



AGENDA

MEASURE A – INDEPENDENT TAXPAYERS OVERSIGHT COMMITTEE

SACRAMENTO COUNTY ADMINISTRATION BUILDING
700 H STREET -- HEARING ROOM 1
SACRAMENTO, CALIFORNIA

THURSDAY

OCTOBER 2, 2014

4:00 P.M.

MEMBERS: RUSSELL DAVIS; JOHN van BERKEL (Chair); MAUREEN ZAMARRIPA (Vice Chair);
SUSAN PETERS; BRIAN WILLIAMS

1. **Call to Order / Introductions**
2. **Comments from the Public Regarding Matters Not on the Agenda**
3. **Status Reports of Measure A Capital Projects, 4th Quarter FY 2013-14 ***
4. **Status Report of Measure A On-going Programs, 4th Quarter FY 2013-14 ***
5. **Cumulative FY 2014-15 Measure A Revenue Report ***
6. **Five-Year Expenditure Plan for Measure A Capital Programs ***
7. **Five-Year Expenditure Plan for Measure A On-Going Programs ***
8. **Sacramento County Transportation Mitigation Fee Program:
Annual Statement of Revenues and Expenditures ***
9. **Sacramento County Transportation Mitigation Fee Program:
Updates to Fee Schedule ***
10. **Replacement of One Liquidity Facility Associated with the Measure A Debt Portfolio ***

AGENDA
Measure A Independent Taxpayers Oversight Committee

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11. **Comments from Committee Members**

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

MEASURE A INDEPENDENT TAXPAYERS OVERSIGHT COMMITTEE

October 2, 2014
Item #3

Subject: Status Reports of Measure A Capital Projects, 4th Quarter FY 2013-14

Recommendation

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

Discussion

Status reports of Measure A *capital* projects currently in progress are attached hereto. The reports provide an overview of the delivery and construction status for each of the “active” Measure A capital projects effective June 30, 2014. The project summaries were prepared by the project managers at the responsible local agencies, and reviewed by STA staff.

The status reports are preceded by a cumulative one-page summary (green) of the allocation and expenditure progress of pay-go revenues and Measure A bond proceeds (Series 2012) for all active capital projects. The summary sheet is current through August 6, 2014.

Attachments

Staff Contact: *Lisa Valine*

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

AS OF JUNE 30, 2014

JURISDICTION	DISTRIBUTION			EXPENDITURES		TOTAL UNEXPENDED
	<i>Unexpended FY 2012/13</i>	<i>4th Qtr 2014</i>	<i>Year to Date FY 13 & FY 14</i>	<i>4th Qtr 2014</i>	<i>Year to Date FY 14</i>	
Citrus Heights	\$ 2,244,784	\$ 487,720	\$ 4,230,247	\$ 411,152	\$ 2,105,336	\$ 2,124,911
Elk Grove	2,369,535	964,721	6,296,826	781,404	2,750,519	3,546,307
Folsom	902,934	485,934	2,881,125	571,494	1,229,019	1,652,106
Rancho Cordova	1,675,304	443,058	3,478,949	170,881	981,472	2,497,477
City of Sacramento	7,174,759	2,833,423	18,709,357	(158,436)	9,651,044	9,058,313
County of Sacramento	2,134,234	3,717,752	17,268,850	3,320,178	14,810,943	2,457,907
Isleton	142,066	9,869	182,216	-	135,000	47,216
Galt	2,484,563	246,713	3,488,259	828,759	1,029,430	2,458,829
SMAQMD	132,122	362,471	1,607,009	362,471	1,405,484	201,525
Paratransit	-	845,767	3,441,403	845,767	3,441,403	-
Sacramento Regional Parks	-	250,000	1,000,000	261,352	878,579	121,421
Regional Transit	-	8,336,841	33,922,401	8,336,841	33,922,401	-
Sub - Total	\$ 19,260,301	\$ 18,984,269	\$ 96,506,642	\$ 15,731,864	\$ 72,340,631	\$ 24,166,011
Neighborhood Shuttle	4,034,455	250,000	5,034,455	-	-	5,034,455
CTSA Set Aside	3,503,623	241,648	4,486,881	-	-	4,486,881
Total	\$ 26,798,379	\$ 19,475,917	\$ 106,027,978	\$ 15,731,864	\$ 72,340,631	\$ 33,687,348

ON-GOING MEASURE A ANALYSIS - DISTRIBUTIONS & EXPENDITURES
PERIOD: FY 09/10 THROUGH FY 13/14
AS OF JUNE 30, 2014

JURISDICTION	DISTRIBUTION			EXPENDITURES	REMAINING FUNDS
	Unexpended @ June 30, 2013	FY 2013/14 Distribution through June 30, 2014	Total Funds Available through June 30, 2014	Total Expended through June 30, 2014	Remaining Balance through June 30, 2014
Citrus Heights					
Traffic Control & Safety	\$ 505,515	\$ 161,057	\$ 666,572	\$ 95,120	\$ 571,452
Safety, Streetscaping, Pedestrian	614,816	213,830	828,646	218,130	610,517
Street & Road Maintenance	1,124,453	1,610,576	2,735,029	1,792,087	942,942
Total	\$ 2,244,784	\$ 1,985,463	\$ 4,230,247	\$ 2,105,336	\$ 2,124,911
Elk Grove					
Traffic Control & Safety	\$ 141,084	\$ 318,576	\$ 459,660	\$ 84,972	\$ 374,688
Safety, Streetscaping, Pedestrian	509,918	422,959	932,877	353,596	579,281
Street & Road Maintenance	1,718,533	3,185,756	4,904,289	2,311,951	2,592,338
Total	\$ 2,369,535	\$ 3,927,291	\$ 6,296,826	\$ 2,750,519	\$ 3,546,307
Folsom					
Traffic Control & Safety	\$ 130,239	\$ 160,468	\$ 290,707	\$ 147,879	\$ 142,828
Safety, Streetscaping, Pedestrian	61,185	213,046	274,231	243,221	31,010
Street & Road Maintenance	711,510	1,604,677	2,316,187	837,920	1,478,267
Total	\$ 902,934	\$ 1,978,191	\$ 2,881,125	\$ 1,229,019	\$ 1,652,106
Rancho Cordova					
Traffic Control & Safety	\$ 321,899	\$ 146,309	\$ 468,208	\$ 109,086	\$ 359,122
Safety, Streetscaping, Pedestrian	576,745	194,248	770,993	47,904	723,089
Street & Road Maintenance	776,660	1,463,088	2,239,748	824,482	1,415,266
Total	\$ 1,675,304	\$ 1,803,645	\$ 3,478,949	\$ 981,472	\$ 2,497,477

ON-GOING MEASURE A ANALYSIS - DISTRIBUTIONS & EXPENDITURES
PERIOD: FY 09/10 THROUGH FY 13/14
AS OF JUNE 30, 2014

JURISDICTION	DISTRIBUTION			EXPENDITURES	REMAINING FUNDS
	Unexpended @ June 30, 2013	FY 2013/14 Distribution through June 30, 2014	Total Funds Available through June 30, 2014	Total Expended through June 30, 2014	Remaining Balance through June 30, 2014
Sacramento					
Traffic Control & Safety	\$ 2,310,503	\$ 935,668	\$ 3,246,171	\$ 872,171	\$ 2,374,000
Safety, Streetscaping, Pedestrian	2,470,504	1,242,247	3,712,751	655,448	3,057,303
Street & Road Maintenance	2,393,752	9,356,683	11,750,435	8,123,425	3,627,010
Total	\$ 7,174,759	\$ 11,534,598	\$ 18,709,357	\$ 9,651,044	\$ 9,058,313
County					
Traffic Control & Safety	\$ 1,794,784	\$ 1,227,696	\$ 3,022,480	\$ 1,102,207	\$ 1,920,273
Safety, Streetscaping, Pedestrian	339,450	1,629,960	1,969,410	1,431,776	537,634
Street & Road Maintenance	-	12,276,960	12,276,960	12,276,960	-
Total	\$ 2,134,234	\$ 15,134,616	\$ 17,268,850	\$ 14,810,943	\$ 2,457,907
Isleton					
Total Distribution/Expense	\$ 142,066	\$ 40,150	\$ 182,216	\$ 135,000	\$ 47,216
Total	\$ 142,066	\$ 40,150	\$ 182,216	\$ 135,000	\$ 47,216
Galt					
Total Distribution/Expense	\$ 2,484,563	\$ 1,003,696	\$ 3,488,259	\$ 1,029,430	\$ 2,458,829
Total	\$ 2,484,563	\$ 1,003,696	\$ 3,488,259	\$ 1,029,430	\$ 2,458,829

ON-GOING MEASURE A ANALYSIS - DISTRIBUTIONS & EXPENDITURES
PERIOD: FY 09/10 THROUGH FY 13/14
AS OF JUNE 30, 2014

JURISDICTION	DISTRIBUTION			EXPENDITURES	REMAINING FUNDS
	<i>Unexpended @ June 30, 2013</i>	<i>FY 2013/14 Distribution through June 30, 2014</i>	<i>Total Funds Available through June 30, 2014</i>	<i>Total Expended through June 30, 2014</i>	<i>Remaining Balance through June 30, 2014</i>
SMAQMD					
<i>Total Distribution/Expense</i>	\$ 132,122	\$ 1,474,887	\$ 1,607,009	\$ 1,405,484	\$ 201,525
<i>Total</i>	\$ 132,122	\$ 1,474,887	\$ 1,607,009	\$ 1,405,484	\$ 201,525
Paratransit					
<i>Total Distribution/Expense</i>	\$ -	\$ 3,441,403	\$ 3,441,403	\$ 3,441,403	\$ -
<i>Total</i>	\$ -	\$ 3,441,403	\$ 3,441,403	\$ 3,441,403	\$ -
Sac Regional Parks					
<i>Total Distribution/Expense</i>	\$ -	\$ 1,000,000	\$ 1,000,000	\$ 878,579	\$ 121,421
<i>Total</i>	\$ -	\$ 1,000,000	\$ 1,000,000	\$ 878,579	\$ 121,421
Regional Transit					
<i>Total Distribution/Expense</i>	\$ -	\$ 33,922,401	\$ 33,922,401	\$ 33,922,401	\$ -
<i>Total</i>	\$ -	\$ 33,922,401	\$ 33,922,401	\$ 33,922,401	\$ -
Sub - Total	\$ 19,260,301	\$ 77,246,341	\$ 96,506,642	\$ 72,340,631	\$ 24,166,011

