



**Sacramento Transportation Authority**  
***New Measure A Sales Tax Program***  
**Plan of Finance – *FINAL DRAFT***



July 18, 2006

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## I. Introduction

The Sacramento Transportation Authority (“STA” or the “Authority”) was created in 1988 with the County’s original approval of Measure A and is primarily responsible for administering the Measure A program. In passing Measure A, the voters imposed a countywide one-half percent sales tax to be levied over a 20-year period (1989-2009). The proceeds of the tax are used to fund a comprehensive program of roadway and transit improvements. STA administers this comprehensive, multimodal transportation program. A summary diagram detailing the allocation of Measure A revenues to eligible program expenditures is presented on the next page below.

As the expiration of Measure A approached, the STA placed a measure on the November 2004 ballot to renew the Measure for 30 more years after the original measure expires. Voters overwhelmingly approved the new Measure A, with more than 75 percent of voters in favor of it.

The new Measure A includes the continuation of the one-half percent sales tax through 2039 and introduces a countywide development impact fee program (“development impact fee”) to be adopted and implemented by each participating jurisdiction and remitted to the Authority for reallocation. Sales tax revenues and development impact fee revenues are allocated annually by percentage to specific programs according to the ordinance. Programs include transit, local road maintenance, freeway safety and congestion relief, among others.

The capital requirements associated with the extended Measure A program are significant and require bond financing, secured by Measure A revenues, in order to expedite the delivery of the capital program. The purpose of this report is to present a financially feasible plan of finance, consistent with the goals and objectives of STA for review and consideration by the STA Board and participating stakeholders. Specifically, this report addresses the following issues:

- Estimated program revenues
- Program costs
- Financial planning assumptions
- Plan of finance results
- Conclusion

**\$8.50 Billion**

0.04%  
\$1 million/year



SALES TAX

NEW MEASURE A (2009-2039)  
OVERVIEW OF ELIGIBLE EXPENDITURES

**OFF-THE-TOP SET-ASIDES**

- Street maint, traffic control, streetscaping, ped+bike facilities (*Isleton*)
- Street maint, traffic control, streetscaping, ped+bike facilities (*Galt*)
- Neighborhood shuttle system (*competitive*)

\*\*\*\*\* *of the remainder* \*\*\*\*\*

**ONGOING PROGRAMS**

- Program administration (*STA*)
- Transportation-related air quality program (*SMAQMD*)
- Traffic control & safety
- Senior & disabled transportation services (*CTSA*)
- Safety, streetscaping, pedestrian & bike facilities
- Smart growth incentive program (*competitive*)
- Street & road maintenance
- Transit operations, maintenance & safety (*SRTD*)

**CAPITAL PROJECTS**

- Local Arterial Program (28 Projects)
- Transit Capital Improvements (5 Projects)
- Freeway Safety & Congestion Relief (12 Projects)
- Transportation Project Environmental Mitigation Program

**\$1.58 Billion**



DEVELOPER FEE

## **II. Estimated Program Revenues**

Measure A revenues include the one-half percent sales tax and transportation mitigation development impact fees (“development impact fee”). Both revenue sources are collected from 2009 through 2039 and are administered by STA, under the Measure A extension. This section describes the revenue forecast through 2039 for both revenue sources.

### ***Sales Tax Revenues***

The STA has been receiving sales tax revenues under the original Measure A one-half cent sales tax since 1988 and will continue to do so through 2039 under the Measure A extension. Recent and historical sales tax collections were used to prepare a forecast of sales tax revenues through 2039. According to STA’s Comprehensive Annual Financial Report (CAFR) for fiscal year ending 2005, the Authority received approximately \$102.3 million in sales tax revenues in 2005. Sales tax revenues increased from \$59 million in 1996 to \$102 million in 2005, representing a 10-year average annual growth rate of 6.30 percent. Taking a near term historical perspective accounting for the recent economic slowdown, STA experienced slower annual sales tax growth over the last 5 years with a 5.60 percent average rate of growth between 2000 and 2005.

