



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

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

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

**THURSDAY**

**AUGUST 8, 2019**

**1:30 PM — 3:00 PM**

---

**Members:** Larry Carr, Sue Frost, Garrett Gatewood, Eric Guerra, Steve Hansen, Jeff Harris, Kerri Howell, Patrick Hume, Patrick Kennedy, Rich Lozano, Steve Miller, Don Nottoli, Susan Peters (Chair), Jay Schenirer, Phil Serna, Darren Suen (Vice-Chair)

**Alternates:** Nick Avdis, Steven Detrick, Mike Kozlowski, Porsche Middleton, Paul Sandhu, Donald Terry

---

This meeting of the Sacramento Transportation Authority is cablecast live on Metro Cable 14, the local government affairs channel on the Comcast, Consolidated Communications, and AT&T U-Verse cable systems. The meeting is closed-captioned and webcast at [www.sacmetroable.tv](http://www.sacmetroable.tv). Today's meeting will replay this Saturday at 2:00 p.m. and Sunday at 9:00 a.m. on Channel 14. Please check your local listings for more information.

Members of the audience wishing to address the Board may sign up electronically at the kiosk located in the back of the room. Please speak into the microphone when addressing the Board and state your name for the record.

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

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

### **COMMENT ITEMS**

1. Comments from the public regarding matters not on the agenda
2. Executive Director's Report

*Norman Hom*

### **CONSENT ITEMS**

3. Action Summary: May 9, 2019 STA Governing Board Meeting ◀ *Norman Hom*
4. Sacramento Abandoned Vehicle Abatement Program, FY 2018/19  
3<sup>rd</sup> Quarter Status Report *Jennifer Doll*
5. SacMetro Freeway Service Patrol FY 2018/19 4<sup>th</sup> Quarter Status Report *Jennifer Doll*
6. FSP Field Supervision Contract Amendment (California Highway Patrol) ◀ *Jennifer Doll*

*Continued on back side →*

# AGENDA

## Sacramento Transportation Authority Sacramento Abandoned Vehicle Service Authority

**AUGUST 8, 2019**

Page 2

### CONSENT ITEMS (Continued)

- |  |                      |
|--|----------------------|
| 7. SacMetro Freeway Service Patrol Construction FSP Authorization ◀  | <i>Jennifer Doll</i> |
| 8. STA Investment Policy ◀   | <i>Timothy Jones</i> |
| 9. STA FY 2018/19 3 <sup>rd</sup> Quarter Budget-to-Actual Report  | <i>Timothy Jones</i> |
| 10. STA FY 2019/20 Pay Rate Schedule ◀   | <i>Norman Hom</i>    |
| 11. Cosumnes River Permanent Open Space Preserve Guidelines ◀  | <i>Norman Hom</i>    |
| 12. Allocation and Expenditure Contract with Capital SouthEast Connector ◀<br>Authority for Environmental Mitigation Funding of the Cosumnes River<br>Permanent Open Space Preserve  | <i>Norman Hom</i>    |
| 13. Measure A Five-Year Expenditure Plans ◀ <ul style="list-style-type: none"><li>• Sacramento Metropolitan Air Quality Management District</li><li>• Paratransit, Inc.</li><li>• Sacramento Regional Transit District</li></ul> | <i>Norman Hom</i>    |

### SEPARATE ITEMS

- |  |   |
|--|---|
| 14. Unmet Transportation Needs Presentations <ul style="list-style-type: none"><li>• Sacramento Metropolitan Air Quality Management District</li><li>• Paratransit, Inc.</li><li>• Sacramento Regional Transit District</li><li>• Sacramento Regional Rail Working Group</li></ul> | <i>Mark Loutzenhiser, Division Mgr.</i><br><i>Tiffani Fink, Executive Director</i><br><i>Brent Bernegger, CFO</i><br><i>Steve Cohn, Chair</i> |
| 15. Comments of Authority Members  | <i>All</i>  |

### CLOSED SESSION

16. California Government Code 54957(b)(1):  
PUBLIC EMPLOYEE APPOINTMENT  
Title: Executive Director

◀ *Denotes items that require Board action*

-----

Staff reports and associated materials are available online at [www.sacta.org](http://www.sacta.org). For assistance with agenda packets, please contact our office at (916) 323-0080 or [info@sacta.org](mailto:info@sacta.org). For questions regarding the agenda or any of the agenda items, please contact Norman Hom at (916) 323-0080 or [norm@sacta.org](mailto:norm@sacta.org).



**AUGUST 8, 2019**

**AGENDA ITEM # 2**

**EXECUTIVE DIRECTOR'S REPORT**

Action Requested: Receive and File

Prepared By: Norman Hom, Executive Director

---

**Measure A**

**Measure A Turns 10.** Measure A recently turned ten. Passed by voters in 2004, the collection of the half-cent sales tax for transportation did not begin until April 1, 2009 and the first distribution of revenues started that July. Since its passage, Measure A has had a significant and positive impact on local transportation. Next month, Bob Magnuson of our consultant team will present a Decennial Report documenting the first ten years of Measure A, showing where and how the money has been spent and highlighting its accomplishments.

**Paratransit's Increased Share.** At the 10-year mark, Paratransit, Inc.'s share of Measure A sales tax revenue increases per the Measure A Ordinance. Effective July 1, Paratransit's share for senior and disabled transportation services increased from 3.5 percent to 4.5 percent. In FY 2018/19, Paratransit Inc. received approximately \$4.4 million; in FY 2019/20, we project their total allocation will increase to \$5.8 million.

**FAA Rulemaking.** In 2014, the Federal Aviation Administration (FAA) made a policy change that reinterpreted the application of non-excise taxes on aviation fuel. If upheld, general taxes collected on aviation fuel—not just excise taxes—would have to be set aside and dedicated “for airport purposes.” In Sacramento County, this has the potential to divert an estimated \$1.5 million a year of Measure A funds away from the voter-approved local transportation projects and programs contained in the Expenditure Plan.

Staff has been working with our partners through the Self-Help Counties Coalition (SHCC) to correct this reinterpretation. In May, Representative Grace Napolitano introduced HR 2939, The State and Local General Sales Tax Protection Act, which would overturn the 2014 FAA policy change. Attached is an issues paper that further discusses each aspect of the FAA rulemaking plus the support letter the SHCC sent to Rep. Napolitano. The FAA rulemaking impacts the STA and all our Measure A recipients so I will continue to keep the Board posted on this important issue.

**Project Update.** On July 30, Caltrans held a groundbreaking ceremony for the Interstate 5 High-Occupancy Vehicle (HOV) Lanes Project. STA Board members Steve Hansen and Darren Suen were among the speakers. Measure A's commitment to this project is \$33.2 million, including \$30 million that was moved up several years ahead of schedule in order to leverage another \$328 million

in state and SB 1 funding in the Solutions for Congested Corridors Program. Construction is expected to take slightly longer than 3 years with an estimated completion date of December 2022.

### **Independent Taxpayer Oversight Committee**

The Measure A Independent Taxpayer Oversight Committee (ITOC) continued to meet over the summer to oversee the Measure A performance audit currently in progress. At their July 18 meeting, the ITOC also reviewed the progress of the consultant on the public education/community outreach/expenditure plan development contract. The ITOC next meets August 15. The public is encouraged to attend.

### **Senate Bill (SB) 1**

California Assemblyman Jim Beall's Senate Bill (SB) 277—which would change the distribution of Local Partnership Program (LPP) funds—is moving through the state legislature. The California Transportation Commission (CTC) implemented the first cycle of the LPP by splitting the \$200 million/year program 50/50, with half going to formula allocations and the other half through statewide competition instead of the 95/5 distribution of the Proposition 1B State-Local Partnership Program the LPP was supposedly modeled after. STA and other local staffs had been lobbying CTC to adhere to the 95/5 distribution in order to provide local transportation agencies greater certainty of a reliable and consistent source of stable transportation funding, but CTC staff seemed intent to continue following the 50/50 distribution. Assemblyman Beall, one of SB 1's authors, clarifies his intent with SB 277 and even **goes further in changing the entire LPP to 100 percent formula allocation**. We will continue working with the Self-Help Counties Coalition (SHCC) to support this bill.

If SB 277 is enacted, it will fundamentally change the LPP project selection process and schedule I had previously laid out in May. I will continue to keep the Board updated on this issue as we go forward.

### **SacMetro Freeway Service Patrol (FSP)**

SacMetro FSP provided 8,702 motorist assists in the 4<sup>th</sup> quarter of FY 2018/19, barely up 1.6 percent from the period one year ago. As in years past, assists jumped dramatically between the months of April and May and the higher number of disabled vehicles encountered continued into June. 80 percent of motorists assists reported they waited less than 15 minutes for FSP to appear on the scene; 41 percent reported waiting less than 5 minutes. One-hundred percent of the 106 feedbacks received rated the service 'excellent'.

Indications are we are on track to receive our FY 2019/20 FSP Fund Transfer Agreement (FTA) from Caltrans by September 1, 2019 as promised when we met with Caltrans headquarters managers earlier this year. As previously reported, we have had ongoing issues of extremely late FTAs. For example, last fiscal year (FY 2018/19), we did not receive our FTA until Christmas and could not access our state FSP funding until February 2019, eight months after the fiscal year started. We will report back on this issue next month.

On a somber note, one of our SacMetro FSP contractors lost one of their own two weeks ago. FSP operator Julian Solis was killed in a pedestrian accident while off duty on July 21. Julian had been with our program 6 years and was named Driver of the Quarter for the fourth quarter of 2016. We thank Julian for his service to the motoring public and extend our condolences to the Solis family.

### **Sacramento Abandoned Vehicle Abatement Program**

There were 4,176 abandoned vehicle abatements in the 3<sup>rd</sup> quarter of FY 2018/19, up 8 percent from the period one year ago. Quarterly revenues from the \$1 vehicle registration fee totaling \$329,056 are in line with last year.

### **Looking Ahead**

Items tentatively planned for upcoming STA Governing Board meetings:

#### **September 12, 2019**

- Measure A Decennial Report
- Community Perspectives on Transportation Summary Report
- Listening Tour Summary Report
- Unmet Transportation Needs Summary Report
- Transportation Expenditure Plan Development Process Kickoff

#### **October 10, 2019**

- Measure A Performance Audit Report
- Series 2014A Bonds Mode Change
- Transportation Expenditure Plan Development Process (continued)

#### **November 14, 2019**

- Transportation Expenditure Plan Discussion Draft(s)
- SB 1 Local Partnership Program Formulaic Program, Cycle 3 Project Applications

#### **December 12, 2019**

- FY 2018/19 Financial Audit and Comprehensive Annual Financial Report (CAFR)
- Transportation Expenditure Plan Adoption
- SB 1 Local Partnership Program Competitive Program, Cycle 2 Project Presentations

#### **January 9, 2020**

- Installation of 2020 STA Governing Board Chair and Vice-Chair
- SB 1 Local Partnership Program Competitive Program, Cycle 2 Project Selection
- Introduction of 2020 Measure A Ordinance and Transportation Expenditure Plan

February 13, 2020

- State of the Authority Address
- Adoption of 2020 Measure A Ordinance and Transportation Expenditure Plan

March 12, 2020

- Review of 2004 Measure A Transportation Expenditure Plan
- Annual adjustment to the Sacramento County Traffic Mitigation Fee Program (SCTMFP)

# FAA'S THREAT TO WITHHOLD AIRPORT GRANTS TO STATE AND LOCAL GOVERNMENTS OVER GENERAL SALES TAXES AS APPLIED TO AVIATION FUEL

## Summary

- The FAA sent letters to California and Illinois on May 17<sup>th</sup> threatening to withhold federal aviation funds because FAA believes the states have not followed a 2014 FAA policy change that would require state and local governments across the country to use general sales taxes collected on aviation fuel for airport purposes. Although FAA sent these first letters to California and Illinois, this issue impacts any state and local government that has aviation fuel as a part of their general sales tax.
- **FAA's threat would withhold \$250 million annually in FAA grants to California airports and divert over \$70 million in state and local general sales taxes away from their intended purpose.**
- The 2014 FAA policy change was quietly created but has become very controversial and is opposed by many state and local governments.
- The FAA has been silent on enforcement of the 2014 FAA policy change for over 5 years but now wants to penalize California and Illinois.
- **Rep. Napolitano's THUD amendment would stop the FAA from enforcing this policy change.**

## Background

- In 1987 Congress passed the FAA authorization amendments that required airports to spend aviation fuel excise tax revenue on airport uses. The conference report for the 1987 amendments to the FAA statute (H.R. Conf. Rept. No. 484, 100<sup>th</sup> Cong., 1<sup>st</sup> Sess. 1987 accompanying P.L. 100-223) clearly stated that the requirement that local taxes on aviation fuel must be spent on airports "is intended to apply to local fuel taxes only, **and not to other taxes imposed by local governments, or to state taxes**".
- For 27 years this law was interpreted to only impact excise taxes on aviation fuel and not general sales taxes that include aviation fuel.

## Problem

- On December 8, 2014 (79 FR 66282), FAA made a policy change that contradicts the Congressional intent and 27 years of practice by saying that *"the agency interpreted the provisions of Sections 47107(b) and 47133 to apply to any state or local tax on aviation fuel, whether the tax was specifically targeted at aviation fuel or was a general sales tax on products that included aviation fuel without exemption."*

## Concerns

- This FAA policy change is contrary to states' rights and is an assault on state and local control of their general application sales tax measures.
- Many local governments have voter approved sales tax measures for specific purposes such as transportation funding. This policy change overturns the decision of local voters in taxing themselves for specific purposes.
- Due to the fact that general sales taxes that include aviation fuel are not segregated from other taxable sources, the burden placed on states and local governments to implement the tracking system necessary is extensive and represents an unfunded mandate.
- California sent FAA a letter over a year ago explaining their compliance with this FAA policy change. FAA has not responded to that letter until this May when FAA said California's explanation was not sufficient and threatened withholding FAA funding to CA within 30 days.
- FAA's enforcement threat would withhold \$250 million annually in FAA grants to California airports and divert over \$70 million in state and local general sales taxes away from their intended purpose.



