



AGENDA

Sacramento Transportation Authority Sacramento Abandoned Vehicle Service Authority (SAVSA)

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

THURSDAY

AUGUST 9, 2018

1:30 PM

Members: Curt Campion, Larry Carr, Albert Fox, Sue Frost, Garrett Gatewood, Eric Guerra, Steve Hansen, Jeff Harris (Chair), Kerri Howell, Patrick Hume, Patrick Kennedy, Don Nottoli, Susan Peters (Vice Chair), Jay Schenirer, Phil Serna, Darren Suen

Alternates: Nick Avdis, Mark Crews, Jeff Slowey, Steve Detrick, Andy Morin, 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 live at www.sacmetro cable.tv and will replay on Metro Cable 14 this Sunday at 2:00 p.m.

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 (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: June 14, 2018 STA Governing Board Meeting ◀
4. New Memorandum of Understanding (MOU) Template for Ongoing Measure A Programs ◀
5. Extension of Measure A Capital Allocation & Expenditure Contract with Caltrans ◀

Norman Hom

Timothy Jones

Norman Hom

Continued on back side →

AGENDA

Sacramento Transportation Authority Sacramento Abandoned Vehicle Service Authority

August 9, 2018

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CONSENT ITEMS (Continued)

6. Status Report: Sacramento County Abandoned Vehicle Abatement Program 3rd Quarter, Fiscal Year 2017/18 *Jennifer Doll*
7. Status Report: SacMetro Freeway Service Patrol Program 4th Quarter, Fiscal Year 2017/18 *Jennifer Doll*

SEPARATE ITEMS

8. Committee Memberships: STA Public Education & Outreach Committee *Jeff Harris, Chair*
Independent Taxpayer Oversight Committee
9. Senate Bill (SB) 1 — Local Partnership Program (LPP) Formula Shares Distribution, Cycle 2 ◀ *Norman Hom*
10. Senate Bill (SB) 1 and Proposition 6 *Ronald Berdugo, League of California Cities*
11. Community Perspectives on Local Transportation Needs & Funding *Norman Hom*
 - Valley Vision *Evan Schmidt, Director of Strategy & Evaluation*
 - Environmental Council of Sacramento *Ralph Proper, President*
 - Transportation California *Roger Dickinson, Executive Director*
12. Comments of Authority Members *All*

◀ Denotes items that require Board action

Staff reports and associated materials are available online at www.sacta.org. For assistance with agenda packets, please contact our office at (916) 323-0080 or 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.



AUGUST 9, 2018

AGENDA ITEM # 2

EXECUTIVE DIRECTOR'S REPORT

Action Requested: Receive and File

Key Staff: Norman Hom, Executive Director

Measure A

New Memorandums of Understanding (MOU) templates for Measure A ongoing programs are on today's Consent Calendar as agenda item 4. Previously, new MOUs with each of the Measure A recipient agencies were presented to the Board every August as discussion items prior to Board approval. As the MOUs do not change year-to-year, we have changed them to multi-year agreements so the Board can devote more of its time on important, non-ministerial matters.

Public Education & Community Outreach

The closing date for the Request for Proposals (RFP) for public education and community outreach was August 1. A total of five proposals were received. A subcommittee of the Board will review the proposals, interview the finalists, and make a full report and recommendation to the entire Board for a preferred consultant at the September 13 regular meeting.

Neighborhood Shuttle Program

There has been much activity in the Measure A Neighborhood Shuttle Program, both in the SmART Ride shuttles operated by Sacramento Regional Transit and the Moving Youth to Jobs project coordinated by Paratransit. A comprehensive program update will be presented to the Board at the September 13 regular meeting.

SacMetro Freeway Service Patrol (FSP)

In 2015, SacMetro Freeway Service Patrol (FSP) had to eliminate two beats due to insufficient funding. Senate Bill (SB) 1 provides an additional \$25 million per year to FSP programs statewide for expanding and/or reinstituting service. However, since Proposition 6 has now qualified for the November 2018 ballot and the possibility of an SB 1 repeal looming, most FSP programs—including SacMetro FSP—have adopted a wait-and-see approach before issuing any new contracts. If Proposition 6 is defeated, staff expects to return to the Board at the December meeting with a Request for Bids to reinstate the two FSP beats on Interstate 5.

Sacramento Abandoned Vehicle Service Authority (SAVSA)

Staff is exploring potential solutions for additional abandoned vehicle abatement funding. The County of Sacramento and the Cities of Sacramento, Elk Grove, Rancho Cordova, and Citrus Heights regularly expend two to three times abating abandoned vehicles in their jurisdictions than what they receive from SAVSA. Further, abandoned RVs (recreational vehicles) have grown into a significant problem; they are exorbitantly costly to abate and their numbers continue to rise. We are gathering data from the 25 other Abandoned Vehicle Abatement (AVA) programs in California regarding the scope of their abandoned vehicle problems and the adequacy of their current funding and will reach out to legislative contacts to discuss options. We will share this information with the Board at a future meeting along with recommendations for next steps.

Independent Taxpayer Oversight Committee (ITOC)

The Independent Taxpayer Oversight Committee (ITOC) conducted the entrance conference with Crowe for the annual independent financial and compliance audit on July 26, 2018. The audit field work begins this month.

The ITOC is also reviewing the Measure A Performance Standards (adopted in 2010) as a prelude to a full performance audit. The ITOC expects to present revised or new performance standards for the Board's consideration sometime this fall.

The next ITOC meeting will be **August 24, 2018**. ITOC meetings are held in the Sacramento County Administration Building at 700 H Street, Sacramento, California 95814 in Suite 1487 (Hearing Room 1). For specific meeting times, please check the ITOC website at www.sacitoc.org. Members of the public are encouraged to attend.

Looking Ahead

The next meeting of the STA Governing Board is **September 13, 2018**. Items tentatively planned are:

- Selection of preferred consultant for public education and community outreach effort
- Neighborhood Shuttle Program SmarT Rides update by Sacramento Regional Transit
- Neighborhood Shuttle Program Moving Youth to Jobs update by Paratransit, Inc.
- Presentations by community organizations regarding transportation priorities



AUGUST 9, 2018

AGENDA ITEM # 3

ACTION SUMMARY – JUNE 14, 2018 STA GOVERNING BOARD MEETING

Action Requested: Approve

Key Staff: Norman Hom, Executive Director

Recommendation

Approve the attached Action Summary of the June 14, 2018 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

June 14, 2018

1:30 PM

MEMBERS: CURT CAMPION, LARRY CARR, ALBERT J. FOX, SUE FROST, GARRETT GATEWOOD, ERIC GUERRA, STEVE HANSEN, JEFF HARRIS (Chair), KERRI HOWELL, PATRICK HUME, PATRICK KENNEDY, DON NOTTOLI, JAY SCHENIRER, SUSAN PETERS (Vice-Chair), PHIL SERNA, DARREN SUEN

(Directors Campion, Carr and Hansen were absent)

Alternates: Nick Avdis, Mark Crews, Bret Daniels, Andy Morin, Donald Terry, Steven Detrick

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

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PLEDGE OF ALLEGIANCE

COMMENT ITEMS

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

1:35 PM Board Action: Jeffrey Tardigian addressed the Board regarding the Folsom Project.

2. Executive Director's Report

1:36 PM Board Action: Director Hom provided an update regarding the Shuttle Program, Smart Ride, Electrify American and Senate Bill 1, Local Partnership Program. Also announced there is no July meeting and the next meeting will be August 9.

CONSENT ITEMS

1:47 PM Board Action: Kerri Howell / Patrick Hume - Approved the Consent Items, 3 through 5 as recommended.

AYES: Albert J. Fox, Sue Frost, Garrett Gatewood, Eric Guerra, Jeff Harris, Kerri Howell, Patrick Hume, Patrick Kennedy, Don Nottoli, Jay Schenirer, Susan Peters, Darren Suen, Nick Avdis,

NOES: (None)

ABSTAIN: (None)

ABSENT: Curt Campion, Larry Carr, Steve Hansen

RECUSAL: (None)

(PER POLITICAL REFORM ACT (§ 18702.5.))

3. Action Summary: May 10, 2018 STA Governing Board Meeting

1:47 PM Board Action: Approved as recommended.

4. Measure A Budget-to-Actual Report, 3rd Quarter FY 2019

1:47 PM Board Action: Received and filed.

5. Measure A Capital Allocation And Expenditure Contracts

1:47 PM Board Action: Approved as recommended.

SEPARATE ITEMS

6. Independent Taxpayer Oversight Committee (ITOC) Update

1:48 PM Board Action: Received an update from Independent Taxpayer Oversight Committee (ITOC) Chair Joan Borucki.

7. Selection of Independent Financial/Compliance Auditors

1:51 PM Board Action: Susan Peters / Kerri Howell - Approved Crowe Horwath as the financial/compliance audit providers and authorized the Executive Director to execute the contract.

AYES: Albert J. Fox, Sue Frost, Garrett Gatewood, Eric Guerra, Jeff Harris, Kerri Howell, Patrick Hume, Patrick Kennedy, Don Nottoli, Jay Schenirer, Susan Peters, Darren Suen, Nick Avdis,
NOES: (None)
ABSTAIN: (None)
ABSENT: Curt Champion, Larry Carr, Steve Hansen
RECUSAL: (None)
(PER POLITICAL REFORM ACT (§ 18702.5.))

8. Selection Bill 1- Local Partnership Program Formula Shares Distribution, Round 2

1:53 PM Board Action: Jay Schenirer / Patrick Kennedy - Approved a distribution of Senate Bill 1 - Local Partnership Program Formula Shares, Round 2 funds whereby Regional Transit receives 30 percent of funds and the remainder is apportioned to the County and cities according to a formula of 75 percent by population and 25 percent by road lane miles.

AYES: Albert J. Fox, Sue Frost, Garrett Gatewood, Eric Guerra, Jeff Harris, Kerri Howell, Patrick Hume, Patrick Kennedy, Don Nottoli, Jay Schenirer, Susan Peters, Darren Suen, Nick Avdis,
NOES: (None)
ABSTAIN: (None)
ABSENT: Curt Champion, Larry Carr, Steve Hansen
RECUSAL: (None)
(PER POLITICAL REFORM ACT (§ 18702.5.))

9. Request For Proposals: Public Outreach And Education

2:42 PM Board Action: Jay Schenirer / Patrick Hume - Approved the release of a Request For Proposals and formed a subcommittee to review proposals and guide the work of the consultants. The subcommittee includes members Jay Schenirer, Patrick Kennedy, Susan Peters and Jeff Harris.

AYES: Albert J. Fox, Sue Frost, Garrett Gatewood, Eric Guerra, Jeff Harris, Kerri Howell, Patrick Hume, Patrick Kennedy, Don Nottoli, Jay Schenirer, Susan Peters, Darren Suen, Nick Avdis,
NOES: (None)
ABSTAIN: (None)
ABSENT: Curt Champion, Larry Carr, Steve Hansen
RECUSAL: (None)
(PER POLITICAL REFORM ACT (§ 18702.5.))

10. Fiscal Year 2018/19 STA Final Budget (Public Hearing Continued From May 10, 2018, Item No. 12)

2:58 PM Board Action: Don Nottoli / Darren Suen - Adopted Resolution No. **2018-0005** adopting Fiscal Year 2018/19 STA Budget.

AYES: Albert J. Fox, Sue Frost, Garrett Gatewood, Eric Guerra, Jeff Harris, Kerri Howell, Patrick Hume, Patrick Kennedy, Don Nottoli, Susan Peters, Darren Suen,

NOES: (None)

ABSTAIN: (None)

ABSENT: Curt Champion, Larry Carr, Steve Hansen, Jay Schenirer, Nick Avdis

RECUSAL: (None)

(PER POLITICAL REFORM ACT (§ 18702.5.))

11. Comments of Authority Members

2:59 PM Board Action: Director Howell invited board members to attend the celebration of extended operating hours/ Flag Day for Regional Transit in Folsom California.

Respectfully Submitted,


Renae McClain-White, Clerk
Board of Directors



AUGUST 9, 2018

AGENDA ITEM # 4

MEMORANDUM OF UNDERSTANDING (MOU) FOR ONGOING MEASURE A PROGRAMS

Action Requested: Authorize Executive Director

Key Staff: Timothy Jones, CFAO

Recommendation

Authorize Executive Director to execute five-year MOU's with Measure A jurisdictions for ongoing programs.

Background

Historically, the Authority annually enters into a Memorandum of Understanding (MOU) with each Measure A entity receiving funding for ongoing programs. The MOUs summarize each entity's obligations, certifications, and reporting requirements and define eligible expenditures among other legal requirements. The 12 recipient entities are:

- Sacramento Air Quality Management District
- Sacramento Regional Transit District
- Paratransit, Inc.
- County of Sacramento
- City of Sacramento
- City of Citrus Heights
- City of Elk Grove
- City of Folsom
- City of Galt
- City of Isleton
- City of Rancho Cordova
- County of Sacramento, Regional Parks

Discussion

Since the MOUs, in substance, are consistent from year to year, the attached template is effective through June 30, 2023. The only substantive change to the template is in the indemnification clause. This document has been reviewed and approved by the Authority's legal counsel and each Measure A entity's legal counsel. Attached are the MOU template and the Definitions of Eligible Expenditures; last reconfirmed by the Board in February 2015.

Attachments

SACRAMENTO TRANSPORTATION AUTHORITY
MEMORANDUM OF UNDERSTANDING

**MEASURE A
ONGOING ANNUAL PROGRAMS**

This Memorandum of Understanding (MOU) is made as of August X, 2018 by and between the **Sacramento Transportation Authority**, a local transportation authority formed pursuant to the provisions of Public Utilities Code 180000 et seq., hereinafter called "Authority", and the **name of entity**, hereinafter called "Entity." This MOU is effective through June 30, 2023.

THE PARTIES AGREE AS FOLLOWS:

1. Purpose. The purpose of this Memorandum of Understanding is to provide for the allocation by the Authority of sales tax revenue for Ongoing Annual Programs and the expenditure thereof by Entity.
2. Definitions. Unless the context otherwise requires, as used in this MOU, 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. "Ongoing Annual Programs" means the following programs established by Measure A and included in the Measure A Expenditure Plan:
 - i. City Street and County Road Maintenance
 - ii. Traffic Control and Safety Program
 - iii. Safety, Streetscaping, Pedestrian and Bicycle Facilities
 - iv. Transit Operations and Safety
 - v. Neighborhood Shuttle System
 - vi. Transportation-Related Air Quality Program
 - d. "Distribution Factor" means the percentage of Formula-Based program sales tax revenue to be allocated to Entity, set by the Board annually based on the Ordinance requirement that funding to the County and cities for Ongoing Annual Programs be distributed based 75% on relative population and 25% on total maintained street/road mileage.
 - e. "Measure A or "Ordinance" means Sacramento Transportation Authority Ordinance No. STA 04-01.
3. Revenue Allocations. The amount of sales tax revenue allocated to each entity shall be determined annually by the Board and based on net Measure A sales tax revenue projections, requirements of the Ordinance, and, where applicable, the Distribution Factor.

4. Disbursements. Allocations of sales tax revenue for Ongoing Annual Programs shall be disbursed monthly as funds are received from the California Department of Tax and Fee Administration.
5. Entity Obligations.
 - a. Allocations for each Ongoing Annual Program shall be expended by Entity only for purposes that are consistent with this MOU and the attached Definitions of Eligible Expenditures. See attachment A.
 - b. Entity shall keep a separate account for each Ongoing Annual Program. Interest earned on unexpended funds in each account shall be retained in the account and expended only on qualified expenditures for that Program.
 - c. The use and expenditure of Measure A sales tax revenue by Entity shall be in full compliance with the provisions of the Act, the Ordinance, applicable resolutions of the Board, this MOU, and all other applicable contractual and legal requirements.
 - d. Entity shall file a pavement and bridge maintenance system report with the Authority on a biennial basis using the Authority's reporting template. The report shall be due by December 31 on even number years and summarize the progress in maintaining local streets and roads.
 - e. Entity shall file with the Authority an annually updated five-year program for expenditure of the sales tax revenue allocations. This report is due annually by March 31.
6. Entity Certifications
 - a. Maintenance of Effort. Entity certifies that it is currently in compliance, and will remain in compliance, with the maintenance of effort requirements set forth in the Ordinance:
 - i. Entity shall continue to make local (non-federal, non-state, non-Measure A) transportation expenditures consistent with baseline performance standards adopted by the STA Governing Board.
 - ii. Entity shall continue to impose its local (non-SCTMFP) transportation mitigation fees at rates that are not less than the local transportation mitigation fees imposed by Entity during Fiscal Year 2008-2009 unless supported by a Fee Study adopted by the City Council.
 - b. Sacramento Countywide Transportation Mitigation Fee Program (SCTMFP). Entity certifies that it is implementing the SCTMFP in accordance with STA Resolution STA-06-0006 and the SCTMFP Agreement on Operating Protocols.

7. Reporting. Within 30 days after each calendar quarter, Entity shall submit quarterly status reports in approved STA format for each Ongoing Annual Program for which Entity receives funding. Reports shall include:
 - Amount of funds received
 - Amount of funds expended
 - Specific listing of expenditures made, including type of expenditure, quantity of work accomplished, and location of work accomplished, if applicable
8. Audits. Annual audits of the Measure A program 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. Expenditures found to be in noncompliance with this MOU shall be disqualified and an amount equal to the noncompliant expenditure(s) may be withheld from future allocations.
9. Designation of Measure A Manager. Entity shall designate a Measure A program manager who shall be the responsible Entity representative to Authority staff in connection with administration of this MOU.
10. Indemnity and Hold Harmless. Entity shall defend, indemnify and hold harmless STA, its Board of Directors, officers, agents, employees and volunteers from and against all demands, claims, actions, liabilities, losses, damages, and costs, including reasonable attorneys' fees, arising out of or resulting from the performance of the Agreement, caused in whole or in part by the negligent or intentional acts or omissions of Entity's officers, directors, agents, employees, or subcontractors.

STA shall defend, indemnify, and hold harmless Entity, its City Council, officers, directors, agents, employees, subcontractors, and volunteers from and against all demands, claims, actions, liabilities, losses, damages and costs, including reasonable attorneys' fees, arising out of or resulting from the performance of the Agreement, caused in whole or in part by the negligent or intentional acts or omissions of STA'S Board of Directors, officers, agents, employees, or volunteers.

It is the intention of STA and Entity that the provisions of this paragraph be interpreted to impose on each party responsibility to the other for the acts and omissions of their respective officers, directors, agents, employees, volunteers, STA'S Board of Directors, and Entity's City Council. It is also the intention of STA and Entity that, where comparative fault is determined to have been contributory, principles of comparative fault will be followed and each party shall bear the proportionate cost of any damage attributable to the fault of that party, its officers, directors, agents, employees, volunteers, STA'S Board of Directors and Entity's City Council, according to law.

11. Noncompliance. Noncompliance by Entity with the Measure A Ordinance or the terms of this MOU may result in:
 - Withholding or suspension of future revenue allocations until such noncompliance by Entity is satisfactorily corrected;
 - Requirement to repay all or a portion of a prior revenue allocation;
 - Deduction from future allocation(s) as necessary to make repayment for expenditures outside the scope of the Ordinance or this MOU.

Imposition of any of these measures must first be approved by the STA Board.

The parties promise and agree to abide by the terms of this MOU as set forth above.

SACRAMENTO TRANSPORTATION AUTHORITY

By: _____
Norman K. Hom
Executive Director

Dated: August X, 2018

Entity

By: _____
Designated Measure A Manager

Printed Name

Title

Attachment: Attachment A - Definitions of Eligible Expenditures

ATTACHMENT A

Measure A Expenditure Categories

DEFINITIONS OF ELIGIBLE EXPENDITURES

City Street and County Road Maintenance Program. The preservation and keeping of public street and road rights-of-way and each type of structure, safety device, planting, illumination equipment and associated facilities in the safe and useable condition to which it has been constructed or improved. Upgrades to appurtenances such as bicycle lanes, curbs, gutters, and sidewalks to currently accepted community standards may be performed in association with the repair of public streets and roads.

Includes roadway reconstruction, patching, repairing, surface treating, joint filling, scarifying, reshaping, and restoring material losses; cleaning, painting, and repairing bridges and structures (including those reserved for the exclusive use of non-motorized transportation); pavement sweeping; repainting of pavements, striping, and markings to equivalent standards; patching operations including base restoration; applying dust palliatives; jacking concrete pavements; resealing street or road shoulders and side street and road approaches; reshaping of drainage channels and side slopes; restoration of erosion controls; cleaning culverts and drains; removing slides and restoring facilities damaged by slides; routine landscape maintenance; replacing top soil, sod, plantings, and irrigation facilities on street and roadside; repairing curb, gutter, sidewalk, rip-rap, culverts, and drains; repainting, repairing, and servicing of signs, guardrails, traffic signals, lighting standards, and associated traffic control and safety devices; furnishing power for street and road lighting and traffic control devices.

Associated Measure A revenues are distributed annually to the County and to the Cities of Citrus Heights, Elk Grove, Folsom, Rancho Cordova, and Sacramento: 75% according to relative population and 25% according to relative street and road mileage within each jurisdiction. The data source for relative population is the annual population estimates for cities and counties published by the California Dept. of Finance. Relative street and road mileage is determined by the cumulative number of lanes miles on the city or County street/road system as reported annually by each affected local entity.

Local Arterial Program. The construction, improvement and/or upgrading of specified arterial streets and roads into multi-modal transportation corridors consistent with contemporary urban design standards to facilitate the safe and efficient movement of high volumes of local and sub-regional motor vehicle, bicycle, and pedestrian traffic.

Includes environmental review and mitigation, engineering, design, inspection, and construction; acquisition of rights-of-way or other property interests; installation, improvement, or upgrades to associated traffic signs and traffic signals, medians, landscaping, incidental drainage, bicycle lanes or pathways, curbs, gutters, and sidewalks; labor, paving, materials and supplies for the construction of specified arterials (including new structures) and for the addition of lanes to or other expansion, upgrading, reconstruction, and implementation of operational improvements of specified arterial streets and roads.

Traffic Control & Safety Program. The installation or implementation of physical features and operational programs to improve the operation and safety of the local street and road network for motor vehicles, bicycles, pedestrians, and persons with disabilities. Such improvements may involve an expansion of vehicle capacity at intersections.

Includes assessment and evaluation of operational deficiencies, needs, and opportunities; environmental review and mitigation, engineering, design, and inspection; acquisition of rights-of-way or other property interests; improved traffic signage, traffic signals, pavement markings, and incidental drainage; implementation, upgrade, expansion, and operation of an integrated traffic signal and control system; traffic channelization; Transportation Systems Management (TSM) including planning, design, implementation, outreach, and evaluation measures to promote efficient and effective use of the transportation system by all users regardless of travel mode.

Associated Measure A revenues are distributed annually to the County and to the Cities of Citrus Heights, Elk Grove, Folsom, Rancho Cordova, and Sacramento: 75% according to relative population and 25% according to relative street and road mileage within each jurisdiction.

Transit Operations, Maintenance, & Safety. The operation and maintenance of the existing Sacramento Regional Transit District (District) bus, shuttle, and light rail system and new transit capital specified in the Expenditure Plan as authorized to be conducted by Chapter 5 (commencing with Section 102200) of Part 14, Division 10 of the California Public Utilities Code.

Includes routine maintenance of bus, shuttle, and rail vehicles; purchase of associated parts, equipment, materials, and fuel; labor to maintain and operate the transit fleet and to administer the District; reconstruction or replacement of transit vehicles consistent with lifecycle use; repair and maintenance of fixed assets including light rail tracks and rail bed, overhead catenary, structures, buildings, and transit stations and stops; furnishing power for light rail system and transit stops.

Rail Transit Improvements. The construction, extension, improvement, and/or upgrading of specified Sacramento Regional Transit District (District) light rail transit corridors, and the improvement and/or upgrading of the Capitol Corridor regional rail segment within Sacramento County to facilitate improved commuter rail service, as consistent with Chapter 5 (commencing with Section 102200) of Part 14, Division 10 of the California Public Utilities Code.