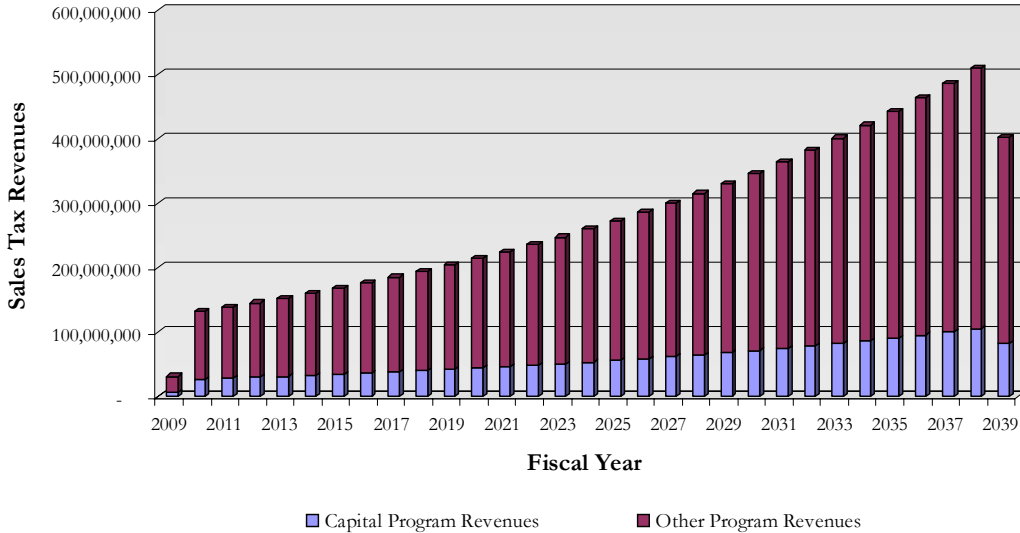
Based upon historical sales tax revenues received by STA, we have assumed an annual compound growth rate of 4.95 percent for revenue forecast purposes. This growth assumption is conservative in comparison to both the 10-year average and the 5-year average and represents a prudent planning assumption with the idea that the County’s economy will reach maturation between now and 2039, resulting in a reduced but stable sales tax growth rate.

Based on recent sales tax collections and a forecast growth rate of 4.95 percent, STA annual sales tax revenues are projected to increase from approximately \$125 million in 2009 to \$526 million in 2039. These annualized estimates have been appropriately prorated to reflect partial year collection in the first and last year of the program. Total sales tax revenues during this period are estimated to total approximately \$8.5 billion in inflated dollars.

As noted previously, sales tax revenues are allocated to various programs – transit, local roads, freeway, etc. – according to the Ordinance. It is estimated that approximately 20.75 percent of total sales tax revenues are available to support the STA capital program. Additionally, 0.04 percent is allocated to the City of Isleton, 1.0 percent to the City of Galt, approximately 4.5 percent to paratransit services, 1.5 percent to the Air District, with the remainder used to support other various programs specified in the Ordinance.

The expenditures associated with STA’s capital program are significantly front-loaded and require bond financing to meet the accelerated delivery schedule. As such, it is important to segregate the available capital funds to determine what portion of annual revenues is available to secure bonds and advance STA’s capital program. A graph of total sales tax revenues segregated by those available for capital purposes and those preserved for other STA program requirements is presented below.

### Sales Tax Revenue Projections & Allocations



An estimated 20.75 percent of annual sales tax revenues or \$1.75 billion is projected to be available for capital projects through 2039.