Alameda County  
Transportation Commission

Contra Costa  
Transportation Authority

Fresno County  
Transportation Authority

Imperial County  
Transportation Commission

Los Angeles County  
Metropolitan Transportation  
Authority

Madera County  
Transportation Commission

Transportation Authority  
Of Marin

Merced County Association of  
Governments

Transportation Agency for  
Monterey County

Napa Valley Transportation  
Authority

Orange County  
Transportation Authority

Riverside County  
Transportation Commission

Sacramento  
Transportation Authority

Santa Barbara County  
Association of Governments

San Benito County  
Transportation Authority

San Bernardino  
County Transportation  
Authority

Santa Clara Valley  
Transportation Authority

Santa Cruz County Regional  
Transportation Commission

San Diego  
Association of Governments

San Francisco County  
Transportation Authority

San Joaquin  
Council of Governments

San Mateo County  
Transportation Authority

Sonoma County  
Transportation Authority

Stanislaus Council of  
Governments

Tulare County  
Association of Governments

June 3, 2019

Congresswoman Grace Napolitano  
U.S. House of Representatives  
1610 Longworth House Office Building  
Washington, DC 20515

**Subject: Support HR 2939**

Dear Congresswoman Napolitano

On behalf of California's self-help counties, which administer voter-approved local sales taxes in 25 counties across the state, we are writing to support HR 2939, The State and Local General Sales Tax Protection Act.

HR 2939 is needed due to a Federal Aviation Administration (FAA) rulemaking finalized on December 8, 2014 (79 FR 66282) that, in our view, misinterprets a statute related to taxes on aviation fuel. As you know, in 1987 Congress passed the FAA authorization amendments that required airports to spend aviation fuel excise tax revenue on airport uses. The conference report for the 1987 amendments to the FAA statute (H.R. Conf. Rept. No. 484, 100<sup>th</sup> Cong., 1<sup>st</sup> Sess. 1987 accompanying P.L. 100-223) clearly stated that the requirement that local taxes on aviation fuel must be spent on airports "is intended to apply to local fuel taxes only, **and not to other taxes imposed by local governments, or to state taxes.**"

Regretfully on December 8, 2014 (79 FR 66282), the FAA made a policy change that contradicts the Congressional intent and 27 years of practice by saying that "*the agency interpreted the provisions of Sections 47107(b) and 47133 to apply to any state or local tax on aviation fuel, whether the tax was specifically targeted at aviation fuel or was a general sales tax on products that included aviation fuel without exemption.*"

The 2014 policy change is an assault on state and local control of our general application sales tax measures. In California, our local government sales taxes are voter approved by a 2/3rds margin for specific purposes such as transportation, public safety and health services. This policy change overturns the decision of local voters in taxing themselves for specific purposes.

Due to the controversy of this policy change, FAA has been silent regarding enforcement for the past 5 years. FAA's silence ended on May 17th when they sent a letter to California threatening to withhold \$250 million annually in FAA grants that our state's airports receive. (attached)



HR 2939 will correct this misguided policy and protect California from the FAA's recent threat to withhold \$250 million annually in FAA grants to California airports and divert over \$70 million in state and local general sales taxes away from their intended purpose.

HR 2939 will also preserve the trust California voters have placed with their local counties and transportation agencies when approving local tax measures.

We are pleased to support HR 2939 the State and Local General Sales Tax Protection Act because it will re-establish 27 years of FAA interpretation by clarifying Congress' original intent that general sales taxes are not subject to airport spending requirements as are excise taxes.

For these reasons and more we are pleased to support HR 2939 the State and Local General Sales Tax Protection Act

Sincerely,

A handwritten signature in cursive script, appearing to read "Keith N. Dunn".

Keith N. Dunn  
Executive Director  
Self Help Counties Coalition



**AUGUST 8, 2019**

**AGENDA ITEM # 3**

**ACTION SUMMARY: MAY 9 STA GOVERNING BOARD MEETING**

Action Requested: Approve

Key Staff: Norman Hom, Executive Director

---

**Recommendation**

Approve the attached Action Summary of the May 9, 2019 meeting of the STA Governing Board.

*Attachment*



**Sacramento Transportation Authority**  
GOVERNING BOARD

**MAY 9, 2019**

**AGENDA ITEM # 3**

**ACTION SUMMARY: APRIL 11 STA GOVERNING BOARD MEETING**

Action Requested: Approve

Key Staff: Norman Hom, Executive Director

**APPROVED**  
BOARD OF DIRECTORS

MAY 09 2019

By *Fluence Evans*  
Clark of the Board

**Recommendation**

Approve the attached Action Summary of the April 11, 2019 meeting of the STA Governing Board.

*Attachment*



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

**THURSDAY** **April 11, 2019** **1:30 PM**

**MEMBERS:** LARRY CARR, SUE FROST, GARRETT GATEWOOD, ERIC GUERRA,  
STEVE HANSEN, JEFF HARRIS, KERRI HOWELL, PATRICK HUME,  
PATRICK KENNEDY, RICH LOZANO, STEVE MILLER, DON NOTTOLI,  
JAY SCHENIRER, PHIL SERNA, DARREN SUEN, SUSAN PETERS (Chair)  
(Members Howell, Kennedy, Schenirer and Serna were not present)

**Alternates:** Nick Avdis, Steven Detrick, Mike Kozlowski, Porsche Middleton, Paul Sandhu,  
Donald Terry

This meeting of the **Sacramento Transportation Authority** is cablecast **LIVE** on Metro Cable 14, the local government affairs channel on Comcast, Consolidated Communications and AT&T U-Verse. The meeting is also webcast at [www.sacmetro cable.tv](http://www.sacmetro cable.tv). Today's meeting will replay this Sunday on Channel 14. This meeting is closed captioned.

Assistive listening devices are available for use by the public. See the Clerk of the Board for information.

Members of the audience wishing to address the Board should complete a speaker identification form located at the back of the room and give it to the Clerk. Please speak into the microphones when addressing the Board, and state your name for the record.

The Governing Boards of the Sacramento Transportation Authority and the Sacramento Abandoned Vehicle Service Authority meet concurrently.

\*\*\*\*\*

**PLEDGE OF ALLEGIANCE**

## **COMMENT ITEMS**

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

1:36 PM Board Action: Jeffrey Tardaguila addressed the Board regarding Transit Authority.

### **2. Executive Director's Report**

1:40 PM Board Action: Executive Director Norman Hom provided updates regarding Measure A, Independent Taxpayer Oversight Committee (ITOC), SacMetro Freeway Service Patrol (FSP) and Senate Bill (SB1).

## **CONSENT ITEMS**

1:24 PM Board Action: Larry Carr, Darren Suen - Approved the Consent Items, 3 through 6, as recommended.

AYES: Larry Carr, Sue Frost, Garrett Gatewood, Eric Guerra, Steve Hansen, Jeff Harris, Patrick Hume, Rich Lozano, Steve Miller, Don Nottoli, Darren Suen, Susan Peters

NOES: (None)

ABSTAIN: (None)

ABSENT: Kerri Howel, Patrick Kennedy, Jay Schenirer, Phil Serna

RECUSAL: (None)

(PER POLITICAL REFORM ACT (§ 18702.5))

### **3. Action Summary: March 14, 2019 STA Governing Board Meeting**

1:24 PM Board Action: Approved the March 14, 2019 Action Summary.

### **4. Contract For Sales Tax Audit And Recovery Services**

1:24 PM Board Action: Adopted Resolution No. **STA-19-0001** approving the contract for Sales Tax Audit.

### **5. Contract Extension For Financial/Compliance Audit Services**

1:24 PM Board Action: Approved as recommended.

### **6. Annual Sacramento County Traffic Mitigation Fee Program (SCTMFP) Fee Adjustment**

1:24 PM Board Action: Approved as recommended.

## **SEPARATE ITEMS**

### **7. Independent Taxpayer Oversight Committee (ITOC) Update And Proposed Measure A Performance Audit Objectives**

1:43 PM Board Action: Update was given. No Board action.

### **8. Proposed STA Budget For Fiscal Year 2019-20**

1:44 PM Board Action: Garrett Gatewood/ Darren Suen - Continued to May 9, 2019.

AYES: Larry Carr, Sue Frost, Garrett Gatewood, Eric Guerra, Steve Hansen, Jeff Harris, Patrick Hume, Rich Lozano, Steve Miller, Don Nottoli, Darren Suen, Susan Peters.

NOES: (None)

ABSTAIN: (None)

ABSENT: Kerri Howell, Patrick Kennedy, Jay Schenire, Phil Serna.

REGUSA: (None)

(PER POLITICAL REFORM ACT (§ 18702.5))

### **9. Unmet Transportation Needs Presentations**

- \* City of Citrus Heights
- \* City Of Galt
- \* City Of Isleton
- \* City Of Sacramento

1:54 PM Board Action: Presentations were given. No Board action.

### **10. Comments Of authority Members**

2:43 PM Board Action: No comments were made.

Adjourned at 2:43 PM

Respectfully Submitted,

  
Renae McClain-White, Clerk



**AUGUST 8, 2019**

**AGENDA ITEM # 4**

**SACRAMENTO ABANDONED VEHICLE ABATEMENT PROGRAM  
FY 2019 3<sup>RD</sup> QUARTER STATUS REPORT**

Action Requested: Receive and File

Key Staff: Jennifer Doll, Special Programs Manager

---

**Background Information**

A \$1 vehicle registration fee is collected in Sacramento County to fund the Abandoned Vehicle Abatement Program. The Sacramento Abandoned Vehicle Service Authority (SAVSA) funds the program by distributing approximately \$1.1 million per year to the County and member cities within the County based on a formula of population and relative number of abatements.

**Discussion**

Third quarter receipts from the State Controller were \$329,056. Member agencies reported a total of 4,176 abandoned vehicle abatements. The formula-based quarterly distributions for each member agency are detailed in the following table.

DISTRIBUTION	2018 Population		50% alloc. based on population	Eligible Reported Abatements		50% alloc. based on abatements	Total Quarterly Distribution
Citrus Heights	87,731	6%	\$ 9,442.37	173	4%	\$ 6,815.97	\$ 16,258.30
Elk Grove	172,116	11%	\$ 18,524.61	671	16%	\$ 26,436.37	\$ 44,960.98
Folsom	78,447	5%	\$ 8,443.14	21	1%	\$ 827.37	\$ 9,270.51
Galt	26,018	2%	\$ 2,800.28	89	2%	\$ 3,506.46	\$ 6,306.75
Rancho Cordova	74,210	5%	\$ 7,987.12	222	5%	\$ 8,746.46	\$ 16,733.58
Sacramento	501,344	33%	\$ 53,958.97	2,455	59%	\$ 96,723.25	\$ 150,682.22
Sacramento County	588,798	39%	\$ 63,371.52	545	13%	\$ 21,472.17	\$ 84,843.69
Totals	1,528,664	100%	\$ 164,528.02	4,176	100%	\$ 164,528.02	\$ 329,056.03



**AUGUST 8, 2019**

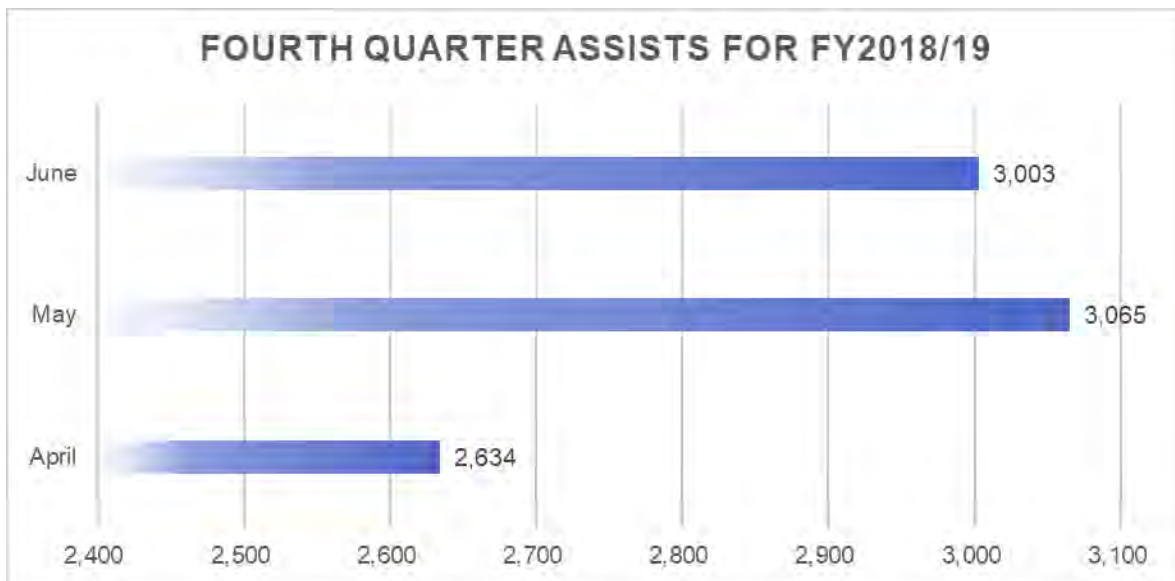
**AGENDA ITEM # 5**




**SACMETRO FREEWAY SERVICE PATROL FY2019 4<sup>TH</sup> QUARTER STATUS REPORT**

Action Requested: Receive and File

Key Staff: Jennifer Doll, Special Programs Manager

SacMetro FSP provided 8,702 assists and 106 motorists completed the online survey during the fourth quarter of FY 2018/19.



 Types of Problems	 Response Times	 Service Rating
In the fourth quarter, the majority of FSP assists, 73 percent, were related to accidents, mechanical problems, and flat tires.	80 percent of motorists reported waiting less than 15 minutes before FSP appeared on scene, with 41 percent of those those waiting less than 5 minutes.	Of the 106 motorists who responded to the survey, 100 percent rated the service as 'excellent'.

Continued on back side →



Of the 106 surveys received, 106 included written comments, most expressing thanks to the driver and/or indicating support for the program. Following are a few examples:

- James was AMAZING!! He pulled up as I was on the phone with AAA. He was courteous, friendly and went above and beyond to get me off the freeway. Thank you, James, for providing me wonderful service.
- ANGELS OF THE FREEWAYS!!!! THANKS SO MUCH. GREAT DRIVERS!
- Miguel was awesome. Fast, friendly, courteous, definitely a life saver. I got a flat right before the interchange, and next to an on ramp. Pretty scary. I hadn't heard of this service before. I so appreciated this service today, thank you so much!
- Extremely helpful service employees were professional and very knowledgeable considerate and I'm happy my tax dollars are going towards this service.
- Paris was wonderful. We are senior citizens and my car started making a horrible noise. He pulled in right behind us, calmed us down and got us to where we could get to a repair shop. I am forever grateful for his kindness, professional attitude and being so willing to assist. Thank you, Paris, you are a hero!
- Tavo, was extremely helpful. He was not even the slightest hesitant to give a helping hand. This man is one of the greatest employees you have on your team, once again thank you for your swift service and extreme kindness!
- The driver was terrific- he went above and beyond the call of duty!
- Casey was great! I was impressed with his professionalism, knowledge and attitude towards the job. It was refreshing. He made this nerve-wracking event into a pleasant one. If my mom ever got stranded on the side of the road, I'd feel pretty good knowing there's guys like Casey out there to help her out.