ON-GOING MEASURE A ANALYSIS - DISTRIBUTIONS & EXPENDITURES
PERIOD: FY 09/10 THROUGH FY 13/14
AS OF JUNE 30, 2014

JURISDICTION	DISTRIBUTION			EXPENDITURES	REMAINING FUNDS
	<i>Unexpended @ June 30, 2013</i>	<i>FY 2013/14 Distribution through June 30, 2014</i>	<i>Total Funds Available through June 30, 2014</i>	<i>Total Expended through June 30, 2014</i>	<i>Remaining Balance through June 30, 2014</i>
<i>Neighborhood Shuttle</i>					
<i>Total Distribution/Expense</i>	\$ 4,034,455	\$ 1,000,000	\$ 5,034,455	\$ -	\$ 5,034,455
<i>Total</i>	<u>\$ 4,034,455</u>	<u>\$ 1,000,000</u>	<u>\$ 5,034,455</u>	<u>\$ -</u>	<u>\$ 5,034,455</u>
<i>CTSA Set Aside</i>					
<i>Total Distribution/Expense</i>	\$ 3,503,623	\$ 983,258	\$ 4,486,881	\$ -	\$ 4,486,881
<i>Total</i>	<u>\$ 3,503,623</u>	<u>\$ 983,258</u>	<u>\$ 4,486,881</u>	<u>\$ -</u>	<u>\$ 4,486,881</u>
 <i>Grand Total</i>	 <u>\$ 26,798,379</u>	 <u>\$ 79,229,599</u>	 <u>\$ 106,027,978</u>	 <u>\$ 72,340,631</u>	 <u>\$ 33,687,348</u>

MEASURE A INDEPENDENT TAXPAYERS OVERSIGHT COMMITTEE

October 2, 2014
Item #4

Subject: Status Report of Measure A On-Going Programs, 4th Quarter FY 2013-14

Recommendation

Receive the Measure A on-going annual program status report for the quarter ended June 30, 2014.

Discussion

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

The status information attached hereto shows revenues and expenditures for on-going Measure A programs for the quarter ended June 30, 2014. The affected funds are distributed to local transportation agencies according to the formula set forth in the Measure A Ordinance. The funds are distributed monthly as they are received from the Board of Equalization. A summary sheet of all related expenditures (green) is followed by a more detailed breakout of eligible program expenditures for each of the Measure A entities.

Attachments

Staff Contact: Lisa Valine

SACRAMENTO TRANSPORTATION AUTHORITY
New Measure A Capital Projects - Series 2012
FY 13/14
Status through August 6, 2014

Sponsor	Project	Capital Project Allocation <small>(FY 09/10 thru FY 13/14)</small>	Total Expended	Balance Remaining	Project Phase
County	Hazel Ave: County Line to Folsom Blvd	20,973,497	20,720,968	252,529	Phase I - Complete Phase II - Final Design / ROW
	Hazel Ave: US Highway 50 to Folsom Blvd	1,520,000	142,345	1,377,655	In Design
	Watt Ave / US 50 Interchange	12,765,000	7,462,577	5,302,423	In Construction
Caltrans	US 50 Bus / Carpool Lanes - Phase I	26,858,000	25,559,866	1,298,134	Complete
	US 50 Bus / Carpool Lanes - Phase II	2,845,000	2,039,526	805,474	Planning / Environmental
Caltrans	I 80 Bus / Carpool Lanes	500,000	483,162	16,838	In Construction
Sacramento	Downtown Intermodal Station (Phase I and II)	37,969,000	19,433,898	18,535,102	In Construction
	Cosumnes River Blvd (Freeport - Franklin & I-5 Interchg)	10,204,000	4,594,631	5,609,369	In Construction
Rancho Cordova	Folsom Blvd Streetscape (Bradshaw to Sunrise)	5,928,000	4,297,563	1,630,437	Phase III - Complete Phase IV - In Design
Citrus Heights	Antelope Road: Roseville Rd - Auburn Blvd	13,087	480,000	-	Complete
	Sunrise Blvd: Antelope to North City Limits, west side	4,528,000	3,817,248	710,752	In Construction
Regional Transit	Downtown Natomas Airport - Green Line to the Airport	35,728,510	34,437,138	1,291,372	Phase I - Complete Phase II - Planning
	South Sacramento LRT Corridor Phase II	16,429,490	15,913,033	516,457	In Construction
Connector JPA	I-5 / SR 99 US 50 Connector <small>(Capital Southeast Connector expenditures & balance remaining include "Pay Go")</small>	9,527,546	9,096,086	431,460	Planning
		\$ 202,989,130	\$ 165,678,042	\$ 37,778,000	

New Measure A Project Status Report

Quarter Ending June 30, 2014

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

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

Sponsoring Agency: County of Sacramento

Project Managers: Stephen White, Senior Civil Engineer

Status Report Date: July 30, 2014

Project Status:

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

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

Pedestrian and Bike Accommodation:

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

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

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

<u>Quarter – Year</u>	<u>Amount</u>
October – December 2009	\$ 3,124,931.69
January – March 2010	\$ 2,596,808.27
April – June 2010	\$ 2,183,419.75
July – September 2010	\$ 3,782,589.02
October – December 2010	\$ 0.00
January – March 2011	\$ 0.00
April – June 2011	\$ 1,875,488.06
July – September 2011	\$ 0.00
October – December 2011	\$ 1,679,763.21
October – December 2012	\$ 1,165,974.69
January – March 2013	\$ 0.00
April – June 2013	\$ 1,728,497.27
July – September 2013	\$ 55,998.46
October – December 2013	\$ 184,549.27
January – March 2014	\$ 1,317,607.27
April – June 2014	\$ 1,025,341.20
Total To Date	\$20,720,968.16

Estimated Drawn Down Schedule:

<u>Quarter – Year</u>	<u>Amount</u>
July – September 2014	\$ 1,002,529.32
October – December 2014	\$ 750,000.00

Estimated Project Completion Date:

The Phase 1 project was completed in October 2011. The Phase 2 project, widening from Curragh Downs Drive to Sunset Avenue, is expected to be complete in 2016. The Phase 3 project, widening from Sunset Avenue to Madison Avenue, is scheduled for completion in 2018.

Changes in Estimates since last report and reasons for changes:

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

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

New Measure A Project Status Report

Quarter Ending June 30, 2014

Project: Hazel Avenue
US Highway 50 to Folsom Boulevard

Design, engineering, environmental clearance, Right of Way acquisition, and construction to upgrade the Highway 50/Hazel Avenue interchange, grade separation and associated roadway improvements and connections for the Hazel Avenue and Folsom Boulevard intersection. Improvements also include safety enhancements, landscape/streetscape, transit access, upgraded traffic signals, and intelligent transportation system improvements.

Sponsoring Agency: County of Sacramento

Project Managers: John Jaeger, Senior Civil Engineer

Status Report Date: July 30, 2014

Project Status:

Project's inception date was November 2009. The County of Sacramento Department of Transportation (SacDOT) is currently under contract for specialized professional engineering design services that are necessary to prepare the Project Study Report (PSR) for improvements at the Hazel Avenue and State Route 50 interchange and Folsom Boulevard grade separation. The scope of work for this contract proposes to perform all work necessary to define the project, produce all necessary documents required to obtain approval of the PSR and prepare cost estimates, all acceptable to the County of Sacramento, Caltrans, and FHWA. In addition, the contract work is responsible for the preparation, submittal and approval of all accompanying documents. The work also includes evaluating improvements that include modifications to the interchange structure, freeway ramps, and corresponding roadway and connection improvements with the Hazel Avenue and Folsom Boulevard grade separation. After the PSR is approved, the project will move into the project development stage to allow engineering and environmental studies to evaluate the feasibility of a preferred alternative and to determine the programming of right-of-way and construction capital costs.

Pedestrian and Bike Accommodation:

Per County Standards, bike lanes and sidewalks will be provided within the project limits and Americans with Disabilities Act (ADA) compliant ramps will be installed at all intersections. In addition to these enhancements, signalized intersections will be upgraded to include pedestrian countdown heads and audible pedestrian signals. All proposed pedestrian and bike facility improvements will provide accommodations of bicycles and pedestrians as required by the New Measure A Ordinance.

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

<u>Quarter – Year</u>		<u>Amount</u>
July – September 2012	\$	0.00
October – December 2012	\$	0.00
January – March 2013	\$	0.00
April – June 2013	\$	0.00

July – September 2013	\$	0.00
October – December 2013	\$	0.00
January – March 2014	\$	0.00
April – June 2014	\$	142,345.38
Total To Date	\$	142,345.38

Estimated Drawn Down Schedule:

<u>Quarter – Year</u>		<u>Amount</u>
July – September 2014	\$	869,654.62
October – December 2014	\$	508,000.00
January – March 2015	\$	522,000.00
April – June 2015	\$	522,000.00
July – September 2015	\$	522,000.00

Estimated Project Completion Date:

Construction schedule for the project is to be determined once funding is secured for the construction phase.

Changes in Estimates since last report and reasons for changes:

No changes in estimates.

New Measure A Project Status Report

Quarter Ending June 30, 2014

Project: Watt Ave / US 50 Interchange

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

Sponsoring Agency: County of Sacramento

Project Managers: John Jaeger, Senior Civil Engineer

Status Report Date: July 30, 2014

Project Status:

Project's inception date was July 2000. The Project Report and Environmental Document are complete. Caltrans approved both documents in December 2009. 100% plans, specifications, and estimates (PS&E) were completed and have been approved by Caltrans. Right-of-Way certification is complete. The construction contract was awarded on September 25, 2012. The Highway 50 Community Enhancements, consisting of bicycle, pedestrian, and landscaping improvements, are included as part of the construction of the interchange. The construction is underway and anticipated to be completed by October 2014.

Pedestrian and Bike Accommodation:

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

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

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

October – December 2012	\$ 52,829.08
January – March 2013	\$ 0.00
April – June 2013	\$1,197,757.65
July – September 2013	\$ 0.00
October – December 2013	\$ 825,474.36
January – March 2014	\$ 637,022.51
April – June 2014	<u>\$2,172,493.05</u>
Total To Date	\$6,336,928.69

Estimated Drawn Down Schedule:
Quarter – Year

	<u>Amount</u>
July – September 2014	\$ 3,027,710.34
October – December 2014	\$ 721,883.93

Estimated Project Completion Date: October 2014

Changes in Estimates since last report and reasons for changes:

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

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

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

New Measure A Project Status Report

Quarter Ending June 30, 2014

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

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

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

Project Managers: Jess Avila

Status Report Date: June 30, 2014

Project Status:

- Project completed. Closeout in process

Future Work:

- Closeout

Pedestrian and Bike Accommodation:

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

Actual Expenditures Incurred to Date (Total Proj through end of Quarter):

- \$25,559,865.72

Estimated Drawn Down Schedule: (quarter ending: 09-30-2014)

- \$150,000.00

Estimated Project Completion Date:

Project has been completed. Currently in closeout.