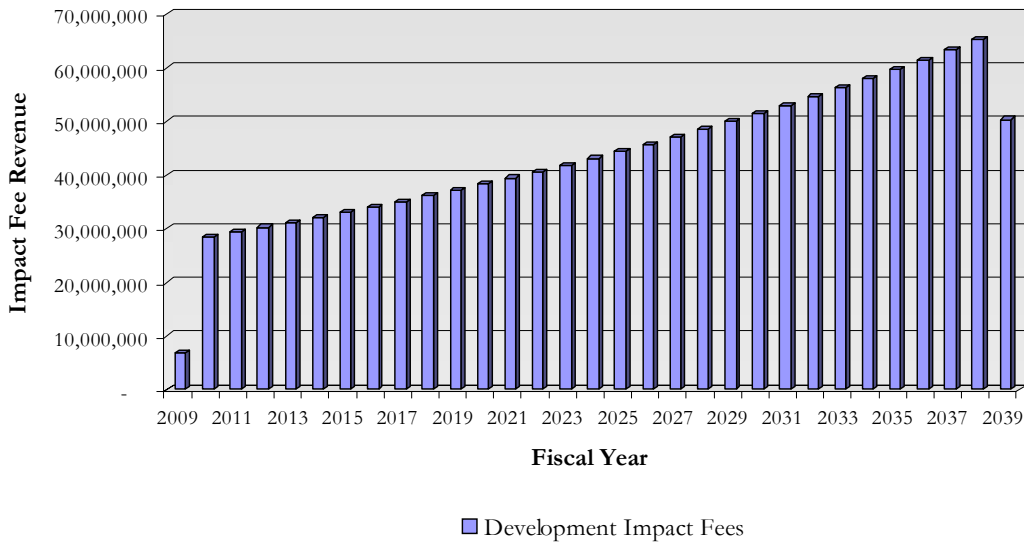
### Development Impact Fees

The Measure A extension introduces a transportation mitigation development impact fee program (“development impact fee”) to be adopted and implemented by each participating jurisdiction and remitted to the Authority for reallocation. The Ordinance requires that the STA develop “... a professional and planning based process for charging new development with the cost of traffic impacts caused by each development...” Furthermore, Section VII of the Ordinance dictates that the new fee schedule implemented shall be based on a fee per single family residential unit of \$1,000.00, and the fees for multi-family units, retail, office and industrial or warehouse uses shall be proportionate to the single family fee as determined by the vehicle trip generation rates assigned to each of the land uses. David Taussig and Associates, Inc. (“DTA”) was hired to prepare the AB 1600 Fee Justification Study (the “Fee Study”).

DTA’s Fee Justification Study is available for review and is the appropriate source for determining methodology and assumptions behind the development impact fee estimates.

For purposes of this plan of finance, the development impact fee estimates have been borrowed from DTA’s Fee Justification Study and incorporated into the revenue forecast. Based on the Fee Justification Study, STA is forecast to receive approximately \$1.58 billion in development impact fees from 2009 through 2039. Annual fee revenues are estimated to increase from approximately \$33 million in 2010 to \$76 million in 2038. 85 percent (\$1.35 billion) of development impact fees are scheduled to be available for the STA capital program. A summary graph of estimated development impact fees is presented below.

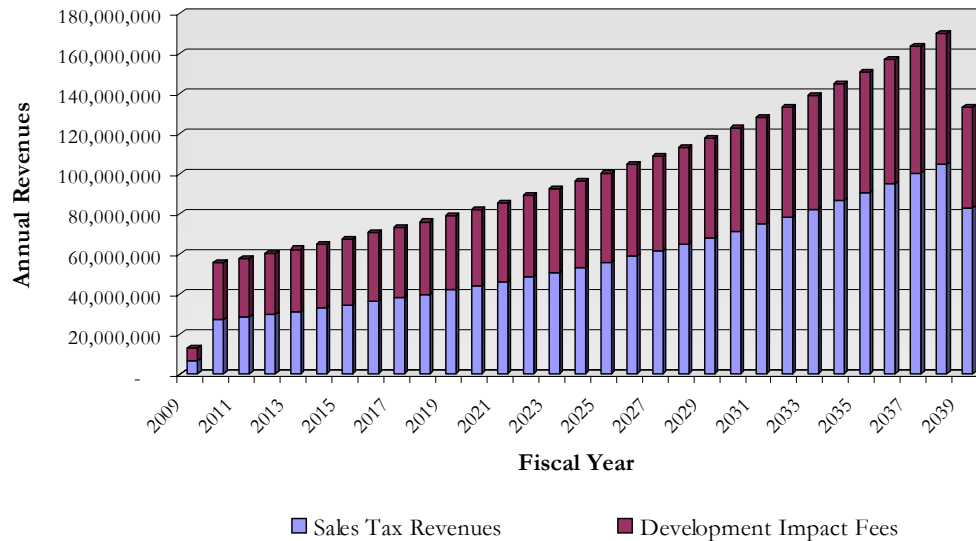
**Development Impact Fee Revenue Projections**



**Total Capital Program Revenues**

Total capital program revenues received from Measure A consist of the 20.75 percent allocation of annual sales tax revenues and 85 percent of annual development impact fees. Total capital program revenues are estimated to be \$3.1 billion through 2039. Approximately 56 percent of total capital revenues flow from sales tax revenues, with the remaining 44 percent flowing from development impact fees. A graph of annual revenues by revenue source is presented below.