### **SERVICE APPRECIATION**

On Sunday, July 21, 2019 off duty FSP Driver Julian Solis was killed in a pedestrian accident. Julian participated in the SacMetro FSP program off and on the last six years and recently returned to the program as a full time FSP Driver. Julian completed 1153 assists and was awarded Driver of the Quarter for the fourth quarter of 2016.

Individuals like Julian, who are willing to work in the service of his community make SacMetro FSP the effective and successful program it is. Thank you, Julian, for being a part of the SacMetro FSP team and for your service to our community.



**AUGUST 8, 2019**

**AGENDA ITEM # 6**

**FSP FIELD SUPERVISION CONTRACT AMENDMENT (CALIFORNIA HIGHWAY PATROL)**

Action Requested: Approve

Key Staff: Jennifer Doll, Special Programs Manager

---

**Recommendation**

Authorize the Executive Director to execute an amendment to the current Funding Agreement with the California Highway Patrol for field supervision and related services for the SacMetro Freeway Service Patrol program.

**Discussion**

The California Highway Patrol (CHP) provides dispatch, enforcement, training and field supervision for all the Freeway Service Patrol programs throughout California from a fixed \$4 million annual allocation from the State Highway Fund. This amount has not changed in over a decade.

Beginning in 2010, due to rising costs, the CHP funding allocation was no longer sufficient to support two uniformed officers and two dispatchers dedicated to the three local FSP programs (Sacramento/Yolo, El Dorado and Placer) and support was reduced to a single officer and a part-time dispatcher. Because CHP field support is vital to everyday operation of FSP, most of the programs in the state—including SacMetro—established supplemental funding agreements with CHP to pay for additional officers and dispatchers out of their own allocations.

Senate Bill 1 (SB 1) added \$25 million/year to the \$25.48 million in state funds currently allocated annually to FSP statewide, 15 percent (\$3.75 million) of which is reserved for additional CHP support. The new funding will offset the CHP support local FSP programs have paid for out of their own allocation and, potentially cover additional CHP support needed for expanded operations made possible by SB 1. This amendment increases the maximum value of the contract by the additional amount we will receive via SB 1.

*Attachment*

**AMENDMENT NO. 1  
TO FUNDING AGREEMENT 16R061000  
BETWEEN SACRAMENTO TRANSPORTATION AUTHORITY  
AND CALIFORNIA HIGHWAY PATROL**

**AMENDMENT**

This Amendment No. 1 to agreement 16R061000 is made by and between the California Highway Patrol (hereinafter "CHP") and the Sacramento Transportation Authority (hereinafter "STA"), acting in its capacity as the administering agency for the Sacramento Metropolitan Freeway Service Patrol, a.k.a., SacMetro FSP, and is effective upon signature by both parties and approval by the Department of General Services, Office of Legal Services, if applicable.

**RECITALS**

**WHEREAS**, on July 28, 2016, STA approved CHP Agreement No. 16R061000 under which STA agreed to reimburse CHP for one full-time officer to support the operation of Freeway Service Patrol (FSP) in Sacramento and Yolo Counties for the period of July 1, 2016 through June 30, 2019 ("Agreement"); and

**WHEREAS**, the term of this agreement is extended to December 31, 2019, for payment purposes only. Services to be rendered under this Agreement, as amended, shall not be required after June 30, 2019.

**WHEREAS**, the Agreement states that "the estimated monthly cost" of CHP officer oversight is \$12,416; and

**WHEREAS**, the Agreement includes a maximum compensation provision of \$447,000; and

**WHEREAS**, during the interim contract period, CHP officer rates have generally increased; and

**WHEREAS**, total reimbursements to CHP under the Agreement reached \$447,000 in December 2018; and,

**WHEREAS**, additional funding for FSP patrols has become available through SB 1 and will cover the additional reimbursements authorized through this Amendment; and

**WHEREAS**, STA and CHP enter into this Amendment No. 1 for the purpose of updating the estimated monthly cost for the officer to \$17,677.26 and increasing the maximum compensation by \$180,623.00 to a total of \$627,623.00 in order to retroactively match CHP rate increases that have occurred during the term of the Agreement and to provide the necessary oversight duties of the FSP program for the remainder of the contract term.

**NOW THEREFORE**, in consideration of the terms and conditions set forth herein, STA and CHP agree as follows:

- A. Section B. STA RESPONSIBILITIES of Exhibit A., is deleted and replaced in its entirety to read as follows:
  1. STA shall reimburse CHP for one full time officer described in section A, Paragraph 1, CHP RESPONSIBILITIES from invoices submitted by CHP on a monthly basis. STA agrees to reimburse CHP for actual costs incurred while providing FSP related duties as specified herein. For fiscal year 2018/2019 the estimated monthly cost for the officer is \$17,677.26. It is understood by both parties that rate increases in salary and benefits are governed by collective bargaining agreements and/or statute and that no advance written notification is necessary prior to implementing the increased rates. In the event CHP is granted a rate increase, STA agrees to reimburse CHP at the new hourly rate, but in no event shall the total amount to be reimbursed by STA under this Agreement, for any of the services described herein, exceed the maximum contract amount of \$627,623.00.
  2. Amounts Payable to the CHP by STA for costs incurred pursuant to this Agreement may be utilized across projects and over several fiscal years and need not be utilized in a single fiscal year by the CHP, so long as the total amount payable under this Agreement is not exceeded.
    - a. Fiscal Year begins July 1 and ends on June 30.
  3. STA shall have the authority to cancel the funding of this position without cause with ninety (90) days written notification.

B. Section C. GENERAL PROVISIONS of Exhibit A., is updated as follows:

1. The Coordinators of this Agreement are shown below:

- a. Sacramento Transportation Authority  
Jennifer Doll, SacMetro FSP Program Manager  
801 12<sup>th</sup> Street, 5<sup>th</sup> Floor  
Sacramento, CA 95814  
(916) 323-0897
- b. California High Patrol - Research & Planning Sections  
Dwyane Potts, Statewide FSP Coordinator  
601 North 7<sup>th</sup> Street  
Sacramento, CA 95811  
(916) 843-3028

C. The parties agree that GTC 6/10 is replaced in entirety by GTC 04/2017, with the exceptions listed herein in Exhibit C..

This space is deliberately left blank.

D. This Amendment is entered into by the parties listed below and shall be effective upon approval by the Department of General Services Office of Legal Services, if applicable. By executing this Amendment, the representatives of CHP and STA warrant that they have viewed and fully understand all provisions of this Amendment, and are authorized to bind their respective agencies to all terms of the Amendment's provisions.

STATE OF CALIFORNIA  
Department of California Highway  
Patrol

SACRAMENTO TRANSPORTATION  
AUTHORITY

\_\_\_\_\_  
P. SLINEY, Assistant Chief  
Administrative Services Division

\_\_\_\_\_  
Norman K. Hom  
Executive Director

\_\_\_\_\_  
Date

\_\_\_\_\_  
Date



**AUGUST 8, 2019**

**AGENDA ITEM # 7**

**SACMETRO FREEWAY SERVICE PATROL CONSTRUCTION FSP AUTHORIZATION**

Action Requested: Approve

Key Staff: Jennifer Doll, Special Programs Manager

---

**Recommendation**

Authorize the Executive Director to execute a cooperative agreement with Caltrans for enhanced Freeway Service Patrol operations.

**Discussion**

Caltrans is currently in the process of rehabilitating connection ramp pavement on I-80 between West El Camino Avenue and Watt Avenue—the I-5/I-80 Rehabilitation Project. Beginning in August Caltrans is planning for weekend 55-hour ramp closures that have potentially severe impacts on area traffic flow and congestion. Caltrans is requesting deployment of enhanced Freeway Service Patrol to help mitigate traffic impacts in and around the Project area.

A cooperative agreement between STA and Caltrans for enhanced FSP operation for the I-5/I-80 Rehabilitation Project. The agreement will allow Caltrans to make provision for enhanced FSP operations through an existing contract STA has executed with a local tow provider for the SacMetro FSP program. The exact cooperative agreement has not been finalized as of today's Board meeting, but time is of the essence as Caltrans has requested service begin prior to the next STA Board meeting. Your authorization today authorizes staff to enter into an agreement similar to the attached draft agreement with Caltrans, subject to STA legal counsel review.

*Attachment*

## **COOPERATIVE AGREEMENT**

THIS COOPERATIVE AGREEMENT ("Agreement"), ENTERED INTO EFFECTIVE on \_\_\_\_\_, is between the STATE OF CALIFORNIA, acting by and through its Department of Transportation, referred to herein as "CALTRANS", and the SACRAMENTO TRANSPORTATION AUTHORITY, a public agency of the State of California, referred to herein as "STA".

### **RECITALS**

1. Under Streets and Highways Code Section 114. CALTRANS and STA are authorized to enter into a cooperative agreement for improvements and maintenance of the State Highway System (SHS) and for that purpose develop and implement a construction tow service to support the PROJECT in the county of Sacramento.
2. CALTRANS is constructing highway improvements consisting of rehabilitate connection ramp pavement called the I-5/I-80 Rehabilitation Project, referred hereafter as "PROJECT".
3. PROJECT is located between I-80/West El Camino Avenue (PM M1.2) and Watt Avenue (PM R11.3). PROJECT will also impact traffic on the I-5/I-80 interchange.
4. CALTRANS acknowledges the need to expeditiously remove disabled vehicles in an effort to relieve traffic congestion in and around the PROJECT construction area. Specifically, a tow service is necessary for the following locations, referred to as PROJECT LOCATIONS:
  - a. East bound I-80 between Sacramento River Bridge and Watt Avenue Overcrossing;
  - b. West bound I-80 between Sacramento River Bridge and Watt Avenue Overcrossing;
  - c. Interchanges at I-5/I-80.
5. STA is willing to administer a construction tow service for the above described PROJECT LOCATIONS and CALTRANS is willing to fund said construction tow service using State Highway Operation and Protection Program (SHOPP) funds.
6. The construction tow service will assist in transportation system management efforts by assisting and/or removal of freeway impediments during construction of PROJECT, in order to provide traffic congestion relief, and, all of which will have the added benefit of reducing accidents and improving air quality.



7. All services performed by STA pursuant to this Agreement are intended to be performed in accordance with all applicable STA, Federal, and State laws, ordinances, regulations, published manuals, policies, and procedures.
8. The parties mutually desire to cooperate in the implementation of construction tow service and define herein below the terms and conditions under which construction tow service is to be implemented and financed in the PROJECT LOCATIONS.

## **SECTION I**

### **CALTRANS AGREES:**

1. To define or specify, in cooperation with STA, the level of construction tow service, as well as equipment, if any, that will be funded under the Cooperative Agreement.
2. At no cost to STA, to provide oversight over the construction tow services performed by or behalf of STA, including but not limited to resident engineer (RE) signing in and signing out construction tow providers.
3. To have a RE available to determine construction tow service provider's level of service, either roaming or a response time within ten (10) minutes and for communication in developing the traffic management plan.
4. To reimburse STA for all construction tow service costs, including administrative costs of providing construction tow services for PROJECT LOCATIONS.
5. To reimburse STA (using SHOPP funds), within thirty (30) days after receipt of each monthly billing, for all actual and verifiable expenses. The total amount payable by CALTRANS to STA under this Agreement shall not exceed \$10,000.

## **SECTION II**

### **STA AGREES:**

1. To provide tow service in excess of those routinely provided for congestion relief in the Sacramento Metropolitan Area.
2. To provide the necessary communications system and related equipment, which may include voice, data, and Automatic Vehicle Location (AVL) terminal and affiliated software.
3. To be responsible for the subject construction tow services during construction of PROJECT and maintain the construction tow services to a level of service determined by CALTRANS' RE, either roaming or a response time within ten (10) minutes during rush hour traffic. STA shall not be required to provide for or contract for construction tow service in excess of the \$10,000 reimbursement limitation established under this Agreement without an amendment of said Agreement signed by both parties. STA and Caltrans shall follow the terms, covenants and conditions of Attachment 1 (Work Plan), and satisfy its duties and obligations as described in Attachment 1.
4. To provide a primary contact person, including phone number, available to CALTRANS' RE. STA will notify CALTRANS of any personnel changes and/or contact information changes.
5. To submit monthly construction tow service invoices from the contracted operators to CALTRANS for review and approval before payment by STA.
6. Upon completion of the construction tow service under this Agreement, and all work incidental thereto, to furnish CALTRANS with a detailed statement of the total direct costs to be borne by CALTRANS. In no event shall invoices totaling more than the amount of \$10,000 be sent to CALTRANS, pursuant to this Agreement. STA shall refund CALTRANS (promptly after completion of STA's final accounting), any amount of CALTRANS' funds remaining, if any, after actual final costs to be borne by CALTRANS have been deducted.

## **SECTION III**

### **IT IS MUTUALLY AGREED:**

1. All obligations of CALTRANS under the terms of this Agreement are subject to the appropriation of resources by the Legislature, State Budget Act authority, and the allocation of funds by the California Transportation Commission (CTC).

2. It is understood and agreed that CALTRANS and STA, including Subcontractors maintain Comprehensive General Liability Insurance (CGL) and Automobile Liability Insurance, including any other insurance policies or self-insurance programs to fund their respective liabilities. The parties agree that such respective programs or policy coverage for Workers' Compensation shall contain a waiver of subrogation as to the other party and each of its officers, agents, and employees. Evidence of Insurance, Certificates of Insurance or other similar documents shall not be required of either party under this Agreement, except as otherwise expressly required herein to be provided by STA regarding Worker's Compensation Insurance.
3. Pursuant to the authority contained in Section 591 of the Vehicle Code, the department has determined that within such areas as are within the limits of the project and are open to public traffic, STA shall comply with all of the requirements set forth in Divisions 11, 12, 13, 14 and 15 of the Vehicle Code. STA shall take all necessary precautions for safe operations of the STA's equipment and the protection of the public from injury and damage from such property.
4. In the event construction tow service costs are anticipated to exceed \$10,000, STA may cease its obligations under this Agreement, until additional funding is secured by CALTRANS. No alteration or variation of the terms of this Agreement shall be valid unless made by a formal Amendment executed by the parties hereto and no oral understanding or agreement not incorporated herein shall be binding on any of the parties hereto.
5. Each of the contracting parties shall be subject to examination and audit for a period of three (3) years after final payment under the contract in accordance with Government Code Section 10532. In addition, STA and CALTRANS may be subject to the examination and audit by representatives of either party. The examination and audit shall be confined to those matters connected with the performance of the contract including, but not limited to, the costs of administering the contract.
6. The actual cost of the construction tow service referred to in this Agreement shall include all direct costs attributable to such work and applied in accordance with CALTRANS' standard accounting procedures
7. Nothing within the provisions of this Agreement is intended to create duties or obligations to or rights in third parties not a party to this Agreement or to affect the legal liability of either party to the Agreement by imposing any standard of care different from the standard of care imposed by law.
8. Neither CALTRANS nor any officer or employee thereof is responsible for any injury, damage or liability occurring by reason of anything done or omitted to be done by STA and/or its contractors, agents under or in connection with any work, authority or jurisdiction conferred upon STA under this Agreement. It is understood and agreed that STA, to the extent permitted by law, will defend, indemnify and save harmless CALTRANS and all its officers and employees from all claims, suits or

actions of every name, kind and description brought forth under, including, but not limited to, tortious, contractual, inverse condemnation and other theories or assertions of liability occurring by reason of anything done or omitted to be done by STA and/or its contractors agents under this Agreement.

