



A G E N D A
SACRAMENTO TRANSPORTATION AUTHORITY
SACRAMENTO ABANDONED VEHICLE SERVICE AUTHORITY
HISTORIC SACRAMENTO CITY HALL — HEARING ROOM -- 915 "I" STREET
SACRAMENTO, CALIFORNIA 95814

THURSDAY

NOVEMBER 7, 2013

2:00 PM

MEMBERS: STEVE COHN, CURT CAMPION, GARY DAVIS (Chair), DARRELL FONG, SUE FROST, KERRI HOWELL, PATRICK HUME, ROBERTA MacGLASHAN, KEVIN McCARTY, ROBERT McGARVEY, DON NOTTOLI, BONNIE PANNELL, SUSAN PETERS (Vice-Chair), JAY SCHENIRER, PHIL SERNA, JIMMIE YEE

Alternates: Angelique Ashby, Mark Crews, Steve Hansen, Kevin Johnson, Andy Morin, Michael Picker, Teresa Stanley, Donald Terry, Robert Trigg, Mel Turner, Allen Warren

This meeting of the Sacramento Transportation Authority will be videotaped in its entirety and will be cablecast without interruption on Metrocable Channel 14—the Government Affairs channel—on the Comcast and SureWest Cable Systems, and will be webcast at www.sacmetro.cable.tv. Today's meeting is being shown live, and will be repeated on Sunday at 2:00 p.m. on Channel 14. This meeting is being closed captioned. A video copy is also available for check-out from any library branch.

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

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

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

CALL TO ORDER / ROLL CALL

PLEDGE OF ALLEGIANCE

PUBLIC COMMENT

1. Comments from the Public Regarding Matters Not on the Agenda *(All)*
2. Executive Director's Report *(Brian Williams)*

CONSENT ITEMS

3. Action Summary – Governing Board Meeting of October 10, 2013 ◀ *(Brian Williams)*
4. Cumulative FY 2013-14 Measure A Revenue Report *(Lisa Valine)*
5. Selection of Public Member to Serve on the Measure A Independent Taxpayers Oversight Committee ◀ *(Brian Williams)*





NOVEMBER 7, 2013

AGENDA ITEM # 2

EXECUTIVE DIRECTOR'S REPORT

Action Requested: Receive and file

Key Staff: Brian Williams, Executive Director

Recommendation

Receive and file this summary report of current STA activities.

Discussion

A. Measure A Transportation Sales Tax Program

Community Outreach and Opinion Research Program

Today's meeting will be dedicated almost exclusively to a workshop on the potential for preparing a supplemental transportation sales tax initiative for consideration by Sacramento County voters during an upcoming election cycle (**Item #6**). Since May, STA staff, along with a consulting team led by **Smith Watts & Martinez, LLC**, has been meeting at least monthly with a Professional Advisory Group (PAG) of transportation agency directors (County, cities, RT, Paratransit, CSCA). The objective of these meetings and associated side conversations are three-fold:

- Prepare and conduct a community outreach program to highlight the accomplishments of the existing Measure A sales tax program; to educate the public on the need for additional transportation investment; and to assess the perspectives of community and business leaders on local transportation issues and funding.
- Prepare an Expenditure Plan of projects and programs focused on rehabilitating and maintaining the condition of local streets and roads and on delivering, constructing, and operating specified capital projects called for in long-range transportation plans.
- Conducting opinion research to determine: 1) voter support for various transportation investments; 2) the general importance among voters of transportation investment relative to other significant public policy issues; and 3) the inclination of voters to approve another Countywide half-cent transportation sales tax.

In Item #6, the consulting team will provide a detailed report—including initial voter opinion survey results—on the accomplishments to date associated with each of these three objectives. They will also summarize a recommended course of action that reflects contemporary voter opinion and the feedback received from the community outreach program.

A. Measure A Transportation Sales Tax Program (continued)

FY 2014 Measure A Sales Tax Revenues

The monthly Measure A sales tax revenue and distribution report is enclosed herein (**Item #4**). It shows the October 2013 distribution and the four-month cumulative distribution to each eligible expenditure category since July 1. Staff has forecast that FY 2013-14 sales tax revenue will exceed the prior year actuals by 5.0%. To date, we are running about 1.9% above last year's pace. The October figure of **\$6,972,600** represents a 3.1 percent *decrease* from the same month one year ago.

Independent Taxpayers Oversight Committee

Earlier this year, one of the three public members of the Measure A Independent Taxpayers Oversight Committee (ITOC) indicated that he would no longer be able to serve. In late August, staff began soliciting applications to fill the position reserved for "an experienced manager of large development or construction projects." Application and information packets were distributed to community organizations, media outlets, and assorted individuals. We received two applications by the September 30 due date. The STA Board Chair (Davis) and Vice Chair (Peters) evaluated both applications and concurred that **Russell Davis** is the preferred applicant for the available position. Mr. Davis resides in Folsom, and is the principal of a land use and entitlement services consultancy. In **Item #5**, staff recommends that your Board appoint Russell Davis to serve on the ITOC through July 2016.

B. Sacramento Abandoned Vehicle Service Authority (SAVSA)

There is no new information to report regarding this work element.

C. Sacramento Metropolitan Freeway Service Patrol (FSP)

There is no new information to report regarding this work element.

D. Administrative Matters

Office Manager Recruitment

As mentioned at the prior Board meeting, our long-time Office Manager, *Gloria Busby*, retired last month. The position will be filled prospectively at 80% time (32 hours per week). Staff solicited applications through October 21, and has convened an interview panel to evaluate and rank a short-list of the most highly qualified candidates. We expect to fill the position within the next week.