Includes planning, environmental review and mitigation, engineering, design, and inspection; acquisition of rights-of-way or other property interests; construction, installation, improvement, or upgrades to trackage, overhead catenary, associated signs and signals, buildings, structures, and stations; purchase of rail vehicles and associated equipment; labor, materials, and supplies for the construction of specified rail transit corridors and associated stations (including new structures) and for the addition of track or other expansion, upgrading, reconstruction, and implementation of operational improvements in specified rail transit corridors.

Neighborhood Shuttle System. A competitive grant program among local public transit providers to promote the development or expansion of shuttle routes in residential and commercial areas that have no—or infrequent—transit service. The objective is to connect neighborhoods to the light rail system and to bus routes on major arterials.

Senior & Disabled Transportation Services. The provision by the Consolidated Transportation Services Agency (CTSA) of Sacramento County—per Chapter 5, Section 15975(a) of Part 13, Division 3 of the California Government Code—of specialized public transportation operations for seniors and persons with disabilities.

Includes acquisition, reconstruction, and replacement of specialized transit vehicles and associated equipment; construction of buildings and structures or other improvements; purchase of associated parts, equipment, materials, and fuel; routine maintenance of specialized transit vehicles and associated assets; labor to maintain and operate the vehicle fleet, real property or other property interests, and to administer the CTSA.

Regional Bus/Carpool Connectors/Extensions. The provision by Caltrans of enhanced vehicle capacity on specified segments of the State highway system and the improvement of specified freeway connection ramps for exclusive use by buses, carpools, and other eligible vehicles.

Includes environmental review and mitigation, engineering, design, inspection, project management, and construction; acquisition of rights-of-way or other property interests; installation, improvement, or upgrades to associated access/egress ramps, traffic signage, medians, and landscaping; labor, paving, materials and supplies for the construction of specified projects (including new structures) and/or for the addition of lanes to or other expansion, upgrading, reconstruction, and implementation of operational improvements on specified freeway segments and interchanges.

Local Freeway Interchange Congestion Relief Upgrades. The construction, improvement, or upgrading of specified interchanges to mitigate traffic congestion on the effected local arterial and associated State highway. Arterial-freeway interchange improvements will be implemented by the local jurisdiction in which the project is located. Freeway-freeway interchange improvements will be implemented by Caltrans.

Includes environmental review and mitigation, engineering, design, inspection, and construction; acquisition of rights-of-way or other property interests; installation, improvement, or upgrades to associated traffic signs, traffic signals, pavement markings, medians, landscaping, bicycle lanes or pathways, curbs, gutters, sidewalks, and drainage; labor, paving, materials and supplies for the construction of specified interchanges (including new structures) and for the addition of lanes to or other expansion, upgrading, reconstruction, and implementation of operational improvements of specified arterial streets and roads. Improvements to arterial/freeway interchanges should permit bicyclists and pedestrians to safely and efficiently traverse the effected freeway segment.

Safety, Streetscaping, Pedestrian and Bicycle Facilities. The construction, improvement, and/or upgrading of transportation facilities and corridors to provide bicyclists, pedestrians, and persons with disabilities safe and efficient travel routes and to improve the aesthetics of local streets and roads. One million dollars per year will be expended exclusively for maintenance, operations, and improvements to the paved bikeway network within the portion of the American River Parkway managed by the Sacramento County Department of Regional Parks.

Includes environmental review and mitigation, engineering, design, inspection, and construction; acquisition of rights-of-way or other property interests; installation, improvement, or upgrades to traffic signs and traffic signals, landscaping, bicycle lanes or pathways, curbs, gutters, and sidewalks; barrier and hazard removal; labor, materials and supplies for the construction or reconstruction of bikeways and sidewalks (including new structures) and for other expansion, upgrading, reconstruction, and implementation of operational improvements to facilitate bicycle and pedestrian travel and improved streetscapes.

Associated Measure A revenues (with the exception of the \$1 million allocated annually to the Sacramento County Department of Regional Parks for maintenance, operations, and improvements to the bikeway network in the American River Parkway) are distributed annually to the County and to the Cities of Citrus Heights, Elk Grove, Folsom, Rancho Cordova, and Sacramento: 75% according to relative population and 25% according to relative street and road mileage within each jurisdiction.

Transportation-Related Air Quality Program. The development, implementation and evaluation by the Sacramento Metropolitan Air Quality Management District of projects and programs to mitigate the regional impacts of motor vehicle emissions.

Includes air quality monitoring; public relations and information; programs to accelerate the retirement or replacement of older, high-polluting motor vehicle engines; programs to accelerate the dissemination of new, cleaner engine technologies; other programs demonstrated to effectively contribute to reduced vehicle emissions.

Smart Growth Incentive Program. A competitive grant program among local public agencies to facilitate land use planning and development/redevelopment projects that promote pedestrian, bicycle, and transit travel and a reduced reliance on personal automobiles. This program will be funded exclusively via the countywide development fee component of Measure A. At least \$5 million will be expended exclusively for environmental mitigation associated with construction of the I-5/SR99/SR50 connector road.

Transportation Project Environmental Mitigation Program. The development and implementation of projects and programs to mitigate some of the anticipated environmental consequences of constructing and operating the capital projects set forth in the Measure A expenditure plan. This program will be funded exclusively via the countywide development fee component of Measure A.

Includes purchase of open space, significant natural habitat, and property easements; construction of replacement or alternative natural habitat; stormwater runoff abatement and erosion controls; other programs demonstrated to effectively mitigate the environmental impacts of constructing and operating the capital projects set forth in the Measure A expenditure plan. At least \$5 million will be expended exclusively for environmental mitigation associated with construction of the I-5/SR99/SR50 connector road.

Program Administration. Overall management and oversight of the Measure A sales tax program. Includes employment of administrative and clerical staff; contracting for specialized services of a limited-term; acquisition and/or lease, maintenance, and operations of office space, office equipment, materials, and supplies; operation of an Independent Taxpayer Oversight Committee (ITOC); other such administrative and planning activities as deemed necessary and appropriate by the Governing Board.



AUGUST 9, 2018

AGENDA ITEM # 5

**EXTENSION OF MEASURE A CAPITAL ALLOCATION & EXPENDITURE CONTRACT
WITH CALTRANS**

Action Requested: Authorize Executive Director

Key Staff: Norman Hom, Executive Director

Recommendation

Authorize the Executive Director to retroactively extend the August 2015 capital allocation and expenditure contract with the California Department of Transportation (Caltrans).

Background Information

The Measure A Transportation Expenditure Plan contains 54 transportation capital projects eligible for funding with Measure A sales tax and Sacramento Countywide Transportation Mitigation Fee Program (SCTMFP) funds. STA issued several allocation and expenditure contracts in August 2015, all with June 30, 2018 expiration dates, including a contract with Caltrans for bus/carpool lanes on U.S. Highway 50.

In June, the STA Governing Board authorized the Executive Director to execute extensions for some of the expiring contracts to allow the local agencies more time to complete the contract expenditures on their eligible projects that still had funding available. The contract with Caltrans was inadvertently omitted from that action.

Discussion

The Caltrans U.S. Highway 50 contract's total allocation amount is \$12,055,032, of which \$1,772,518.03 (as of June 30, 2018) remains available. Staff recommends retroactively extending the contract by 24 months through June 30, 2020.

attachment

**NO COST EXTENSION OF AUGUST 27, 2015
CAPITAL PROJECT ALLOCATION AND EXPENDITURE CONTRACT
BETWEEN THE SACRAMENTO TRANSPORTATION AUTHORITY AND THE
CALIFORNIA DEPARTMENT OF TRANSPORTATION REGARDING
BUS/CARPOOL LANES ON U.S. HIGHWAY 50**

THIS FIRST AMENDMENT TO SACRAMENTO TRANSPORTATION AUTHORITY NEW MEASURE A CAPITAL PROJECT ALLOCATION AND EXPENDITURE CONTRACT is made and entered into this _____ day of _____, 2018, by and between the SACRAMENTO TRANSPORTATION AUTHORITY, a local transportation authority formed pursuant to the provisions of Public Utilities Code section 180000, et seq. (hereinafter referred to as "AUTHORITY"), and the CALIFORNIA DEPARTMENT OF TRANSPORTATION (hereinafter referred to as "ENTITY").

RECITALS

WHEREAS, in 2004, the electors of Sacramento County approved, by two-thirds vote, sales tax Measure 'A' and Authority Ordinance No. 04-01 ("Measure A Ordinance"); and

WHEREAS, the Measure A Ordinance includes the "Sacramento County Transportation Expenditure Plan 2009–2039" ("Expenditure Plan"); and

WHEREAS, the Expenditure Plan includes the project to extend bus/carpool lanes on U.S. Highway 50 from Sunrise Blvd. to Interstate 5 ("Project"); and

WHEREAS, AUTHORITY and ENTITY are parties to an August 27, 2015 Capital Project Allocation and Expenditure Contract for the Projects ("Contract"); and

WHEREAS, Section 4 of the Contract requires that ENTITY expend its capital allocation prior to June 30, 2018; and

WHEREAS, ENTITY requires additional time to expend the funds allocated in the Contract on eligible Project costs.

NOW, THEREFORE, in consideration of the conditions herein contained, AUTHORITY and ENTITY do hereby agree to amend the Contract as follows:

AGREEMENT

1. Section 4 of the Contract is retroactively amended to add twenty-four (24) months to the length of the term, thereby changing the end date of the Period of Expenditure to June 30, 2020; and
2. All other terms and conditions not changed by this Amendment remain in full force and effect.

IN WITNESS THEREOF, the parties hereto have executed this Amendment as of the date indicated below.

**CALIFORNIA DEPARTMENT OF
TRANSPORATION**

**SACRAMENTO TRANSPORTATION
AUTHORITY**

Authorized Signature

NORMAN HOM
Executive Director

Printed Name and Title

Date

Date



AUGUST 9, 2018

AGENDA ITEM # 6

**SACRAMENTO ABANDONED VEHICLE ABATEMENT PROGRAM
FY2018 3RD 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 \$327,398.69. Member agencies reported a total of 3,866 abandoned vehicle abatements. The formula-based quarterly distribution, claims and payments for each member agency are detailed in the following tables.

DISTRIBUTION	2017 Population		50% alloc. based on population	Eligible Reported Abatements		50% alloc. based on abatements	Total Quarterly Distribution
Citrus Heights	87,013	6%	\$ 8,350	137	4%	\$ 4,200	\$ 11,014
Elk Grove	171,059	11%	\$ 16,416	111	3%	\$ 3,403	\$ 16,797
Folsom	78,525	5%	\$ 7,535	7	0%	\$ 214	\$ 6,363
Galt	25,693	2%	\$ 2,465	155	4%	\$ 4,752	\$ 6,764
Rancho Cordova	73,872	5%	\$ 7,089	483	12%	\$ 14,810	\$ 20,594
Sacramento	493,025	33%	\$ 47,315	2446	63%	\$ 75,001	\$ 113,607
Sacramento County	584,729	39%	\$ 56,115	527	14%	\$ 16,159	\$ 61,945
Totals	1,513,916	100%	\$ 145,289	3866	100%	\$ 118,543	\$ 237,086

The total available for distribution this quarter was reduced by \$90,311.76 for program administration costs. Administration costs (\$182,348.00) were higher than normal in FY 2017-18 because accumulated unreimbursed administration charges for FY 2015-16, FY 2016-17 and FY 2017-18

were paid by the program in FY 2017-18. The accumulated unreimbursed administration charges were partially reimbursed in the third quarter for \$90,311.76 and the remaining \$92,036.24 will be reimbursed in the fourth quarter of FY 2017-18.

PAYMENT	Balance Forward	Quarterly Distribution	Total Available	Claim	Payment	Ending Balance
Citrus Heights	-	\$ 11,014	\$ 11,014	\$ 33,011	\$ 11,014	-
Elk Grove	-	\$ 16,797	\$ 16,797	\$ 66,770	\$ 16,797	-
Folsom	\$ 97,436	\$ 6,363	\$ 103,799	\$ 15,059	\$ 15,059	\$ 88,740
Galt	\$ 106,617	\$ 6,764	\$ 113,381	\$ 14,617	\$ 14,617	\$ 98,764
Rancho Cordova	-	\$ 20,594	\$ 20,594	\$ 84,096	\$ 20,594	-
Sacramento	-	\$ 113,607	\$ 113,607	\$ 269,625	\$ 113,607	-
Sacramento County	-	\$ 61,945	\$ 61,945	\$ 231,857	\$ 61,945	-
Totals	\$ 204,053	\$ 237,086	\$ 441,140	\$ 715,038	\$ 253,636	\$ 187,504



AUGUST 9, 2018

AGENDA ITEM # 7

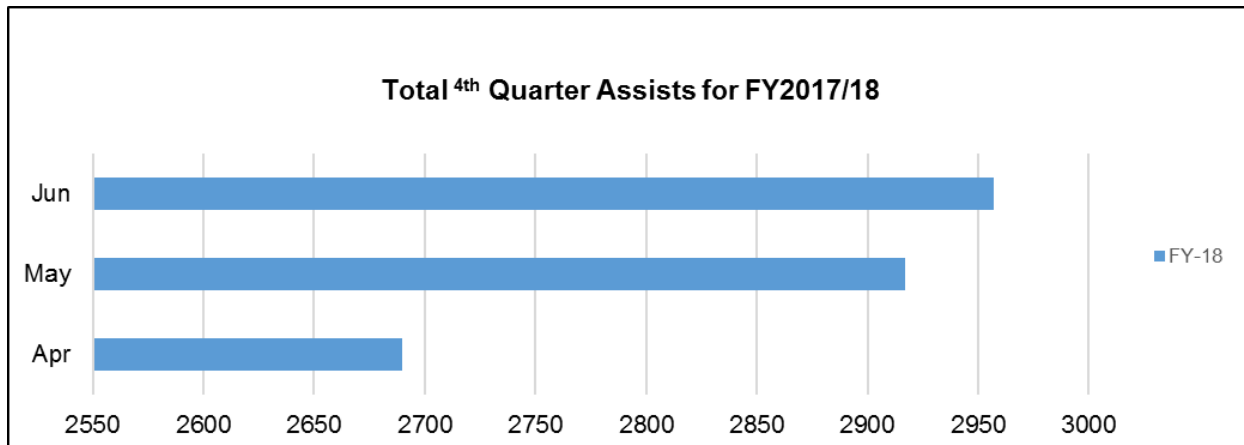
SACMETRO FREEWAY SERVICE PATROL FY2018 4TH QUARTER STATUS REPORT




Action Requested: Receive and File

Key Staff: Jennifer Doll, Special Programs Manager

Discussion

SacMetro FSP provided 8,564 assists and 130 motorists completed the online survey during the fourth quarter of FY 2017/18.



 Types of Problems	 Response Times	 Service Rating
Accidents, mechanical problems and flat tires comprise the majority, 73 percent, of the types of problems FSP assisted motorists with in the fourth quarter.	Over half of the motorists reported waiting less than 10 minutes before FSP appeared on scene, with 49 percent of those waiting less than 5 minutes.	Of the 130 motorists who responded to the survey, 100 percent rated the service as 'excellent'.

Of the 130 surveys received, 120 included written comments, most expressing thanks to the driver and/or indicating support for the program. Following are a few examples:

-
- Paris was wonderful. We ran out of gas on our way to a meeting and were about to call AAA, when suddenly we saw a tow truck appear, pull over, and park. We thought AAA was just out and about, but it wasn't so. Paris told us who he was, who he was with, and said "Let's get you gassed up and on your way". I am still in awe at the service he provided and dare I say he was the superhero of the day. I didn't know Sacramento offered this service, but now that I know FSP is out and about during peak traffic hours I feel more at ease. Thank you, Paris for helping us. Thank you FSP for hiring generous and kind personnel.
 - It was very reassuring to see the FSP driver pull up behind me. What a great service!
 - Roy was the person who assisted me, and he was very courteous and helpful. He also made sure my safety came first. He is an awesome example of what type of employee you would want to work for you.
 - This program is an appropriate use of fees/taxes! I'd like to see more of this!
 - Thank you from the bottom of my heart for this wonderful program and service! I am from Toronto, Canada and was not familiar with FSP. Driving through Sacramento on my way to Lake Tahoe, I blew a tire on the freeway. I don't know how, but one of your drivers was on site within a minute. He was extremely courteous and helpful, I was on my way in less than 10 minutes. You guys are truly highway angels. Thank you so much!!
 - SacMetro FSP came out and helped me when I needed it most. Casey was very helpful and kind. Took less than 10 minutes and I was back on the road. Thank you so much!
 - Wonderful service, very courteous and respectful. Would not accept any tip sadly.
 - James saved my life today. Service was quick, the driver was courteous, and I felt taken care of in a scary situation. Pleasantly surprised to know that there is such a great service in our area!
 - I like the fact that the FSP help me and my wife off the freeway today. Saving us money and time but most importantly our lives because we are now safe. Wonderful program way to go FSP.
 - Cody was extremely helpful. He assisted me quickly and explained the program very well. I'm very grateful to him and to the whole program!!
 - Richard was so helpful. He was a life saver! I was amazed to learn about this service.
 - What a great service. It was a little unnerving to be stuck on the freeway, and then the FSP driver and tow truck showed up and saved the day!! Thank you!!



AUGUST 9, 2018

AGENDA ITEM # 8

**COMMITTEE MEMBERSHIPS: STA PUBLIC EDUCATION & OUTREACH COMMITTEE
INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE**

Action Requested: Receive and File

Key Staff: Norman Hom, Executive Director

STA Public Education & Community Outreach Committee

On June 14, 2018, the STA Governing Board formed the Public Education & Outreach Committee and appointed Board members Jeff Harris, Patrick Kennedy, Susan Peters, and Jay Schenirer to the Committee.

The Committee was created to review proposals received pursuant to the June 14, 2018 Request for Proposals (RFP), make a recommendation for a preferred consultant at the September 13 Board meeting, and review and direct the selected consultant's work.

Board Chair Jeff Harris recommends the addition of Folsom Councilwoman **Kerri Howell** to the Committee.

Independent Taxpayer Oversight Committee

The Measure A Independent Taxpayer Oversight Committee (ITOC) is an advisory resource to the STA Governing Board. The ITOC oversees the use of Measure A tax dollars to ensure they are spent in accordance with the Ordinance. The ITOC oversees annual financial and compliance audits and periodic performance audits of the Measure A program and regularly reports to the STA Governing Board. The voting members on the ITOC consists of three citizen volunteers with professional and/or community credentials in finance, engineering or planning, and development or construction. The ITOC also has three ex-officio, non-voting members: the STA Executive Director plus the Sacramento County Auditor-Controller and the STA Governing Board Chair, or their designees.

On May 10, 2018, the Board appointed Mr. Robert Holderness—who was at that time serving as the Chair's designee on the ITOC—to be the alternate for the ITOC's three voting members. The Board Chair may designate someone else to fill the vacancy and Chair Harris has nominated Ms. **Terri Kletzman**. Ms. Kletzman is a certified Project Management Professional (PMP) currently employed by the California Earthquake Authority. She holds an MBA degree and has extensive experience in project management, accounting, and auditing. She has been attending and contributing to ITOC meetings in an unofficial capacity since June.



AUGUST 9, 2018

AGENDA ITEM # 9

SENATE BILL 1 – LOCAL PARTNERSHIP PROGRAM FORMULA SHARES DISTRIBUTION, CYCLE 2

Action Requested: Approve

Key Staff: Norman Hom, Executive Director

Recommendation

1. Approve an application for Senate Bill 1 Local Partnership Program Cycle 2 Formula Shares for Sacramento County for the projects and amounts shown in Table 1; and
2. Authorize the Executive Director to enter into any agreements with the implementing agencies and/or the California Transportation Commission (CTC) necessary to complete and submit the application to the CTC.

Background Information

On June 5th, the California Transportation Commission (CTC) revised the schedule for the second cycle of the Local Partnership Program (LPP) Formula Shares program and moved everything forward by several months. Now, instead of a December deadline, applications are due August 29.

On June 14, the Board was presented with several options for allocating the \$3.304 million Cycle 2 Formula Shares among Sacramento County, the Cities, and Sacramento Regional Transit. Ultimately, the Board directed that 30 percent be allocated to Regional Transit and the remainder divided among the County and the Cities using the Measure A formula of 75 percent by population and 25 percent by road lane miles. The resulting allocation amounts are:

▪ Sacramento Regional Transit District	\$991,000
▪ City of Citrus Heights	\$123,000
▪ City of Elk Grove	\$254,000
▪ City of Folsom	\$123,000
▪ City of Rancho Cordova	\$118,000
▪ City of Sacramento	\$722,000
▪ County of Sacramento*	\$973,000

*The County will receive Galt's \$30,000 and Isleton's \$5,000 and swap them for Measure A funds.

Discussion

Agency staffs were asked to prepare concise project scopes based on allocation amounts. The proposed expenditures are as follows:

Table 1: LPP Formula Shares Allocations and Proposed Projects in Sacramento County

Implementing Agency	Allocation	Project	Location(s)
Regional Transit	\$991,000	Circulator Bus Service Expansion	Underserved areas throughout Sacramento County
Citrus Heights	\$123,000	ADA Accessibility and Drainage Improvements Project	Various locations throughout Citrus Heights
Elk Grove	\$254,000	2020 Pavement Resurfacing Project	Various locations throughout Elk Grove
Folsom	\$123,000	East Bidwell Street Widening Project	East Bidwell Street between Woodsmoke Way and Oak Avenue Parkway
Rancho Cordova	\$118,000	Sunrise Blvd Road Rehabilitation	Sunrise Blvd from Folsom Blvd to Folsom South Canal
Sacramento	\$722,000	Roadway Rehabilitation	Folsom Blvd from Power Inn Road to Florin-Perkins Road
Sacramento County	\$973,000	Complete Streets Rehabilitation — Residential Streets	Residential streets in the Arden-Arcade area bounded by Arden Way, Hurley Way, Morse Avenue, and Watt Avenue
TOTAL		\$3,304,000	

After Board approval, the application packet will be compiled and submitted to the CTC. CTC staff will release their recommendations September 26, 2018 and the Commission is scheduled to adopt the program October 17-18, 2018.

Since these funds are for Fiscal Year 2019/20, they (and all SB 1 transportation funds) are at risk by Proposition 6 on the November 2018 ballot. See Item 10 on this agenda for more information.

attachments



Senate Bill (SB) 1
Local Partnership Program
Formula Shares Program
Cycle 2

**Formula Shares Nominations for
Fiscal Year 2019/20 for**

SACRAMENTO COUNTY

Applying Agency

Sacramento Transportation Authority

Implementing Agencies

Sacramento Regional Transit District

City of Citrus Heights

City of Elk Grove

City of Folsom

City of Rancho Cordova

City of Sacramento

County of Sacramento

Senate Bill (SB) 1
Local Partnership Program
Cycle 2 Formula Shares for Sacramento County

Project Nomination For

**Sacramento
Regional Transit
District**

\$991,000

for

Circulator Bus Service Expansion
(Transit Rolling Stock)



Regional Transit

**Sacramento Regional
Transit District**
A Public Transit Agency
and Equal Opportunity Employer

Administrative Offices
1400 29th Street
Sacramento, CA 95816
916-321-2800

Mailing Address
P.O. Box 2110
Sacramento, CA 95812-2110

Human Resources
2810 O Street
Sacramento, CA 95816
916-556-0299

**Customer Service &
Sales Center**
1225 R Street
Sacramento, CA 95811

**Route, Schedule & Fare
Information**
916-321-BUSS (2877)
TDD 916-483-HEAR (4327)
sacrt.com

Public Transit Since 1973

July 27, 2018

Norman K. Hom, Executive Director
Sacramento Transportation Authority
801 12th Street, 5th Floor
Sacramento, California 95814

Subject: Senate Bill 1 – 2019 Local Partnership Program Formulaic
Application – Circulator Bus Service Expansion

Dear Mr. Hom:

The Sacramento Regional Transit District is pleased to submit the 2019 Local Partnership Program (LPP) – Formulaic Program application for the Circulator Bus Service Expansion project. We are requesting \$991,000 in LPP funding to expand service into underserved areas. Attached are the required Project Programming Request Forms and project application information.