### Total Measure A Revenues Available for CIP Program



It is important to note that both sales tax revenues and development impact fee revenues increase steadily over time and are somewhat backloaded. Conversely, a significant portion of capital costs are scheduled to materialize in the first 15 years of the program. This incongruence between costs and revenues necessitates the need for borrowing and to backload a portion of the program’s debt service. This is described in greater detail below.



### **III. Capital Program Costs**

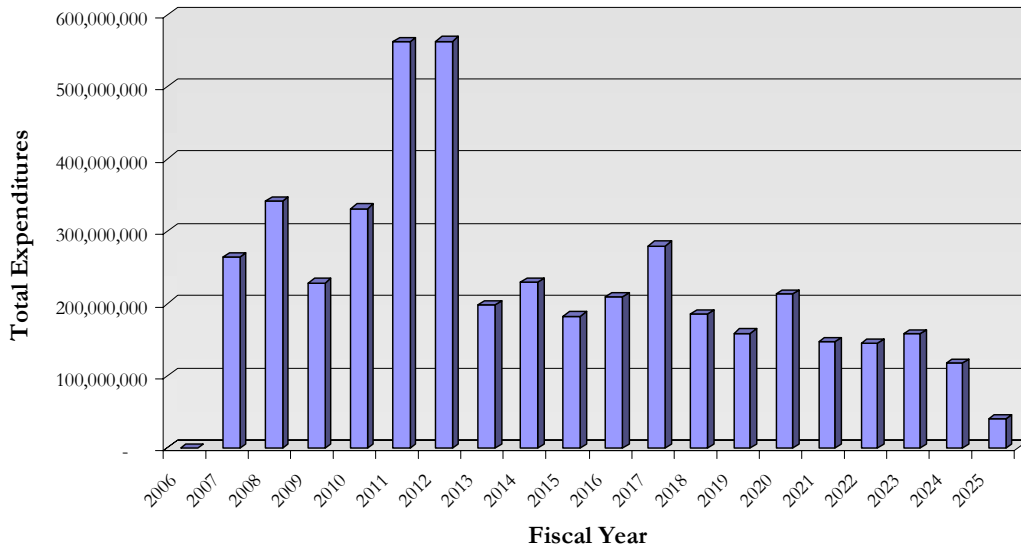
With the approval of the Measure A extension, STA collected detailed project survey forms from participating jurisdictions to determine capital expenditure schedules and, specifically, Measure A revenue requirements. STA staff together with the Authority's consulting team administered and collected detailed project survey forms from the following participants:

- Sacramento County
- City of Sacramento
- City of Rancho Cordova
- City of Citrus Heights
- City of Elk Grove
- City of Folsom
- City of Galt
- Regional Transit
- CalTrans

Each participating jurisdiction completed the project survey forms detailing construction schedules and funding sources for specific projects. In all, 55 projects (or distinct project phases) were submitted and described in terms of their construction requirements and funding sources and were included in STA's capital program. A detailed list of each project with the timing and amount of each funding source is included in Appendix D. A summary schedule providing a summary overview of the CIP program's revenue sources and uses is included in Appendix B.