Changes in Estimates since last report and reasons for changes:

New Measure A Project Status Report

Quarter Ending June 30, 2014

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

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

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

Project Manager: Sutha Suthahar

Status Report Date: June 30, 2014

Project Status:

- The target PA&ED date has been revised from Aug 1, 2014 to Feb 15, 2015. The reason for the revision is due to securing a Task Order to perform traffic studies (volumes and speeds). The traffic studies are a major component that feed into the noise and air quality analysis as part of the environmental process. The revised PA&ED date should have no impacts on the target RTL and Begin Construction dates (Feb 15, 2017 and Aug 15, 2017 respectively).

Future Work:

- Traffic volumes and speeds in support of PA&ED development.
- Survey request for Right of Way retracement for design of soundwalls.
- Advanced Planning Studies (APS) for Elmhurst Viaduct, Brighton OH, Folsom Blvd UC and State College UC
- Right of Way Datasheet request.
- Railroad mapping to begin Heavy and Light Rail coordination.

Pedestrian and Bike Accommodation:

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

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

- \$2,039,526.39

Estimated Drawn Down Schedule (quarter ending 09-30-2014):

- \$650,000.00

Estimated Project Completion Date:

Project will be finished in Dec 1, 2019

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

New Measure A Project Status Report

Quarter Ending June 30, 2014

Project: Interstate 80 Bus/Carpool Lanes

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

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

Project Manager: Jess Avila

Status Report Date: June 30, 2014

Project Status:

Plant establishment work continues within the project limits. Drainage work is essentially complete from Norwood Avenue to Del Paso Park OH structures. Streamwork continues at the NEMDC structure as well as finish work on the deck surface. Work continues on the Del Paso OH structures and the Rio Linda UC.

Future Work:

Construction paving work of the HOV will continue between Norwood Avenue and Del Paso Park OH structure. Restoration of the Rio Linda bike path is expected to be completed in late Oct 2013.

Pedestrian and Bike Accommodation:

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

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

\$483,162.21

Estimated Drawn Down Schedule:

Quarter Ending Sep 30, 2014 - \$0.0

Estimated Project Completion Date: *Nov 2015*

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

New Measure A Project Status Report

Quarter Ending: June 30, 2014

Project: Downtown Intermodal Station

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

Sponsoring Agency: City of Sacramento

Project Managers: Hinda Chandler, Senior Architect and Jon Blank, Supervising Engineer

Status Report Date: July 31, 2014

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

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

Actual Expenditures Incurred To Date (Total Project through end of quarter): To date, the City has requested and received reimbursements of \$19,433,898. Requests are coordinated with reimbursements for state and federal funds, to ensure proper match and coordination for multi-funded project reimbursements.

Estimated Drawn Down Schedule: Drawdowns are anticipated to average approximately \$500,000 per quarter, until late 2014 when they will increase to approximately \$1-2 million per quarter.

Estimated Project Completion Date: Phase 1 (Track Relocation) is complete, Phase 2 will be completed in December 2015. Completion of entire project is estimated for 2020. Timing for construction and completion of future phases is contingent upon funding availability.

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

New Measure A Project Status Report
Quarter Ending: JUNE 30, 2014

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

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

Sponsoring Agency: City of Sacramento

Project Manager: Nader Kamal, Special Projects Engineer

Status Report Date: July 31, 2014

Project Status: Construction began in March 2013. The interchange and bridges and abutments on Morrison Creek Bridge are in progress, along with utility installations. The project is approximately 50 percent complete.

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

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

The City has incurred \$4,594,632 in New Measure A expenditures to date.

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

Estimated Project Completion Date: Construction is expected to be completed by Fall 2015.

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

New Measure A Project Status Report

Quarter Ending June 30, 2014

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

Construction of sidewalk infill on the north side of Folsom Boulevard and sidewalks and bike lanes on the south side of Folsom Boulevard and landscape medians from Rod Beaudry to Horn Rd. Construction of the south side sidewalk from Kilgore Rd. to Sunrise Blvd. and upgrade pedestrian and bicycle facilities at the intersection of Folsom Blvd. and Sunrise Blvd.

Sponsoring Agency: City of Rancho Cordova

Project Managers: Kathy Garcia

Status Report Date: July 28, 2014

Project Status:

The project is the initial design and environmental phases.

Pedestrian and Bike Accommodation:

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

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

Billed and paid to date:	\$ 18,242.40
Outstanding invoice for Quarter Ended June 30, 2014	\$ <u>25,321.02</u>
Total Billed through June 30, 2014	\$ 43,563.42
Total Bond Funding	\$ <u>1,674,000.00</u>

New Measure A Project Status Report

Quarter Ending June 30, 2013

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

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

Sponsoring Agency: City of Citrus Heights

Project Managers: Stuart Hodgkins, Principal Civil Engineer
916-727-4734, shodgkins@citrusheights.net

Status Report Date: July 31, 2014

Project Status: Phase 1 complete and accepted by council in September 2013. Phase 3A at 90% design and under ROW acquisition, expect Cal Trans ROW cert Summer 2014 to begin construction in March 2015. Unspent Measure A funds for Sunrise Ph 1 will support as matching funds for Ph 3A.

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

Actual Expenditures Incurred To Date:

FY 10/11 - \$279,628.50
FY 11/12 – \$94,994.58
FY 12/13 – Quarter 1: \$1,011,603.72
FY 12/13 – Quarter 2: \$1,150,899.40
FY 12/13 – Quarter 3: \$540,703.94
FY 12/13 – Quarter 4: \$327,924.58
FY 13/14 – Quarter 1: \$286,810.94
FY 13/14 – Quarter 2: \$48,437.19
FY 13/14 – Quarter 3: \$24,404.35
FY 13/14 – Quarter 4: \$51,840.74

Estimated Drawn Down Schedule: Construction of Phase 1 is complete; project was presented to City Council for acceptance in September 2013 and retention has been released. Minor incidentals were addressed in 2nd quarter. Design of Phase 3A (Antelope to north city limits/west side) is near completion. Right of Way acquisition near completion with staff submitting to Cal Trans Right of Way certification and RFA to construct with the intent to construct in spring 2015. Balance of Measure A funds will be expended as match for last remaining properties in escrow (right of way) and design (2014) and then for match for construction in 2015.

Estimated Project Completion Date: Phase 1 segment is complete; Phase 3A to be completed by end of 2015.

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

New Measure A Project Status Report

Quarter Ending June 30, 2014

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

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

Sponsoring Agency: Sacramento Regional Transit District

Project Manager: Greg Gamble

Status Report Date: Final Report – Segment in Operation

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

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

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

Significant Achievements:

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

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

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

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

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

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

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

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

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

June 2010 Utility relocation work continued

May 2010 Major utility relocation work underway

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

Mar 2010 ESOCs started

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

Feb 2010 Intermediate design effort completed

Nov 2009: NTP issued

Oct 2009: Groundbreaking Ceremony

Sept 2009: DB contract was awarded to Stacy & Witbeck

Aug 2009: Three proposal were received

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

Apr 2009: RT Board certified FEIR

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

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

Nov 2008: Issued NOP for MOS-1 FEIR

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

Upcoming Work:

October – December – Complete punchlist work and Contract Closeout

Pedestrian and Bike Accommodation:

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

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

Swap: \$8,713,035

Total: \$42,670,469

Estimated Project Completion Date: 2012

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

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

New Measure A Project Status Report

Quarter Ending June 30, 2014

Project: Downtown Natomas Airport – Green Line to the Airport

Sponsoring Agency: Sacramento Regional Transit District

Project Manager: Jeffrey Damon

Status Report Date: July 30, 2014

Project Status:

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

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

Current Project Scope Identifies The Phases As Follows:

-- Expended funding for AA, Admin Draft EIS/R and Final EIR @ \$15.1M

-- Phase - 1 @ \$44.9M: From downtown to Richards Boulevard by 2010 - Single track with only the bypass element constructed. This is what RT would be able to operate by 2012 based on revenue projections. Initial operation will be with existing equipment.

-- Phase -1B (SITF Phase 3A) @ \$60.4M: The permanent/full build with loop & bypass segment of the Green Line from a connection segment on H Street north to connect with Phase 1. Utilizes Proposition 1A funding plus local match.

-- Phase - 2 @ \$545M - \$596M (YOE): From Richards to Natomas Town Center - Included required vehicles and maintenance facility.

-- Phase - 3 @ \$353M – 386M (YOE): From Natomas Town Center to the Airport full build by 2035.

Significant Achievements:

2014

4/1/14 – 6/30/14

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

1/1/14 – 3/31/14

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

2013

10/1/13 – 12/31/13

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

7/1/13 – 9/30/13

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

4/1/13 – 6/30/13

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

1/1/13 – 3/31/13

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

2012

10/1/12 – 12/31/12

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

7/1/12 – 9/30/12

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

2011

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

2010

- 11/10/10: SACOG review of TA findings and recommendations
- 11/8/10; Presentation of TA findings and recommendations to RT Board of Directors
- 10/15/10: Final Draft Transitional Analysis Report completed

- 9/30/2010: Draft analysis results produced by HDR.
- 9/11/2010: Completed all public outreach activities including public safety workshop, community review (charrette), community outreach event at Celebrate Natomas.
- 8/20/2010: HDR completes deliverables on project cost reductions and design refinements that will be presented at community review (charrette).
- 7/26/2010: Amended HDR Contract to perform additional modeling
- 5/28/2010: Completed On-board survey in support of ridership estimation

2009

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

Actual Expenditures Incurred To Date: \$479,704

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

Jul – Sep 2014	<u>\$153,695</u>
Oct – Dec 2014	<u>\$159,324</u>
Jan – Mar 2015	<u>\$533,958</u>
Apr – Jun 2015	<u>\$289,334</u>
Jul – Sep 2015	<u>\$42,964</u>
Oct – Dec 2015	<u>\$29,968</u>
Jan – Mar 2016	<u>\$20,979</u>
Apr – Jun 2016	<u>\$18,979</u>
Jul – Sep 2016	<u>\$14,982</u>
Oct – Dec 2016	<u>\$8,989</u>
Jan – Mar 2017	<u>\$8,989</u>
Apr – Jun 2017	<u>\$9,211</u>
Total	<u>\$1,291,372</u>

**Revised termination date based on discussions with Brian Williams to extend agreement one year. New termination date to be extended to June 30, 2017.*

Estimated Project Completion Date: 2027

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

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

The Consultant selection process carried forward through the summer of 2013 and resulted in the ranking and tentative selection of a team for the professional services contract.