9. Neither STA nor any officer or employee thereof is responsible for any injury, damage or liability occurring by reason of anything done or omitted to be done by CALTRANS and/or its agents under or in connection with any work, authority or jurisdiction conferred upon CALTRANS under this Agreement. It is understood and agreed that CALTRANS, to the extent permitted by law, will defend, indemnify and save harmless STA and all its officers and employees from all claims, suits or actions of every name, kind and description brought forth under, including, but not limited to, tortious, contractual, inverse condemnation and other theories or assertions of liability occurring by reason of anything done or omitted to be done by CALTRANS, and/or its agents under this Agreement.
10. In the event of any breach of this Agreement by either party, the other party may enforce this Agreement by any means available at law or in equity. In the event of litigation, mediation or arbitration to resolve any breach of, or dispute related to this Agreement, each party agrees to pay for their own attorneys' cost and expenses, without regard to who prevails.
11. A failure by either party to enforce any provision of this Agreement shall not be construed as a continuing waiver, or as a waiver of the right to compel enforcement of that provision.
12. No alteration or variation of the terms of this Agreement shall be valid unless made by a formal written amendment executed by parties to this Agreement hereto and no oral understanding or agreement not incorporated herein shall be binding.
13. This Agreement may be terminated by either party for any reason by giving written notice to the other party at least thirty (30) days in advance of terminating. In the event that CALTRANS terminates this Agreement, CALTRANS shall reimburse STA for all mutually agreed upon costs associated with this Agreement for services already performed. Unused and uncommitted funds shall be refunded to CALTRANS.

## **CONTACT INFORMATION**

The information provided below indicates the primary contact information for each party to the AGREEMENT. Parties will notify each other in writing of any personnel or location changes. Contact information changes do not require an amendment to AGREEMENT.

The primary Agreement contact person for CALTRANS is:

Ben Hargrove, Project Manager  
703 B Street  
Marysville, CA 95901  
Mobile Phone: (530) 682-3679  
Email: ben.hargrove@dot.ca.gov

The primary Agreement contact person for STA is:

Jennifer Doll, Special Programs Manager  
801 12<sup>th</sup> Street, Fifth Floor  
Sacramento, CA 95814  
Office Phone: (916) 323-0080  
Email: jennifer@sacta.org

<b>STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION</b>	<b>SACRAMENTO TRANSPORTATION AUTHORITY</b>
<hr/> <p>Nadarajah Suthahar Acting Deputy District Director District 3 Program / Project Management</p>	<hr/> <p>Norman Hom Executive Director Sacramento Transportation Authority</p>
<p>Approved as to form and procedure:</p>	<p>Approved as to form and procedure:</p>
<hr/> <p>Attorney</p>	<hr/> <p>William C. Burke Deputy County Counsel County of Sacramento</p>
<p>Certified as to funds:</p>	
<hr/> <p>Mundeep Takher District Project Control Officer</p>	
<p>Certified as to financial terms and policies:</p>	
<hr/> <p>Tamara Warren HQ Accounting Supervisor</p>	



## ATTACHMENT 1

### WORK PLAN FOR CONSTRUCTION TOW SERVICE DURING I-5/I-80 REHABILITATION PROJECT

Pursuant to Cooperative Agreement No. 03-0688 between Caltrans and the Sacramento Transportation Authority (hereafter, "STA"), this written plan describes construction tow service provided by SacMetro Freeway Service Patrol Contractor (hereafter, FSP Contractor) for the Traffic Management Plan of the I-5/I-80 REHABILITATION Project (hereafter, "Project") to help mitigate impacts to traffic flow, prevent avoidable congestion, reduce delays, and promote safety.

#### LOCATION

During weekends established by Caltrans two weeks in advance, construction tow service provided by FSP Contractor shall respond to vehicle-related incidents on or at the following locations during the hours of service described in the deployment schedule:

- Interstate 80 – From W. EL CAMINO AVE Interchange to WATT AVE Interchange; and
- Interstate 5/ Interstate 80 – At INTERSTATE 5 AND INTERSTATE 80 Interchanges.

Construction tow unit assigned to the Project may be temporarily redirected to other areas or specific incidents as deemed appropriate by California Highway Patrol (CHP) or Caltrans' District Traffic Manager (DTM) or the Caltrans' Resident Engineer (RE) or Caltrans' Project Manager (PM) to mitigate or resolve indirect traffic impacts from Project or to prevent congestion or impediments within the Project location.

#### DEPLOYMENT

Construction on this project is scheduled to commence in the summer of 2019. It is anticipated that tow services would be needed from early August to late October. Specific requests for deployment will be made two weeks in advance using the format provided below:

##### WEEKEND #1

Day	Date	Coverage Times
Saturday	8/10/19	10 a.m. – 10 p.m.
Sunday	8/11/19	10 a.m. – 10 p.m.

##### WEEKEND #2

Day	Date	Coverage Times
Saturday		
Sunday		

##### WEEKEND #3

Day	Date	Coverage Times
Saturday		
Sunday		

##### WEEKEND #4

Day	Date	Coverage Times
Saturday		
Sunday		

*All dates, times and hours are subject to adjustment by Caltrans to better fit the needs of the Project and/or motoring public with concurrence and sufficient notice of the SacMetro FSP contractor (Sierra Hart Auto Service, Inc.) providing the construction tow service.*

This construction tow service is over-and-above the normal coverage provided by SacMetro Freeway Service Patrol on Interstate 80 between 6:30 a.m. and 10:00 a.m. and between 2:30 p.m. and 6:30 p.m. on regular weekdays using truck #646-184.

## **EQUIPMENT**

FSP Contractor will provide one (1) tow truck dedicated exclusively to the Project, as follows:

- Flatbed Tow Truck (minimum 25,500 GVWR)

## **COMMUNICATION**

The operator(s) assigned to this Project are equipped with Motorola portable radios on the Sacramento Regional Radio Communications System (SRRCS) with direct two-way communication capability with CHP Dispatch at the Sacramento Communications Center. The special tow service unit will use call sign 646-801. Operators shall be in constant radio communication with CHP Dispatch while on duty.

## **MONITORING**

The construction tow unit is equipped with a smartphone using the FSPTacker software. FSPTacker allows remote monitoring of on-duty trucks (including their current location and status), access to incident assist records and notes, and the ability to perform queries and generate reports.

## **NORMAL OPERATING PROCEDURE**

The construction tow unit shall normally be staged and at-the-ready at a specific location identified by CHP Construction Zone Enhanced Enforcement Program (COZEEP) officers in consultation with CHP command, Caltrans DTM, Caltrans RE or the Caltrans PM.

The operators shall remain alert and at the ready while parked and monitoring the SRRCS radio on the FSP frequency and/or the CHP frequencies used for the project. Operators shall deploy immediately upon dispatch by CHP with the primary goal of reaching the reported incident as expeditiously as possible and within ten minutes or less. In other instances, operators may be directed to continuously roam the Project area when deemed more appropriate given the specific circumstances of the situation.

When responding to incidents, operators shall always take direction from CHP, weather present on scene or via radio. Where CHP or other law enforcement personnel are not available, and no other direction is given, Operators assess the situation and refer to the Valley Division FSP Standard Operating Procedures Handbook (SOP) to determine the most-appropriate course of action.

The construction tow unit may clear the incident as quickly as possible by towing the disabled vehicle off the freeway or attempt a quick fix or fast repair such as providing a gallon of gas or changing a flat tire if traffic is not too heavy, or something else. It is expected that, in most cases, the best course of action will be to tow disabled vehicles off the freeway to immediately remove traffic impediments to smooth the flow of traffic.



## **PROTOCOL**

In all cases, the operators shall be under the direction of CHP officers on scene, the CHP incident commander, Caltrans DTM, the Caltrans RE and/or the Caltrans PM, as applicable.

## **EMERGENCY CONTACT INFORMATION**

- CHP: Officer Steve McCumsey – (916) 995-9085 (cell)
- CHP: Officer Jeff Monson – (916) 715-2482 (cell)
- SacMetro FSP Program Manager: Jennifer Doll, STA - (916) 813-3655 (cell)
- Tow Contractor: Aldo Tostado, Sierra Hart Auto Service, Inc. - (916) 417-6098 (cell)

<hr/> Jennifer Doll SacMetro Program Manager Sacramento Transportation Authority  <hr/> Date	<hr/> Ben Hargrove Project Manager Caltrans  <hr/> Date
--	---



**AUGUST 8, 2019**

**AGENDA ITEM # 8**

**UPDATED INVESTMENT POLICY**

Action Requested: Adopt

Key Staff: Timothy Jones, Chief Financial Officer

---

**Recommendation**

Adopt the Updated Investment Policy.

**Discussion:**

California Government Code Section 53646 requires that changes made to the Investment Policy (Policy) be reviewed and approved by the Board in a public meeting. The current Policy was adopted by your Board in April 2018. Within the Policy there is reference to the State of California Local Agency Investment Fund (LAIF). The only money in LAIF was from Old Measure A held on behalf of the City of Sacramento (City). However, during FY 2019 the City spent most of the remaining funds and a decision was made to transfer the remaining money into the Sacramento County Pool Investment Fund. As such, STA has no plans to use LAIF in the future, so reference to LAIF has been removed from STA's Policy.

Historically the Policy has been brought to the Board annually, however that is not required by Statute. Therefore, STA staff will bring the Policy to your Board for review and adoption when any change to it is necessary.

*Attachment*

# **Sacramento Transportation Authority**

## **Investment Policy**

### **I. PURPOSE**

This Investment Policy (Policy) sets forth the investment guidelines for the Sacramento Transportation Authority (STA). This policy fulfills the objectives required under Government Code Section 53646(a). Investments may only be made as authorized by this Policy. If provisions of the Government Code become more restrictive than those of this policy, such provisions will prevail.

### **II. SCOPE**

It is intended that this Policy cover all investable funds under the stewardship of STA.

### **III. OBJECTIVES**

Ensure funds are prudently invested in order to earn a reasonable return while awaiting application for governmental purposes. The specific objectives of the invested funds are ranked in the following order of importance:

- A. Safety of Principal. The preservation of principal is of primary importance. Each transaction shall seek to ensure that capital losses are avoided, whether they are from securities default or erosion of market value of securities.
- B. Liquidity. The Investment Portfolio should remain sufficiently flexible to enable the STA to meet all operating and capital requirements which may be reasonably anticipated in any fund.
- C. Public Trust. In managing its Investment Portfolio, the authorized investment traders should avoid any transactions that might impair public confidence in the STA. Investments should be made with precision and care, considering the probable safety of capital as well as the probable income to be derived.
- D. Maximum Rate of Return. The Investment Portfolio should be designed to attain a market average rate of return through budgetary and economic cycles, consistent with the risk limitations, prudent investment principles and cash flow characteristics identified in this policy.

#### **IV. RESPONSIBILITIES**

The STA Governing Board is responsible for approving the Policy and ensuring investments are made in compliance with it. Any changes to this Policy shall be reviewed by the Governing Board at a public meeting pursuant to California Government Code Section 53646(a). The STA Treasurer (the Sacramento County Director of Finance) is responsible for making investments on behalf of STA and for compliance with this Policy pursuant to the delegation of authority to invest funds or to sell or exchange securities made in accordance with California Government Code Section 53607.

#### **V. IMPLEMENTATION**

- A. Investments. Investable funds will be deposited in the Sacramento County Pooled Investment Fund (Pool) and invested according to the policies of the Pool.

#### **VI. ADDITIONAL ALLOWABLE INVESTMENTS FOR NOTE AND BOND FUNDS ONLY**

- A. CAMP. California Asset Management Program (CAMP)'s Cash Reserve Portfolio, a common law trust established pursuant to Title I, Division 7, Chapter 5 of the California Government Code, which is limited to investments permitted under Government Code 53601.
- B. Other Investments. Other investments as permitted by bond indentures.



**AUGUST 8, 2019**

**AGENDA ITEM # 9**

**MEASURE A BUDGET-TO-ACTUAL REPORTS – Q3 FY 2019**

Action Requested: Receive and File

Key Staff: Timothy Jones, Chief Financial Officer

---

Each quarter Authority staff prepares analyses summarizing budgeted-to-actual revenue and expenditures for the Sacramento Transportation Authority's General Fund, SacMetro Freeway Service Patrol (FSP), Sacramento Abandoned Vehicle Service Authority (SAVSA) and the administration fund. The attached reports summarize financial information through the end Q3 FY 2019 – March 31, 2019.

There are several material variances in STA's General Fund:

1. Sales tax revenue is higher than expected by \$2.24 million because some revenue collected in the last quarter of fiscal year 2018 was not remitted by the California Department of Tax and Fee Administration (CDTFA) until fiscal year 2019. The CDTFA implemented a new revenue tracking system during FY 2018 that caused a delay in processing some remittances.
2. Mitigation fee revenue came in \$762,000 higher than expected because construction activity continues to outpace projections.
3. Interest revenue related to our interest rate swap program came in \$1.88 million higher than expected due to increased interest rates.
4. Ongoing allocations are \$1.74 million higher than expected because sales tax revenue is higher. The allocations are based on ratios, so they trend with the sales tax revenue.

There were no notable variances to report for the SAVSA and FSP programs nor the administration fund.