E. Upcoming Events 2013

<u>Date</u>	<u>Event</u>	<u>Comments</u>
Nov 15	Metro Chamber: <i>State of Sacramento County</i> event	
Nov 17-19	Self Help Counties Coalition: Focus on the Future Conf.	
Dec 5	Measure A Taxpayers Oversight Committee	
Dec 12	STA Board	



NOVEMBER 7, 2013

AGENDA ITEM # 3

**ACTION SUMMARY –
GOVERNING BOARD MEETING OF OCTOBER 10, 2013**

Action Requested: Approve action summary

Key Staff: Brian Williams, Executive Director

Recommendation

Approve the attached Action Summary of the October 10, 2013 meeting of the STA Governing Board.

Attachment

PUBLIC COMMENT

1. Comments from the Public Regarding Matters Not on the Agenda

1:33 PM Board Action: No comments from the public were made.

2. Executive Director's Report

1:35 PM Board Action: Executive Director Brian Williams provided an update on current STA activities.

CONSENT ITEMS

1:35 PM Board Action: Don Nottoli/ Jimmie Yee - Approved the Consent Matters, Items 3 and 4, as recommended.

AYES: Curt Campion, Gary Davis, Darrell Fong, Sue Frost, Kerri Howell, Patrick Hume, Roberta MacGlashan, Kevin McCarty, Don Nottoli, Susan Peters, Jimmie Yee, Michael Picker

NOES: (None)

ABSTAIN: (None)

ABSENT: Steve Cohn, Robert McGarvey, Bonnie Pannell, Jay Schenirer

3. Action Summary – Governing Board Meeting of August 22, 2013

1:35 PM Board Action: Approved as recommended.

4. Cumulative FY 2013-14 Measure A Revenue Report

1:35 PM Board Action: Received and filed the report.

SEPARATE ITEMS

5. Status Report: Community Outreach & Opinion Research Program on Transportation Needs and Priorities in Sacramento County

1:50 PM Board Action: Received and filed the status report.

6. Amendments to Authority's Staff Classification Plan and Reclassification of One Existing Employee

1:54 PM Board Action: Kerri Howell/ Curt Campion - Approved as recommended with an

amendment to Recommendation No. 1 from a three-quarters time position to a four-fifths time position.

AYES: Curt Campion, Gary Davis, Darrell Fong, Sue Frost, Kerri Howell, Patrick Hume, Roberta MacGlashan, Kevin McCarty, Don Nottoli, Susan Peters, Jimmie Yee, Michael Picker

NOES: (None)

ABSTAIN: (None)

ABSENT: Steve Cohn, Robert McGarvey, Bonnie Pannell, Jay Schenirer

**7. Five-Year Expenditure Plans for Measure A On-Going Annual Programs:
Transportation-Related Air Quality Program
Senior & Disabled Transportation Services Program
Traffic Control & Safety Program
Safety, Streetscaping, Pedestrian & Bike Program**

1:56 PM Board Action: Kerri Howell/ Darrell Fong - Approved the Five-Year Expenditure Plans for Measure A On-Going Annual programs.

AYES: Curt Campion, Gary Davis, Darrell Fong, Sue Frost, Kerri Howell, Patrick Hume, Roberta MacGlashan, Kevin McCarty, Don Nottoli, Susan Peters, Jimmie Yee, Michael Picker

NOES: (None)

ABSTAIN: (None)

ABSENT: Steve Cohn, Robert McGarvey, Bonnie Pannell, Jay Schenirer

**8. Five-Year Expenditure Plans for Measure A Capital Programs:
Transit Congestion Relief Program
Local Arterial Program
Freeway Safety & Congestion Relief Program**

2:03 PM Board Action: Darrell Fong/ Curt Campion - Approved the Five-Year Expenditure Plans for Measure A Capital programs.

AYES: Curt Campion, Gary Davis, Darrell Fong, Sue Frost, Kerri Howell, Patrick Hume, Roberta MacGlashan, Kevin McCarty, Don Nottoli, Susan Peters, Jimmie Yee, Michael Picker

NOES: (None)

ABSTAIN: (None)

ABSENT: Steve Cohn, Robert McGarvey, Bonnie Pannell, Jay Schenirer

9. Sacramento County Transportation Mitigation Fee Program: Annual Statement of Revenues and Expenditures

2:13 PM Board Action: Received and filed the Fiscal Year 2012-13 statement of revenues and expenditures for the Measure A Sacramento County Transportation Mitigation Fee Program.

10. Informational Presentation on Measure A Capital Project: Sunrise Blvd "Complete Streets" Improvements in Citrus Heights

2:22 PM Board Action: Regina Cave gave a presentation regarding the project. Received and filed the status report on the Sunrise Boulevard improvement project.

11. Comments of Authority Members

2:22 PM Board Action: No comments were made.

Adjourned - 2:22 p.m.

Respectfully Submitted,

A handwritten signature in cursive script that reads "Florence Evans".

FLORENCE EVANS, Assistant Clerk



NOVEMBER 7, 2013

AGENDA ITEM # **4**

CUMULATIVE FY 2013-14 MEASURE A REVENUE REPORT

Action Requested: Receive and file

Key Staff: Lisa Valine, Senior Accountant

Recommendation

Receive and file a summary report of cumulative FY 2013-14 Measure A sales tax revenues.

Discussion

The monthly Measure A sales tax revenue and distribution report for October is attached. This report also provides cumulative revenue and distribution figures for the first 4 months of FY 2014. At the top half of the page, the first two columns show the proportional allocation of sales tax revenue to each Measure A program. The first two columns at the bottom half of the page break out the allocations among the County and cities for the *Traffic Control & Safety*, *Streetscaping*, *Bike, Ped*, and *Road Maintenance* programs. The far right column shows the distribution of Measure A revenues for the month of October, while the second column from the right depicts cumulative distributions through the end of the prior month. Lastly, cumulative FY 2014 Measure A distributions to date are shown in the middle column.