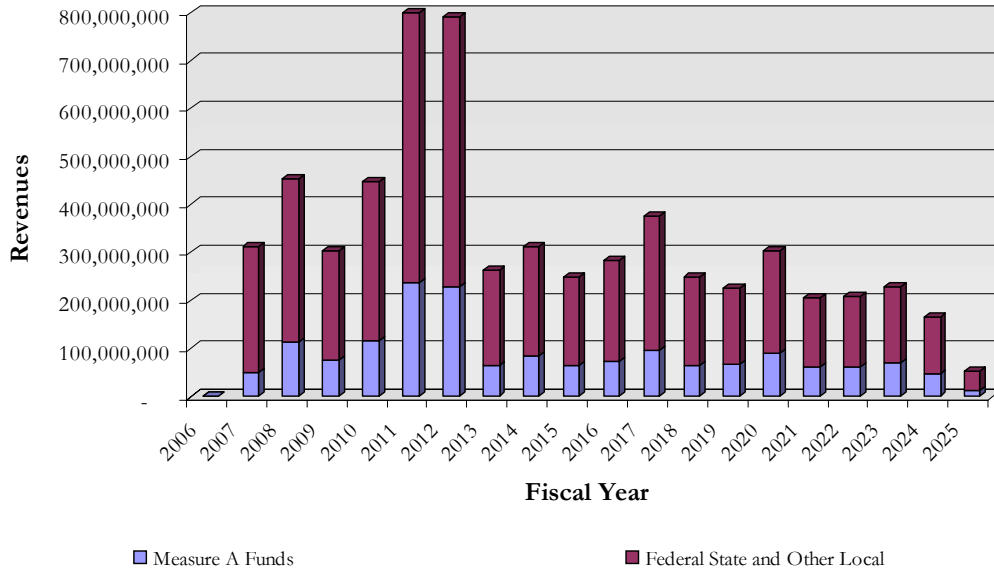
STA's capital program associated with the Measure A extension is estimated to total \$4.5 billion (inflated dollars) through 2025. While staff has worked closely with project sponsors to create a realistic delivery schedule, there are significant capital expenditures in the early years of the program, with approximately \$2.9 billion in costs through 2015. \$600 million in expenditures are scheduled prior to the effective date of the Measure A extension in 2009. A graph depicting the flow of capital expenditures is presented below.

### Projected Capital Expenditures: 2007- 2025



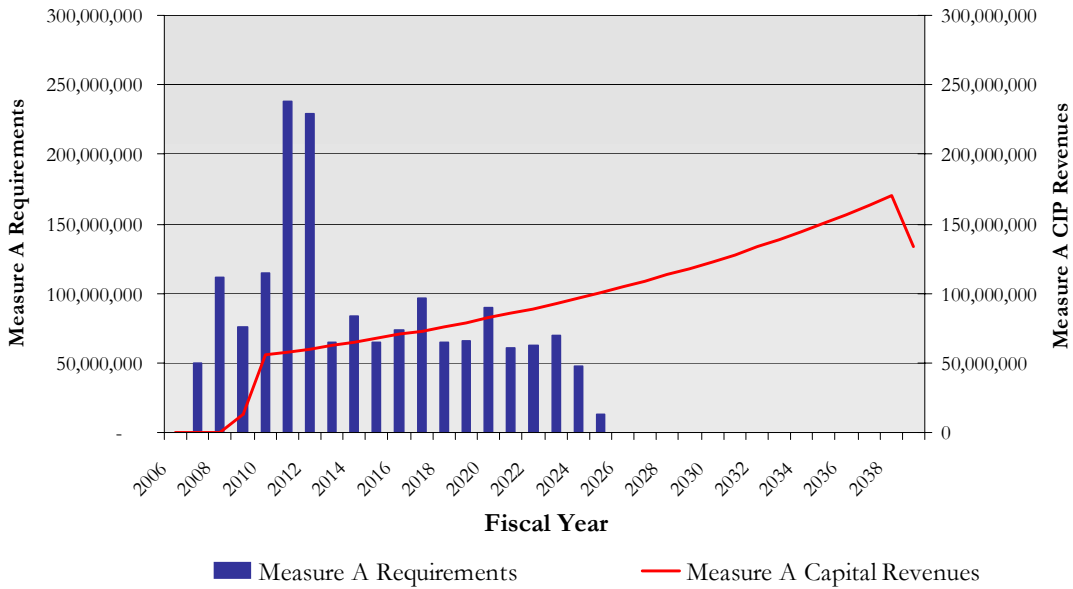
While STA’s capital program is large – approaching \$4.5 billion – and requires significant up-front investment, it is also supported by a diverse mix of federal, state and local revenues in addition to Measure A revenues. Based upon the project survey forms received by project sponsors, 37 percent of capital expenditures (not accounting for debt service) are supported by Measure A revenues, 63 percent are supported by federal, state and other local funds. As such, while the capital program may be considered aggressive, it currently represents a successful leveraging of STA’s funds to deliver projects in a timely fashion. A graphical depiction of estimated capital funding sources sufficient to meet the capital requirements is presented below.