Sacramento Regional Transit District will be the implementing agency for this project and will be responsible for all activities related to the project. The District will also be providing the required one-to-one match of local funds to the LPP funds.

Inquiries regarding the project and the LPP-Formulaic Program application may be directed to David Goldman, Director, Office of Management & Budget, at (916) 557-4512 or dgoldman@sacrt.com

Thank you for your consideration of funding for this important project.

Sincerely,

Henry Li, General Manager/CEO
Sacramento Regional Transit District

Attachments: 2019 Local Partnership Program Application
Project Programming Request Form

2019 Local Partnership Program Allocation (FY 2019-20)
Formulaic Program
Sacramento Regional Transit District
July 2018

A. Implementing Agency

The Sacramento Regional Transit District (SacRT) will be the implementing agency for this project and will provide the required matching funds.

B. A confirmation that any capacity-increasing project or a major realignment project was considered for reversible lanes.

The proposed project is not a roadway capacity increasing or realignment project.

C. An explanation of the project and its proposed benefits

i. Project Title

Circulator Bus Service Expansion

ii. LLP Funding Request

Total Funding Requested: \$991,000

iii. Amount and Source of Matching Funds

SB1-STA funds totaling \$991,000 will be used as match for this project. If electric buses are purchased, Hybrid and Zero-emission Truck and Bus Voucher Incentive Program (HVIP) Vouchers, and/or SECAT (Congestion Mitigation and Air Quality (CMAQ) funds will substitute for SB1-STA funds. None of these funds are allocated by the California Transportation Commission (CTC) on a project specific basis, so they are an eligible source of match funds. SB1-STA funds are distributed to SacRT quarterly. HVIP vouchers and SECAT funds are applied to the cost of electric vehicles when purchased.

SacRT is requesting this funding for either gasoline or electric powered buses, or both- see "v. project summary" below.

iv. Project Cost Estimate

Costs for electric and gasoline buses shown separately below. Funds will be used to purchase one or both types of buses.

Seven 25 ft Electric Buses

Capacity: 20 passengers / 13 passengers + 2 wheelchairs

Total Project Cost: \$1,982,000

Local Partnership Program (LPP) Funding Request: \$991,000

Match Funding: \$991,000 (cash + vouchers)

Chargers: Paid for by HVIP charging infrastructure incentive vouchers

Eleven 27 ft. Gasoline powered Buses

Total Project Cost: \$1,982,000

LPP Funding Request: \$991,000

Match Funding: \$991,000

v. Project Summary/Scope

SacRT proposes to purchase either seven new 25 ft. low floor electric buses, 11 new 27 ft. gasoline low floor buses, or a combination. These buses will expand service into the following underserved areas: (1) Citrus Heights (2) Orangevale / Fair Oaks (3) South Sacramento/ Franklin Blvd. (4) Downtown / Midtown / East Sac / Sac State (5) Rancho Cordova (6) Arden Arcade (7) Carmichael (8) South Sacramento / Farm to Future (9) North Sacramento / Del Paso. The purpose of this project is to provide safe, fast, reliable, and affordable small to mid-sized bus service to underserved areas in order to connect residents to the SacRT system so as to enable them to easily travel to employment, shopping, doctor appointments, and educational facilities without having to use an automobile.

vi. Project Need

The targeted areas have benefited from recent regional economic, development and housing growth. Government offices, medical facilities, and other large businesses have been expanding operations into the area creating greater demand for transportation within the areas. This growth increased the use of neighborhood roads; causing road congestion and increasing air pollution. In addition, the economic expansion has increased the number of jobs available to the work force.

Approximately 530,000 residents reside in the nine underserved areas. On average eighteen percent of the population are senior citizens and fifteen percent are considered below poverty level. Job availability has increased the number of residents searching for employment and the senior population is expected to grow; creating more demand for transit service in the area. Adequate transit options have not been developed in the areas due to highly varied travel patterns or insufficient demand for increasing the frequency of transit provide with fixed-routes and schedules.

Six of the areas are considered low-density rural/suburban regions and currently have limited or no fixed route service. Two have existing service for longer distances to areas outside the local community; however, short distance service is not provided. In addition, the current service in some areas does not provide direct access to light rail services, educational facilities, connection to neighboring communities, provide limited day time service and/or have long waiting times.

Therefore, residents are restricted in the access to work, educational opportunities/facilities, medical appointments basic necessities, and extra-curricular activities. Businesses have a smaller pool of potential employees and customers; restricting businesses sustainability and growth opportunities.

vii. Project Anticipated Benefits

Expansion of service will provide safe, reliable and affordable transportation; providing residents more opportunities in the access to work, educational opportunities/facilities, medical appointments, basic necessities, extra-curricular activities, and improving their quality of life. Expansion of service will connect existing communities, attract and retain local area businesses, give local residents the opportunity to support their local community and surrounding areas.

Businesses will have access to more customers; supporting sustainability and growth opportunities. Expansion of service will provide access to SacRT Light Rail system, improve bus connections, and reduce passenger wait time (depending on the specific route); providing passengers opportunities to travel longer distances; more opportunities in the access to work, educational opportunities/facilities, medical appointments, basic necessities, extra-curricular activities, and improving their quality of life. Furthermore, expansion of service will provide alternative modes of transportation which will reduce the number of vehicles on the roads, decrease air pollution, and increase air quality.

viii. Project Cost Effectiveness

The project will help reduce the number of vehicles traveling on the congested roads, promote safer driving conditions, reduce travel time, and decrease vehicle maintenance costs for motorists. The project provides more access to businesses; increasing business sustainability, growth and tax revenues for the City/County/State. In addition, fewer vehicles on the road will result in less road maintenance costs for the City and County.

ix. Project Regional and Community Support

The project has received regional and community support from various community leaders, stakeholders, developers and advocacy groups. This project also has the support from Sacramento Area of Council Governments and the Sacramento Transportation Authority, which demonstrates the regional significance and need for this project.

x. Project Consistency with Regional Plans and SACOG's Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS):

This project furthers the implementation of sustainable communities by providing passengers with safe, reliable and affordable sources of transportation. Passengers will have more choices in the mode of transportation to/from their place of work, educational opportunities, medical services, basic necessities and extra-curricular activities. The transportation will enable residents to expand their search of employment in neighboring communities, and businesses will have access to a larger pool of potential employees. More businesses will be attracted to the area, existing businesses will have access to more customers, promoting business sustainability and growth.

xi. Projects Impact on Greenhouse Gases

Reductions in greenhouse gases and improvements in air quality will be achieved by providing alternative modes of transportation; resulting in fewer vehicles traveling on the congested roads. Additional reduction in greenhouse gases will be achieved to the extent zero emission electric buses are utilized.

xii. Project Current Status

In June 2018, CTC approved a \$1,287,000 allocation of 2018 LPP funds for circulator bus purchase. Approving the 2019 LPP request will allow SacRT to

purchase more circulator buses which will allow expansion of service to more of the nine areas identified in the project summary section above.

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 7/30/18

Additional Information

Demonstration of Benefits continued: Businesses will have access to more customers; supporting sustainability and growth opportunities. Expansion of service will provide access to SacRT Light Rail system, improve bus connections, and reduce passenger wait time (depending on the specific route); providing passengers opportunities to travel longer distances; more opportunities in the access to work, educational opportunities/ facilities, medical appointments, basic necessities, extra-curricular activities, and improving their quality of life. Furthermore, expansion of service will provide alternative modes of transportation which will reduce the number of vehicles on the roads,

Demonstration of need continued: We estimate that approximately 530,000 residents reside in underserved communities throughout the district. On average, eighteen percent of the population in the neighborhoods are senior citizens and fifteen percent are considered below poverty level. Job availability has increased the number of residents searching for employment and the senior population is expected to grow; creating more demand for transit service in the area. Adequate transit options have not been developed in the neighborhoods due to highly varied travel patterns or insufficient demand for increasing the frequency of transit provide with fixed-routes and schedules.

The majority of these underserved communities are considered low-density rural/suburban regions and currently have limited or no fixed route service. Some of the neighborhoods have existing service for longer distances to areas outside the local community; however, short distance service is not provided. In addition, the current service in some areas does not provide direct access to light rail services, educational facilities, connection to neighboring communities, provide limited day time service and/or have long waiting times.

Therefore, residents are restricted in their access to work, educational opportunities/facilities, medical appointments basic necessities, and extra-curricular activities. Businesses have a smaller pool of potential employees and customers; restricting businesses sustainability and growth opportunities.

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 7/30/18

District	County	Route	EA	Project ID	PPNO	Alt Proj. ID
03	SAC					
Project Title: Circulator Bus Service Expansion						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									Sacramento Regional Transit
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			1,982,000					1,982,000	
TOTAL			1,982,000					1,982,000	

Fund No. 1:	SB1 Local Partnership Program								Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			991,000					991,000	
TOTAL			991,000					991,000	

Fund No. 2:	SB1- STA/ HVIP Vouchers/ SECAT (CMAQ)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									FTA
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			991,000					991,000	
TOTAL			991,000					991,000	

Date: 7/30/18

Fund No. 4:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Senate Bill (SB) 1
Local Partnership Program
Cycle 2 Formula Shares for Sacramento County

Project Nomination For

**City of
Citrus Heights**

\$123,000

for

ADA Accessibility

and

Drainage Improvements Project

Note: Folsom's nomination is not in this packet but will be included in the application submitted to CTC



CITRUS HEIGHTS

Solid roots. New growth.

City of Citrus Heights
6360 Fountain Square Drive
Citrus Heights
California 95621
(916) 725-2448
Fax (916) 725-5799
TDD 7-1-1

www.citrusheights.net

*The City of CITRUS HEIGHTS
is committed to providing
high quality, economical,
responsive city services to
our community.*

August 2, 2018

Norman K. Hom, Executive Director
Sacramento Transportation Authority
801 12th Street, 5th Floor
Sacramento, CA 95814

**RE: Senate Bill 1 – Local Partnership Program Formulaic Application
Cycle 2 for FY 2019-2020
Annual ADA Accessibility and Drainage Improvements Project**

Dear Mr. Hom:

The City of Citrus Heights is pleased to submit its **Annual ADA Accessibility and Drainage Improvements Project** for the Local Partnership Program (LPP) Formulaic Application for Cycle 2, Fiscal Year 2019-2020. We are requesting \$123,000 in LPP formula funding to expand our annual curb access ramp and drainage repair project to include reconstruction of deficient sidewalks throughout our residential neighborhoods. Attached you will find the Project Programming Request Form and Project Application Information.

The City of Citrus Heights will be the implementing agency for the above mentioned project and will be responsible for all documentation and tracking of expenditures and activities associated with the above mentioned project. The City will also be providing the required one-to-one match of local funds to the LPP formula funds.

Questions or concerns pertaining to this project and the attached program application should be directed to Ms. Regina Cave, Operations Manager, at (916) 727-4736, or rcave@citrusheights.net.

Sincerely,

Rhonda Sherman
Community Services Director

Attachments: Cycle 2 - FY 19/20 Local Partnership Program Application (Formulaic Program)
Project Programming Request Form

STEVE MILLER, Mayor • JEANNIE BRUINS, Vice Mayor

BRET DANIELS, Council Member • ALBERT J. FOX, Council Member • JEFF SLOWEY, Council Member

CHRISTOPHER W. BOYD, City Manager • RUTHANN ZIEGLER, City Attorney

**Cycle 2, FY 2019/2020 Local Partnership Program Application
(Formulaic Program)
City of Citrus Heights
August 2018**

A. Implementing Agency

The City of Citrus Heights General Services Department will be the implementing agency for this project and will provide the required 50% match through Community Development Block Grant (funds) and local Storm Water Utility funds.

B. A confirmation that any capacity-increasing project of a major realignment project was considered for reversible lanes

The proposed project is not a capacity-increasing or realignment project.

C. An explanation of the project and its proposed benefits:

1. Project Title

Annual ADA Accessibility and Drainage Improvements Project

2. LPP Funding Request

Total Funding Request: \$123,000

3. Amount and Source of Matching Funds

Approximately \$368,000 from Community Development Block Grant funds and approximately \$150,000 from local Storm Water Utility funds.

4. Project Background, Purpose and Need

In an ongoing effort to comply with the Americans with Disabilities Act (ADA) and to enhance mobility throughout the community, the City of Citrus Heights maintains an annual program whereby it commits a portion of its Community Development Block Grant (CDBG) funds to reconstruct non-compliant curb access ramps. In addition to ramp reconstruction, drain inlets and storm pipes in conflict with said ramps are relocated and often upsized to increase conveyance and capacity. However, due to restrictions with CDBG funding, the funds often cannot address sidewalk trip hazards that are located outside CDBG target areas (i.e., not within underserved neighborhoods). By programming LPP funds towards this project, the City will be able to address high priority trip hazards.

5. Project Scope and Anticipated Benefits

Project will reconstruct non-compliant ADA curb access ramps throughout various neighborhoods in the city, along with reconstructing storm drain facilities and address sidewalk trip hazards. The project will enhance ADA accessibility and walkability for all users, along with increasing storm water capacity and conveyance. Locations to be reconstructed are often along residential streets planned for a future street resurfacing project, and by addressing concrete and storm water needs ahead of time, this often results in expedited asphalt-only projects.

6. Projects Current Status

Proposed project is an annual program with locations pre-determined in advance. The proposed work does not require additional right of way. Minor design (in-house) for drainage facilities, and environmental review (Cat-Ex) is done in house, and in accordance with CDBG requirements.

7. Project Cost Estimate

The proposed improvements to be funded with the LPP funds are presently unfunded. The project cost estimate for this annual project/program is based on available funding and tailored to fit within actual revenues. The City's annual ADA Accessibility and Drainage Improvements Project is funded by a portion of the City's CDBG allocation, along with the City's existing Storm Water Utility fund. The project cost estimate for FY 19/20 is around approximately \$641,000 and is based on the City's LPP allocation (\$123,000), available Storm Water Utility fund revenues, and the City's anticipated CDBG capital allocation.

8. Project's Benefit/Cost Analysis

The benefits of the project include achieving ADA compliance, enhancing mobility and accessibility for users, and addressing localized drainage concerns.

9. Project Consistency with Regional Plans and SACOG's Metropolitan Transportation/Sustainable Communities Strategy (MTP/SCS)

The proposed project is maintenance in nature, however, it will increase mobility and accessibility throughout residential neighborhoods, thereby, having the potential to reduce vehicle use, and therefore is consistence with the MTP/SCS.

10. Project's impacts on Greenhouse Gases

The proposed project is maintenance in nature, however, it will increase mobility and accessibility throughout residential neighborhoods, thereby, having the potential to reduce vehicle use and may result in minor GHG reduction.

Approved:



Rhonda Sherman, Director

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

General Instructions

Amendment (Existing Project) No					Date:	8/1/18	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID / prg.
03				5475			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
Sac				City of Citrus Heights			
				MPO		Element	
Project Manager/Contact		Phone		E-mail Address			
Regina Cave, Ops Manager		916-727-4736		rcave@citrusheights.net			
Project Title							
Annual ADA Accessibility and Drainage Improvements Project							
Location (Project Limits), Description (Scope of Work)							
Various locations throughout the City. Project will reconstruct deficient ADA curb access ramps and sidewalks, relocate storm drains in conflict with upgrades, and install new storm drains and facilities.							
Component							
PA&ED		N/A					
PS&E		N/A					
Right of Way		N/A					
Construction		City of Citrus Heights					
Legislative Districts							
Assembly:	8		Senate:	4		Congressional:	7
Project Benefits							
Improved public accessibility to comply with American with Disabilities Act and improve storm water conveyance.							
Purpose and Need							
On-going annual project utilizing CDBG funds for ADA improvements and Storm Water Utility funds for drainage improvements. SB1 LPP will allow project to expand to complete necessary sidewalk repairs.							
Category		Outputs/Outcomes			Unit	Total	
Local streets and roads		Local road operational improvements					
ADA Improvements Yes		Bike/Ped Improvements Yes			Reversible Lane analysis No		
Inc. Sustainable Communities Strategy Goals		No			Reduces Greenhouse Gas Emissions No		
Project Milestone					Existing	Proposed	
Project Study Report Approved					NA		
Begin Environmental (PA&ED) Phase						n/a	
Circulate Draft Environmental Document				Document Type		n/a	
Draft Project Report						n/a	
End Environmental Phase (PA&ED Milestone)						n/a	
Begin Design (PS&E) Phase						n/a	
End Design Phase (Ready to List for Advertisement Milestone)						n/a	
Begin Right of Way Phase						n/a	
End Right of Way Phase (Right of Way Certification Milestone)						n/a	
Begin Construction Phase (Contract Award Milestone)						02/01/20	
End Construction Phase (Construction Contract Acceptance Milestone)						06/01/20	
Begin Closeout Phase						07/01/20	
End Closeout Phase (Closeout Report)						08/01/20	

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento,

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

Date: 8/1/18

Additional Information

Project is programmed annually to address ADA and storm water deficiencies in advance of future planned road resurfacing projects. Projects are designed in house, locations are all within existing right of way, environmental (Cat-Ex) to comply with Federal CDBG requirements is completed in house.

ADA Notice

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

Date: 8/1/18

District	County	Route	EA	Project ID	PPNO	Alt. ID
03	Sac				5475	
Project Title: Annual ADA Accessibility and Drainage Improvements Project						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	
E&P (PA&ED)									N/A
PS&E									N/A
R/W SUP (CT)									N/A
CON SUP (CT)									City of Citrus Heights
R/W									N/A
CON									City of Citrus Heights
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			641,000					641,000	
TOTAL			641,000					641,000	

Fund No. 1:	LPP (SB1) Funds 2019-2020 Allocation								Program Code
Existing Funding (\$1,000s)									
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			123,000					123,000	
TOTAL			123,000					123,000	

Fund No. 2:	CDBG (Federal)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			368,000					368,000	
TOTAL			368,000					368,000	

Fund No. 3:	Stormwater Utility Funds (Local)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			150,000					150,000	
TOTAL			150,000					150,000	

Fund No. 4:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 5:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 6:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Senate Bill (SB) 1
Local Partnership Program
Cycle 2 Formula Shares for Sacramento County

Project Nomination For

**City of
Elk Grove**

\$254,000

for

2020 Pavement Resurfacing Project

Phone: 916.478.2265
Fax: 916.691.3175

Web: www.elkgrovecity.org

8401 Laguna Palms Way
Elk Grove, California 95758



July 30, 2018

Sacramento Transportation Authority
Attn: Norman K, Hom, Executive Director
801 12th Street, 5th Floor
Sacramento, California 95814

RE: SB1 LPP Formula Shares Cycle 2 Call for Projects

Dear Mr. Hom:

The City of Elk Grove (City) is in receipt of the above referenced call for projects and the request for an application packet consistent with the application requirements as listed in the Revised 2018 Local Partnership Program Guidelines. This letter request serves as our application packet and provides all of the required information for the Sacramento Transportation Authority (STA) to program these funds.

Implementing Agency:

City of Elk Grove, Capital Improvement Program Division of Public Works, will be the implementing agency for this project and will provide the required matching funds. The City is committed to delivering this project.

Reversible Lanes:

The proposed project is not a capacity increasing or a realignment project reversible lanes were considered but are not applicable.

Project Title:

2020 Pavement Resurfacing Project

Local Partnership Funds Requested:

\$254,000

Amount and Source of Matching Funds:

\$2,560,000 in SB1 Local Streets and Roads (Formulaic Allocation to City)

\$395,000 in City of Elk Grove Street Maintenance District #1 Zone 1

\$545,000 in City of Elk Grove Street Maintenance District #1 Zone 5

Project Background and Purpose & Need:

There are a number of City roads that are in need of preventative road maintenance treatments such as microsurfacing to ensure that the pavement condition index (PCI) remains at a desirable level, extending the lifespan of the road. The City typically completes road maintenance treatments annually. A total of 3.68M square feet of roads have been identified for treatments in 2020, at various locations throughout the City. Without this project, fewer roads would be maintained annually.

Project Scope and Anticipated Benefits:

A total of 3.68M square feet of roads have been identified for treatments this year, at various locations throughout the City. This fiscal year, the City has budgeted funds sufficient to treat approximately 3.43 M square feet, leaving the remaining 0.25 M square feet for future years. The proposed SB1 Local Partnership funding allows the City to complete the entire planned components in this fiscal year. The scope of the work includes slurry seals, microsurfacing, chip/cape seals, overlays, and some curb ramp replacements where triggered by the project. This project will benefit the entire community, especially those that live and use these streets in the various areas of work, providing them with improved streets that have extended life.

Project's Current Status:

The Project will be initiated in July of 2019. The City expects to advertise for bids in January 2020, with construction commencing in April 2020 and completing in September 2020.

Project Cost Estimate:

Total Project Cost: \$3,754,000

LPP Funding Request: \$254,000

Committed Funds:

- \$2,560,000 in SB1 Local Streets and Roads (Formulaic Allocation to City)
- \$395,000 in City of Elk Grove Street Maintenance District #1 Zone 1
- \$545,000 in City of Elk Grove Street Maintenance District #1 Zone 5

Estimate was escalated to year of proposed implementation in 2020.

Project's Benefit/Cost Analysis:

This project is a road maintenance project. None of the options for the types of projects identified in Box 1A of the Caltrans' Life-Cycle Benefit-Cost Analysis Model 6.0 match this project. Therefore, the cost benefit analysis does not apply.

Project Consistency with Regional Plans and SACOG's Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS):

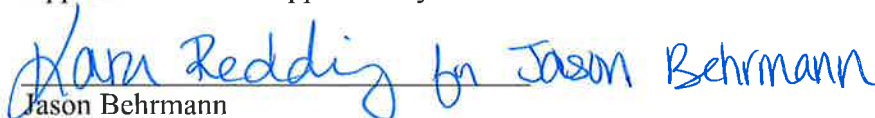
This project is consistent with SACOG's MTP/SCS as these documents identify a number of goals, including road investments to allow local agencies to maintain and rehabilitate streets and roads to a good state of repair. This project directly meets these goals conducting targeted maintenance activities on roads to ensure that the PCI remains at a desirable level. Further, one of the on-going City goals is adequately maintaining infrastructure in older neighborhoods, thereby avoiding deterioration of the older neighborhoods. By investing in this infrastructure, older neighborhoods are maintained.

Project's impacts on Greenhouse Gases:

The improvements are not expected to provide any reduction in the number of average daily vehicle trips. However, most road maintenance projects improve the riding surface which in turn decreases resistance. By reducing resistance, vehicle emissions of diesel particulate, nitrogen oxides, greenhouse gases, and other pollutants are negligibly reduced. of emissions was not conducted, as the Caltrans' Life-Cycle Benefit-Cost Analysis Model 6.0 is not applicable as described above.

The City of Elk Grove values our working relationship with STA and appreciates your efforts in programming of these SB1 LPP formulaic funds. Should you have any further questions, please feel free to contact Kevin Bewsey, the City's Capital Program Manager, at (916) 478-2243. You may also contact him by email me at kbewsey@elkgrovecity.org.

Application Packet Approved By:

Handwritten signature of Jason Behrmann in blue ink.

