



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)

WEDNESDAY

JANUARY 12, 2022

1:30 PM

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

Alternates: Nick Avdis, Bret Daniels, Shawn Farmer, Siri Pulipati, Rosario Rodriguez, Darren Suen

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

PUBLIC COMMENT PROCEDURES

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Sacramento Abandoned Vehicle Service Authority

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Written comment

- Send an email comment to BoardClerk@saccounty.net. Include meeting date and agenda item number or off-agenda item. Contact information is optional.
- Mail a comment to 700 H Street, Suite 2450, Sacramento, CA 95814. Include meeting date and agenda item number or off-agenda item. Contact information is optional.
- Written comments are distributed to members and filed in the record.

VIEW MEETING

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MEETING MATERIAL

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

ACCOMMODATIONS

If there is a need for an accommodation pursuant to the Americans with Disabilities Act (ADA), medical reasons or for other needs, please contact the Clerk of the Board by telephone at (916) 874-5411 (voice) and CA Relay Services 711 (for the hearing impaired) or Boardclerk@saccounty.net prior to the meeting.

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CALL TO ORDER / ROLL CALL / PLEDGE OF ALLEGIANCE

PARLIAMENTARY ITEM

1. Selection Of Chair And Vice-Chair For Calendar Year 2022 ◀ *All*

COMMENT ITEMS

2. Comments From The Public Regarding Matters Not On The Agenda
3. Executive Director's Report *Sabrina Drago*

CONSENT ITEMS

4. Approve Action Summary: December 9, 2021
STA Governing Board Meeting ◀ *Jennifer Doll*
5. Approve A Resolution Extending Assembly Bill No. 361 ◀ *Sabrina Drago*
6. SacMetro Freeway Service Patrol Status Report
Second Quarter Fiscal Year 2022 *Jennifer Doll*

SEPARATE ITEMS

7. Presentation Of The Audited Annual Comprehensive
Financial Report For Fiscal Year 2020-21 ◀ *Joan Borucki*
8. Sacramento Abandoned Vehicle Service Authority Program
Renewal Update *Jennifer Doll*
9. Authorize Public Education And Outreach Consultant Contract
For The Sacramento Abandoned Vehicle Service Authority
(Continued From December 9, 2021; Item No. 6) ◀ *Jennifer Doll*

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10. Comments Of Authority Members

All

CLOSED SESSION

11. California Government Code Sec. 54957.1(b)

Sabrina Drago

STA PERSONNEL MATTERS

Title: Employee Performance Evaluation

(Continued From December 9, 2021; Item No. 13)

◀ *Denotes items that require Board action*

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



JANUARY 12, 2022

AGENDA ITEM # 1

GOVERNING BOARD CHAIR AND VICE-CHAIR FOR 2021

Action Requested: Select Board Chair and Vice-Chair

Key Staff: Sabrina Drago, Executive Director

Recommendation

Make nominations and select a Governing Board Chair and Vice-Chair for Calendar Year 2022.

Discussion

STA Rules for Proceedings require the Board select a Chair and Vice-Chair each calendar year. Any Board member may serve as chair or vice-chair. With few exceptions, the chairmanship has traditionally alternated between a County Supervisor and a city council member. The city councils have also traditionally taken turns alternating between the City of Sacramento and one of the smaller cities.

The Chair presides over meetings, maintains order, and rules on procedural matters. The Chair may participate in discussions and vote on any matter, and may make or second any motion without relinquishing the seat. When the Chair is unable to act, the Vice-Chair assumes his/her place.

The Chair (or his/her designee) also serves as a non-voting ex-officio member of the Measure A Independent Taxpayer Oversight Committee (ITOC).

Table 1 on the next page summarizes the history of the Sacramento Transportation Authority Chair and Vice-Chair seat holders.

Table 1 — History of STA Governing Board Chair and Vice-Chair Appointments

| | Chair | | Vice-Chair | |
|----------------|--------------------|-----------------------|--------------------|-----------------------|
| 2021 | Don Nottoli | <i>County</i> | Katie Valenzuela | <i>Sacramento</i> |
| 2020 | Darren Suen | <i>Elk Grove</i> | Don Nottoli | <i>County</i> |
| 2019 | Susan Peters | <i>County</i> | Darren Suen | <i>Elk Grove</i> |
| 2018 | Jeff Harris | <i>Sacramento</i> | Susan Peters | <i>County</i> |
| 2017 | Patrick Kennedy | <i>County</i> | Jeff Harris | <i>Sacramento</i> |
| 2016 | Kerri Howell | <i>Folsom</i> | Patrick Kennedy | <i>County</i> |
| 2015 | Steve Hansen | <i>Sacramento</i> | Kerri Howell | <i>Folsom</i> |
| 2014 | Susan Peters | <i>County</i> | Curt Champion | <i>Galt</i> |
| 2013 | Gary Davis | <i>Elk Grove</i> | Susan Peters | <i>County</i> |
| 2012 | Darrell Fong | <i>Sacramento</i> | Gary Davis | <i>Elk Grove</i> |
| 2011 | Jimmie Yee | <i>County</i> | Darrell Fong | <i>Sacramento</i> |
| 2010 | Jeff Slowey | <i>Citrus Heights</i> | Jimmie Yee | <i>County</i> |
| 2009 | Ray Tretheway | <i>Sacramento</i> | Jeff Slowey | <i>Citrus Heights</i> |
| 2008 | Roberta MacGlashan | <i>County</i> | Ray Tretheway | <i>Sacramento</i> |
| 2007 | Ken Cooley | <i>Rancho Cordova</i> | Roberta MacGlashan | <i>County</i> |
| 2006 | Susan Peters | <i>County</i> | Ken Cooley | <i>Rancho Cordova</i> |
| 2005 | Dan Briggs | <i>Elk Grove</i> | Susan Peters | <i>County</i> |
| 2004 | Don Nottoli | <i>County</i> | Dan Briggs | <i>Elk Grove</i> |
| 2003 | Lauren Hammond | <i>Sacramento</i> | Don Nottoli | <i>County</i> |
| 2002 | Roger Niello | <i>County</i> | Lauren Hammond | <i>Sacramento</i> |
| 2001 | Kerri Howell | <i>Folsom</i> | Roger Niello | <i>County</i> |
| 2000 | Muriel Johnson | <i>County</i> | Kerri Howell | <i>Folsom</i> |
| 1999 | Steve Cohn | <i>Sacramento</i> | Muriel Johnson | <i>County</i> |
| 1998 | Roger Dickinson | <i>County</i> | Steve Cohn | <i>Sacramento</i> |
| 1997 | Rob Kerth | <i>Sacramento</i> | Roger Dickinson | <i>County</i> |
| 1996 | Don Nottoli | <i>County</i> | Rob Kerth | <i>Sacramento</i> |
| 1995 | Jimmie Yee | <i>Sacramento</i> | Don Nottoli | <i>County</i> |
| 1994 | Muriel Johnson | <i>County</i> | Jimmie Yee | <i>Sacramento</i> |
| 1993 | Terry Kastanis | <i>Sacramento</i> | Muriel Johnson | <i>County</i> |
| 1992 | Grantland Johnson | <i>County</i> | Tom Chinn | <i>Sacramento</i> |
| 1990/91 | Anne Rudin | <i>Sacramento</i> | Kim Mueller | <i>Sacramento</i> |
| 1989/90 | Jim Streng | <i>County</i> | Sandra Smoley | <i>County</i> |

Note: From 1989 to 1991, the chair and vice-chair served fiscal year terms instead of calendar year terms. The vice chair names in those early years were not recorded.



JANUARY 12, 2022

AGENDA ITEM # 3

EXECUTIVE DIRECTOR'S REPORT

Action Requested: Receive and File

Key Staff: Sabrina Drago, Executive Director

2022 Look Ahead

As 2022 begins, I want to look at the items STA Staff and Board are looking to address and fulfill during the year.

Capital Improvement Program

Initializing in the summer of 2020, Staff worked with the five remaining member agencies eligible for Capital Improvement Project (CIP) funds. Those agencies are: the County of Sacramento, the City of Sacramento, City of Citrus Heights, Caltrans and the Capital Southeast Connector Authority. Targeted allocations were established, and the agencies worked closely with Staff on project listings, projected revenues and developing an allocation program based on projected cash flows. Staff is updating targeted allocations based on projected revenue and estimates bringing them for Board approval in Spring.

SAVSA

In the spring of 2021, with Board approval, Staff started the efforts to reauthorize the Sacramento Abandoned Vehicle Service Authority. With a recent legal response to adherence to Proposition 26, reauthorization via a two-thirds public vote was required versus the standard historical Board Authorization. Polling was conducted, indicating that voters were receptive and supportive of the initiative. All partner agencies have approved this strategy. Staff has issued an RFP to hire a consultant for Education and Outreach, which is before the Board for its consideration today.

This is an on-going initiative, with the intent to place it on the June 2022 ballot. The ballot language must be approved by a majority of the city councils constituting a majority of the incorporated population as well as the Board of Supervisors. Staff is actively engaging the appropriate parties to get in front of Councils and Supervisors to present the ballot language prior to the deadline of March 11, 2022.

SCTMFP

In the second half of 2021, Staff worked with EPS to conduct a study of the development fee program to conduct a revenue projection through the life of Measure A. Additionally, they also compared the fee schedule and categories to similar self-help counties throughout California. Conclusions from that study help in the development of overall revenue projections for Measure A for a more accurate understanding of the Capital Program, as well as other areas funded through development fees. Based upon the results, Staff is currently evaluating the fee schedule

and categories with a working group. Staff is also looking to bring before the Board an RFP to conduct a Nexus Study in the first quarter of 2022.

Smart Growth Incentive Program (SGIP)

At the October 14, 2020 Board meeting, the STA Governing Board approved the strategy for implementing a first phase of funding for the Smart Growth Incentive Program (SGIP) authorized in the Measure A Expenditure Plan to allow recipient agencies to participate in the next cycle of the SACOG Community Design Grant Program. The Board approved the strategy to allocate \$4 million to the competitive program and \$1.5 million to non-competitive applicants, for a total of \$5.5 million.

Based upon the applications SACOG received and their recommendations, the STA Board approved the allocations. The Board also approved adopting this policy into the SGIP program and Staff are actively working with SACOG and the Professional Advisory Group (PAG) to develop the policy for future SACOG Community Design Funding Cycles. Staff anticipates presenting the policy to the Board in the first quarter of 2022.

Local Partnership Program (LPP)

In late summer, the California Transportation Commission (CTC) announced the SB1 Third Funding Cycle. As part of that, the Local Partnership Program was included. This program is \$100 million annual program, administered every two to four years. The CTC is proposing a two-year, \$200 million program, with 60% of the funding distributed via formula and 40% in competitive grants. The formulaic funding is only available to agencies that have a taxpayer approved tax, toll or fee solely dedicated to transportation, thus allowing STA to participate. The competitive program is available for those in the formulaic program plus any agency that has fees dedicated to transportation (i.e. impact fees). The CTC has already conducted a series of workshops. They anticipate the policy being released in summer of 2022 as well as the call for projects. They anticipate program award in summer of 2023.

STA and member agencies have been meeting to discuss competitive and formulaic strategies for this next round of funding. Staff anticipates bringing a project ranking strategy before the Board in the Spring and will continue to actively update the Board as this process continues through much of 2022.

STA Website and Logo

Staff are actively working on updating the website and STA logo and anticipate presenting to the Board in the first quarter of 2022.



JANUARY 12, 2022

AGENDA ITEM # 4

APPROVE ACTION SUMMARY: DECEMBER 9, 2021 STA GOVERNING BOARD MEETING

Action Requested: Approve

Key Staff: Jennifer Doll, Special Programs Manager

Recommendation

Approve the attached Action Summary of the December 9, 2021 meeting of the STA Governing Board.

Attachment



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

THURSDAY

DECEMBER 9, 2021

1:30 PM

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

(Members Kozlowski and Serna were not present)

Alternates: Nick Avdis, Bret Daniels, Shawn Farmer, Rosario Rodriguez, Darren Suen, Siri Pulipati

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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

1:37 PM Board Action: No public comments were made.

2. Executive Director's Report

1:37 PM Board Action: Executive Director Sabrina Drago provided an overview of the activities the STA Board and staff addressed and completed during the year including the Measure A Expenditure Plans First Decennial Review, the approval of the Capital Improvement Project (CIP) funds program, an update to the personnel rules for STA staff, the decision by the STA Board not to continue to pursue a STA 2022 transportation sales tax measure and to continue efforts to place the Sacramento Abandoned Vehicle Abatement Program on the June 2022 ballot and the development of overall revenue projections for Measure A for a more accurate understanding of the Capital program, the allocation of \$4 million to the competitive program and \$1.5 million to the non-competitive program for the first phase of the Smart Growth Incentive Program and to continue the same funding levels for future Sacramento Area Council of Governments Community Design funding cycles, and added a new Freeway Service Patrol (FSP) zone between Natomas and Woodland in collaboration with Caltrans on a multiyear cooperative agreement to streamline FSP construction coverage.

CONSENT ITEMS

1:43 PM Board Action: Rich Desmond/ Katie Valenzuela - Approved the Consent Matters, Items 3 through 8, as recommended with the exception of Item 6.

AYES: Rich Desmond, Sue Frost, Eric Guerra, Jeff Harris, Patrick Kennedy, Steve Miller, Don Nottoli, Paul Sandhu, Jay Schenirer, Bobbie Singh-Allen, Kevin Spease, Katie Valenzuela, Mai Vang, Donald Terry

NOES: (None)

ABSTAIN: (None)

ABSENT: Phil Serna, Mike Kozlowski

RECUSAL:(None)

(PER POLITICAL REFORM ACT (§ 18702.5.))

Board Action: PLEASE SEE ITEM 6 FOR BOARD ACTION.

3. Approve Action Summary: November 18, 2021 STA Governing Board Meeting

1:43 PM Board Action: Approved as recommended.

4. Approve A Resolution Extending Assembly Bill No. 361

1:43 PM Board Action: Approved by Resolution No. **STA 21-0007**.

5. Sacramento Abandoned Vehicle Service Authority Status Report – 1st Quarter Fiscal Year 2022

1:43 PM Board Action: Received and filed the report.

6. Authorize Public Education And Outreach Consultant Contract For The Sacramento Abandoned Vehicle Service Authority

2:29 PM Board Action: Patrick Kennedy/ Katie Valenzuela - Continued to January 12, 2022.

AYES: Rich Desmond, Sue Frost, Eric Guerra, Jeff Harris, Patrick Kennedy, Steve Miller, Don Nottoli, Paul Sandhu, Jay Schenirer, Bobbie Singh-Allen, Kevin Spease, Katie Valenzuela, Mai Vang, Donald Terry

NOES: (None)

ABSTAIN: (None)

ABSENT: Phil Serna, Mike Kozlowski

RECUSAL:(None)

(PER POLITICAL REFORM ACT (§ 18702.5.))

7. Capital Project Status Reports 1st Quarter Fiscal Year 2021-22

1:43 PM Board Action: Received and filed the report.

8. Budget To Actual Reports – First Quarter Fiscal Year 2022

1:43 PM Board Action: Received and filed the report.

SEPARATE ITEMS

9. Sacramento Abandoned Vehicle Service Authority Program Renewal Status Update

1:46 PM Board Action: Special Programs Manager Jennifer Doll provided an update regarding the information related to renewing the Sacramento Abandoned Vehicle Service Authority Program (SAVSA) by either a citizens initiative or the legislative process including estimated allocation amount, vote date, and reinstatement date of the fund distribution.

10. Approve A Resolution Initiating The Renewal Of The Sacramento Abandoned Vehicle Service Authority Program (Continued From November 18, 2021; Item No. 9)

1:54 PM Board Action: Katie Valenzuela/ Kevin Spease - Special Programs Manager Jennifer Doll provided an update regarding the current Sacramento Abandoned Vehicle Service Authority (SAVSA) fee program and the necessary steps to continue the program after the April 30, 2022 expiration date and provided three options for the Board to consider: the SAVSA tax measure, the legislative process, or the Citizens Initiative. Adopted Resolution No. **21-SAVSA-01** initializing the renewal of the Sacramento County Abandoned Vehicle Abatement Program, approved the proposed Abandoned Vehicle Abatement (AVA) Tax Measure text, and directed staff to present the above for approval by the Sacramento County Board of Supervisors by a two-thirds vote, and a majority of the cities having a majority of the incorporated population within Sacramento County and continue to work on the legislative option.

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

NOES: Jay Schenirer

ABSTAIN: (None)

ABSENT: Phil Serna, Mike Kozlowski

RECUSAL:(None)

(PER POLITICAL REFORM ACT (§ 18702.5.))

1:54 PM Board Action: Jay Schenirer/ Patrick Kennedy - SUBSTITUTE MOTION Recommended staff move forward with the legislative option to initiate the renewal of the Sacramento Abandoned Vehicle Service Authority Program. SUBSTITUTE MOTION FAILED.

AYES: Rich Desmond, Sue Frost, Eric Guerra, Jeff Harris, Patrick Kennedy, Jay Schenirer, Mai Vang

NOES: Steve Miller, Don Nottoli, Paul Sandhu, Bobbie Singh-Allen, Kevin Spease, Katie Valenzuela, Donald Terry

ABSTAIN: (None)

ABSENT: Phil Serna, Mike Kozlowski

RECUSAL:(None)

(PER POLITICAL REFORM ACT (§ 18702.5.))

11. Appointment Of Independent Taxpayer Oversight Committee (ITOC) Member

2:36 PM Board Action: Eric Guerra/ Patrick Kennedy - Chief Financial Officer Timothy Jones provided an update regarding the vacant position on the Independent Oversight Committee (ITOC) and introduced the ITOC nominee Glenda Marsh. Appointed Glenda Marsh as an Independent Taxpayer Oversight Committee (ITOC) voting member for a four-year term.

AYES: Rich Desmond, Sue Frost, Eric Guerra, Patrick Kennedy, Don Nottoli, Paul Sandhu, Jay Schenirer, Bobbie Singh-Allen, Kevin Spease, Katie Valenzuela, Mai Vang, Donald Terry

NOES: (None)

ABSTAIN: Jeff Harris

ABSENT: Steve Miller, Phil Serna, Mike Kozlowski

RECUSAL:(None)

(PER POLITICAL REFORM ACT (§ 18702.5.))

12. Comments Of Authority Members

2:45 PM Board Action: No member comments were made.

CLOSED SESSION

**13. Employee Performance Evaluation (Gov. Code § 54957(b))
STA PERSONNEL MATTERS
Title: Employee Performance Evaluation**

2:46 PM Board Action: The Board continued the Employee Performance Evaluation to January 12, 2022.

Adjourned at 3:11 p.m.

Respectfully Submitted,

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



JANUARY 12, 2022

AGENDA ITEM # 5

APPROVE EXTENDING ASSEMBLY BILL NO. 361

Action Requested: Approve Staff Recommendations

Key Staff: Sabrina Drago, Executive Director

Recommendations

Approve implementation of AB361 allowing virtual meetings for the 30-day period from January 12, 2022 through February 12, 2022.

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(s)

SACRAMENTO TRANSPORTATION AUTHORITY

RESOLUTION NO. _____

**RESOLUTION OF THE SACRAMENTO TRANSPORTATION AUTHORITY
AUTHORIZING REMOTE TELECONFERENCE MEETINGS
FOR THE PERIOD THROUGH FEBRUARY 12, 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) January 9, 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 [Director] _____, seconded by [Director] _____, the foregoing Resolution was passed and adopted by the [Governing Board of the Sacramento Transportation Authority, State of California this _____ day of _____ 202_, by the following vote, to wit:

AYES: [Supervisors],

NOES: [Supervisors],

ABSENT: [Supervisors],

ABSTAIN: [Supervisors],

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

Chair of the Sacramento
Transportation Authority, California

(SEAL)

ATTEST: _____
Clerk, Board of Supervisors

2194144



JANUARY 12, 2022

AGENDA ITEM # 6

SACMETRO FREEWAY SERVICE PATROL STATUS REPORT
2ND QUARTER FISCAL YEAR 2022

Action Requested: Receive and File

Key Staff: Jennifer Doll, Special Programs Manager

Second Quarter Fiscal Year 2022 Stats

SacMetro FSP provided 8,890 assists and 83 motorists completed the online survey. Total assists are up 12% from the same period last year. Every year the program is put on hold for the holidays. The Holiday Break is Christmas Eve through the end of the year. Service resumed January 2, 2022.



Types of Problems



Response Times



Service Rating

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

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

99 percent of the 83 surveys reported excellent service. 73 of surveys included comments of gratitude and appreciation.

The following are some of the survey responses:

- Alex was awesome! Appreciate this service!
I cannot even express how relieved I felt when I saw this truck pull up! Thank you, God and FSP for keeping me safe and doing it so graciously.
Francisco was easily the friendliest person I've met in a while. He is helpful and cares and sometimes that is hard to come by. Thank you for the help when I needed it!
Ken was super helpful and there at the exact right time I ran out of gas. Thank you, you were a guardian angel!
The drivers were amazing!!! I didn't know this service was available. I am very thankful for the drivers help and courteous attitude!! Thank you
Incredible service -- fast and friendly.



JANUARY 12, 2022

AGENDA ITEM # 7

AUDITED ANNUAL COMPREHENSIVE FINANCIAL REPORT (ACFR) FOR FISCAL YEAR 2020-21

Action Requested: Approve

Presented By: Joan Borucki, Chair, Independent Taxpayer Oversight Committee

Key Staff: Timothy Jones, Chief Financial Officer

Recommendation

1. Receive an oral presentation from the Independent Taxpayer Oversight Committee (ITOC)
2. Approve the Annual Comprehensive Financial Report (ACFR) for the fiscal year ending June 30, 2021

Background

Under the Measure A Ordinance, the Independent Taxpayer Oversight Committee (ITOC) is charged with supervising annual fiscal audits performed in accordance with generally accepted auditing standards and Government Auditing Standards issued by the Comptroller General of the United States. Under a competitive procurement process, Richardson & Company, LLP was engaged to conduct the FY 2020-21 audit of all expenditures related to sales tax funds, the Sacramento Countywide Transportation Mitigation Fee Program (SCTMFP), the Sacramento Abandoned Vehicle Service Authority (SAVSA), and the Sacramento Metropolitan Freeway Service Patrol (SacMetro FSP). Audit results are reported to the Authority by the ITOC which may also recommend any additional audits that it believes may improve the financial operation and integrity of each program's implementation.

Discussion

The audit of the Authority's June 30, 2021 financial statements is complete. Today marks the culmination of a multi-month effort involving the ITOC, Authority staff, Measure A recipient agencies, and Richardson & Company, LLP staff. During the December ITOC meeting, audit partner, Ingrid Sheipline, walked the members through the financial statements and audit results and noted the following:

1. STA earned an unmodified ("clean") opinion
2. No material weaknesses or significant deficiencies in internal control reported or communicated to Authority management
3. No significant or unusual transactions
4. Accounting estimates/accruals were appropriate

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5. No corrected or uncorrected misstatements/auditor adjustments

This ACFR includes the Government Finance Officers Association (GFOA) Certificate of Achievement for Excellence in Financial Reporting - our 25th consecutive year.

Joan Borucki, ITOC Chair, will present an overview of the results of the financial audit.

Attachment



2021

SACRAMENTO TRANSPORTATION AUTHORITY

ANNUAL COMPREHENSIVE FINANCIAL REPORT

FOR THE YEAR ENDED JUNE 30th, 2021

PREPARED BY STA STAFF - SACRAMENTO, CA

www.sacta.org

ANNUAL COMPREHENSIVE FINANCIAL REPORT

OF THE

SACRAMENTO TRANSPORTATION AUTHORITY

Sacramento, California

FOR THE

FISCAL YEAR ENDED JUNE 30, 2021

PREPARED BY

Timothy Jones, CPA, CPFO
Chief Financial Officer

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**SACRAMENTO TRANSPORTATION AUTHORITY
ANNUAL COMPREHENSIVE FINANCIAL REPORT
FOR THE FISCAL YEAR ENDED JUNE 30, 2021**

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**SACRAMENTO TRANSPORTATION AUTHORITY
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INTRODUCTORY SECTION



Sacramento Transportation Authority

801 12th Street, 5th Floor
Sacramento, CA 95814

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(916) 323-0850 Fax

Email: info@sacta.org
Web: SacTA.org

November 4, 2021

**To the Sacramento Transportation Authority Governing Board
and Citizens of the County of Sacramento:**

Letter of Transmittal

State law requires that the Sacramento Transportation Authority (Authority) publish within six months of the close of each fiscal year a complete set of financial statements presented in conformity with accounting principles generally accepted in the United States (GAAP) and audited in accordance with generally accepted auditing standards by independent certified public accountants. Pursuant to this requirement, we are pleased to present the Annual Comprehensive Financial Report (ACFR) of the Authority for the fiscal year ended June 30, 2021.

Management assumes responsibility for the completeness and reliability of the information presented in this report based on the Authority's comprehensive framework of internal controls established for this purpose. Because the cost of internal controls should not exceed anticipated benefits, the objective is to provide reasonable, rather than absolute, assurance that the financial statements are free of any material misstatements.

Measure A requires that an Independent Taxpayer Oversight Committee (ITOC) supervise fiscal and performance audits regarding the use of all transportation sales tax funds and perform periodic independent reviews to ensure that all Measure A funds are spent in accordance with the provisions in the Ordinance approved by voters. Under the supervision of the ITOC, the Authority engages an independent audit firm to perform the annual financial and compliance audit of all Measure A, Sacramento County Abandoned Vehicle Service Authority (SAVSA) and Sacramento Metropolitan Freeway Service Patrol (SacMetro FSP) funds.