*Attachments*

**BUDGET TO ACTUAL ANALYSIS**  
**STA General Fund**  
**Quarter Ending March 31, 2019 (accrual basis)**

**Revenue:**

					Trending higher, in part, because some Q4 FY 2018 revenues were not received until Q1 and Q2 FY 2019
Sales Tax	\$129,372,000	\$97,029,000	\$99,265,175	\$2,236,175	Good
Mitigation Fees	6,000,000	3,000,000	3,762,062	762,062	Swap interest revenue trending higher than expected because of interest rate increases.
Interest	2,441,000	1,830,750	3,708,563	1,877,813	See above
<b>Total Revenue</b>	137,813,000	101,859,750	106,735,801	4,876,051	Actual beginning fund balance is from June 30, 2018 audited financial statements
Beginning Fund Balance	42,092,740	42,092,740	46,696,725	4,603,985	See above
<b>Total Revenue and Beginning Fund Balance</b>	\$179,905,740	\$143,952,490	\$153,432,526	\$9,480,036	

**Appropriations:**

Ongoing allocations to Measure A Entities	\$102,061,296	\$76,545,972	\$78,289,556	\$1,743,584	Sales tax revenue is higher than expected so allocations are too
Capital Improvement Program	47,207,000	4,497,410	4,778,011	280,601	Expected amount per June 2018 capital status reports. Spending is much lower than budgeted because construction bids are coming in higher than engineers estimates, delaying the start of construction.
<b>Total Appropriations</b>	149,268,296	81,043,382	83,067,567	2,024,185	see above
<b>Other Financing Sources (Uses):</b>					
Transfers out (to the Debt Service Fund)	(22,300,000)	(16,725,000)	(17,441,685)	(716,685)	Good
<b>Total Financing Sources (Uses)</b>	(22,300,000)	(16,725,000)	(17,441,685)	(716,685)	see above
Ending Fund Balance	\$8,337,444	\$46,184,108	\$52,923,274	-	Cash balance \$48,319,334

**BUDGET TO ACTUAL ANALYSIS**  
**Sacramento Abandoned Vehicle Service Authority (SAVSA)**  
**Quarter Ending March 31, 2019 (accrual basis)**

**Revenue:**

Vehicle License Fees

Interest

**Total Revenue**

Beginning Fund Balance

**Total Revenue and Beginning Fund Balance**

**Appropriations:**

Contributions to SAVSA Entities

Salaries and Overhead

**Total Appropriations**

Ending Fund Balance

FY 19 Budget	Expected Amount	Actual Amount	Expected/Actual Variance	Comments
\$1,258,677	\$629,339	\$630,261	\$922	Good
400	300	1,577	1,277	Rising interest rates and increased fund balance provided more interest revenue than projected
1,259,077	629,639	631,838	\$2,199	See above
-	-	160,919		Actual beginning fund balance is from June 30, 2018 audited financial statements
\$1,259,077	\$629,639	\$792,757	-	
\$1,231,473	\$615,737	\$624,845	\$9,108	Good
27,604	20,703	5,416	(15,287)	Most overhead will be charged in Q4
1,259,077	636,440	630,261	(6,179)	See above
-	(\$6,801)	\$162,496	-	Cash balance \$205,774

**BUDGET TO ACTUAL ANALYSIS**  
**SacMetro Freeway Service Patrol (FSP)**  
**Quarter Ending March 31, 2019 (accrual basis)**

	FY 19 Budget	Expected Amount	Actual Amount	Expected/Actual Variance	Comments
<b>Revenue:</b>					
State Allocation	\$1,199,457	-	-	-	State allocation is expected beginning in Q4
SB 1	790,542	\$215,633	\$215,633	(\$0)	Good
CVR-SAFE*	497,500	497,500	748,000	250,500	STA budgeted with offsetting SB1 funding, SACOG did not
<b>Total Revenue</b>	2,487,499	713,133	963,633	250,500	See above
Beginning Fund Balance	638,581	638,581	331,181	(307,400)	Actual beginning fund balance - June 30, 2018 audited financial statements
<b>Total Revenue and Beginning Fund Balance</b>	\$3,126,080	\$1,351,714	\$1,294,814	(\$56,900)	See above
<b>Appropriations:</b>					
Salaries and Benefits	\$139,346	\$104,510	\$99,006	(\$5,503)	Good
Overhead	58,593	43,945	9,306	(34,639)	Most overhead will be billed in Q4
Conferences and Travel	1,100	825	952	127	Good
Communications	49,970	37,478	28,719	(8,759)	Good
Professional Services	-	-	-	-	Expenditures expected beginning in Q4
Other Operating Expenditures	3,750	2,813	2,164	(648)	Good
Contractors	2,020,265	1,515,199	1,136,278	(378,921)	FSP vendor lost portion of contract, reducing costs in Q2 and Q3
<b>Total Appropriations</b>	2,273,024	1,704,768	1,276,425	(428,343)	See above
Ending Fund Balance	\$853,056	(\$353,054)	\$18,389	-	Cash balance \$449,907

\* Capitol Valley Regional Service Authority for Freeways and Expressways



**BUDGET TO ACTUAL ANALYSIS**  
**STA Administration**  
**Quarter Ending March 31, 2019 (accrual basis)**

**Revenue:**

Sales Tax

Other

**Total Revenue**

Beginning Fund Balance

**Total Revenue and Beginning Fund Balance**

**Appropriations:**

Salaries and Benefits

CalPERS Unfunded Liability

Rent

Conferences and Travel

Insurance

Professional Services

ITOC

Other Operating Expenditures

**Total Appropriations**

Ending Fund Balance

FY 19 Budget	Expected Amount	Actual Amount	Expected/Actual Variance	Comments
\$952,699	\$714,524	\$730,963	\$16,438	Good
1,500	1,125	45	(1,080)	The cash balance and interest rates are lower than expected
954,199	715,649	731,008	15,359	See above
465,766	465,766	664,031	198,265	Actual beginning fund balance is from audited financial statements
\$1,419,965	\$1,181,415	\$1,395,039	\$213,624	See above
\$400,736	\$300,552	293,737	(\$6,815)	Good
52,010	52,010	70,306	18,296	Actual amount will be less when a portion of the cost is allocated to FSP and SAVSA in Q4
24,467	18,350	23,200	4,850	Actual amount will be less when a portion of the cost is allocated to FSP and SAVSA in Q4
6,000	6,000	6,116	116	Good
14,547	10,910	5,751	(5,160)	Good
354,400	265,800	120,373	(145,427)	Outreach consultant has not billed as much as planned through Q3
113,000	45,588	45,588	-	The performance audit will begin in FY 2020, deferring \$70,000 in planned expenditures
16,000	12,000	10,445	(1,555)	Good
\$981,160	\$711,211	\$575,517	(\$135,694)	see above
\$438,805	\$470,205	\$819,522	-	Cash balance \$683,064



**AUGUST 8, 2019**

**AGENDA ITEM # 10**

**STA PAY RATE SCHEDULE**

Action Requested: Approve

Key Staff: Norman Hom, Executive Director

---

**Recommendation**

Approve an official Pay Rate Schedule for STA for FY 2019/20.

**Background Information**

California Code of Regulations Section 570.5 states:

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

Although salaries of STA employees are indexed to comparable classifications at the County of Sacramento and published by the County, STA must also formally adopt the pay rate schedule in accordance with the above regulations. This requirement was recently affirmed by the California Public Employees’ Retirement System (CalPERS) and advisory letters were sent to all public agencies.

**Discussion**

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

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

New comparable classification pay rates were posted by the County of Sacramento on July 5 which, in turn, affects STA employees as shown in the following Official Pay Rate Schedule.

**Sacramento Transportation Authority  
Official Pay Rate Schedule  
Fiscal Year 2019/20**

<b>Position</b>	<b>Equivalent County Class</b>	<b>Minimum Pay (Monthly)</b>	<b>Maximum Pay (Monthly)</b>
<b>Executive Director</b>	28904	14,494.20	15,980.16
<b>Chief Financial Officer</b>	28901	10,718.40	11,816.34
<b>Special Programs Manager</b>	27605	8,847.90	9,754.44



**AUGUST 8, 2019**

**AGENDA ITEM # 11**

**COSUMNES RIVER PERMANENT OPEN SPACE PRESERVE FUND GUIDELINES**

Action Requested: Approve

Key Staff: Norman Hom, Executive Director

---

**Recommendation**

Approve Cosumnes River Permanent Open Space Preserve Fund Guidelines and establish the Fund with the first installment of \$5 million.

**Background Information**

An important congestion-relief project in the 2004 Measure A Transportation Expenditure Plan is the construction of the Capital SouthEast Connector Expressway (Connector Expressway) in the southeast County connecting Elk Grove, Rancho Cordova and Folsom. The Measure A Ordinance mandates \$15 million in Measure A revenues collected via the Sacramento County Transportation Mitigation Fee Program (SCTMFP) be utilized for the Cosumnes River Open Space Preserve (Preserve) to offset potential environmental impacts caused by the construction of the Connector Expressway.

The recently-enacted South Sacramento Habitat Conservation Plan (SSHCP) provides development and infrastructure projects within the SSHCP area—which encompasses the Connector Expressway—with a streamlined and predictable federal and state permitting process while using the fees collected to protect habitat, open space, and agricultural lands in south Sacramento County, including the Preserve. The SSHCP is administered by the South Sacramento Conservation Agency (SSCA) which is a joint powers authority between Sacramento County and the cities of Rancho Cordova and Galt. Plan permittees include the Sacramento County Water Agency, the Sacramento Regional County Sanitation District, and the Capital SouthEast Connector Joint Powers Authority (Connector JPA).

**Discussion**

The attached Guidelines name the Connector JPA as the eligible recipient of the Fund and specifies the permitted uses of the Fund consistent with the Measure A Ordinance along with instructions for how the Fund will be funded and administered. Today's action provides for the STA's first installment of \$5 million to establish the Preserve Fund. Agenda Item 12 is an allocation and expenditure contract between STA and the Connector JPA for this funding.

*Attachment*

# **COSUMNES RIVER PERMANENT OPEN SPACE PRESERVE FUND**

## **GUIDELINES**

### **INTRODUCTION**

Measure A—the Sacramento Transportation Authority’s voter-approved one-half percent sales tax collected in Sacramento County for 30 years to fund transportation improvements—provides funding for the Cosumnes River Permanent Open Space Preserve as a means to mitigate potential environmental impacts from the construction of the Capital SouthEast Connector project being undertaken in the southeastern part of the County. Voter-approved language in the Measure A Transportation Expenditure Plan 2009-2039 states:

*Funding shall be available for planning, development and acquisition of the Cosumnes River Permanent Open Space Preserve for the I-5/US 50/SR 99 corridor and/or any other environmental mitigation needed to offset project impacts from such project consistent with the adjacent local jurisdictions’ land use planning documents and processes.*

*The Preserve shall be eligible for funding in the amount of at least \$5 million in each of the following categories: Local Arterial Program, as part of the funding dedicated for the I-5/US 50/SR 99 corridor; the Smart Growth Incentive Program; and the Transportation Environmental Mitigation Program. Facilities located in the Preserve can also qualify for funds available in the Safety, Streetscaping, Pedestrian and Bicycle Facilities Program at the discretion of each local jurisdiction receiving such funding.*

*The Preserve shall be administered by an appropriate private, not-for-profit land preservation organization or other organization created specifically for the purpose of administering Measure open space funds as selected by the Authority Board.*

\*The I-5/US 50 SR 99 corridor project has since been named the Capital SouthEast Connector

The adopted guidelines contained herein set forth the guiding principles and parameters of the Cosumnes River Permanent Open Space Preserve Fund (Fund) as established by the Sacramento Transportation Authority (STA) Governing Board (Board).

### **OVERVIEW OF CONNECTOR PROJECT**

The Capital SouthEast Connector (Connector Expressway) is a modern, four-lane expressway that will connect Interstate 5 to U.S. Highway 50 and the Cities of Elk Grove, Rancho Cordova and Folsom. The project’s first phase includes construction of four continuous lanes from Interstate 5 and Highway 99 in Elk Grove to the new Silva Valley interchange at Highway 50 in El Dorado Hills, expanded at-grade intersections at all major access points, and a continuous path for pedestrians and bicyclists.

The Connector Expressway will significantly reduce the commute times sitting in traffic, thus saving millions of dollars annually in travel time costs and lost productivity. Congested roadway travel will be reduced by more than 38 million miles per year.

The Connector Expressway will safely connect the region's communities to jobs, housing and a thriving marketplace. The project is expected to make it easier for job centers to attract new employers, employees, and businesses of all kinds, generating more than \$1 billion in new economic output.

The Connector Expressway will improve safety by converting two-lane rural roads into a modern four-lane expressway. Following completion, the Connector Expressway is projected to reduce the crash rate by nearly 40 percent. The Connector Expressway will also improve emergency response times for South Sacramento County and will provide an alternate route during critical emergencies.

The Connector Expressway project was included in the expenditure plan for the Measure A one-half percent sales tax program approved by voters in 2004. It is administered by the Elk Grove–Rancho Cordova–El Dorado Connector Authority (commonly referred to as the “Capital SouthEast Connector Authority” or “Connector Authority”), a joint powers authority formed in 2006 consisting of the member jurisdictions of the Cities of Elk Grove, Rancho Cordova, and Folsom, and the Counties of El Dorado and Sacramento.

Measure A provides for mitigation of environmental impacts created by the construction of the Connector Expressway by dedicating \$15 million in funding for the Cosumnes River Permanent Open Space Preserve.

## **OVERVIEW OF PRESERVE**

The Cosumnes River Permanent Open Space Preserve (Preserve) is a natural preserve centered along the Cosumnes River, its floodplains and riparian habitat in southern unincorporated Sacramento County. The Preserve contains over 50,000 acres of wildlife habitat and agricultural lands and is home to more than 250 bird species, more than 40 fish species, and over 400 plant species.

The Preserve provides numerous social, economic, and recreational benefits to local communities and to people residing in the larger Sacramento and San Joaquin regions. The Preserve offers over 11 miles of pristine hiking trails that provide opportunities for people of all ages to appreciate its flora and fauna and to experience being part of a natural landscape.

The Preserve is managed by seven land-owning partners. The Preserve Partners include: The Nature Conservancy, Bureau of Land Management, California Department of Fish & Wildlife, Sacramento County Regional Parks, Department of Water Resources, Ducks Unlimited, South Sacramento Conservation Agency, and the California State Lands Commission.

## **SOUTH SACRAMENTO HABITAT CONSERVATION PLAN**

The Preserve is located within the South Sacramento Habitat Conservation Plan (SSHCP) area. The SSHCP is a new regional effort to create a preserve system that will protect habitat, open space, and agricultural lands in south Sacramento County, including the Cosumnes River watershed, while providing development and infrastructure projects with a streamlined and predictable federal and state permitting process.

Property owners and developers in the SSHCP plan area will either pay fees to mitigate species and habitat impacts consistent with the conservation strategy or dedicate land to the preserve system. Under the SSHCP, 36,282 acres would become part of an interconnected preserve system, including approximately 1,000 acres of vernal pool habitat. The SSHCP will help protect 28 plant and wildlife species.

The SSHCP is led by a multi-jurisdiction collaborative that includes Sacramento County; the cities of Rancho Cordova and Galt; the Sacramento County Water Agency; the Sacramento Regional County Sanitation District; and the Capital SouthEast Connector Joint Powers Authority. It is administered by the South Sacramento Conservation Agency (SSCA).