The schedule is now as follows:

- Through December 2013 complete negotiations on scope, schedule, budget refinements and prepare RT Issue Paper requesting approval of consultant contract **Completed**
- By end of December 2013 RT Board action authorizing consultant contract **Completed**
- Late December 2013 Notice-to-Proceed **Completed**
- Begin technical work in early January 2014 including multiple-day Kickoff Session reviewing the corridor, issues, etc. **Completed**
- Project Definition through June 2014 **Mostly completed; still on-going**
- Prepare Revised Admin Draft Environmental Document and New Starts Evaluation by December 2014 and Issue NOI/NOP
- Prepare Draft EIR/EIS and Complete New Starts Justification Measures for MOS by June 2015
- Prepare Draft EIR/EIS and Request Final EIR/EIS for MOS by December 2015

Following NTP in December 2013, the draw down schedule is anticipated to increase significantly as the project moves forward into and through the technical analyses.

New Measure A Project Status Report

Quarter Ending June 30, 2014

Project: South Sacramento Corridor Phase II

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

Sponsoring Agency: Sacramento Regional Transit District

Project Manager: John Valsecchi , Ed Scofield

Status Report Date: As of 6/30/2014

Project Status:

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

Preliminary engineering was completed in May 2012, and final design in December 2012. RT and FTA executed a Full Funding Grant Agreement (FFGA) on Dec. 27, 2012. This commits FTA to fund \$135 million or one half of the \$270 million anticipated project cost. Of this amount, approximately \$75 million has already been awarded to RT and is available to the project.

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

The Cosumnes River College (CRC) Parking Facility is open for public access. The CRC and Morrison Creek bridge structures are complete. An FTA Letter of No Prejudice (LONP) allowed these construction activities to start before the FFGA was executed. The balance of the construction effort is encompassed in the "Civil, Track, Structures, Stations, and Systems" (CTSSS) contract which was awarded in July 2013 and work is underway. Utility relocation work continues. Manufacture of traction power substations (TPSS) is progressing; first delivery was made 7/2/2014. Track material has been purchased and delivered; the remainder of the owner-furnished material will be delivered prior to when the contractor is scheduled to install it. RT has access to all project affected real property.

Pedestrian and Bike Accommodation:

Two pedestrian bridges over Union House Creek are planned which can also accommodate bike traffic. Bike racks and lockers are planned for the light rail stations. In addition, a pedestrian path is planned to connect the CRC light rail station with the parking facility..

Actual Expenditures Incurred To Date:

July 2009 – June 2014	\$ 15,913,033
Swap	\$ (8,713,035)
Total	\$ 7,199,998

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

Sept 2014 - Dec 2014 \$ 516,457

Total Actual + Estimated \$ 7,716,455

Estimated Project Completion Date: September 2015

Changes in Estimates since last report and reasons for changes:

All series 2012 New Measure A bonds funds are spent except for \$516,457 which is now anticipated to be spent between Sept and December 2014. It was previously forecast these funds would be spent in the July-Sept 2014 quarter. This has been pushed out to later in calendar year 2014. In the interim the project will be spending mostly federal funds in order to achieve parity with project match funds (including Measure A) on a cumulative basis. The project overall is funded 50% with federal New Starts funds and to date federal funds have paid for only 21% of total project expenditures.

**New Measure A Project Status Report
Quarter Ending June, 2014**

Project: Capital SouthEast Connector JPA

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

Sponsoring Agency: Capital SouthEast Connector JPA

Project Managers: Tom Zlotkowski

Status Report Date: July, 2014

Project Status: Project construction has not started. The project is currently in the development stage.

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

Actual Expenditures Incurred To-Date (Total Project through end of quarter – October 2009 through June 2014):

Measure A Bond Proceeds:	\$ 7,939,177.23
Measure A Pay-Go Proceeds:	<u>1,001,545.00</u>
TOTAL	\$ 8,940,722.23

Estimated Drawn Down Schedule: (July through September 2014)

Measure A Bond Proceeds:	\$ 571,986
Measure A Pay-Go Proceeds:	<u>50,279</u>
TOTAL	\$ 622,265

Estimated Project Completion Date: 2035

Changes in Estimates since last report and reasons for changes:
(April through June 2014)

<u>Measure A Bond Proceeds:</u>	Estimated: \$ 584,347
	Actual: \$ 437,275.41

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

<u>Measure A Pay-Go Proceeds:</u>	Estimated: \$ 45,100 (balance)
	Actual: \$ 52,930.66

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

MEASURE A INDEPENDENT TAXPAYERS OVERSIGHT COMMITTEE

October 2, 2014
Item #5

Subject: Cumulative FY 2014-15 Measure A Revenue Report

Recommendation

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

Discussion

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

In summary, the September sales tax revenues of **\$9,976,032** were 22.3% above the same month last year, and cumulative sales tax revenues through three months of FY 2015 are running about 5.8% above the prior year.

Attachment

Staff Contact: Lisa Valine

Measure A Sales Tax Revenue & Distribution - September 2014

<u>Measure A</u>		<u>2014/15</u>	YTD thru Aug 14	Sep 14
Cumulative Measure A Gross Revenue		\$ 26,615,732	\$ 16,639,700	\$ 9,976,032
Isleton	0.04%	\$ 10,646	\$ 6,656	3,990
Galt	1.00%	\$ 266,157	\$ 166,397	99,760
Neighborhood Shuttle	\$ 1,000,000	\$ 250,000	\$ 166,667	83,333
Subtotal		\$ 26,088,929	\$ 16,299,980	\$ 9,788,949
Sac Cnty Regl Parks Dept	\$ 1,000,000	\$ 250,000	\$ 166,667	83,333
Capital Projects	20.75%	\$ 5,413,453	\$ 3,382,246	2,031,207
		\$ 20,425,476	\$ 12,751,068	\$ 7,674,409
Program Administration	0.75%	\$ 195,667	\$ 122,250	73,417
SMAQMD	1.50%	\$ 391,334	\$ 244,500	146,834
Traffic Control & Safety	3.00%	\$ 782,668	\$ 488,999	293,669
Paratransit (CTSA)	3.50%	\$ 913,113	\$ 570,499	342,614
CTSA Set Aside	1.00%	\$ 260,889	\$ 163,000	97,889
Safety, Streetscaping				
Pedestrian & Bike Facilities	5.00%	\$ 1,054,446	\$ 648,332	406,114
Street & Road Maintenance	30.00%	\$ 7,826,679	\$ 4,889,994	2,936,685
SRTD	34.50%	\$ 9,000,680	\$ 5,623,493	3,377,187
Net Revenue	78.25%	\$ 20,425,476	\$ -	\$ 7,674,409

Traffic Control & Safety

		2014/15	2013/14	
Citrus Heights	5.445%	\$ 42,616	\$ 26,626	15,990
Elk Grove	10.869%	\$ 85,068	\$ 53,149	31,919
Folsom	5.306%	\$ 41,528	\$ 25,946	15,582
Rancho Cordova	5.052%	\$ 39,540	\$ 24,704	14,836
Sacramento	31.637%	\$ 247,613	\$ 154,705	92,908
County	41.691%	\$ 326,302	\$ 203,869	122,433
Total	100.0%	\$ 782,668	\$ 488,999	\$ 293,669

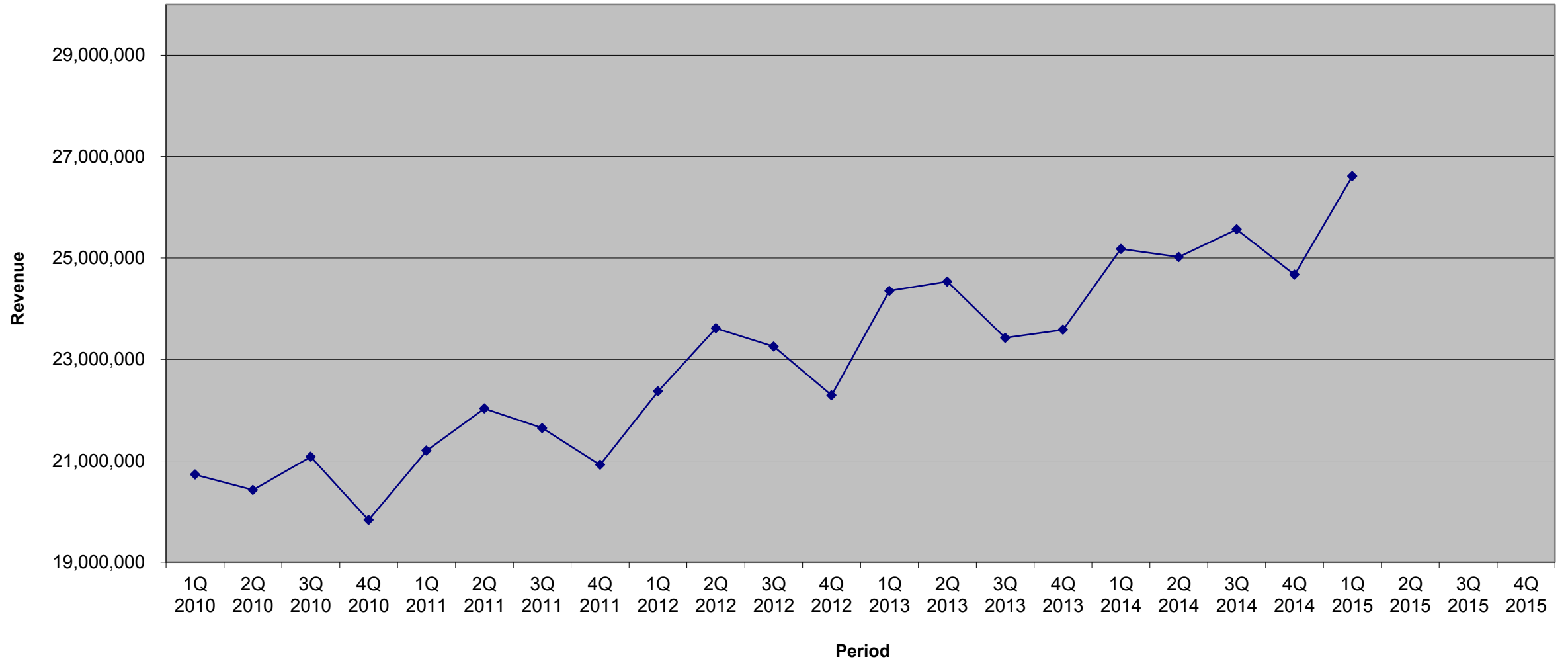
Safety, Streetscaping, Pedestrian & Bike Facilities