The Authority's current audit firm, Richardson & Company, LLP has issued an unmodified opinion on the Authority's financial statements for the year ended June 30, 2021. The Independent Auditor's Report is located at the front of the financial section of this report.

Management's Discussion and Analysis (MD&A) immediately follows the independent auditor's report and provides a narrative introduction, overview, and analysis of the basic financial statements. MD&A complements this letter of transmittal and should be read in conjunction with it.

Profile of the Authority

The Authority was established in August 1988 under the Local Transportation Authority and Improvement Act, California Public Utilities Code Division 19. The Governing Board of the Authority (Board) consists of sixteen-members – five from the Sacramento County Board of Supervisors, five from the Sacramento City Council, one from the Citrus Heights City Council, two from the Elk Grove City Council, one from the Folsom City Council, one from the Rancho Cordova City Council, and one from the Galt City Council who also represents the City of Isleton. The Board is responsible for establishing ordinances, adopting an annual budget, and hiring and overseeing the Executive Director. The Executive Director is responsible for carrying

out the policies and ordinances of the Authority as well as overseeing day-to-day operations and Authority staff consisting of the Chief Financial Officer and the Special Programs Manager.

The Authority serves as the taxing and implementation agency for the voter-approved Measure A Transportation Improvement Program, which imposes a half-cent sales tax to fund transportation operations and improvements throughout the County. The original 20-year measure (Original Measure A) was approved in 1988 and began in April 1989. In 2004, voters approved a 30-year extension of Original Measure A beginning in April 2009 (Measure A). All sales tax revenue is restricted for public roadway improvements and maintenance, procuring open space mitigation, public transit, air quality, and elderly and handicapped transportation programs. However, 0.75% of the net sales tax revenue is allocated to the Authority for program administration costs.

Measure A also created the Sacramento Countywide Transportation Mitigation Fee Program (SCTMFP). This program imposes a uniform transportation mitigation fee on new development in Sacramento County to assist in funding roadway and transit system improvements needed to accommodate projected growth and development.

In addition to the Measure A programs, the Board administers the SacMetro FSP program and acts concurrently as the authority over SAVSA which was established under California Vehicle Code Section 22710 in 1992. The code currently allows counties to impose a \$1 surcharge on vehicle registrations to help fund the abatement of abandoned vehicles. Participating jurisdictions include the County of Sacramento and the Cities of Citrus Heights, Elk Grove, Folsom, Galt, Rancho Cordova, and Sacramento. Each participating jurisdiction has adopted a local ordinance which establishes procedures for the abatement, removal, and disposal of abandoned vehicles.

SacMetro FSP was established in 1992 through a Memorandum of Understanding (MOU) with the California Department of Transportation (Caltrans), California Highway Patrol (CHP) and the Authority. Additionally, in 2009 the Authority assumed responsibility for administering FSP for Yolo County. Funding for the program is through the State Highway Account and local match funds from the Capitol Valley Regional Service Authority for Freeways & Expressways (CVR-SAFE). The program consists of a system of roving tow trucks deployed at peak traffic times to assist motorists with stalled vehicles and remove related hazards from the roadway. This reduces freeway delays caused by minor accidents, stalled vehicles, and in-lane debris, improving highway safety, and reducing emissions by easing highway congestion.

This report includes all funds and jurisdictions that are financially accountable to the Authority. Accountability is determined through budget adoption, taxing authority, and imposition of will.

Local Economy

As of October 2021, the unemployment rate for Sacramento County decreased to 6.1%, down from 10.3% during the same month last year. State unemployment stands at 6.4% and the national unemployment rate is 4.6%. Recovery from the COVID pandemic has been remarkable as indicated by the largest sales tax revenue gain during fiscal year 2020-21 – both dollars and ratio – since the program’s inception. Consumer spending on electronics, home improvements, recreation goods and the full implementation of the *Wayfair Decision* which taxes internet sales are reasons for most of the sales tax growth. Recent sales tax forecasts by the Authority’s consultant indicate continued revenue growth, albeit in the single digits.

The population in Sacramento County is more than 1.5 million and continues growing at an annual rate of about one percent. Sacramento’s employment base is roughly 23% governmental since it is the State’s

capital where many governmental agencies are headquartered providing a relatively steady employment and tax base.

Regardless of future economic conditions, the Authority faces formidable ongoing challenges in terms of providing needed infrastructure funding to support a growing population and economy that has outgrown the capacity of its existing infrastructure. However, the regional economy continues to retain many of the fundamental positive attributes that fueled earlier growth, including a large pool of skilled workers, and increasing wealth and education levels.

Long Term Financial Planning

Proactive financial planning is a critical element for the success of the Authority as it looks to the future. Regularly projecting and updating revenues and expenditures ensures that the Authority's expectations are realistic and goals achievable. As the program nears its debt capacity and becomes increasingly reliant on pay-as-you-go funding, monitoring program objectives and working closely with Measure A partners to meet those objectives will be an ongoing endeavor.

The Authority annually updates its long-term revenue projections and cash flows to determine the availability of funding for capital projects programmed in the Measure A Transportation Expenditure Plan. This effort ensures that funding is available when and where needed based on the latest information provided to the Authority by Measure A partner agencies. As needed, Authority staff work with the Authority's financial advisors to identify opportunities to reduce bond program costs and take advantage of opportunities that present themselves as market conditions dictate.

Accomplishments

Over the last year, Authority staff worked diligently to increase transparency and public accountability. Those efforts have led to many reports and points of public contact including the following:

- Prepared quarterly budget-to-actual summary reports for each of the programs the Authority administers. These documents are reviewed and discussed during regular public meetings held by the Board and ITOC.
- Reformatted and expanded the budget presentation to provide more information in a user-friendly format. Staff included a robust discussion regarding the Authority's capital program including all voter-approved projects and a three-year financing plan by project and source.
- Received the Government Finance Officers Association of the United States and Canada (GFOA) Distinguished Budget Presentation Award. This award is in recognition that the Authority met the very highest quality standards that reflect both the guidelines established by the National Advisory Council on State and Local Budgeting and the GFOA's best practices on budgeting.
- Built trusting relationships with our partner agencies by keeping clear channels of communication open through sharing information early and often.
- Continued supporting the ITOC as it carries out its mission to oversee fiscal and performance audits and ensure that all Measure A funds are spent in accordance with the provisions of the Expenditure Plan and Ordinance.

- Successfully completed the transition from our previous Executive Director who retired in December 2020 to our current Executive Director.
- Affirmed AA+ credit ratings with Standard & Poor's and Fitch for the Authority's bond program.

In the coming fiscal year, staff will continue to identify and act on improvements in the way it does business. The business environment and transportation industry are continuously on the move – so are we.

Awards and Acknowledgements

The GFOA awarded a Certificate of Achievement for Excellence in Financial Reporting to the Authority for the fiscal year ended June 30, 2020. This was the 26th consecutive year the Authority achieved this prestigious award. To be awarded a Certificate of Achievement, a government must publish an easily readable and efficiently organized ACFR. This report must satisfy both Generally Accepted Accounting Principles (GAAP) and applicable legal requirements.

A Certificate of Achievement is valid for a period of one year only. We believe our current ACFR continues to meet the Certificate of Achievement Program's requirements and are submitting it to the GFOA to determine its eligibility for its next certification.

The ACFR each year is a collaborative effort by Authority staff and its independent auditors. The undersigned are grateful to all staff for their willingness to expend the effort necessary to ensure the financial information contained herein is accurate and completed within established deadlines.

In closing, without the leadership and the support of the Board, preparation of this report would not have been possible. Its prudent management must be credited for the strength of the Authority's sound fiscal condition, and its vision ensures that the Sacramento Transportation Authority will be on the move planning for and building a better future for Sacramento County residents and commuters.

Respectfully Submitted,



TIMOTHY JONES, CPA CPFO
Chief Financial Officer



SABRINA DRAGO, PE
Executive Director

SACRAMENTO TRANSPORTATION AUTHORITY

LIST OF PRINCIPAL OFFICIALS

June 30, 2021

BOARD MEMBERS

PATRICK KENNEDY, County of Sacramento
PHIL SERNA, County of Sacramento
RICH DESMOND, County of Sacramento
SUE FROST, County of Sacramento
DON NOTTOLI, County of Sacramento (Chair)
MIKE KOZLOWSKI, City of Folsom
KATIE VALENZUELA, City of Sacramento (Vice Chair)
ERIC GUERRA, City of Sacramento
MAI VANG, City of Sacramento
JEFF HARRIS, City of Sacramento
JAY SCHENIRER, City of Sacramento
STEVE MILLER, City of Citrus Heights
BOBBIE SINGH-ALLEN, City of Elk Grove
KEVIN SPEASE, City of Elk Grove
PAUL SANDHU, City of Galt and Isleton
DONALD TERRY, City of Rancho Cordova

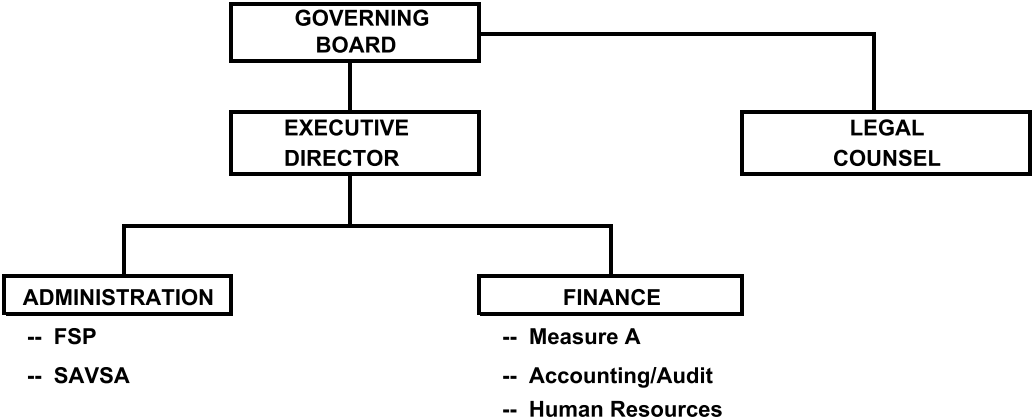
Alternates

NICK AVDIS, County of Sacramento
SHAWN FARMER, City of Galt
BRET DANIELS, City of Citrus Heights
ROSARIO RODRIGUEZ, City of Folsom
SIRI PULIPATI, City of Rancho Cordova
DARREN SUEN, City of Elk Grove

STAFF

SABRINA DRAGO, Executive Director
TIMOTHY JONES, Chief Financial Officer
JENNIFER DOLL, Special Programs Manager
WILLIAM BURKE, Legal Counsel

Sacramento Transportation Authority For the Year Ended June 30, 2021 Organization Chart





Government Finance Officers Association

Certificate of
Achievement
for Excellence
in Financial
Reporting

Presented to

**Sacramento Transportation Authority
California**

For its Comprehensive Annual
Financial Report
For the Fiscal Year Ended

June 30, 2020

Christopher P. Morill

Executive Director/CEO

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FINANCIAL SECTION



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INDEPENDENT AUDITOR'S REPORT

To the Board of Directors
Sacramento Transportation Authority
Sacramento, California

Report on the Financial Statements

We have audited the accompanying financial statements of the governmental activities, each major fund, and the aggregate remaining fund information of the Sacramento Transportation Authority (Authority), as of and for the year ended June 30, 2021, and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements as listed in the table of contents.

Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

Auditor's Responsibility

Our responsibility is to express an opinion on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free of material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

To the Board of Directors
Sacramento Transportation Authority

Opinion

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities, each major fund, and the aggregate remaining fund information of the Authority as of June 30, 2021, and the respective changes in financial position and budgetary comparison for the General Fund and the Abandoned Vehicle Special Revenue Fund for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Other Matters

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that management's discussion and analysis, Schedule of Proportionate Share of the Net Pension Liability, Schedule of Contributions to Pension Plan and Schedule of Changes in the Total OPEB Liability and Related Ratios as listed in the accompanying table of contents, be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Other Information

Our audit was conducted for the purpose of forming an opinion on the financial statements that collectively comprise the Authority's basic financial statements. The introductory section, Statement of Revenues, Expenditures, and Changes in Fund Balance – Budget and Actual – Debt Service Fund and statistical section are presented for purposes of additional analysis and are not a required part of the basic financial statements.

The Statement of Revenues, Expenditures, and Changes in Fund Balance – Budget and Actual – Debt Service Fund is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. Such information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the Statement of Revenues, Expenditures, and Changes in Fund Balance – Budget and Actual – Debt Service Fund is fairly stated, in all material respects, in relation to the basic financial statements as a whole.

The introductory and statistical sections have not been subjected to the auditing procedures applied in the audit of the basic financial statements and, accordingly, we do not express an opinion or provide any assurance on them.

To the Board of Directors
Sacramento Transportation Authority

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated November 4, 2021 on our consideration of the Authority's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts and grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing and not to provide an opinion on internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Authority's internal control over financial reporting and compliance.

Richardson & Company, LLP

November 4, 2021

**SACRAMENTO TRANSPORTATION AUTHORITY
MANAGEMENT’S DISCUSSION AND ANALYSIS
YEAR ENDED JUNE 30, 2021**

As management of the Sacramento Transportation Authority (Authority) and the Sacramento Abandoned Vehicle Service Authority (SAVSA), collectively the Authority, we offer readers the Authority’s financial statements and this narrative overview and analysis of the financial activities of the Authority for the fiscal year ended June 30, 2021. We encourage readers to consider the information presented here in conjunction with additional information furnished in the transmittal letter and financial statements, which are included in this report.

Financial Highlights

- Total revenue increased to \$167.2 million in FY 2020-21 from \$147.6 million (13.3%) in the prior year, of which sales tax comprised most of the increase - \$153.6 million versus \$131.6 million (16.7%). Roughly \$10 million of the increase is due to full implementation of the *Wayfair Decision*, which created a new destination-based sales tax on internet sales. Additionally, consumer spending for electronics, home improvement projects, and recreation increased.
- Total expenditures increased \$25.1 million (17%) to \$172.5 million in FY 2020-21 from \$147.5 million in the prior year. Most of the increase, \$16.4 million, was attributed to ongoing allocations which are passed through to specific agencies based on a formula identified in the voter-approved Ordinance – as sales tax revenue increases, so do the allocations. The remaining increase, \$8.7 million, is comprised of a \$5.8 million increase in funding provided to capital project program partners on a reimbursement basis, expenditures of \$6.1 million recorded in a new Special Revenue fund created by the implementation of Governmental Accounting Standards Board (GASB) 84, offset by a reduction of \$3.2 million (-17.9%) in debt service costs.
- Net position was negative \$297.7 million (deficit). The deficit decreased by \$12.8 million (4.1%) when compared to the prior year. The deficit will continue since the Authority reports debt associated with its capital program, but the assets constructed are reported in the financial statements of the agencies building them.
- The Authority implemented GASB 84 during fiscal year 2020-21. As a result, programs that were previously reported as an Agency fund have been reclassified as a Special Revenue fund. As such, the Authority added \$12.9 million to its net assets.

Overview of the Financial Statements

This discussion and analysis serve as an introduction to the Authority’s basic financial statements, which are comprised of three components: government-wide financial statements, fund financial statements, and notes to the financial statements. This report contains required supplementary information and other supplementary information in addition to the basic financial statements.

Government-wide Financial Statements

The *government-wide financial statements* provide readers with a broad overview of the Authority’s finances, like a private sector business.

The *statement of net position* presents information on all the Authority's assets, liabilities, and deferred outflows/inflows of resources with the difference reported as net position. Over time, increases or decreases in net position may serve as a useful indicator of whether the financial position of the Authority is improving or deteriorating.

The *statement of activities* presents information showing how the Authority's net position changed during the fiscal year. All changes in net position are reported as soon as the underlying event giving rise to the change occurs, regardless of the timing of related cash flows. Thus, revenues and expenditures are reported for some items that will only result in cash flows in future fiscal periods.

The government-wide financial statements report the functions of the Authority principally supported by sales tax and mitigation fee revenues. The governmental activities of the Authority include Measure A formulaic allocations, capital program costs, Sacramento Metropolitan (SacMetro) Freeway Service Patrol (FSP) and SAVSA services, transit services, and general administration.

Fund Financial Statements

A fund is a grouping of related accounts used to maintain control over resources that have been segregated for specific activities or objectives. Fund accounting ensures and demonstrates compliance with finance-related legal requirements.

Governmental funds account for essentially the same functions reported as governmental activities in the government-wide financial statements; however, governmental fund financial statements focus on near-term inflows/outflows of spendable resources and on balances of spendable resources available at the end of the fiscal year. Such information may be useful in evaluating a government's near-term financing requirements.

Since the focus of governmental funds is narrower than that of the government-wide financial statements, it is useful to compare the information presented for the governmental funds with similar information presented for governmental activities in the government-wide financial statements. As a result, readers may better understand the long-term impact of the government's near-term financing decisions. Both the governmental fund balance sheet and the governmental fund statement of revenues, expenditures, and changes in fund balances provide a reconciliation to facilitate this comparison between governmental funds and government-wide financial information.

The Authority's governmental fund balance sheet and statement of revenues, expenditures, and changes in fund balance include four separate funds - the General Fund, two Special Revenue Funds, and a Debt Service Fund.

The Authority adopts an annual budget for the General Fund, SAVSA Special Revenue fund, and Debt Service fund. A budgetary comparison schedule for the General Fund and SAVSA are part of the basic financial statements, while the Debt Service budgetary comparison schedule can be found in the supplementary section.

Notes to the Basic Financial Statements provide additional information that is essential to a full understanding of the data provided in the government-wide and fund financial statements.

Government-wide Financial Analysis

Within the *statement of net position*, the most significant change was a \$38.0 million (-7.6%) decrease in Non-Current Liabilities attributed primarily to the decrease of \$33.1 million (-24%) in the fair value of the Authority's interest rate hedging derivatives. Annually, an independent third party estimates the fair market value to exit the three forward interest rate swap agreements to hedge the variable interest rate risk associated with the Series 2009A, 2014A, and 2015A Measure A sales tax revenue bonds. During the past fiscal year federal interest rates have increased slightly from historic lows, which decreased the difference between the variable (amount of interest the Authority receives) and fixed interest rates (amount of interest the Authority pays) and in turn decreased the fair value of the hedging derivatives.

- Current and other assets and current liabilities increased by \$11.6 million (14.2%) and \$3.7 million (11.4%) respectively. Current and other assets increased primarily because the Authority implemented GASB 84 which added a new Special Revenue fund that was previously reported as an Agency fund. The new fund reports \$12.9 million in assets. Current liabilities increased primarily because of the accruals for sales tax revenue in the last two months of the fiscal year were higher than the previous fiscal year.
- Non-current liabilities decreased a total of \$38.0 million (-7.6%). The change was driven by the decreased value of the interest rate hedging derivatives reported as deferred outflows of resources.

| SACRAMENTO TRANSPORTATION AUTHORITY | | | | |
|--|-------------------------|-------------------------|----------------------|---------------|
| STATEMENT OF NET POSITION | | | | |
| | 2021 | 2020 | Variance | |
| | | | Dollar | Percent |
| Current and Other Assets | \$ 93,254,117 | \$ 81,656,517 | \$ 11,597,600 | 14.2% |
| Total assets | <u>93,254,117</u> | <u>81,656,517</u> | <u>11,597,600</u> | <u>14.2%</u> |
| Deferred outflows of resources | 105,160,748 | 138,299,790 | (33,139,042) | (24.0%) |
| Current Liabilities | 36,449,451 | 32,718,171 | 3,731,280 | 11.4% |
| Non -Current Liabilities | 459,572,968 | 497,594,801 | (38,021,833) | (7.6%) |
| Total liabilities | <u>496,022,419</u> | <u>530,312,972</u> | <u>(34,290,553)</u> | <u>(6.5%)</u> |
| Deferred inflows of resources | 73,823 | 97,994 | (24,171) | (24.7%) |
| Net position | | | | |
| Restricted for Measure A | 43,075,725 | 48,179,584 | (5,103,859) | (10.6%) |
| Restricted for debt service | 6,714,470 | 6,884,105 | (169,635) | (2.5%) |
| Restricted for Transit* | 12,916,670 | - | - | - |
| Restricted for Other | 442,017 | 592,278 | (150,261) | (25.4%) |
| Unrestricted | (360,830,259) | (366,110,626) | 5,280,367 | 1.4% |
| Total net position (deficit) | <u>\$ (297,681,377)</u> | <u>\$ (310,454,659)</u> | <u>\$ 12,773,282</u> | <u>4.1%</u> |

*New fund added as a result of implementing GASB 84

The majority of the Authority's deficit net position represents debt issued to fund capital projects constructed by other local agencies and reported in their financial statements. The Authority is a pass-through agency that exists to fund projects, not build them.

Within the *Statement of Activities*, the most significant changes were an increase of \$17.7 million (13%) in general revenue derived from a one-half cent countywide sales tax. As previously mentioned in the financial highlights section, increased internet sales tax is the biggest contributor to the increase, while consumer spending for electronics, home improvements, and recreation have improved, adding additional revenue. Program revenues increased \$1.9 million (16.4%), most of which is attributed the Sacramento Countywide Transportation Mitigation Fee Program (SCTMFP). This program generates a fee on new development that is used to mitigate the impacts on transportation infrastructure.

Measure A expenditures increased by almost \$22 million (17.7%) because most of the sales tax revenue is formulaically allocated – for every dollar generated, roughly 79% is passed through. Debt service expenditures decreased \$3.2 million (-17.9%) because most of the Authority’s debt is variable rate and therefore sensitive to federal interest rates. Interest rates are near historic lows, so debt service costs have decreased.

| SACRAMENTO TRANSPORTATION AUTHORITY | | | | |
|---|-------------------------|-------------------------|----------------------|--------------|
| STATEMENT OF ACTIVITIES | | | | |
| | 2021 | 2020 | Variance | |
| | | | Dollar | Percent |
| Revenues: | | | | |
| Program Revenue | \$ 13,472,954 | \$ 11,574,361 | \$ 1,898,593 | 16.4% |
| General Revenue | 153,721,875 | 136,038,376 | 17,683,499 | 13.0% |
| Total revenues | <u>167,194,829</u> | <u>147,612,738</u> | <u>19,582,091</u> | <u>13.3%</u> |
| Expenses: | | | | |
| Measure A | 146,184,109 | 124,219,137 | 21,964,972 | 17.7% |
| Debt Service | 14,881,164 | 18,124,579 | (3,243,415) | (17.9%) |
| Transit Services* | 6,140,147 | - | 6,140,147 | 0.0% |
| SAVSA | 1,338,699 | 1,333,747 | 4,952 | 0.4% |
| Other | 4,003,613 | 3,803,615 | 199,998 | 5.3% |
| Total expenses | <u>172,547,732</u> | <u>147,481,079</u> | <u>25,066,653</u> | <u>17.0%</u> |
| Change in net position | (5,352,903) | 131,659 | (5,484,562) | (4,165.7%) |
| Net position (deficit) - beginning as previously reported | (310,454,658) | (310,586,318) | 131,660 | 0.0% |
| Restatement** | 18,126,185 | - | - | - |
| Net Position (deficit) - beginning as restated | (292,328,474) | - | - | - |
| Net position (deficit) - ending | <u>\$ (297,681,377)</u> | <u>\$ (310,454,658)</u> | <u>\$ 12,773,281</u> | <u>4.1%</u> |

* This is a new Special Revenue Fund created as a result of implementing GASB 84

** The restatement is the result of implementing GASB 84

Governmental Funds Financial Analysis

As of June 30, 2021, the Authority’s governmental funds reported combined fund balances of \$64.4 million, an \$8 million (14.2%) increase from the prior year balance of \$56.4 million. The increase is directly attributed to the implementation of GASB 84 which brought in the Transit Services Special Revenue fund previously reported as an Agency fund. This increase was offset by a decrease in the General Fund as cash is being used to fund capital projects.

| SACRAMENTO TRANSPORTATION AUTHORITY | | | | |
|--|---------------------|---------------------|--------------------|--------------|
| FUND BALANCE | | | | |
| | 2021 | 2020 | Variance | |
| | | | Dollar | Percent |
| General Fund | \$ 44,616,768 | \$ 49,335,166 | \$ (4,718,398) | (9.6%) |
| SAVSA* | 162,960 | 159,226 | 3,734 | 2.3% |
| Transit Service** | 12,916,670 | - | 12,916,670 | - |
| Debt Service | 6,714,471 | 6,884,105 | (169,634) | (2.5%) |
| Total | <u>\$64,410,869</u> | <u>\$56,378,497</u> | <u>\$8,032,372</u> | <u>14.2%</u> |

* Sacramento Abandoned Vehicle Service Authority

**New fund added as a result of implementing GASB 84

All fund balances are restricted for specific purposes with exception of the amount available in the General Fund for program administration – about \$1.3 million as of June 30, 2021. The General Fund balance was expected to decrease during FY 2020-21 as the Authority increased spending on its capital improvement program using cash.

General Fund – This fund reports activity for the Measure A program, the SCTMFP, SacMetro FSP, and general administration. The General Fund ended the year with a fund balance of \$44.7 million, or \$4.7 million (-9.6%) less than the prior year.