In summary, the October sales tax revenues of **\$6,972,600** were 3.1 percent below the same month last year, but cumulative sales tax revenues through four months of FY 2014 are running about 1.9% above the prior year.

Attachment



NOVEMBER 7, 2013

AGENDA ITEM # **5**

**SELECTION OF PUBLIC MEMBER TO SERVE ON THE
MEASURE A INDEPENDENT TAXPAYERS OVERSIGHT COMMITTEE**

Action Requested: Appoint Russell Davis as a public member of the Committee

Key Staff: Brian Williams, Executive Director

Recommendation

Appoint Russell Davis to serve on the Measure A Independent Taxpayers Oversight Committee through July 2016.

Discussion

The Measure A ordinance provides for the creation of an Independent Taxpayer Oversight Committee (ITOC) *“to supervise fiscal and performance audits regarding the use of all sales tax funds and provide for independent review to ensure that all Measure funds are spent in accordance with provisions of the Expenditure Plan and Ordinance as approved by the voters.”* The committee was formally established in 2010. The ITOC works with staff to procure a professional auditor(s) to conduct annual fiscal and periodic performance audits of the expenditure of all sales tax funds, report audit findings to your Board and to the public, and recommend any additional audits or review procedures to improve financial operation and the integrity of program implementation relative to the provisions of the Ordinance. The ITOC conducts public meetings to present its findings and recommendations.

The ITOC consists of three “voting” members and three *ex-officio* non-voting members. Your Board selects the three voting members through an open solicitation for interested persons that reside in Sacramento County and who possess the required professional and/or community credentials:

- A professional with senior-level decision-making responsibility in the field of municipal auditing, finance, and/or budgeting
- A licensed civil engineer or trained transportation planner
- A manager of large development or construction projects

These public members serve four-year terms that will expire in 2014, except that your Board directed that the initial appointee to the third position above serve an initial two-year term to preclude the entire public membership from turning over at one time. Last year, your Board reappointed that initial appointee to a full four-year term that expires in mid-2016. Earlier this year, however, that incumbent indicated that he would no longer be able to serve.

In late August, staff distributed application and information packets to community organizations, media outlets, and assorted individuals to solicit interest in this volunteer opportunity. We received two applications by the September 30 due date. The STA Board Chair (Davis) and Vice Chair (Peters) evaluated both applications and concurred on a preferred applicant for presentation to the full Board. The preferred applicant is **Russell Davis**. Mr. Davis currently operates a land use and entitlement services consultancy. He is a past Vice President of Project Development for Elliott Homes, Inc. Mr. Davis resides in the City of Folsom. Staff

recommends that your Board appoint Russell Davis to serve on the Measure A Independent Taxpayers Oversight Committee through July 2016. If he so chooses at that time, Mr. Davis will be eligible to re-apply for a full four-year appointment.

The ITOC last met on October 3, and is scheduled to reconvene on December 5. All ITOC meetings are noticed and open to public participation.

C: Russell Davis
Tom Zeidner



NOVEMBER 7, 2013

AGENDA ITEM # **6**

**WORKSHOP: COMMUNITY OUTREACH & OPINION RESEARCH PROGRAM ON
TRANSPORTATION NEEDS AND PRIORITIES IN SACRAMENTO COUNTY**

Action Requested: Receive and file.

Key Staff: Brian Williams, Executive Director

Recommendation

1. Receive and file a comprehensive status report on the effort to prepare a supplemental transportation sales tax program for possible consideration by Sacramento County voters in 2014 or 2016.
2. Ask questions, discuss among Board members, and provide direction to staff.

Background

In November 2004, County voters approved **New** Measure A to extend the existing one-half percent transportation sales tax program during the period 2009-2039. During development of the **New** Measure A expenditure plan, it was acknowledged by Board members and community stakeholders that Countywide transportation needs will far exceed reasonably estimated revenues from local, state, and federal funding programs. The STA Board prepared a straight extension of the existing one-half percent sales tax rate, however, to reduce the risk that voters might turn down an augmented transportation tax program.

In May 2005, your Board declared its interest in evaluating the potential for preparing a supplemental transportation funding initiative for placement before County or regional voters in 2008 or later. In February 2006, your Board received and filed a draft work plan to develop a supplemental transportation funding initiative. Action to implement that work plan was delayed while SACOG conducted a comprehensive series of community workshops associated with its 2007 update of the Metropolitan Transportation Plan (MTP) for 2035.

The MTP for 2035 assumed that an additional quarter-percent transportation sales tax would be approved by Sacramento County voters to construct and operate planned transit capital improvements. It also assumed that an approximately equal amount of new local revenues would be generated to address the County's substantial backlog of street and road maintenance projects. Federal law requires that the MTP be "financially constrained." As such, federal transportation officials are charged with reviewing the plan's revenue estimates for "reasonableness." The Federal Highway Administration (FHWA) declared at the time that the marginal local transportation revenues assumed in the Plan for public transit and street/road maintenance would be "reasonable to assume" if, prior to SACOG adoption of the MTP, the STA Board declared its intent to pursue such a program. In August 2007, your Board supported the MTP by adopting a "resolution of intent to pursue a supplemental local transportation funding program for operations and support of the bus and light rail system and the public street and road network in Sacramento County."

In May 2008, your Board appointed a committee of Board members to refine the Work Plan previously presented and to provide policy guidance on the development of a supplemental Countywide transportation funding program. Seven members were appointed to the committee, of which four (Hume, MacGlashan, Pannell, and Peters) still serve on the STA Board. As the condition of the retail economy deteriorated in the weeks and months following that action, however, your Board decided to delay the effort for an indefinite period. As unemployment surged and sales tax revenues diminished, it seemed improbable that voters would be willing engage in a consideration of new local taxes.