Jason Behrmann
Interim City Manager
City of Elk Grove

Attachments: 2017-273 resolution, PPR, Map,

cc:

Kevin Bewsey, Capital Program Manager, City of Elk Grove
Bob Murdoch, Public Works Director, City of Elk Grove
Sean Gallagher, Division Manager O&M, City of Elk Grove
Robert French, Project Manager, City of Elk Grove

RESOLUTION NO. 2017-273

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ELK GROVE
AUTHORIZING THE CITY MANAGER OR DESIGNEE TO SIGN AND SUBMIT
PROJECT FUNDING APPLICATIONS AND DOCUMENTS FOR THE ROAD REPAIR
AND ACCOUNTABILITY ACT OF 2017, SENATE BILL 1 (SB1) GRANT PROGRAMS**

WHEREAS, Senate Bill 1 (SB 1), the Road Repair and Accountability Act of 2017 (Chapter 5, Statutes of 2017) was passed by the Legislature and signed into law by the Governor in April 2017 creating a variety of new funding programs; and

WHEREAS, the California Transportation Commission (CTC) has been preparing and adopting guidelines for all of these new SB1 programs from April of 2017 through December of 2017; and

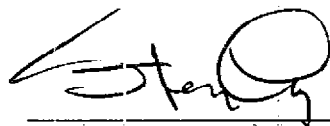
WHEREAS, the CTC has been preparing funding application forms and requirements for all of these new SB1 programs from April of 2017 through December of 2017 and is scheduled to finalize grant application forms and requirements by February 2018; and

WHEREAS, staff would prefer to make the best use of available funding from SB1 programs and quickly adapt to new or revised program guidelines, applications, and requirements.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Elk Grove hereby

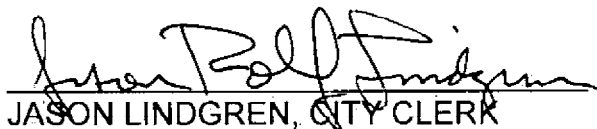
- 1) Authorizes the City Manager or designee to sign and submit project funding applications for SB1 funding programs; and
- 2) Authorizes the City Manager or designee to execute in the name of the City of Elk Grove all documents, including but not limited to, applications, agreements, amendments and requests for payment, necessary to secure funds and implement the approved funding.

PASSED AND ADOPTED by the City Council of the City of Elk Grove this 13th day of December 2017



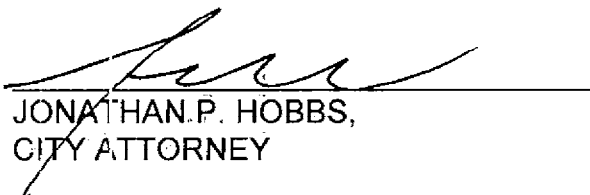
STEVE LY, MAYOR of the
CITY OF ELK GROVE

ATTEST:



JASON LINDGREN, CITY CLERK

APPROVED AS TO FORM:



JONATHAN P. HOBBS,
CITY ATTORNEY

CERTIFICATION
ELK GROVE CITY COUNCIL RESOLUTION NO. 2017-273

STATE OF CALIFORNIA)
COUNTY OF SACRAMENTO) ss
CITY OF ELK GROVE)

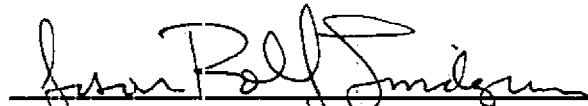
I, Jason Lindgren, City Clerk of the City of Elk Grove, California, do hereby certify that the foregoing resolution was duly introduced, approved, and adopted by the City Council of the City of Elk Grove at a regular meeting of said Council held on December 13, 2017 by the following vote:

AYES: **COUNCILMEMBERS:** *Ly, Suen, Detrick, Hume, Nguyen*

NOES: **COUNCILMEMBERS:** *None*

ABSTAIN: **COUNCILMEMBERS:** *None*

ABSENT: **COUNCILMEMBERS:** *None*



Jason Lindgren, City Clerk
City of Elk Grove, California

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

General Instructions

Amendment (Existing Project) No					Date:	7/29/18	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID / prg.
03							
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
SAC	VAR	VAR	VAR	City of Elk Grove			
				MPO		Element	
				SACOG		Local Assistance	
Project Manager/Contact		Phone		E-mail Address			
Kevin Bewsey		916-478-2243		kbewsey@elkgrovecity.org			
Project Title							
2020 Pavement Resurfacing Project							
Location (Project Limits), Description (Scope of Work)							
In Elk Grove, Pavement resurfacing on various City streets consisting of slurry seals, microsurfacing, chip/cape seals, overlays, and some curb ramp replacements where triggered by the project.							
Component							
PA&ED		Not Applicable					
PS&E		City of Elk Grove					
Right of Way		Not Applicable					
Construction		City of Elk Grove					
Legislative Districts							
Assembly:	9	Senate:	6	Congressional:	7		
Project Benefits							
This project will benefit the entire community, especially those that live and use these streets in the various areas of work, providing them with improved streets that have extended life.							
Purpose and Need							
There are a number of City roads that are in need of preventative road maintenance treatments such as microsurfacing to ensure that the pavement condition index (PCI) remains at a desirable level, extending the lifespan of the road.							
Category		Outputs/Outcomes			Unit	Total	
Local streets and roads		Local road lane-miles rehabilitated			Miles	58	
ADA Improvements No		Bike/Ped Improvements No			Reversible Lane analysis No		
Inc. Sustainable Communities Strategy Goals Yes					Reduces Greenhouse Gas Emissions No		
Project Milestone					Existing	Proposed	
Project Study Report Approved					N/A		
Begin Environmental (PA&ED) Phase						N/A	
Circulate Draft Environmental Document				Document Type		N/A	
Draft Project Report						N/A	
End Environmental Phase (PA&ED Milestone)						N/A	
Begin Design (PS&E) Phase						07/15/19	
End Design Phase (Ready to List for Advertisement Milestone)						01/01/20	
Begin Right of Way Phase						N/A	
End Right of Way Phase (Right of Way Certification Milestone)						N/A	
Begin Construction Phase (Contract Award Milestone)						04/01/20	
End Construction Phase (Construction Contract Acceptance Milestone)						09/30/20	
Begin Closeout Phase						10/01/20	
End Closeout Phase (Closeout Report)						12/31/20	

ADA Notice

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

Date: 7/29/18

Additional Information

Project is categorically exempt per CEQA.

Project is within existing Right of Way.

Map shows pavement resurfacing by year from 2019-2023. City Project is for 2020 year.

ADA Notice

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

Date: 7/29/18

District	County	Route	EA	Project ID	PPNO	Alt. ID
03	SAC	VAR, ,				
Project Title: 2020 Pavement Resurfacing Project						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	
E&P (PA&ED)									Not Applicable
PS&E									City of Elk Grove
R/W SUP (CT)									Not Applicable
CON SUP (CT)									City of Elk Grove
R/W									Not Applicable
CON									City of Elk Grove
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)			1					1	
PS&E			75					75	
R/W SUP (CT)									
CON SUP (CT)			295					295	
R/W									
CON			3,383					3,383	
TOTAL			3,754					3,754	

Fund No. 1:	SB1 Local Partnership Program Funds								Program Code
Existing Funding (\$1,000s)									
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									Sacramento Transportation Authority
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			254					254	
TOTAL			254					254	

Fund No. 2:	SB1 Local Streets and Roads								Program Code
Existing Funding (\$1,000s)									
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									City of Elk Grove
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)			1					1	
PS&E			75					75	
R/W SUP (CT)									
CON SUP (CT)			295					295	
R/W									
CON			2,189					2,189	
TOTAL			2,560					2,560	

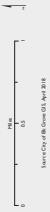
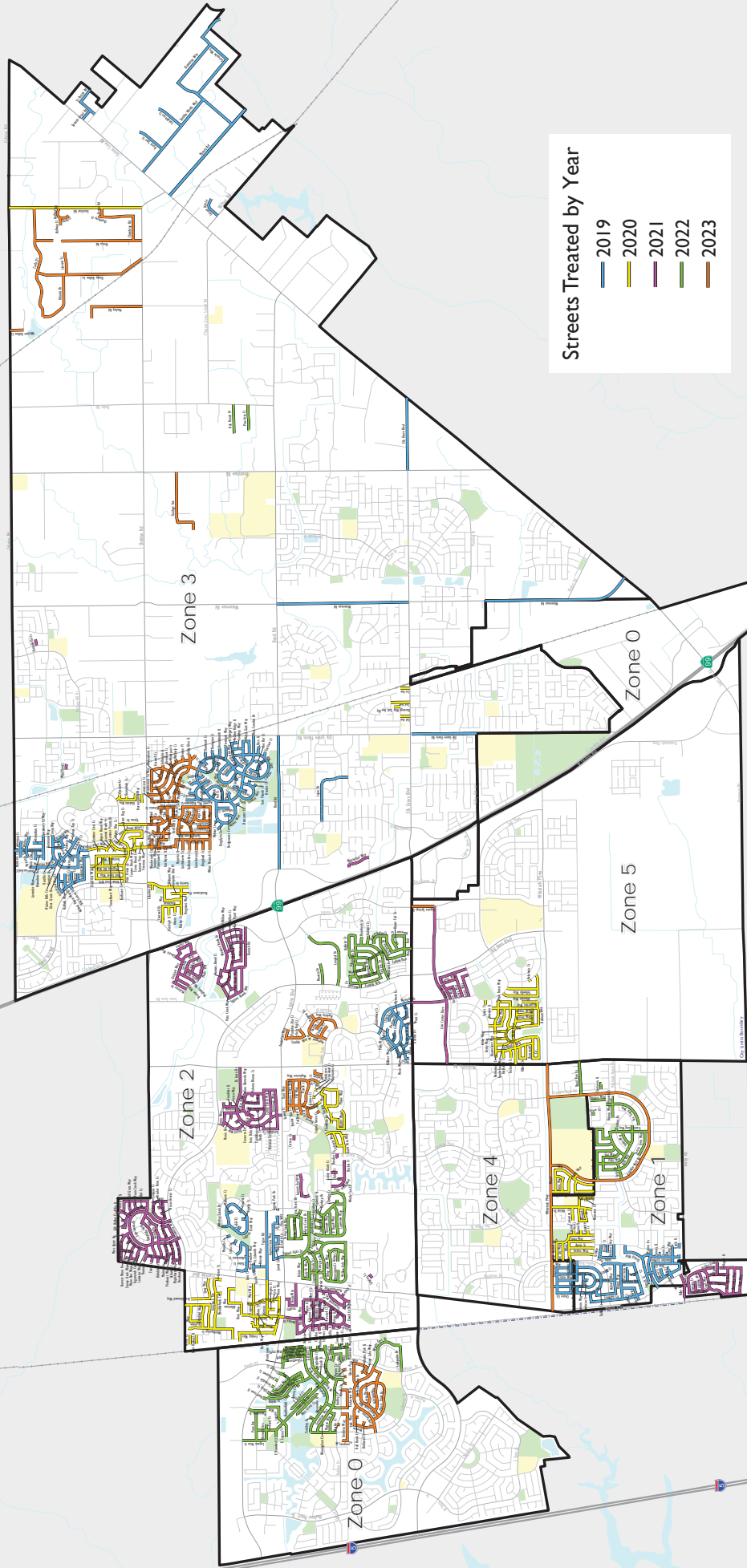
Fund No. 3:	City of Elk Grove Street Maintenance District #1 Zone 1								Program Code
Existing Funding (\$1,000s)									
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									City of Elk Grove
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			395					395	
TOTAL			395					395	

Fund No. 4:	Street Maintenance District #1 Zone 5								Program Code
Existing Funding (\$1,000s)									
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									City of Elk Grove
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			545					545	
TOTAL			545					545	

Fund No. 5:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									



Planned Pavement Surface Treatments 2019 - 2023



Source: City of Elk Grove GIS, April 2018

Senate Bill (SB) 1
Local Partnership Program
Cycle 2 Formula Shares for Sacramento County

Project Nomination For

**City of
Folsom**

\$123,000

for

East Bidwell Street
Widening Project

Note: Folsom's nomination is not in this packet but will be included in the application submitted to CTC

Senate Bill (SB) 1
Local Partnership Program
Cycle 2 Formula Shares for Sacramento County

Project Nomination For

**City of
Rancho Cordova**

\$118,000

for

Sunrise Blvd
Roadway Rehabilitation

Linda Budge
Mayor
Robert J. McGarvey
Vice Mayor
Donald Terry
Council Member
David M. Sander
Council Member
Garrett Gatewood
Council Member

Request for
Senate Bill 1 Local Partnership Program Funding Allocation

August 1, 2018

Sacramento Transportation Authority
Norman Hom
801 12th Street, 5th Floor
Sacramento, CA 95814

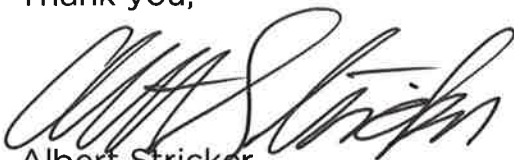
RE: SB1 Local Partnership Program

Dear Mr. Hom:

For the SB1 Local Partnership Program, the City of Rancho Cordova will be the implementing agency and we assume all responsibility and accountability for the use and expenditure of program funds.

If you have any questions please contact the undersigned at
astricker@cityofranchocordova.org or 916-851-8713.

Thank you,



Albert Stricker
Director of Public Works

Project Title

SUNRISE BOULEVARD STREET REHABILITATION PROJECT

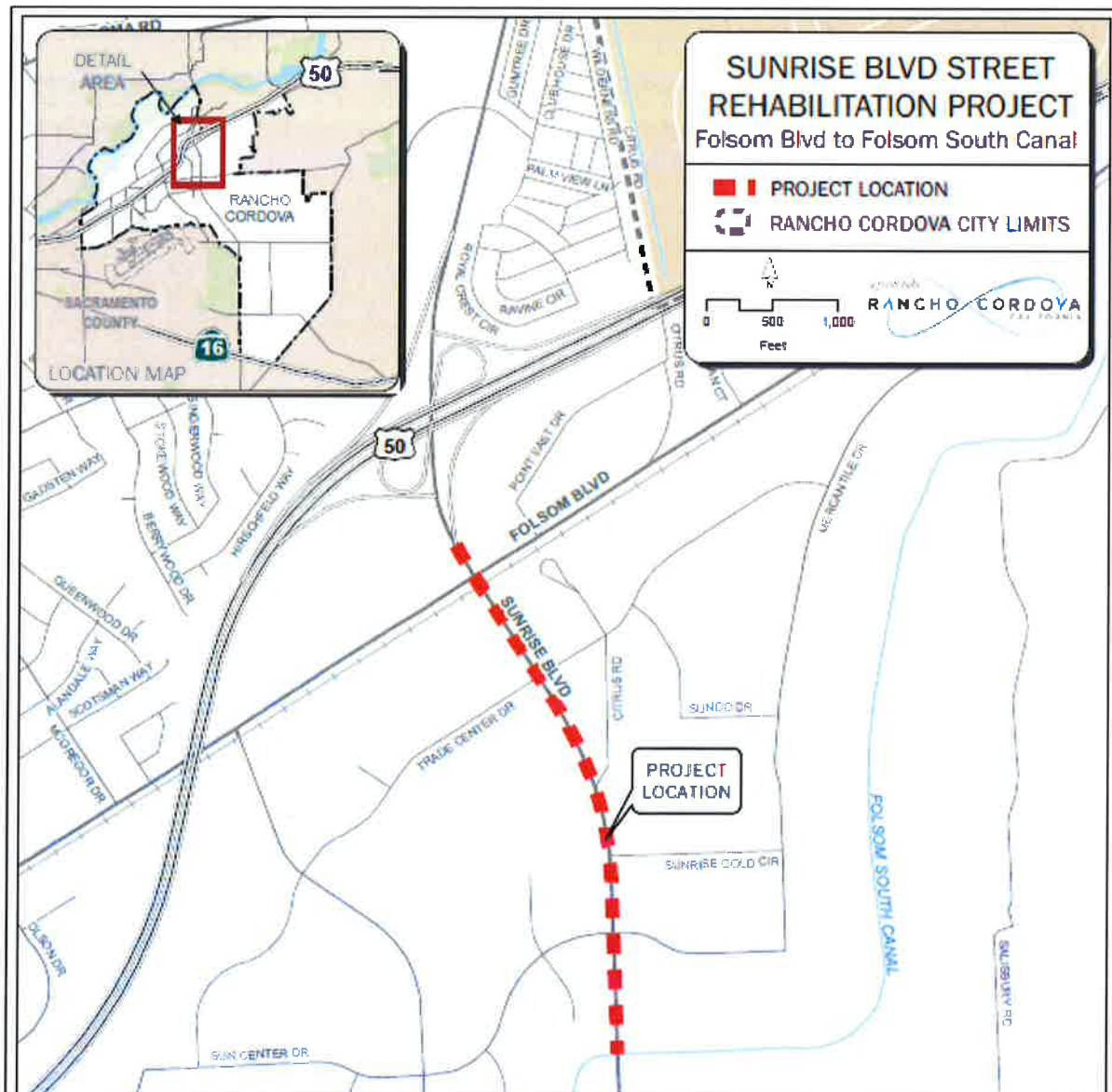
Project Summary

Sunrise Boulevard is a critical link in the regional transportation network therefore it is essential that the roadway stay in a state of good repair. The City has determined that the most cost effective treatment for this section is a two inch rubberized asphalt overlay. In addition to rehabilitating the asphalt paving the City is seeking opportunities to enhance existing major facilities, upgrade ADA curb ramps and beautify the region.

Location:

Rancho Cordova, California

Sacramento County



Local Partnership Program Fund Request:

- \$118,000

Funding Sources and Amounts:

- \$500,000 – Community Enhancement Funds – Local Funds
- \$2,391,680 – Gas Tax – Local Funds
- \$1,066,320 – Supplemental Transportation Fee – Local Funds
- \$292,000 – Local Partnership Program – 2017/18

Project Total Cost: \$4,368,000

Project Background/Purpose/Need:

Many streets within the City of Rancho Cordova are in need of rehabilitation to enhance the pavement and increase driving comfort and safety. Roadways are being evaluated on an ongoing basis. The Sunrise Rehabilitation project will rehabilitate Sunrise Boulevard from Folsom Boulevard to the Folsom South Canal. The Sunrise Rehabilitation project includes a 2-inch overlay, sidewalk upgrades and storm drain upgrades as necessary. Given the regional significance of Sunrise Boulevard and the low pavement index, this section of Sunrise is Rancho Cordova's highest priority.

Project Scope and Anticipated Benefits:

- **Scope:**
Provide a two inch rubberized asphalt overlay on Sunrise Boulevard from Folsom Boulevard to Folsom South Canal. Pedestrian improvements include countdown heads, crosswalks and ADA ramps as needed. Bike Improvements include bike lane striping and bike detection at signals where applicable.
- **Anticipated Benefits:**
Increasing the pavement index will reduce the long term maintenance cost, increase safety, and better facilitate the movement of goods through the area. Pedestrian and signal improvements will benefit all modes of travel.

Projects Current Status:

The City of Rancho Cordova has completed 30% plans. Final design is underway, with the project schedule completion dates as follows, pending funding:

- Final Design – Summer 2018
- CEQA Approval – Summer 2018
- Bid Advertisement – January 2019
- Bid Award – February 2019
- Construction to begin - Spring 2019
- Construction completion - Fall 2019

Sustainable Communities Strategy Consistency:

Relieving congestion on US 50 is an important strategy for SACOG's Metropolitan Transportation Plan/Sustainable Community Strategy. The Sunrise Blvd Street Rehabilitation Project will allow better vehicle flow through the region and allow vehicles to get off/on US 50 more efficiently thus reducing the congestion.

Greenhouse Gas Impacts:

The Sunrise Blvd Street Rehabilitation Project shows reductions in emissions for vehicles and trucks (see attached results). The reduction is due to smoother roads that improve fuel efficiency for all vehicles. Improved fuel efficiency reduces greenhouse gas emissions.

Amendment (Existing Project) No					Date:	8/1/18
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID	
03						
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
SAC				City of Rancho Cordova		
				MPO	Element	
				SACOG	Local Assistance	
Project Manager/Contact		Phone		E-mail Address		
Chris Boyer		916-851-8907		cboyer@cityofranhocordova.org		
Project Title						
Sunrise Boulevard Street Rehabilitation Project						
Location (Project Limits), Description (Scope of Work)						
Provide a two inch rubberized asphalt overlay on Sunrise Boulevard from Folsom Boulevard to Folsom South Canal. Pedestrian improvements include countdown heads, crosswalks and ADA ramps as needed. Bike Improvements include bike lane striping and bike detection at signals where applicable.						
Component						
PA&ED		City of Rancho Cordova				
PS&E		City of Rancho Cordova				
Right of Way		City of Rancho Cordova				
Construction		City of Rancho Cordova				
Legislative Districts						
Assembly:	8th	Senate:	4th	Congressional:	7th	
Project Benefits						
Increasing the pavement index will reduce the long term maintenance cost, increase safety, and better facilitate the movement of goods through the area. Pedestrian and signal improvements will benefit all modes of travel.						
Purpose and Need						
Many streets within the City of Rancho Cordova are in need of rehabilitation to enhance the pavement and increase driving comfort and safety. Roadways are being evaluated on an ongoing basis. The Sunrise Rehabilitation project will rehabilitate Sunrise Boulevard from Folsom Boulevard to the Folsom South Canal. The Sunrise Rehabilitation project includes a 2-inch overlay, sidewalk upgrades and storm drain upgrades as necessary. Continued on Page 2.						
Category		Outputs/Outcomes			Unit	Total
Local streets and roads		Miles of rehabilitated track			Miles	4.3
ADA Improvements Yes		Bike/Ped Improvements Yes		Reversible Lane analysis No		
Includes Sustainable Communities Strategy Goals Yes			Reduces Greenhouse Gas Emissions Yes			
Project Milestone					Existing	Proposed
Project Study Report Approved					11/28/17	
Begin Environmental (PA&ED) Phase						02/15/18
Circulate Draft Environmental Document			Document Type	CE		03/01/18
Draft Project Report						n/a
End Environmental Phase (PA&ED Milestone)						03/15/18
Begin Design (PS&E) Phase						03/15/18
End Design Phase (Ready to List for Advertisement Milestone)						08/01/18
Begin Right of Way Phase						06/01/18
End Right of Way Phase (Right of Way Certification Milestone)						08/01/18
Begin Construction Phase (Contract Award Milestone)						02/01/19
End Construction Phase (Construction Contract Acceptance Milestone)						09/01/19
Begin Closeout Phase						09/15/19
End Closeout Phase (Closeout Report)						10/15/19

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento,

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 8/1/18

Additional Information

Given the regional significance of Sunrise Boulevard and the low pavement index, this section of Sunrise is Rancho Cordova's highest priority.