- Cash and investments decreased by \$7.8 million (-19.8%) because capital improvement program expenditures were higher than program revenues. This trend is expected to continue in the coming fiscal year.
- Interest receivable decreased about \$256,000 (-74.1%) because the year-end accruals were based on lower cash balances than the previous year and generally low interest rates.
- Due from other governments increased \$6.7 million (23.2%) because sales tax revenue accruals for the last two months of the fiscal year were \$5.6 million higher than in the prior year. The remaining increase was attributed to the SCTMFP accruals.
- Due from other funds increased almost \$8,000 (53.6%) because overhead allocation costs from the SAVSA program increased year-over-year.
- Accounts payable increased more than \$14,000 (8.6%) because of invoices due to SacMetro FSP contractors were higher than the prior year.
- Due to Other Governments increased by \$3.4 million (13.8%). Sales tax pass-through allocations increased by \$16.3 million (15.7%), offset by decreased accruals for the capital program.
- SCTMFP fund balance decreased \$6.6 million (-38.1%) because capital program expenditures exceeded program revenue.
- SacMetro FSP fund balance decreased by almost \$154,000 (-11.6%) as program expenditures were greater than the associated program revenues.
- General Administration fund balance increased more than \$539,000 (74.7%) as one-time expenditures incurred in the prior year for consulting services related to pursuing a new sales tax initiative drew down fund balance, but this year consulting services were kept to a minimum.

**SACRAMENTO TRANSPORTATION AUTHORITY
BALANCE SHEET - GENERAL FUND**

| | 2021 | 2020 | Variance | |
|-------------------------------------|----------------------|----------------------|-----------------------|---------------|
| | | | Dollar | Percent |
| Assets: | | | | |
| Cash and Investments | \$ 31,537,830 | \$ 39,312,834 | (\$7,775,004) | (19.8%) |
| Interest Receivable | 89,761 | 346,105 | (256,344) | (74.1%) |
| Due From Other Governments | 35,643,492 | 28,935,380 | 6,708,112 | 23.2% |
| Due From Other Funds | 22,401 | 14,581 | 7,820 | 53.6% |
| Restricted Cash and Investments | 5,658,662 | 5,634,252 | 24,410 | 0.4% |
| Total assets | <u>72,952,146</u> | <u>74,243,152</u> | <u>(1,291,006)</u> | <u>(1.7%)</u> |
| Liabilities: | | | | |
| Accounts Payable | 186,103 | 171,394 | 14,709 | 8.6% |
| Due to Other Governments | 28,149,275 | 24,736,592 | 3,412,683 | 13.8% |
| Total liabilities | <u>28,335,378</u> | <u>24,907,986</u> | <u>3,427,392</u> | <u>13.8%</u> |
| Fund Balances: | | | | |
| Restricted | | | | |
| Measure A | 32,366,900 | 30,876,253 | 1,490,647 | 4.8% |
| SCTMFP | 10,708,825 | 17,303,331 | (6,594,506) | (38.1%) |
| SacMetro FSP | 279,056 | 433,052 | (153,996) | (35.6%) |
| Unassigned | | | | |
| General Administration | 1,261,987 | 722,530 | 539,457 | 74.7% |
| Total fund balance | <u>44,616,768</u> | <u>49,335,166</u> | <u>(4,718,398)</u> | <u>(9.6%)</u> |
| Total Liabilities and Fund Balances | <u>\$ 72,952,146</u> | <u>\$ 74,243,152</u> | <u>\$ (1,291,006)</u> | <u>(1.7%)</u> |

General Fund Budgetary Highlights

Revenues – Sales tax revenues increased by more than \$20 million (13.1%) - exceeding all expectations. Surprisingly, consumers throughout the County, continued spending throughout the pandemic. The shift to working from home prompted home improvement projects, stimulus checks provided funding for consumer goods such as electronics and recreational goods, and increased home equity leading to improved consumer confidence, despite the uncertainties surrounding the COVID. Additionally, SCTMFP revenues came in higher than expected – almost \$3 million (33%) – because applications for residential housing permits were robust. Funding for the SacMetro FSP program was lower than expected by almost \$1.2 million (38.1%) because the drawdown of state grant funding for towing contractors came in under expectations. Use of Money and Property revenue came in much lower than expected because the income from the Authority’s interest rate swap partners is directly related to federal interest rates which have been near historic lows.

Expenditures – Intergovernmental expenditures were much higher than budgeted because sales tax revenue came in over budget – of which roughly 79% is passed through formulaically. This increase amounted to \$16.3 million which was offset by spending for the capital program that was under budget by \$4.1 million.

| SACRAMENTO TRANSPORTATION AUTHORITY BUDGET TO ACTUAL ANALYSIS GENERAL FUND | | | | |
|---|---------------------|---------------------|---------------------|----------------|
| | Adopted Budget | Actual | Variance | |
| | | | Dollar | Percent |
| Revenues: | | | | |
| Taxes | \$ 133,513,377 | \$ 153,560,355 | 20,046,978 | 13.1% |
| SCTMFP | 6,000,000 | 8,956,992 | 2,956,992 | 33.0% |
| Grants for SacMetro FSP | 4,351,113 | 3,151,282 | (1,199,831) | (38.1%) |
| Use of Money and Property | 4,000,000 | 230,145 | (3,769,855) | (1,638.0%) |
| Total Revenues | <u>147,864,490</u> | <u>165,898,774</u> | <u>18,034,284</u> | <u>10.9%</u> |
| Expenditures: | | | | |
| General Government: | | | | |
| Administrative | 581,544 | 592,818 | (11,274) | (1.9%) |
| SacMetro FSP | 3,247,315 | 3,305,277 | (57,962) | (1.8%) |
| Intergovernmental | 133,946,833 | 146,184,109 | (12,237,276) | (8.4%) |
| Total Expenditures | <u>137,775,692</u> | <u>150,082,204</u> | <u>(12,306,512)</u> | <u>(8.2%)</u> |
| Other Financing Sources (Uses): | | | | |
| Transfers out | (23,108,139) | (20,534,968) | 2,573,171 | (12.5%) |
| Total Other Financing Sources (Uses) | <u>(23,108,139)</u> | <u>(20,534,968)</u> | <u>2,573,171</u> | <u>(12.5%)</u> |
| Changes in Fund Balance | (13,019,341) | (4,718,398) | (8,300,943) | 175.9% |
| Fund Balance Beginning of Year | 49,335,166 | 49,335,166 | - | - |
| Fund Balance End of Year | <u>\$36,315,825</u> | <u>\$44,616,768</u> | <u>\$8,300,943</u> | <u>18.6%</u> |

Other Financing Sources (Uses) – Actual expenditures were lower than budgeted by almost \$2.6 million (-12.5%). These expenditures are for debt service. Given that most of the Authority’s debt has a variable interest rate, the public market drives the actual costs which can be difficult to forecast – in this case interest rates were historically low.

Long-term Debt

In October 2009, the Authority issued \$318.3 million in variable rate sales tax revenue bonds. The bonds issued were in three Series – 2009A, B, and C. Subsequently, Series 2014A and 2015A bonds refunded Series 2009A and 2009B bonds respectively. In July 2012, the Authority issued an additional \$53.4 million in fixed-rate sales tax revenue bonds to accelerate transportation construction projects. The Authority began making principal payments on the Series 2012 bonds in FY 2016-17. Below is a summary of the Authority’s bond portfolio as of June 30, 2021. For more detailed information on long-term debt, please refer to note 8.

| SACRAMENTO TRANSPORTATION AUTHORITY LONG-TERM DEBT | | | |
|---|--------------------|-------|--------------|
| | Amount | Type | Maturity |
| Series 2009C | 106,100,000 | VRDB* | October 2038 |
| Series 2012 | 34,635,000 | Fixed | October 2027 |
| Series 2014A | 106,100,000 | VRDB* | October 2038 |
| Series 2015A | 106,100,000 | VRDB* | October 2038 |
| Total | <u>352,935,000</u> | | |

* Variable Rate Demand Bond

The Series 2009C bonds are variable-rate with a weekly interest rate reset. The Authority entered into an interest rate swap agreement that synthetically fixed the interest rate at about 3.736%. The bonds are supported by a credit facility and remarketing agent agreement. The Series 2009C bondholders have the right to tender the bonds weekly. Upon tender, the remarketing agent attempts to remarket the bonds. If the remarketing is unsuccessful, the bank will draw upon the credit facility purchasing the bonds which enter a bank bond period in which they accrue interest charges. These AA+ bonds have always been remarketable, therefore the credit facility has never been used.

In September 2014, the Authority refunded \$106.1 million in Series 2009A bonds with Series 2014A variable rate sales tax revenue refunding bonds to release \$8.2 million held in a reserve fund for debt service. These bonds are hedged against interest rate risk with an interest rate swap agreement that synthetically fixes the interest rate at 3.736%. These bonds are also supported by a credit facility which has never been used since the bonds have always been remarketable.

In March 2015, the Authority refunded \$106.1 million in Series 2009B bonds with Series 2015A variable rate sales tax revenue refunding bonds to release \$10.3 million held in a reserve fund for debt service. The released funds were used to pay for capital projects and issuance costs. These bonds are hedged against interest rate risk with an interest rate swap agreement that synthetically fixes the interest rate at 3.666%. These bonds are also supported by a credit facility which has never been used since the bonds have always been remarketable.

Economic Indicators

As of October 2021, the unemployment rate in Sacramento County was 6.1%, down from 10.3% during the same month last year. This compares to the national unemployment rate of 4.6%. California's unemployment rate is 6.4%, which is down significantly from a rate of 11.6% percent during the same time last year. Sacramento County has fared a little better than the state, in part, because Sacramento is the state capital and home to a high concentration of government jobs. According to a September 2021 report published by the U.S. Bureau of Labor Statistics, government jobs in the four-county Sacramento region comprised 23.4% of the nonfarm labor force. Total nonfarm employment increased by 34,800 (3.6%) to 995,700 over the last year. The largest employment gains were in the construction sector - 12.7% - and leisure and hospitality and other services sectors - 11.2% and 13.9% - respectively. The population in Sacramento County has grown 1.1% over the last year to 1.58 million.

Contacting the Authority's Management

This financial report provides a general overview of the Authority's finances by showing the Authority's accountability for the money it receives. Questions concerning any of the information provided in this report or requests for additional information should be addressed to the Chief Financial Officer at 801 12th Street Floor 5, Sacramento, California 95814-2947. This report is available on the Authority's website at www.sacta.org.

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BASIC
FINANCIAL STATEMENTS

SACRAMENTO TRANSPORTATION AUTHORITY
STATEMENT OF NET POSITION
June 30, 2021

| | Governmental Activities |
|--|----------------------------|
| ASSETS: | |
| Cash and investments | \$ 31,747,589 |
| Receivables: | |
| Interest | 130,162 |
| Due from other governments | 36,163,867 |
| Restricted cash and investments | 25,212,499 |
| Total assets | 93,254,117 |
| DEFERRED OUTFLOW OF RESOURCES | |
| Fair value of hedging derivatives (long-term interest rates) | 104,901,354 |
| Pension | 233,188 |
| OPEB | 26,206 |
| | 105,160,748 |
| LIABILITIES: | |
| Accounts payable | 186,103 |
| Due to other governments | 28,657,145 |
| Interest payable | 3,336,203 |
| Long-term liabilities: | |
| Due within one year | 4,270,000 |
| Long-term debt, due in more than one year | 458,194,741 |
| Compensated absences, due in more than one year | 27,051 |
| Net pension liability | 1,147,819 |
| Net OPEB liability | 203,357 |
| Total liabilities | 496,022,419 |
| DEFERRED INFLOW OF RESOURCES | |
| Pension | 70,334 |
| OPEB | 3,489 |
| | 73,823 |
| NET POSITION: | |
| Restricted for Measure A projects | 32,366,900 |
| Restricted for transit services | 12,916,670 |
| Restricted for transportation mitigation | 10,708,825 |
| Restricted for freeway service patrol | 279,056 |
| Restricted for abandoned vehicle program | 162,960 |
| Restricted for debt service | 6,714,470 |
| Unrestricted | (360,830,258) |
| Total net position | \$ (297,681,377) |

The notes to the basic financial statements are an integral part of this statement.

SACRAMENTO TRANSPORTATION AUTHORITY
STATEMENT OF ACTIVITIES
For the Year Ended June 30, 2021

| Functions/Programs | <u>Expenses</u> | <u>Program Revenues Operating Grants and Contributions</u> | <u>Net (Expense) and Revenue Governmental Activities</u> |
|---|------------------------|---|---|
| Governmental Activities: | | | |
| Measure A | \$ 130,680,444 | | \$ (130,680,444) |
| Sacramento Countywide | | | |
| Transportation Mitigation | | | |
| Fee Program | 15,503,665 | \$ 8,956,992 | (6,546,673) |
| Transit services | 6,140,147 | | (6,140,147) |
| Freeway Service Patrol | | | |
| Program | 3,305,277 | 3,151,282 | (153,995) |
| Sacramento Abandoned | | | |
| Vehicle Service Authority | 1,338,700 | 1,364,680 | 25,980 |
| Administration | 698,335 | | (698,335) |
| Interest on long-term debt | 14,881,164 | | (14,881,164) |
| Total governmental activities | <u>\$ 172,547,732</u> | <u>\$ 13,472,954</u> | (159,074,778) |
| General revenues: | | | |
| Sales taxes | | | 153,560,355 |
| Interest, investment earnings and other | | | 161,520 |
| Total general revenues | | | <u>153,721,875</u> |
| Change in net position | | | (5,352,903) |
| Net position - beginning, as previously reported | | | (310,454,659) |
| Restatement | | | <u>18,126,185</u> |
| Net position - beginning, as restated | | | <u>(292,328,474)</u> |
| Net position - ending | | | <u>\$ (297,681,377)</u> |

The notes to the basic financial statements are an integral part of this statement.

SACRAMENTO TRANSPORTATION AUTHORITY
BALANCE SHEET - GOVERNMENTAL FUNDS
June 30, 2021

| | General | Abandoned Vehicle Special Revenue | Transit Services Special Revenue | Debt Service | Total Governmental Funds |
|---|----------------------|--|---|---------------------|--------------------------------|
| ASSETS: | | | | | |
| Cash and investments | \$ 31,537,830 | \$ 209,759 | | | \$ 31,747,589 |
| Receivables: | | | | | |
| Interest | 89,761 | 797 | \$ 39,604 | | 130,162 |
| Due from other governments | 35,643,492 | 353,708 | 166,667 | | 36,163,867 |
| Due from other funds | 22,401 | | | | 22,401 |
| Restricted cash and investments | 5,658,662 | | 12,839,366 | \$ 6,714,471 | 12,373,133 |
| TOTAL ASSETS | \$ 72,952,146 | \$ 564,264 | \$ 13,045,637 | \$ 6,714,471 | \$ 93,276,518 |
| LIABILITIES AND FUND BALANCES | | | | | |
| LIABILITIES: | | | | | |
| Accounts payable and other accrued liabilities | \$ 186,103 | | | | \$ 186,103 |
| Due to other governments | 28,149,275 | \$ 378,903 | \$ 128,967 | | 28,657,145 |
| Due to other funds | | 22,401 | | | 22,401 |
| Total liabilities | 28,335,378 | 401,304 | 128,967 | | 28,865,649 |
| FUND BALANCES: | | | | | |
| Restricted: | | | | | |
| Measure A projects | 32,366,900 | | | | 32,366,900 |
| Transit services | | | 12,916,670 | | 12,916,670 |
| Transportation mitigation | 10,708,825 | | | | 10,708,825 |
| Freeway service patrol | 279,056 | | | | 279,056 |
| Debt service | | | | \$ 6,714,471 | 6,714,471 |
| Abandoned vehicles | | 162,960 | | | 162,960 |
| Unrestricted/unassigned: | | | | | |
| General administration | 1,261,987 | | | | 1,261,987 |
| Total fund balances | 44,616,768 | 162,960 | 12,916,670 | 6,714,471 | 64,410,869 |
| TOTAL LIABILITIES AND FUND BALANCES | \$ 72,952,146 | \$ 564,264 | \$ 13,045,637 | \$ 6,714,471 | \$ 93,276,518 |

The notes to the basic financial statements are an integral part of this statement.

SACRAMENTO TRANSPORTATION AUTHORITY
RECONCILIATION OF THE GOVERNMENTAL FUNDS BALANCE SHEET
TO THE STATEMENT OF NET POSITION
June 30, 2021

Ending Fund Balances per governmental fund balance sheet (page 14) \$ 64,410,869

Amounts reported for the governmental activities in the statement of net position are different because:

Long-term debt, including premium and hedging derivatives, are not due and payable in the current period and therefore are not reported in the fund statements.

| | | |
|---|---------------|---------------|
| Bonds, including premiums and hedging derivatives | (462,429,741) | |
| Fair value of hedging derivatives | 104,901,354 | (357,528,387) |

Pension and OPEB liabilities is not due and payable in the current period and is not reported in the fund statements.

| | | |
|-------------------------------|-------------|-------------|
| Deferred outflow of resources | 259,394 | |
| Pension liability | (1,147,819) | |
| OPEB liability | (203,357) | |
| Deferred inflow of resources | (73,823) | (1,165,605) |

Interest payable is not due and payable in the current period and therefore is not reported in the fund statements. (3,336,203)

Compensated absences are not due and payable in the current period and therefore are not reported in the fund statements. (62,051)

Net position of governmental activities (page 12) \$ (297,681,377)

**SACRAMENTO TRANSPORTATION AUTHORITY
STATEMENT OF REVENUES, EXPENDITURES, AND
CHANGES IN FUND BALANCES - GOVERNMENTAL FUNDS
For the Year Ended June 30, 2021**

| | General | Abandoned Vehicle Special Revenue | Transit Services Special Revenue | Debt Service | Totals Governmental Fund |
|--|----------------------|--|---|---------------------|--------------------------------|
| REVENUES: | | | | | |
| Taxes | \$ 153,560,355 | | | | \$ 153,560,355 |
| Mitigation fees | 8,956,992 | | | | 8,956,992 |
| Vehicle registration fees | | \$ 1,364,680 | | | 1,364,680 |
| Grants for freeway services | 3,151,282 | | | | 3,151,282 |
| Use of money and property | 230,145 | 155 | \$ (69,368) | \$ 588 | 161,520 |
| Total revenues | <u>165,898,774</u> | <u>1,364,835</u> | <u>(69,368)</u> | <u>588</u> | <u>167,194,829</u> |
| EXPENDITURES: | | | | | |
| General government: | | | | | |
| Administrative | 592,818 | 22,401 | | | 615,219 |
| Freeway Service Patrol | 3,305,277 | | | | 3,305,277 |
| Intergovernmental: | | | | | |
| Ongoing | 120,103,241 | 1,338,700 | 6,140,147 | | 127,582,088 |
| Capital | 26,080,868 | | | | 26,080,868 |
| Debt Service: | | | | | |
| Principal | | | | 4,050,000 | 4,050,000 |
| Interest and other charges | | | | 15,655,190 | 15,655,190 |
| Total expenditures | <u>150,082,204</u> | <u>1,361,101</u> | <u>6,140,147</u> | <u>19,705,190</u> | <u>177,288,642</u> |
| EXCESS (DEFICIENCY) OF REVENUES OVER (UNDER) EXPENDITURES | <u>15,816,570</u> | <u>3,734</u> | <u>(6,209,515)</u> | <u>(19,704,602)</u> | <u>(10,093,813)</u> |
| OTHER FINANCING SOURCES (USES): | | | | | |
| Transfers in | | | 1,000,000 | 19,534,968 | 20,534,968 |
| Transfers out | (20,534,968) | | | | (20,534,968) |
| Total other financing sources (uses) | <u>(20,534,968)</u> | <u>-</u> | <u>1,000,000</u> | <u>19,534,968</u> | <u>-</u> |
| CHANGES IN FUND BALANCES | (4,718,398) | 3,734 | (5,209,515) | (169,634) | (10,093,813) |
| FUND BALANCE, BEGINNING OF THE YEAR, AS PREVIOUSLY REPORTED | 49,335,166 | 159,226 | | 6,884,105 | 56,378,497 |
| Restatement | | | 18,126,185 | | 18,126,185 |
| Fund Balance, Beginning of year, as restated | <u>49,335,166</u> | <u>159,226</u> | <u>18,126,185</u> | <u>6,884,105</u> | <u>74,504,682</u> |
| FUND BALANCES, END OF YEAR | <u>\$ 44,616,768</u> | <u>\$ 162,960</u> | <u>\$ 12,916,670</u> | <u>\$ 6,714,471</u> | <u>\$ 64,410,869</u> |

The notes to the basic financial statements are an integral part of this statement.

**SACRAMENTO TRANSPORTATION AUTHORITY
RECONCILIATION OF THE STATEMENT OF REVENUES,
EXPENDITURES, AND CHANGES IN FUND BALANCES OF GOVERNMENTAL FUNDS
TO THE STATEMENT OF ACTIVITIES
For the Year Ended June 30, 2021**

Changes in fund balances - total governmental funds (page 16) \$ (10,093,813)

Amounts reported for governmental activities in the statement of activities are different because:

Repayment of principal is an expenditure in the governmental funds, but the repayment reduces long-term liabilities in the statement of net position. These are the amounts by which repayments exceed proceeds.

| | |
|--------------------|-----------|
| Principal payments | 4,050,000 |
|--------------------|-----------|

Some expenses reported in the statement of activities do not require the use of current financial resources and therefore are not expenditures in the governmental funds.

| | |
|--------------------------------|----------|
| Pension expense | (61,967) |
| OPEB expense | (2,316) |
| Change in compensated absences | (18,833) |
| Change in interest payable | 18,949 |
| Bond premium amortization | 755,077 |
| | 755,077 |

| | |
|---|------------------------------|
| Change in Net Position of governmental activities (page 13) | <u><u>\$ (5,352,903)</u></u> |
|---|------------------------------|

The notes to the basic financial statements are an integral part of this statement.

SACRAMENTO TRANSPORTATION AUTHORITY
STATEMENT OF REVENUES, EXPENDITURES, AND
CHANGES IN FUND BALANCE - BUDGET AND ACTUAL
GENERAL FUND
For the Year Ended June 30, 2021

| | Budgeted Amounts | | Actual Amounts | Variance with Final Budget |
|--|----------------------|----------------------|----------------------|-------------------------------|
| | Original | Final | | |
| REVENUES: | | | | |
| Taxes | \$ 133,513,377 | \$ 133,513,377 | \$ 153,560,355 | \$ 20,046,978 |
| Mitigation fees | 6,000,000 | 6,000,000 | 8,956,992 | 2,956,992 |
| Grants for freeway services | 4,351,113 | 4,351,113 | 3,151,282 | (1,199,831) |
| Use of money and property | 4,000,000 | 4,000,000 | 230,145 | (3,769,855) |
| Total revenues | <u>147,864,490</u> | <u>147,864,490</u> | <u>165,898,774</u> | <u>18,034,284</u> |
| EXPENDITURES: | | | | |
| General government: | | | | |
| Administrative | 581,544 | 581,544 | 592,818 | (11,274) |
| Freeway Service Patrol | 3,247,315 | 3,247,315 | 3,305,277 | (57,962) |
| Intergovernmental: | | | | |
| Ongoing | 104,321,537 | 104,321,537 | 120,103,241 | (15,781,704) |
| Capital | 29,625,296 | 29,625,296 | 26,080,868 | 3,544,428 |
| Total expenditures | <u>137,775,692</u> | <u>137,775,692</u> | <u>150,082,204</u> | <u>(12,306,512)</u> |
| EXCESS (DEFICIENCY) OF REVENUES | | | | |
| OVER (UNDER) EXPENDITURES | <u>10,088,798</u> | <u>10,088,798</u> | <u>15,816,570</u> | <u>5,727,772</u> |
| OTHER FINANCING SOURCES (USES): | | | | |
| Transfers out | (23,108,139) | (23,108,139) | (20,534,968) | 2,573,171 |
| Total other financing sources (uses) | <u>(23,108,139)</u> | <u>(23,108,139)</u> | <u>(20,534,968)</u> | <u>2,573,171</u> |
| Changes in fund balance | (13,019,341) | (13,019,341) | (4,718,398) | 8,300,943 |
| FUND BALANCE, BEGINNING OF YEAR | <u>49,335,166</u> | <u>49,335,166</u> | <u>49,335,166</u> | <u>-</u> |
| FUND BALANCE, END OF YEAR | <u>\$ 36,315,825</u> | <u>\$ 36,315,825</u> | <u>\$ 44,616,768</u> | <u>\$ 8,300,943</u> |

The notes to the basic financial statements are an integral part of this statement.

**SACRAMENTO TRANSPORTATION AUTHORITY
STATEMENT OF REVENUES, EXPENDITURES, AND
CHANGES IN FUND BALANCE - BUDGET AND ACTUAL
ABANDONED VEHICLE SPECIAL REVENUE FUND
For the Year Ended June 30, 2021**

| | Budgeted Amounts | | Actual Amounts | Variance with Final Budget |
|---|-------------------------|-------------------|-----------------------|---------------------------------------|
| | Original | Final | | |
| REVENUES: | | | | |
| Vehicle registration fees | \$ 1,273,975 | \$ 1,273,975 | \$ 1,364,680 | \$ 90,705 |
| Use of money and property - interest | 400 | 400 | 155 | (245) |
| Total revenues | <u>1,274,375</u> | <u>1,274,375</u> | <u>1,364,835</u> | <u>90,460</u> |
| EXPENDITURES: | | | | |
| General government: | | | | |
| Intergovernmental | <u>1,252,334</u> | <u>1,252,334</u> | <u>1,338,700</u> | <u>(86,366)</u> |
| Total expenditures | <u>1,252,334</u> | <u>1,252,334</u> | <u>1,338,700</u> | <u>(86,366)</u> |
| Changes in fund balance | 22,041 | 22,041 | 26,135 | 4,094 |
| FUND BALANCE, BEGINNING OF YEAR | <u>159,226</u> | <u>159,226</u> | <u>159,226</u> | <u>-</u> |
| FUND BALANCE, END OF YEAR | <u>\$ 181,267</u> | <u>\$ 181,267</u> | <u>\$ 185,361</u> | <u>\$ 4,094</u> |

The notes to the basic financial statements are an integral part of this statement.