Discussion

Earlier this year, your Board re-visited this matter. In April, your Board selected a consulting team led by *Smith, Watts, & Martinez, LLC* to conduct community outreach and voter opinion research on transportation needs in Sacramento County and to facilitate the preparation of a Countywide Expenditure Plan of high-priority transportation projects and services. The effort officially kicked off in May with the convening of a Professional Advisory Group of local transportation agency directors representing STA; Regional Transit; Paratransit, Inc.; Capital Southeast Connector Authority; County of Sacramento and the incorporated cities therein. This group has met monthly to advise the consulting team on the preparation of a draft Countywide transportation expenditure plan and related matters. The consulting team simultaneously conducted a series of interviews to solicit observations on transportation issues and priorities from local elected officials and community leaders. During the past couple of weeks, the consulting team conducted a public opinion poll of Sacramento County voters.

Today's meeting will be dedicated almost exclusively to a workshop to review and discuss the results of these efforts to date. The staff presentation will be delivered in three segments:

- An overview of a proposed community outreach program designed to: 1) highlight the accomplishments of the existing Measure A sales tax program; 2) educate the public on the need for additional transportation investment; and 3) assess the perspectives of community and business leaders on local transportation issues and funding.
- A report on the results of an initial telephone survey of 800 Sacramento County voters designed to determine: 1) voter support for various transportation investments; 2) the general importance among voters of transportation investment relative to other significant public policy issues; and 3) the inclination of voters to approve another Countywide half-cent transportation sales tax.
- A description of a draft Countywide Expenditure Plan of projects and programs focused on rehabilitating and maintaining the condition of local streets and roads and on delivering, constructing, and operating specified capital projects called for in long-range transportation plans.

The presentation will conclude with a recommended course of action that accommodates contemporary voter opinion and the feedback received from the initial community outreach program.

DRAFT 5



Sacramento Transportation Authority
GOVERNING BOARD

Proposed 2014 New Measure A Sales Tax Expenditure Plan

Prepared for

**STA Board Meeting
Historic Sacramento City Hall,
Hearing Room
November 7, 2013**

DRAFT # 5

2014 New Measure A Sales Tax Expenditure Plan

Guiding Principles

To maintain and improve the quality of life in Sacramento County, the Sacramento Transportation Authority (STA) has crafted this draft of a revised Sacramento County Transportation Expenditure Plan for a potential ½ cent sales tax on the November 2014 ballot. This 2014 Measure A sales tax expenditure plan would continue to improve the County's transportation network years beyond the expenditure authorized by the voters in the 2004 Measure A election. Funding from the 2004 sales tax revenues has been significantly reduced by the great recession of 2008 to 2012. The 2014 Measure A revenues, if passed by the voters, would allow the completion of the 2004 Expenditure Plan and substantial additional improvements, with a majority of the new funding focused on repair and maintenance of city streets, county roads and bridges.

The Guiding Principles of the 2014 Measure A Sales Tax Expenditure Plan are:

- To meet the large and rapidly growing needs for repairing our aging local road system by making their repairs an immediate action plan. This proposed program makes the fixing of the city and county road systems by resurfacing, patching potholes, repairing or rebuilding old bridges, and generally upgrading local road facilities the top priority receiving a majority of new funding. “FIX IT FIRST” is the overall guiding principle of the new program, with capital improvement programs and projects to follow.
- To provide flexible funding in the authorized programs so Sacramento County and all its cities can determine their individual expenditure priorities for road maintenance, new road facilities, bicycle and various local transit opportunities.
- To provide a transportation system that meets the needs of all residents of Sacramento County, whether they are disabled, unable to operate or afford a vehicle themselves, or simply wish to commute to their work and other activities more efficiently.
- To reduce traffic congestion and make the transportation system network work more efficiently and effectively.
- To improve air quality and move toward required state climate change improvements relative to lowering production of greenhouse gases produced by the local transportation system.

- To provide adequate funding to pay for the operational costs of new services and facilities of our regional transit system, as well as special transit services for our expanding population of senior and disabled persons.
- To enhance Sacramento’s ability to secure state and federal funding for transportation by providing local matching funds.

Expenditure Plan Goals

The new, proposed 2014 Measure A Expenditure Plan has been designed with the following goals in mind:

- Focus on “Fixing It First.” The first 5 years of the expenditure plan will focus the majority of sales tax revenues exclusively on repairing existing city streets, county roads and bridges, and replacement of worn out transit vehicles and associated facilities.
- Maximize the funding available for road maintenance, capital improvements, and transit operations by spending the available sales tax revenues on a “Pay-As-You-Go” basis, thus minimizing the payment of debt interest caused by use of bonding. In other words, putting as many dollars into actual improvements, instead of paying off debt.
- Programming the funding to improvement projects that are ready for construction that will provide taxpayers with the maximum benefit in the shortest period of time.
- To the extent practical, merge the 2004 Measure A funding programs with the 2014 Measure A funding to provide the most efficient use of available funds, while preserving key parts of the 2004 Measure such as support of the American River Bikeway, local air quality programs, and commuter bike programs.
- Complete construction of major region-wide transportation improvement projects as soon as possible.
 - Provide the local match to complete the Light Rail Transit (LRT) line from downtown Sacramento to the Natomas Town Center by 2025 and to the Sacramento International Airport by 2030, providing congestion relief on the Interstate 5 corridor.
 - Construct the first phase of the Capital Southeast Corridor Connector Project by funding the first four travel lanes and key interchanges from State Route 50 in Folsom to State Route 99 and I-5 in Elk Grove by 2025, bypassing downtown Sacramento and providing congestion relief on State Routes 50 and 99.

New Measure A Program Elements

I. Road Maintenance and Rehabilitation Program

- A. Program Revenue.** The local road and bridge maintenance and rehabilitation program shall receive 51% of the total of the net program funds made available from the new revenue available from the 2014 Measure A program, and net revenue made available as described in Section VI (see below).

