only meeting this goal twice during a recent 12-month period. If the vehicles are not replaced, maintenance costs will increase, making it challenging for SacRT to provide light rail service. SacRT has made a significant investment to update its LRV fleet to modern low-floor LRVs. The Gold Line platforms need to be upgraded to provide accessibility to the latest vehicles and operate three and four car trains to meet capacity. SacRT can only operate two-car trains on the Gold Line if the platforms are not modified. This will severely limit the operational capacity of the light rail system, discouraging transit ridership and encouraging occupancy vehicle travel.

The County performs periodic reviews of its roadway pavement systems. Hazel Avenue from Folsom Boulevard through the interchange to Tributary Point Drive has a Pavement Condition Index (PCI) rating of 55, and Folsom Boulevard through the project limits has a PCI score of 58, indicating the pavement is in fair condition and requiring rehabilitation and repair. The County analyzed the most cost-effective pavement structural section for the interchanges, and the 2013 Caltrans Life-Cycle Cost Analysis Procedures Manual was used to determine the project pavement's future life cycle costs. The pavement will consist of hot mix asphalt (HMA) with a rubberized HMA cap and have a 20-year design life and 50-year useful life. The Hazel Avenue Overcrossing widening to accommodate the Class I path, Aerojet Road Viaduct, and Hazel Avenue Overhead structures are all designed with a 75-year design life.

**18. Transportation, Land Use, and Housing Goals (Regional): How does the project advance transportation, land use, and housing goals as identified in the Regional Transportation Plan, Sustainable Communities Strategy, and Regional Housing Needs Allocation?**

**Regional Transportation Plan/Sustainable Communities Strategy**

Both of the Project's components are included in the current Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS). US 50 Interchanges is project number SAC24255 and the Gold Line Modernization is project number REG18048. The Project supports the following goals identified in the RTP/SCS:



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- **Build Vibrant Places for Today’s and Tomorrow’s Residents:** The Project promotes infill housing development along the US 50 Gold Line corridor, reduces GHG emissions to improve air quality and reduce impacts of climate change, improves access to high quality transit opportunities to access regional job centers, and provides safe and comfortable active transportation facilities to create vibrant communities.
- **Foster the Next Generation of Mobility Solutions:** The Project includes a partnership between the County and SacRT to implement improvements to increase access to future high-frequency Gold Line light rail transit with 15-minute headways.
- **Build and Maintain a Safe, Reliable, and Multimodal Transportation System:** The Project implements safety enhancements to reduce crashes, promotes reliable travel times by reducing congestion on Hazel Avenue and the US 50 Interchanges and providing reliable access to LRVs at the Gold Line stations, and improves multimodal facilities for walking, biking, and taking transit.

**Regional Housing Needs Allocation**

There are numerous large and small infill developments along the Gold Line that will provide more than 2,000 housing units to meet housing and affordability demands. Easton Place includes 1,644 high-density residential units, 3,500,000 square feet of commercial/retail, and 3,000 jobs serving a regional urban core and major employment center. This TOD centers on the Hazel Gold Line Station with a robust network of pedestrian and bicycle pathways. An example of small infill development is Mills Crossing, a 10-acre parcel in Rancho Cordova across the street from the Mather/Mills Gold Line Station. This site is planned for civic uses, with 60 townhomes and 60 multi-family units. This array of housing types will support multiple agencies along the project corridor with meeting their Regional Housing Needs Allocations.

**19. Transportation, Land Use, and Housing Goals (Local): How does the project advance transportation, land use, and housing goals? This could include demonstrating the local jurisdiction has submitted its Housing Element annual progress report to the State or applied to the Department of Housing and Community Development’s Prohousing Designation Program and meets Prohousing criteria that support efficient land use.**

The Project supports transportation, land use, and housing goals in the region. Sacramento County has submitted its application for Prohousing Designation in June 2022. The City of Sacramento, a significant beneficiary of the Project’s Gold Line Enhancements, was the first agency in the State to receive a Prohousing Designation. The agency received their award in February 2022. The Project supports efficient land use paramount to Prohousing criteria by proving high quality transit access to medium and high-density infill housing sites along the project alignment.

**20. Vehicle-Miles Traveled: How does the project minimize vehicle miles traveled while maximizing throughput.**

The Project provides extensive regional benefits for VMT and vehicle hours traveled (VHT). A traffic analysis was prepared to determine the Average Daily Traffic (ADT), VMT, and VHT impacts on US 50 and at the interchanges. The Gold Line platform conversions can accommodate three and four car trains. This provides increased transit capacity that results in a mode shift and a significantly increased ridership by 4,976,948. The interchange improvements also reduce congestion and reduce travel times. The table below compares the with Project and without Project scenarios for 2026 and 2046.

Performance Measure	2026			2046		
	Project	No Project	Change	Project	No Project	Change
ADT	21,563,969	21,586,218	(22,249)	24,414,410	24,482,749	(68,339)
VMT	5,016,766	5,026,325	(9,559)	5,736,093	5,747,863	(11,769)
VHT	140,193	140,308	(115)	165,006	165,105	(99)



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**21. Regional: How does the project provide regional benefits to those users that live, work, or play within the County and/or Cities?**

The Project provides significant regional benefits to transit riders, commuters, and residents who live, work, and play in Sacramento County. As described in detail above, the Project provides:

- Improves travel time reliability along US 50 and at the three interchanges
- Enhances accessibility at 29 Gold Line light rail stations
- Increases transit capacity by accommodating three and four car trains along the Gold Line
- Promotes a mode shift from single occupancy vehicles to light rail transit
- Enhances safety and security for all travel modes along US 50 and Hazel Avenue
- Reduces GHG emissions and improves climate resiliency
- Supports infill housing in multiple jurisdictions

Additionally, the Project also provides regional benefits of decreasing transportation costs and providing reliable jobs access and providing transportation equity.