SACRAMENTO TRANSPORTATION AUTHORITY
NOTES TO THE BASIC FINANCIAL STATEMENTS
JUNE 30, 2021

NOTE 1 - REPORTING ENTITY AND SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

The financial statements of the Sacramento Transportation Authority (Authority) and the Sacramento Abandoned Vehicle Service Authority (SAVSA) have been prepared in conformity with accounting principles generally accepted in the United States of America (GAAP). The Governmental Accounting Standards Board (GASB) is the accepted standard setting body for establishing governmental accounting and financial reporting principles.

Organizations: In August 1988, the Authority was established under the Local Transportation and Improvement Act, California Public Utilities Code Division 19. In November 1988, Sacramento County voters approved an ordinance (Original Measure A) enacted by the Authority's Governing Board (Board) imposing a retail transactions and use tax (sales tax) increase throughout the County at a maximum rate of 0.5% for a period of 20 years. In November 2004, taxpayers approved a 30-year extension of the sales tax beginning in April 2009 (New Measure A).

In 1992, SAVSA was established as a separate legal entity under California Vehicle Code Section 22710. The code establishes a \$1 vehicle registration fee to be used for the abatement of abandoned vehicles for counties electing to impose the fee. The County Board of Supervisors, by a two-thirds vote, and the City Councils of a majority of the cities within the County having a majority of the incorporated population, adopted resolutions providing for the establishment of SAVSA. SAVSA reimburses the County, and the Cities of Sacramento, Galt, Folsom, Elk Grove, Citrus Heights, and Rancho Cordova according to the Sacramento Abandoned Vehicle Abatement Plan. SAVSA is considered a blended component unit of the Authority as the board and management of the Authority are also the board of SAVSA. SAVSA is presented as the Abandoned Vehicle Special Revenue Fund. SAVSA sunsets in April 2022.

In 1992, the Authority entered into a Memorandum of Understanding (MOU) with the Department of Transportation (Caltrans) and the California Highway Patrol (CHP) to administer the Sacramento Metropolitan Freeway Service Patrol Program (SacMetro FSP). In 2009, the Authority began administering the SacMetro FSP program for Yolo County. Funding for the program is provided by a state grant from Caltrans and local matching funds from the Capitol Valley Regional Service Authority for Freeways & Expressways (CVR-SAFE).

The Authority's Board consists of sixteen-members – five from the Sacramento County Board of Supervisors, five from the Sacramento City Council, one from the Citrus Heights City Council, two from the Elk Grove City Council, one from the Folsom City Council, one from the Galt City Council, and one from the Rancho Cordova City Council. Under Measure A, the Authority distributes sales tax proceeds as prescribed by the ordinance to the County of Sacramento, the Cities of Sacramento, Folsom, Galt, Isleton, Citrus Heights, Rancho Cordova, and Elk Grove, the Sacramento Regional Transit District, Paratransit, Inc., the Sacramento Metropolitan Air Quality Management District, and the Neighborhood Shuttle Program.

Basis of Presentation: Government-wide financial statements (the Statement of Net Position and the Statement of Activities) provide information on all of the nonfiduciary activities of the Authority.

The Statement of Net Position reports all financial resources of the Authority as a whole in a format in which assets and deferred outflows of resources equal liabilities and deferred inflows of resources, plus net position. The Statement of Activities demonstrates the degree to which the expenses of a given function are offset by program revenues. Sales tax and interest earnings are not program related, but reported as general revenues. Fund financial statements are provided for

SACRAMENTO TRANSPORTATION AUTHORITY
NOTES TO THE BASIC FINANCIAL STATEMENTS
JUNE 30, 2021

**NOTE 1 - REPORTING ENTITY AND SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES
(Continued)**

governmental funds. A fund is a fiscal and accounting entity with a self-balancing set of accounts. Fund accounting segregates funds according to their intended purpose and is used to aid management in demonstrating compliance with finance-related legal and contractual provisions.

The Authority maintains the minimum number of funds consistent with legal and managerial requirements. Major governmental funds are reported in separate columns in the fund financial statements.

Governmental fund types are used to account for activities primarily supported by taxes, grants, and similar revenue sources.

The Authority reports the following major governmental funds:

General Fund – The General Fund is the main operating fund of the Authority. It accounts for transactions related to resources obtained and used for those services, including FSP, that need not be accounted for in another fund.

Abandoned Vehicle Special Revenue Fund – Reports the vehicle registration fee revenue and related expenditures.

Transit Services Special Revenue Fund – Reports unspent Measure A funds allocated for Consolidated Transportation Services Agency services and Neighborhood Transit Services.

Debt Service Fund – Reports the debt service on the Authority's Measure A Sales Tax Revenue Bonds.

Basis of Accounting: The government-wide financial statements use the economic resources measurement focus and the full accrual basis of accounting. Revenues are recorded when earned and expenses at the time liabilities are incurred, regardless of when the related cash flows take place.

Governmental funds use the current financial resources measurement focus and the modified accrual basis of accounting. Under this method, revenues are recognized when measurable and available. The Authority records revenue sources when earned or when due, provided they are measurable and available within 90-days after the end of the fiscal year. Those revenues susceptible to accrual at both the government-wide and fund level are sales taxes, mitigation fees, vehicle license fees, FSP grants and interest revenue. Expenditures are recorded when the related fund liability is incurred, except for principal and interest on general long-term debt, claims and judgments, and compensated absences, which are recognized as expenditures to the extent they have matured. Proceeds of governmental long-term debt are reported as other financing sources.

Non-exchange transactions, in which the Authority gives or receives value without directly receiving or giving equal value in exchange, include taxes, grants, entitlements, and donations. On the accrual basis, revenue from taxes is recognized in the fiscal year for which the taxes are levied or assessed. Revenues from grants, entitlements, and donations are recognized in the fiscal year in which all eligibility requirements have been satisfied. Certain indirect costs are included in program expenses reported for individual functions and activities.

SACRAMENTO TRANSPORTATION AUTHORITY
NOTES TO THE BASIC FINANCIAL STATEMENTS
JUNE 30, 2021

**NOTE 1 - REPORTING ENTITY AND SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES
(Continued)**

BASIS OF ACCOUNTING (Continued)

Grant revenues are recognized in the fiscal year in which all eligibility requirements are met. Under the terms of grant agreements, the Authority may fund certain programs with a combination of cost-reimbursement grants and general revenues. Thus, funds included in restricted and unrestricted net position may be available to finance program expenditures. The Authority's policy is to first apply restricted grant resources to such programs, followed by general revenues if necessary.

As a general rule, the effect of interfund activity has been eliminated from the government-wide financial statements. Exceptions to this general rule are exchange or exchange-like transactions between functions of the government. Elimination of these charges would distort the direct costs and program revenues reported for the various functions concerned.

Budgetary Principles: As required by Public Utilities Code 180105 of the State of California, the Authority prepares and legally adopts an operating budget each fiscal year. Operating budgets are adopted for the governmental fund types on the modified accrual basis of accounting. The Authority does not budget for the Transit Services Fund. Budgetary control and the legal level of control are at the program level. Significant amendments, appropriation transfers between programs and transfers from contingencies must be approved by the Authority's Board.

Restricted Assets: Certain proceeds from long-term debt are classified as restricted assets on the balance sheet because their use is limited by applicable bond covenants. Restricted cash includes the reserve accounts used to report resources set aside to make up potential future deficiencies in the bond's debt service. Restricted cash may also include unspent bond proceeds used to fund projects.

Capital Assets: Capital assets for governmental fund types are not capitalized in the funds used to acquire or construct them. Capital acquisitions are reflected as expenditures in the governmental fund, and the related assets are reported in the government-wide financial statements. It is the Authority's policy to capitalize furniture and equipment exceeding \$5,000. The Authority has no capital assets that exceed the capitalization threshold.

Compensated Absences: The Authority compensates employees for unused vacation pay, up to a maximum of 400 hours, upon termination. It also pays one-half of unused sick leave at the time of retirement, up to a maximum of 500 hours pay, or applies any portion of sick leave toward retirement credit. The Authority has accrued sick leave to the extent it is expected to be paid out.

All vacation pay is accrued when earned by the employee in the government-wide financial statements. A liability for these amounts is recorded in the government funds only if they have matured, for example, as a result of employee resignations and retirements and is currently payable. The General Fund is used to liquidate compensated absences.

Long-Term Debt: In the government-wide financial statements, long-term debt is recorded as a liability in the applicable governmental activities statement of net position. Bond premiums and discounts are deferred and amortized over the life of the bonds using the effective interest method. Bonds payable are reported net of applicable bond premiums or discounts. Bond issuance costs are recognized as an expense in the period incurred.

SACRAMENTO TRANSPORTATION AUTHORITY
NOTES TO THE BASIC FINANCIAL STATEMENTS
JUNE 30, 2021

**NOTE 1 - REPORTING ENTITY AND SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES
(Continued)**

In the fund financial statements, governmental fund types recognize bond premiums and discounts incurred during the current period. The face amount of the debt issued is reported as other financing sources. Premiums received on debt issuances are reported as other financing sources while discounts on debt issuances are reported as other financing uses. Issuance costs, even if withheld from the actual net proceeds received, are reported as debt service expenditures.

Pensions: For purposes of measuring the net pension liability and deferred outflow/inflow of resources related to pensions, and pension expense, information about the fiduciary net position of the California Public Employee's Retirement System (CalPERS) plans (Plans) and additions to/deductions from the Plans' fiduciary net position have been determined on the same basis as they are reported by CalPERS. For this purpose, benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with the benefit terms. Investments are reported at fair value. The net pension liability is liquidated by the Authority's General Fund.

Other Postemployment Benefits (OPEB): For purposes of measuring the net OPEB liability, deferred outflows of resources and deferred inflows of resources related to OPEB, and OPEB expense, information about the fiduciary net position of the OPEB plan and additions to/deductions from the OPEB plan's fiduciary net position have been determined on the same basis. For this purpose, benefit payments are recognized when due and payable in accordance with the benefit terms. The net OPEB liability is liquidated by the General Fund.

Deferred Outflows and Inflows of Resources: In addition to liabilities, the statement of net position reports separate sections for deferred outflows and deferred inflows of resources. *Deferred outflows of resources* represent a consumption of net position by the government that is applicable to a future reporting period. *Deferred inflows of resources* represent an acquisition of net position that is applicable to a future reporting period. These amounts will not be recognized as an outflow of resources (expense) or an inflow of resources (revenue) until the earning process is complete. Deferred outflows and inflows of resources represent amounts deferred related to the Authority's pension and OPEB plan as described in Notes 3 and 5.

FUND BALANCE CLASSIFICATION:

Net Position - The government-wide financial statement includes the following categories of net position:

Restricted net position - This category presents external restrictions imposed by creditors, grantors, contributors or laws and regulations of other governments and restrictions imposed by law through constitutional provisions or enabling legislation.

Unrestricted net position – any amount that is not restricted.

Fund Balance - In the fund financial statements, fund balance amounts are reported based on the Authority's constraints on the use of funds.

Nonspendable fund balances are not expected to be converted to cash within the next operating cycle and are typically comprised of prepaid items. As of June 30, 2021, the Authority had no nonspendable fund balances.

SACRAMENTO TRANSPORTATION AUTHORITY
NOTES TO THE BASIC FINANCIAL STATEMENTS
JUNE 30, 2021

**NOTE 1 - REPORTING ENTITY AND SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES
(Continued)**

FUND BALANCE CLASSIFICATION (Continued)

Restricted fund balances are subject to external restrictions imposed by creditors, grantors, contributors, laws, regulations, or enabling legislation which requires the resources to be used only for a specific purpose.

Committed fund balances are subject to constraints imposed by formal action of the Authority's Board which may be altered only by formal action of the Authority's Board consisting of an ordinance or resolution. As of June 30, 2021, the Authority had no committed fund balances.

Assigned fund balances are amounts constrained by the Authority's intent to be used for a specific purpose, but are neither restricted nor committed. Intent is expressed by the Authority's Board or management and may be changed at their discretion. As of June 30, 2021, the Authority had no assigned fund balances.

Unassigned is the residual amount of the General Fund not included in the four classifications described above. In other governmental funds in which expenditures incurred for specific purposes exceeded amounts restricted, committed, or assigned to those purposes, a negative unassigned fund balance is reported. This includes the residual general fund balance and residual fund deficits, if any, of other governmental funds.

The Authority typically spends resources in the following order when an expenditure is incurred: restricted, committed, assigned, and unassigned.

Insurance: The Authority provides employees with commercial worker's compensation insurance. In addition, the Authority purchases commercial insurance for general liability claims. At June 30, 2021, there were no claims outstanding. There were no reductions in coverage during the year. The amount of settlements did not exceed insurance coverage for each of the past three fiscal years.

NOTE 2 - CASH AND INVESTMENTS

Cash and investments as of June 30, 2021 are classified in the accompanying financial statements as follows:

| | |
|---------------------------------|---------------|
| Governmental activities: | |
| Cash and investments | \$ 31,745,862 |
| Restricted cash and investments | 25,214,226 |
| | <hr/> |
| Total cash and investments | \$ 56,960,088 |
| | <hr/> |

SACRAMENTO TRANSPORTATION AUTHORITY
NOTES TO THE BASIC FINANCIAL STATEMENTS
JUNE 30, 2021

NOTE 2 - CASH AND INVESTMENTS (Continued)

As of June 30, 2021, the Authority's cash and investments consisted of the following:

| | |
|---|---------------|
| Deposits with financial institutions | \$ 1,136,282 |
| Total cash and deposits | 1,136,282 |
| | |
| Pooled Funds | |
| County Treasury | 43,450,673 |
| CAMP pool | 5,658,663 |
| Investments with fiscal agent | |
| Money market mutual fund (governmental obligations) | 6,714,470 |
| Total investments | 55,823,806 |
| | |
| Total cash and investments | \$ 56,960,088 |

Investment policy: Investments are stated at fair value. California statutes authorize public agencies to invest idle or surplus funds in a variety of credit instruments as provided for in the California Government Code, Section 53600, and Chapter 4 - Financial Affairs. The table below identifies the investment types that are authorized for the Authority by the California Government Code (or the Authority's investment policy, where more restrictive) that address interest rate risk, credit risk, and concentration of credit risk. During the year ended June 30, 2021, the Authority's permissible investments included the following instruments:

| Authorized Investment Type | Maximum Maturity | Maximum % or Amount of the Portfolio |
|---|---------------------|--|
| US Treasury Bonds/Notes/Bills | 5 years | 100% |
| Bonds issued by local agencies | 5 years | 80% |
| Registered State Warrants and Municipal Notes | 5 years | 80% |
| Bankers Acceptances | 180 days | 40% |
| Commercial Paper | 270 days | 40% |
| Negotiable Certificate of Deposit | 180 days | 30% |
| CRA Bank Deposit/Certificate of Deposit | 1 year | 30% |
| Repurchase Agreements | 1 year | 30% |
| Reverse Repurchase Agreements | 92 days | 20% |
| Medium Term Corporate Notes | 180 days | 30% |
| Shares of Money Market Mutual Fund | 90 days | 20% |
| Collateralized Mortgage Obligations | 180 days | 20% |
| California Assets Management Program (CAMP) | none | none |
| County Pool | none | none |
| LAIF | none | none |

Investments Authorized by Debt Agreements: Investment of debt proceeds held by the bond trustee is governed by the provisions of the debt agreements, rather than the general provisions of the California Government Code or the Authority's investment policy. The 2009, 2012, 2014A and 2015A Measure A Sales Tax Revenue Bonds debt agreements contain certain provisions that address interest rate risk and credit risk, but not concentration of credit risk.

SACRAMENTO TRANSPORTATION AUTHORITY
NOTES TO THE BASIC FINANCIAL STATEMENTS
JUNE 30, 2021

NOTE 2 - CASH AND INVESTMENTS (Continued)

| Authorized Investment Type | Maximum Security | Maximum Percentage of Portfolio | Maximum Investment in One Issuer |
|-----------------------------------|---------------------|---------------------------------------|--|
| Local Agency Bonds or Obligations | None | None | None |
| U.S. Treasury Obligations | None | None | None |
| U.S. Agency Securities | None | None | None |
| Bankers Acceptances | 1 year | None | None |
| Commercial Paper | 270 days | None | None |
| Money Market Fund | None | None | None |
| Certificates of Deposit | None | None | None |
| Investment Agreements | None | None | None |
| Repurchase Agreements | None | None | None |
| Mutual Funds | N/A | None | None |
| LAIF | N/A | None | None |

Investment in County Treasury: The Authority's investments in the Sacramento County pooled investment funds are managed by the Sacramento County Treasurer and stated at fair value or amortized cost, which approximates fair value. The total amount invested by all public agencies as of June 30, 2021 was \$4.6 billion. The Authority's share of the pool is stated at market value in the Authority's financial statement. Sacramento County does not invest in any derivative financial products directly. The Sacramento County Treasury Investment Oversight Committee (Committee) oversees the County's cash and investment pool. The Committee consists of ten members as required by State law. The value of pooled shares that may be withdrawn from the County is determined on an amortized cost basis, which is different than the fair value of the Authority's position in the pool.

Investment in CAMP: California Asset Management Program (CAMP) was created under the provisions of the California Joint Exercise of Powers Act to provide professional investment management services and allows the participants to combine the use of a money market portfolio with an individually managed portfolio. CAMP is governed by a board of seven trustees, all of whom are officials or employees of public agencies. The money market portfolio offers daily liquidity and is rated AAAM by Standard and Poor. To maintain the AAAM rating, the portfolio's weighted average maturity may not exceed 70 days.

Interest Rate Risk: Interest rate risk is the risk that changes in market interest rates will adversely affect the fair value of an investment. Generally, the longer the maturity of an investment, the greater the sensitivity of its fair value to changes in market interest rates. As of June 30, 2021, the weighted average maturity of the investments contained in the County Pool and money market mutual funds is approximately 300 and 36 days, respectively.

Credit Risk: Generally, credit risk is the risk that an issuer of an investment will not fulfill its obligation to the holder of the investment. This is measured by the assignment of a rating by a nationally recognized statistical rating organization. Neither CAMP or the County Pool is rated by a nationally recognized statistical rating organization. The Money Market Mutual Fund is rated AAA by Standard and Poor's.

SACRAMENTO TRANSPORTATION AUTHORITY
NOTES TO THE BASIC FINANCIAL STATEMENTS
JUNE 30, 2021

NOTE 2 - CASH AND INVESTMENTS (Continued)

Custodial credit risk: Custodial credit risk for deposits is the risk that, in the event of the failure of a depository financial institution, a government will not be able to recover its deposits or will not be able to recover collateral securities that are in the possession of an outside party. The California Government Code and the Authority's investment policy do not contain legal or policy requirements that would limit the exposure to custodial credit risk for deposits, other than the following provision for deposits: The California Government Code requires that a financial institution secure deposits made by state or local governmental units by pledging securities in an undivided collateral pool held by a depository regulated under state law (unless so waived by the governmental unit). The market value of the pledged securities in the collateral pool must equal at least 110% of the total amount deposited by the public agencies. California law also allows financial institutions to secure public agency deposits by pledging first trust deed mortgage notes having a value of 150% of the secured public deposits. At June 30, 2021, the carrying amount of the Authority's deposits was \$1,136,282 and the balance in financial institutions was \$1,181,278 of which \$250,000 was covered by federal depository insurance and \$931,278 was covered by the pledging financial institution with assets held in a common-pool for the Authority and other governmental agencies.

Fair Value of Financial Instruments: The following methods and assumptions were used by the Authority to estimate the fair value of its financial instruments as of June 30, 2021.

Fair value is the exchange price that would be received for an asset or paid to transfer a liability (exit price) in the principal or most advantageous market for the asset or liability in an orderly transaction between market participants on the measurement date. There are three levels of inputs that may be used to measure fair values:

Level 1 – Quoted prices (unadjusted) for identical assets or liabilities in active markets that the entity has the ability to access as of the measurement date.

Level 2 – Significant other observable inputs other than level 1 prices such as quoted prices for similar assets or liabilities; quoted prices in markets that are active; or other inputs that are observable can be corroborated by observable market data.

Level 3 – Significant unobservable inputs that reflect a company's own assumptions about the assumptions that market participants would use in pricing an asset or a liability.

The fair values of U.S. Treasury Notes and money market funds that are readily marketable are determined by obtaining quoted prices on nationally recognized securities exchanges (Level 1 inputs).

SACRAMENTO TRANSPORTATION AUTHORITY
NOTES TO THE BASIC FINANCIAL STATEMENTS
JUNE 30, 2021

NOTE 2 - CASH AND INVESTMENTS (Continued)

The Authority reports the following recurring fair value measurements as of June 30, 2021:

| | June 30, 2021 | Fair Value Measurements Using | | |
|--|----------------------|--|---|--|
| | | Quoted Prices in Active Markets for Identical Assets (Level 1) | Significant Other Observable Inputs (Level 2) | Significant Unobservable Inputs (Level 3) |
| Investments by fair value level | | | | |
| Money market mutual fund | \$ 6,714,470 | | \$ 6,714,470 | |
| Total investments by fair value level | 6,714,470 | \$ - | \$ 6,714,470 | |
| Investments measured at net asset value | | | | |
| County pool | 43,450,673 | | | |
| CAMP pool | 5,658,663 | | | |
| | <u>\$ 55,823,806</u> | | | |

NOTE 3 - PENSION PLAN

General Information About the Pension Plans

Plan Descriptions: All qualified permanent and probationary employees are eligible to participate in the Authority's cost-sharing multiple employer defined benefit pension plans administered by the California Public Employees' Retirement System (CalPERS). The Authority has the following cost-sharing rate plans:

- Miscellaneous Plan
- PEPRM Miscellaneous Plan

Benefit provisions under the Plans are established by State statute and Board resolution. CalPERS issues publicly available reports that include a full description of the pension plans regarding benefit provisions, assumptions and membership information that can be found on the CalPERS website at www.calpers.ca.gov.

Benefits Provided: CalPERS provides service retirement and disability benefits, annual cost of living adjustments and death benefits to plan members, who must be public employees and beneficiaries. Benefits are based on years of credited service, equal to one year of full-time employment. Members with five years of total service are eligible to retire at age 50 (52 for PEPRM Miscellaneous Plan) with statutorily reduced benefits. All members are eligible for non-duty disability benefits after 10 years of service. The death benefit is one of the following: the 1959 Survivor Benefit level 4, or the Optional Settlement 2W Death Benefit. The cost of living adjustments for each plan are applied as specified by the Public Employees' Retirement Law.

SACRAMENTO TRANSPORTATION AUTHORITY
NOTES TO THE BASIC FINANCIAL STATEMENTS
JUNE 30, 2021

NOTE 3 - PENSION PLAN (Continued)

The Plan's provisions and benefits in effect at June 30, 2021, are summarized as follows:

| Hire Date | Miscellaneous | PERPA Miscellaneous |
|--|--------------------------------|-----------------------------------|
| | Prior to January 1, 2013 | On or after January 1, 2013 |
| Benefit formula (at full retirement) | 2.5% @ 55 | 2.0% @ 62 |
| Benefit vesting schedule | 5 years service | 5 years service |
| Benefit payments | monthly for life | monthly for life |
| Retirement age | 50-55 | 52-67 |
| Monthly benefits, as a % of eligible compensation | 2.0% to 2.5% | 1.0% to 2.5% |
| Required employee contribution rates | 8.00% | 6.75% |
| Required employer contribution rates | 11.742% | 7.732% |

In addition to the contribution rate above, the Authority was also required to make a payment of \$92,189 towards its unfunded actuarial liability during the fiscal year ended June 30, 2021.

The Miscellaneous Plan is closed to new members that are not already CalPERS participants.

Contributions: Section 20814(c) of the California Public Employees' Retirement Law requires that the employer contribution rates for all public employers be determined on an annual basis by the actuary and shall be effective on the July 1 following notice of a change in the rate. Funding contributions for the Plans are determined annually on an actuarial basis as of June 30 by CalPERS. The actuarially determined rate is the estimated amount necessary to finance the costs of benefits earned by employees during the year, with an additional amount to finance any unfunded accrued liability. The Authority is required to contribute the difference between the actuarially determined rate and the contribution rate of employees.

The contributions to the Plan were \$126,347 for the year ended June 30, 2021.

Pension Liabilities, Pension Expenses and Deferred Outflow/Inflow of Resources Related to Pensions: As of June 30, 2021, the Authority reported a net pension liability for its proportionate share of the net pension liability of the Plan of \$1,147,819.