		2014/15	2013/14	
Citrus Heights	5.445%	\$ 57,415	\$ 35,302	22,114
Elk Grove	10.869%	\$ 114,608	\$ 70,467	44,141
Folsom	5.306%	\$ 55,949	\$ 34,401	21,548
Rancho Cordova	5.052%	\$ 53,271	\$ 32,754	20,517
Sacramento	31.637%	\$ 333,595	\$ 205,113	128,482
County	41.691%	\$ 439,609	\$ 270,296	169,313
Total	100.0%	\$ 1,054,446	\$ 648,332	\$ 406,114

Street & Road Maintenance

		2014/15	2013/14	
Citrus Heights	5.445%	\$ 426,163	\$ 266,260	159,902
Elk Grove	10.869%	\$ 850,682	\$ 531,493	319,189
Folsom	5.306%	\$ 415,284	\$ 259,463	155,821
Rancho Cordova	5.052%	\$ 395,404	\$ 247,043	148,361
Sacramento	31.637%	\$ 2,476,126	\$ 1,547,047	929,079
County	41.691%	\$ 3,263,021	\$ 2,038,687	1,224,334
Total	100.0%	\$ 7,826,679	\$ 4,889,994	\$ 2,936,685

**Sacramento Transportation Authority
Sales Tax Revenue Comparison By Quarter
FY 2010 through 2015**



MEASURE A INDEPENDENT TAXPAYERS OVERSIGHT COMMITTEE

October 2, 2014
Item #6

Subject: Five-Year Expenditure Plans for Measure A Capital Programs

Recommendation

Recommend that the STA Board approve 5-year (FY 2015-2019) expenditure plans for the Transit Congestion Relief, the Local Arterial, and the Freeway Safety & Congestion Relief components of the Measure A transportation sales tax program.

Discussion

The **New** Measure A Ordinance requires that the STA Board adopt five-year expenditure plans for several of the categorical programs included in the **New** Measure A expenditure plan:

- Transportation-Related Air Quality Program
- Senior & Disabled Transportation Services Program
- Traffic Control & Safety Program
- Safety, Streetscaping, Bike, & Pedestrian Program
- Transit Congestion Relief Program
- Local Arterial Program
- Freeway Safety and Congestion Relief Program

The Committee will consider the updated five-year plans for the first four of these programs in Item #7 of today's meeting agenda. The funding distributions to these programs are for on-going operational activities.

The three programs at the bottom of the bulleted list are capital programs, except that the **Transit Congestion Relief Program** includes a substantial annual allocation for operational and maintenance activities. Each year, 34.5% of cumulative Measure A sales tax revenues are directed to this purpose. This program also funds the construction, extension, and/or upgrading of specified light rail corridors and construction and associated improvements to modernize the Downtown Sacramento Intermodal Station.

The **Local Arterial** program funds the construction, improvement, and/or upgrading of specified arterial streets and roads into multi-modal transportation corridors consistent with contemporary urban design standards to facilitate the safe and efficient movement of high volumes of local and sub-regional motor-vehicle, bicycle, and pedestrian traffic. Three local entities are proposing to postpone some of their prior capital project allocations by a year or two:

County of Sacramento:	Greenback Way (Fair Oaks – Main) Hazel Avenue (US50 – Folsom) Sunrise Blvd (Jackson – Grantline) Watt Avenue (Antelope – Capital City Freeway)
City of Rancho Cordova:	Sunrise Blvd (Gold Country – Jackson)
City of Sacramento:	Folsom Blvd (65 th St – Watt) Richards Blvd / I-5 interchange

These adjustments do not change the affected entities' cumulative Measure A capital allocations.

The ***Freeway Safety and Congestion Relief*** program funds the construction and extension of regional bus/carpool lanes and connectors on US 50, Interstate 5, and Interstate 80. It also contributes to the construction and/or improvement of specified freeway interchanges to add traffic capacity and improve safety. Please note that the five-year Local Arterial and Freeway Safety & Congestion Relief plans are combined on one of the sheets attached hereto.

The associated capital expenditures in the attached five-year plans will be funded from both the sales tax and the Countywide development fee revenue components of Measure A. The operations portion of the Transit Congestion Relief program is funded exclusively on an ongoing basis from the sales tax component of Measure A. These proposed 5-year expenditure plans were developed jointly by the STA and applicable local agency staff, and reflect Measure A allocations previously approved by your Board.

Attachments

Staff Contact: Brian Williams

Measure A
Transit Congestion Relief Program

Sacramento Regional Transit District
 Five-Year Spending Program, FY 2015-2019

	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19	TOTAL
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OPERATING

Labor and Fringes	\$ 22,909,131	\$ 24,065,617	\$ 25,279,927	\$ 26,554,952	\$ 27,893,729	\$ 126,703,356
* Professional Services	\$ 6,348,594	\$ 6,669,080	\$ 7,005,590	\$ 7,358,926	\$ 7,729,929	\$ 35,112,119
Materials and Supplies	\$ 2,358,720	\$ 2,477,792	\$ 2,602,817	\$ 2,734,093	\$ 2,871,934	\$ 13,045,356
Utilities	\$ 1,462,924	\$ 1,536,775	\$ 1,614,318	\$ 1,695,738	\$ 1,781,229	\$ 8,090,984
Casualty and Liability	\$ 2,147,538	\$ 2,255,949	\$ 2,369,781	\$ 2,489,303	\$ 2,614,802	\$ 11,877,373
Other	\$ 604,330	\$ 634,838	\$ 666,870	\$ 700,505	\$ 735,821	\$ 3,342,364
Subtotal	\$ 35,831,237	\$ 37,640,051	\$ 39,539,303	\$ 41,533,517	\$ 43,627,444	\$ 198,171,552

CAPITAL

South Line, Phase 2 Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
**South Line, Phase 2 Construction	\$ 344,323	\$ 172,162	\$ -	\$ -	\$ -	\$ 516,485
**DNA Design and Engineering	\$ 1,136,311	\$ 112,890	\$ 42,171	\$ -	\$ -	\$ 1,291,372
DNA Construction and Design Build	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
**Downtown Intermodal Station (City of Sacramento) <i>see detail next page</i>	\$ 7,885,000	\$ 10,650,000	\$ 15,133,000	\$ 4,690,000	\$ 11,000,000	\$ 49,358,000
Subtotal	\$ 9,365,634	\$ 10,935,052	\$ 15,175,171	\$ 4,690,000	\$ 11,000,000	\$ 51,165,857
TOTAL	\$ 45,196,871	\$ 48,575,103	\$ 54,714,474	\$ 46,223,517	\$ 54,627,444	\$ 249,337,409

* Professional Services: Security, Purchased Transportation, Facilities Management, & Other

** Includes some prior year rollover

MEASURE A
 Sacramento Intermodal Facility
 Projected Use of Funds

8/20/2014

	FY 2015 2014-2015	FY 2016 2015-2016	FY 2017 2016-2017	FY 2018 2017-2018	FY 2019 2018-2019
<u>Intermodal Phase 1</u> <u>Track Relocation/West Ped Tunnel</u> Construction	\$75,000				
<u>Intermodal Phase 2</u> <u>Sac Valley Stn Improvements</u>					
Design	\$1,260,000				
Construction	\$6,000,000	\$10,000,000			
<u>Intermodal Phase 3</u> <u>Intermodal Facility</u>					
Environmental & Design	\$400,000	\$300,000	\$3,783,250	\$703,500	\$1,650,000
Construction			\$11,349,750	\$3,986,500	\$9,350,000
<u>Other (Misc Projects)</u>	\$150,000	\$350,000			
Phases 1+2+3 Subtotal	\$7,885,000	\$10,650,000	\$15,133,000	\$4,690,000	\$11,000,000
Cumulative Total		\$18,535,000	\$33,668,000	\$38,358,000	\$49,358,000

Measure A
Local Arterial & Freeway Safety/Congestion Relief Programs
 Five-Year Spending Program, FY 2015-2019

FY 2014-2015 FY 2015-2016 FY 2016-2017 FY 2017-2018 FY 2018-19

SACRAMENTO COUNTY

Greenback Lane (I) Fair Oaks Blvd--Main Ave				\$ 1,000,000 Env/Design	\$ 1,500,000 Design
Hazel Avenue US 50—Folsom Bl w/ interchange mod.	\$ 2,943,000 Design*	\$ 1,000,000 Env/Design	\$ 3,000,000 Design/ROW	\$ 4,000,000 ROW/Const	\$ 8,000,000 Construction
Madison Avenue (I) Sunrise Blvd—Hazel Ave		\$ 880,000 Design	\$ 1,120,000 Design/ROW	\$ 3,279,000 Construction	\$ 1,120,000 Construction
South Watt/Elk Grove-Florin Road (I) Folsom Blvd--Calvine Road		\$ 2,000,000 Design/Const	\$ 2,000,000 Design/Const	\$ 2,500,000 Construction	
Sunrise Boulevard Jackson Rd--GrantLine Rd				\$ 3,000,000 Env/Design	\$ 3,000,000 Design/ROW
Watt Avenue / US 50 Interchange Upgrade	\$ 7,802,000 Construction*				
Watt Avenue Antelope Road--Capital City Freeway			\$ 500,000 Env/Design	\$ 1,000,000 Design	\$ 2,334,000 ROW/Const
Subtotal	\$ 10,745,000	\$ 3,880,000	\$ 6,620,000	\$ 14,779,000	\$ 15,954,000

CALTRANS

US 50 Bus/Carpool Lanes Phase 1: Sunrise Blvd—Watt Ave	\$ 1,298,000 Construction*				
US 50 Bus/Carpool Lanes Phase 2: Watt Ave—SR 99	\$ 2,706,000 Design/ROW	\$ 2,849,000 Design/ROW	\$ 2,715,000 Design/ROW	\$ 1,936,000 Design/ROW	
Subtotal	\$ 4,004,000	\$ 2,849,000	\$ 2,715,000	\$ 1,936,000	\$ -

CITRUS HEIGHTS

Antelope Road (II) I-80 - Auburn Blvd					\$ 798,000 Design/ROW
Sunrise Boulevard Greenback - City Limit	\$ 762,000 Construction*				\$ 500,000 Construction
Subtotal	\$ 762,000				\$ 1,298,000

RANCHO CORDOVA

Folsom Beautification Streetscape Phase 2: Bradshaw Rd—Sunrise Blvd	\$ 1,674,000 Construction				
Sunrise Boulevard Gold Country Rd—Jackson Rd		\$ 200,000 Design	\$ 2,748,000 Construction	\$ 2,547,000 Construction	
Subtotal	\$ 1,674,000	\$ 200,000	\$ 2,748,000	\$ 2,547,000	\$ -

SACRAMENTO

Cosumnes River Blvd Freeport--Franklin w/ I-5 X-change	\$ 5,609,000 Construction*				
Folsom Blvd 65th St - Watt Ave					
Richards Blvd / I-5 Interchange Upgrade			\$ 4,000,000 Environmental	\$ 3,806,000 Design	
Subtotal	\$ 5,609,000	\$ -	\$ 4,000,000	\$ 3,806,000	\$ -

CSCA

I-5/SR99/US50 Connector	\$ 1,527,000 Env/Design*	\$ 1,000,000 Design	\$ 1,000,000 Design	\$ 23,640,000 Construction	
Env Mitigation & Open Space Pres	\$ 475,000 Environmental				\$ 150,000 Environmental
Subtotal	\$ 2,002,000	\$ 1,000,000	\$ 1,000,000	\$ 23,640,000	\$ 150,000

TOTAL \$ 24,796,000 \$ 7,929,000 \$ 17,083,000 \$ 46,708,000 \$ 17,402,000

* Includes rollover from prior-year allocation.