**Decreased Transportation Costs and Reliable Jobs Access**

The Project provides improved access to employment opportunities for all modes, decreasing transportation costs. Currently, a significant number of jobs are anticipated to be made accessible by the project: 17,221 within a 30-minute walk, 86,623 within a 30-minute bike ride, 724,341 within a 30-minute drive, and 76,626 within a 45-minute transit ride based upon an analysis using SACOG's Project Performance Assessment (PPA) tool. Additionally, 27,692 jobs will be added within ½ mile by 2040.

The Gold Line Modernization will increase transit capacity and improved customer experience. This includes improved accessibility and ease of access for persons with disabilities. Transit is a low-stress travel option that will allow riders to be comfortable, conversate easily with others, and continue to work on the SacRT LRVs with WiFi connectivity. This will encourage commuters to opt-out of US 50 congestion and ride the Gold Line light rail line. Transit is an affordable transportation option that reduces the transportation cost burden.

**Transportation Equity**

The Project provides benefits to multiple underserved communities along the Project corridor, including:

- Improved Air Quality: The Project reduces GHG emissions from decreased VMT on US 50. This benefits the underserved communities along the highway.
- Transit Accessibility: SacRT is investing in new LRVs with low-level boarding at every doorway, a spacious seating design, and wide aisles. The station platforms are raised to meet level boarding. These improvements provide improved transit accessibility for all, regardless of ability.
- Bicycle and Pedestrian Facilities: The Project provides a Class I path through the Hazel Avenue interchange and grade separated crossing of Folsom Boulevard and the Gold Line. The Project also provides ADA-compliant curb ramps for universal access.
- Jobs Access: The Project will improve travel times, reduce delays along US 50, and provide increased transit opportunities to well-paying jobs throughout the region.
- Education Facilities: The Project connects to the Sacramento Aquatic Center, located north of US 50 on Hazel Avenue. The Project also connects to California State University Sacramento from the 65th Street Light Rail Station and Folsom Lake College Rancho Cordova Campus from the Mather/Mills Light Rail Station.

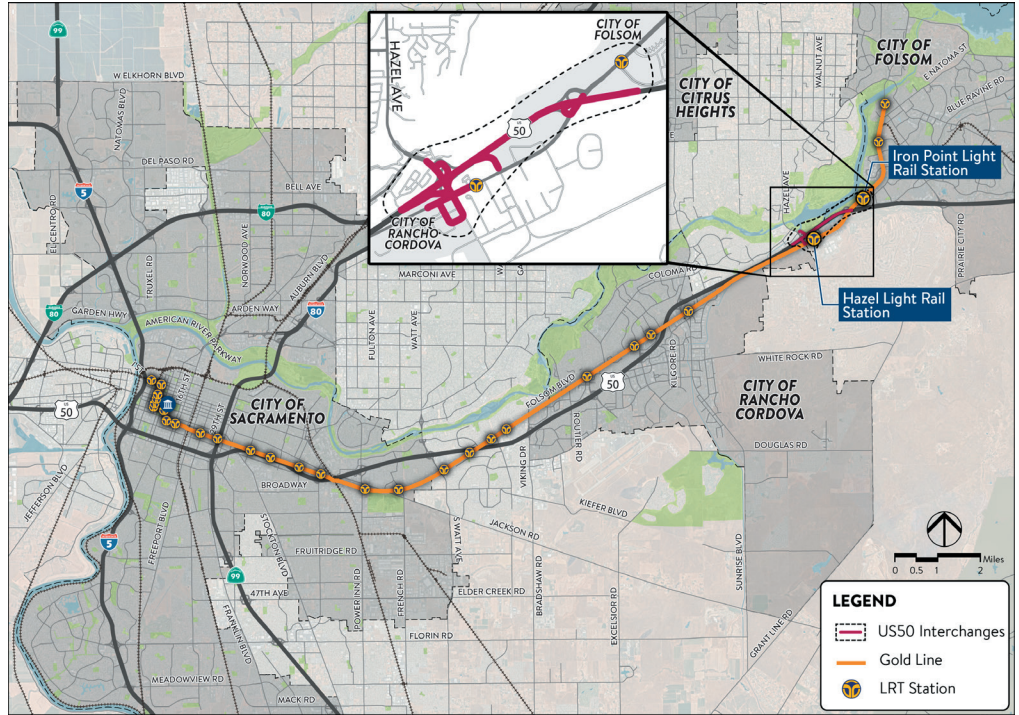
# US 50 GOLD LINE CORRIDOR ENHANCEMENT PROJECT

Applicant: Sacramento County / Sacramento Regional Transit District



## ■ SCOPE

The US 50 Congestion Reduction, Mobility, and Modernization Project (Project) implements a holistic approach to improve the transportation network along the highway corridor. The Project modernizes the Hazel Avenue, Aerojet Road, and Folsom Boulevard interchanges with US 50 to reduce congestion and improve operations, convert 29 Gold Line light rail station platforms to accommodate low floor vehicles, grade separate Hazel Avenue from Folsom Boulevard and the Gold Line to minimize conflicts and improve transit reliability, and add a grade separated Class I path across US 50 to connect to the American River Parkway. The improvements will promote a mode shift from single occupancy vehicles to light rail transit and reduce vehicle miles traveled on US 50. This will improve mobility, air quality, and provide transportation equity for residents in disadvantaged and low income communities along US 50 corridor.