The Authority's net pension liability for the Plan is measured as the proportionate share of the net pension liability. The net pension liability as of June 30, 2021 is measured as of June 30, 2020 and the total pension liability is determined by an actuarial valuation as of June 30, 2019 rolled forward to June 30, 2020 using standard update procedures. The Authority's proportion of the net pension liability is based on a projection of the Authority's long-term share of contributions to the pension plans relative to the projected contributions of all participating employers, actuarially determined. The Authority's proportionate share of the net pension liability as of June 30, 2021 and 2020 is as follows:

SACRAMENTO TRANSPORTATION AUTHORITY
NOTES TO THE BASIC FINANCIAL STATEMENTS
JUNE 30, 2021

NOTE 3 - PENSION PLAN (Continued)

| | Miscellaneous |
|------------------------------|---------------|
| Proportion - June 30, 2021 | 0.027210% |
| Proportion - June 30, 2020 | 0.026880% |
| Change - Increase (Decrease) | 0.000330% |

For the year ended June 30, 2021, the Authority recorded pension expense of \$188,314. At June 30, 2021, the Authority reported deferred outflow of resources and deferred inflow of resources related to the Plan from the following sources:

| | Deferred Outflow of Resources | Deferred Inflow of Resources |
|--|-------------------------------------|------------------------------------|
| Pension contributions subsequent to measurement date | \$ 126,347 | |
| Change in employer's proportion | 13,593 | \$ 5,115 |
| Net differences between the employer's contribution and the employer's proportionate share of contributions | | 57,032 |
| Net differences between projected and actual earnings on plan investments | 34,097 | |
| Changes in assumption | | 8,187 |
| Difference between expected and actual experience | 59,151 | |
| Total | \$ 233,188 | \$ 70,334 |

The \$126,347 reported as deferred outflow of resources related to contributions subsequent to the measurement date will be recognized as a reduction of the net pension liability in the fiscal year ended June 30, 2022. Other amounts reported as deferred inflow and outflow of resources relate to pensions and will be recognized as pension expense as follows:

| Year Ended June 30 | | |
|-----------------------|----|----------|
| 2022 | \$ | (13,931) |
| 2023 | | 16,724 |
| 2024 | | 17,360 |
| 2025 | | 16,354 |
| | \$ | 36,507 |

SACRAMENTO TRANSPORTATION AUTHORITY
 NOTES TO THE BASIC FINANCIAL STATEMENTS
 JUNE 30, 2021

NOTE 3 - PENSION PLAN (Continued)

Actuarial Assumptions: The total pension liabilities in the actuarial valuations for the Plan were determined using the following actuarial assumptions:

| | |
|-------------------------------|--|
| Valuation Date | June 30, 2019 |
| Measurement Date | June 30, 2020 |
| Actuarial Cost Method | Entry-Age Normal Cost Method |
| Actuarial Assumptions: | |
| Discount Rate | 7.15% |
| Inflation | 2.50% |
| Projected Salary Increase (1) | Varies |
| Mortality | Derived using CalPERS Membership data for all funds |

(1) Depending on age and service

The underlying mortality assumptions and all other actuarial assumptions used in June 30, 2021 were based on the results of a December 2017 actuarial experience study for the period 1997 to 2015. Further details of the Experience Study can be found on the CalPERS website.

Discount Rate: The discount rate used to measure the total pension liability was 7.15%. To determine whether the municipal bond rate should be used in the calculation of a discount rate for each plan, CalPERS stress tested plans that would most likely result in a discount rate that would be different from the actuarially assumed discount rate. Based on the testing, none of the tested plans run out of assets. Therefore, the current discount rate is adequate and the use of the municipal bond rate calculation is not necessary. The long term expected discount rate will be applied to all plans in the Public Employees Retirement Fund (PERF). The stress test results are presented in a detailed report that can be obtained from the CalPERS website.

The long-term expected rate of return on pension plan investments was determined using a building-block method in which best-estimate ranges of expected future real rates of return (expected returns, net of pension plan investment expense and inflation) are developed for each major asset class.

In determining the long-term expected rate of return, CalPERS took into account both short-term and long-term market return expectations as well as the expected pension fund cash flows. Using historical returns of all the funds' asset classes, expected compound returns were calculated over the short-term (first 10 years) and the long-term (11-60 years) using a building-block approach. Using the expected nominal returns for both short-term and long-term, the present value of benefits was calculated for each fund. The expected rate of return was set by calculating the single equivalent expected return that arrived at the same present value of benefits for cash flows as the one calculated using both short-term and long-term returns. The expected rate of return was then set equivalent to the single equivalent rate calculated above and rounded down to the nearest one quarter of one percent.

The table below reflects the long-term expected real rate of return by asset class for the Plan as of the measurement date of June 30, 2020. The rate of return was calculated using the capital market assumptions applied to determine the discount rate and asset allocation. These rates of return are net of administrative expenses.

SACRAMENTO TRANSPORTATION AUTHORITY
NOTES TO THE BASIC FINANCIAL STATEMENTS
JUNE 30, 2021

NOTE 3 - PENSION PLAN (Continued)

| Asset Class | New Strategic Allocation | Real Return Years 1 - 10(a) | Real Return Years 11+(b) |
|---------------------|--------------------------|-----------------------------|--------------------------|
| Global Equity | 50.0% | 4.80% | 5.98% |
| Global Fixed Income | 28.0% | 1.00% | 2.62% |
| Inflation Sensitive | 0.0% | 0.77% | 1.81% |
| Private Equity | 8.0% | 6.30% | 7.23% |
| Real Estate | 13.0% | 3.75% | 4.93% |
| Liquidity | 1.0% | 0.0% | (.92)% |
| Total | <u>100.00%</u> | | |

(a) An expected inflation of 2.00% used for this period.

(b) An expected inflation of 2.92% used for this period.

Sensitivity of the Proportionate Share of the Net Pension Liability to Changes in the Discount Rate: The following presents the Authority's proportionate share of the net pension liability for the Plan, calculated using the discount rate for the Plan, as well as what the Authority's proportionate share of the net pension liability would be if it were calculated using a discount rate that is one-percentage point lower or higher than the current rate:

| | |
|-----------------------|--------------|
| 1% Decrease | 6.15% |
| Net Pension Liability | \$ 1,783,828 |
| Current Discount Rate | 7.15% |
| Net Pension Liability | \$ 1,147,819 |
| 1% Increase | 8.15% |
| Net Pension Liability | \$ 622,305 |

Pension Plan Fiduciary Net Position: Detailed information about each pension plan's fiduciary net position is available in the separately issued CalPERS financial reports.

NOTE 4 – DEFERRED COMPENSATION PLAN

The Authority offers its regular employees a deferred compensation plan under the provisions of Internal Revenue Code (IRC) Section 457. The plan permits these employees to defer a portion of their salary until future years. The deferred compensation is not available to employees until termination, retirement, death or an unforeseeable emergency.

The Authority has established a separate independent trust which is administered outside the Authority to hold the assets and earnings of its deferred compensation plans for the exclusive benefit of the participants that are not included in the Authority's financial statements.

SACRAMENTO TRANSPORTATION AUTHORITY
 NOTES TO THE BASIC FINANCIAL STATEMENTS
 JUNE 30, 2021

NOTE 5 – OTHER POST EMPLOYMENT BENEFITS (OPEB)

Plan Description: The Authority’s defined benefit OPEB plan provides OPEB benefit for all permanent full-time employees of the Authority. Benefits are set by the Board and may be amended by the Board. The Plan is a single employer defined benefit OPEB plan administered by the Authority. No assets are accumulated in a trust.

Benefits Provided: The Plan provides healthcare benefits to all permanent full-time employees who retire directly from the Authority, at a minimum age of 52, with a minimum of five years of service. Eligible employees’ surviving spouses are also eligible for benefits. The Authority participates in the Public Employees’ Medical and Hospital Care Act (PEMHCA) provided through the California Public Employees’ Retirement System (CalPERS).

Employees Covered by Benefit Terms: As of the June 30, 2020 measurement date, the following employees were covered by the Plan’s benefit terms:

| | |
|--|---|
| Active employees | 3 |
| Inactive employees or beneficiaries currently receiving benefit payments | 1 |
| | 4 |
| | 4 |

OPEB Liability: The Authority’s OPEB liability of \$203,357 was measured as of June 30, 2020, and the total OPEB liability used to calculate the net OPEB liability was determined by an actuarial valuation as of June 30, 2019.

Actuarial Assumptions: The net OPEB liability in the June 30, 2019 actuarial valuation was determined using the following actuarial assumptions, applied to all periods included in the measurement, unless otherwise specified:

| | |
|-----------------------------|---|
| Valuation date: | June 30, 2019 |
| Measurement date: | June 30, 2020 |
| Actuarial Cost Method: | Entry-Age Normal, Level % of Pay |
| Actuarial assumptions: | |
| Discount rate | 2.66% |
| Inflation | 2.50% |
| Aggregate salary increase | 3.00% |
| Healthcare cost trend rates | 5.40% in 2021 decreasing to 4.00% by 2076 |
| Mortality rates | CalPERS 2017 Experience Study |
| Mortality improvement | Macleod Watts Scale 2020 |

Mortality information was based on the MacLeod Watts Scale 2020 which was developed from a blending of data and methodologies found in two published sources: (1) the Society of Actuaries Mortality Improvement Scale MP-2019 Report, published October 2019 and (2) the demographic assumptions used in the 2019 Annual Report of the Board of Trustees of the Federal Old-Age and Survivors Insurance and Federal Disability Insurance Trust Funds, published April 2019.

Discount Rate: The discount rate used to measure the total OPEB liability was 2.66%, which is a decrease from the 2.79% used at the June 30, 2019 measurement date. The discount rate is based on the S&P Municipal Bond 20 Year High Grade Rate Index rate for tax-exempt general obligations bonds with an average rating of AA/Aa or higher at June 30, 2020 as published by the Federal Reserve.

SACRAMENTO TRANSPORTATION AUTHORITY
NOTES TO THE BASIC FINANCIAL STATEMENTS
JUNE 30, 2021

NOTE 5 – OTHER POST EMPLOYMENT BENEFITS (OPEB) (Continued)

Changes in the Total OPEB Liability: The change in the total OPEB liability for the plan is as follows:

| | Total OPEB Liability |
|--------------------------------------|-------------------------|
| Balance at July, 1, 2020 | \$ 202,316 |
| Changes for the year: | |
| Service cost | 6,042 |
| Interest on the total OPEB liability | 5,614 |
| Change of assumptions | 3,687 |
| Benefit payments | (14,302) |
| Net changes | 1,041 |
| Balance at June 30, 2021 | \$ 203,357 |

The changes in assumptions from the prior valuation to the current valuation include a change in the discount rate from 2.79% to 2.66%, demographic assumptions changes from those provided in the 2014 CalPERS experience study to the 2017 CalPERS experience study, salary increases decreased from 3.25% per year to 3.0% per year, and inflation rate decreased from 2.75% per year to 2.5% per year. There were no changes between the measurement date and the year ended June 30, 2021 which had a significant effect on the Authority's total OPEB liability.

Sensitivity of the Total OPEB Liability to Changes in the Discount Rate: The following presents the total OPEB liability of the Authority, as well as what the Authority's total OPEB liability would be if it were calculated using a discount rate that is 1 percentage point lower or 1 percentage point higher than the current discount rate:

| | 1% Decrease 1.66% | Discount Rate 2.66% | 1% Increase 3.66% |
|----------------------|----------------------|------------------------|----------------------|
| Total OPEB liability | \$ 235,902 | \$ 203,357 | \$ 177,704 |

Sensitivity of the Total OPEB Liability to Changes in the Healthcare Cost Trend Rates: The following presents the total OPEB liability of the Authority, as well as what the Authority's total OPEB liability would be if it were calculated using healthcare cost trend rates that is 1 percentage point lower or 1 percentage point higher than the current healthcare cost trend rates:

| | Current Healthcare Cost Trend Rates | | |
|----------------------|--|--|------------|
| | 1% Decrease (4.40% decreasing to 3.00%) | 1% Increase (6.40% decreasing to 5.00%) | |
| Total OPEB liability | \$ 178,060 | \$ 203,357 | \$ 235,383 |

OPEB Plan Fiduciary Net Position: The Plan does not have fiduciary net position as the Authority does not contribute to a qualified trust fund on behalf of the participants.

SACRAMENTO TRANSPORTATION AUTHORITY
NOTES TO THE BASIC FINANCIAL STATEMENTS
JUNE 30, 2021

NOTE 5 – OTHER POST EMPLOYMENT BENEFITS (OPEB) (Continued)

OPEB Expense and Deferred Outflows of Resources and Deferred Inflows of Resources Related to OPEB: For the year ended June 30, 2021, the Authority recognized OPEB expense of \$18,158. At June 30, 2021, the Authority reported deferred outflows of resources and deferred inflows of resources related to OPEB from the following sources:

| | Deferred Outflows of Resources | Deferred Inflows of Resources |
|--|--------------------------------------|-------------------------------------|
| Employer contributions made subsequent to the measurement date | \$ 15,842 | |
| Differences between expected and actual experience | 5,446 | |
| Changes of assumptions | 4,918 | \$ 3,489 |
| Total | \$ 26,206 | \$ 3,489 |

The \$15,842 reported as deferred outflows of resources related to contributions subsequent to the measurement date will be recognized as a reduction of the net OPEB liability during the following fiscal year. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to OPEB will be recognized in OPEB expense as follows:

| Year Ended June 30 | |
|--------------------|----------|
| 2022 | \$ 6,501 |
| 2023 | 279 |
| 2024 | (113) |
| 2025 | 208 |
| 2026 | - |
| Thereafter | - |
| | \$ 6,875 |

Recognition of Deferred Outflows and Deferred Inflows of Resources: Gains and losses related to changes in total OPEB liability and fiduciary net position are recognized in OPEB expense systematically over time. Amounts are first recognized in OPEB expense for the year the gain or loss occurs. The remaining amounts are categorized as deferred outflows and deferred inflows of resources related to OPEB and are to be recognized in future OPEB expense.

The recognition period differs depending on the source of the gain or loss. The net difference between projected and actual earnings on OPEB plan investments is recognized over 5 years. All other amounts are recognized over the expected average remaining service lifetime (EARSL), which was 3.0 years at June 30, 2021.

SACRAMENTO TRANSPORTATION AUTHORITY
NOTES TO THE BASIC FINANCIAL STATEMENTS
JUNE 30, 2021

NOTE 6 - OPERATING LEASES

The Authority leases certain premises under an operating lease through November 30, 2027, at which time the lease expires. The rental rate increases \$100 per month each year of the lease beginning every December 1. In addition, as a condition of the Authority executing this new lease certain tenant improvements were made by the landlord, the cost of which plus interest (\$159,264) is to be repaid as part of the rental payments beginning December 1, 2020 through the remainder of the lease term. Rental expense for the year ended June 30, 2021 was \$ 47,416.

Future minimum lease payments under operating leases as of June 30, 2021 are as follows:

| <u>Fiscal Year Ending June 30</u> | <u>Amount</u> |
|-----------------------------------|-------------------|
| 2022 | \$ 55,781 |
| 2023 | 59,298 |
| 2024 | 63,215 |
| 2025 | 67,608 |
| 2026 | 72,566 |
| 2027-2028 | <u>111,780</u> |
| | <u>\$ 430,248</u> |

NOTE 7 – INTERFUND TRANSACTIONS

Interfund transfers from the General Fund to the Debt Service Fund were used to repay principal and interest per the debt agreement in the amount of \$19,534,968. Interfund transfers from the General Fund to the Transit Services Fund of \$1,000,000 represents the Neighborhood Shuttle annual Measure A allocation.

SACRAMENTO TRANSPORTATION AUTHORITY
NOTES TO THE BASIC FINANCIAL STATEMENTS
JUNE 30, 2021

NOTE 8 – LONG-TERM LIABILITIES

The activity of the Authority's long-term liabilities during the year ended June 30, 2021 are as follows:

| | Balance July 1, 2020 | Additions | Reductions | Balance June 30, 2021 | Due Within One Year |
|---|-------------------------|-------------------|------------------------|--------------------------|------------------------|
| 2009 Series C Bonds | \$ 106,100,000 | | | \$ 106,100,000 | |
| Fair Value (Loss) of Interest Rate Swap (2009 Series Bonds) | 138,024,376 | | \$ (33,123,022) | 104,901,354 | |
| 2012 Series Bonds | 38,685,000 | | (4,050,000) | 34,635,000 | \$ 4,235,000 |
| Unamortized Bond Premium (2012 Series Bonds) | 5,348,464 | | (755,077) | 4,593,387 | |
| Series 2014A Bonds | 106,100,000 | | | 106,100,000 | |
| Series 2015A Bonds | 106,100,000 | | | 106,100,000 | |
| Total debt | 500,357,840 | - | (37,928,099) | 462,429,741 | 4,235,000 |
| Compensated absences | 43,219 | 48,411 | (29,579) | 62,051 | 35,000 |
| Net Pension liability | 1,076,426 | 71,393 | | 1,147,819 | |
| Net OPEB liability | 202,316 | 1,041 | | 203,357 | |
| Total Long-term liabilities | <u>\$ 501,679,801</u> | <u>\$ 120,845</u> | <u>\$ (37,957,678)</u> | <u>\$ 463,842,968</u> | <u>\$ 4,270,000</u> |
| Amount Due Within One Year | | | | <u>(4,270,000)</u> | |
| Amount Due in More Than One Year | | | | <u>\$ 459,572,968</u> | |

SACRAMENTO TRANSPORTATION AUTHORITY
NOTES TO THE BASIC FINANCIAL STATEMENTS
JUNE 30, 2021

NOTE 8 – LONG-TERM LIABILITIES (Continued)

Long-term debt consists of the following at:

2009 Series C Bonds - In October 2009, the Authority issued Measure A Sales Tax Revenue Bonds in the amount of \$106.1 million to finance transportation projects approved by voters in 2004. The bond's variable interest rate is fixed through an interest-rate swap, whereby, the Authority pays a fixed interest rate of 3.736% and in turn, receives a variable interest rate based on 67 percent of the one month London Interbank Offered Rate (LIBOR) which is reset on a weekly basis. Principal payments of \$7.5 million begin in 2029 and increase to \$11.8 million in 2039 when they mature. These bonds are a direct placement. \$ 106,100,000

2012 Series Bonds - In July 2012, the Authority issued fixed rate Measure A Sales Tax Bonds in the amount of \$53.4 million to finance transportation projects approved by voters in 2004. The average coupon interest rate is 2.480997%. Principal payments in the amount of \$3.5 million began in 2017 and increase to \$5.7 million in 2028, when the bonds mature. These bonds are a direct placement. \$ 34,635,000

2014A Series A Bonds - In September 2014, the Authority issued Measure A Sales Tax Revenue Refunding Bonds in the amount of \$106.1 million to refund the outstanding series 2009A bonds and finance transportation projects approved by voters in 2004. Interest rate swaps were retained. In the floating-to-fixed rate swap, the Authority pays a fixed interest rate of 3.736% and in turn, receives a variable interest rate based on 67 percent of the one month LIBOR which is reset on a weekly basis. Principal payments range from \$7.4 million in 2029 to \$11.8 million in 2039, when the bonds mature. These bonds are a direct placement. \$ 106,100,000

2015A Series B Bonds - In March 2015, the Authority issued Measure A Sales Tax Revenue Refunding Bonds in the amount of \$106.1 million to refund the outstanding Measure A Sales Tax Revenue Series 2009B bonds and finance transportation projects approved by voters in 2004. Interest rate swaps were retained. In the floating-to-fixed rate swap, the Authority pays a fixed interest rate of 3.666% and in turn, receives a variable interest rate based on 67 percent of the three month LIBOR which is reset on a weekly basis. Principal payments range from \$7.4 million in 2029 to \$11.8 million in 2039, when the bonds mature. These bonds are a direct placement. \$ 106,100,000

SACRAMENTO TRANSPORTATION AUTHORITY
NOTES TO THE BASIC FINANCIAL STATEMENTS
JUNE 30, 2021

NOTE 8 – LONG-TERM LIABILITIES (Continued)

The Authority has pledged all of the future sales tax proceeds to cover all debt service requirements. The total principal and interest remaining on the 2009C, 2012, 2014A, and the 2015A bonds is \$514.4 million. For the current year, the principal and interest paid and total incremental sales tax revenues were \$19.7 million and \$153.6 million, respectively.

The 2014A and 2015A Measure A Sales Tax Revenue Refunding Bonds were issued to refund the 2009A and 2009B Measure A Sales Tax Revenue Bonds, respectively. The advance refunding resulted in no differences between the reacquisition price and the net carrying amount of the outstanding debt.

As of June 30, 2021, the future annual debt service requirements and net payments on associated hedging derivative instruments on the Authority's 2009, 2014A, and 2015A Series Bond obligations are detailed in the schedule below. These amounts assume that current interest rates on variable rate bonds will remain the same for their term. As these rates vary, interest payments on variable rate bonds and net payments on the hedging derivatives will vary. Included in the schedule are the future principal and fixed interest obligations on the 2012 Series Bonds.

| Fiscal Year Ending June 30, | Principal | Bond Interest | Estimated Derivatives, Net | Hedging Ancillary Fees | Total |
|-----------------------------------|-----------------------|---------------------|-------------------------------|---------------------------|-----------------------|
| 2022 | \$ 4,235,000 | \$ 1,781,148 | \$ 10,454,514 | \$ 1,376,907 | \$ 17,847,569 |
| 2023 | 4,455,000 | 1,563,898 | 10,454,514 | 1,376,907 | 17,850,319 |
| 2024 | 4,685,000 | 1,335,398 | 10,454,514 | 1,380,556 | 17,855,468 |
| 2025 | 4,925,000 | 1,095,148 | 10,454,514 | 1,376,536 | 17,851,198 |
| 2026 | 5,175,000 | 842,648 | 10,454,514 | 1,376,907 | 17,849,069 |
| 2027 - 2031 | 83,260,000 | 1,290,114 | 48,820,949 | 6,433,875 | 139,804,938 |
| 2032 - 2036 | 144,200,000 | 430,493 | 28,982,488 | 3,821,909 | 177,434,890 |
| 2037 - 2039 | 102,000,000 | 76,001 | 5,116,500 | 674,477 | 107,866,978 |
| Total | <u>\$ 352,935,000</u> | <u>\$ 8,414,848</u> | <u>\$ 135,192,507</u> | <u>\$ 17,818,074</u> | <u>\$ 514,360,429</u> |

Events of Default: Events of default with financial consequences may occur under the Indenture that allow that the Trustee may enforce its rights by any one or more of the remedies. Significant remedies under the indenture include:

- The Authority shall immediately transfer to the Trustee all revenues held by the Authority.
- Bring legal action upon the Bonds.
- Limit the Authority's ability to issue new bonds unless the issuance of those bonds will remedy the default.

Arbitrage: The Tax Reform Act of 1986 instituted certain arbitrage restrictions with respect to the issuance of tax exempt bonds after August 31, 1986. Arbitrage regulations deal with investments of all tax-exempt bond proceeds at an interest yield greater than the interest paid to bondholders. Generally, all interest paid to bond holders can be retroactive if applicable rebates are not reported and paid to the Internal Revenue Service at least every five years. The Authority's arbitrage liability is currently estimated to be immaterial.

SACRAMENTO TRANSPORTATION AUTHORITY
NOTES TO THE BASIC FINANCIAL STATEMENTS
JUNE 30, 2021

NOTE 8 – LONG-TERM LIABILITIES (Continued)

Interest Rate Swaps

Objective of the interest rate swaps and terms: On October 18, 2006, the Authority entered into three forward interest rate swaps for \$106.1 million each in order to hedge the interest rate risk associated with the Series 2009 Measure A Sales Tax Revenue Bonds issued on October 1, 2009, and whose initial interest rate is variable.

Terms: The swap agreement requires that the Authority pay each financial institution semi-annual fixed-rate payments based on an annual rate; the financial institution, in turn, is required to pay the Authority a series of future variable-rate payments equal to 67% of the 1-month or 3-month LIBOR. The notional amounts and maturity dates of the swaps match the principal amounts and the maturity dates of the hedged bonds. The variable-rate coupons of the hedged bonds closely match the Securities Industry and Financial Markets Association (SIFMA) and percentage of LIBOR rates paid monthly. A summary of the terms are as follows:

| | Notional Amount | Effective Date | Fixed Rate Paid | Variable Rate Received | Fair Value | Swap Term Date | Counterparty Credit Rating (1) | Valuation Level |
|--------------|-----------------|------------------|-----------------|------------------------|-------------------------------------|-----------------|--------------------------------|-----------------|
| Series 2009C | \$ 106,100,000 | October 18, 2009 | 3.736% | 67% USD LIBOR | \$ (35,649,265) | October 1, 2038 | Aa2/A+/AA- | Level 2 |
| Series 2014A | \$ 106,100,000 | October 18, 2009 | 3.736% | 67% 3 month LIBOR | \$ (35,653,746) | October 1, 2038 | A1/A+/A+ | Level 2 |
| Series 2015A | \$ 106,100,000 | October 18, 2009 | 3.666% | 67% USD LIBOR | \$ (33,598,343) \$ (104,901,354) | October 1, 2038 | Aa2/A+/AA | Level 2 |

(1) (Moody's Investor Services, Standard and Poor's Rating Services, and Fitch IBCA, Inc.)

Fair value: The swaps had a total fair value of negative \$104,901,354 as of June 30, 2021, which is reported as a deferred outflow of resources. The fair values were estimated by an independent third-party based on mid-market levels as of the close of business on June 30, 2021. The fair values take into consideration the prevailing interest rate environment and the specific terms and conditions of the swaps. The fair values were estimated using the zero-coupon discounting method. This method calculates the future payments required by the swap, assuming that the current forward rates implied by the yield curve are the market's best estimate of future spot interest rates. These payments are then discounted using the spot rates implied by the current yield curve for a hypothetical zero-coupon rate bond due on the date of each future net settlement payment on the swaps.