MEASURE A INDEPENDENT TAXPAYERS OVERSIGHT COMMITTEE

October 2, 2014
Item #7

Subject: Five-Year Expenditure Plan for Measure A On-Going Annual Programs

Recommendation

Recommend that the STA Board approve the 5-year (FY 2015-2019) expenditure plan for Measure A on-going annual programs.

Discussion

The **New** Measure A Ordinance requires that the STA Board adopt five-year expenditure plans for on-going annual Measure A programs included in the Measure A Ordinance:

- Transportation-Related Air Quality Program
- Senior & Disabled Transportation Services Program
- Traffic Control & Safety Program
- Safety, Streetscaping, Pedestrian & Bike Program

These programs provide annual formula allocations to local transportation providers for eligible operations expenses that the Board has previously defined. They are funded exclusively from the *sales tax* revenue component of Measure A. The annual formula allocation to each transportation entity is set forth in the Measure A Ordinance. The formula allocation is summarized in the attachment immediately behind this staff report.

The updated 5-year expenditure plans are attached hereto. They were prepared in cooperation with the affected local agencies.

The ***Transportation-Related Air Quality*** program funds projects and programs in Sacramento County that help mitigate the air quality impacts of Measure A capital improvements and that facilitate the region's quest to attain state and federal air quality standards for mobile sources. The Sacramento Metropolitan Air Quality Management District (SMAQMD) receives 1.5 percent of cumulative annual Measure A sales tax revenues for eligible purposes. The forecasted cumulative 5-year allocation to this program (FY 2015-2019) is **\$8,616,154**.

The ***Senior & Disabled Transportation Services*** program is intended to provide on-going operational support to the Consolidated Transportation Services Agency (CTSA). Paratransit, Inc. is the CTSA in Sacramento County. Three and one-half percent of cumulative annual sales tax revenues is allocated to this program during the first ten years of the 30-year Measure A term. This allocation bumps to 4.5% during years 11-20 and 5.5% during years 21-30. The forecasted cumulative 5-year allocation to this program is **\$20,104,360**.

The ***Traffic Control & Safety*** program funds traffic improvements, high priority pedestrian & vehicle safety projects, and emergency vehicle preemption systems. Three percent of cumulative annual Measure A sales tax revenues is allocated for these purposes to the County and the Cities of Citrus Heights, Elk Grove, Folsom, Rancho Cordova, and Sacramento according to their relative populations (75%) and paved street/road mileage (25%). The forecasted cumulative 5-year allocation to this program is **\$17,232,309**.

The **Safety, Streetscaping, Pedestrian, & Bike** program funds pedestrian and bicycle safety improvements along with associated landscaping features that promote the use of non-motorized travel modes. Five percent of cumulative annual Measure A sales tax revenues are allocated for these purposes to the County and the Cities of Citrus Heights, Elk Grove, Folsom, Rancho Cordova, and Sacramento according to their relative populations (75%) and paved street/road mileage (25%), with the exception of \$1 million each year that is allocated “off-the-top” to the County of Sacramento Dept. of Regional Parks for improvements and maintenance of the bikeway network within the American River Parkway. The forecasted cumulative 5-year allocation to this program is **\$28,720,514**.

Attachments

Staff Contact: Brian Williams

Measure A
Transportation-Related Air Quality Program

Sacramento Metropolitan Air Quality Management District
 Five-Year Spending Program, FY 2015-2019

	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19	TOTAL
Air Quality Monitoring, Planning, and Rule Development	\$ 514,100	\$ 540,053	\$ 567,303	\$ 595,916	\$ 625,959	\$ 2,843,331
Public Education, Outreach and Information	\$ 763,361	\$ 801,897	\$ 842,359	\$ 884,844	\$ 929,454	\$ 4,221,915
Mobile Source Programs	\$ 280,418	\$ 294,574	\$ 309,438	\$ 325,045	\$ 341,432	\$ 1,550,907
TOTAL	\$ 1,557,879	\$ 1,636,524	\$ 1,719,100	\$ 1,805,805	\$ 1,896,845	\$ 8,616,153

Measure A
Senior and Disabled Transportation Services Program

Paratransit, Inc.
 Five-Year Spending Program, FY 2015-2019

	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19	TOTAL
OPERATING						
Senior and Disabled Transportation Personnel	\$ 3,521,427	\$ 2,558,556	\$ 2,726,234	\$ 2,902,295	\$ 3,087,160	\$ 14,795,672
Mobility Training Personnel	\$ 113,626	\$ 400,000	\$ 420,000	\$ 441,000	\$ 463,050	\$ 1,837,676
Fuel Reserve	\$ -	\$ 100,000	\$ 105,000	\$ 110,250	\$ 115,763	\$ 431,013
Subtotal	\$ 3,635,053	\$ 3,058,556	\$ 3,251,234	\$ 3,453,545	\$ 3,665,973	\$ 17,064,361
CAPITAL						
Expand Main Facility to Woodbine Property	\$ -	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 1,200,000
Information Technology	\$ -	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 800,000
Paratransit Vehicle Replacements	\$ -	\$ 160,000	\$ 160,000	\$ 160,000	\$ 160,000	\$ 640,000
Capital Reserve	\$ -	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 400,000
Subtotal	\$ -	\$ 760,000	\$ 760,000	\$ 760,000	\$ 760,000	\$ 3,040,000
TOTAL	\$ 3,635,053	\$ 3,818,556	\$ 4,011,234	\$ 4,213,545	\$ 4,425,973	\$ 20,104,361

Measure A
Traffic Control and Safety Program

City of Citrus Heights
 Five-Year Spending Program, FY 2015-2019

	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19	TOTAL
Traffic Signal & Intersection Safety Improvements; Neighborhood Traffic Control	\$ 169,652	\$ 178,216	\$ 187,208	\$ 196,651	\$ 206,565	\$ 938,292
<hr/>						
TOTAL	\$ 169,652	\$ 178,216	\$ 187,208	\$ 196,651	\$ 206,565	\$ 938,292

Measure A
Safety, Streetscaping, Pedestrian & Bike Facilities

City of Citrus Heights
 Five-Year Spending Program, FY 2015-2019

	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19	TOTAL
Safe Routes to School; Bike/Ped trails; Ped/ADA improvements	\$ 228,303	\$ 242,577	\$ 257,565	\$ 273,301	\$ 289,825	\$ 1,291,571
<hr/>						
TOTAL	\$ 228,303	\$ 242,577	\$ 257,565	\$ 273,301	\$ 289,825	\$ 1,291,571

Measure A
Traffic Control and Safety Program

City of Elk Grove
 Five-Year Spending Program, FY 2015-2019

	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19	TOTAL
Speed Control Program	\$ 150,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 950,000
Signalization, ITS, and Pedestrian Improvement Projects	\$ 188,659	\$ 155,755	\$ 173,706	\$ 192,554	\$ 212,345	\$ 923,019
TOTAL	\$ 338,659	\$ 355,755	\$ 373,706	\$ 392,554	\$ 412,345	\$ 1,873,019

Measure A
Safety, Streetscaping, Pedestrian & Bike Facilities

City of Elk Grove
 Five-Year Spending Program, FY 2015-2019

	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19	TOTAL
Bicycle and Pedestrian Improvements	\$ 455,740	\$ 484,233	\$ 514,151	\$ 545,565	\$ 578,549	\$ 2,578,238
TOTAL	\$ 455,740	\$ 484,233	\$ 514,151	\$ 545,565	\$ 578,549	\$ 2,578,238

Measure A
Traffic Control and Safety Program

City of Folsom
 Five-Year Spending Program, FY 2015-2019

	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19	TOTAL
Routine Street and Road Operations & Safety Improvements	\$ 165,320	\$ 173,666	\$ 182,429	\$ 191,630	\$ 201,291	\$ 914,336
TOTAL	\$ 165,320	\$ 173,666	\$ 182,429	\$ 191,630	\$ 201,291	\$ 914,336

Measure A
Safety, Streetscaping, Pedestrian & Bike Facilities

City of Folsom
 Five-Year Spending Program, FY 2015-2019

FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19	TOTAL
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Mobility Improvements for Persons with Disabilities	\$ 222,475	\$ 236,384	\$ 250,989	\$ 266,324	\$ 282,426	\$ 1,258,598
TOTAL	\$ 222,475	\$ 236,384	\$ 250,989	\$ 266,324	\$ 282,426	\$ 1,258,598

Measure A
Traffic Control and Safety Program

City of Rancho Cordova
 Five-Year Spending Program, FY 2015-2019

	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19	TOTAL
Traffic signals, signal heads, high-priority pedestrian improvements (including pedestrian signals) and vehicle safety projects	\$ 157,406	\$ 165,352	\$ 173,696	\$ 182,456	\$ 191,655	\$ 870,565
Budget Contingency	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL	\$ 157,406	\$ 165,352	\$ 173,696	\$ 182,456	\$ 191,655	\$ 870,565