## ■ COST

Environmental & Design	<b>\$14,076,000</b>
Right of Way	<b>\$16,959,000</b>
Construction	<b>\$96,794,000</b>
<b>Total</b>	<b>\$127,829,000</b>
SACOG Revolving Fund	<b>\$4,000,000</b>
LPP Request	<b>\$25,000,000</b>

## ■ SCHEDULE

CEQA/NEPA Clearance	<b>1/2021</b>
Final Design	<b>11/2024</b>
Right of Way	<b>12/2024</b>
Construction Start	<b>4/2025</b>

## ■ OUTPUTS



5 Light Rail Vehicles



29 Station Platforms



3 Interchange Modifications



0.74 Miles of Class I Path



19,190 Sq Ft of Bridge Overpass



35,100 Sq Ft of Bridge Off-Ramp Viaduct

## ■ OUTCOMES



Supports Mode Shift



Improves Operations and Safety



Reduces Emissions



Benefits Disadvantaged Communities



Increases Mobility Options





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PROJECT NOMINATION FORM**

**I. General Information**

<b>1. Project Name</b> <b>WHITE ROCK ROAD SAFETY AND CONGESTION RELIEF PROJECT – PHASE 3</b>	
<b>2. Implementing Agency</b> <b>City of Rancho Cordova</b>	<b>3. Co-Implementing Agencies</b>
<b>4. Location Description and Project Description</b> The White Rock Road Safety and Congestion Relief Project is part of an innovative planning effort to alleviate regional congestion, improve roadway safety, nurture economic development, and promote the livability and quality of life in the greater Sacramento region (See Project Location and Phasing Map). The proposed project is the final phase that improves approximately 2 miles of White Rock Road from Macal Drive to the City Limits and will provide parallel capacity and a reliever route to U.S. Highway 50. White Rock Road will be widened to four lanes, add class II bike lanes in each direction, low impact developed landscaped median, drainage facilities, and fiber interconnect network. This project is at a 100% design stage and is ready to go to construction in 2023.	
<b>5. Total Project Cost (\$x1000)</b> \$24,000,000	<b>6. Local Partnership Program Request (\$x1000)</b> \$9,250,000
<b>7. Construction Start date (mm/yy)</b> 03/2024	
<b>8. Identify the <u>primary</u> mode(s)</b> <i>Select up to two.</i> <input type="checkbox"/> Bike/Pedestrian <input checked="" type="checkbox"/> Complete Streets <input type="checkbox"/> ITS <input type="checkbox"/> Highway <input type="checkbox"/> Managed Lanes <input type="checkbox"/> Transit <input type="checkbox"/> Rail (Passenger) Other (please describe): Local road system improvements.	<b>9. Identify any <u>secondary</u> mode(s)</b> <i>Select all that apply.</i> <input checked="" type="checkbox"/> Bike/Pedestrian <input type="checkbox"/> Complete Streets <input checked="" type="checkbox"/> ITS <input type="checkbox"/> Highway <input type="checkbox"/> Managed Lanes <input type="checkbox"/> Transit <input type="checkbox"/> Rail (Passenger) Other (please describe):
<b>10. Implementing Agency Contact Name (First, Last)</b> Edgar Medina, <a href="mailto:emedina@cityofranhocordova.org">emedina@cityofranhocordova.org</a> , City of Rancho Cordova	

**II. Project Consistency with Local Partnership Program Evaluation Criteria**

<b>11. Accessibility: How does the project improve accessibility and connectivity?</b> The White Rock Road Project would connect growing communities including rural El Dorado County, Sacramento County and City of Folsom to 70,000 jobs in Rancho Cordova and Mather Airport. The project accomplishes this by improving the worst section of White Rock Road and strengthening the connection between completed projects in the City of Rancho Cordova, Sacramento County, and City of Folsom. This is a vital step in improving the connection between urban and rural communities, reducing congestion, and reducing greenhouse gases.  Freeway 50 has been shut down due to emergency reasons several times in the last five years. When that occurs, travelers have limited options for detour. The Project will also serve as an alternative emergency route for first responders and travelers within our region and statewide.
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**12. Air Quality & Greenhouse Gases: How does the project reduce greenhouse gas emissions and advance the State's air quality and climate goals?**

In 2002, the SACOG Board of Directors initiated the Sacramento Region Blueprint Project, an extensive study of the linkages between transportation land use and air quality in an attempt to solve the challenges of a prospective future of worsening congestion - a projected increase of over 50 percent by the year 2025 -and increasingly worse air pollution based on current land-use patterns, transportation funding levels, and transportation investment priorities. The 50 Corridor Mobility Partnership, which identified the White Rock Road Transportation Improvement Project used the Blueprint Principles to prioritize transportation focuses. The planned housing developments along White Rock Road were chosen based on Priority Growth Areas for the SACOG region, which were developed based on a goal of reducing VMT. The project will have a major impact on the vehicle miles traveled (VMT). Over a 22-year analysis period, we see a decrease of 6.4 million VMT by the users of the road. This equates to a reduction of 6.5 million hours spent on the road over the 20 years operation period. The new road configuration also reduces fatalities, gas consumption and emissions.