Credit risk: This is the risk that the counterparty will fail to perform under the terms of the agreement. As of June 30, 2021, the Authority was not exposed to credit risk on these swaps because the fair values were negative. However, should interest rates change and the fair values of the swaps become positive, the Authority would be exposed to credit risk in the amount of the swaps' positive fair values. In order to mitigate this risk, the Authority diversified its exposure among three counterparties. The swap agreements contain varying collateral agreements with the counterparties. The swaps require collateralization of the fair value of the swap should the credit rating fall below the applicable thresholds. If the Authority's credit rating falls below certain thresholds or is withdrawn, a termination event may result, in which case the Authority could immediately owe (or be owed) the fair market value of the swap.

Basis risk: This is the risk of a mismatch between the variable rate received from the counterparty and the variable rate paid on the variable rate debt that was issued in October 2009. The Authority is exposed to basis risk should the floating rate that it receives on a swap be less than the actual

SACRAMENTO TRANSPORTATION AUTHORITY
NOTES TO THE BASIC FINANCIAL STATEMENTS
JUNE 30, 2021

NOTE 8 – LONG-TERM LIABILITIES (Continued)

Interest Rate Swaps (Continued)

variable rate the Authority pays on the bonds. Depending on the magnitude and duration of any basis risk shortfall, the effective fixed rate on the debt will vary. Based on current and historical experience, the payments received under the agreements are expected to approximate the expected bond payments over the life of the swaps.

Termination risk and termination payments: This is the risk that the transaction is terminated in a market dictating a termination payment by the Authority. The Authority can terminate a swap at the fair market value by providing notice to the counterparty, while the counterparty may only terminate the swap upon certain termination events under the terms of the agreement. The Authority or the counterparties may terminate the swap if the other party fails to perform under the terms of the contracts, such as the failure to make swap payments. If the swap is terminated, the expected variable rate bonds would no longer be hedged.

Tax Risk: The swap exposes the Authority to tax risk if a permanent mismatch occurs between the variable-rate received from the swap and the variable-rate paid on the bonds due to tax law changes such that the federal or state tax exemption on municipal debt is eliminated or its value reduced.

NOTE 9 – FUND BALANCES

The Authority's net position and fund balance are restricted for the following purposes:

Measure A Projects – bond proceeds and sales tax revenues restricted by local ordinance for transportation-related projects.

Sacramento Countywide Mitigation Fee Program – represents the fund balance of the SCTMFP to assist with funding road and transit system improvements needed to accommodate projected growth and development.

Freeway Service Patrol Program – to reflect funds restricted by the Department of Transportation for urban traffic congestion mitigation.

Sacramento Abandoned Vehicle Service Authority – represents the fund balance of SAVSA to fulfill the program objectives of the Abandoned Vehicles program.

Transit Services – represents the unspent Measure A funds allocated to CTSA and Neighborhood Shuttle.

Debt Service – represents debt service reserves required by the related debt covenants.

NOTE 10 – GOVERNMENT-WIDE NET POSITION

As of June 30, 2021, the Authority had negative net position of \$297.7 million. Under a typical bond financing arrangement, the public entity issues debt and expends the funds on capital projects that are reported on the statement of net position as capital assets. The capital assets generally offset the bonded debt. However, the Authority issues bonds that pay for assets reported in other jurisdictions' financial statements, resulting in a deficit net position. Therefore, the deficit will continue, but decrease over time as the Authority makes bond principal payments.

SACRAMENTO TRANSPORTATION AUTHORITY
NOTES TO THE BASIC FINANCIAL STATEMENTS
JUNE 30, 2021

NOTE 11 – IMPACT OF COVID-19

In December 2019, a novel strain of coronavirus has spread around the world resulting in business and social disruption. The coronavirus was declared a Public Health Emergency of International Concern by the World Health Organization on January 30, 2020. In March 2020, the State of California issued a statewide shelter-in-place order that continues to have a significant impact on the State of California and local economy. The extent to which the coronavirus may impact economic activity or investment results will depend on future developments, which are highly uncertain and cannot be predicted, including new information which may emerge concerning the severity of the coronavirus and the actions required to contain the coronavirus. Management has not included any contingencies in the financial statements specific to this recent event.

NOTE 12 – NEW PRONOUNCEMENTS

In June 2017, the GASB issued Statement No. 87, Leases. This Statement increases the usefulness of governments' financial statements by requiring recognition of certain lease assets and liabilities for leases that previously were classified as operating leases and recognized as inflows of resources or outflows of resources based on the payment provisions of the contract. Under this Statement, a lessee is required to recognize a lease liability and an intangible right-to-use lease asset, and a lessor is required to recognize a lease receivable and a deferred inflow of resources. A lease is defined as a contract that conveys control of the right to use another entity's nonfinancial asset as specified in the contract for a period of time in an exchange or exchange-like transaction. Examples of nonfinancial assets include buildings, land, vehicles, and equipment. Any contract that meets this definition should be accounted for under the leases guidance, unless specifically excluded in this Statement. The requirements of this Statement are effective for reporting periods beginning after June 15, 2021.

In June 2018, the GASB issued Statement No. 89, Accounting for Interest Cost Incurred before the End of a Construction Period. This Statement enhances disclosures about capital assets and the cost of borrowing for a reporting period and simplifies the accounting for interest cost incurred before the end of a construction period. Interest cost incurred before the end of a construction period will be recognized as an expense rather than being recorded as part of the cost of capital assets in a business-type activity or enterprise fund and interest cost incurred by a fund using the current financial resources measurement focus before the end of a construction period should be recognized as an expenditure on a basis consistent with governmental fund accounting principles. The requirements of this Statement are effective for the reporting periods beginning after December 15, 2020.

In January 2020, the GASB issued Statement No. 92, Omnibus 2020. This Statement addresses a number of practice issues identified during the implementation of certain GASB Statements, including 1) the effective date of Statement No. 87, Leases, and Implementation Guide No. 2019-03, Leases, for interim financial statements; 2) reporting of intra-entity transfers between a primary government employer and a component unit defined benefit pension plan or defined benefit OPEB plan; 3) the applicability of Statements No. 73, Accounting and Financial Reporting for Pensions and Related Assets That Are Not within the Scope of GASB Statement 68, and Amendments to Certain Provisions of GASB Statements 67 and 68, as amended, and No. 74, Financial Reporting for Post-employment Benefit Plans Other Than Pension Plans, as amended, to reporting assets accumulated for postemployment benefits; 4) the applicability of certain requirements of Statement No. 84, Fiduciary Activities, to postemployment benefit arrangements; 5) measurement

SACRAMENTO TRANSPORTATION AUTHORITY
NOTES TO THE BASIC FINANCIAL STATEMENTS
JUNE 30, 2021

NOTE 12 – NEW PRONOUNCEMENTS (CONTINUED)

of liabilities (and assets, if any) related to asset retirement obligations (AROs) in a government acquisition; 6) reporting by public entity risk pools for amounts that are recoverable from reinsurers or excess insurers; 7) reference to nonrecurring fair value measurements of assets or liabilities in authoritative literature; and 8) terminology used to refer to derivative instruments. This Statement is applicable for items 1) and 7) above upon its issuance and is effective for the other items above for reporting periods beginning after June 15, 2021.

In March 2020, the GASB issued Statement No. 93, Replacement of Interbank Offered Rates. This Statement addresses accounting and financial reporting implications that result from the replacement of an interbank offered rate (IBOR), such as the London Interbank Offered Rate (LIBOR), with another reference rate due to global reference rate reform. LIBOR will cease to exist in its current form at the end of 2021, prompting governments to amend or replace financial instruments with LIBOR reference rates by either changing the reference rate or adding or changing fallback provisions related to the reference rate. This Statement addresses the effects that result from the replacement of IBORs with other reference rates in order to preserve the reliability, relevance, consistency, and comparability of reported information. The removal of LIBOR as an appropriate benchmark interest rate is effective for reporting periods ending after December 31, 2021. All other requirements of this Statement are effective for reporting periods beginning after June 15, 2021.

The Authority will analyze the impact of these new Statements prior to the effective dates listed above.

NOTE 13 – RESTATEMENTS TO IMPLEMENT GASB STATEMENT NO. 84

During the year ended June 30, 2021, the Authority implemented GASB Statement No. 84, *Fiduciary Activities*. As a result of the implementation of this Statement, the Authority reevaluated whether its fiduciary funds met the revised definition of fiduciary activities. The Authority determined that the former Measure A Agency Fund met the criteria to be reported as part of the Authority's operations and reclassified it into a Special Revenue Fund. Due to this change, the July 1, 2020 total assets, total liabilities and fund balance/net position of \$19,422,012, \$1,295,827 and \$18,126,185 were reclassified to the Transit Services Special Revenue Fund. Government-wide net position increased by \$18,126,185 as of July 1, 2020 as a result of this reclassification.

REQUIRED SUPPLEMENTARY INFORMATION

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**SACRAMENTO TRANSPORTATION AUTHORITY
REQUIRED SUPPLEMENTARY INFORMATION
For the Year Ended June 30, 2021
SCHEDULE OF THE PROPORTIONATE SHARE OF THE
NET PENSION LIABILITY - MISCELLANEOUS PLAN (UNAUDITED)
Last 10 Years**

| | June 30, 2021 | June 30, 2020 | June 30, 2019 | June 30, 2018 | June 30, 2017 | June 30, 2016 | June 30, 2015 |
|---|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| Proportion of the net pension liability | 0.02721% | 0.02688% | 0.02659% | 0.02650% | 0.02616% | 0.02734% | 0.02463% |
| Proportionate share of the net pension liability | \$ 1,147,819 | \$ 1,076,426 | \$ 1,002,151 | \$ 1,044,537 | \$ 908,590 | \$ 750,078 | \$ 608,865 |
| Covered - employee payroll - measurement period | \$ 388,487 | \$ 348,630 | \$ 352,622 | \$ 451,635 | \$ 351,909 | \$ 363,473 | \$ 366,547 |
| Proportionate share of the net pension liability as a percentage of covered payroll | 295.46% | 308.76% | 284.20% | 231.28% | 258.19% | 206.36% | 166.11% |
| Plan fiduciary net position as a percentage of the total pension liability | 75.98% | 74.53% | 75.44% | 72.49% | 75.57% | 78.40% | 79.82% |
| Reporting Valuation Date: | June 30, 2019 | June 30, 2018 | June 30, 2017 | June 30, 2016 | June 30, 2015 | June 30, 2014 | June 30, 2013 |
| Reporting Measurement Date: | June 30, 2020 | June 30, 2019 | June 30, 2018 | June 30, 2017 | June 30, 2016 | June 30, 2015 | June 30, 2014 |

Notes to Schedule:

Change in Benefit Terms: The figures above do not include any liability impact that may have resulted from plan changes which occurred after June 30, 2014 as they have minimal cost impact.

Changes in assumptions:

| | | | | | | | |
|---|-------|-------|-------|-------|-------|-------|-------|
| Discount rate changes in accounting valuation | 7.15% | 7.15% | 7.15% | 7.15% | 7.65% | 7.65% | 7.50% |
|---|-------|-------|-------|-------|-------|-------|-------|

**SCHEDULE OF CONTRIBUTIONS TO THE PENSION PLAN - MISCELLANEOUS PLAN (UNAUDITED)
Last 10 Years**

| | June 30, 2021 | June 30, 2020 | June 30, 2019 | June 30, 2018 | June 30, 2017 | June 30, 2016 | June 30, 2015 |
|---|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| Contractually required contribution (actuarially determined) | \$ 126,347 | \$ 115,317 | \$ 108,775 | \$ 91,285 | \$ 89,707 | \$ 76,574 | \$ 69,181 |
| Contributions in relation to the actuarially determined contributions | (126,347) | (115,317) | (108,775) | (91,285) | (89,707) | (76,574) | (69,181) |
| Contribution deficiency (excess) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Covered - employee payroll - fiscal year | \$ 451,405 | \$ 388,487 | \$ 348,630 | \$ 352,622 | \$ 451,635 | \$ 351,909 | \$ 363,473 |
| Contributions as a percentage of covered - employee payroll | 27.99% | 29.68% | 31.20% | 25.89% | 19.86% | 21.76% | 19.03% |
| Valuation date: | June 30, 2018 | June 30, 2017 | June 30, 2016 | June 30, 2015 | June 30, 2014 | June 30, 2013 | June 30, 2012 |

Methods and assumptions used to determine contribution rates:

| | | | | | | | |
|-------------------------------|--------------|--------------|--------------|-------------------------------------|--------------|--------------|-------------------------|
| Actuarial method | | | | | | | |
| Amortization method | | | | Entry age normal | | | |
| Remaining amortization period | | | | Level percentage of payroll, closed | | | |
| | | | | Varies, not more than 30 years | | | |
| Asset valuation method | Market Value | Market Value | Market Value | Market Value | Market Value | Market Value | 15-year smoothed market |
| Inflation | 2.50% | 2.625% | 2.75% | 2.75% | 2.75% | 2.75% | 2.75% |
| Salary increases | | | | Varies by entry age and service | | | |
| Payroll growth | 2.75% | 2.875% | 3.00% | 3.00% | 3.00% | 3.00% | 3.00% |
| Investment rate of return | 7.00% | 7.25% | 7.375% | 7.50% | 7.50% | 7.50% | 7.50% |

Omitted years: GASB Statement No. 68 was implemented during the year ended June 30, 2015. No information was available prior to this date. Future years will be added prospectively as they become available.

SACRAMENTO TRANSPORTATION AUTHORITY
REQUIRED SUPPLEMENTARY INFORMATION
For the Year Ended June 30, 2021
SCHEDULE OF CHANGES IN THE NET OPEB LIABILITY
AND RELATED RATIOS (UNAUDITED)

| | 2021 | 2020 | 2019 | 2018 |
|--|-------------------|-------------------|-------------------|-------------------|
| Total OPEB liability: | | | | |
| Service cost | \$ 6,042 | \$ 11,244 | \$ 10,559 | \$ 11,232 |
| Interest | 5,614 | 5,427 | 5,308 | 4,497 |
| Changes in assumptions | 3,687 | 18,668 | 3,160 | (9,257) |
| Benefit payments | (14,302) | (7,808) | (6,521) | (1,518) |
| Net change in total OPEB liability | 1,041 | 27,531 | 12,506 | 4,954 |
| Total OPEB liability - beginning | 202,316 | 174,785 | 162,279 | 157,325 |
| | | | | |
| Total OPEB liability - ending (a) | <u>\$ 203,357</u> | <u>\$ 202,316</u> | <u>\$ 174,785</u> | <u>\$ 162,279</u> |
| Covered-employee payroll - measurement period | <u>\$ 345,777</u> | <u>\$ 405,975</u> | <u>\$ 352,622</u> | <u>\$ 348,630</u> |
| Total OPEB liability as percentage of covered-employee payroll | <u>58.81%</u> | <u>49.83%</u> | <u>49.57%</u> | <u>46.55%</u> |

Notes to schedule:

| | | | | |
|--|---------------|---------------|---------------|---------------|
| Valuation date | June 30, 2019 | June 30, 2019 | June 30, 2017 | June 30, 2017 |
| Measurement period - fiscal year ended | June 30, 2020 | June 30, 2019 | June 30, 2018 | June 30, 2017 |

Note: No assets are accumulated in a trust that meets the criteria in GASB Statement 75, paragraph 4, to pay related benefits.

Benefit changes. None.

Assumptions:

| | | | | |
|-----------------------------|-------------------------------|----------------------------------|-------------------------------|-------------------------------|
| Actuarial cost method | | Entry age normal, level % of pay | | |
| Discount rates | 2.66% | 2.79% | 2.98% | 3.13% |
| Inflation | 2.50% | 2.50% | 2.75% | 2.75% |
| Salary increases | 3.00% | 3.00% | 3.25% | 3.25% |
| Healthcare cost trend rates | 5.4% decreasing to 4% by 2076 | 5.4% decreasing to 4% by 2076 | 7.5% decreasing to 5% by 2024 | 7.5% decreasing to 5% by 2024 |
| CalPERS Experience Study | 2017 Study | 2017 Study | 2014 Study | 2014 Study |
| Mortality | MW Scale 2020 | MW Scale 2020 | MW Scale 2017 | MW Scale 2017 |

Omitted years: GASB Statement No. 75 was implemented during the year ended June 30, 2018. No information was available prior to this date. Information will be added prospectively as it becomes available until 10 years are reported.

SUPPLEMENTARY INFORMATION

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**SACRAMENTO TRANSPORTATION AUTHORITY
STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN
FUND BALANCE - BUDGET AND ACTUAL - DEBT SERVICE FUND
For the Year Ended June 30, 2021**

| | Budgeted Amounts | | Actual Amounts | Variance with Final Budget |
|--|-------------------------|----------------------|---------------------------|---------------------------------------|
| | Original | Final | | |
| REVENUES: | | | | |
| Interest | \$ 80,000 | \$ 80,000 | \$ 588 | \$ (79,412) |
| Total revenues | <u>80,000</u> | <u>80,000</u> | <u>588</u> | <u>(79,412)</u> |
| EXPENDITURES: | | | | |
| Principal | 4,050,000 | 4,050,000 | 4,050,000 | - |
| Interest and other charges | 18,058,139 | 18,058,139 | 15,655,190 | 2,402,949 |
| Total expenditures | <u>18,058,139</u> | <u>18,058,139</u> | <u>19,705,190</u> | <u>2,402,949</u> |
| DEFICIENCY OF REVENUES UNDER EXPENDITURES | <u>(17,978,139)</u> | <u>(17,978,139)</u> | <u>(19,704,602)</u> | <u>2,323,537</u> |
| OTHER FINANCING USES: | | | | |
| Transfers in | 22,108,139 | 22,108,139 | 19,534,968 | (2,573,171) |
| Total other financing uses | <u>22,108,139</u> | <u>22,108,139</u> | <u>19,534,968</u> | <u>(2,573,171)</u> |
| Changes in fund balance | 4,130,000 | 4,130,000 | (169,634) | (249,634) |
| FUND BALANCE, BEGINNING OF YEAR | <u>6,884,105</u> | <u>6,884,105</u> | <u>6,884,105</u> | <u>-</u> |
| FUND BALANCE, END OF YEAR | <u>\$ 11,014,105</u> | <u>\$ 11,014,105</u> | <u>\$ 6,714,471</u> | <u>\$ (249,634)</u> |

The notes to the basic financial statements are an integral part of this statement.

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STATISTICAL SECTION

STATISTICAL SECTION

This part of the Sacramento Transportation Authority's annual comprehensive financial report presents detailed information as context for understanding the information in the financial statements, note disclosures, and required supplementary information of the government's overall financial health.

Financial Trends – These schedules contain trend information to help the reader understand how the Authority's financial performance changed over time.

Revenue Capacity – These schedules contain information to help the reader assess the Authority's most significant local revenue source - sales tax.

Demographic and Economic Information – These schedules offer demographic and economic indicators to help the reader understand the environment within which the Authority's financial activities take place and to help make comparisons over time and with other governments.

Operating Information – These schedules contain information about the Authority's operation and resources to help the reader understand how the Authority's financial information relates to the services the Authority provides and the activities it performs.

Sources – Unless otherwise noted; the information in these schedules is derived from the annual comprehensive financial reports for the relevant year.

SACRAMENTO TRANSPORTATION AUTHORITY
Net Position by Component
Last Ten Fiscal Years
(accrual basis of accounting)

| | Fiscal Year | | | |
|--|-------------------------|-------------------------|-------------------------|-------------------------|
| | 2012 | 2013 | 2014 | 2015 |
| Governmental activities: | | | | |
| Restricted: Measure A* | - | - | - | - |
| Restricted: Transit Services** | - | - | - | - |
| Restricted: transportation mitigation | \$ 1,204,207 | \$ 4,390,110 | \$ 5,254,385 | \$ 9,885,863 |
| Restricted: for abandoned vehicles | - | - | 107,455 | 121,827 |
| Restricted: freeway service patrol | - | - | - | - |
| Restricted: debt service | - | - | - | - |
| Unrestricted | (269,290,732) | (283,641,409) | (294,193,790) | (309,078,758) |
| Total governmental activities net position | <u>\$ (268,086,525)</u> | <u>\$ (279,251,299)</u> | <u>\$ (288,831,950)</u> | <u>\$ (299,071,068)</u> |

Source: Audited Financial Statements

* Amounts for Measure A prior to 2017 were reported as unrestricted

** New fund added as a result of implementing GASB 84

| Fiscal Year | | | | | | |
|-------------------------|-------------------------|-------------------------|-------------------------|-------------------------|-------------------------|--|
| 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | |
| - | \$ 42,991,554 | \$ 23,381,713 | \$ 31,053,300 | \$ 30,876,253 | \$ 32,366,900 | |
| - | - | - | - | - | 12,916,670 | |
| \$ 13,296,991 | 4,692,718 | 23,315,012 | 21,083,317 | 17,303,331 | 10,708,825 | |
| 154,549 | - | 160,919 | 167,490 | 159,226 | 162,960 | |
| 164,338 | - | 331,181 | 388,196 | 433,052 | 279,056 | |
| 6,362,460 | 6,588,099 | 6,923,116 | 6,919,991 | 6,884,105 | 6,714,470 | |
| (365,923,547) | (379,947,580) | (374,969,271) | (370,198,612) | (366,110,626) | (360,830,258) | |
| <u>\$ (345,945,209)</u> | <u>\$ (325,675,209)</u> | <u>\$ (320,857,330)</u> | <u>\$ (310,586,318)</u> | <u>\$ (310,454,659)</u> | <u>\$ (297,681,377)</u> | |

SACRAMENTO TRANSPORTATION AUTHORITY
Changes in Net Position
Last Ten Fiscal Years
(accrual basis of accounting)

| | Fiscal Year | | | |
|---|------------------------|-----------------------|-----------------------|-----------------------|
| | 2012 | 2013 | 2014 | 2015 |
| Expenses | | | | |
| Governmental Activities: | | | | |
| Measure A | \$ 107,891,760 | \$ 94,224,572 | \$ 94,743,971 | \$ 103,968,271 |
| Transportation mitigation* | - | - | 2,680,549 | 6,676 |
| Transit Services** | - | - | - | - |
| Freeway Service Patrol | 1,729,539 | 1,765,562 | 2,164,149 | 2,090,267 |
| Abandoned Vehicle Service Authority | 1,079,593 | 1,089,746 | 1,125,637 | 1,172,574 |
| Administration*** | - | - | - | 713,350 |
| Interest on long-term debt | 15,119,256 | 16,257,749 | 16,196,388 | 15,538,373 |
| Total governmental activities expenses | <u>125,820,148</u> | <u>113,337,629</u> | <u>116,910,694</u> | <u>123,489,511</u> |
| Program Revenues | | | | |
| Operating grants and contributions | 5,966,229 | 6,221,395 | 6,835,898 | 7,895,612 |
| Net (expense) revenue | <u>(119,853,919)</u> | <u>(107,116,234)</u> | <u>(110,074,796)</u> | <u>(115,593,899)</u> |
| General Revenues and Other Changes in Net Position | | | | |
| Sales taxes | 92,239,996 | 97,390,177 | 100,063,237 | 105,564,247 |
| Investment earnings | 641,940 | 662,384 | 430,908 | 556,829 |
| Total general revenues | <u>92,881,936</u> | <u>98,052,561</u> | <u>100,494,145</u> | <u>106,121,076</u> |
| Change in Net Position | <u>\$ (26,971,983)</u> | <u>\$ (9,063,673)</u> | <u>\$ (9,580,651)</u> | <u>\$ (9,472,823)</u> |

Source: Audited Financial Statements

* Amounts for transportation mitigation expenses prior to 2014 are included in Measure A

** New fund added as a result of implementing GASB 84

*** Amounts for administration expenses prior to 2015 are included in Measure A

Fiscal Year

| 2016 | 2017 | 2018 | 2019 | 2020 | 2021 |
|-----------------|---------------|----------------|----------------|----------------|----------------|
| \$ 112,324,300 | \$ 92,332,335 | \$ 105,146,632 | \$ 110,900,345 | \$ 112,506,367 | \$ 130,680,444 |
| 1,004,034 | 16,547,233 | 2,126,292 | 3,727,641 | 11,712,770 | 15,503,665 |
| - | - | - | - | - | 6,140,147 |
| 2,000,559 | 2,271,606 | 2,126,051 | 1,986,738 | 2,658,784 | 3,305,277 |
| 1,216,517 | 1,400,871 | 1,118,297 | 1,316,666 | 1,333,747 | 1,338,699 |
| 1,387,221 | 979,254 | 633,150 | 813,062 | 1,144,831 | 698,336 |
| 15,208,203 | 16,227,155 | 17,662,386 | 18,570,877 | 18,124,579 | 14,881,164 |
| 133,140,834 | 129,758,454 | 128,812,808 | 137,315,329 | 147,481,078 | 172,547,732 |
| 7,628,294 | 11,196,129 | 11,396,632 | 10,044,457 | 11,574,361 | 13,472,954 |
| (125,512,540) | (118,562,325) | (117,416,176) | (127,270,872) | (135,906,717) | (159,074,778) |
| 110,707,633 | 116,877,996 | 119,187,748 | 131,757,081 | 131,591,165 | 153,560,355 |
| 956,364 | 1,954,329 | 3,202,114 | 5,784,803 | 4,447,211 | 161,520 |
| 111,663,997 | 118,832,325 | 122,389,862 | 137,541,884 | 136,038,376 | 153,721,875 |
| \$ (13,848,543) | \$ 270,000 | \$ 4,973,686 | \$ 10,271,012 | \$ 131,659 | \$ (5,352,903) |