## **FEDERAL REQUIREMENTS MET**

The Connector Expressway project is subject to Federal and State Endangered Species Acts. The SSHCP plan includes the Connector project as a covered activity. Therefore, the project may now receive ESA approvals through the SSHCP instead of the U.S. Fish and Wildlife Service and California Department of Fish and Wildlife. The SSHCP as part of this process will:

- Analyze biological resources and identify conservation strategies for covered species
- Forecast the extent and location of urban and suburban growth
- Reconcile potential future growth with conservation strategies

The SSHCP and a related Aquatic Resources Program (ARP) will also establish an abbreviated process for U.S. Army Corps of Engineers permitting under Section 404 of the Federal Clean Water Act. The integration of endangered species and Section 404 permitting into one streamlined local permitting process will be the first of its kind under existing federal regulations. This proactive, coordinated approach to planning, permitting and conservation reduces costs and uncertainty.

## **FUNDING**

- A. The Cosumnes River Permanent Open Space Preserve Fund (Fund) is established as of August 8, 2019 by action of the STA Board pursuant to provisions of the Transportation Expenditure Plan of the Measure A Ordinance.
- B. Allocations from the Fund are from revenues generated by the Sacramento County Transportation Mitigation Fee Program (SCTMFP) imposed and collected by local jurisdictions and remitted to STA and affirmed by the Board.

## **FUNDING (Continued)**

- C. The Fund shall be funded for a minimum total of \$15 million during the 30-year term of Measure A
- D. The fund is initially established with \$5 million of the SCTMFP's allocation to Measure A's Local Arterial Program for the Capital SouthEast Connector.
- E. Future installments totaling \$5 million from the SCTMFP's Smart Growth Incentives Program and \$5 million from the SCTMFP's Transportation Environmental Mitigation Program shall be made as funding becomes available and as there is demonstrated demand for such funding but shall in no case be fully funded later than March 31, 2039.

## **GOALS**

The Fund shall be used toward the following goals:

- Fulfill Measure A's commitment to the Preserve as stated in the Measure A Sacramento County Transportation Expenditure Plan, 2009–2039
- Provide environmental mitigation for the construction of the Capital SouthEast Connector projects in unincorporated Sacramento County and the Cities of Elk Grove, Folsom, and Rancho Cordova
- Aid in the realization and construction of the Connector Expressway, an important Measure A project, by streamlining the permitting and approvals process through the SSHCP
- Aid implementation of a regional open space conservation strategy by supporting the SSHCP

## **PERMITTED USES**

- Planning and development activities directly related to the Preserve
- Acquisition of land and/or conservation easements on land to protect existing habitat in the Preserve
- Purchase of land and development of specific types of endangered species habitat on it as compensatory mitigation associated with construction of the Connector Expressway
- Purchase of mitigation credits which satisfy habitat preservation requirements associated with construction of the Connector Expressway
- Purchase of establishment and reestablishment credits which satisfy compensatory mitigation requirements associated with construction of the Connector Expressway
- Purchase of development rights (i.e., establishment of development restrictions/prohibitions) within the Preserve
- Payment of mitigation fees to the SSCA to fund the implementation of the SSHCP to effect any of the above permitted uses



## **ALLOCATIONS**

Funding requests by the Connector JPA shall be determined by the STA Board, at a public meeting, at their discretion for the best use of available funds consistent with these Guidelines.

At the latest, allocations from the Fund shall be fully programmed by June 30, 2039 and all funds shall be expended by June 30, 2042.

The Connector JPA, upon receipt of allocations from the Fund, shall enter into allocation and funding contracts with the Authority governing the timely expenditure of funds and detailing accounting and reporting requirements. Said allocation and funding contracts shall reflect that Preserve Fund allocations are only for the Permitted Uses set forth in these Guidelines.

## **ADMINISTRATION**

STA shall contract with the Connector JPA for allocation of funds from the Fund as needed and as available. Connector JPA may invoice STA for funds per the contract on a full-funding (advance) or reimbursement basis.

Connector JPA shall be responsible for maintaining all relevant documentation and bookkeeping records.

## **AUTHORITY**

The STA Governing Board shall have the authority to allocate funding for, distribute funding from, and make decisions related to management and administration of the Fund.

The STA Executive Director, or his/her designee, shall serve as the designated Fund Manager responsible for implementation of the Fund.

The Measure A Independent Taxpayer Oversight Committee (ITOC) may provide oversight and audit the Fund for performance and compliance, and make recommendations to the Fund Manager and/or the Board.

## **EFFECTIVE DATE**

The Fund is established by STA Board action August 8, 2019 and shall be in effect until a minimum of \$15 million from the SCTMFP has been allocated to the Preserve and all funds in the Fund have been expended and accounted for, but no later than June 30, 2042.



**AUGUST 8, 2019**

**AGENDA ITEM # 12**

**ALLOCATION AND EXPENDITURE CONTRACT WITH CAPITAL SOUTHEAST CONNECTOR  
AUTHORITY FOR ENVIRONMENTAL MITIGATION FUNDING OF THE COSUMNES RIVER  
PERMANENT OPEN SPACE PRESERVE**

Action Requested: Approve

Key Staff: Norman Hom, Executive Director

---

**Recommendation**

Approve Contract STA-19-AE-001 with Capital SouthEast Connector Joint Powers Authority for \$5 million in funding for the Cosumnes River Permanent Open Space Preserve.

**Background Information**

An important congestion-relief project in the 2004 Measure A Transportation Expenditure Plan is the construction of the Capital SouthEast Connector Expressway (Connector Expressway) in the southeast County connecting Elk Grove, Rancho Cordova and Folsom. The Connector Expressway project is subject to Federal and State Endangered Species Acts. Before construction of the Connector Expressway can begin, various approvals and permits are needed.

Since the Connector Expressway is a covered activity in the South Sacramento Habitat Conservation Plan (SSHCP), the project may proceed through the purchase of SSHCP mitigation credits. The STA has created the Cosumnes River Permanent Open Space Conservation Fund specifically for the purposes of offsetting potential environmental impacts from the construction of the Connector Expressway which may be accessed by the Connector JPA to purchase needed mitigation credits.

**Discussion**

The attached Contract provides the Connector JPA \$5 million in funding for environmental mitigation through the SSHCP. \$2.6 million will be used to purchase SSHCP mitigation credits and \$2.4 million will be used to reimburse the Connector's current allocation for purchase of the Gill Ranch in the Preserve for permanent open space.

*Attachment*

## **CONTRACT STA-19-AE-001**

### **ALLOCATION AND EXPENDITURE CONTRACT FOR ENVIRONMENTAL MITIGATION RELATED TO THE CONSTRUCTION OF THE CAPITAL SOUTHEAST CONNECTOR EXPRESSWAY**

This Contract is made as of this \_\_\_\_\_ day of \_\_\_\_\_, 2019 by and between the Sacramento Transportation Authority, a local transportation authority formed pursuant to the provisions of Public Utilities Code 180000 et seq., hereinafter referred to as “Authority”, and the Capital SouthEast Connector Authority, a joint powers authority (hereinafter referred to as “Entity”).

#### **THE PARTIES AGREE AS FOLLOWS:**

1. Purpose. The purpose of this Contract is to:
  - a. Provide for the transfer by the Authority to Entity of transportation mitigation fee revenue for the Cosumnes River Permanent Open Space Preserve as provided for by the Measure A Transportation Expenditure Plan as environmental mitigation to offset potential impacts related to the construction of the Capital SouthEast Connector Expressway (hereinafter referred to as “Connector Expressway”).
  - b. Set forth Entity’s obligations with respect to the receipt and expenditure thereof.
2. Description of the Projects. The two projects related to this Contract are:
  - a. CAPITAL SOUTHEAST CONNECTOR EXPRESSWAY. The Connector Expressway is a modern, four-lane expressway that will connect Interstate 5 to U.S. Highway 50 and the Cities of Elk Grove, Rancho Cordova and Folsom. The project’s first phase includes construction of four continuous lanes from Interstate 5 and Highway 99 in Elk Grove to the new Silva Valley interchange at Highway 50 in El Dorado Hills, expanded at-grade intersections at all major access points, and a continuous path for pedestrians and bicyclists. It is currently being implemented by the Entity.

- b. **COSUMNES RIVER PERMANENT OPEN SPACE PRESERVE.** The Cosumnes River Permanent Open Space Preserve (hereinafter referred to as "Preserve") is a natural preserve centered along the Cosumnes River, its floodplains and riparian habitat in southern unincorporated Sacramento County. The Preserve contains over 50,000 acres of wildlife habitat and agricultural lands and is home to more than 250 bird species, more than 40 fish species, and over 400 plant species.

The Preserve is located within the South Sacramento Habitat Conservation Plan (SSHCP) area. The SSHCP is a regional effort to create a preserve system that will protect habitat, open space, and agricultural lands in south Sacramento County, including the Cosumnes River watershed, while providing development and infrastructure projects with a streamlined and predictable federal and state permitting process. Using mitigation fees collected under the SSHCP, 36,282 acres would become part of an interconnected preserve system, including approximately 1,000 acres of vernal pool habitat. The SSHCP will help protect 28 plant and wildlife species.

The SSHCP is administered and implemented by the South Sacramento Conservation Agency (SSCA), a joint powers authority that includes Sacramento County and the Cities of Rancho Cordova and Galt.

3. **Definitions.** Unless the context otherwise requires, as used in this Contract, the following terms shall have the following meanings:
- a. "Act" means the Local Transportation Authority and Improvement Act set forth in the provisions of the Public Utilities Code commencing with Section 180000.
  - b. "Board" means the Governing Board of the Sacramento Transportation Authority.
  - c. "Measure A" means Sacramento Transportation Authority Ordinance No. STA 04-01.
  - d. "Expenditure Plan" means the Transportation Expenditure Plan, 2009–2039 incorporated into Ordinance.
4. **Amount of Allocation and Period of Expenditure.** The Board hereby allocates to Entity the sum of **\$5,000,000** for expenditure on the purchase of mitigation credits and mitigation fee agreements benefitting projects within and related to the Cosumnes River Preserve through the SSHCP and, further, to reimburse Entity for its purchase of the Gill Ranch property to permanently preserve in open space as part of the Cosumnes River Permanent Open Space Preserve. No additional funds will be provided under this contract.

5. Compliance. The use and expenditure of transportation mitigation fee revenue by Entity shall be in full compliance with the provisions of the Act, the Ordinance, applicable resolutions of the Board, this Contract, and all other applicable contractual and legal requirements.
6. Disbursement of Revenues.
  - a. Disbursements of revenue pursuant to this Contract shall be made on a reimbursement basis. If Entity demonstrates a need for advance payment(s), the STA Executive Director may advance up to one-hundred (100) percent of the total.
  - b. Disbursements shall become available immediately upon execution of Contract but no later than June 30, 2021.
  - c. All claims shall be approved by Entity's Project Manager prior to submission to Authority.
7. Reporting. Entity shall submit a status report to Authority sixty (60) days after each disbursement. Information in the status report shall include:
  - a. The amount of fees paid to SSCA to fund the Cosumnes River Preserve (through the SSHCP process)
  - b. The quantity of mitigation credits received under the SSHCP
  - c. The status of the section(s) of the Connector Expressway permitted via the mitigation credits
8. Audits.
  - a. Annual audits of the STA will be performed by an independent auditor and reviewed by the Independent Taxpayer Oversight Committee (ITOC). As part of that audit, Entity expenditures will also be audited.
  - b. Claims found to have inadequate supporting documentation may be denied by the STA Executive Director. Funds spent for any expenditures found to be in noncompliance with this Contract may be withheld from future payments. The Board may reallocate any funds so withheld for other Measure A projects or programs.

9. Designation of Project Manager. Entity shall designate a Project Manager who shall be the responsible representative of Entity to Authority staff relating to administration of this Contract.
10. Indemnity and Hold Harmless. Entity shall indemnify and save harmless the Sacramento Transportation Authority, its officers, employees, and agents, and each and every one of them, from and against all actions, damages, costs, liability, claims, losses, and expenses of every type and description to which any or all of them may be subjected, by reason of or resulting from, directly or indirectly, the performance of this Contract by Entity whether or not caused in part by passive negligence of a party indemnified hereunder. The foregoing shall include, but not be limited to, any attorney fees reasonably incurred by Authority.

THE PARTIES PROMISE AND AGREE TO ABIDE BY THE TERMS OF THIS CONTRACT AS SET FORTH ABOVE.

**CAPITAL SOUTHEAST CONNECTOR  
AUTHORITY**

**SACRAMENTO TRANSPORTATION  
AUTHORITY**

---

DEREK MINNEMA, Executive Director

---

NORMAN HOM, Executive Director

---

Date

---

Date



**AUGUST 8, 2019**

**AGENDA ITEM # 13**

**MEASURE A PROGRAMS FIVE-YEAR EXPENDITURE PLANS**

Action Requested: Approve

Key Staff: Norman Hom, Executive Director

---

**Recommendation**

Approve the five-year expenditure plans for the Sacramento Metropolitan Air Quality Management District, Paratransit, Inc., and the Sacramento Regional Transit District.

**Background Information**

Measure A provides for several transportation programs that are funded on an ongoing basis based on annually-updated five-year expenditure plans. The Measure A Ordinance in the Transportation Expenditure Plan 2009–2039 states:

*"[Transit Congestion Relief Program] funds will be directly subvented to Sacramento Regional Transit based on a five-year, annually updated transit capital and operating business plan recommended by Sacramento Regional Transit District, and approved by the Authority Board."*

*"[Senior and Disabled Transportation Services] funds will be directly subvented to the CTSA based on a five year, annually updated business plan recommended by the CTSA and approved by the Authority Board."*

*"The [Transportation-Related Air Quality] program will be based on a five-year program, updated annually, recommended by the SMAQMD and approved by the Authority Board."*

Sacramento Regional Transit (SacRT) receives 34.5 percent of Measure A sales tax receipts for transit operations. Paratransit, Inc. is the designated Consolidated Transportation Service Agency (CTSA) for Sacramento County and receives 4.5 percent of Measure A sales tax receipts to provide special senior and disabled transportation services. The Sacramento Metropolitan Air Quality Management District (SMAQMD) receives 1.5 percent of Measure A sales tax receipts to "exclusively fund projects and programs that facilitate the Authority's ability to meet state and federal air quality mandates for mobile sources and to environmentally mitigate for transportation capital improvements in [the] Expenditure Plan." All three programs are required to annually-update five-year plans to the STA for approval.