**13. Community Engagement: Does the project demonstrate community engagement?**

The White Rock Road Safety and Congestion Relief Project has been a priority project for the City, Council and residents since its inception in 2007. Since that time, the City has developed, processed and received approval on the Initial Study Mitigated Negative Declaration – Findings of No Significant Impact environmental document in 2016. A part of which included a community review, participation and review period. The City reviewed and addressed all comments within the approved environmental document.

Also, the City approves the Capital Improvement Plan as part of the Adopted Budget, which begins in early January when the City Council holds a budget study session where they receive a report about the state of the City's finances and major factors impacting the next two year budget. At this meeting the City Council provides direction on the varying needs and priorities for the City; the White Rock Road Safety and Congestion Relief Project has maintained a high priority in each of the adopted budgets since 2007.

The project is supported by US Senators Diane Feinstein, Congressman Ami Bera, State Senator Andreas Borgeas & Jim Nielsen, Assemblymen Ken Cooley & Kevin Kiley, Supervisor Don Nottoli, Caltrans, the County of Sacramento, the County of El Dorado County, El Dorado Transportation Commission, the Sacramento Transportation Authority, the Sacramento Area Council of Governments (SACOG), 50Corridor TMA, Rancho Cordova Travel & Tourism, Easton Development Company LLC, and Elliott Homes.

**14. Cost Effectiveness: How does the project demonstrate it is cost-effective?**

The White Rock Road Safety and Congestion Relief Project's Benefit Cost Analysis considered four primary categories of user benefits: travel time savings, vehicle operating cost savings, safety improvement/accident cost savings, and increased service capacity (based on new Project-induced users), as well as the cost for operations, maintenance, and repair (OM&R) on the upgraded roadway. As a result, the project has a \$9.3M Total Net Benefits, \$19.3M Total OM&R + Residual Net Value, \$5.2M Induced VMT Benefit, \$11.8M Baseline Annual VHT Benefit, \$8.5 Baseline Safety Benefit. The Project yields a benefit cost ratio of 1.30. The benefits were calculated at a 30-year, total net present value using a 7 percent discount rate with 2019 as the base year.

**15. Deliverability: Can the project commence construction or implementation early.**

The project is at the 100% design stage and is ready to go to construction in 2023. The City will manage all facets of the project, including final design, right-of-way acquisition and construction. The City has a proven track record of successfully managing grant-funded infrastructure projects and is seen as a leader in the region in pursuing regional, state and federal funds and successfully completing them. As an example, below is a list of recent grant funded projects that the City has managed and delivered:

- Signal Interconnect at Coloma Road (CMAQ) – Completed in 2016
- International Drive & Femoyer Road signalization project (CDBG)- Completion 2016
- Douglas Boulevard & Grant Line Road Signalization project (HSIP)- Completed in 2017
- Traffic Management Center Project (HSIP & CMAQ)– Completed in 2018
- Mather Rails to Trails Project (ATP federal) - Completed 2018



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- Rod Beaudry and Routier Road Cycle Track project – Completed in 2019
- Folsom Blvd Streetscape Enhancements, Phase IV (RSTP Federal)- Completed in 2019
- Chase/ Coloma Plaza & safety improvements (HSIP) – Completion 2020
- Zinfandel Complex Project (US50/Zinfandel Dr) - (STIP, RIP) – Completion in 2020
- Folsom Blvd Streetscape Enhancements, Phase V (CMAQ, HIP, STBGP) - Completion in 2020
- White Rock Road Congestion Relief Project – Phase 2 (RSTP, CMAQ) – Completion in 2022

**16. Leverage Funds: Does the project leverage funds above the required matching amount?**

The City is committed to identifying and securing additional non-federal revenue to supplement the Project construction and other regional infrastructure investments. The City will use local transportation funds to complete the final design and pay required environmental mitigation which are anticipated to cost \$800,000 and will be completed by summer 2023.

The City of Rancho Cordova has programmed \$5.25 million in local funds from local transportation impact fees. In addition, the City has secured \$5.5 million in State Transportation Improvement Program (STIP) funds from the Sacramento Area Council of Governments (SACOG) for construction and \$4.0 million through fiscal year 2023 Transportation, Housing and Urban Development, and Related Agencies (THUD) appropriations sub-committees that is a recommended project by Congressmen Ami Bera (Federal Approval is pending). The City is requesting for \$9.25 million in LPP funds to fill the funding gap for construction of the project.

In addition, the City will continue to leverage future developments for the construction of their corresponding frontage lanes, curb & gutter and sidewalk improvements to further enhance the corridor.

**17. Safety and System Preservation: How does the project address safety and system preservation needs?**

The final phase of White Rock Road has pavement that is deteriorated and unsafe. It is an undivided 2-lane RURAL road with visibility and alignment issues. The current pavement condition index (PCI) is 36 out of 100, signaling severe need for repair. The current condition of this roadway impedes safe and efficient people and freight movement and economic growth. The Project will replace the deteriorating segment of roadway and widen the road from two to four travel lanes to add critically needed capacity, add bike lanes and median for increased safety, and incorporate Intelligent Transportation Systems (ITS), including fiber communication connecting into the citywide network, closed-circuit television, and smart controllers that will communicate with the City's traffic management center. White Rock Road is also a critical component of an initial Integrated Communication Management plan segment of US 50 created by the California Department of Transportation (Caltrans).