SACRAMENTO TRANSPORTATION AUTHORITY
Fund Balances of Governmental Funds
Last Ten Fiscal Years
(modified accrual basis of accounting)

| | Fiscal Year | | | |
|-------------------------------------|----------------------|-----------------------|----------------------|----------------------|
| | 2012 | 2013 | 2014 | 2015 |
| General Fund | | | | |
| Nonspendable | \$ 10,027 | \$ 10,027 | \$ 10,027 | \$ 10,027 |
| Restricted | 46,521,997 | 101,338,670 | 91,591,253 | 81,243,264 |
| Unassigned | 600,000 | 740,000 | 427,430 | 329,381 |
| Total general fund | <u>47,132,024</u> | <u>102,088,697</u> | <u>92,028,710</u> | <u>81,582,672</u> |
| All Other Governmental Funds | | | | |
| Restricted | 3,860,118 | 4,439,725 | 4,232,983 | 4,352,188 |
| Total all other governmental funds | <u>3,860,118</u> | <u>4,439,725</u> | <u>4,232,983</u> | <u>4,352,188</u> |
| Total Governmental Funds | <u>\$ 50,992,142</u> | <u>\$ 106,528,422</u> | <u>\$ 96,261,693</u> | <u>\$ 85,934,860</u> |

Source: Audited Financial Statements

| Fiscal Year | | | | | |
|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
| 2016 | 2017 | 2018 | 2019 | 2020 | 2021 |
| \$ 10,027 | \$ 4,763 | \$ - | \$ - | \$ - | \$ - |
| 51,973,251 | 47,684,272 | 47,027,906 | 52,524,813 | 48,612,636 | 43,354,781 |
| (195,546) | (38,522) | 664,031 | 861,894 | 722,530 | 1,261,987 |
| <u>51,787,732</u> | <u>47,650,513</u> | <u>47,691,937</u> | <u>53,386,707</u> | <u>49,335,166</u> | <u>44,616,768</u> |
| 6,517,009 | 6,588,099 | 7,084,035 | 7,087,481 | 7,043,331 | 19,794,101 |
| <u>6,517,009</u> | <u>6,588,099</u> | <u>7,084,035</u> | <u>7,087,481</u> | <u>7,043,331</u> | <u>19,794,101</u> |
| <u>\$ 58,304,741</u> | <u>\$ 54,238,612</u> | <u>\$ 54,775,972</u> | <u>\$ 60,474,188</u> | <u>\$ 56,378,497</u> | <u>\$ 64,410,869</u> |

SACRAMENTO TRANSPORTATION AUTHORITY
Changes in Fund Balances of Governmental Funds
Last Ten Fiscal Years
(modified accrual basis of accounting)

| | Fiscal Year | | | |
|---|------------------------|----------------------|------------------------|------------------------|
| | 2012 | 2013 | 2014 | 2015 |
| Revenues | | | | |
| Taxes | \$ 92,239,996 | \$ 97,390,177 | \$ 100,063,237 | \$ 105,564,247 |
| Mitigation Fees | 2,957,362 | 3,176,382 | 3,540,542 | 4,624,139 |
| Vehicle registration fees | 1,166,769 | 1,130,254 | 1,172,833 | 1,220,900 |
| State grant | 1,842,098 | 1,914,759 | 2,122,523 | 2,050,573 |
| Planning services | | | | |
| Use of money and property | 641,940 | 660,928 | 430,196 | 555,414 |
| Miscellaneous | - | 1,452 | 712 | 1,415 |
| Total Revenues | 98,848,165 | 104,273,952 | 107,330,043 | 114,016,688 |
| Expenditures | | | | |
| General government: | | | | |
| Administrative | 658,391 | 745,552 | 1,008,517 | 805,331 |
| Freeway service patrol | 1,729,539 | 1,765,562 | 2,164,149 | 2,090,267 |
| Intergovernmental: | | | | |
| Ongoing | 73,978,158 | 78,028,181 | 80,178,967 | 84,573,836 |
| Capital | 34,247,783 | 16,075,491 | 17,364,319 | 19,831,624 |
| Debt Service: | | | | |
| Principal | - | - | - | - |
| Interest and other charges | 15,167,878 | 16,804,043 | 16,880,820 | 17,042,463 |
| Total expenditures | 125,781,749 | 113,418,829 | 117,596,772 | 124,343,521 |
| Excess of Expenditures over Reven | (26,933,584) | (9,144,877) | (10,266,729) | (10,326,833) |
| Other Financing Sources (Uses) | | | | |
| Transfers in | 14,869,554 | 16,950,657 | 16,694,009 | 16,439,131 |
| Transfers out | (14,869,554) | (16,950,657) | (16,694,009) | (16,439,131) |
| Refunding Bonds | - | - | - | (212,200,000) |
| Bond Premium | - | 11,326,155 | - | - |
| Issuance of Bonds | | 53,355,000 | | 212,200,000 |
| Total other financing sources (uses) | - | 64,681,155 | - | - |
| Net change in fund balances | \$ (26,933,584) | \$ 55,536,278 | \$ (10,266,729) | \$ (10,326,833) |
| Debt Service as a Percentage of Noncapital Expenditures* | 19.86% | 20.86% | 20.25% | 19.48% |

Source: Audited Financial Statements

* Principal and interest/administrative, freeway service patrol, and ongoing intergovernmental expenditures

| Fiscal Year | | | | | |
|-----------------|----------------|----------------|----------------|----------------|-----------------|
| 2016 | 2017 | 2018 | 2019 | 2020 | 2021 |
| \$ 110,707,633 | \$ 116,877,996 | \$ 119,187,748 | \$ 131,757,081 | \$ 131,591,165 | \$ 153,560,355 |
| 4,363,650 | 7,848,175 | 7,621,753 | 6,684,039 | 7,551,556 | 8,956,992 |
| 1,272,697 | 1,282,433 | 1,275,901 | 1,316,666 | 1,319,166 | 1,364,680 |
| 1,991,947 | 2,065,521 | 2,498,978 | 2,043,752 | 2,703,639 | 3,151,282 |
| 941,859 | 1,795,119 | 3,081,259 | 5,784,803 | 4,447,211 | 161,520 |
| 14,505 | 159,210 | 120,855 | - | - | - |
| 119,292,291 | 130,028,454 | 133,786,494 | 147,586,341 | 147,612,737 | 167,194,829 |
| 1,342,300 | 977,515 | 542,737 | 794,117 | 1,133,643 | 615,219 |
| 2,000,559 | 2,271,606 | 2,126,051 | 1,986,738 | 2,658,784 | 3,305,277 |
| 88,688,421 | 93,578,879 | 95,096,646 | 105,217,067 | 105,116,994 | 127,582,088 |
| 25,848,672 | 16,701,560 | 13,250,240 | 10,705,881 | 20,410,835 | 26,080,868 |
| - | 3,450,000 | 3,590,000 | 3,740,000 | 3,890,000 | 4,050,000 |
| 16,016,860 | 17,115,023 | 18,643,460 | 19,444,322 | 18,498,171 | 15,655,190 |
| 133,896,812 | 134,094,583 | 133,249,134 | 141,888,125 | 151,708,427 | 177,288,642 |
| (14,604,521) | (4,066,129) | 537,360 | 5,698,216 | (4,095,690) | (10,093,813) |
| 18,182,376 | 20,823,804 | 22,520,621 | 23,096,608 | 22,290,456 | 20,534,968 |
| (18,182,376) | (20,823,804) | (22,520,621) | (23,096,608) | (22,290,456) | (20,534,968) |
| - | - | - | - | - | - |
| - | - | - | - | - | - |
| - | - | - | - | - | - |
| - | - | - | - | - | - |
| \$ (14,604,521) | \$ (4,066,129) | \$ 537,360 | \$ 5,698,216 | \$ (4,095,690) | \$ (10,093,813) |
| 17.40% | 21.24% | 22.74% | 21.47% | 20.56% | 14.98% |

SACRAMENTO TRANSPORTATION AUTHORITY
Revenue Capacity - Revenue Base and Revenue Rate
Last Ten Fiscal Years

| <u>Fiscal Year</u> | <u>Sales Tax Rate</u> | <u>Total Sales Tax Revenue (000's)</u> | <u>Total Taxable Sales (000's)</u> |
|--------------------|-----------------------|--|------------------------------------|
| 2020* | 0.5% | \$ 131,591 | \$ 27,173,405 |
| 2019 | 0.5% | 131,757 | 26,351,416 |
| 2018 | 0.5% | 119,188 | 25,443,669 |
| 2017 | 0.5% | 116,878 | 24,610,617 |
| 2016 | 0.5% | 110,708 | 23,368,174 |
| 2015 | 0.5% | 105,564 | 22,218,348 |
| 2014 | 0.5% | 100,063 | 21,061,901 |
| 2013 | 0.5% | 97,390 | 20,097,095 |
| 2012 | 0.5% | 92,240 | 19,089,848 |
| 2011 | 0.5% | 87,299 | 18,003,765 |

Source: California Department of Tax and Fee Administration

*Latest information available

SACRAMENTO TRANSPORTATION AUTHORITY
Revenue Capacity - Principal Revenue Payers
Calendar Years 2020 and 2011

| Business Type: | 2020* | | | 2011 | | |
|---|-------|----------------------|-----------------------------|------|----------------------|-----------------------------|
| | Rank | Amount (000's) | Percentage of Taxable Sales | Rank | Amount (000's) | Percentage of Taxable Sales |
| All Other Outlets | 1 | \$ 8,685,299 | 32.0% | 1 | \$ 5,500,957 | 30.6% |
| Motor Vehicle and Parts Dealers | 2 | 3,775,094 | 13.9% | 4 | 1,875,269 | 10.4% |
| Other Retail Group | 3 | 3,561,468 | 13.1% | 3 | 1,973,583 | 11.0% |
| General Merchandise Stores | 4 | 2,560,717 | 9.4% | 2 | 2,016,537 | 11.2% |
| Food Services and Drinking Places | 5 | 2,191,265 | 8.1% | 6 | 1,743,327 | 9.7% |
| Building Material and Garden Equipment and Supplies Dealers | 6 | 1,849,437 | 6.8% | 7 | 994,959 | 5.5% |
| Gasoline Stations | 7 | 1,405,189 | 5.2% | 5 | 1,831,391 | 10.2% |
| Food and Beverage Stores | 8 | 1,151,690 | 4.2% | 8 | 900,349 | 5.0% |
| Home Furnishings and Appliance Stores | 9 | 1,103,903 | 4.1% | 10 | 366,441 | 2.0% |
| Clothing and Clothing Accessories Stores | 10 | 889,343 | 3.3% | 9 | 800,952 | 4.4% |
| Total All Outlets | | <u>\$ 27,173,405</u> | <u>100.0%</u> | | <u>\$ 18,003,765</u> | <u>100.0%</u> |

Source: California Department of Tax and Fee Administration

SACRAMENTO TRANSPORTATION AUTHORITY
Principal Employers
June 30, 2020 and 2011

| Employer: | 2020* | | | 2011 | | |
|-----------------------------------|-------|---------------|----------------------------|------|---------------|----------------------------|
| | Rank | Employees | Percentage of Total County | Rank | Employees | Percentage of Total County |
| Kaiser Permanente | 1 | 15,585 | 2.27% | 1 | 9,903 | 1.68% |
| UC Davis Health System | 2 | 14,510 | 2.11% | | | |
| Sutter/California Health Services | 3 | 10,764 | 1.57% | 2 | 7,262 | 1.23% |
| Dignity/Mercy Healthcare | 4 | 7,871 | 1.15% | 3 | 6,976 | 1.19% |
| Intel Corporation | 5 | 6,200 | 0.90% | 4 | 5,900 | 1.00% |
| Amazon - Sacramento Fulfillment C | 6 | 4,500 | 0.66% | | | |
| Raley's Inc/Belair | 7 | 3,500 | 0.51% | | | |
| Health Net of California Inc. | 8 | 3,227 | 0.47% | 8 | 2,400 | 0.41% |
| VSP Global | 9 | 2,429 | 0.35% | | | |
| Safeway | 10 | 1,878 | 0.27% | | | |
| Wells Fargo & Co. | | | | 5 | 3,905 | 0.66% |
| Hewlett Packard | | | | 6 | 3,500 | 0.59% |
| Union Pacific Railroad | | | | 7 | 2,620 | 0.45% |
| Cache Creek Casino Resort | | | | 9 | 2,376 | 0.40% |
| Pacific Gas and Electric Co. | | | | 10 | 2,034 | 0.35% |
| Total | | <u>70,464</u> | <u>10.26%</u> | | <u>46,876</u> | <u>7.96%</u> |

Source: Sacramento County June 30, 2020 Annual Comprehensive Financial Report (ACFR)

*Latest information available

SACRAMENTO TRANSPORTATION AUTHORITY
Demographic and Economic Statistics
Last Ten Fiscal Years

| Fiscal Year | Population | Personal Income (000's) | Per Capita Personal Income | Unemployment Rate |
|-------------|------------|-------------------------|----------------------------|-------------------|
| 2020 | 1,552,000 | \$85,775,621 | \$55,266 | 3.7% |
| 2019 | 1,541,000 | 80,969,087 | 52,544 | 3.8% |
| 2018 | 1,531,000 | 76,832,120 | 50,197 | 4.6% |
| 2017 | 1,514,000 | 72,878,458 | 48,122 | 5.4% |
| 2016 | 1,497,000 | 70,110,138 | 46,845 | 6.0% |
| 2015 | 1,478,000 | 65,486,553 | 44,303 | 7.3% |
| 2014 | 1,460,000 | 61,654,690 | 42,229 | 8.9% |
| 2013 | 1,447,000 | 59,775,785 | 41,303 | 10.5% |
| 2012 | 1,435,000 | 57,498,308 | 40,068 | 12.1% |
| 2011 | 1,422,000 | 54,666,004 | 38,443 | 12.6% |

Source: Sacramento County June 30, 2020 Annual Comprehensive Financial Report (ACFR)

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SACRAMENTO TRANSPORTATION AUTHORITY
Operating Information - Employees
Last Ten Fiscal Years

| Activity: | 2021 | 2020 | 2019 | 2018 | 2017 | 2016 | 2015 | 2014 | 2013 | 2012 |
|-------------------------|------|------|------|------|------|------|------|------|------|------|
| Measure A/SAVSA | 2.07 | 2.07 | 2.07 | 1.95 | 2.95 | 2.65 | 2.6 | 2.6 | 2.45 | 2.45 |
| Freeway Service Patrol | 0.93 | 0.93 | 0.93 | 1.05 | 1.05 | 1.15 | 1.2 | 1.2 | 1.35 | 1.35 |
| Source - Adopted Budget | | | | | | | | | | |

SACRAMENTO TRANSPORTATION AUTHORITY
Operating Information - Demand for Services
Measure A - By Jurisdiction
Last Ten Fiscal Years

| Jurisdiction | Fiscal Year | | | |
|---------------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| | 2021 | 2020 | 2019 | 2018 |
| City of Citrus Heights | \$ 3,017,591 | \$ 2,589,796 | \$ 2,594,616 | \$ 2,347,540 |
| County of Sacramento | 23,142,052 | 19,780,254 | 19,824,716 | 17,951,156 |
| CTSA Set Aside* | - | - | 1,078,447 | 1,168,157 |
| City of Elk Grove | 6,275,989 | 5,356,571 | 5,367,420 | 4,780,559 |
| City of Folsom | 3,081,437 | 2,600,243 | 2,603,896 | 2,335,123 |
| City of Galt | 1,535,604 | 1,315,912 | 1,317,357 | 1,191,381 |
| City of Isleton | 61,424 | 52,636 | 52,694 | 47,656 |
| Neighborhood Shuttle | 1,000,000 | 1,000,000 | 1,000,000 | 1,083,334 |
| Paratransit | 2,038,005 | 5,815,018 | 4,743,008 | 4,088,549 |
| Sacramento Regional Parks | 1,000,000 | 1,000,000 | 1,000,000 | 1,083,334 |
| City of Rancho Cordova | 2,904,098 | 2,492,262 | 2,497,862 | 2,239,524 |
| Regional Transit | 56,837,693 | 44,581,803 | 44,631,157 | 40,301,412 |
| City of Sacramento | 17,944,897 | 15,285,468 | 15,270,445 | 13,652,724 |
| SMAQMD | 2,264,450 | 1,938,339 | 1,940,485 | 1,752,235 |
| Debt Service | 19,705,190 | 22,388,171 | 23,184,323 | 22,233,460 |
| Administration | 1,132,225 | 969,170 | 970,243 | 1,033,547 |
| Total allocations | \$ 141,940,655 | \$ 127,165,643 | \$ 128,076,669 | \$ 117,289,690 |

Source: Authority accounting records

* Per Authority Ordinance, allocations to this fund were discontinued June 30, 2019

| Fiscal Year | | | | | | |
|-----------------------|-----------------------|-----------------------|-----------------------|----------------------|----------------------|--|
| 2017 | 2016 | 2015 | 2014 | 2013 | 2012 | |
| \$ 2,302,514 | \$ 2,152,319 | \$ 2,071,744 | \$ 1,985,463 | \$ 1,891,987 | \$ 1,802,800 | |
| 17,620,170 | 16,530,072 | 15,862,799 | 15,134,616 | 14,424,979 | 13,742,240 | |
| 1,146,027 | 1,069,997 | 1,027,592 | 983,258 | 938,205 | 895,220 | |
| 4,739,611 | 4,318,918 | 4,135,491 | 3,927,291 | 3,706,060 | 3,523,059 | |
| 2,294,486 | 2,105,522 | 2,018,853 | 1,978,191 | 1,905,848 | 1,816,009 | |
| 1,168,176 | 1,091,347 | 1,048,496 | 1,003,696 | 958,170 | 914,734 | |
| 46,727 | 43,654 | 41,940 | 40,150 | 38,327 | 36,592 | |
| 1,000,000 | 1,000,000 | 1,000,000 | 1,000,000 | 1,000,000 | 1,000,000 | |
| 4,011,094 | 3,744,989 | 3,596,572 | 3,441,403 | 3,283,718 | 3,133,270 | |
| 1,000,000 | 1,000,000 | 1,000,000 | 1,000,000 | 1,000,000 | 1,000,000 | |
| 2,201,648 | 2,013,909 | 1,922,210 | 1,803,645 | 1,711,239 | 1,627,805 | |
| 39,537,925 | 36,914,890 | 35,451,925 | 33,922,401 | 32,368,073 | 30,885,085 | |
| 13,390,589 | 12,539,139 | 12,037,403 | 11,534,598 | 11,011,678 | 10,506,441 | |
| 1,719,040 | 1,604,995 | 1,541,388 | 1,474,887 | 1,407,308 | 1,342,830 | |
| 20,565,023 | 22,202,434 | 21,322,534 | 20,402,604 | 19,467,754 | 18,575,812 | |
| 899,939 | 802,498 | 770,694 | 737,444 | 703,654 | 671,415 | |
| \$ 113,642,969 | \$ 109,134,683 | \$ 104,849,641 | \$ 100,369,647 | \$ 95,817,000 | \$ 91,473,312 | |

SACRAMENTO TRANSPORTATION AUTHORITY
Ratios of Outstanding Debt
Last Ten Fiscal Years

| <u>Fiscal Year</u> | <u>Sales Tax Revenue Bonds</u> | <u>Percentage of Personal Income</u> | <u>Per Capita</u> |
|------------------------|------------------------------------|--|-----------------------|
| 2020* | \$356,985,000 | 0.4% | \$230 |
| 2019 | 360,875,000 | 0.4% | 234 |
| 2018 | 364,615,000 | 0.5% | 238 |
| 2017 | 368,205,000 | 0.5% | 243 |
| 2016 | 371,655,000 | 0.5% | 248 |
| 2015 | 371,655,000 | 0.6% | 251 |
| 2014 | 371,655,000 | 0.6% | 255 |
| 2013 | 371,655,000 | 0.6% | 257 |
| 2012 | 318,300,000 | 0.6% | 222 |
| 2011 | 318,300,000 | 0.6% | 224 |

Source: Audited Financial Statements and the Bureau of Economic Analysis

* Latest information available

SACRAMENTO TRANSPORTATION AUTHORITY
Operating Information - Abandoned Vehicle Abatements
Last Ten Fiscal Years

| <u>Fiscal Year</u> | <u>Abatements</u> |
|------------------------|-------------------|
| 2021 | 19,790 |
| 2020 | 22,518 |
| 2019 | 18,877 |
| 2018 | 14,670 |
| 2017 | 13,019 |
| 2016 | 8,586 |
| 2015 | 5,037 |
| 2014 | 5,247 |
| 2013 | 6,222 |
| 2012 | 6,239 |

Source: Authority records

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OTHER



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INDEPENDENT AUDITOR'S REPORT ON INTERNAL CONTROL OVER FINANCIAL
REPORTING AND ON COMPLIANCE AND OTHER MATTERS BASED ON AN AUDIT
OF FINANCIAL STATEMENTS PERFORMED IN ACCORDANCE WITH *GOVERNMENT
AUDITING STANDARDS*

To the Board of Directors
Sacramento Transportation Authority
Sacramento, California

We have audited, in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States, the financial statements of the governmental activities, each major fund and the aggregate remaining fund information of the Sacramento Transportation Authority (Authority), as of and for the year ended June 30, 2021, and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements, and have issued our report thereon dated November 4, 2021.

Internal Control Over Financial Reporting

In planning and performing our audit of the financial statements, we considered the Authority's internal control over financial reporting (internal control) to determine the auditing procedures that are appropriate in the circumstances for the purpose of expressing our opinion on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Authority's internal control. Accordingly, we do not express an opinion on the effectiveness of the Authority's internal control.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

Compliance and Other Matters

As part of obtaining reasonable assurance about whether the Authority's financial statements are free of material misstatement, we performed tests of its compliance with certain provisions of laws, regulations,

To the Board of Directors
Sacramento Transportation Authority

contracts, and grant agreements, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audit and, accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the entity's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the entity's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

Richardson & Company, LLP

November 4, 2021



JANUARY 12, 2022

AGENDA ITEM # 8

**SACRAMENTO ABANDONED VEHICLE SERVICE AUTHORITY PROGRAM –
RENEWAL UPDATE**

Action Requested: Receive and File

Key Staff: Jennifer Doll, Special Programs Manager

Background

The current Sacramento Abandoned Vehicle Service Authority (SAVSA) program and associated \$1 dollar fee will expire on April 30, 2022. STA/SAVSA legal counsel has advised that the SAVSA fee qualifies as a tax under California Proposition 26 and, therefore, its extension would require a public vote with a supermajority (2/3) adoption threshold.

On December 9, 2021 the Board adopted Resolution 22-SAVSA-01 initiating the renewal of the SAVSA program by way of a tax measure at the June 2022 election. Additionally, the Board directed staff to simultaneously continue working with Legislative Members to continue the SAVSA program through a legislative bill instead of a tax measure.

Discussion

Staff has the following updates on the continuing efforts to renew the SAVSA program.

Legislative Bill. There have been several meetings between staff and McCarty's office, including meetings with representatives from the Transportation Committee and Legislative Committee. Staff explained and answered questions about the program, the situation with Proposition 26, and a possible increase in the fee to help cover more of the member agencies expenses. Staff is still waiting to hear if McCarty's office will support an Abandoned Vehicle Abatement (AVA) related bill.

Tax Measure. The next big steps are getting the AVA Tax Measure text approved by the Sacramento County Board of Supervisors, by a two-thirds vote, and a majority of the cities having a majority of the incorporated population within the Sacramento County. Staff is working with the clerk of the Board of Supervisors to agendaize the tax measure as soon as possible. Once staff has a date, we will work to schedule the item on the various other council agendas, most likely beginning with the City of Sacramento.

Staff and legal counsel have been in communication on the County Counsel's Impartial Analysis that is required by the County Elections office. March 7, 2022 is the recommended submission date with an absolute deadline of March 16, 2022.



JANUARY 12, 2022

AGENDA ITEM # 9

**CONTINUED FROM DECEMBER 9, 2021,
AUTHORIZE PUBLIC EDUCATION AND OUTREACH CONSULTANT CONTRACT
FOR THE SACRAMENTO ABANDONED VEHICLE SERVICE AUTHORITY**

Action Requested: Approve Recommendation

Presenter: Jennifer Doll, Special Programs Manager

Recommendation

Authorize the Executive Director to execute a contract with FSB Public Affairs for the Sacramento Abandoned Vehicle Service Authority (SAVSA) tax measure public education and outreach.

Background Information

Staff recommended FSB Public Affairs (FSB) to conduct public education and outreach related the SAVSA program and presented a contract for authorization at the December 9, 2021. The Board continued the item and directed staff to bring a more detailed scope of work for their review and approval at the January Board meeting.

Discussion

SAVSA staff, FSB staff and both legal counsels reviewed FSB's proposal, the contract including the associated scope of services, timeline and proposed budget. All parties collectively agree on the following terms and respectfully ask the Board to authorize the Executive Director to execute the attached contract.

The contract scope of services includes:

Traditional Media Relations:

- Drafting press releases about topics such as SAVSA's purpose, funding source and results (including key figures regarding number of vehicles taken care of per year highlighting major demographic and population centers.) When press releases are sent, FSB follow up with a call or visit to a news outlet to ensure our news isn't buried.
- Developing and distributing media kits to community newspapers and regional media outlets. These kits can include background information for print and video interviews, op-ed pieces, fact-based infographics, photography, and videography. FSB can also include story ideas, as well as print-ready stories for outlets that don't have the

resources to do their own. FSB will offer to provide access and field trips to demonstrate to reporters and photographers SAVSA's role in the County and projects and features in an effort to emphasize the program's results, funding requirements, value, and effect of inaction.