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 8/1/18

District	County	Route	EA	Project ID	PPNO	Alt Proj. ID
03	SAC					
Project Title: Sunrise Boulevard Street Rehabilitation Project						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									City of Rancho Cordova
PS&E									City of Rancho Cordova
R/W SUP (CT)									City of Rancho Cordova
CON SUP (CT)									City of Rancho Cordova
R/W									City of Rancho Cordova
CON									City of Rancho Cordova
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)		50						50	
PS&E		415						415	
R/W SUP (CT)									
CON SUP (CT)									
R/W		15						15	
CON		407	3,481					3,888	
TOTAL		887	3,481					4,368	

Fund No. 1:	City Local Funds								Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)		50						50	
PS&E		415						415	
R/W SUP (CT)									
CON SUP (CT)									
R/W		15						15	
CON			3,481					3,481	
TOTAL		480	3,481					3,961	

Fund No. 2:	Local Partnership Program Funds								Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		407						407	
TOTAL		407						407	

**City of Rancho Cordova
Sunrise Blvd Pavement Rehabilitation Project
Folsom Blvd to White Rock Road**

By CRB
Checked by _____

11/21/2017

BASE BID

Item #	Description	UNIT	ESTIMATED QUANTITY	ITEM PRICE	SUBTOTAL
1	TRAFFIC CONTROL	LS	1	\$100,000.00	\$100,000.00
2	MOBILIZATION	LS	1	\$150,000.00	\$150,000.00
3	UNSUITABLE MATERIAL EXCAVATION (contingency)	CY	200	\$100.00	\$20,000.00
4	CLASS 2 AGGREGATE BASE	TON	2,449	\$70.00	\$172,000.00
5	PLACE 2" ASPHALT RUBBER HOT MIX (ARHM)	TON	6,046	\$140.00	\$847,000.00
6	TYPE "A" ASPHALT CONCRETE (BASE REPAIR, CURB & GUTTER)	TON	2,482	\$110.00	\$273,000.00
7	COLD PLANE ASPHALT CONCRETE PAVEMENT	SF	60,000	\$1.50	\$90,000.00
8	6" DEEP BASE REPAIR GRIND	SF	6,060	\$2.00	\$13,000.00
9	8" DEEP BASE REPAIR GRIND	SF	39,227	\$3.00	\$118,000.00
10	PAVEMENT REINFORCING FABRIC (NONWOVEN)	SY	45,609	\$3.00	\$137,000.00
11	REMOVE AND REPLACE PCC CURB AND GUTTER	LF	765	\$70.00	\$54,000.00
12	REMOVE AND REPLACE PCC SIDEWALK	SF	4,590	\$25.00	\$115,000.00
13	ADJUST STORM DRAIN MANHOLE FRAME AND COVER TO GRADE	EA	15	\$1,200.00	\$18,000.00
14	ADJUST SANITARY SEWER MANHOLE FRAME AND COVER TO GRADE	EA	15	\$1,200.00	\$18,000.00
15	ADJUST SMUD MANHOLE FRAME AND COVER TO GRADE	EA	1	\$1,200.00	\$1,200.00
16	ADJUST WATER VALVES TO GRADE	EA	10	\$1,000.00	\$10,000.00
17	THERMOPLASTIC TRAFFIC STRIPE (4")	LF	16,637	\$0.75	\$12,000.00
18	THERMOPLASTIC TRAFFIC STRIPE (6")	LF	100	\$1.50	\$0.00
19	THERMOPLASTIC TRAFFIC STRIPE (8")	LF	3,000	\$1.00	\$3,000.00
20	THERMOPLASTIC TRAFFIC STRIPE (12")	LF	2,159	\$4.50	\$10,000.00
21	THERMOPLASTIC PAVEMENT MARKINGS	SF	750	\$6.00	\$5,000.00
22	INSTALL PAVEMENT MARKERS	EA	915	\$3.00	\$3,000.00
23	INSTALL VIDEO DETECTION UNIT	EA	4	\$10,000.00	\$40,000.00
24	INSTALL RADAR/VIDEO HYBRID	EA	6	\$15,000.00	\$90,000.00
25	ADA RAMP	EA	12	\$8,000.00	\$96,000.00
26	SIGNAL IMPROVEMENTS	EA	2	\$50,000.00	\$100,000.00
27	LANDSCAPING IMPROVEMENTS	LS	1	\$668,208.00	\$668,000.00
28	CMS BOARD	EA	1	\$7,500.00	\$8,000.00

BASE BID ITEMS 1-23

\$3,171,000.00

CONTINGENCY

10%

\$317,100.00

Project Total

\$3,488,000.00

Design

\$450,000.00

Environmental

\$15,000.00

Right of Way

\$15,000.00

Construction Management

\$400,000.00

Total Project

\$4,368,000.00

Approved Funding

Gas Tax \$

2,391,680.00

Supplemental Transportation Fees \$

1,066,320.00

Community Enhancement Funds \$

500,000.00

Local Partnership Program Funds - FY 2017/18 \$

292,000.00

Total Funds \$

4,250,000.00

Funds Needed

\$118,000.00

District:

3

PROJECT:

Sunrise Boulevard Street Rehabilitation Project

EA:
PPNO:

PROJECT DATA

1A

Type of Project
Select project type from list
Pavement

Project Location (enter 1 for So. Cal., 2 for No. Cal., or 3 for rural)
2

Length of Construction Period
One- or Two-Way Data
1 years
2 enter 1 or 2
Current
5 hours

Length of Peak Period(s) (up to 24 hrs)
5 hours

HIGHWAY DESIGN AND TRAFFIC DATA

1B

Highway Design

Roadway Type (Fwy, Exp, Conv Hwy) F No Build F Build

Number of General Traffic Lanes 6

Number of HOV/HOT Lanes 0

HOV Restriction (2 or 3) 0

Exclusive ROW for Buses (y/n) N

Highway Free-Flow Speed 45

Ramp Design Speed (if aux. lane/off-ramp proj.) 35

Length (in miles) 0.7

Highway Segment Impacted Length 0.7

Average Daily Traffic

Current 52,929 No Build Build

Base (Year 1) 50,283 0

Forecast (Year 20) 0

Average Hourly HOV/HOT Lane Traffic

Percent of Induced Trips in HOV (if HOT or 2-to-3 conv.) 0

Percent Traffic in Weave 100%

Percent Trucks (include RVs, if applicable) 0.0%

Truck Speed 9%

On-Ramp Volume

Hourly Ramp Volume (if aux. lane/on-ramp proj.) Peak Non-Peak

Metering Strategy (1, 2, 3, or D, if on-ramp proj.) 0 0

Queue Formation (if queuing or grade crossing project)

Arrival Rate (in vehicles per hour) Year 1 Year 20

Departure Rate (in vehicles per hour) 0 0

Pavement Condition (if pavement project)

IRI (inches/mile) Base (Year 1) Forecast (Year 20)

200 750 0

Average Vehicle Occupancy (AVO)

General Traffic Non-Peak Build

Peak 1.30 1.30

High Occupancy Vehicle (if HOV/HOT lanes) 1.15 1.15

2.15 2.15

HIGHWAY ACCIDENT DATA

1C

Actual 3-Year Accident Data (from Table B)

	Count (No.)	Rate
Total Accidents (Tot)	86	2.06
Fatal Accidents (Fat)	0	0.000
Injury Accidents (Inj)	33	0.79
Property Damage Only (PDO) Accidents	53	1.27

Statewide Basic Average Accident Rate

	No Build	Build
Rate Group	Arterial	
Accident Rate (per million vehicle-miles)	1.59	
Percent Fatal Accidents (Pct Fat)	1.8%	
Percent Injury Accidents (Pct Inj)	98.2%	

RAIL AND TRANSIT DATA

1D

Annual Person-Trips

Base (Year 1) No Build Build

Forecast (Year 20)

Percent Trips during Peak Period 40%

Percent New Trips from Parallel Highway 100%

Annual Vehicle-Miles

Base (Year 1) No Build Build

Forecast (Year 20)

Average Vehicles/Train (if rail project)

Reduction in Transit Accidents

Percent Reduction (if safety project)

Average Transit Travel Time

	No Build	Build
In-Vehicle		
Non-Peak (in minutes)		0.0
Peak (in minutes)		0.0
Out-of-Vehicle		
Non-Peak (in minutes)	0.0	0.0
Peak (in minutes)	0.0	0.0

Highway Grade Crossing

Annual Number of Trains Current Year 1 Year 20

Avg. Gate Down Time (in min.) 0.0

Transit Agency Costs (if TMS project)

Annual Capital Expenditure No Build Build

Annual Ops. and Maintenance Expenditure \$0 \$0

Model should be run for both roads for intersection or bypass highway projects, and may be run twice for connectors. Press button below to prepare model to enter data for second road. After data are entered, results reflect total project benefits.

Prepare Model for Second Road

Enter all project costs (in today's dollars) in columns 1 to 7. Costs during construction should be entered in the first eight rows.
Project costs (including maintenance and operating costs) should be net of costs without project.

1E

PROJECT COSTS (enter costs in thousands of dollars)

Col. no.	(1)	(2)	(3)	(4)	(5)	(6)	(7)	TOTAL COSTS (in dollars)	
Year	DIRECT PROJECT COSTS			SUBSEQUENT COSTS		Mitigation	Transit Agency Cost Savings	Constant Dollars	Present Value
	Project Support	R / W	Construction	Maint./ Op.	Rehab.				
Construction Period									
1	\$465,000	\$15,000	\$3,959,000					\$4,439,000,000	\$4,439,000,000
2								0	0
3								0	0
4								0	0
5								0	0
6								0	0
7								0	0
8								0	0
Project Open									
1								\$0	\$0
2								0	0
3								0	0
4								0	0
5								0	0
6								0	0
7								0	0
8								0	0
9								0	0
10								0	0
11								0	0
12								0	0
13								0	0
14								0	0
15								0	0
16								0	0
17								0	0
18								0	0
19								0	0
20								0	0
Total	\$465,000	\$15,000	\$3,959,000					\$4,439,000,000	\$4,439,000,000

$$\text{Present Value} = \frac{\text{Future Value (in Constant Dollars)}}{(1 + \text{Real Discount Rate})^{\wedge} \text{Year}}$$

District:

3

PROJECT: Sunrise Boulevard Street Rehabilitation Project

EA
PPNO:

3

INVESTMENT ANALYSIS SUMMARY RESULTS

Life-Cycle Costs (mil. \$) \$4,439.0
Life-Cycle Benefits (mil. \$) \$58.6
Net Present Value (mil. \$) -\$4,380.4
Benefit / Cost Ratio: 0.0
Rate of Return on Investment: #NUM!
Payback Period: 20+ years

ITEMIZED BENEFITS (mil. \$)

	Passenger Benefits	Freight Benefits	Total Over 20 Years	Average Annual
Travel Time Savings	\$0.0	\$0.0	\$0.0	\$0.0
Veh. Op. Cost Savings	\$37.3	\$6.0	\$43.2	\$2.2
Accident Cost Savings	\$12.1	\$1.2	\$13.2	\$0.7
Emission Cost Savings	\$1.5	\$0.7	\$2.2	\$0.1
TOTAL BENEFITS	\$50.8	\$7.9	\$58.6	\$2.9
Person-Hours of Time Saved			0	0
CO ₂ Emissions Saved (tons)			43,678	2,184
CO ₂ Emissions Saved (mil. \$)			\$1.5	\$0.1

Should benefit-cost results include:

- 1) Induced Travel? (y/n) Default = Y
- 2) Vehicle Operating Costs? (y/n) Default = Y
- 3) Accident Costs? (y/n) Default = Y
- 4) Vehicle Emissions? (y/n) Default = Y
includes value for CO₂e

District:

HQ

PROJECT:

Sunrise Boulevard Street Rehabilitation Project

EA: PPNO:

PROJECT DESCRIPTION:

Overlay Sunrise Blvd from Folsom Blvd to White Rock Rd.

1A

PROJECT DATA

Project Location (enter 1 for So. Cal., 2 for No. Cal., or 3 for rural)

Length of Construction Period (years)

1B

HIGHWAY DATA

Average Daily Vehicle-Miles Traveled (VMT)

Base (Year 1) No Build Build

Forecast (Year 20)

Percent of VMT

Percent Truck

Percent Bus

Trip or Route Length (miles)

Average Trip Length for Passenger Vehicles

Average Trip Length for Trucks

Average Route Length for Buses

1C

SYSTEM USAGE BY MODE

Vehicle-Miles Traveled (Passenger Vehicles)

Base (Year 1) No Build Build

Forecast (Year 20)

Vehicle-Miles Traveled (Trucks)

Base (Year 1) No Build Build

Forecast (Year 20)

Service-Miles (Buses)

Base (Year 1) No Build Build

Forecast (Year 20)

Ton-Miles (Freight Locomotives)

Base (Year 1) No Build Build

Forecast (Year 20)

1D

AVERAGE SPEED

Average Speed (Passenger Vehicles)

Base (Year 1) No Build Build

Forecast (Year 20)

Average Speed (Trucks)

Base (Year 1) No Build Build

Forecast (Year 20)

Average Speed (Buses)

Base (Year 1) No Build Build

Forecast (Year 20)

District: HQ

PROJECT: Sunrise Boulevard Street Rehabilitation Project

EA:
PPNO:

--

2

INVESTMENT ANALYSIS SUMMARY RESULTS

EMISSIONS REDUCTION	Short Tons		Value (mil. \$)	
	Total Over 20 Years	Average Annual	Total Over 20 Years	Average Annual
CO Emissions Saved	592	30	\$ 0.0	\$ 0.0
CO ₂ Emissions Saved	86,450	4,322	\$ 2.9	\$ 0.1
NO _x Emissions Saved	140	7	\$ 2.1	\$ 0.1
PM ₁₀ Emissions Saved	1	0	\$ 0.2	\$ 0.0
PM _{2.5} Emissions Saved	1	0		
SO _x Emissions Saved	3	0	\$ 0.2	\$ 0.0
VOC Emissions Saved	39	2	\$ 0.0	\$ 0.0

Senate Bill (SB) 1
Local Partnership Program
Cycle 2 Formula Shares for Sacramento County

Project Nomination For

**City of
Sacramento**

\$722,000

for

Folsom Blvd
Roadway Rehabilitation

August 1, 2018

Mr. Norman Hom
Executive Director
Sacramento Transportation Authority
801 12th Street, 5th Floor
Sacramento, CA 95814

Dear Mr. Hom:

The City of Sacramento is pleased to submit its request to the Sacramento Transportation Authority (STA) for project funding for the State Local Partnership Program for formula funding allocations to the STA. The City is requesting \$722,000 in FY19-20 LPP funding toward pavement rehabilitation of Folsom Boulevard from Power Inn Road to Florin Perkins Road in Sacramento as part of its Streets and Bikeways Overlays and Seals Program.

The City of Sacramento will be the implementing agency for this project and will be responsible for pre-construction, construction, and post-construction activities. The City will also dedicate local sources of funding to meet the required match and ensure project completion.

We look forward to delivering this important project. Please feel free to contact me or Lucinda Willcox (lwillcox@cityofsacramento.org, (916) 808-5052 if you have any questions or need any additional information.

Sincerely,



Hector Barron
Director of Public Works

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) Y/N					Date:	8/1/18
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID	
03						
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
SAC	0			City of Sacramento		
				MPO	Element	
				SACOG	Local Assistance	
Project Manager/Contact		Phone		E-mail Address		
Adam Randolph		916.808.7803		arandolph@cityofsacramento.org		
Project Title						
Roadway Rehabilitation: Folsom Boulevard from Power Inn Road to Florin Perkins Road						
Location (Project Limits), Description (Scope of Work)						
Roadway Rehabilitation: Placement of Hot Asphalt Mix over the existing pavement structure, installation of ADA compliant curb ramps, Class II bike lanes and green bike lane indicators						
Component						
PA&ED		City of Sacramento				
PS&E		City of Sacramento				
Right of Way		City of Sacramento				
Construction		City of Sacramento				
Legislative Districts						
Assembly:	7, 9	Senate:	6	Congressional:	6	
Project Benefits						
Extended life of roadway, intersection and bicycle improvements, ADA improvements						
Purpose and Need						
Project provides needed roadway rehabilitation to extend the life of the roadway, reduce vehicle and bicycle damage and repair, and prevent the need for major street reconstruction in the future.						
Category		Outputs/Outcomes			Unit	Total
Local streets and roads		Local road lane-miles rehabilitated			Miles	5
ADA Improvements Yes		Bike/Ped Improvements Yes			Reversible Lane analysis	No
Includes Sustainable Communities Strategy Goals Yes				Reduces Greenhouse Gas Emissions No		
Project Milestone					Existing	Proposed
Project Study Report Approved						
Begin Environmental (PA&ED) Phase						01/01/19
Circulate Draft Environmental Document					Document Type	CE
Draft Project Report						02/01/19
End Environmental Phase (PA&ED Milestone)						03/01/19
Begin Design (PS&E) Phase						03/01/19
End Design Phase (Ready to List for Advertisement Milestone)						09/01/19
Begin Right of Way Phase						N/A
End Right of Way Phase (Right of Way Certification Milestone)						N/A
Begin Construction Phase (Contract Award Milestone)						04/01/20
End Construction Phase (Construction Contract Acceptance Milestone)						10/30/20
Begin Closeout Phase						11/01/20
End Closeout Phase (Closeout Report)						05/01/21

ADA Notice

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 8/1/18

Additional Information

The project is the Folsom Boulevard from Power Inn Road to Florin Perkins Road proposed for pavement rehabilitation with associated improvements as a result of poor pavement condition. The corridor was identified from the City's Pavement Management System as a high priority for rehabilitation. This includes a portion of the former Jackson Highway that was relinquished to the City by State in 2017.

This roadway rehabilitation addresses a highly-used arterial with poor pavement condition. Along this corridor, 5 lane-miles of roadway will be repaved and returned to use along with improvements at intersections, restoration of Class II bike lane striping, and additional green bike lanes at crossings to demonstrate bicycle right of way; additional curb ramps plus installation of truncated domes to make them ADA- compliant will be installed at crossings. Pavement treatments will extend the life of the pavement for at least 15 additional years. The project is proposed for construction in Spring 2020.

Proposed funding for these projects will come from Local Partnership Program (LPP) funds, a share of the City's anticipated apportionment of Road Maintenance and Rehabilitation Account (RMRA) Local Streets and Roads funds, plus funding provided to the City by the State with the relinquishment. As traditional overlay projects, no greenhouse gas emission increases or decreases or air pollution impacts are anticipated and it has standard life-cycle benefit calculations based on the Pavement Management System. This project is consistent with the Metropolitan Transportation Plan (MTP)/Sustainable Communities Strategy (SCS) adopted by SACOG in that it invests in existing infrastructure in existing communities and supports bicycle access.

ADA Notice

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 8/1/18

District	County	Route	EA	Project ID	PPNO	Alt Proj. ID
03	SAC					
Project Title: Roadway Rehabilitation: Folsom Boulevard from Power Inn Road to Florin Perkins Road						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									City of Sacramento
PS&E									City of Sacramento
R/W SUP (CT)									City of Sacramento
CON SUP (CT)									City of Sacramento
R/W									City of Sacramento
CON									City of Sacramento
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			2,222					2,222	
TOTAL			2,222					2,222	

Fund No. 1:	Local Partnership Program								Program Code
Existing Funding (\$1,000s)									
Component	17/18	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Calif Transportation Commission
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			722					722	
TOTAL			722					722	

Fund No. 2:	RMRA (Local)								Program Code
Existing Funding (\$1,000s)									
Component	17/18	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									City of Sacramento
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			1,500					1,500	
TOTAL			1,500					1,500	

Fund No. 5:	Existing Funding (\$1,000s)								Program Code
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 8:	Existing Funding (\$1,000s)								Program Code
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 11:	Existing Funding (\$1,000s)								Program Code
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 14:	Existing Funding (\$1,000s)								Program Code
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Senate Bill (SB) 1
Local Partnership Program
Cycle 2 Formula Shares for Sacramento County

Project Nomination For

**County of
Sacramento**

\$973,000

for

Complete Streets Rehabilitation
– Residential Streets

Department of Transportation

Ron E. Vicari, Director



Divisions

Administration
Engineering & Planning
Maintenance & Operations

County of Sacramento

July 27, 2018

Norman K. Hom, Executive Director
Sacramento Transportation Authority
801 12th Street, 5th Floor
Sacramento, California 95814

Subject: Senate Bill 1 – Local Partnership Formulaic Program (Cycle 2) Application
Complete Streets Rehabilitation – Arden-Arcade Residential Streets

Dear Mr. Hom:

The County of Sacramento is pleased to submit the Complete Streets Rehabilitation—Residential Streets Project application for the Local Partnership Program (LPP) – Formulaic Program. We are requesting \$973,000 in LPP funding to rehabilitate various residential roadways in the Arden-Arcade area of unincorporated Sacramento County. Attached is the required Project Programming Request Form and project application information.

Sacramento County will be the implementing agency for this project and will be responsible for all pre-construction, construction, and post-construction activities. The County will also be providing the required one-to-one match of local funds to the LPP funds.

Inquiries regarding this project and the LPP-Formulaic Program application may be directed to Mr. Ken Wick, Senior Civil Engineer, at (916) 875-5336, or wickk@saccounty.net

Thank you for your consideration of funding for this important project.

Sincerely,

A handwritten signature in blue ink that reads "Ron E. Vicari".

Ron E. Vicari, Director
Department of Transportation

RM/kw

Attachments: 2019 Local Partnership Formulaic Program (Cycle 2) Application
Project Programming Request Form

**2019 Local Partnership
Formulaic Program (Cycle 2) Application
County of Sacramento
July 2018**

A. Implementing Agency

Sacramento County, Department of Transportation, will be the implementing agency for this project and will provide the required matching funds.

B. A confirmation that any capacity-increasing project or a major realignment project was considered for reversible lanes

The proposed project is not a capacity increasing or a realignment project.

C. An explanation of the project and its proposed benefits

i. Project Title

Complete Streets Rehabilitation –Residential Streets

- The rehabilitation of residential roadways in the Arden-Arcade area (the residential streets bounded by Arden Way, Hurley Way, Morse Avenue, and Watt Avenue). See attached map.

ii. LLP Funding Request

Total Funding Request: \$973,000

iii. Amount and Source of Matching Funds

Funding Secured from other Sources: \$1,527,000 from Senate Bill 1 (SB1) Local Streets and Roads (LSR) Program.

iv. Project Background and Purpose and Need

Sacramento County uses StreetSaver, developed by the Metropolitan Transportation Commission of Oakland, California, as its Pavement Management System for coordinating maintenance projects on County Streets. The County has selected the Arden-Arcade area—the residential streets bounded by Arden Way, Hurley Way, Morse Avenue, and Watt Avenue—as priority projects because they are approaching “Poor” Pavement Condition Index (PCI) ratings.

The poor PCI ratings impact user safety, increase vehicle wear and tear, and discourage roadway use by active transportation modes. The proposed improvements will place the project segments into a state of good repair, will improve safety, and will enhance and encourage utilization of all modes of transportation.

v. Project Scope and Anticipated Benefits

The project proposes rehabilitating the residential street in the Arden-Arcade area (the residential streets bounded by Arden Way, Hurley Way, Morse Avenue, and Watt Avenue). Work includes repairing failed areas of the pavement (base repair); overlaying the roadway with asphalt concrete pavement; repairing damaged curb, gutter, sidewalk; and other various items of work to complete the overlay including but not limited to adjusting manholes, and restriping the roadway. The proposed improvements will place neighborhood into a state of good repair and encourage more walking and bicycling.

vi. Project's Current Status

The project is currently in the project development and environmental documentation stage. Right-of-way acquisition is not required, and certification of the Environmental Document is anticipated in November 2018. This stage is being funded by local Road Fund/Gas Tax.

The project construction is expected to begin in June 2019, and end the construction phase is expected in October 2019.

vii. Project Cost Estimate

Total Project Cost: \$2,500,000

LPP Funding Request: \$973,000

Match Funding: \$1,527,000 from Senate Bill 1 (SB1) Local Streets and Roads (LSR)

Matching funds for this project are from Sacramento County's formula allocation of state gas tax revenues deposited into the County Road Fund. The funds are included in the adopted County budget for the fiscal year in which they are expended.

viii. Project's Benefit/Cost Analysis

The proposed complete street rehabilitating the residential street in the Arden-Arcade area. Work includes repairing failed areas of the pavement (base repair); overlaying the roadway with asphalt concrete pavement; repairing damaged curb, gutter, sidewalk; and other various items of work to complete the overlay including but not limited to adjusting manholes, and restriping the roadway. These improvements directly and effectively address the poor pavement conditions and as well as the active transportation needs that exist within the neighborhood.

The active transportation facilities improvements and ADA upgrades installed as a result of this street rehabilitation project will encourage more users to choose an active mode of transportation.

The Caltrans Life-Cycle Benefit-Cost Analysis Model 6.2 does not model pavement rehabilitation work on residential streets. In fact, major rehabilitation is usually a cost in a typical cost-benefit analysis. Sacramento County uses StreetSaver as its Pavement Management System, and StreetSaver uses a weighted effectiveness ratio (WER) as a cost-benefit analysis tool to get the “biggest bang for the buck.”

$$\text{WER} = \frac{(\text{Effectiveness Area} / \text{Years}) * \text{WF}}{\text{EUAC} / \text{SY}}$$

Where:

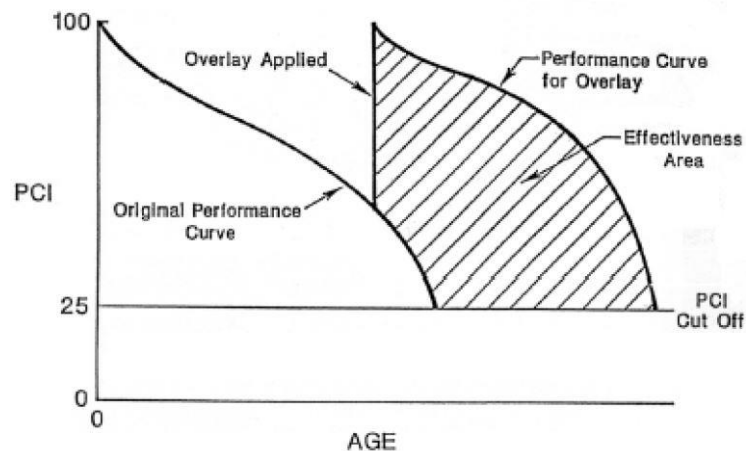
Effectiveness Area = Area under the PCI Curve (see below figure)

Years = Years affected

WF = Weighting Factor (1.0 for major streets and 0.55 for local streets)

EUAC = Equivalent uniform annual cost of the treatment

SY = Street or street segment pavement area in square yards



The “effectiveness area,” the area under the curve, is the benefit. This benefit is divided by the equivalent uniform annual cost of the treatment per square yard and multiplied by a weighting factor based on roadway classification. Streets and street segments are prioritized by WER (high to low).