White Rock Road is currently considered a rural roadway that will be widened. This two-lane stretch of roadway has poor visibility and alignment deficiencies and lacks shoulders and bicycle facilities. Throughout the City's history, this segment of White Rock Road has experienced 15 injury and non-injury collisions. As a result of the proposed project, the collision frequency is expected to reduce through the combination of upgrading the roadway into a divided four-lane roadway, improving the vertical and horizontal alignments, improve sight visibility and increasing the paved shoulder width.

**18. Transportation, Land Use, and Housing Goals (Regional): How does the project advance transportation, land use, and housing goals as identified in the Regional Transportation Plan, Sustainable Communities Strategy, and Regional Housing Needs Allocation?**

Relieving congestion on US 50 was a key reason that improvement of White Rock Road was included in SACOG's Metropolitan Transportation Plan/ Sustainable Community Strategy (MTP/SCS). The White Rock Road Improvement project is the remaining piece of the puzzle, the last of a suite of projects that are intended to alleviate regional congestion, improve safety, link current routes for people walking and biking, increase access to planned housing developments and link those planned developments to current and oncoming job centers. The regional impacts to building the project include:

- White Rock Road will serve as a critical congestion alleviation corridor for US50;



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- The City of Rancho Cordova (an employment center) will have an accessible and safe connection to Folsom and El Dorado Hills (both housing and employment centers) and the educational institutions along the corridor;
- Commercial and residential developments, critical to Rancho Cordova's and the region's economic growth plans, will be able to proceed as planned;
- White Rock Road will have the capacity to be designated and developed as a transit priority and multimodal regional facility to provide alternative modes of transport connecting jobs and housing.

**19. Transportation, Land Use, and Housing Goals (Local): How does the project advance transportation, land use, and housing goals? This could include demonstrating the local jurisdiction has submitted its Housing Element annual progress report to the State or applied to the Department of Housing and Community Development's Prohousing Designation Program and meets Prohousing criteria that support efficient land use.**

White Rock Road from Macal Drive to the easterly City Limit is almost entirely undeveloped with only a few existing commercial facilities along the roadway. Although the majority of the area is currently undeveloped, approved and/or pending projects will add needed housing developments close to jobs. With approximately 70,000 jobs in the City, only 6,580 of those jobs (9.4%) are filled by residents. Approximately 63,420 (90.6%) are filled by employees living elsewhere and coming into the City daily. The City looks to improve both job opportunities for the over 10,000 residents below the poverty line and provide housing for people who work in the City, but do not live there due to lack of housing. The Project will facilitate critically needed housing development in the City, which has a jobs-to-housing index of 2.21, the least balanced city in the region.

The Project will also facilitate housing development along White Rock Road, next to the City's jobs hub and the region's largest employment subcenter, an area identified by SACOG as a Priority Growth Area to reduce VMT. The Project will be a catalyst for opening up the area for developments such as the approved Rio del Oro Specific Plan.

In all, White Rock Road is planned to serve as an important connector for six planned communities, including Rio del Oro and Westborough.

The Westborough Specific Plan area is south of US 50 and north of White Rock Road. This specific plan area will offer a diversity of uses, including residential development, a new regional town center, village centers, parks and open space, schools, and commercial and mixed-use development. The total Project area is 1,137 acres and is proposed to provide 6,000 residential dwelling units and 8,600 jobs.

The approved Rio del Oro Specific Plan area is one of the biggest planned developments in the Sacramento region and is south of White Rock Road, east of Sunrise Boulevard, and north of Douglas Road within the City limit. This specific plan area is designed as a balanced, mixed-use community integrating village centers, commercial services, employment, parks, schools, trail, open space, and a wetland preserve. The total Project area is approximately 3,830 acres and is proposed to provide 12,189 residential dwelling units and 13,800 jobs, bringing homes closer to jobs, and reducing urban sprawl and the number of long commutes and transportation costs.

**20. Vehicle-Miles Traveled: How does the project minimize vehicle miles traveled while maximizing throughput.**

The current design and road conditions preclude White Rock Road as a viable route alternative to US 50, as it lacks the capacity and state of good repair to adequately serve increased traffic volume during peak periods. The Project will repair the deficient and failing roadway and bring it up to four-lane NHS standards. The opportunity to live close to work translates into reduced vehicle miles traveled (VMT) by reducing the number of long-distance commutes, traffic congestion, commute times, and costs to commuters, reduction in emissions, savings in fuel costs, and an improved quality of life.



**SACRAMENTO TRANSPORTATION AUTHORITY  
SB 1 CYCLE 3 LOCAL PARTNERSHIP PROGRAM COMPETITIVE  
PROJECT NOMINATION FORM**

**21. Regional: How does the project provide regional benefits to those users that live, work, or play within the County and/or Cities?**

Local, Regional, and National Service Capacity Benefits:

Widening and making final section improvements to White Rock Road is crucial for regional movement of people and goods, regional and national commerce, and economic growth. The Project would also support significant traffic growth from future development that the No Build Alternative could not accommodate. Once complete, White Rock Road will provide expanded parallel capacity, diverting traffic from US 50 that will foster safer and improved movement of people and freight on the major freight transit corridor through eastern California, central Nevada, and Utah, where US 50 connects with Interstate 70, while serving as an improved alternative emergency services and evacuation route.