Social Media:

- Using fact-based infographics, short informational videos, photos, quotes, and related articles, FSB will create a means of communication between SAVSA and the community. These will be developed in collaboration with Authority staff, managed and designed by FSB staff.
- Social media posts on popular social media, including introducing new Twitter and Instagram pages (with the possible inclusion of Tik Tok and others) will provide information and interaction about SAVSA and relevant news. In addition, FSB will leverage existing community leaders' and community-based organizations' social media pages to share posts. Likewise, these will be monitored by FSB staff and new content will be mutually agreed-upon by FSB staff and Authority staff.
- In addition to the organic social media reach, FSB propose a monthly social media paid media approach – the cost-to-impression ratio of social media make this the best medium through which to not only engage Sacramento County residents but increase awareness across all market segments. All elements will be strategically developed with FSB staff and Authority staff.

Stakeholder Engagement:

FSB staff will work hand-in-hand with Authority staff and partner agencies in engaging community leaders, industry stakeholders and elected officials in a series of in person, one-on-one or small group meetings.

FSB propose a rigorous meeting schedule that includes three tiers of decisionmakers and community transportation leaders:

Tier I:

STA Board Members
Select Local Elected Officials
Construction Industry Leaders
Labor Leaders
Business Interest Groups
Environmental Groups
Bike, Pedestrian &
Transit Advocacy Groups

Tier II:

Additional Elected Officials
Additional Business Leaders
Faith-Based Groups
Social Justice Advocates

Tier III:

Philanthropic Leaders
Service Group Leaders
Education Leaders

Diversity Outreach:

The FSB team recognizes the vast diversity of Sacramento County. Our diversity outreach team, that has literally written a handbook on how to reach the diverse cultures of the State, will also reach out not only to those underserved communities but also to Sacramento media contacts to ensure Spanish, Russian, Hmong, and Tagalog (among others) language media are targeted.

The following timeline and budget are estimates based on FSB's industry experience. Upon contract execution staff and FSB will cooperatively work to tailor and refine both the timeline and budget to best meet the needs of the Authority.

ESTIMATED TIMELINE

Jan. 2022

Initial SAVSA meetings to develop mutually-agreed upon stakeholder meeting list, earned and paid media approach, etc.

Feb. 2022

Stakeholder meetings, organic social media and earned media efforts commence.

Mar. 22

Paid digital and streaming service program begins to unroll; earned media and organic social continue; LTE and Op-Ed program begins; stakeholder and community meetings continue.

Apr. 22

Possible press events; ongoing earned media programs; social and streaming media is in full effort; possible direct mail.

May 22

Continuation of all programs, including increased LTE and Op-Ed, press events, etc. and possible direct mail date; continued social and paid media.

Jun. 22

Continuation of all paid media and earned media, organic social, etc. program as previously described; project termination and analysis.

| Estimated Outreach Budget | | | | | | | | |
|-----------------------------------|--|----------------|----------------|----------------|-----------------|-----------------|-----------------|------------------|
| Item | Notes | Jan 2022 | Feb 2022 | Mar 2022 | Apr 2022 | May 2022 | Jun 2022 | TOTAL |
| COMMUNICATIONS & MEDIA | | | | | | | | \$169,200 |
| Direct Mail | County-wide mail pieces | | | | \$73,600 | \$73,600 | | \$147,200 |
| Digital / Online (Social Media) | Includes display, preroll, and social media ads & creation | | | \$750 | \$2,000 | \$2,000 | \$2,000 | \$6,000 |
| Streaming Online Video/Audio | Buy up all available slate cards to prevent opponents | | | \$1,000 | \$1,500 | \$3,000 | \$3,000 | \$8,500 |
| Creative Production | Website / Video / Mail / Online | \$1,500 | \$1,500 | \$1,500 | \$1,500 | \$1,500 | | \$7,500 |
| PROFESSIONAL SERVICES | | | | | | | | \$30,000 |
| FSB Monthly Retainer | Program Management / Earned Media Activities | \$5,000 | \$5,000 | \$5,000 | \$5,000 | \$5,000 | \$5,000 | \$30,000 |
| TOTAL | | \$6,500 | \$6,500 | \$8,250 | \$83,600 | \$85,100 | \$10,000 | \$199,950 |

Attachment

CONTRACT AGREEMENT SVSA-22-CNS-001

THIS AGREEMENT is made and entered into on _____, 2022, by and between the **SACRAMENTO ABANDONED VEHICLE SERVICE AUTHORITY** (hereinafter called "AUTHORITY"), and **FSB PUBLIC AFFAIRS, INC.** (hereinafter called "CONSULTANT").

RECITALS

WHEREAS, the Sacramento Transportation Authority was designated as the AUTHORITY in 1991; and

WHEREAS, the Sacramento County Abandoned Vehicle Abatement (AVA) program was formed in 1992; and

WHEREAS, the AUTHORITY has initiated the approval of an Abandoned Vehicle Abatement Fee tax measure on the June 2022 ballot; and

WHEREAS, the AUTHORITY requires the services of consultant(s) to provide public education and outreach services in connection with the existing AVA program.

WHEREAS, the AUTHORITY has determined that CONSULTANT is best qualified to perform the required services;

WHEREAS, CONSULTANT is able and willing to perform these services under the terms and conditions of this Agreement;

NOW, THEREFORE, for the consideration hereinafter stated, the parties agree as follows:

AGREEMENT

1. SCOPE OF SERVICES

AUTHORITY hereby engages CONSULTANT, and CONSULTANT agrees to complete the scope of services attached hereto as Attachment A, and incorporated herein by reference, in accordance with the terms of this Agreement.

2. COMPENSATION

A. A retainer fee of \$5,000 is due upon execution of this agreement;

- B. Compensation for all services, fees, expenses and costs rendered by CONSULTANT under this agreement shall not exceed two hundred thousand dollars (\$200,000) unless authorized in writing by AUTHORITY.
- C. CONSULTANT shall be compensated for labor and actual costs incurred for reimbursable expenses including: subcontractors, communication, reproduction, and travel. Compensation shall occur on a schedule that generally approximates billings for key deliverables in the Timeline which is attached hereto as Attachment B, and incorporated herein by reference.
- D. Fees and costs shall be consistent with Estimated Costs which is attached hereto as Attachment C and incorporated herein by reference. At any time, at the request of either party, the parties shall discuss any adjustments to the services to be provided and the compensation payable to CONSULTANT. However, until the parties mutually agree in writing on such revised terms, the then-current services and compensation shall remain in effect.

3. PAYMENT

Upon submission of invoices by CONSULTANT and upon approval by the Executive Director, AUTHORITY shall pay CONSULTANT monthly in arrears for costs incurred and for payment of work performed for the prior month. Monthly invoices submitted by CONSULTANT shall itemize costs incurred in relation to work performed. Each invoice shall be accompanied by a progress report of work performed during the period for which payment is claimed.

Additionally, CONSULTANT shall submit all receipts and documentation for reimbursable expenses with its monthly invoice.

4. TIME OF COMMENCEMENT AND COMPLETION OF WORK

The time for commencing work under this agreement shall be the date upon which it has been duly approved by both affected parties.

The contract period will end June 30, 2022. If indicated, specified tasks will be completed according to dates set forth in the Timeline (Attachment B).

5. MODIFICATION OR TERMINATION

This Agreement may be modified or amended only by written instrument signed by both parties hereto. CONSULTANT'S compensation and the time of performance of the Agreement shall be adjusted by mutual written agreement of the parties if they are materially affected by such modifications or amendment.

This Agreement may be terminated, without cause, by either party upon fourteen (14) days written notice to the other party. Upon termination and upon compliance with Section 16, Ownership of Work Product, CONSULTANT will be paid for all costs incurred in good faith in accordance with the terms of this Agreement that are unpaid on the effective date of termination. CONSULTANT shall only be paid for any services completed and provided prior to AUTHORITY'S issuance of a written notice of termination.

6. DISPUTES

If a question of fact in connection with the work described herein cannot be resolved between CONSULTANT and the Executive Director, the question shall be submitted to the AUTHORITY'S Governing Board for resolution. If the Governing Board cannot develop a mutually satisfactory resolution, the dispute will be brought before a disinterested third party, agreed upon by both parties to this Agreement. The resolution recommended by the disinterested third party shall be final.

7. BEST EFFORTS OF CONSULTANT

CONSULTANT agrees to assign primary responsibility for managing the work performed under this Agreement to Andrew Fields, Project Manager. CONSULTANT further agrees that assigned personnel, including subcontractors, will always faithfully, industriously, and to the best of their ability, experience, and talent, perform all of the duties that may be required of or from them, pursuant to the express and implicit terms of this Agreement, to the reasonable satisfaction of the AUTHORITY. AUTHORITY may reject the assignment of any tasks performed under this Agreement to a subcontractor it deems inadequate or otherwise inappropriate for this project.

8. STANDARD OF CARE

AUTHORITY has relied upon the professional ability and training of CONSULTANT as represented by CONSULTANT as a material inducement to enter into this Agreement. CONSULTANT hereby agrees that all its work will be performed, at a minimum, in accordance with generally accepted professional practices and standards.

9. CONFLICT OF INTEREST

CONSULTANT shall comply with applicable requirements of the Political Reform Act and Fair Political Practices Commission (FPPC) implementing regulations. Following the execution of this Agreement and during the term of this Agreement, CONSULTANT shall not enter into any new agreements with other entities that would constitute a financial conflict of interest with the AUTHORITY or the purposes of this AGREEMENT.

10. INDEMNITY AND HOLD HARMLESS

CONSULTANT shall indemnify, hold harmless and assume defense of, in any actions at law or in equity, the AUTHORITY, its officers, directors, employees, agents, and member jurisdictions from claims, losses, actions, causes of action, damage, including property damage, personal injury, including death, and liability of every kind, nature, and description, including reasonable attorney's fees, consultant and expert witness fees, and cost of litigation, to the extent arising from the negligent acts, errors, or omissions of CONSULTANT or of any persons directly or indirectly employed by or acting on behalf of, or as agent for CONSULTANT, in its performance of work hereunder or its failure to comply with any obligations contained in the Agreement, but not including the negligence or willful misconduct of the AUTHORITY. This indemnification shall extend to claims, losses, actions, causes of action, damages, injury, death, and any type of liability occurring after completion of but arising out of the aforementioned operations, as well as during the works' progress. Acceptance of insurance certificates required under this Agreement does not relieve CONSULTANT from liability under this indemnification and hold harmless clause. This indemnification and hold harmless clause shall apply to all damages and claims for damages of every kind suffered by reason of any of CONSULTANT'S operations regardless of whether or not such insurance policies shall have been determined to be applicable to any of such damages or claims for damages.

11. INSURANCE REQUIREMENTS FOR CONSULTANTS

CONSULTANT shall procure and maintain for the duration of the contract, insurance against claims for injuries to person or damages to property which may arise from or in connection with the performance of work hereunder by the CONSULTANT, its agents, representatives, employees or subcontractors.

A. Minimum Scope of Insurance

1. Coverage shall be at least as broad as: Insurance Services Office Commercial General Liability coverage ("occurrence" form CG 0001).
2. Insurance Services Office form number CA 0001 (Ed. 1/87) covering Automobile Liability, code 1 (any auto).
3. Workers' Compensation insurance as required by the State of California and Employer's Liability insurance.

B. Minimum Limits of Insurance

1. Consultant shall maintain limits no less than:

2. General Liability: \$1,000,000 per occurrence for bodily injury, personal injury, and property damage. If Commercial General Liability Insurance or other form with a general aggregate limit is used, either the general aggregate limit shall apply separately to this location or the general aggregate limit shall be twice the required occurrence limit.
3. Automobile Liability: \$1,000,000 per accident for bodily injury and property damage.
4. Employer's Liability: \$1,000,000 per accident for bodily injury or disease.

C. Deductibles and Self-Insurance Retentions

Any deductibles or self-insured retention must be declared to and approved by the AUTHORITY. At the option of the AUTHORITY, either: the insurer shall reduce or eliminate such deductibles or self-insured retention as respects the AUTHORITY, its officers, officials, employees and volunteers; or the CONSULTANT shall provide a financial guarantee satisfactory to the AUTHORITY guaranteeing payment of losses and related investigations, claim administration, and defense expenses.

D. Other Insurance Provisions

The general liability policies are to contain, or be endorsed to contain, the following provisions:

1. The AUTHORITY, its officers, officials, employees and volunteers are to be covered as insureds with respect to liability arising out of automobiles owned, leased, hired or borrowed by or on behalf of the CONSULTANT, and with respect to liability arising out of work or operations by or on behalf of the CONSULTANT including materials, parts or equipment furnished in connection with such work or operations. General liability coverage can be provided in the form of an endorsement to the CONSULTANT'S insurance or as a separate owner's policy.
2. For any claims related to this project, the CONSULTANT'S insurance coverage shall be primary insurance as respects the AUTHORITY, its officers, officials, employees, and volunteers. Any insurance or self-insurance maintained by the AUTHORITY, its officers, officials, employees and volunteers shall be excess of the CONSULTANT'S insurance and shall not contribute with it.
3. Each insurance policy required by this clause shall be endorsed to state that coverage shall not be canceled, except after thirty (30) days' prior written notice by certified mail, return receipt requested, has been given to the AUTHORITY.

E. Acceptability of Insurers

All insurance, with the exception of workers' compensation coverage, is to be placed with insurers currently admitted in California with a current A.M. Best's rating of no less than A:VII. Workers' compensation coverage is to be placed with insurers currently admitted in California.

F. Verification of Coverage

CONSULTANT shall furnish the AUTHORITY with original certificate and amendatory endorsements effecting coverage required by this clause. The endorsements should be on forms provided by the AUTHORITY or on other than AUTHORITY'S forms, provided those endorsements or policies conform to the requirements stated in this clause. All certificates and endorsements are required to be received and approved by the AUTHORITY before work commences. The AUTHORITY reserves the right to require complete, certified copies of all required insurance policies, including endorsements effecting coverage required by these specifications at any time.

G. Subcontractors

CONSULTANT shall include all subcontractors as insured under its policies or shall furnish separate certificates and endorsements for each subcontractor. All coverages for subcontractors shall be subject to all requirements stated above.

12. DISCRIMINATION

Services rendered under this Agreement shall be rendered without discrimination on the basis of age, ancestry, color, gender, marital status, medical condition, national origin, physical or mental disability, race, religion or sexual orientation. Further, there shall be no discrimination against any employee who is employed in the work covered by this Agreement because of age, ancestry, color, gender, marital status, medical condition, national origin, physical or mental disability, race, religion or sexual orientation. This includes, but is not limited to employment upgrading, demotion or transfer, recruitment or recruitment advertising, layoff or termination, rates of pay or other forms of compensation, and selection for training, including apprenticeship.

13. COMPLIANCE WITH THE LAW

CONSULTANT shall be subject to and comply with all federal, state, and local laws and regulations applicable with respect to its performance under this agreement, including but not limited to, licensing, employment, and purchasing practices; and wages, hours, and conditions of employment.

14. INSPECTION

CONSULTANT'S performance, place of business, and records pertaining to this Agreement are subject to monitoring, inspection, review, and audit by authorized representatives of AUTHORITY.

15. RECORDS

CONSULTANT shall keep and make available for inspection and copying by authorized representatives of AUTHORITY, the CONSULTANT'S regular business and financial records and such additional records pertaining to this Agreement for at least three years after final payment to CONSULTANT.

16. SUBCONTRACT AND ASSIGNMENT

This Agreement binds the heirs, successors, assigns, and representatives of CONSULTANT. CONSULTANT shall not enter into subcontracts for any work contemplated under this Agreement except as shown in Exhibit B (Project Cost Estimate) and shall not assign this Agreement or monies due or to become due, without the prior written consent of the AUTHORITY.

17. OWNERSHIP OF WORK PRODUCT

AUTHORITY shall be the owner of, the owner of the copyright with respect to, and shall be entitled to possession of any computations, plans, correspondence, and other pertinent data and information gathered by, computed by, or prepared by CONSULTANT pursuant to this Agreement and prior to termination of this Agreement by either party or upon completion of the work pursuant to this Agreement.

18. INDEPENDENT CONTRACTOR STATUS

This Agreement is by and between two independent entities and is not intended to and shall not be construed to create the relationship of agent, servant, employee, partnership, joint venture, or association between and among the parties hereto.

19. NOTIFICATION

Any notices hereunder and communications regarding interpretation of the terms of this Agreement or changes thereto, shall be affected by the mailing thereof by registered or certified mail, return receipt requested, postage pre-paid, and addressed as follows:

AUTHORITY

CONSULTANT

Sabrina Drago, Executive Director
Sacramento Transportation Authority
801 12th Street, 5th Floor
Sacramento, California 95814

Frank Rizzo, President
FSB Public Affairs, Inc.
100 Howe Avenue
North Suite 186
Sacramento, California 95825

20. COMPONENT PARTS OF THE AGREEMENT

The Agreement entered into consists of the following contract documents, all of which are component parts of the contract, and which are incorporated herein by reference:

- A. This Agreement.
- B. Scope of Services, attached hereto as Attachment A
- C. Project Timeline, attached hereto as Attachment B.
- D. Estimated Costs, attached hereto as Attachment C

21. NON-WAIVER OF BREACH

CONSULTANT agrees that any waiver of any breach or violation of any term or condition of this Agreement, or failure to enforce any term or condition of this Agreement, shall not be deemed to be a waiver of any other term or condition contained herein, or a waiver of any subsequent breach or violation of the same or any other term or condition. The acceptance by the AUTHORITY of the performance of any work or services by CONSULTANT shall not be deemed to be a waiver of any term or condition of this Agreement.

22. GOVERNING LAW

The validity of this Agreement and of any of its terms or provisions, as well as the rights and duties of the parties hereunder, shall be governed by the laws of the State of California.

23. COUNTERPARTS TO AGREEMENT

This Agreement may be executed simultaneously or in any number of counterparts, each of which shall be deemed an original, equally admissible in evidence, but all of which together shall constitute one and the same Agreement, notwithstanding that the signatures of each party or their respective representatives do not appear on the same page of this agreement.

24. SEVERABILITY

If any provision or any part of any provision of this Agreement is, for any reason, held to be invalid, unenforceable, or contrary to any public policy, law, statute, regulation or ordinance, the remainder of this agreement shall not be affected thereby and shall remain valid and fully enforceable.

25. ENTIRE AGREEMENT

This Agreement, and any attachments or documents incorporated herein by inclusion or by reference, constitutes the complete and entire Agreement between the parties hereto, and there are no inducements, promises, terms, conditions, or obligations made or entered into by the AUTHORITY or CONSULTANT other than those contained herein. The foregoing provisions are understood and agreed to by CONSULTANT.

IN WITNESS WHEREOF, the parties hereto have executed this AGREEMENT the day and year first written above.

SACRAMENTO
TRANSPORTATION AUTHORITY

FSB PUBLIC AFFAIRS, INC.

Sabrina Drago, Executive Director

Frank Rizzo, President

Date

Date

CONSULTANT believes that the way in which CONSULTANT engages with the public and stakeholders must be through a variety of methods. FSB will engage with the media in the following forms:

Traditional Media Relations:

Traditional media offers a stable and reliable communication line to residents in Sacramento County. Bill will take the lead in drafting press releases and proactively engaging media outlets. Andrew, SAVSA staff, Board members, and partner agencies will necessarily be involved in the communications strategy and preparation of potential interview subjects. We propose:

- Drafting press releases about topics such as SAVSA's purpose, funding source and results (including key figures regarding number of vehicles taken care of per year highlighting major demographic and population centers.) When press releases are sent, we follow up with a call or visit to a news outlet to ensure our news isn't buried.
- Developing and distributing media kits to community newspapers and regional media outlets. These kits can include background information for print and video interviews, op-ed pieces, fact-based infographics, photography, and videography. We can also include story ideas, as well as print-ready stories for outlets that don't have the resources to do their own. We will offer to provide access and field trips to demonstrate to reporters and photographers SAVSA's role in the County and projects and features in an effort to emphasize the program's results, funding requirements, value, and effect of inaction.

Social Media:

Our social media program will build awareness, education, and a shared understanding about SAVSA, specifically the safety and beautification aspects of the program. We will continue to expand upon the narrative of how SAVSA impacts the quality of life and future of Sacramento County residents, and explain the funding basis and value for a low cost.

- Using fact-based infographics, short informational videos, photos, quotes, and related articles, we will create a means of communication between SAVSA and the community. These will be developed in collaboration with SAVSA staff, managed by Kylie and designed by Gregg.
- Social media posts on popular social media, including introducing new Twitter and Instagram pages (with the possible inclusion of Tik Tok and others) will provide information and interaction about SAVSA and relevant news. In addition, we will leverage existing community leaders' and community-based organizations' social media pages to share

posts. Likewise, these will be monitored by Kylie and new content will be mutually agreed-upon by CONSULTANT and Authority staff.

- In addition to the organic social media reach, we propose a monthly social media paid media approach – the cost-to-impression ratio of social media make this the best medium through which to not only engage Sacramento County residents but increase awareness across all market segments. All elements will be strategically developed with Andrew and SAVSA Staff.

Stakeholder Engagement:

In addition to media relations and social media engagement, CONSULTANT will work hand-in-hand with Authority staff and partner agencies in engaging community leaders, industry stakeholders and elected officials in a series of in person, one-on-one or small group meetings. Andrew will take the lead in setting these meetings and preparing SAVSA staff to ensure an effective use of time. Andrew’s experience with the former 2020 effort in concert with the public outreach of 2021 will come in especially useful in this regard, as well as his overall experience with transportation sector stakeholder groups.

We propose a rigorous meeting schedule that includes three tiers of decisionmakers and community transportation leaders:

Tier I:

STA Board Members
Select Local Elected Officials
Construction Industry Leaders
Labor Leaders
Business Interest Groups
Environmental Groups
Bike, Pedestrian &
Transit Advocacy Groups

Tier II:

Additional Elected Officials
Additional Business Leaders
Faith-Based Groups
Social Justice Advocates

Tier III:

Philanthropic Leaders
Service Group Leaders
Education Leaders

Diversity Outreach:

Our team recognizes the vast diversity of Sacramento County. Our diversity outreach team, that has literally written a handbook on how to reach the diverse cultures of the State, will also reach out not only to those underserved communities but also to Sacramento media contacts to ensure Spanish, Russian, Hmong, and Tagalog (among others) language media are targeted.

Sacramento is one of, if not the most, diverse regions of the State, and not acknowledging that or taking advantage of it would be a mistake.

While the below shows the proposed timeline for all projects within the scope of work, specific timelines will be set in collaboration with SAVSA staff.

Jan. 2022

Initial SAVSA meetings to develop mutually-agreed upon stakeholder meeting list, earned and paid media approach, etc.

Feb. 2022

Stakeholder meetings, organic social media and earned media efforts commence.

March 2022

Paid digital and streaming service program begins to unroll; earned media and organic social continue; LTE and Op-Ed program begins; stakeholder and community meetings continue.

April 2022

Possible press events; ongoing earned media programs; social and streaming media is in full effort; possible direct mail.

May 2022

Continuation of all programs, including increased LTE and Op-Ed, press events, etc. and possible direct mail date; continued social and paid media.

June 2022

Continuation of all paid media and earned media, organic social, etc. program as previously described; project termination and analysis.

For all budgetary items, numbers are conservative. It's more prudent to err on the side of caution. Extra funds can be repurposed to other approaches.

As it relates to the direct mail estimate referenced in the Comprehensive Budget, the following data was used for budgeting purposes: 511,961 Houses

Please see the below table regarding proposed CONSULTANT'S budget and category description:

| Estimated Outreach Budget | | | | | | | | |
|--|--|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|------------------|
| Item | Notes | Jan 2022 | Feb 2022 | Mar 2022 | Apr 2022 | May 2022 | Jun 2022 | TOTAL |
| COMMUNICATIONS & MEDIA | | | | | | | | \$169,200 |
| Direct Mail | County-wide mail pieces | | | | \$73,600 | \$73,600 | | \$147,200 |
| Digital / Online (Social Media) | Includes display, preroll, and social media ads & creation | | | \$750 | \$2,000 | \$2,000 | \$2,000 | \$6,000 |
| Streaming Online Video/Audio | Buy up all available slate cards to prevent opponents | | | \$1,000 | \$1,500 | \$3,000 | \$3,000 | \$8,500 |
| Creative Production | Website / Video / Mail / Online | \$1,500 | \$1,500 | \$1,500 | \$1,500 | \$1,500 | | \$7,500 |
| PROFESSIONAL SERVICES | | | | | | | | \$30,000 |
| FSB Monthly Retainer | Program Management / Earned Media Activities | \$5,000 | \$5,000 | \$5,000 | \$5,000 | \$5,000 | \$5,000 | \$30,000 |
| TOTAL | | \$6,500 | \$6,500 | \$8,250 | \$83,600 | \$85,100 | \$10,000 | \$199,950 |



JANUARY 12, 2022

AGENDA ITEM # 11

CLOSED SESSION: STA EXECUTIVE DIRECTOR PERFORMANCE EVALUATION

Action Requested: Receive and File

Key Staff: Sabrina Drago, Executive Director

For this item, the STA Board Chair, STA Executive Director and Legal Council will adjourn to Hearing Room 2 to join the Board's virtual meeting in closed session to continue the evaluation from the December 8, 2021 meeting regarding the STA Executive Director's performance over the last year.

Following the closed session, if necessary, the Board will reconvene in the Board Chamber in open session and the Chair will if any action was taken during the closed session.