## **Discussion**

Staff's five year estimated allocations to the affected agencies are as follows:

*Table 1. Estimated Five-Year Measure A Allocations*

	<b>2019/20</b>	<b>2020/21</b>	<b>2021/22</b>	<b>2022/23</b>	<b>2023/24</b>
<b>SMAQMD</b>	\$ 1,941,000	\$ 1,871,000	\$ 1,841,000	\$ 1,897,000	\$ 1,954,000
<b>Paratransit</b>	\$ 5,823,000	\$ 5,614,000	\$ 5,524,000	\$ 5,691,000	\$ 5,863,000
<b>SacRT</b>	\$ 44,643,000	\$ 43,044,000	\$ 42,350,000	\$ 43,631,000	\$ 44,950,000

SMAQMD, Paratransit and SacRT submitted five-year expenditure plans based on those estimates (attached).

As in years past, SMAQMD will use their Measure A funding for air quality monitoring, planning and rule development; public education and outreach; and mobile source emissions reduction programs.


Paratransit will continue to utilize their Measure A funding for senior and disabled transportation. The majority—54 to 61 percent—will go toward required Americans with Disabilities Act (ADA) transportation followed by 33 to 37 percent for transportation services for seniors and disabled “above and beyond” that required by the ADA. The remainder is used in coordination with various social services agencies in Paratransit’s role as the Consolidated Transportation Services Agency (CTSA) for Sacramento County.

SacRT will utilize their Measure A allocations to help fund seven mobility programs: fare reductions, late night rail service, additional bus services, service in Folsom, Citrus Heights and Elk Grove, paratransit services, regular bus and rail services, and safety and security.

## ***Attachments***





**DATE:** July 24, 2019  
**TO:** Norman K. Hom, Executive Director, Sacramento Transportation Authority  
**FROM:** Jamille Moens, Administrative Services Division Manager   
**SUBJECT:** Measure A – Five-year Expenditure Plan

On May 16, 2019, you provided Sacramento Transit Authority's (STA) current projections of what our agency will receive from STA in Measure A sales tax allocations over the next five years as shown below.

2019/20	2020/21	2021/22	2022/23	2023/24
\$ 1,941,000	\$ 1,871,000	\$ 1,841,000	\$ 1,897,000	\$ 1,954,000

Per your request, here is the Sac Metro Air District five-year expenditure plan for FY19/20 - FY23/24.

TRANSPORTATION-RELATED AIR QUALITY PROGRAM	2019/20	2020/21	2021/22	2022/23	2023/24	Totals
Air Quality Monitoring / Planning Rule Development	647,000	623,667	613,667	632,333	651,333	3,168,000
Public Education and Outreach	647,000	623,667	613,667	632,333	651,333	3,168,000
Mobile Source / Land Use	647,000	623,667	613,667	632,333	651,333	3,168,000
<b>Total</b>	<b>1,941,000</b>	<b>1,871,000</b>	<b>1,841,000</b>	<b>1,897,000</b>	<b>1,954,000</b>	<b>9,504,000</b>

The District will continue to focus Measure A funds on the mission critical functions of Air Monitoring, Public Outreach, and Emission-reduction Incentive Programs. In addition, the funds will be used to:

- Promote regional transition to lowest-emitting and zero-emission technologies for vehicles, trucks, buses, equipment, etc.
- Deploy innovative future mobility demonstration and pilot projects
- Replace and modernize of ambient air quality monitoring network
- Advise on land use plans and provide CEQA review
- Facilitate public engagement and communication

The District appreciates STA's support and is excited about the transportation-related air quality programs and projects it will be able to deliver to the Sacramento region over the next five years with the continued Measure A funding.

# Paratransit, Inc. Measure A 5-Year Expenditure Plan

	FY19/20	FY20/21	FY21/22	FY22/23	FY23/24
<b>Above &amp; Beyond the ADA Senior &amp; Disabled Transportation</b>  Transportation service to ADA-certified passengers in areas and during times that Sacramento Regional Transit does not operate. Measure A will fund around 36,000 above & beyond the ADA senior & disabled trips each year. This equates to 60% of total above and beyond the ADA trips.	\$ 1,911,000	\$ 1,968,330	\$ 2,027,380	\$ 2,088,201	\$ 2,150,847
<b>Consolidated Transportation Services Agency (CTSA) Senior &amp; Disabled Transportation</b>  Transportation services for seniors and disabled that Paratransit, Inc. coordinates with various social services agencies. Measure A will fund around 108,000 CTSA trips each year. This is 7% of total CTSA trips.	\$ 344,000	\$ 354,320	\$ 364,950	\$ 375,898	\$ 387,175
<b>Americans with Disabilities (ADA)-Required Senior &amp; Disabled Transportation</b>  Measure A will fund approximately 55,000 to 67,000 ADA-required senior & disabled trips in each of the next 5 years. This equates to 16-20% of total ADA-required trips.	\$ 3,568,000	\$ 3,291,350	\$ 3,131,671	\$ 3,226,901	\$ 3,324,978
<b>Total Measure A Revenue</b>	<b>\$ 5,823,000</b>	<b>\$ 5,614,000</b>	<b>\$ 5,524,000</b>	<b>\$ 5,691,000</b>	<b>\$ 5,863,000</b>

## SacRT

### 5 Year Measure A Expenditure Plan (Corrected)

The Measure A funding will be used to fund all or a portion of the following initiatives:

Innovative Mobility Programs	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
------------------------------	---------	---------	---------	---------	---------

#### 1. Reduction in Fares for Public & Seniors

\$	2,000,000	\$	2,000,000	\$	2,000,000	\$	2,000,000	\$	2,000,000
----	-----------	----	-----------	----	-----------	----	-----------	----	-----------

During a September 2018 Board meeting, SacRT reduced fares 10% for the first time in the agency's 47 year history. Many users of SacRT's system are price sensitive and welcome the discount, especially in the face of rising parking and gas prices. SacRT would like to further reduce fares for seniors in the future. Many seniors are on a fixed income and access to affordable and reliable public transportation is vital to their wellbeing. As the region's population continues to get older, mobility options will become a critical issue. The fare reductions are expected to add close to 1 million riders annually, and take 400,000 cars off the road.

#### 2. Late Night Light Rail Service

\$	2,700,000	\$	2,781,000	\$	2,864,430	\$	2,950,363	\$	3,038,874
----	-----------	----	-----------	----	-----------	----	-----------	----	-----------

For years, the last outbound light rail train on the Gold Line from Downtown Sacramento headed to the Folsom Stations departed at 6:19pm. As a result, many of the residents along the final 7 mile stretch of SacRT's Gold Line did not find light rail as a viable option for fear of being stranded without a return trip. In 2018, SacRT implemented late night service along the final stretch of the Gold Line. The ridership is steadily increasing, not just among commuters, but also riders looking for recreational and entertainment in Rancho Cordova and Folsom. Late night service is currently averaging 500 additional rides per day along the Gold Line and growing.

#### 3. Additional Service from Bus Network Redesign

\$	4,750,000	\$	4,892,500	\$	5,039,275	\$	5,190,453	\$	5,346,167
----	-----------	----	-----------	----	-----------	----	-----------	----	-----------

For 30 years, SacRT's bus network remained relatively the same without meaningful changes to routes despite new development, change in travel patterns and regional traffic. SacRT embarked on a comprehensive redesign of the bus network, holding hundreds of public meetings and forums. The Board adopted a new network that consolidates redundant routes, improves frequency on almost all the routes and adds additional span of service and more Saturday and Sunday service which will compliment increased light rail frequency. The additional service, with an emphasis on connecting schools, is expected to add an additional 1 million riders to the system once the network is fully implemented, displacing 400,000 cars.

Continued

<b>Innovative Mobility Programs</b>	<b>FY 2020</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>
-------------------------------------	----------------	----------------	----------------	----------------	----------------

#### **4. Folsom, Citrus Heights & Elk**

**Grove and others**                      \$        **3,000,000**    \$        **3,090,000**    \$        **3,182,700**    \$        **3,278,181**    \$        **3,376,526**

SacRT has worked hard to forge better partnerships with all stakeholders. Through annexation agreements, SacRT can realize efficiencies through economies of scale, eliminate redundancy and confusing among routing and better position the region to compete for state and federal grants. Additionally, annexations will allow for one-seat ADA paratransit trips as opposed to transfers at district boundaries.

**5. Paratransit Services**                      \$        **11,400,000**    \$        **11,742,000**    \$        **12,094,260**    \$        **12,457,088**    \$        **12,830,801**

SacRT is mandated to provide ADA Paratransit service within 3/4 of a mile of fixed route operations. SacRT provides door-to-door, shared ride, ADA paratransit service for individuals who are prevented from using SacRT buses and light rail due to a disability.

#### **6. Microtransit, Regular Bus and**

**Rail Services**                                      \$        **14,383,697**    \$        **11,936,918**    \$        **10,369,706**    \$        **10,751,297**    \$        **11,143,905**

SacRT is constantly seeking better ways to deliver service to the Sacramento Community. Over the coming years SacRT will electrify its bus fleet, seek to expand light Rail to Elk Grove and the Airport and add additional bus frequency along its major routes. SacRT will also continue to expand microtransit zones throughout the region. The expected microtransit ridership is 500,000 annually and will take 200,000 cars off the road a year.

**7. Safety & Security**                                      \$        **1,659,303**    \$        **1,709,082**    \$        **1,760,354**    \$        **1,813,165**    \$        **1,867,560**

SacRT was recently awarded the Transportation Security Administration Gold Standard for Security due to the numerous actions taken by the agency to improve all aspects of security. SacRT has over 1,000 live feed cameras that are monitored 24/7 by the Security Operations Center. SacRT also maintains a mix of Police Officers, Transit Officers, Transit Ambassadors and private security, all that ride the system and provide for fare inspection and additional security measures.

<b>\$</b>	<b>44,643,000</b>	<b>\$</b>	<b>43,044,000</b>	<b>\$</b>	<b>42,350,000</b>	<b>\$</b>	<b>43,631,000</b>	<b>\$</b>	<b>44,950,000</b>
-----------	-------------------	-----------	-------------------	-----------	-------------------	-----------	-------------------	-----------	-------------------

## SacRT 5 Year Measure A Expenditure Plan

### Operating

<b>Category</b>	<b>FY 2020</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>
Labor & Fringe	\$ 28,571,520	\$ 27,548,160	\$ 27,104,000	\$ 27,923,840	\$ 28,768,000
Professional Services	\$ 8,035,740	\$ 7,747,920	\$ 7,623,000	\$ 7,853,580	\$ 8,091,000
Materials and Supplies	\$ 3,125,010	\$ 3,013,080	\$ 2,964,500	\$ 3,054,170	\$ 3,146,500
Utilites	\$ 1,785,720	\$ 1,721,760	\$ 1,694,000	\$ 1,745,240	\$ 1,798,000
Casualties and Liabilities	\$ 2,678,580	\$ 2,582,640	\$ 2,541,000	\$ 2,617,860	\$ 2,697,000
Other	\$ 446,430	\$ 430,440	\$ 423,500	\$ 436,310	\$ 449,500
<b>Subtotal</b>	<b>\$ 44,643,000</b>	<b>\$ 43,044,000</b>	<b>\$ 42,350,000</b>	<b>\$ 43,631,000</b>	<b>\$ 44,950,000</b>



**AUGUST 8, 2019**

**AGENDA ITEM # 14**

**UNMET TRANSPORTATION NEEDS PRESENTATIONS**

Action Requested: Receive Presentations

Key Staff: Norman Hom, Executive Director

---

**Background information**

Although the existing Measure A one-half cent sales tax and the Senate Bill (SB) 1 gasoline tax are great boons to local transportation, local agencies still have significant needs for which Measure A and SB 1 are not adequate nor are there any other currently available sources of funding.

As the STA Governing Board begins contemplating a potential supplemental transportation sales tax measure for the November 2020 ballot, we have invited staffs from the local agencies to present their unmet transportation funding needs. To date, the Board has received presentations from the County, each of the incorporated cities, Caltrans, and the Capital SouthEast Connector JPA.

Today, your Board will receive the last of the unmet local transportation needs presentations from:

- Sacramento Metropolitan Air Quality Management District (SMAQMD)
- Paratransit, Inc. (Sacramento County's designated Consolidated Transportation Services Agency, or CTSA)
- Sacramento Regional Transit District (RT)
- Sacramento Regional Rail Working Group

The information collected from our local agencies regarding their unmet needs will be considered during the expenditure plan development process which will begin at the next STA Governing Board meeting on September 12 and continues into the October, November, and December Board meetings.

Attached is a handout from the Sacramento Regional Rail Working Group listing their unmet transportation needs.

Also attached are letters to your Board received from the public regarding transit funding.

*Attachments*

SACOG

City of Sacramento

City of Elk Grove

City of Roseville

Sacramento  
Regional Transit

Placer County  
Transportation Planning  
Agency

Capitol Corridor Joint  
Powers Authority

San Joaquin Joint  
Powers Authority

San Joaquin Regional  
Rail Commission

San Joaquin Valley Rail  
Committee

## Unmet Transportation Funding Needs for Sacramento

### Overview of SRRWG Objectives:

1. Develop a strategy of shorter-term incremental steps that lead to a long-term vision of higher speed and higher frequency intercity rail serving the Sacramento region by:
  - a) Supporting projects that systematically upgrade intercity, commuter and regional rail service and provide better connections to High Speed Rail (HSR) Phase 1 in the near term, while laying the foundation for and accelerating investment in HSR Phase 2; and
  - b) Supporting transit connectivity improvements between intercity rail and local light rail, streetcar and bus systems, and our airports.
2. Identify short and long term objectives and funding opportunities.
3. Enhance coordination between all rail operators.
4. Coordinate advocacy and decision-making among the region's electeds and agency management, rail operators, and other business, environmental and other community organizations.

### Expansion of Regional Rail Connections in Sacramento

#### ***Valley Rail Project Improvements***

Sacramento is currently served by two intercity rail services – the Capitol Corridor and the Amtrak San Joaquins. The Capitol Corridor currently has 15 daily round trips from Sacramento to the Bay Area. However, the San Joaquins service has only 2 daily train connections to Sacramento. In 2018, the San Joaquin Joint Powers Authority (SJJPAA), which manages the Amtrak San Joaquins, and the San Joaquin Regional Rail Commission (SJRRRC), which runs the Altamont Corridor Express (ACE) commuter rail service from San Jose to Stockton, were jointly awarded a state grant of \$500.5 million, the largest rail/transit grant ever awarded to the Sacramento region, to support the buildout of the “Valley Rail” project. By building 6 new stations and running passenger rail service over the under-utilized “Sacramento subdivision” tracks that run from Stockton through Lodi, Elk Grove, Sacramento City College, Midtown, North Sacramento and Natomas, the Valley Rail Project will increase the frequency of Amtrak San Joaquins from 2 to 4 daily round trips, and add 5 daily ACE trips that serve Sacramento. SJRRRC also received an additional \$400 million in state funds to extend ACE from Stockton to Stanislaus and Merced counties.