The equitable formula for the distribution of funds between all of the cities in Sacramento County and the unincorporated areas of the County of Sacramento shall be based on 75% population and 25% road miles of each jurisdiction, the formula to be adjusted by STA every ten years based on updated population and road miles information developed for similar statewide transportation formulas by the California Department of Finance.

- B. Program Guidelines.** The first five years of the funds identified in this program shall be used exclusively by all cities and the County of Sacramento for city street and county road and bridge preventative maintenance and rehabilitation so as to bring these facilities throughout Sacramento County up to a Pavement Condition Index (PCI) of 70 at the soonest possible time.

A 70 PCI is generally defined as safe, reliable, and smooth street surfaces with little to no blemishes, potholes or substantial cracking. Streets and roads with a 70 PCI would have a comfortable and safe ride for all motorized vehicles and bicycles, with minimum wear and tear on all such users.

The definition of maintenance and rehabilitation shall include as eligible for these funds the upgrade of existing roads to allow a “complete streets” redevelopment of a given road facility. The complete streets definition involves a state-of-the-art upgrade of any existing city street or county road to deal with current or anticipated traffic volumes, including the addition or upgrade of curbs, gutters, storm sewer, street lighting, road striping, traffic control systems, pedestrian and vehicle safety improvements, safe bicycle user capabilities, signing, and landscaping compatible with the local environments in which the facility must serve the public.

After five years from the date of the voter approval, any city in the County and the County of Sacramento may divert no more than 30% of funds from this “Fix It First” program for new capital road or public transit projects based on the following conditions having been met:

1. The public agency manager responsible for road maintenance must certify in writing to the Mayor and City Manager in a city and the Board of Supervisors and the Chief Administrative Officer at the County that the road facilities under their management have met or will meet within the next twelve months a 70 PCI rating.

2. The public agency manager responsible for the road maintenance has submitted a five year program to the City Manager or County Chief Administrative Officer in writing clearly demonstrating how the 70 PCI rating will be sustained, in the future, in full consideration of the specified diversion of funds recommended for new road or transit capital purposes over the five year period. Eligible projects for new capital would be the same as described in Section II. Capital Improvement Program below.
3. Based on the recommendation of the City Manager or County Chief Administrative Officer, the City Council or Board of Supervisors must then approve the proposed five year maintenance and capital program by a 4/5 vote.

II. Capital Improvement Program

- A. Program Revenue.** The Capital improvement Program shall be equal to 30% of the total of the net program funds made available from the new revenue of a 2014 Measure A program, and the net revenue made available as described in Section VI (see below).

The equitable formula for the distribution of funds between all of the cities in Sacramento County and the unincorporated areas of the County of Sacramento shall be based on 75% population and 25% road miles of each jurisdiction, the formula to be adjusted by STA every ten years based on updated population and road miles information developed for similar statewide transportation formulas by the California Department of Finance.

- B. Program Guidelines.** Each City and the County of Sacramento shall develop and adopt a five year program for use of these funds to be submitted every two years to STA. STA is authorized, based on a formal adopted resolution of request from any city or the County, to bond their respective revenue stream to bring projects to implementation sooner than a “pay as you go” financing approach. The use of a bonding approach shall be clearly displayed in the five year program adopted by each jurisdiction. Prior to use of its bonding authority for this purpose, STA shall provide to the jurisdiction(s) in question a full, long term financial analysis of the impact such bonding will have on each jurisdiction’s formula money for this program, and make such analysis available to the city council or Board of Supervisors on a timely basis.

At the discretion of each jurisdiction, the Capital Improvement Program can be used for:

- New city streets and county roads, bridges, and interchanges on the State Highway System necessitated by current or anticipated local or regional traffic or to replace aging, unsafe structures. Measure A funding shall not be used to replace project funding that would otherwise be provided by new development on a fair-share basis.

- Improvements that enable safer, easier access for pedestrian, bicycle, and other non-motorized transportation.
- New capital transit or operational improvements, purchase of new transit vehicles, and new maintenance facilities to serve interregional, regional or local rail or bus passenger facilities and structures that serve the general traveling public or provide special services for disabled or senior citizens.
- Transportation facilities deemed necessary for implementation of the General Plans of each city and the County.
- Transportation facilities necessary to meet Federal and State statutory or regulatory requirements regarding air quality and climate change.
- If necessary, provide additional funding, at the discretion of each jurisdiction, for preventative maintenance and rehabilitation of streets, roads and bridges as defined in Section I. above.

III. Environmental Mitigation Program

A. Program Revenue. The Environmental Mitigation Program shall be equal to 2% of the total of the net program funds made available from revenue of a new 2014 Measure A program, and the net revenue made available as described in Section VI (see below). The formula distribution for the Environmental Mitigation Program shall be based 75% population and 25% road miles of each jurisdiction, the formula to be adjusted by STA every ten years based on updated population and road miles information developed for similar statewide transportation formulas by the California Department of Finance.

B. Program Guidelines. Each City and the County of Sacramento shall adopt a five year program for use of these funds to be updated and submitted to STA every two years.

At the discretion of each jurisdiction, the Environmental Mitigation Program can be used for:

- Capital, maintenance and/or operating funds for environmental mitigation directly related to requirements that must be met as related to the California Environmental Quality Act (CEQA) and/or the National Environmental Protection Act (NEPA) for the construction of any transportation facilities funded by this Measure.
- Capital, maintenance and/or operating funds for community improvements directly related to California State or Federal air quality, clean water, or climate change statutes or regulations.

- Capital, maintenance and/or operating funds directly related to quality of life improvements in each community related to projects or facilities on the regional and local transportation system. Example projects are:
 1. Local roads and state highways, including facilities that serve to make extremely low or no emission vehicles more easily fueled or more easily used in each community or programs that serve to lower vehicle use and ownership such as locally based car rental programs.
 2. Local and regional transit systems for the use of the general public, as well as for specialized populations, such as the disabled and older citizens who can't drive or afford a car.
 3. Local and regionally connected bicycle and non-motorized transportation facilities, including locally based rent or borrow a bike programs.
 4. Transit oriented development projects representing innovative public/private financial and operational partnerships to promote greater use of local and regional transit facilities.