Project selection of a street or street segment is based on numerous factors including but not limited to available funding, weighted effectiveness ratio of the street(s), coordination with other projects, current maintenance needs, maintenance history, etc.

ix. Project Consistency with Regional Plans and SACOG's Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS)

The project is consistent with the Sacramento County General Plan which identifies "Establish roadway maintenance and rehabilitation priorities through the Pavement Management System" as an implementation measure. The project is also consistent with SACOG's MTP/SCS policy 17:

"Acknowledge and support preservation of the existing road and highway system as the top priority for local public works agencies and Caltrans, and expect to help them secure adequate funding sources for necessary work."

And consistent with SACOG's MTP/SCS policy 17.5:

"Support local agencies in developing multi-year maintenance and rehabilitation programs that enable early identification of cost-effective enhancements to improve pedestrian and bicycle access and safety."

Timely maintenance reduces future, more extensive, and maintenance resulting in a reduction of GHG emissions. Improving the sidewalks and curb ramps will also encourage alternate modes of travel resulting in a reduction of GHG emissions. Given that the project occurs within one residential neighborhood, these reductions are difficult to quantify and may be small.

x. Project's impacts on Greenhouse Gases

The project will rehabilitate pavement, repair damaged sidewalks, and install ADA improvements. The proposed improvements will encourage alternatives to driving but because it occurs within a residential neighborhood the effect could be small and difficult to estimate with any certainty. For these reasons, the GHG reduction is considered a negligible reduction and an analysis is not provided. There are no community impacts to be mitigated.

Approved:

Ron E. Vicari, Director
Department of Transportation

LLP Formulaic Grant Arden-Arcade Road Rehabilitation (Application Map)



Arden-Arcade area bounded by Arden Way, Hurley Way, Morse Avenue, and Watt Avenue
(Sacramento County Area Designation: AP03)

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

General Instructions

Amendment (Existing Project) Y/N					Date:	8/2/18	
District	EA	Project ID		PPNO	MPO ID	Alt Proj. ID / prg.	
03							
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
SAC				Sacramento County			
				MPO	Element		
				SACOG	Local Assistance		
Project Manager/Contact		Phone		E-mail Address			
Ken Wick		(916) 875-5336		wickk@sacounty.net			
Project Title							
Complete Streets Rehabilitation - Residential Streets: Arden Arcade Area							
Location (Project Limits), Description (Scope of Work)							
The project proposes rehabilitating the residential street in the Arden-Arcade area (the residential streets bounded by Arden Way, Hurley Way, Morse Avenue, and Watt Avenue). Work includes repairing failed areas of the pavement (base repair); overlaying the roadway with asphalt concrete pavement; repairing damaged curb, gutter, sidewalk; and other various items of work to complete the overlay including but not limited to adjusting manholes, and restriping the roadway.							
Component							
PA&ED		Sacramento County					
PS&E		Sacramento County					
Right of Way		Sacramento County					
Construction		Sacramento County					
Legislative Districts							
Assembly:	8	Senate:	6	Congressional:	7		
Project Benefits							
The proposed improvements will place the project segments into a state of good repair and will enhance and encourage utilization of all modes of transportation.							
Purpose and Need							
The Project will rehabilitate existing pavement, repair sidewalks, and install ADA curb ramps. The County has selected the Arden-Arcade Area bounded by Arden Way - Hurley Way- Morse Ave. -Watt Ave. residential neighborhoods as priority projects because they are approaching "Poor" Pavement Condition Index (PCI) ratings.							
Category		Outputs/Outcomes			Unit	Total	
Local streets and roads		Local road lane-miles rehabilitated			Miles	3.4	
Local streets and roads		Sidewalk miles			Miles	0.5	
ADA Improvements Yes		Bike/Ped Improvements Yes			Reversible Lane analysis		No
Inc. Sustainable Communities Strategy Goals		Yes			Reduces Greenhouse Gas Emissions Yes		
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase						09/01/18	
Circulate Draft Environmental Document				Document Type	CE	10/01/18	
Draft Project Report						10/01/18	
End Environmental Phase (PA&ED Milestone)						11/01/18	
Begin Design (PS&E) Phase						10/01/18	
End Design Phase (Ready to List for Advertisement Milestone)						03/01/19	
Begin Right of Way Phase						N/A	
End Right of Way Phase (Right of Way Certification Milestone)						N/A	
Begin Construction Phase (Contract Award Milestone)						06/01/19	
End Construction Phase (Construction Contract Acceptance Milestone)						09/01/19	
Begin Closeout Phase						10/01/19	
End Closeout Phase (Closeout Report)						01/01/20	

ADA Notice

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AUGUST 9, 2018

AGENDA ITEM # 10

SENATE BILL (SB) 1 AND PROPOSITION 6

Action Requested: Receive Presentation

Key Staff: Norman Hom, Executive Director

Background Information

Senate Bill (SB) 1, the Road Repair and Accountability Act of 2017, was signed into law on April 28, 2017. It increased fuel excise taxes by 12¢ per gallon for gasoline and 20¢ per gallon for diesel beginning November 1, 2017. It also imposed additional vehicle registration fees of \$25 to \$175 (depending on the type and value of the vehicle), beginning January 1, 2018. The bulk of the \$5.2 billion raised per year statewide go toward local street and road repairs, maintenance and rehabilitation of the state highway system, bridge repairs, and funding for transit. The remainder goes toward transportation matching funds for local agencies, bike and pedestrian projects, Freeway Service Patrol, planning, research, and workforce development and training. Proposition 69, passed in June, ensures the funds are used only for transportation improvements.

Sacramento County and the Cities receive approximately \$47 million to \$62 million total per year for roads through SB 1. Additionally, hundreds of millions of SB 1 dollars flow through Caltrans' State Highway Operations and Protection Program (SHOPP) for improvements on local freeways including U.S. Highway 50 and Interstate 5. Sacramento Regional Transit also receives millions of dollars through SB 1 for transit operations and improvements.

Proposition 6 on the November 2018 ballot seeks to repeal SB1.

Discussion

With us today is Mr. **Ronald Berdugo** of the League of California Cities and the No on Prop 6: Stop the Attack on Bridge & Road Safety Coalition. Mr. Berdugo will talk about current efforts to defeat Proposition 6 and share ideas for how those who want to be involved can help.

attachments



PROP 6 WILL **ELIMINATE** TRANSPORTATION PROJECTS IN THE **SACRAMENTO REGION**



BELOW ARE PROJECTS CURRENTLY UNDERWAY IN THE SACRAMENTO REGION THAT ARE AT RISK IF PROP 6 PASSES.

FUNDING FOR OUR CITIES AND COUNTIES: 10-YEAR TOTAL

Alpine County	\$5.6 MILLION
Amador County	\$30.8 MILLION
Calaveras County	\$40.9 MILLION
Colusa County	\$34 MILLION
El Dorado County	\$95.3 MILLION
Nevada County	\$56.6 MILLION
Placer County	\$200.3 MILLION
Plumas County	\$31.9 MILLION
Sacramento County	\$620.6 MILLION
San Joaquin County	\$359.5 MILLION
Sierra County	\$15.1 MILLION
Solano County	\$223 MILLION
Stanislaus County	\$275.7 MILLION
Sutter County	\$68.2 MILLION
Tuolumne County	\$39 MILLION
Yolo County	\$119 MILLION
Yuba County	\$41.5 MILLION
TOTAL	\$2.3 BILLION

561 PROJECTS FILLING POTHoles AND REPAVING CRUMBLING ROADS

60 TRAFFIC CONGESTION RELIEF PROJECTS

247 PROJECTS IMPROVING THE SAFETY OF LOCAL ROADS

42 PROJECTS IMPROVING THE SAFETY OF BRIDGES

80 SAFETY IMPROVEMENTS FOR PEDESTRIANS AND BICYCLISTS



FILLING POTHoles AND REPAVING ROADS

- 56 miles of pavement improvements on US 50 from I-5 to Watt Ave
- 67 miles of pavement improvements on I-5 in Sacramento County
- 35.6 miles of pavement improvements on I-80
- 59 miles of pavement improvements on US 50 between Rancho Cordova and El Dorado Hills in Sacramento County
- 51.6 miles of pavement improvements on SR-108 in Tuolumne County
- Repaving 32 miles of local roads in Nevada County
- Repaving 93.4 lane miles of residential streets in Modesto
- Pavement improvements on I-5 from Hammer Lane in Stockton to the San Joaquin/Sacramento County line
- Multiple repaving and pavement repair projects on roads in El Dorado County to include roads damaged by heavy 2017 rains
- Repave 15 miles I-505 and I-80 in Yuba County
- Rehabilitate roadways in Rancho Cordova to include sections of Sunrise Blvd. roads in the Cordova Meadows neighborhood
- Repave 10 miles on I-505 from I-80 to Yolo/Solano County line
- Resurface on various sections of I-5 in Yolo County
- Repave sections of 11 different streets in Auburn in Placer County
- Repave 93.4 miles of residential streets in Stanislaus County

Continued



TRAFFIC CONGESTION RELIEF

- Install **7 ramp meters along I-80** at various locations in **Yolo** and **Sacramento counties**
- **Improve traffic monitoring, along Highway 50** from the El Dorado/Sacramento County line to east of Stateline Avenue in El Dorado County
- Improvements to the **Bridge Street corridor** to include creating two lanes of traffic in each direction from **US 70 in Marysville** to **US 99 in Yuba City**
- **Enhance traffic signal coordination** and monitoring at **71 intersections** throughout **Sacramento County**
- **Traffic calming** measures including speed humps and traffic circles in **8 neighborhoods** throughout **Stockton** to address safety concerns
- Replace **traffic monitoring** elements on **I-5** and **27 locations** on state roadways in the counties of **San Joaquin, Amador, Calaveras, Stanislaus and Tuolumne**
- Construct **17 miles of carpool lanes** and make improvements on **I-5** in **Sacramento**
- Construct **14 miles of carpool lanes** on **Highway 50** in **Sacramento**



BRIDGES

- **Replace and repave** structurally deficient concrete bridges in **Sacramento County**
- Improve truck carrying capacity on bridges on **I-5** in **Sacramento County**
- **Revamp 8 bridges** on **US 50, SR 20, I-80 and SR 89** in the counties of **El Dorado, Nevada and Placer**
- **Increase vertical clearance** for improved freight movement on **I-5** in **Yolo and Colusa counties**
- **Replace pavement** on **Stockton Channel Viaduct** bridge deck
- **Revamp 20 bridges** on **I-5** in **Merced and Stanislaus counties**



ROAD SAFETY

- Visibility improvement by **restriping I-5** in **Sacramento, Yolo and Colusa counties**
- Visibility improvement by **restriping I-80** in **Placer, Nevada, and Sierra counties**
- Remove and **replace failing pavement** and improvements to sidewalks on **Fulton Ave** in **Sacramento**
- Enhance **traffic signal coordination and monitoring** at **71** signaled intersections throughout **Sacramento County**
- Install nearly **100 street lights** in the **Florin** area in **Sacramento** to improve visibility
- **Repair drainage culverts** along **SR-49** from the **Nevada/Placer County** line to reduce flooding on roads



PEDESTRIAN SAFETY

- Construct **street improvements** including new sidewalks, ADA-compliant curb ramps, bike lanes, street lighting, center medians, and traffic signal upgrades including ADA-compliant pedestrian signals on **Power Inn Rd** in **Sacramento County**
- Retrofit approximately **195 sidewalk curbs** to meet current **Americans with Disability Act (ADA)** standards in **San Joaquin County**
- Restriping, adding signage and warning devices, improved sidewalks and upgrades to meet ADA standards throughout the **City of Galt**



PUBLIC TRANSPORTATION

- **Expanded Sacramento Regional Transit (SacRT) service** to **Folsom**, 20 new vehicles and platform improvements
- New round trips between **Fresno, Merced and Sacramento** on the **Amtrak San Joaquin** line and expansion on the **Altamont Corridor Express (ACE)** train service
- Replace **7 Clean Natural Gas transit buses** in **Yolo County**
- **Replace buses** for the **City of Elk Grove** to maintain paratransit bus service
- **10 new buses** for **Yuba-Sutter Transit Authority** to maintain paratransit service
- **Bus stop improvements** in the **City of Davis** to improve access and passenger security

This is a partial list of projects.

LEARN MORE



NOPROP6.COM



#NOPROP6

Paid for by No on Prop 6: Stop the Attack on Bridge & Road Safety, sponsored by business, labor, local governments and transportation advocates
Committee Major Funding from
California Alliance for Jobs
Southern California Partnership for Jobs
State Building and Construction Trades Council of California
Funding details at www.fppc.ca.gov



AUGUST 9, 2018

AGENDA ITEM # 11

COMMUNITY PERSPECTIVES ON LOCAL TRANSPORTATION NEEDS & FUNDING

Action Requested: Receive Presentations

Key Staff: Norman Hom, Executive Director

Background Information

STA will soon face important decisions impacting the future of local transportation. By early 2019, the Governing Board will decide whether to pursue a supplemental transportation sales tax measure for the November 2020 ballot. If yes, the Board then must determine how to allocate the potential proceeds between roads, transit, and other transportation needs, as well as specific projects within those categories to include into an expenditure plan.

To gather input and hear different viewpoints, individual members of your Board are participating in a "listening tour," going out and asking citizens in their communities about their transportation priorities. To complement the listening tour, staff has invited various interested groups and community organizations to come to Board meetings over the next 6 months to present their perspectives on local transportation needs and funding. The invitation list is on the opposite side of this page; Board members with suggestions for other groups they would like to hear from should email them to norm@sacta.org and we will send out an invitation.

Today's presenters are:

- **VALLEY VISION.** In January 2018, Valley Vision published *Regional Attitudes about Transportation*, a research report based on local surveys about residents' attitudes about transportation, ways residents use transportation, and priorities and preferences related to transportation improvements and investments. Representing Valley Vision is Director of Strategy & Evaluation, Ms. **Evan Schmidt**, who was also the report's primary author.
- **ENVIRONMENTAL COUNCIL OF SACRAMENTO.** ECOS provides public oversight of local land use and transportation project development to achieve regional and community sustainability and a healthy environment for existing and future residents. Speaking today is ECOS President, Mr. **Ralph Propper**.
- **TRANSPORTATION CALIFORNIA.** Transportation California is a nonprofit coalition focused on California's transportation infrastructure system. Executive Director **Roger Dickinson** will be today's presenter.

Interest Groups & Community Organizations

- | | | |
|--|---|--|
| ▪ American River Parkway Foundation | ▪ Friends of Light Rail | ▪ Sacramento Area Bicycle Advocates |
| ▪ 350 Sacramento | ▪ Greater Sacramento Economic Council | ▪ Sacramento Sierra Club |
| ▪ Breathe California | ▪ League of Women Voters of Sacramento County | ▪ Save the American River Association |
| ▪ California Alliance for Jobs | ▪ Midtown Neighborhood Assoc | ▪ Sacramento Transit Riders Union |
| ▪ CA Commission on Aging | ▪ North State Building Industry Association | ▪ TransForm |
| ▪ California Transit Association | ▪ Organize Sacramento | ▪ Transportation California ¹ |
| ▪ California Workforce Assoc | ▪ Planning and Conservation League | ▪ Valley Vision ¹ |
| ▪ Environmental Council of Sacramento ¹ | | ▪ Walk Sacramento |
| ▪ Environmental Defense Fund | | |
| ▪ Eye on Sacramento | | |

Transportation Management Associations (TMAs)

- | | | |
|----------------------|---------------------------|-----------------|
| ▪ 50 Corridor | ▪ Point West Area | ▪ South Natomas |
| ▪ McClellan Park | ▪ Power Inn Alliance | |
| ▪ North Natomas Jibe | ▪ Sacramento ² | |

Property and Business Improvement Districts (PBIDs)

- | | | |
|-----------------------------------|--------------------------------|-----------------------------|
| ▪ 80 Watt District | ▪ Greater Broadway Partnership | ▪ Power Inn Alliance |
| ▪ Del Paso Blvd Partnership | ▪ Greater Folsom Partnership | ▪ R Street District |
| ▪ Downtown Sacramento Partnership | ▪ Handle District | ▪ River District |
| ▪ Florin Road Partnership | ▪ Mack Road Partnership | ▪ Stockton Blvd Partnership |
| ▪ Franklin Blvd Business District | ▪ Midtown Association | ▪ Sunrise Marketplace |
| ▪ Fulton Avenue Association | ▪ Oak Park Business Assoc | |

Chambers of Commerce

- | | | |
|----------------------|--|----------------------------|
| ▪ Antelope-Highlands | ▪ Greater Arden | ▪ Rancho Cordova |
| ▪ California Delta | ▪ Greater Sacramento Vietnamese American | ▪ Rio Linda Elverta |
| ▪ Carmichael | ▪ Isleton | ▪ Sacramento Area Women's |
| ▪ Citrus Heights | ▪ Natomas | ▪ Sacramento Asian Pacific |
| ▪ East Sacramento | ▪ North Sacramento | ▪ Sacramento Black |
| ▪ Elk Grove | ▪ Orangevale | ▪ Sacramento Hispanic |
| ▪ Fair Oaks | ▪ Rainbow | ▪ Sacramento Metro |
| ▪ Galt | | ▪ Slavic American |

Notes

¹Presenting August 9, 2018

²Declined invitation to speak but provided written comments that will be summarized for the Board at a future meeting



valley vision

Community Inspired Solutions

Regional Attitudes about Transportation

January 2018



Sacramento Light Rail passes California's
State Capitol Building



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Contributions

Valley Vision

For 25 years Valley Vision has helped governments, businesses, foundations and community groups better understand our region and its people through high quality research. By uncovering common ground facts using scientific opinion polls, focus groups, community needs assessments, spacial mapping, best practice reports and other research tools, Valley Vision is ideally positioned to be a trusted interpreter, commentator, forecaster, and work partner for community inspired solutions.

Sacramento State's Institute for Social Research

Founded in 1989, Sacramento State's Institute for Social Research (ISR) harnesses the power of scientific research tools to address social problems. An interdisciplinary unit within the Capital School of Public Affairs, the ISR offers broad expertise conducting survey research, performing program/policy evaluations, and gathering/analyzing data (both quantitative and qualitative) for government agencies, non-profits, and the academic community. The hundreds of projects we have completed have provided actionable information that has enhanced public accountability, program fidelity, and the overall quality of policies designed to serve the region and the state.

Valley Vision Public Opinion Poll Advisory Committee

Jose Hermocillo, Committee Chair,
Hermocillo-Azevedo Strategic
Communications

Chet Hewitt, Sierra Health Foundation

Garry Maisel, Western Health
Advantage

Linda Cutler, Sacramento Region
Community Foundation

Kirk Trost, Sacramento Area Council
of Governments

Colin Twomey, Sacramento Kings

This report was made possible by the
underwriting support of **Sierra Health
Foundation** and **Western Health
Advantage**.

report prepared by:

Evan Schmidt, Christine Ault and Bill Mueller—
Valley Vision

With contributions from Kim Nalder, Shannon
Williams, Keith Hodson, and Corrine Pryor—
Institute for Social Research at Sacramento State

Additional contributions from Erik Johnson and
Greg Chew—SACOG

Report designed by Jim Schneider—
Right Angle Design

Photography courtesy of Downtown Sacramento
Partnership, Sacramento Area Council of
Governments, and Sacramento Regional Transit



Regional Attitudes

A polling series of Valley Vision and Sacramento State's Institute for Social Research

Making informed choices based on solid data and evidence is difficult in this day and age. That is why Valley Vision has partnered with the Institute of Social Research (ISR) at Sacramento State. Teaming together, we are using a proven, scientific method scaled to California's Capital Region to uncover the perspectives of local residents on critical issues and share them with local policy makers. We are the first in the state – perhaps even the country – to apply this approach to a metropolitan area, creating a stronger connection between the people and those governing.

Valley Vision's poll advisory group, chaired by Jose Hermocillo of Hermocillo Azevedo Strategic Communications, will soon be underway with our next research study to help understand the most important aspects of this region's quality of life that we have all come to enjoy. Please be on the look out for these results in the coming months.

Removing some of the guesswork out of policy making is a value that Valley Vision and ISR have been committed to since our founding. Yet this new research capability would not be possible if not for

Respondents across the board feel that transportation is of critical importance to business and job growth in the region.

Our first poll on civic amenities in June 2017 uncovered a range of insights from residents that is informing public and private investment decisions for our parks and trails, museums, art galleries, and sports and entertainment venues. Findings showed that support for these amenities transcends age, gender, wealth, or political affiliation. They unite us. An overwhelming majority of residents said they are critical to their health and well-being. Now we have facts and figures to help tell this story.

In this newest poll we asked local residents about their views and opinions regarding mobility. Transportation is the lifeblood of any community and one of the biggest factors shaping our quality of life. Residents acknowledged this strong connection to how they live, work and play, and gave us important insights about what's important to them and their families. Read on to learn more.

the generous underwriting from the Sierra Health Foundation and Western Health Advantage. We applaud their visionary leadership.

Sincerely,



Bill Mueller
CEO, Valley Vision



Shannon Williams
Executive Director, Institute
for Social Research, CSUS



Executive Summary

introduction

Transportation infrastructure and services impact the daily well-being of residents and the economic prosperity of our region. Few issues shape our quality of life like transportation. We surveyed 788 residents in El Dorado, Placer, Sacramento, Sutter, Yolo and Yuba counties to investigate:

- Residents' attitudes about transportation
- The ways in which residents use transportation, including types of transportation used and key traveling locations
- Priorities and preferences related to transportation improvements and investments

Overall, we found that a growing population and a modern society increasingly on the move has driven up congestion in the Capital Region. Road users would like to see more road investments, but a systemic fix requires a broader solution with different modes and more choices that meet resident needs to avoid future bottlenecks and improve the flow of commerce.

this research report includes:

1. An executive summary
2. A transportation “primer” – key contextual information about transportation planning efforts and funding sources in the region
3. Survey findings
4. Conclusions

key regional transportation factors

Regional agencies, local governments and over a dozen transit agencies are working together to make transportation decisions for the 6-county Capital Region. One upcoming planning process, undertaken by the Sacramento Area Council of Governments (SACOG), is the Metropolitan Transportation Plan (MTP). This plan will organize and prioritize regional transportation investments.

Between 2012 and 2036, the region will spend \$35 billion in federal, state and local funds on transportation, the majority of which come from state and local sources. For a variety of reasons, there is a shortfall of transportation funding in the Capital Region.

In 2018, SACOG will start MTP outreach to cities and counties and the general public to update transportation plans and priorities. This latest effort will focus on ensuring that our transportation investments advance regional economic prosperity.



key findings from the survey

- Respondents across the board feel that transportation is of critical importance to business and job growth in the region.
- Overall, the majority of survey respondents view transportation as a problem in the region. Additionally, regional respondents feel worse about transportation than they did in 2014 when a similar region-wide poll posed some of the same questions.
- Traffic congestion and road conditions, on both local roads and freeways, were cited by respondents as today's most notable problems.
- This finding reflects a contributing factor in respondents' behavior – driving alone. 69 percent of respondents drive alone all or most of the time.
- Despite a high rate of driving alone, respondents show that they are willing to try other transportation modes. 51 percent of respondents say they drive with others or carpool, 19 percent take the bus or light rail, 32 percent bike and 46 percent walk at least sometimes.
- For those who do not use public transportation options, the main reasons are that it takes too long and is too far from their home or destination, or people have safety concerns with public transportation.
- The main improvements that would encourage public transit use are more service nearby, less time consumed on public transit, and feeling safer on public transit.
- The improvements that respondents most want to see are improvements to existing roads.
- Respondents say that reducing traffic congestion is the main reason to make transportation improvements.