Measure A
Safety, Streetscaping, Pedestrian & Bike Facilities

City of Rancho Cordova
 Five-Year Spending Program, FY 2015-2019

	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19	TOTAL
Bicycle and Pedestrian Master Plans Implementation Program	\$ 211,824	\$ 225,068	\$ 238,974	\$ 253,574	\$ 268,905	\$ 1,198,345
Budget Contingency	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL	\$ 211,824	\$ 225,068	\$ 238,974	\$ 253,574	\$ 268,905	\$ 1,198,345

Measure A
Traffic Control and Safety Program

City of Sacramento
 Five-Year Spending Program, FY 2015-2019

	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19	TOTAL
Guardrail Replacement Program	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 250,000
Traffic Calming Program	\$ 125,000	\$ 125,000	\$ 125,000	\$ 125,000	\$ 125,000	\$ 625,000
Traffic Signal Safety Program	\$ 125,000	\$ 125,000	\$ 125,000	\$ 125,000	\$ 125,000	\$ 625,000
Traffic Operations Center Program	\$ 280,000	\$ 280,000	\$ 280,000	\$ 280,000	\$ 280,000	\$ 1,400,000
On-street Angled Parking Program	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 100,000
New Traffic Signals Program	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 2,000,000
Contingency	\$ (14,256)	\$ 35,506	\$ 87,755	\$ 142,618	\$ 200,223	\$ 451,846
TOTAL	\$ 985,744	\$ 1,035,506	\$ 1,087,755	\$ 1,142,618	\$ 1,200,223	\$ 5,451,846

Measure A
Safety, Streetscaping, Pedestrian & Bike Facilities

City of Sacramento
 Five-Year Spending Program, FY 2015-2019

	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19	TOTAL
Bikeway Program	\$ 435,000	\$ 435,000	\$ 435,000	\$ 435,000	\$ 435,000	\$ 2,175,000
Pedestrian Safety Program	\$ 657,000	\$ 233,000	\$ 233,000	\$ 233,000	\$ 233,000	\$ 1,589,000
Pedestrian Improvements Program	\$ 709,608	\$ 709,608	\$ 709,608	\$ 709,608	\$ 709,608	\$ 3,548,040
Contingency	\$ (475,075)	\$ 31,861	\$ 118,944	\$ 210,382	\$ 306,391	\$ 192,503
TOTAL	\$ 1,326,533	\$ 1,409,469	\$ 1,496,552	\$ 1,587,990	\$ 1,683,999	\$ 7,504,543

Measure A
Traffic Control and Safety Program

County of Sacramento
 Five-Year Spending Program, FY 2015-2019

	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19	TOTAL
Neighborhood Traffic Management Program	\$ 550,000	\$ 577,765	\$ 606,918	\$ 637,529	\$ 669,670	\$ 3,041,882
Install, Upgrade, and Coordinate Traffic Signals	\$ 350,724	\$ 368,430	\$ 387,020	\$ 406,539	\$ 427,035	\$ 1,939,748
School Crossing Guard Program	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 750,000
Safety Improvements - Various Locations	\$ 248,254	\$ 268,358	\$ 289,468	\$ 311,633	\$ 334,907	\$ 1,452,620
TOTAL	\$ 1,298,978	\$ 1,364,553	\$ 1,433,406	\$ 1,505,701	\$ 1,581,612	\$ 7,184,250

Measure A
Safety, Streetscaping, Pedestrian & Bike Facilities

County of Sacramento
 Five-Year Spending Program, FY 2015-2019

	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19	TOTAL
ADA Facilities (Various Locations)	\$ 460,023	\$ 928,675	\$ 986,052	\$ 1,046,298	\$ 1,109,557	\$ 4,530,605
Pedestrian & Bicycle Safety Facilities (Various Locations)	\$ 913,035	\$ 650,072	\$ 690,236	\$ 732,409	\$ 776,690	\$ 3,762,442
Landscape/Streetscape (Various Locations)	\$ 375,000	\$ 278,602	\$ 295,816	\$ 313,889	\$ 332,867	\$ 1,596,174
TOTAL	\$ 1,748,058	\$ 1,857,349	\$ 1,972,104	\$ 2,092,596	\$ 2,219,114	\$ 9,889,221

Measure A
Transit Congestion Relief Program

Sacramento Regional Transit District
 Five-Year Spending Program, FY 2015-2019

	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19	TOTAL
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OPERATING

Labor and Fringes	\$ 22,909,131	\$ 24,065,617	\$ 25,279,927	\$ 26,554,952	\$ 27,893,729	\$ 126,703,356
* Professional Services	\$ 6,348,594	\$ 6,669,080	\$ 7,005,590	\$ 7,358,926	\$ 7,729,929	\$ 35,112,119
Materials and Supplies	\$ 2,358,720	\$ 2,477,792	\$ 2,602,817	\$ 2,734,093	\$ 2,871,934	\$ 13,045,356
Utilities	\$ 1,462,924	\$ 1,536,775	\$ 1,614,318	\$ 1,695,738	\$ 1,781,229	\$ 8,090,984
Casualty and Liability	\$ 2,147,538	\$ 2,255,949	\$ 2,369,781	\$ 2,489,303	\$ 2,614,802	\$ 11,877,373
Other	\$ 604,330	\$ 634,838	\$ 666,870	\$ 700,505	\$ 735,821	\$ 3,342,364
Subtotal	\$ 35,831,237	\$ 37,640,051	\$ 39,539,303	\$ 41,533,517	\$ 43,627,444	\$ 198,171,552

CAPITAL

South Line, Phase 2 Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
**South Line, Phase 2 Construction	\$ 344,323	\$ 172,162	\$ -	\$ -	\$ -	\$ 516,485
**DNA Design and Engineering	\$ 1,136,311	\$ 112,890	\$ 42,171	\$ -	\$ -	\$ 1,291,372
DNA Construction and Design Build	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
**Downtown Intermodal Station (City of Sacramento) <i>see detail next page</i>	\$ 7,885,000	\$ 10,650,000	\$ 15,133,000	\$ 4,690,000	\$ 11,000,000	\$ 49,358,000
Subtotal	\$ 9,365,634	\$ 10,935,052	\$ 15,175,171	\$ 4,690,000	\$ 11,000,000	\$ 51,165,857
TOTAL	\$ 45,196,871	\$ 48,575,103	\$ 54,714,474	\$ 46,223,517	\$ 54,627,444	\$ 249,337,409

* Professional Services: Security, Purchased Transportation, Facilities Management, & Other

** Includes some prior year rollover

Five-Year Spending Program, FY 2015-2019

FY 2013-14
FY 2014-15
FY 2015-16
FY 2016-17
FY 2017-18

MEASURE A INDEPENDENT TAXPAYERS OVERSIGHT COMMITTEE

October 2, 2014
Item #8

**Subject: Sacramento County Transportation Mitigation Fee Program:
Annual Statement of Revenues and Expenditures**

Recommendation

Receive and file the FY 2013-14 statement of revenues and expenditures for the Sacramento County Transportation Mitigation Fee Program

Discussion

The Measure A Ordinance imposes a transportation impact mitigation fee on property development throughout the County. The *Sacramento County Transportation Mitigation Fee Program (SCTMFP)* took effect on April 1, 2009. The County and cities collect the fee during their routine building permit process, and submit the cumulative fee revenues to the STA every six months. STA deposits the funds in an interest-bearing capital facilities account pending expenditure on eligible Measure A capital projects.

California Government Code Section 66006 requires that a public agency prepare an annual statement for each such capital facilities account under its purview. The information below is intended to satisfy that reporting requirement for the SCTMFP account during FY 2013-14:

Brief Description of the SCTMFP Fee

The SCTMFP is a uniform 30-year Countywide development fee program. Its purpose is to mitigate the impacts of property development on the Countywide road and transit network. The County and incorporated cities impose the fee when affected property development projects are issued a building permit. Cumulative revenues are submitted to the STA semi-annually (February & August). The local entities must collect and report the SCTMFP within their jurisdictions as a condition of receiving their respective distributions of Measure A sales tax revenues for local street and road maintenance. The SCTMFP revenues complement the Measure A transportation sales tax revenue stream, and are earmarked exclusively for the development and construction of capital projects and related programs set forth in the Measure A expenditure plan.

Beginning & Ending Balance of the SCTMFP Account

- July 1, 2013: \$4,390,110
- June 30, 2014: \$5,254,385

Amount of Fees Collected and Interest Earnings

- Fees Collected: \$3,540,542 (See attachment for collections by entity)
- Interest Earnings: \$4,282

Fee Schedule for FY 2013-14

Land Use	Fee Rate (\$) July 1, 2013 – June 30, 2014
Single-Family Residential	1,100 <i>per unit</i>
Single-Family Residential, <i>Senior</i>	879 <i>per unit</i>
Multi-family Residential	770 <i>per unit</i>
Multi-family Residential, <i>Senior</i>	660 <i>per unit</i>
Office Use	1,321 <i>per 1000 sq ft</i>
Retail Use	4,075 <i>per 1000 sq ft</i>
Industrial Use	879 <i>per 1000 sq ft</i>
Hotel/Motel	638 <i>per sleeping room</i>
Golf Course	916 <i>per acre</i>
Movie Theater	2,094 <i>per screen</i>
Religious Center	1,024 <i>per 1000 sq ft</i>
Hospital	1,846 <i>per 1000 sq ft</i>
Service Station	1,431 <i>per fueling pump</i>
Supermarket	2,321 <i>per 1000 sq ft</i>
Warehouse / Self Storage	275 <i>per 1000 sq ft</i>

List of SCTMFP Expenditures During FY 2013-14 by Project

Hazel Avenue (Ph I: US50 – Madison):	\$ 493,722
Watt Avenue / US50) Interchange:	\$ 591,195
US50 Carpool Lanes & Community Enhancements	\$ 123,729
Sacramento Intermodal Transportation Facility:	\$ 526,663
Cosumnes River Blvd Extension & I-5 Interchange:	\$ 945,241
	\$2,680,549

Proposed SCTMFP-Funded Projects During FY 2014-15

The candidate projects for expenditure from the account during FY 2014-15 are:

- *Hazel Avenue (US50-Madison Ave)*
- *Hazel Avenue (US50-Folsom Blvd)*
- *US 50 carpool lanes & community enhancements Ph I & II*
- *Cosumnes River Blvd extension w/ I-5 interchange*
- *LRT Extension (Blue Line Ph II)*

List of Interfund Transfers or Loans

There have been no transfers, loans, or related commitments of funds to or from the SCTMFP account.

List of Refunds from the SCTMFP Account per Government Code Section 66006(H)

There were no refunds of SCTMFP revenues collected during FY 2013-14.