IV. Sacramento Regional Transit District Program

A. Program Revenue. Sacramento Regional Transit District (RT) Program shall, first of all, receive a direct allocation of Measure A funds for the LRT Green Line project, as well as a formula allocation of the total of the net program funds made available from revenue of a new 2014 Measure A program, and the net revenue made available as described in Section VI (see below). The formula allocation shall be 13.5% of the net revenues for the first five years, 18.5% of the net revenues for the second five years, and 19% of the net revenues for the remaining 20 years.

RT shall develop and adopt a five year program for the use of these funds to be submitted every two years to STA. STA is authorized, based on a formal adopted resolution of request RT to bond its share of the revenue stream to bring projects to implementation sooner than a “pay as you go” financing approach. The use of a bonding approach shall be clearly displayed in the five year program. Prior to use of its bonding authority for this purpose, STA shall provide to the RT Board of Directors and the STA Board of Directors a full, long term financial analysis of the impact such bonding will have on its formula revenues over time.

B. Program Guidelines. RT shall develop and adopt a five year program for the use of these funds to be submitted every two years to STA. STA is authorized, based on a formal adopted resolution of request RT to bond its share of the revenue stream to bring projects to implementation sooner than a “pay as you go” financing approach. The use of a bonding approach shall be clearly displayed in the five

year program. Prior to use of its bonding authority for this purpose, STA shall provide to the RT Board of Directors and the STA Board of Directors a full, long term financial analysis of the impact such bonding will have on its formula revenues over time.

The RT program of projects would include, in no priority order:

- **Light Rail Vehicle Replacement and Station Platform Improvements**
The 36 LRV's acquired in the mid-1980's and early 1990's are quickly advancing to their projected useful life (30 years). This project would fund the procurement of low-floor LRV's to accommodate improved access for mobility-impaired transit riders. The existing light rail stations platforms would also require construction improvements to accommodate the low-floor LRV's.
- **Gold Line Enhancement Project**
Existing light rail line east of Sunrise Station will add passing tracks in strategic locations to allow for 15-minute light rail service (currently 30 minute service) to the Historic Folsom Station. Project includes light rail infrastructure improvements, as well as additional LRV's needed to increase service frequency. Additional improvements will allow for the implementation of limited stop service (low passenger volume station would be by-passed reducing the time to travel from Folsom to Downtown Sacramento) or increased frequency of service.
- **Blue Line Extension Project**
A 6.9 mile extension of light rail from the Cosumnes River College campus in South Sacramento to the future site of the regional shopping mall in Elk Grove. Project includes light rail infrastructure improvements; procurement of low-floor light rail vehicles (LRV's); and design and construction of a maintenance facility
- **Hi-Bus (Enhanced Bus, Express Bus, or Bus Rapid Transit)**
Bus transit with high frequency—10 minutes or less on main arterials; high capacity—more vehicles and seats; and. Project would include bus acquisition and infrastructure improvements required to support Hi-Bus service. Infrastructure improvements would include transit priority measures to reduce travel time.
- **Safety and Security**
This program of projects would focus on projects that improve passenger safety and security. Example: pedestrian access, lighting improvements, security camera installation, etc.
- **Streetcar Projects**
These projects would increase multi-modal travel choices, especially for short-range trips, and support community and economic revitalization. Streetcars can provide the connectivity between activity centers,

commercial districts, tourist destinations and transit supportive communities. Streetcars operate as single-car trains (as opposed to the 4-car light rail configuration), require shorter station lengths (80' as opposed to 320' for light rail), and a less significant visual impact to adjacent properties. The Cities of Sacramento and Rancho Cordova are currently considering the implementation of streetcar systems.

- **Transit Facilities Improvements**

As the light rail stations and other infrastructure age and the properties around them develop/redevelop, it becomes necessary to revitalize the stations and infrastructure to extend their useful life. This project would fund improvements to transit facilities (bus and light rail) to improve functionality, improve safety and access, and extend the useful life of the infrastructure. Improvements would include improved access between bus and rail service at light rail stations, bus and light rail maintenance facility improvements, etc.

- **Northeast Corridor Improvements**

Improvements to the Blue Line from Watt/I-80 to Downtown Sacramento would allow for implementation of increased passenger service through the implementation of limited stop service (low passenger volume station would be by-passed reducing the time to travel from Watt/I-80 to Downtown Sacramento) or increased frequency of service. Additional improvements to Swanston light rail Station would create a transit center for bus/light rail transfers and future potential for transfer to Regional rail service.

- **Core Capacity Improvements**

Improvements to the transit system needed to increase ridership and/or frequency of service include the addition of light rail stations, acquisition of vehicles, and construction of light rail infrastructure to accommodate the service enhancements.

V. **Senior and Disabled Transit Program**

A. **Program Revenue**

The Consolidated Transportation Service Agency (CTSA) service provider for senior and disabled transit program for Sacramento County shall receive 3.5% of the total of the net program funds made available from the new revenue available from the 2014 Measure A program, and net revenue made available as described in Section VI (see below).

B. **Program Guidelines**

Paratransit, Inc., the designated Sacramento Urbanized Area Consolidated Transportation Services Agency, for Elderly and Disabled Transportation Functions (EDT Functions) shall develop and adopt a five year program for the use

of these funds to be submitted every two years to STA. STA is authorized, based on a formal adopted resolution of request Paratransit, Inc., to bond its share of the revenue stream to bring projects to implementation sooner than a “pay as you go” financing approach. The use of a bonding approach shall be clearly displayed in the five year program. Prior to use of its bonding authority for this purpose, STA shall provide to the Paratransit, Inc. Board of Directors and the STA Board of Directors, a full, long term financial analysis of the impact such bonding will have on its formula money for this program.