As the Capital Region plans for transportation investments in the future, this survey suggests that reducing congestion and improving roads are the main priorities of regional residents.

overview

Almost all of the respondents felt that transportation infrastructure is important for job and business growth in the region. As reflected in policy and priority setting across the region, decision-makers seem to agree. The region's growth and quality of life are closely tied to comprehensive decision-making about transportation. Enhancing mobility and improving our region's transportation experience will be determined by policy and investments that enable residents to make mobility choices that are healthy for individuals, the economy, and the environment.

As the Capital Region plans for transportation investments in the future, findings suggest that reducing congestion and improving roads are the main priorities of regional residents. If two-thirds of regional residents drive alone all or most of the time as reported in this survey, reducing congestion will be difficult, even with significant road improvements. Residents, transportation planners, and decision-makers must look at a broad suite of solutions capable of reducing congestion.

Additionally, a majority of respondents show that they are willing to try other modes of transportation, such as carpooling, bus, light rail, biking, or walking. Building on this willingness by increasing use of public transit and active transportation (biking and walking) and other congestion-reducing actions, like carpooling, are imperative measures to addressing the issues most cited in this survey. Perceptions of inadequate service times and unsafe conditions on public transit are noted as key barriers to public transportation use. These issues, whether perception or reality, must be overcome so that the region can benefit from a public transit system that serves the needs of residents and visitors.

The world of transportation is rapidly changing, so much that transportation options ten years from now might look very different than our options today. Technology integrations and innovative solutions coming from the private market are already, and will continue to, disrupt transportation systems. As we understand the needs of Capital Region residents, we must also consider that the infrastructure we build today should support transportation solutions of tomorrow.

Transportation primer

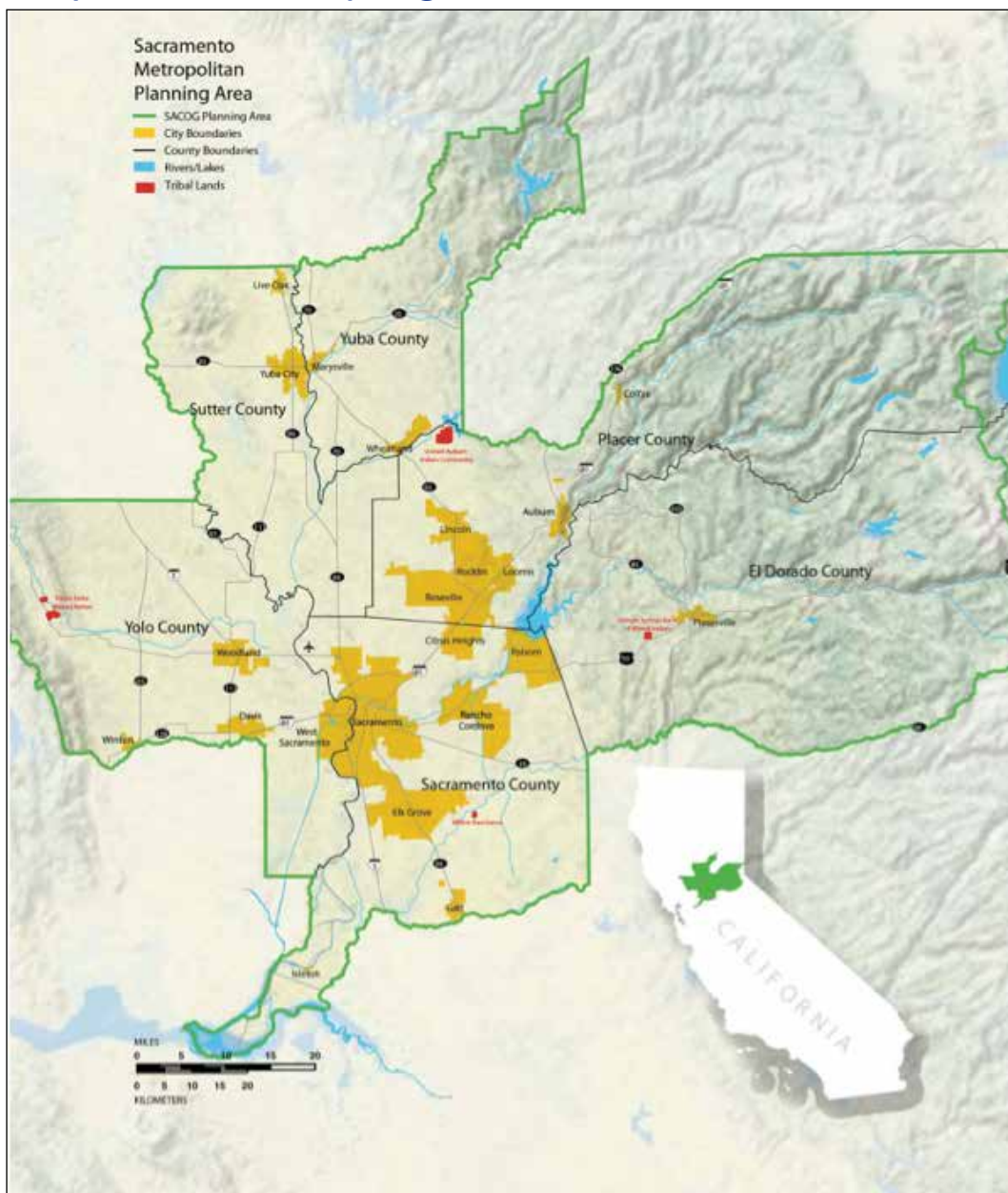
Simple transportation decisions frame our daily experiences. However, the decision-making processes and funding structures that determine the functionality of transportation systems are complex. This Transportation Primer frames:

- Overarching transportation decision-making entities and processes
- Transportation funding structure

- Transportation trends
- Timeline of regional transportation milestones

Together, with the survey results, this report offers a resource to understanding issues and perceptions that can inform decision-making that will shape the region's transportation future.

Map of six-county region



SACOG, Jeanie Hong, November 2017.

decision-making entities and planning processes

The Capital Region, consisting of El Dorado, Placer, Sacramento, Sutter, Yolo, and Yuba counties, coordinates and aligns transportation infrastructure and services through the Sacramento Area Council of Governments (SACOG). SACOG, in turn, works with local governments, transit agencies, Caltrans, and the U.S. Department of Transportation to use transportation and land use taxpayer dollars where they are needed most.

In 2016, SACOG adopted a 20-year plan to spend \$35 billion in federal, state and local dollars to improve the regional transportation system. This plan, the **Metropolitan Transportation Plan (MTP)**, focuses on five key transportation performance outcomes:

- Reducing vehicle miles traveled (VMT) on the region's roads
- Reducing the level of congestion and delay for all modes, but especially road congestion
- Increasing transit ridership and the share of trips made by public transit modes
- Increasing travel by non-motorized travel modes (bike and walk) and the share of trips made by those modes
- Improving the maintenance and operations of existing transportation assets

The MTP prioritizes projects that maintain, preserve, and make more efficient use of existing road and transit assets to help defer, or even eliminate, the need for some road capacity expansions. This emphasis on lower-cost operational improvements and right-sizing of road expansion projects is an important component that achieves strong performance benefits with lower funding levels. The result is a more multimodal transportation system that makes better use of existing capacity and supports the fix-it-first initiative of this plan.

paying for transportation

Between 2012 and 2036, the region will spend \$35 billion in federal, state and local funds on transportation. The majority of those funds come from state and local sources, with only about 10 percent coming from federal sources.

One major source of funding comes from SB1, a landmark transportation bill signed by Governor Brown in April 2017. SB1 provides \$5 billion a year statewide, primarily for local streets and roads, and the state highway system. \$919 million will come to the 6-county Sacramento region, with \$744 million providing road maintenance and repair, \$151 million funding transit, about \$24 million supporting active transportation.

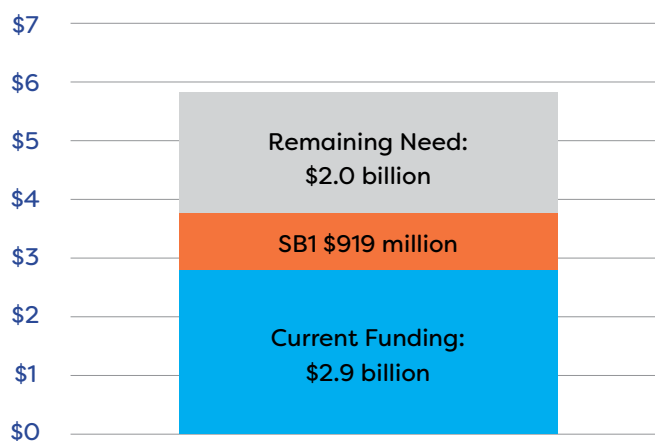
State sources, including a gas tax, make up the largest share of between 50 and 60 percent of road maintenance funding. The remaining comes from local sources including general funds, local sales taxes, and other assessments. Of all of the various sources of funding for road maintenance, gas taxes are the most significant, making up anywhere from one-third to more than half of a typical city or county's road maintenance budget.

Transit is funded primarily from local sources, with about 30 percent coming from federal and state, 30 percent from transit fares, and 30 percent through local taxes and fees. Both Sacramento County and Placer County tried to pass measures that would increase sales taxes to fund public transportation, Measure B and Measure M, but both measures lost by slim margins at the ballot box in November 2016.

funding and policy challenges

SB1 and other funding sources fulfill part of our regional transportation funding needs, but not all. Prior to the passage of SB1, the gas tax rate had not changed since 1994. Investments fell behind as the tax did not keep up with inflation, or adjust to account for greater use of California's roadways or improved vehicle fuel efficiency. This and other factors have resulted in a \$2 billion funding gap.

**region streets & roads needs & revenues over 10 Years
(in billions)**



Filling the gap in transportation for road maintenance will be up to local sourcing. Sacramento County has a sales tax that dedicates about ½ cent that contributes to road rehabilitation and maintenance, and Woodland and West Sacramento currently have general sales tax measures that contribute to transportation. For cities and counties without local sales taxes to help supplement funding for road maintenance, there is much greater reliance on federal and state funds as well as local general funds. Because these funds are not strictly dedicated to road maintenance that funding must compete with other local priorities such as roadway expansion, public transit, or other services paid for from general funds. This is a challenge for rural areas where they have miles of roads and not as many people.

Sacramento Regional Transit (SacRT) reports that they receive about five times less local funding than other similar-sized transit agencies. For example, 1/6 cent tax supports SacRT, compared to 3/4 cent in comparably sized Portland or 1/2 cent in San Diego. SB1 and cap and trade funding sources for transit are often competitive grant programs that require local match funding. Sacramento's relatively low level of local funding for transit puts our region at a competitive disadvantage for these programs.



current transportation trends

From international to local, the transportation landscape is changing. Emerging technologies and applications have already transformed mobility – ride-sharing through Uber and Lyft began in the region in 2010 and already outranks public transit in frequency of use. Adding self-driving cars and other automations are not far off. Other

changes, from the way we work to our lifestyle priorities, have transportation implications. For example, as mobile devices and the “gig” economy have emerged, a demand for flexible hours and tele-commuting have increased. New electric cars, bikes, and transit offer cleaner transportation options, and housing prices statewide impact our cost of living. These considerations will affect how we live, travel, and work in the future.

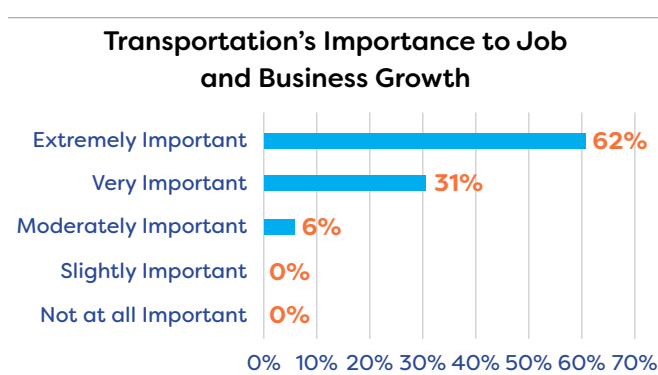
Timeline of transportation milestones in the Sacramento Region

1960s	Capital City freeway opens
1967	Davis created the nation's first bike lane and installed the first bike traffic signal soon after
1987	Light rail opened
1991	Capital Corridor service started
2005	Capital Corridor tripled its service since inception
	Extension of Light Rail Gold Line to Folsom
	Davis becomes the first ever Platinum Level Bicycle Community
	e-tran, the public transit system in Elk Grove, began service
2008	Beginning of capital southeast connector for White Rock Road, a project funded out of prop 1B, first improvement on the connector
2010	Light Rail Green Line opens with service to Richards Blvd., and provides beginning of light rail to the airport
	First electric vehicle rebates are given in the Sacramento region
2011	Interstate 80 capacity improvements to remove the “80 bottleneck” from Placer/Sac County line to Highway 65 interchange, completed by the Placer County Transportation Planning Agency
2012	AB 1779 passed and enabled 8 counties in the San Joaquin Valley (including Sacramento) to form the San Joaquin Joint Powers Authority to take over the administration and management of San Joaquin Rail Service
2013	Uber car service comes to metro Sacramento
	Lincoln bypass completed, reducing congestion in south Placer County
2015	Light Rail Blue Line extends service to Cosumnes River College
2017	Regional Bike Share Pilot, Tower Bridge Preview, begins
	Sacramento Valley Station is complete
2018	Full scale electric Bike Share to commence in Davis, Sacramento and West Sacramento
2022	Downtown/Riverfront Streetcar from West Sacramento to midtown scheduled to start operations

Findings

transportation infrastructure and economic prosperity

SUMMARY | Transportation is the foundation for our region's economic prosperity. Across all respondents, almost all (93%) reported transportation infrastructure being 'very' or 'extremely' important for job and business growth. Almost no respondents thought it was 'slightly' or 'not' important.



Transportation infrastructure is seen as extremely or very important to job and business growth by most survey respondents.

The reliance on the transportation system and interconnectivity across the region is highlighted when you look at where people live and work in the region. The map on page 13 illustrates these interconnections and makes clear that a highly functional transportation infrastructure is critical to the region's economic engine.



Map of live and work locations of survey respondents

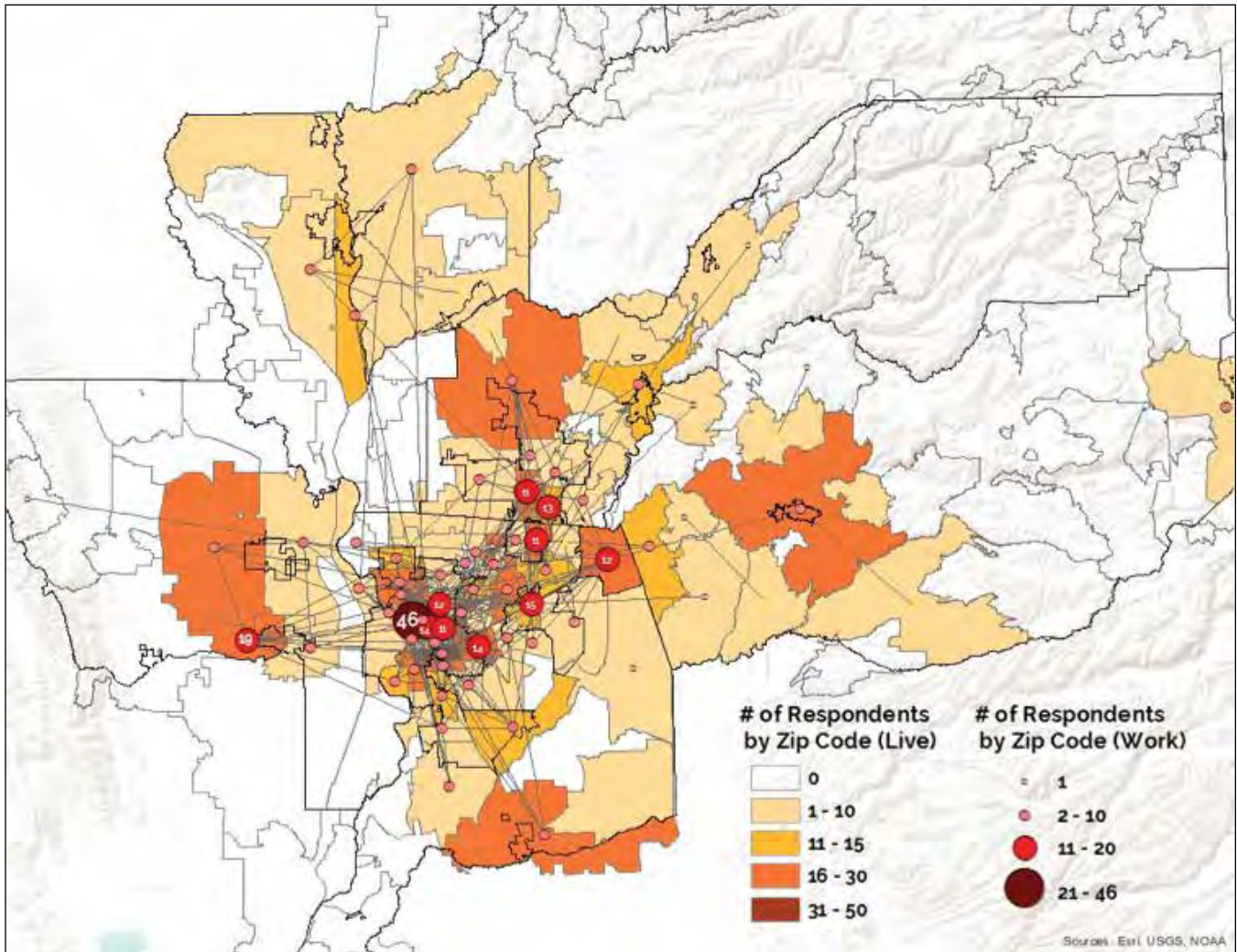


Figure 5

SACOG, Jeanie Hong, November 2017

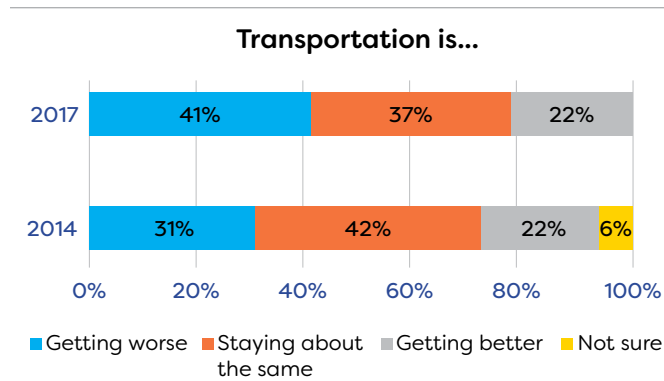


Figure 5 shows the movement across the region as respondents get from home to work and back each day. Colored census tracts, in increasingly intense colors for population concentrations, show where respondents live. The circles, getting larger for work location concentrations, show where respondents work. This map illustrates the importance of transportation systems to our economic growth and prosperity as a region, as well as the movement that occurs daily as people navigate the region for work.

Transportation experiences

SUMMARY | Despite the recognized importance of transportation to quality of life, job and business growth, most respondents think that transportation is “getting worse”, more so today than those who felt it was getting worse in a 2014 survey by SACOG asking the same question.

Is transportation getting worse, staying the same, or getting better?



“Getting worse” was the most cited category, although it is worth noting that 59 percent think that transportation is getting better or staying the same in this 2017 survey. Notably, public transportation users are slightly more optimistic than non-users about transportation: 70 percent of public transit users believe it’s the same or getting better compared to 61 percent for non-public transit users. Additionally, residents who live in more rural areas, who have a higher income, and who are older were more likely to think transportation is getting worse.

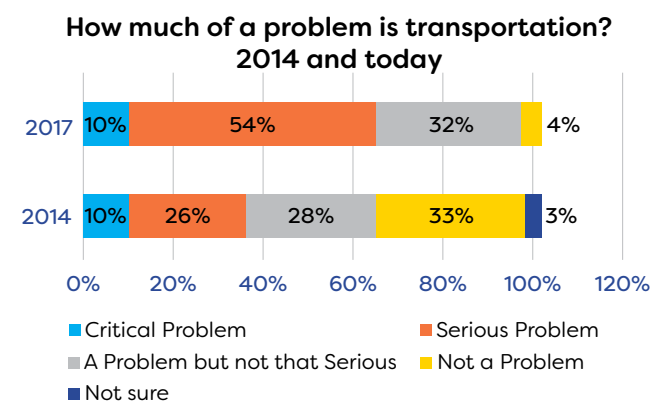
When asked this question by SACOG in 2014, respondents rated transportation more positively than they do today, with 31 percent noting that transportation is getting worse, compared to 41 percent in this poll.

When asked if transportation is a “critical problem, serious problem, small problem, or not a problem”, 64 percent of respondents noted it as a critical or serious problem, compared to 2014 when 36 percent classified transportation as a critical or serious problem.

10 percent more respondents said that transportation is getting worse in 2017 compared to respondents in 2014.

1. SACOG Public Attitude Survey for 2016 Metropolitan Transportation Plan/Sustainable Communities Strategy, conducted in 2014

How much of a problem is transportation?



In this survey, more people living in suburban areas (68%) felt transportation was a critical/serious problem than in urban (60%) or rural (63%) areas. Black residents were least likely to see transportation as a problem, and were more likely to say transportation is getting better. Additionally, transportation is seen to be a more critical or serious problem compared to those who never use public transportation (66%) compared to those who at least sometimes use public transportation (57%).

Those who use public transportation are less likely to say that transportation is getting worse over the last ten years or that transportation is a critical or serious problem in the region.



The most serious reported transportation problems: Congestion and road conditions

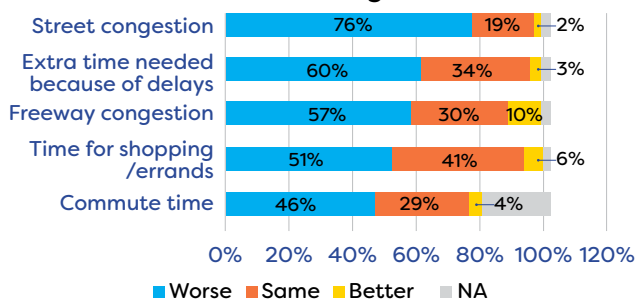
Traffic congestion and commuter experience

SUMMARY | A majority of respondents felt that traffic congestion and the overall time required to travel has gotten worse over the last ten years. The likelihood that respondents are more pessimistic about traffic congestion and the time required in traveling increases with a person's level of income and their distance from urban centers. Almost half of the respondents noted that traffic congestion is at least somewhat of a barrier in obtaining or getting to work. Respondents identified work-at-home options and flexible work hours as desired employer incentives for reducing driving alone. A majority of the respondents would choose a small house with a short commute over a large house with a longer commute – a trend that is consistent across almost all subgroups.

Across all respondents, almost half (46%) reported their commute time has gotten worse over the last ten years and less than 5 percent reported commute time has gotten better.

Are transportation conditions getting better, staying the same, or getting worse?

How are the following conditions?



Those most likely to report that commute times have gotten worse include respondents with higher incomes, Whites and Hispanics, and Republicans. Democrats, Blacks, and lower income groups were more likely to say that commute times have stayed the same.

Does traffic congestion create a barrier to obtaining or getting to work?

28 percent of all respondents mentioned that traffic congestion is a major barrier to obtaining or getting to work and another 20 percent said it was 'somewhat' of a barrier. Likewise, a long commute was seen as a major barrier (22%) or somewhat of a barrier (19%) to obtaining employment.