Together, these improvements represent a major transformation of rail service for our region, providing funds to connect multiple areas of Sacramento directly to the Central Valley and future high-speed rail connections in Merced without having to travel to Downtown, as well as a new shuttle connection to Sacramento International Airport. In addition, Valley Rail funding will help convert the entire fleet to Tier 4 locomotives that will use renewable diesel fuel, providing significant greenhouse gas (GHG) and air quality benefits. Finally, the grant provides approximately \$3 million in funds directly to the City of Sacramento to build parking-protected bikeways for enhanced connectivity to the new train station in Midtown.

By providing greater connectivity between Sacramento, SacRT light rail and bus service, the Silicon Valley, the San Joaquin Valley, and Sacramento International Airport, the Valley Rail Project will reduce vehicle miles traveled (VMT) in the heavily congested I-5, I-80, US 50, 680 and SR-99 corridors, reduce GHG emissions, provide better accessibility for rail and transit travelers in Sacramento County, and offer much more frequent, convenient service.

### ***Valley Rail Funding Needs***

Amtrak San Joaquins and Capitol Corridor operational subsidies are fully state-funded. In contrast, the ACE commuter service receives local contributions from the counties it serves. Because ACE will now be serving Sacramento, there is a need for Sacramento County to begin contributing its fair share of ongoing operating costs, or about \$2-4 million annually. Stanislaus and San Joaquin counties are expected to contribute at least \$2 million annually to cover the cost of startup service to Sacramento – but those counties expect Sacramento County to also help pay for ACE operations to Sacramento.

Without a Sacramento contribution, the ACE commuter connection to Sacramento will be jeopardized. It is estimated that \$2 million annually is the minimum amount required from Sacramento County to ensure the proposed Valley Rail frequency of 5 daily ACE round trips from Sacramento to Silicon Valley (3 via Ceres/Merced, 1 via Stockton, and 1 directly to San Jose) to be fully implemented within the next 5 years. Additional annual operational funding would enable future ACE service expansion to/from Sacramento (i.e. additional trains between Sacramento and San Jose via the Altamont Corridor).

*In summary, although the entire capital cost of construction of stations, purchase of equipment, and track improvements are funded by state grants, \$2-4 million of local matching funds are required for the ongoing operating costs of the new Valley Rail service.*



### ***Capitol Corridor Project Improvements***

For the Capitol Corridor, delivering more service to/from Roseville than the current 1 round trip, increasing ridership, and decreasing VMT on the highways in the Sacramento region is a top priority. In order to expand service between Roseville and Sacramento Valley Station, Union Pacific Railroad (UPRR) is requiring construction of a third mainline track to build the capacity to preserve their critical freight business along with additional Capitol Corridor passenger service.

This project is divided into two phases:

- Phase One will permit 2 additional round trips, but it is expected to be short of full construction funding by nearly \$20 million due to the eroded purchasing power of the dedicated state funding (\$85 million) to complete Phase One.
- Phase Two includes an additional 7 round trips beyond Phase One, but does not have any funding at this time to meet its estimated \$190 million cost. Phase Two is critically linked with the Business 80 (SR 51) widening planned by Caltrans, which is an essential and transformational project for addressing Sacramento congestion. This highway widening project will provide HOV and transit priority lanes in one of the most congested highway sections in the Sacramento Region. With the expanded rail service bridging over the anticipated widened highway, the critical cost-saving opportunity is to design and construct the two projects simultaneously to avoid rail bridge or highway construction throw-a-way costs.

When fully implemented, the Sacramento to Roseville Third Track project will reduce peak and reverse-peak travel in the heavily congested corridor and result in an estimated 260,000 or more riders out of their vehicles. Reductions in VMT, congestion, criteria air quality pollutants, and GHG emissions are all calculable benefits of the project. Because the freeway and rail expansion projects benefit the entire Sacramento region, including Yolo, Sacramento and Placer counties, we anticipate that Sacramento County will need to partner with SACOG, Yolo County and Placer County to provide this local match. Up until now, the non-federal portion of Capitol Corridor operating and capital costs have been completely state-funded, except for some limited capital cost support from the Bay Area.

### ***Capitol Corridor Funding Needs***

Capitol Corridor's operating costs are entirely state-supported, however the one-time capital costs necessary to expand service to/from Roseville:

- Phase One: \$4-6 million in local match to complement existing \$85 million in state funds

- Phase Two: \$40 million in local match to complement anticipated \$150 million in future state funds

### ***Connectivity Improvements***

Both the Capitol Corridor and the San Joaquin services have opportunities to make further upgrades to the Sacramento Valley Station (Phase 3) and to improve rail connections just east of the Sacramento Valley Station by the Blue Diamond plant, including a connection between Capitol Corridor, ACE, San Joaquin and future high speed rail service into Sacramento. Allocating up to \$5 million per year for capital projects in Sacramento would allow for incremental rail connection improvement for lower cost projects or provide a local match source to accumulate for these and other transformational rail projects.

### **Summary of Regional Rail Funding Needs**

In summary, although the state has always paid for the entire operating costs of the Capitol Corridor and San Joaquin service, and paid the entire capital cost of the Capital Corridor and construction of new stations, purchase of equipment, and track improvements for the Valley Rail Project, and hopefully will continue to fund the Sacramento to Roseville Third Track Project, operation of new commuter rail service to Sacramento and other major improvements to Sacramento Valley Station and other multi-modal connections will require a local match.

With population growth and a desirable increase in economic activity, there is no question that our roads will become increasingly congested. Investing in local and regional rail that connects strategically to the Sacramento RT network is a critical strategy for future transportation planning.

<b>Project</b>	<b>Estimated Cost (30 years)</b>
Operations cost for new ACE service in Sacramento at minimal frequency of 5 daily ACE round trips from Sacramento to Silicon Valley (3 via Ceres/Merced, 1 via Stockton, and 1 directly to San Jose)	\$98 million <i>(\$2 million/year with inflation)</i>
Operations cost for new ACE service in Sacramento with increased frequency of trains between Sacramento and San Jose	\$197 million <i>(\$4 million/year with inflation)</i>
Potential local match for Capitol Corridor Phase 1 (by 2024)	\$4-6 million
Potential local match for Capitol Corridor Phase 2	\$40 million
Funding for improved connectivity – source for competitive grants to be accessed by regional rail services	\$100 million

# Valley Rail

Providing Central Valley communities with sustainable and reliable transportation choices to expand opportunity



SAN JOAQUIN  
REGIONAL  
RAIL COMMISSION



## Project Highlights



**16 New Stations**



**7 New Daily Round Trips**



**Serves over 30% of the disadvantaged communities in California**



**GHG Reduction of 5.6 Million Metric Tons of CO<sub>2</sub> by 2027**



**Improve Public Health and Reduce Fatalities/Injuries**



**New trainsets for ACE and San Joaquins**

## TIRCP request improving Central Valley mobility

The San Joaquin Regional Rail Commission (SJRRRC) and San Joaquin Joint Powers Authority (SJJPA) has submitted a joint application to the California State Transportation Agency (CalSTA) for SB 1 and Cap & Trade funding from the 2018 Transit and Intercity Rail Capital Program (TIRCP) for the "Valley Rail" project.



## Why is Valley Rail important to California?

Valley Rail improves geographic equity by connecting key locations in the Central Valley including Sacramento, San Joaquin, Stanislaus, Merced, Madera, and Fresno Counties to each other and beyond to the Bay Area and the greater California rail network via three future high-speed rail (HSR) connections in Madera, Merced, and San Jose. This transformative, megaregional project helps further the State's vision for an integrated rail network and provides direct mobility and air quality benefits to citizens in nine counties, including over 30% of the disadvantaged communities in California.

## What is Valley Rail?

Valley Rail is an extension of Altamont Corridor Express® (ACE) between Sacramento and Merced which builds upon ACE funding from Senate Bill (SB) 132 and implements two new daily round-trips for the Amtrak San Joaquins service to better connect San Joaquin Valley travelers with the Sacramento Area. In addition, Valley Rail will convert the entire fleet including the thruway bus network to renewable diesel fuel, providing greenhouse gas (GHG) benefits across the entire existing (449 track miles) and proposed expanded (119 track miles) ACE and San Joaquins services.

## ACE Expansion Project



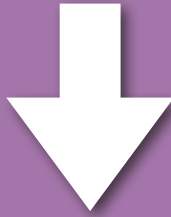
# What are the benefits of Valley Rail?



SAN JOAQUIN  
REGIONAL  
RAIL COMMISSION



## Reduce GHG



- GHG Emission Reductions of 5.2 MMT of CO<sub>2</sub> by 2025
- Additional 1.9 MMT of CO<sub>2</sub> saved by converting to renewable diesel fuel

## Increase Connectivity



- Planned ACE and San Joaquins services as part of a regional system, instead of as individual and separate transit offerings
- Introduces increased frequency, broader market reach, regular-interval service, and new connectivity, all of which set the stage for a more fully integrated network

## Reduce VMT and Expand Ridership



- ACE ridership expands to 3.1 million annual riders in 2025
- San Joaquins ridership expands to 1.8 million annual riders in 2025
- Reduction of 88.4 million vehicle miles traveled by 2025

## Improve Public Health



- Converting to Tier 4 locomotives will achieve particulate matter reductions of 90%, nitrogen oxide reductions of 80% as well as sizable reductions of VOCs (volatile organic compounds) and CO (carbon monoxide).

## Benefits to Disadvantaged and/or Low Income Communities



- The project directly serves over 30% of California's Disadvantaged Communities and 15% of low-income Communities.

## Improve Safety



- Approximately 4.8 billion auto VMT, 61 fatalities, and 817 injuries are estimated to be avoided over 30 years once the service is operational.

## What is the timeline for Valley Rail?

Valley Rail is ready to advance. If the SJRRP/SJJPA joint TIRCP application is successful in receiving SB1 funding, construction is anticipated to start in 2019. The environmental process is underway and draft documents for public review will be available for the ACE Extension to Sacramento in Summer 2018 and for the ACE Extension to Ceres in Fall 2018.

TIRCP grant awards announced (April 2018)



San Joaquins and ACE Extension to Sacramento (including stations) completed 2021

ACE Extension to Ceres completed

ACE Extension to Merced completed



## Contact:

[www.acerail.com](http://www.acerail.com)  
[www.sjjpa.com](http://www.sjjpa.com)

Dan Leavitt  
Manager of Regional Initiatives  
[dan@acerail.com](mailto:dan@acerail.com)  
[dan@sjjpa.com](mailto:dan@sjjpa.com)  
209-944-6266





July 26, 2019

Sacramento Transportation Authority  
801 12th Street, 5th Floor  
Sacramento, California 95814

Re: Support for modernization and expansion of Sacramento Regional Transit system

On behalf of Sacramento Metro Advocates for Rail and Transit (SMART), a new broad-based coalition of business, labor, and community leaders, we urge the Sacramento Transportation Authority (STA) Board to consider directing a larger share of funds from future county transportation sales taxes to provide Sacramento Regional Transit (SacRT) the resources it needs to modernize and expand our county's mass transit system. We believe that a high-quality, cost-effective transit system would produce important benefits for Sacramento County and our region, such as:

- Easing traffic congestion
- Creating jobs
- Spurring greater economic investment in existing communities
- Ensuring the efficient use of public funds and infrastructure investments
- Improving public health
- Reducing greenhouse gas and criteria air pollutant emissions
- Reducing vehicle miles traveled
- Giving households more affordable transportation choices
- Ensuring public accountability for SacRT's expenditures

Many parts of Sacramento County are urbanizing and residents and businesses expect higher quality, safer, more convenient and affordable transportation choices. Public mass transit is well-suited to meet these demands and do so cost effectively. To do so, our existing transit system must be modernized as quickly as possible.

The benefits of high-quality mass transit are clear and we believe that SacRT can deliver on this goal with a number of projects and programs that have already been vetted by a wide array of transit stakeholders in our county and cities. We hope that the STA Board will support the investment needed to bring this goal to fruition.



Thank you for your consideration and support. To reach SMART, please contact Glenda Marsh at 916-476-9538, or by email: marshmellow8562@yahoo.com.

Yours truly,

Steve Cohn, Chair of Sacramento Regional Rail Working Group

Roger Dickinson, former Sacramento County Supervisor, SacRT Board Member

Kevin Ferreira, Sacramento Sierra's Building and Construction Trades Council

Gregg Fishman, SMUD Board of Directors, Ward 3

JoAnn Fuller, SMART Co-founder

Kat Gray, 350 Sacramento Transportation Team Member; Folsom resident

Rob Kerth, SMUD Board of Directors, Ward 5

Sotiris Kolokotronis, SKK Developments

Glenda Marsh, SMART Co-founder

Jaclyn Moreno, Cosumnes Community Service District Board Member

Anthony Palmere, Retired (UC Davis Unitrans)

Heidi Sanborn, SMUD Board of Directors, Ward 7

Susan Solarz, 350 Sacramento Member

Ray Tretheway, Sacramento Tree Foundation

Mackenzie Wieser, Commissioner-Mayors' Commission on Climate Change; Chair-City of Elk Grove Planning Commission

July 29, 2019

Sacramento Transportation Authority  
801 12<sup>th</sup> Street, 5<sup>th</sup> Floor  
Sacramento, California 95814

Re: Support for modernization and expansion of Sacramento Regional Transit system

The North Sacramento Community Development Corporation is a grassroots community organizations devoted to improving the quality of life for all residents of North Sacramento. We are strongly in support of the Sacramento Metro Advocates for Rail and Transit and their efforts, as communicated in their July 26 letter, urging the STA board to consider directing a larger share of future transportation sales taxes to expand and modernize our mass transit system.

Thank you for your consideration and support.

Sincerely,

Rick Eaton, President  
North Sacramento Community Development Corporation



July 29<sup>th</sup> 2019

Sacramento Transportation Authority  
STA Governing Board  
801 12th Street, 5th Floor  
Sacramento, California 95814

Dear Members of the Board,

I am writing to encourage the Sacramento Transportation Authority Board to direct a larger share of funds from future county transportation sales taxes to Sacramento Regional Transit services. As a rider, I know that Regional Transit needs to purchase new light rail vehicles to provide on time and reliable service to its users. As a citizen, I want the region to gain more public transportation riders to reduce pollution and greenhouse gas emissions.

Please consider directing more funds to Regional Transit. I am impressed with the professionalism and courtesy of the drivers and am thrilled to see active security and feel safe riding. I want everyone in the region to have access to excellent, safe public transportation options.

Thank you,



Kristin Dockter  
Sacramento, 95833