The Sacramento region is experiencing heavy traffic congestion on US 50. Peak-hour delays increased from 50% to 74% between 2006 and 2012. Even with its deficiencies, White Rock Road is still heavily used to avoid the heavy traffic congestion on US 50 and is anticipated to see a large increase in use of over 250% between now and 2030. Increases in use of White Rock Road will continue to degrade the roadway, which will increase congestion; shift residents, employees, and freight onto the already overcrowded US 50 instead of local community roads; and stifle economic growth, limiting development and economic growth opportunities, and use as an alternative emergency and evacuation route for US 50. Current level of service (LOS) ratings for the Project area are between LOS C and LOS D and by 2030 will be LOS F. The City seeks to maintain LOS D or better on its roadways. The projected LOS with the Project is LOS B on most segments with the western most segment being LOS C.

Per the Phase One Report, widening White Rock Road to four lanes between Silva Valley Parkway in El Dorado County and Sunrise Boulevard in Rancho Cordova, the overall multijurisdictional project, would more than double the roadway's capacity because of the improved horizontal and vertical alignments. Intersection geometrics and signal control would also be greatly improved. The Project will also relieve current bottlenecks where the roadway transitions from four to two lanes.

White Rock Road will be used to divert traffic off US 50 until it can safely be re-directed back onto US 50. If White Rock Road remains un-retrofitted to appropriately manage that traffic, it will continue to limit the efficient movement of people and goods.

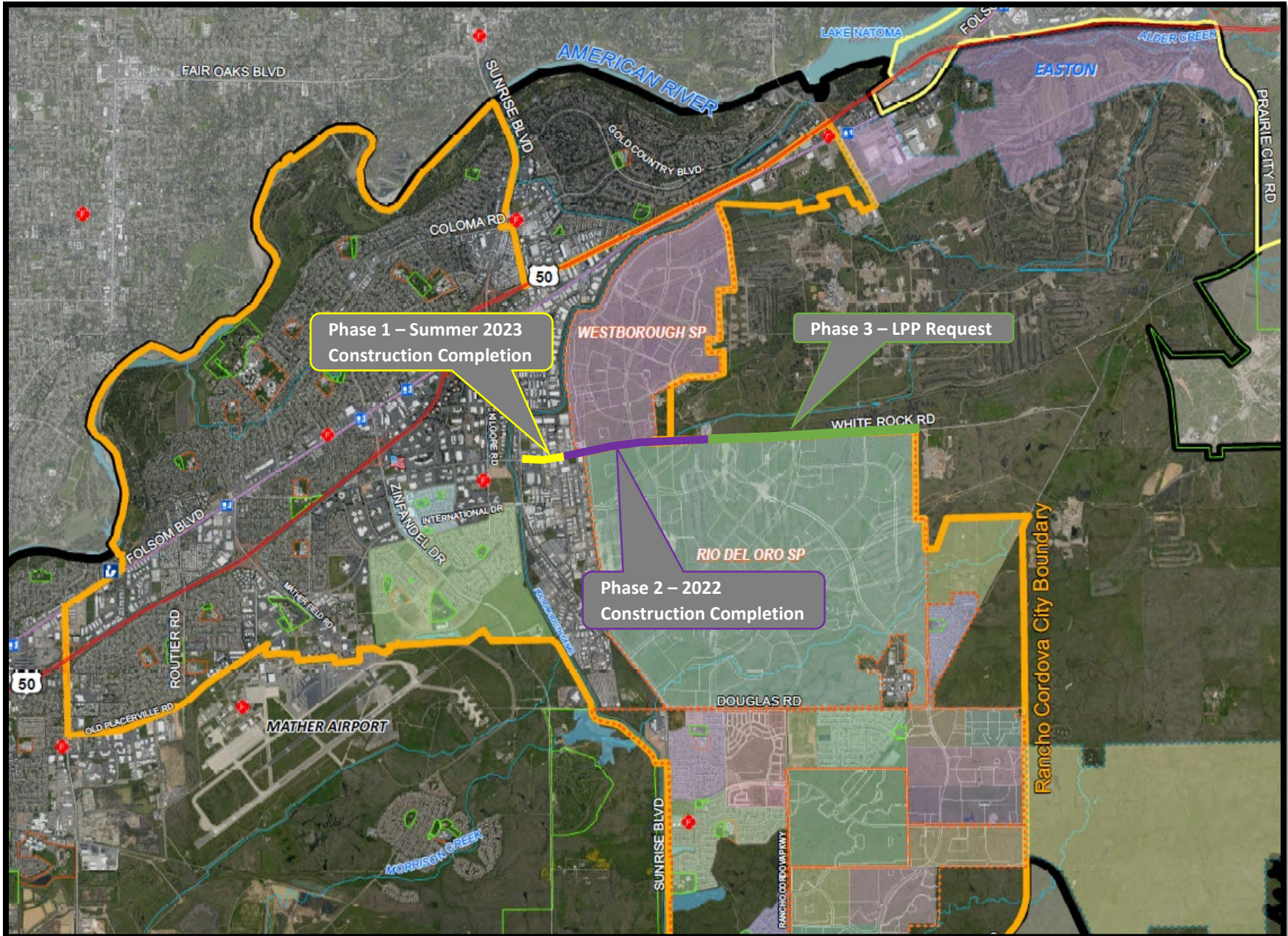
The Project is expected to result in significant traffic improvement benefits along White Rock Road, and even greater benefits when considering the system-wide traffic changes on US 50 and other major local arterial roads. Implementation of the Project would support significant traffic growth from planned local and regional development that the No Build Alternative could not accommodate.