### Capital Funding Sources: 2007 - 2025



As noted above, 37 percent or nearly \$1.68 billion of capital expenditures are supported by Measure A revenues. Furthermore, as depicted above over \$1 billion of these Measure A revenues are required by 2015. The timing of Measure A requirements outpaces the flow of Measure A revenues, as show below.

### Measure A Revenue Requirements vs. Available Measure A Capital Revenues



As depicted above, the years in which Measure A requirements exceed available revenues (i.e. the area where the blue bars exceed the red line) represents a need for STA to issue bonds in order to leverage the back end revenues to make up the difference.

The following section describes how those bonds are structured so that STA can deliver the capital program and pay debt service costs within the revenue constraints of the capital program.

## **IV. Plan of Finance**

There are three primary STA program components accounted for in the plan of finance:

1. *STA capital program* – consists of 55 projects (or project phases) submitted by nine jurisdictions. The STA capital program totals an estimated \$4.5 billion.
2. *Other jurisdictional set-asides* – this includes the annual set-aside for Isleton, Galt, and a competitive grant neighborhood shuttle program.
3. *Formula/Other Measure A uses* – a majority of Measure A sales tax revenues support non-capital uses such as local road maintenance, transit and paratransit operations, pedestrian and bicycle facilities, and the Air District. These other Measure A uses are assumed to receive their annual sales tax revenues, which are segregated from the larger capital program.

The latter two programs are assumed to receive an annual allocation of sales tax revenues, spent on a pay-go basis and do not require any bond financing. Conversely, the STA capital program represents a \$4.5 billion program which requires significant upfront investment from Measure A revenues. As noted above, the demand for Measure A revenues outpaces their availability in the early years, requiring bond financing to advance project construction. The plan of finance segregates revenues allocated to the capital program and focuses on a bond financing strategy that meets the timing and funding requirements of the 55 projects included in the capital plan.

This section describes the objectives and approach of the plan of finance, the major underlying assumptions and the results.

### ***Objectives and Approach***

The overall objective of the plan of finance is to minimize program borrowing costs while maximizing the timing and acceleration of STA's capital program. The plan of finance presented in this report was arrived at through an iterative financial planning process where project sponsor requests were rationalized against program capacity. Generally, capital expenditures in the plan of finance are first paid with available revenues on a pay-go basis, and remaining expenditures are met with bond financing, if necessary. In this manner, borrowing costs are minimized by first spending cash, and bond financing allows for project acceleration when annual revenues are insufficient in a particular program.

The financial analysis prepared for the plan of finance is a cashflow analysis: revenues and expenditures are recorded as they are received and spent, respectively. Annual revenues that are remaining at the end of a fiscal year are carried forward to the next year in the form of a fund balance. A fund balance may be drawn down to meet cash needs on an as needed basis. A primary objective of the plan of finance is to maintain a positive fund balance in every year of the program.

Borrowing needs are aggregated for all projects and determined at the aggregate capital program level. Additionally, bond issuance is sized to meet capital requirements over a 24 to 36 month period. Construction fund balances are invested to effectively reduce the upfront borrowing requirements. By only borrowing every two to three years, STA can reduce the associated costs of issuance and realize an economy of scale at the total program level.

Debt service coverage targets are maintained at both the total program level and the individual capital program level. At the total program level, a debt service coverage test of at least 1.25 times (1.25x) maximum annual debt service is used. Under this test, total Measure A program revenues in each year must be at least 1.25x the maximum annual debt service at the time of bond issuance. Annual debt service coverage at the total program level never drops below 2.30x, providing bond holders some comfort that forecasted revenues will always be sufficient to pay annual debt service.

At the capital program level, a debt service coverage test of 1.2x annual debt service is used, which requires annual revenues to be at least 1.2x debt service in that year. This ensures that the CIP program stays within the spending constraints of its sales tax revenue and development impact fee revenue allocations and does not utilize any revenues earmarked for other Measure A programs. To further ensure CIP program feasibility a minimum fund balance equivalent to 10 percent of combined annual sales tax revenue plus development impact fee revenues is maintained throughout the life of the program. This fund balance provides added liquidity and may be used in years where annual revenues fall short of the forecast.