Additionally, respondents most frequently identified more work-at-home options (29%) and flexible hours (27%) as the employer incentives that would most influence their transportation choices. Transportation between public transit and destination (27%) and free guaranteed ride home (25%) were also highly desired employer incentives.

Across all respondents, a majority would rather have a shorter commute and smaller house (61%). This trend is consistent across groups, with slight expected variations in those who live in rural areas (56%), Blacks (51%), and Democrats (65%).

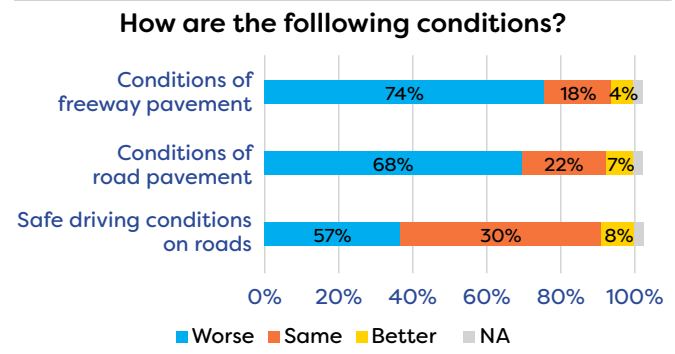
Local road & highway conditions

SUMMARY | The majority of respondents reported that pavement conditions for both local roads and highways have gotten worse and felt that there was a significant need for additional funding to repair them.

The majority of respondents reported that the pavement condition on roads (68%) and highways (74%) has gotten worse. Respondents from rural areas are more likely to say the condition of pavement has gotten worse than are respondents from urban areas for both roads (75% compared to 61%) and highways (76% compared to 70%). Those in low-income groups were more likely to say conditions on roads have stayed the same than are those in high-income groups.

Most respondents would rather have a shorter commute and a smaller house.

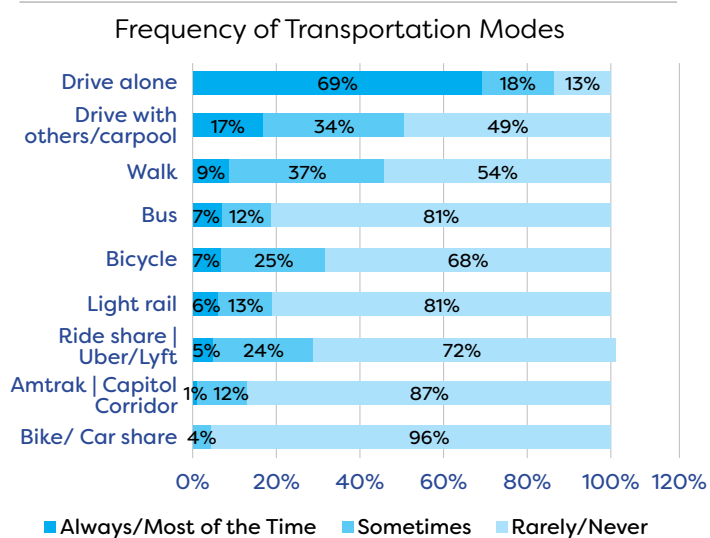
Are road conditions getting better, staying the same, or getting worse?



Using transportation systems

SUMMARY | Respondents throughout the region reported that among transportation options, they most frequently drive alone in their car, with 69% doing so always or most of the time. 31% of respondents use public transportation at least sometimes and over half drive with others/carpool at least sometimes. More people reported using ride sharing (e.g., Uber or Lyft) at least sometimes compared to using the bus or light rail. As expected, people living in rural and suburban areas were more likely to drive alone. The frequency of driving alone also increases with income.

Frequency of transportation modes



All modes of travel except driving and walking have decreased slightly since 2014, when SACOG released a similar study. Carpooling has seen the most significant drop, with 17 percent fewer respondents noting that they carpool at least sometimes. Nonetheless, a wide variety of transportation modes are used at least sometimes by a significant portion of respondents.



Frequency of modes used at least sometimes, 2014 and 2017

	At least sometimes		
	2014	2017	change
Drive all the way there alone	83%	87%	4%
Drive with other people/Car pool/Vanpool	68%	51%	-17%
Take a bus	23%	19%	-4%
Take light rail	26%	20%	-6%
Ride a bicycle	33%	32%	-1%
Take Amtrak, the train also called Capital Corridor	18%	13%	-5%
Walk all the way	36%	46%	10%
Bike share, or car sharing	NA	4%	NA
Uber or Lyft	NA	29%	NA



Public transportation use in Sacramento County

SUMMARY | Almost one-third (33%) of respondents in Sacramento County use either a bus or light rail at least some of the time for their transportation. A consistent theme throughout the responses was safety, which was a top consideration in using (or not using) public transportation, and was consistently the most frequently noted aspect of public transit.

Respondents use and perception of public transit is as follows:

- Overall, 19 percent of Sacramento County residents use a bus for transportation at least sometimes, and 26 percent use Light Rail at least some of the time.
- 30 percent of people who use at least one form of public transportation at least sometimes felt that local transportation was getting better, compared to 18 percent of non-public users.
- A majority of respondents said that they are at least somewhat familiar with public transportation stops near their work or home (36% said they were very familiar).
- Half of the respondents felt that their personal safety on public transit has gotten worse.
- A majority of non-public transit users say the reasons why they do not use it is because they do not know what services are available (56%) and that it doesn't feel safe (51%).
- For those that do use public transportation, the most frequently provided reasons include avoiding inconveniences of commuting such as paying for parking (41%) and traffic hassles (41%).

Reasons for using and not using public transportation in Sacramento County

Reasons for NOT using public transport

I don't know what services are available	56%
Doesn't feel safe	51%
Other	43%
Too far from home or destination	42%
Not comfortable	35%
Not clean	32%
Doesn't run when needed	27%
Too complicated	21%
Too expensive	17%
Area not served	13%
Takes too long	0%

Reasons for USING Public Transportation

Avoid paying for parking	41%
Avoid traffic hassles	40%
Area is well served	21%
Cheaper	19%
More convenient	14%
Clean, comfortable option	10%
Employer reimbursement	5%

Regional transportation priorities

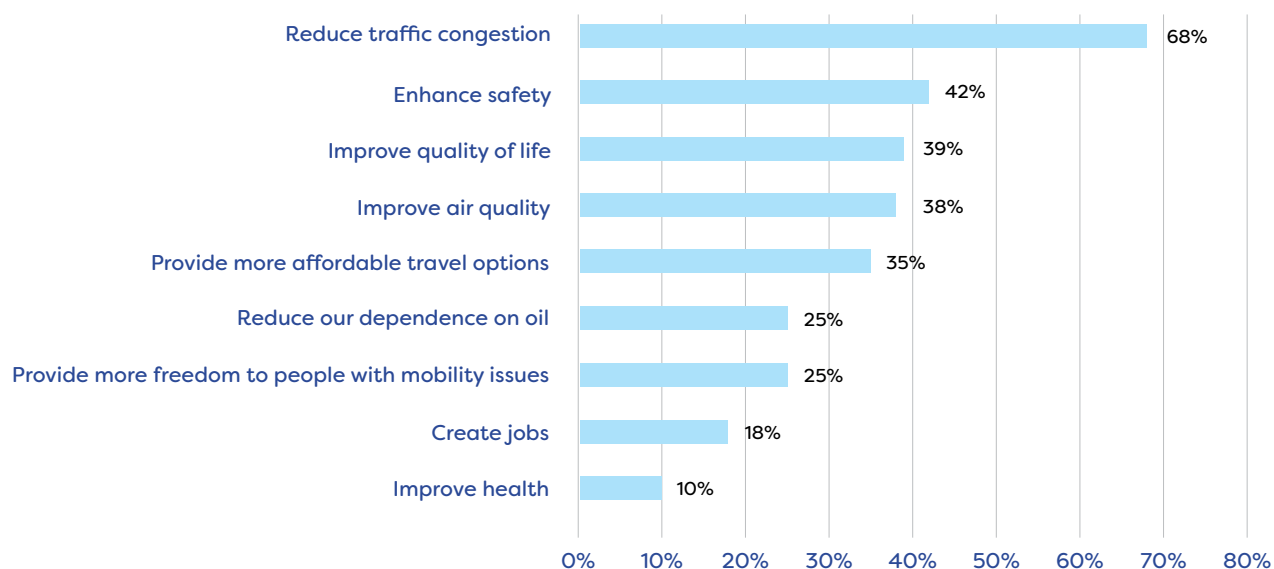
SUMMARY | Respondents said that their top priorities for transportation improvements are reducing traffic congestion and improving local roads and highways. This is not surprising given that two-thirds of respondents drive alone all or most of the time and that respondents reported congestion and road conditions as the most serious regional transportation problem.

improvements to roads and freeways

Two-thirds of all respondents felt that transportation improvements should reduce traffic congestion, and 42 percent thought they should enhance safety. Black respondents felt safety was less of a priority than other groups, with 24 percent marking it as a priority compared to 49 percent of Hispanic and 42 percent of White respondents.

Reasons for transportation investments

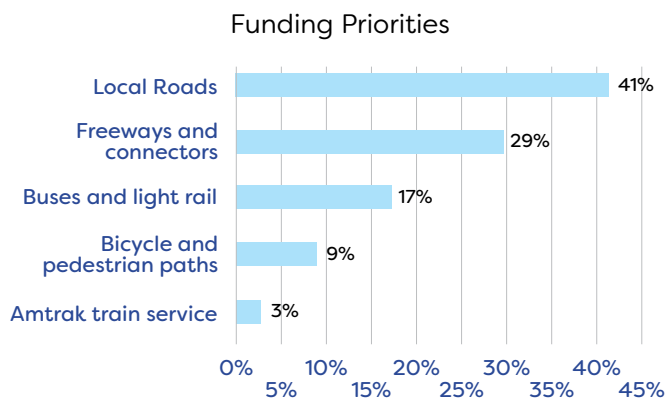
Most important reasons that policy makers should consider when spending on transportation improvements



types of transportation most in need of improvement

Respondents identified local roads as having the greatest need for improvement, followed by freeways and connectors, and buses and light rail. Those with higher incomes and education levels are most likely to prioritize funding improvements on freeways and connectors.

Funding priorities by transportation type



The majority of respondents reported that there is at least some need for additional funding for road improvements (93%) and highway improvements (90%). Republican respondents were more likely to cite a greater need for funding for road improvements, as were respondents living in rural areas outside of Sacramento.

If funds were made available for local road improvement, two-thirds (64%) of respondents would prefer that existing roads be repaired and only 6 percent preferred new roads. In terms of freeway and connector improvements, 40 percent would like to see the repair of existing infrastructure, 36 percent would like to see vehicle capacity increased on existing highways, and 25 percent would like to see new highways/connectors built.

improvements to public transit

The improvement that would most encourage public transportation use was a service that was close by and “takes me where I need to go” (23%). Other top improvements were public transportation that takes less time (17%) and feels safer (16%). Nine percent of respondents said they were currently satisfied with public transit, and 8 percent said that there were no improvements that would encourage them to use public transportation.



Improvements to encourage public transportation

Improvements that would encourage public transportation use	
Service that is nearby and takes me where I need to go	23%
Public transportation that takes less time	17%
Public transportation that feels safer	16%
Currently satisfied	9%
There are no improvements that would cause me to use public transportation	8%
Public transportation that is cheaper	8%
More service at times that I need it	7%
If I knew more about it	6%
Public transportation that is more clean	4%
Public transportation that is more comfortable	3%

When asked which transportation category was in need of the most improvement, 21 percent of Sacramento County respondents identified buses and light rail. When asked the extent of the need for additional funding in these areas, 41 percent said that there was a great need and 37 percent said that there was some need.

The most frequently identified improvements in buses and light rail for Sacramento County respondents are security and safety measures (41%) and expanded routes within cities (40%). Improving connectivity across the region (35%) and increasing the frequency of services (24%) were other areas of preferred improvements.

Preferred improvements in buses and light rails

Preferred Improvements in buses and light rail	
Security and safety measures	41%
Expand routes within cities	40%
Improve connectivity across region	35%
Increase frequency of service	24%
Make fares more affordable	21%
Cleanliness	18%
Increase reliability of services	12%
Improve quality through repair and replacement	9%

Conclusion

This public opinion survey is the second in an ongoing series of studies conducted by Valley Vision, together with ISR, to gather insights into residents' views about a wide variety of important regional issues affecting quality of life and livability. The findings outlined in this report provide valuable information to local policy makers, funders/investors, and lead organizations involved in advancing transportation and mobility infrastructure for our communities. Valley Vision believes that having a greater understanding of residents' perspectives about their transportation uses, needs and challenges, will serve to drive policy, investments, and regional goal-setting in an informed direction.

Based on these survey findings, following is a summary of leading observations by Valley Vision's Public Opinion Poll Advisory Committee:

1. Increase the region's prosperity through coordinated transportation and infrastructure planning

Regional attitudes reflect that most respondents felt that transportation infrastructure is important for job and business growth in the region. Regional growth and quality of life are directly tied to effective transportation planning and coordinated decision-making. Enhancing mobility and improving the region's transportation experience will be determined by the investments we make and policies that meet the needs of individuals, the economy, and the environment.

The region has already begun work on the Shared Economic Prosperity Plan, an effort that will link our economic prosperity with transportation policy. The Brookings Institution, a national public policy research center, is using their inclusive economy model to work with the region's major economic development entities. As part of this effort, organizations like Greater Sacramento Economic Council, Sacramento Metro Chamber, and Valley Vision are working closely with the Sacramento Area Council of Governments (SACOG) and other planning entities to align economic interests

with infrastructure planning, illustrating the way that regional leadership recognizes and is prioritizing the unique role of transportation in the region's economic success. We will draw on findings from this transportation survey to inform the Shared Economic Prosperity Plan and other planning efforts.

2. Reduce congestion

Road congestion and road improvements are cited as the main concerns of survey respondents. However, considering that two-thirds of regional residents drive alone all or most of the time as reported in this survey, reducing congestion will be difficult to achieve through road improvements alone. In fact, the more the region is able to diversify transportation mode use, the more successful we will be in relieving traffic congestion. These modes include bus, light rail, carpooling, biking and walking. For example, research shows that for every 1% increase in commuting by transit there is a 5% decrease in congestion per miles traveled. A significant finding worth noting is that a majority of respondents show that they are willing to try other modes of transportation.





Valley Vision believes this presents an important opportunity. Building on residents' willingness to increase their use of public and active transit and other congestion-reducing actions is imperative to addressing the issues most cited in this survey. First, perceptions of inadequate service times and unsafe conditions on public transit – noted by respondents as key barriers to public transportation use – must be overcome so that the region can benefit from a public transit system that serves the needs of residents .

Whether perception or reality, transit systems recognize these issues as impediments to increased ridership. That's why SacRT has been focusing on safety and security to improve the customer experience. SacRT, which operates in Sacramento County, has dedicated itself to understanding the root concerns with riding and what customers and noncustomers are experiencing or perceiving about cleanliness, safety and security. SacRT has also focused on decreasing fare evasion and reducing nuisance behavior in the system by significantly increasing staff on trains and at stations. Recent customer outreach efforts by SacRT emphasize the agency's commitment to a clean, safe, and convenient experience. These efforts aim to expand awareness, increase ridership and to ensure that light rail is a viable travel option for everyone.

However, overturning these concerns while improving service times and frequencies—also an interest of survey respondents—will require more investment. Public transit operators have limited opportunities to secure funding from state or federal sources and operations are largely funded

by local sources. Increasing levels of funding for public transit is key to making the types of service improvements and expansions that survey respondents want.

Voters will have opportunities to decide whether to increase funding to support public transit. Local leaders are looking to 2020 as the likely time period to pursue a ballot measure asking Sacramento County voters to approve a transportation sales tax increase. Drawing these connections between economic prosperity, transportation infrastructure, quality of life, and congestion relief strategies can help voters better understand critical funding gaps and influence support for tax financing measures. This will be necessary if the region is to realize a transit system that serves the needs of the community.

3. Plan a transportation system fit for the region's future

The world of transportation is rapidly changing, so much that transportation options ten years from now might look very different than our options today. As we understand the needs of Capital Region residents, we must also consider that the infrastructure we build today must support the transportation needs of tomorrow.

There are some significant ways that the Capital Region is preparing for that future:

- **Investment:** As part of its national settlement, Volkswagen will invest \$44 million in the City of Sacramento as a "Green City," to support zero emission vehicles. This investment will help solidify the Sacramento Region as a model for electric and zero emission vehicle infrastructure.

- **Innovation:** The Sacramento Region is home to UC Davis, a pioneer in innovative and clean transportation studies through the Institute for Transportation Studies and other research entities. Additionally, the California Air Resources Board (CARB) is an international leader on low carbon and low emission transportation. There exists a cluster of the automotive industry in the region also driving innovation and leveraging regional research and policy advancements. The innovative and future-looking orientation from research, policy, and industry will guide the region and provide international leadership in transportation innovation.



- **Influence:** Transportation innovation is currently a focus of regional political leadership. Mayor Steinberg has called for Sacramento to be an industry center for alternative energy production and electric and autonomous vehicles. Additionally, as the state capital of California and an international leader in clean energy policy, Sacramento is well-positioned to be a test ground for new technologies and a policy leader in ensuring equitable and innovative approaches to deployment.

Integrating transportation infrastructure planning, enacting congestion reducing strategies, and maximizing assets like those described above creates a unique opportunity for the Sacramento Region at a time when transportation improvements are of increasing importance. As the region's population continues to grow, our ability to coordinate planning, inject new investment, and assert policy actions are vital to ensuring regional transportation systems serve the needs of residents today and well into the future.



Survey methodology

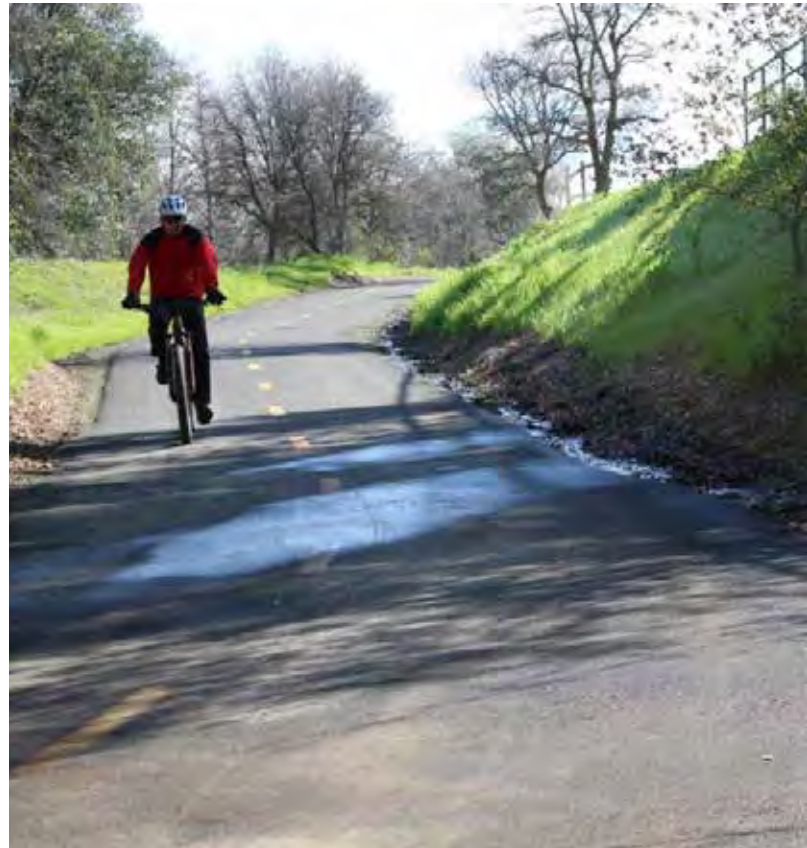
In cooperation with Valley Vision the Institute for Social Research (ISR) at California State University, Sacramento created an online panel of survey respondents (N=2,237) for the purpose of conducting quarterly surveys of the Sacramento region (Sacramento County and specific zip-codes in Yolo, Placer, and El Dorado, San Joaquin, Solano, Sutter, and Yuba counties).

This final respondent group from the six counties consisted of 788 individuals, with an overall margin of error of 4.7%. Responses for the survey were analyzed according to a number of factors, including how often a respondent used public transportation, current household income, political identification, and others. In addition to providing descriptive statistics of individual responses, results were reported with any statistically significant differences in sub-populations.

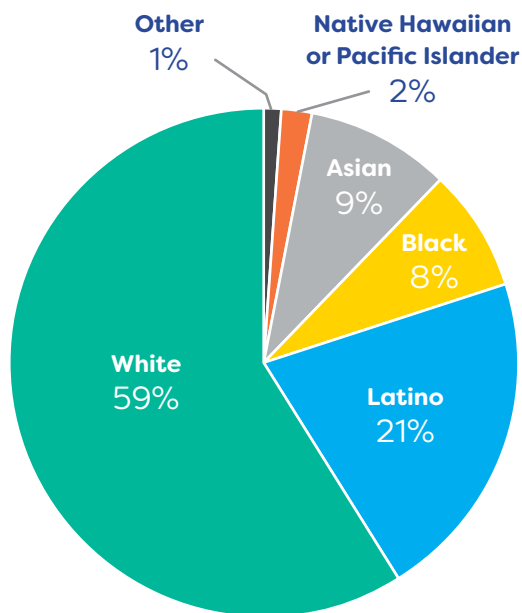
Responses for the survey were analyzed according to a number of factors, including how often a respondent used public transportation, current household income, political identification, and others.

After soliciting input from several community stakeholders, Valley Vision created a survey to measure public attitudes regarding transportation issues in the Sacramento region. Using the extended area panel, ISR administered the online transportation survey in September 2017. Of the 2,237 panelists, 939 completed the survey during that time frame, with an average response time of 10 minutes and an overall response rate of 42%.

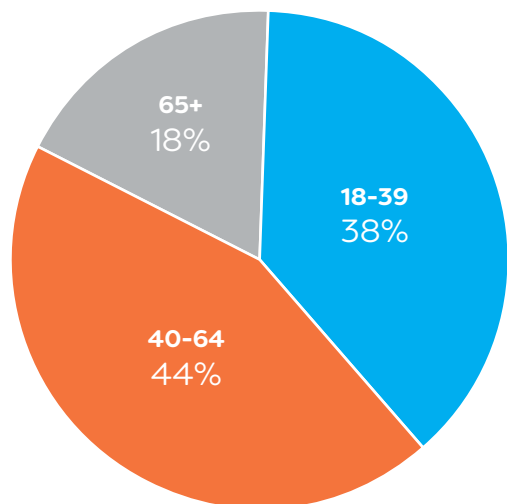
To ensure that the sample represents the population in the region, the ISR employed random probability sampling, multiple language translations, and demographic weighting. To account for any systematic differences between respondents and the full panel, the respondent group was weighted by age, education, race, and gender to match the panel within a 5% overall margin. Of the 939 weighted respondents, ISR further targeted the residents from El Dorado, Placer, Sacramento, Sutter, Yolo, and Yuba counties. These respondents were then calibrated to census data based on county population, gender, age, race, and education.



Racial Make up



Age



Appendix A

Panel Demographics

Geography

61%	Sacramento County
15%	Placer County
8%	El Dorado County
9%	Yolo County
3%	Yuba County

Gender

Male	49%
Female	51%

Income

<\$30K	26%
\$30-50K	14%
\$50-75K	20%
\$75-100K	19%
\$100-150K	14%
\$150-200K	5%
>\$200K	2%

Political Party ID

51%	Democrat
28%	Republican
21%	Independent

Sources

2016 Metropolitan Transportation Plan/ Sustainable Communities Strategy

https://www.sacog.org/sites/main/files/file-attachments/O_-_executive_summary.pdf

Friends of Light Rail, How it Happened

<http://www.friendsoflightrail.org/wp-content/uploads/2015/12/How-It-Happened.pdf>



valley vision
Community Inspired Solutions

valleyvision.org
2320 Broadway, Sacramento, CA 95818
(916) 325-1630