Local and Regional Economic Development Benefits:

The Project will provide both short-term and long-term economic benefits as the City looks to increase housing, jobs, and other economic opportunities for existing and future residents and workers. The Project is a critical infrastructure upgrade to an oversubscribed, deteriorating east-west transportation corridor with planned and expected major new development and jobs that will also link the City's existing employment, education institutions, and trade schools. White Rock Road will serve as an alternative to US 50, serving as the local and regional thread that weaves rural and urban communities together with fundamental enhancements to connect residents to jobs, job training, and education. SACOG projects that jobs will increase by 67% in the City between the baseline year of 2012 and 2036. SACOG also projects that the City's population will increase by 87% between 2012 and 2036. The City's current population is 74,210 residents with over 118,000 residents projected by 2036. The Project will also facilitate needed housing and additional jobs for a growing community.

# WHITE ROCK ROAD SAFETY AND CONGESTION RELIEF PROJECT

## PROJECT LOCATION AND PHASING MAP





**SEPTEMBER 15, 2022**

**AGENDA ITEM # 12**

**AUTHORIZE A LETTER OF SUPPORT FOR THE SENATE BILL 1 TRADE CORRIDOR ENHANCEMENT PROGRAM FOR THE SOUTHEAST CONNECTOR GRANT LINE ROAD SAFETY AND FREIGHT MOBILITY PROJECT**

Action Requested: Authorize

Presenter: Kevin M. Bewsey, Executive Director

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**Recommendation**

Authorize the Executive Director to provide a letter of support for the Senate Bill 1 Trade Corridor Enhancement Program for the SouthEast Connector Grant Line Road Safety and Freight Mobility Project.

**Background Information**

The Trade Corridor Enhancement Program (TCEP) was created by Senate Bill 1 and is administered by the California Transportation Commission (CTC). Its purpose is to make funding investments that increase freight capacity in the transportation system and advance the goals of the National Highway Freight Program, California Freight Mobility Plan, and California Sustainable Freight Action Plan.

The CTC has expressed that competitive projects for TCEP should be regionally significant and provide benefits in multiple geographic areas through a collaborative approach. The CTC evaluates a projects ability to increase goods movement, and freight throughput, velocity, and reliability.

The Capital SouthEast Connector Joint Powers Authority (JPA) requested a letter of support from Sacramento Transportation Authority (STA) for the TCEP grant application in August 2022. The applications for TCEP are due November 18, 2022.

The JPA, Sacramento County (County), and the City of Rancho Cordova (City) have partnered on a joint project to improve the freight and transportation network in east Sacramento County by modernizing Grant Line Road from Douglas Road to the intersection with White Rock Road (the Project). The project is located within the City of Rancho Cordova and unincorporated Sacramento County. For additional information, see Attachment 1.

The SouthEast Connector is included in the Measure A Expenditure Plan under the Local Arterial Program as part of the Capital Improvement Program (CIP). The JPA and STA have executed Capital Allocation and Expenditure Contracts to fund Connector improvements.

The STA Board adopted Principles for Remaining CIP Allocations on October 14, 2020 which highlighted the need to leverage additional federal, state, and local funding to help address the anticipated revenue shortfall for those agencies, such as the JPA, that have not received all of their planned CIP allocation.

The JPA has made significant progress by completing preliminary engineering and environmental approvals under the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA), and the project is permitted.

## **Discussion**

Staff is recommending the STA board authorize the Executive Director to provide a letter of support for the TCEP program for the SouthEast Connector Grant Line Road Safety and Freight Mobility Project, see Attachment 2.

The Project is included in the Measure A Expenditure Plan, and similarly, the requested action aligns with the Measure A Guiding Principles and STA Board adopted Principles for Remaining CIP Allocations.

The Project has a significant amount of existing mining and quarry operations along its alignment generating large volumes of rural freight with heavy trucks. The Project serves as an access point to Sacramento County Kiefer Landfill, and the alignment is a major route for east Sacramento County ranching operations.

In order for a project to be eligible for TCEP funds the project must be included in an MPO's adopted regional transportation plan and consistent with the Sustainable Communities Strategy (SCS). SACOG is designated by the federal government as the Metropolitan Planning Organization (MPO) for the Sacramento region. The Project is eligible for TCEP funds since it is included in the Sacramento Area Council Of Governments (SACOG) 2020 Metropolitan Transportation Plan and SCS.