The senior and disabled transit program shall include:

Elderly and Disabled Transportation Functions:

- All activities associated with planning, design, construction, operating, maintaining, and acquiring of vehicles, real property, or other property and the construction of buildings or other improvements for or reasonably associated with, demand response and human service specialized paratransit operations for the elderly and disabled.

Elderly and Disabled Transportation Projects:

- Improve and expand existing, and add new CTSA paratransit transportation service to elderly and disabled populations to keep pace with the anticipated increase in these populations in the years ahead.
- Create guaranteed discount fare program for low-income elderly and disabled populations utilizing CTSA and ADA complementary paratransit services.
- Fund acquisition of CTSA paratransit vehicles.
- Fund the development and implementation of software and hardware needed for state-of-the-art technology to improve the interface with customers.
- Purchase, design, construct and maintain expanded facilities to house operations, shop, and administrative staff and fleet.
- Improve and expand travel training services to elderly and disabled populations.

Affordable, Pay-As-You-Go Service for Seniors:

- A Committee made up of senior staff from STA, Paratransit Inc., and Sacramento Regional Transit, Chaired by the STA Executive Director shall study the anticipated increase in the senior population of persons unable or unwilling to use fixed route transit services, but who can no longer drive themselves, who have adequate financial resources to pay for special transit services, and for whatever reason can't be served by generally available taxi cab services throughout Sacramento County.
- Funds made available to serve seniors in the new Measure A funding could be used as start up or demonstration funding of services where fares

charged, at a minimum, must cover all operational costs. Capital startup costs can be “subsidized”.

- The Committee shall report its recommendation for how to proceed with establishment of such a program(s) no later than 12 months after implementation of the new measure, including a reservation of adequate funding for such a program.

Paratransit services will be provided within the STA service boundary.

STA will contract with the CTSA to fund operations based on the five year program for a term which is coextensive with the allocation period, and shall provide for fund disbursements on a monthly basis, following the commencement of the contract term.

STA will contract with the CTSA to fund capital acquisitions or capital improvements a term which is either coextensive with the period of the acquisition or improvement or with the period of the debt financing thereof, and shall provide for fund disbursements on a progress payment basis by the CTSA.

VI. Net Revenue

Net Revenue means the proceeds of one half of one percent retail sales and use tax authorized by the 2014 Measure A sales tax election less the amounts set aside to pay for:

- Sacramento Transportation Authority program administration and Taxpayer Safeguard Program. (0.5%)
- Light Rail Transit Green Line from Downtown Sacramento to Sacramento International Airport.
- Southeast Capital Corridor Connector.

VII. Regional Transportation Improvement Program

As provided in Section VI above, the LRT extension by Sacramento Regional Transit from the downtown Intermodal Terminal to the Sacramento Metropolitan Airport and the Capital SouthEast Connector Road from State Route 50 in Folsom, through Rancho Cordova and unincorporated Sacramento County to State Route 99 and Interstate 5 in Elk Grove are the regional improvements included in this Expenditure Plan, as follows:

A. Green Line to the Airport.

A 12.8-mile Light Rail Transit (LRT) line from Downtown Sacramento, across the American River to the Natomas communities, and extending to the Sacramento International Airport. Project includes light rail infrastructure improvements; new planned LRT stations, procurement of low-floor light rail vehicles (LRV's); and design and construction of a maintenance facility. The bridge structure over the American River to facilitate this LRT extension is anticipated to be a “joint use” project with space for vehicular street traffic, further relieving current congestion on interstate 5.

B. Capital SouthEast Connector.

This new transportation improvement project is a 33 mile road and transit facility that will link communities in Sacramento and El Dorado Counties, including Elk Grove, Rancho Cordova, Folsom, and El Dorado Hills, relieving traffic on State Routes 50 and 99 and allowing bypass of traffic congestion in downtown Sacramento. The project limits extend from the Interstate 5 and Hood Franklin Road interchange in southwest Sacramento County to approximately 35 miles northeastward, terminating at U.S. Highway 50 (US 50) in the community of El Dorado Hills, near Silva Valley Parkway. Use of new Measure A funds would be limited to improvements located in Sacramento County

Preliminary engineering, environmental and right-of-way work are currently funded by Measure A passed in 2004. A new measure would substantially complete and expedite construction of the initial “backbone phase” of the project in Sacramento County, as follows:

- 4 continuous travel lanes on a controlled access facility
- Expanded at grade intersections at all designated major access points (1 potential interchange at White Rock Rd/Prairie City Rd)
- Continuous path for future bus transit
- Right-of- way reservation for the ultimate project including future interchanges
- Project level environmental mitigation

VIII. Taxpayer Safeguards

A. Independent Taxpayer Oversight Committee (ITOC).

ITOC Goal and Function. Voter adoption of this transportation sales tax ordinance shall result in creation of the Independent Taxpayer Oversight Committee (ITOC) as follows:

The ITOC shall review the fiscal and program performance of the sales tax transportation program through an annual audit to ensure that all transportation sales tax funds are spent by the Sacramento Transportation Authority (hereby referred to as the Authority) in accordance with all provisions of the voter-approved expenditure plan and ordinance. The ITOC's other mission is to provide positive, constructive advice to the Authority on how to improve implementation over the thirty-year course of the program for the benefit of Sacramento County residents and businesses, and to study and report on other issues related to the current or future use of transportation sales tax funds that may be expressly authorized by the Authority Board.

Audit Requirement. The ITOC shall supervise a biannual fiscal and performance audit, which shall be performed in accordance with generally accepted auditing standards and Government Auditing Standards issued by the Comptroller General

of the United States and based on performance standards adopted by the Authority Board for each program or project funded in whole or in part with sales tax funds. The first set of performance standards shall be adopted not later than July 1, 2015 and shall be updated every five years.

