

2022 Year in Review

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Fiscal Year 2021/2022 Accomplishments

- 21,413 Abatements
- \$1.1 Million in Reimbursements

Measure C, June 2022

- Public Education and Outreach
- 57.7% voter approval, but did not pass

Reestablishment of SAVSA , November 2022

- Approved pursuing a Legislative Solution



Freeway Service Patrol

Fiscal Year 2021/2022 Accomplishments

- 36,383 Assists
 - Construction tow coverage on Interstate 5 (I-5) Corridor Enhancement Project
- ### Caltrans Multi-Year Agreement, August 2022
- SacMetro FSP (Construction Tow)



Measure A, Financial Overview

Fiscal Year 2021/2022 Accomplishments

- Increased Credit Rating to AAA from AA+ rating.
- Refinanced the existing 2012 Series Bonds
 - \$2.0 million interest savings
 - \$5.6 million released from debt reserve
- Completed a five-year extension of the Standby Bond Purchase Agreement, for the 2009C Series Bonds
- Initiated update of the Nexus Study For The Sacramento Countywide Transportation Mitigation Fee Program (SCTMFP)



Measure A, Financial Overview

Fiscal Year 2021/22 Distributions (Accrual)

Measure A Ongoing, (County and Cities)	
Traffic Control and Safety Program	\$ 5,103,545
Safety, Streetscaping, Pedestrian and Bicycle Facilities	\$ 7,505,908
City Street and County Road Maintenance Program	\$ 51,035,447
Isleton	\$ 69,167
Galt	\$ 1,729,165
Measure A Ongoing, (Special District)	
Sacramento Metropolitan Air Quality Management District (SMAQMD)	\$ 2,551,772
Senior and Disabled Transportation Services, Paratransit	\$ 2,296,595
Senior and Disabled Transportation Services, SRTD	\$ 5,358,722
Transit Operations, Maintenance and Safety, SRTD	\$ 58,690,764
Neighborhood Shuttle System	\$ 1,000,000
American River Parkway/Bikeway Network	\$ 1,000,000
Measure A & SCTMFP	
Capital Improvement Program, Expenditures	\$ 22,642,901



Measure A, Leveraging

Smart Growth Incentive Program (SGIP) Pilot Strategy

- SACOG Community Design Program 2021
 - \$5.5 Million in SGIP Funds
 - \$33.5 Million Leveraged, 6:1 Ratio

Agency	Project	SACOG Award	SGIP Match
City of Citrus Heights	Auburn Blvd Complete Street (Phase 2)	\$8,324,000	\$676,000
City of Galt	Kost Road Improvements	\$275,000	\$45,000
City of Rancho Cordova	Chase Drive- American River Parkway Connection Project	\$2,362,000	\$788,000
City of Sacramento	Broadway Complete Street	\$8,274,000	\$750,000
City of Sacramento	Envision Broadway in Oak Park	\$713,000	\$237,000
City of Sacramento	Franklin Blvd Complete Street	\$5,411,000	\$750,000
City of Sacramento	Stockton Blvd Complete Street	\$500,000	\$150,000
Sacramento County	Arden Way Complete Street Phase 2	\$2,348,000	\$513,000
Sacramento County	Greenback Lane Complete Street Phase 1	\$1,540,000	\$783,000
Sacramento Regional Transit	Sacramento Valley Station Realignment and Railyards Station	\$3,755,000	\$808,000
	TOTAL	\$33,502,000	\$5,500,000



Measure A, Leveraging

Smart Growth Incentive Program (SGIP) Strategy

- SACOG Community Design Program 2022-2023, November 2022
 - \$1.7 Million in SGIP Funds
 - \$13 Million Potentially Leveraged
 - 7:1 Ratio



Measure A, Leveraging

SB1 Local Partnership Program, Formulaic

- Board approved formulaic distribution in August
- Applications submitted in November
- Focus on Fix It First and Safety

The infographic features a large green arrow pointing upwards and to the right, with a large white circle containing a black dollar sign (\$) at its tip. To the left of the arrow, the STA logo is displayed above the text 'STA Governing Board APPROVES SB 1 Local Partnership Program Formulaic Distribution'. Below this, the amount '\$6,386,000' is shown in a green rounded rectangle. Further down, a list of recipient areas is provided: Sacramento Regional Transit, Citrus Heights, Elk Grove, Folsom, Galt, Isleton, Rancho Cordova, and Sacramento City & County. A circular badge indicates 'Fiscal Years 24 & 25'. At the bottom, the SB1 logo (Sacramento Bay Area) and the website 'www.sacta.org' are shown. A row of icons at the very bottom represents various transit modes: a light rail train, a bus, a car, a bicycle, and a pedestrian.