*Attachment 1: Project Fact Sheet*

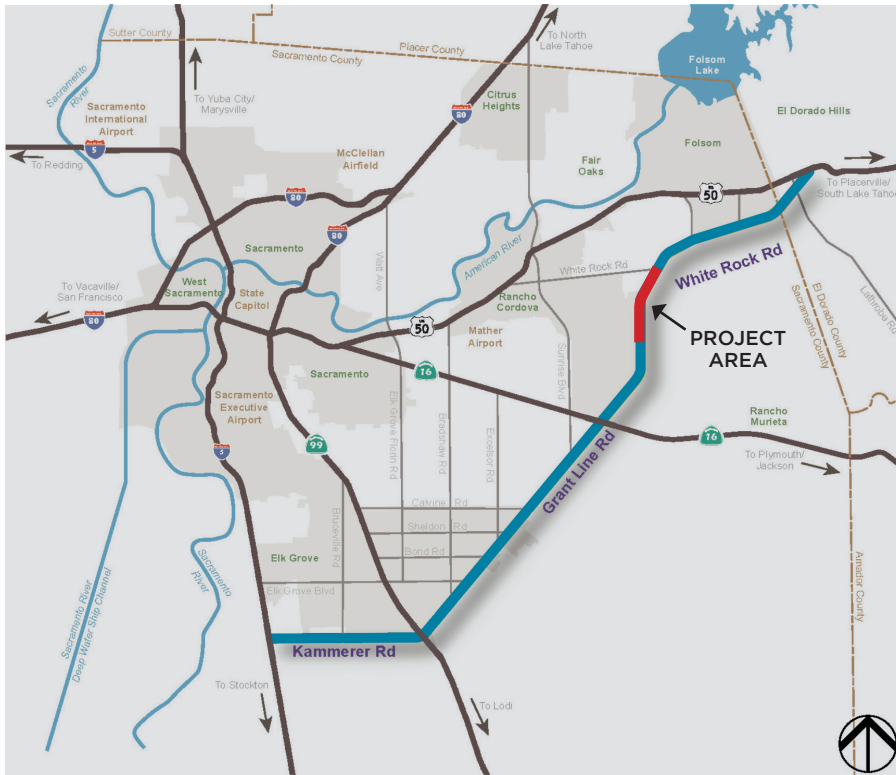
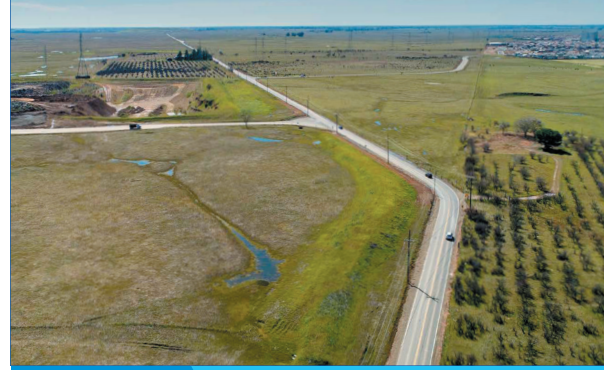
*Attachment 2: Draft Letter of Support*



The Segment D2a Improvements (Project) represents a critical piece of the broader Capital SouthEast Connector, a 34-mile complete street corridor in Sacramento and El Dorado Counties.



The Project will construct a 2.6-mile four-lane divided multimodal corridor enhancement using a “fix it first, fix it right” approach to rehabilitate the existing pavement, correct vertical and horizontal alignment deficiencies, and new and modified traffic signals. The Project supports transportation equity by constructing 2.6 miles of Class I multi-use path. The Project will improve freight velocity and access, enhance safety and security, improve climate change adaptability and resiliency, and benefit the regional and national economy.



## KEY BENEFITS

- ▶ Enhances safety by correcting horizontal and vertical curves, constructing medians, improved intersections, separated Class I multi-use path, and removing obstructions from the clear recovery zone.
- ▶ Implements a “fix it first, fix it right” approach to replace failing pavement and addressing persistent flooding issues.
- ▶ Improves truck throughput and access to aggregate mines alleviating a freight bottleneck, enhances access to jobs, reduces travel times, and supports creation of well-paying union jobs.
- ▶ Reduces vehicle miles traveled and greenhouse gas emissions, provides climate resiliency, promotes walking and biking to provide a low carbon transportation option, and supports habitat conservation.
- ▶ Improves affordable transportation choices for underserved communities with the accessibility of bicycle and pedestrian facilities and access to bus transit.
- ▶ Constructs a smart corridor with emerging technologies including intelligent transportation systems, Vehicle-to-Infrastructure, and broadband fiber optic line

### BUDGET

Final Design	\$5,100,000
Right of Way	\$5,000,000
Construction	\$35,300,000
<b>Total</b>	<b>\$45,400,000</b>

### SCHEDULE

CEQA/NEPA Approval	9/2019
Right of Way Complete	Spring 2025
PS&E Complete	Summer 2025
Begin Construction	Spring 2026
Construction Complete	Fall 2027





September 15, 2022

Mitch Weiss  
Executive Director  
California Transportation Commission  
1120 N Street  
Sacramento, CA 95814

**Re: Support for SouthEast Connector Grant Line Road Safety and Freight Mobility Project**

Dear Mr. Weiss:

I am writing on behalf of the Sacramento Transportation Authority to express our support for the SouthEast Connector Grant Line Road Safety and Freight Mobility Project (Project) grant application related to the Trade Corridor Enhancement Program (TCEP).

The SouthEast Connector Joint Powers Authority (JPA), the County of Sacramento (County), and the City of Rancho Cordova (City) have partnered to improve the safety and efficiency of a critical rural freight corridor. The Project will reconstruct 2.6 miles of Grant Line Road, a two-lane rural road with geometric deficiencies that has significant heavy truck traffic due to existing quarry and landfill operations.

The Project will facilitate and improve access to US 50, providing regional benefits to the freight network and direct benefits to the cities of Rancho Cordova and Folsom, and Sacramento County.

The Project aligns well with the TCEP grant criteria, particularly freight throughput and safety. The improvements will increase freight velocity, reliability, and throughput. The increased capacity allows local quarries to meet market demand reducing truck trips from neighboring counties and thus decreasing regional vehicle miles traveled and associated greenhouse gas emissions and diesel particulate.

The Project also addresses current safety issues detrimental to freight carriers and the traveling public by correcting geometric deficiencies in the alignment, such as a 25 mph advisory curve and lack of shoulders. This roadway segment has one of the highest collision rates along the SouthEast Connector.

Finally the Project is included in the Sacramento Area Council Of Governments (SACOG) 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS).

On behalf of the Sacramento Transportation Authority, we urge you to fund this Project. I appreciate your consideration.

Respectfully submitted,

Kevin M, Bewsey, PE  
Executive Director