Attachment

Staff Contact: Brian Williams

**DEVELOPMENT IMPACT FEE REVENUE
FY 2013/14**

<i>Period</i>	<i>Rancho Cordova</i>	<i>Galt</i>	<i>City of Sacramento</i>	<i>County of Sacramento</i>	<i>Folsom</i>	<i>Citrus Heights</i>	<i>Elk Grove</i>	<i>Total Revenue FY 13/14</i>
Jul 13 - Dec 13	206,926.20	549,106.14	348,354.34	430,492.70	313,830.69	1,072.00	195,217.56	\$ 2,044,999.63
Jan 14 - Jun 14	153,665.01	80,295.36	253,472.08	338,092.79	190,518.94	8,800.00	470,698.29	\$ 1,495,542.47
<i>Total</i>	<u>\$ 360,591.21</u>	<u>\$ 629,401.50</u>	<u>\$ 601,826.42</u>	<u>\$ 768,585.49</u>	<u>\$ 504,349.63</u>	<u>\$ 9,872.00</u>	<u>\$ 665,915.85</u>	<u>\$ 3,540,542.10</u>

MEASURE A INDEPENDENT TAXPAYERS OVERSIGHT COMMITTEE

October 2, 2014
Item #9

**Subject: Sacramento County Transportation Mitigation Fee Program:
Report Back on Fee Rate for Retail Development**

Recommendation

Receive and file report on modifications to the fee schedule of the Measure A Sacramento County Transportation Mitigation Fee Program.

Background

In August, the STA Board approved an updated fee rate schedule for the Measure A Sacramento County Transportation Mitigation Fee Program (SCTMFP). The listing of specifically effected land uses was expanded to include eight additional uses plus an “All Other” category:

Land Use	Proposed Rate (\$) <i>(through June 30, 2015)</i>
Single-Family Residential	1,128 <i>per unit</i>
Single-Family Residential, Sr	902 <i>per unit</i>
Multi-family Residential	790 <i>per unit</i>
Multi-family Residential, Sr	677 <i>per unit</i>
Office Use	1,355 <i>per 1000 sq ft</i>
Retail Use	4,180 1,692 <i>per 1000 sq ft</i>
Industrial Use	902 <i>per 1000 sq ft</i>
Hotel/Motel	654 <i>per sleeping room</i>
Extended Stay Hotel/Motel	581 <i>per sleeping room</i>
Golf Course	940 <i>per acre</i>
Movie Theater	2,148 <i>per screen</i>
Religious Center	1,050 <i>per 1000 sq ft</i>
Hospital	1,893 <i>per 1000 sq ft</i>
Service Station	1,468 <i>per fueling station</i>
Supermarket	2,384 1,692 <i>per 1000 sq ft</i>
Warehouse / Self Storage	282 <i>per 1000 sq ft</i>
Assisted Living	325 <i>per bed</i>
Congregate Care	239 <i>per unit</i>
Child Day Care	519 <i>per student</i>
Private School (K-12)	294 <i>per student</i>
Auto Repair / Body Shop	1,692 <i>per 1000 sq ft</i>
Gym / Fitness Center	1,692 <i>per 1000 sq ft</i>
Drive-through Car Wash	1,692 <i>per 1000 sq ft</i>
All Other	Average weekday trip generation rate X Normalized cost per trip (\$118.49)

In addition, the fee rate for new “Retail” development was substantially reduced to reflect an average “dwelling unit equivalency” (DUE) of 1.5. This concept suggests that every 1,000

square feet of retail development generates 1.5 times the number of *new* daily trips compared to a single family home, and should be charged accordingly. There was some discussion at the Board meeting that the modified Retail rate might now be too low. The Board directed staff to report back on how the 1.5 DUE for “Retail” compares to that assumed in the County’s and cities’ local transportation impact fee programs.

Discussion

Staff reviewed the County’s and each city’s local transportation impact fee program. We determined that the Measure A SCTMFP fee rate for Retail is *higher* than the Retail (or “General Commercial”) rate imposed by most local jurisdictions compared to the rates they impose on new single-family (SF) residential development:

Ratio of Retail to SF-Residential Fee Rate in Local Transportation Impact Fee Programs

Jurisdiction	Retail : SF-Residential <i>RANGE</i>	Retail : SF-Residential <i>AVERAGE</i>
Citrus Heights	3.09 – 3.10	3.10
Elk Grove	0.57 – 1.43	1.00
Folsom		1.41
Galt	1.31 – 1.39	1.35
Isleton		1.25
Rancho Cordova	0.73 – 1.41	1.07
Sacramento*	2.09 – 2.12*	2.10*
County	1.27 – 1.85	1.56
OVERALL**		1.61**

*Downtown—Richards—Railyards only. The City of Sacramento does not impose a traditional City-wide transportation impact fee program. Instead, all new development pays a Street Construction Tax equal to 0.8% of the construction value.

**Un-weighted.

The Measure A SCTMFP “Retail” rate is slightly lower than the un-weighted average Retail fee across all local transportation impact fee programs in the County.

The impetus for reducing the SCTMFP retail rate came from building department staff from several of the local jurisdictions. They reported that the original fee of \$4,180 per thousand square feet was difficult to justify with development applicants on a DUE basis, because it grossly exceeded the relative retail/commercial rates imposed by their own respective local impact fee programs. Staff believes that the reduced fee of \$1,692 per square foot is fair and defensible, because it approximates the average retail rate imposed by all of the local transportation impact fee programs in Sacramento County. The local impact fee programs were developed according to accepted transportation engineering principles and were subject to thorough policy review.

Staff Contact: Brian Williams

MEASURE A INDEPENDENT TAXPAYERS OVERSIGHT COMMITTEE

October 2, 2014
Item #10

Subject: Replacement of One Liquidity Facility Associated with the Measure A Debt Portfolio

Recommendation

Recommend to the Board that staff prepare a replacement Standby Bond Purchase Agreement with **Mizuho Bank, Ltd.** related to the Series 2009-B Measure A sales tax revenue bonds.

Discussion

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

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

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

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

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

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

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

The initial \$318.3 million in bonds were issued in three equal series of \$106.1 million each (Series 2009 A-B-C). These are Variable Rate Demand Bonds (VRDBs) for which the interest rate re-sets every week; but they are supported by interest rate swaps that ensure that the affective interest rate during the 30-year term will approximate 3.71%. STA pays an additional 0.1% for weekly re-marketing services. Series **2009B** and **2009C** are supported by Standby Bond Purchase Agreements (SBPAs). SBPAs are a form of liquidity in which the provider promises to purchase and hold the bonds if they are not sold to investors during the normal remarketing process. Without such liquidity protection, a failure to re-market the bonds would require the STA to buy them back from the investors. The SBPAs add an additional 0.82% and 0.34%, respectfully, to the STA's borrowing costs for Series 2009B and 2009C.

In August, the STA Board replaced an expiring SBPA on Series **2009A** with a Direct Purchase Agreement with Wells Fargo Bank. The Bank has purchased and will hold the \$106.1 million of Series 2009A bonds (re-issued as Series 2014) for three years at a total net annual cost of 35 bps. There is no remarketing fee associated with a direct purchase. An ancillary benefit of this Agreement is that there is no reserve requirement, so about \$8 million currently held in our debt service reserve account has been withdrawn and will become available for expenditure on eligible Measure A capital projects.

The blended cost—"liquidity rate"—of the two SBPAs and the Direct Purchase Agreement is 0.50%. As such, the all-in annual interest rate for the \$318.3 million of *variable* rate bonds is 4.28%. Along with the Series 2012 fixed-rate debt, the STA's cumulative cost of capital is 4.025% (Attachment A).

The SBPA for Series 2009(B) is with JP Morgan Chase Bank. It has a contracted liquidity rate of 0.82%. This liquidity facility expires on April 1, 2015. A replacement SBPA or alternative liquidity arrangement for Series 2009(B) must be negotiated prior to that date. As with the recent expiration of the Series 2009A SBPA, staff determined that the most cost-effective course of action is to either extend/replace the existing liquidity facility or offer the associated Series 2009A bonds for direct purchase by a commercial bank.

Last Spring, staff distributed a ***Request for Proposals for a Replacement Standby Bond Purchase Agreement and/or Direct Purchase of Indexed Bonds*** to investment banks in our underwriting pool, commercial banks, and to other known liquidity providers. Eight institutions submitted proposals to replace the SBPA. Three of those respondents also submitted a Direct Purchase proposal. In coordination with PFM, Inc. and our consulting bond counsel (Orrick), staff compared each of the proposals for pricing and associated costs, terms and conditions, administrative and reporting requirements, and financial rating of the sponsoring bank. As mentioned above, the Board used that solicitation to select a direct purchase proposal from Wells Fargo Bank to replace the Series 2009A SBPA that expired at the end of September. That Agreement is now in effect, and will run until 2017.

In that solicitation, we also received particularly aggressive SBPA replacement (liquidity facility) proposals from **State Street Bank & Trust** (32 basis pts--0.32%--per annum for four years) and **Mizuho Bank, Ltd.** (32 bps--0.32%--for three years). Both of these original proposals expired at the end of September, but Mizuho has offered to extend its proposed pricing into 2015. Staff recommends that the Board select Mizuho's proposal to replace the expiring 2009B SBPA. This recommendation captures the next lowest cumulative bid from a highly-rated bank. The Mizuho SBPA will reduce associated fees on the Series 2009-B bonds from 0.92% to 0.42%, resulting in cumulative savings of approximately \$1,591,000 over the three-year term.

If the Board approves this recommendation, staff will work with STA's consulting financial advisor, legal team, and Mizuho Bank, Ltd. to draft a formal Standby Bond Purchase Agreement and associated legal documentation for STA Board approval in February or March. The transaction will be completed by mid-March.

Attachment

Staff Contact: Lisa Valine

Measure A

Current Cost of Capital

- STA has issued approximately \$371.6 million to accelerate projects
- STA's average cost of borrowing is 4.025%
 - ▣ This cost can vary slightly based upon swap performance and the cost of liquidity to support variable-rate debt

Series	Par	Swap Rate	SBPA Fee	Remarketing Fee	Total Cost of Capital w/o Current Basis
2009B	\$106,100,000	3.666%	0.820%	0.100%	4.586%
2009C	\$106,100,000	3.736%	0.340%	0.100%	4.176%
2009 Weighted Avg.					4.381%
Series	Par	--	--	--	All-in TIC
2012	\$53,355,000	--	--	--	2.481%
Series	Par	Swap Rate	Spread on Direct Purchase	--	Total Cost of Capital w/o Current Basis
2014A	\$106,100,000	3.736%	0.350%	--	4.086%
Cumulative Weighted Avg.					4.025%