STA

STA Governing Board
APPROVES
SB 1 Local Partnership Program
Formulaic Distribution

\$6,386,000

Funding will be distributed to
Sacramento Regional Transit,
Citrus Heights, Elk Grove, Folsom,
Galt, Isleton, Rancho Cordova,
Sacramento City & County

Fiscal
Years
24 & 25

www.sacta.org

SB1

Measure A, Leveraging

SB1 Local Partnership Program, Competitive

- Call for Nominations
- Project Presentations
- Formal Ranking

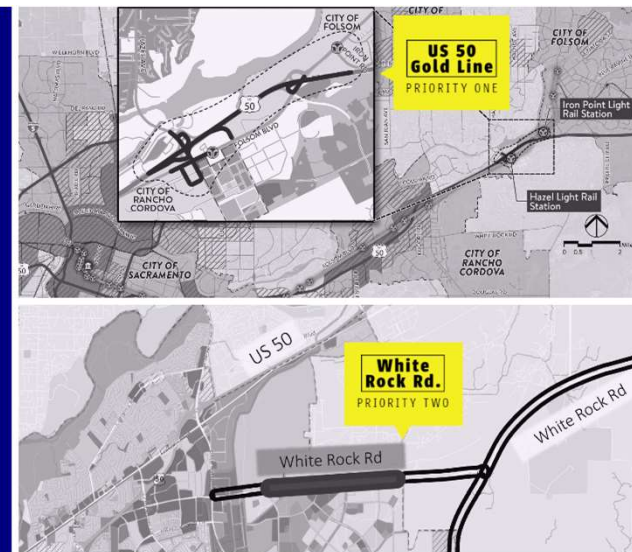
- Applications:
 - US 50 Gold Line Corridor Enhancement Project
 - White Rock Road Safety and Congestion Relief Phase 3 Project

STA Project Prioritization

SB 1 Local Partnership Competitive Program

In October 2022, the Sacramento Transportation Authority (STA) Governing Board ranked the US 50 Gold Line Corridor Enhancements Project as the highest priority for funding in the SB 1 Local Partnership Competitive Grant Program. The White Rock Road Safety and Congestion Relief Project – Phase 3 was identified as the region's second priority. These priorities will be considered in the selection process for grant funds planned for award in June of 2023 by the California Transportation Commission.

STA



Measure A, Leveraging

SB1 Trade Corridor Enhancement Program, Application

- SAC 5 Corridor Enhancement Project, \$332 million
 - \$30 Million allocated from Measure A, 2017 Board Action
 - \$48.3 Million dollars in state and federal funds leveraged in 2018
- Allocation Contract, April
 - Managed Lane Scope expanded to I-80
 - \$5 Million Savings
- I-5 Managed Lanes Project, Submitted





Measure A, Leveraging

Federal and State Advocacy/Letters of Support

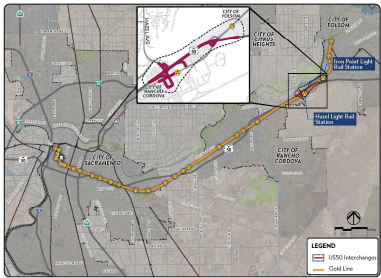
PROJECT FACT SHEET

US 50 GOLD LINE CORRIDOR ENHANCEMENT PROJECT

Applicant: Sacramento County / Sacramento Regional Transit District

 **SACRAMENTO COUNTY**
 **Sacramento Regional Transit**

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



COST

Environmental & Design	\$14,076,000
Right of Way	\$16,959,000
Construction	\$96,794,000
Total	\$127,829,000
RAISE Request	\$25,000,000

SCHEDULE

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

OUTPUTS

- 29 Station Platforms
- 3 Interchange Modifications
- 0.74 Miles of Class I Path
- 19,190 Sq Ft of Bridge Overpass
- 55,100 Sq Ft of Bridge Off-Ramp Viaduct


OUTCOMES

- Supports Mode Shift
- Improves Operations and Safety
- Reduces Emissions
- Benefits Disadvantaged Communities
- Increases Mobility Options

PROJECT FACT SHEET

Capitol Corridor Regional Transit Project

Nominating Agencies: Sacramento Area Council of Governments, Caltrans, Placer County Transportation Planning Agency

 **PLACER-SACRAMENTO GATEWAY PLAN**
  

SCOPE
 The Capitol Corridor Regional Transit Improvements Project (Project) is a package of transit-only improvements linking Placer and Sacramento Counties along Interstate 80 and State Route 51 (Capital City) freeways. The Project will provide improved transit capacity and operational enhancements for the Capitol Corridor Joint Powers Authority and Sacramento Regional Transit District. The Project will construct nearly 8-miles of mainline rail track between the American River and Roseville, replace two existing Union Pacific Railroad underpasses at Capital City Freeway and construct a new rail bridge, and relocate the existing light rail platform at the Sacramento Valley Station. The Project supports a transit mode shift, reducing vehicle miles traveled and greenhouse gas emissions. The Project provides transportation equity by improving transit opportunities and access in underserved communities and avoids negative community impacts. These improvements will provide transportation choices to the nearly 2 million residents of Placer and Sacramento Counties that rely on the regional freeways and transit services for connections between regional housing, jobs, and activity centers.



FUNDING

Funding Request	\$75,000,000
Local Match	\$144,430,000
Total Cost	\$315,790,000

SCHEDULE

PAR&ED Complete	3/2023
PS&E Complete	3/2024
Construction Award	6/2024

OUTPUTS

- 8.0 Miles of Rail Improvements
- 3 Railroad Bridges
- 1.5 Mile of Light Rail Transit Track
- 25 Miles of Reoriented Track
- 1 Light Rail Transit Platform

OUTCOMES

- Increases Transit Ridership
- Reduces Vehicle Miles Traveled
- Reduces Emissions
- Improves Safety
- Benefits Underserved Communities
- Supports Economic Development

PROJECT FACT SHEET

CAPITAL | SOUTHEAST CONNECTOR JPA

Connecting Communities

SEGMENT D2a IMPROVEMENTS INFRA/RURAL GRANT

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

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



KEY BENEFITS

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

BUDGET

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

SCHEDULE

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



Questions?

This item is for information only.