Role of Financial and Performance Audits. The ITOC shall, under the competitive procurement rules of the Authority and with the active involvement of the Authority Executive Director, select a professional auditor to conduct the fiscal and performance audits of expenditure of all sales tax funds, report findings based on the audits to the Authority and to the public; and recommend any additional audits that the ITOC believes may improve the financial operation and integrity of program implementation, while meeting all voter mandates. No professional audit firm shall conduct more than three consecutive fiscal audits during the course of the 30-year sales tax extension.

The Authority, with the direct participation of the ITOC, shall hold publicly noticed meetings, which shall be part of a regularly scheduled Board meeting, to consider the findings and recommendations of the audits as presented by the Chair of the ITOC. A report of the findings and recommendations of each audit by the ITOC shall be made readily available to the public in print and on the Authority's electronic website.

Membership and Selection Process. The Authority shall develop an open selection process that actively advertises for potential members and selects three committee members who are all residents of Sacramento County and possess the following professional and/or community credentials:

- One member who is a professional--active or retired--in the field of municipal audit, finance and/or budgeting with at least five years in a relevant and senior decision- making position in the public or private sector.
- One member who is a licensed civil engineer or trained transportation planner--active or retired--with at least five years of demonstrated experience in the field of transportation in government and/or the private sector.
- One member who is a current or retired manager of major public and/or privately financed development or construction projects, who by training and experience would understand the complexity, costs and implementation issues involved in building large scale infrastructure improvements
- The Chair of the Authority Governing Board, the Executive Director of the Authority, and the County Auditor shall serve as ex-officio non-voting members of the ITOC.

Terms and Conditions for Committees

- Members shall serve staggered four-year terms. In no case shall any voting committee member serve more than eight years on the ITOC.
- Members shall serve without compensation, except they shall be reimbursed for authorized travel and other expenses directly related to the work of the ITOC.
- Members cannot be current local elected officials in the county or a full time or part time staff member of any city, the county government, local transit operator, or state transportation agency.
- If and when vacancies on the ITOC occur on the part of voting committee members, the Authority shall appoint an appropriate replacement within 90 days of the vacancy to fill the remainder of the term.

Sales Tax ITOC Operation Protocols. Given the thirty-year duration of the sales tax extension, the ITOC shall be appointed 120 days after the effective date of the sales tax extension and continue as long as sales tax funds from the current voter authorization are made available. The Authority Board and staff shall fully cooperate with and provide necessary financial and staff support to ensure the ITOC effectively carries out its duties and obligations. The annual cost of the activities of the ITOC shall not exceed \$150,000, adjusted for inflation.

Conflict of Interest. ITOC voting members are prohibited from acting in any commercial activity directly or indirectly involving the Authority, such as being a consultant or vendor to the Authority during their tenure on the ITOC. ITOC voting members shall not have direct commercial interest or employment with any public or private entity that receives transportation sales tax funds authorized by the voters in this ordinance.

B. Local Street and Road Maintenance of Effort Requirement.

The Authority, by the enactment of this Ordinance, intends the additional funds provided government agencies by this measure to supplement existing local revenues currently being used for street and highway maintenance and rehabilitation purposes on average over the last five years. Transactions and use tax revenue shall not be used to replace existing road funding programs or to replace requirements for new development to provide for its own road needs. Under this Measure, funding priorities should only be as described in Section I of this Expenditure Plan..

All cities and the County shall maintain their existing commitment of

transportation funds for street and highway maintenance and rehabilitation purposes, and the Authority shall enforce this provision by appropriate actions, including mandating a biannual fiscal audit of all local agencies. Within six months of implementation of the new measure, the STA Board shall approve the baseline, five year average spent by each city and the County for road maintenance and rehabilitation, and that baseline shall define the “existing commitment” that must be maintained going forward over time.

Based on the completed biannual audit, any city or the County that does not maintain this baseline commitment shall lose all its formula funds under this ordinance based on the biannual audit as formally noticed in writing by the Executive Director of the STA to the local government in question and the STA Board. The local government shall have 120 days to financially honor this commitment or begin losing its entire allocation going forward, or until such time as that commitment is financially honored by such local government, and certified by the Executive Director of the STA.

C. Sacramento Transportation Authority Report Card to Voters.

The Executive Director of the STA shall develop and the STA Board shall approve a comprehensive and objective “Report Card” of progress implementing this program to all of the voter households of Sacramento County every two years. The Report Card shall be no more than ten pages in length and describe both positive progress as well as program challenges, using picture and graphical representations to clearly display to voters new project construction, road repairs, and new services made possible by the new Measure A in non-technical language.

Estimated 2014 Measure A Sales Tax Revenue

2015 - 2044 (2014\$)

Total Estimated Revenue **\$ 3,285.2 Million**

Direct Allocations

Program Administration \$ 16.4 M

Connector JPA Construction \$ 171.0 M

LRT Green Line to Airport \$ 442.4 M

Subtotal Direct Allocations **\$ 629.9 M**

Net Revenue Available for Formula Allocation **\$ 2,655.3 M**

Percent of Total Estimated Revenue **80.8%**

Revenue Available for Formula Allocation

2015 - 2044 (2014\$)

Total Estimated Revenue for Formula Allocation	\$ 2,655.3	Million	
Formula Allocation			
Road Maintenance & Rehabilitation	\$ 1,354.2	M	51.0%
Sacramento Regional Transit District Program	\$ 485.7	M	18.3%
Senior & Disabled Transportation Program	\$ 92.9	M	3.5%
Capital Improvement Program	\$ 669.4	M	25.2%
Environmental Mitigation	\$ 53.1	M	2.0%
Total Revenue for Formula Allocation	\$ 2,655.3	M	100.0%