As noted, the financial planning process is an iterative process where project expenditures are rationalized within total program financial constraints and where the final plan of finance is consistent with STA’s financial policies. Presented below is a schematic depicting the primary planning components.

**Overview of Financial Planning Methodology**

Revenue Forecast	Capital Planning	Debt Management	Financial Policies
<ul style="list-style-type: none"> <li>•Annual revenue forecast</li> <li>•<u>Program allocations:</u></li> <li>•CIP Program - 20%</li> <li>•Isleton - .04%</li> <li>•Galt - 1.0%</li> <li>•Paratransit - 4.5%</li> <li>•Air District - 1.5%</li> <li>•Sensitivity analysis</li> </ul>	<ul style="list-style-type: none"> <li>•Annual project expenditures</li> <li>•Timing &amp; amount of Measure A revenues &amp; matching funds</li> <li>•Total program requirements &amp; impact on borrowing needs</li> </ul>	<ul style="list-style-type: none"> <li>•Borrowing needs determined at CIP program level</li> <li>•Bond sizing structured for total CIP program</li> <li>•Financing costs allocated to projects on pro-rata basis</li> </ul>	<ul style="list-style-type: none"> <li>•Debt management policy</li> <li>•Pay go vs. bond financing</li> <li>•Inter-program loans</li> <li>•Debt service coverage targets</li> <li>•Target capital reserve</li> </ul>

## **Assumptions**

Annual revenue allocations are consistent with the Measure A Ordinance. Each program is assumed to receive its percentage allocation of *inflated* revenues on an annual basis. Each program cannot exceed its individual revenue allocation. As noted previously, all capital expenditures are first paid with available cash revenues on a pay-go basis, with remaining expenditures met with bond financing, if necessary. Any bonds issued for capital improvements would be issued by STA in the form of revenue bonds. The general financing assumptions underlying the revenue bond program is presented below.

## **Revenue Bonds**

Revenue bonds are assumed to be issued by STA on an as needed basis to finance the capital program. The revenue bonds would be supported by a senior lien pledge against 65.5 percent of gross annual sales tax revenues and 100 percent of development impact fees. Using only 65.5 percent of sales tax revenues effectively safeguards the allocated share (i.e. 34.5 percent) of annual sales tax revenues that are scheduled to flow to Regional Transit under the Ordinance.

This “double-barreled” security structure – utilizing both sales tax revenues and development impact fees— is not as strong, from a credit perspective, as a stand-alone sales tax structure due to the uncertainty underlying real estate development and associated revenues. However, development impact fee revenues are necessary and need to be leveraged in order to meet the project delivery schedule requested by project sponsors. It should be noted that for debt service coverage calculation purposes, development impact fee forecasts have been reduced by half. This “haircut” would be required by the financial markets and provides a conservative methodology to the plan of finance.

The specific credit structure incorporated into the bond documents on behalf of the STA will be determined by STA staff, its financial advisor and bond counsel and presented for final approval to the STA Board. Furthermore, the final credit structure could deviate from the planning assumptions utilized in this long range plan of finance. The Board will be updated on the final proposed credit structure and apprised of any impact it may have on the delivery of the STA capital program.

Currently, the financial analysis assumes that revenue bonds are issued every two to three years beginning in 2007 through 2022. The bonds are structured with ascending debt service to effectively accommodate the flow of Measure A revenues. Stated below are the general financing assumptions for the STA revenue bond program.

## General Bond Financing Assumptions

Security pledge:	65% of total program gross sales tax revenues and 100% development impact fees
Term:	Final maturity - 2039
Structure:	Ascending debt service
Interest Rate:	Current Insured-AAA MMD yield curve (plus 50 basis points)
Insurance premium:	50 basis points
Debt service reserve fund:	Surety policy @ 2.00%
Construction investment rate:	4.00%
Underwriter spread:	\$5.00per bond
Cost of issuance:	\$300,000
Add bonds test:	1.25x MADS test for total program 1.0x Annual debt service for CIP program

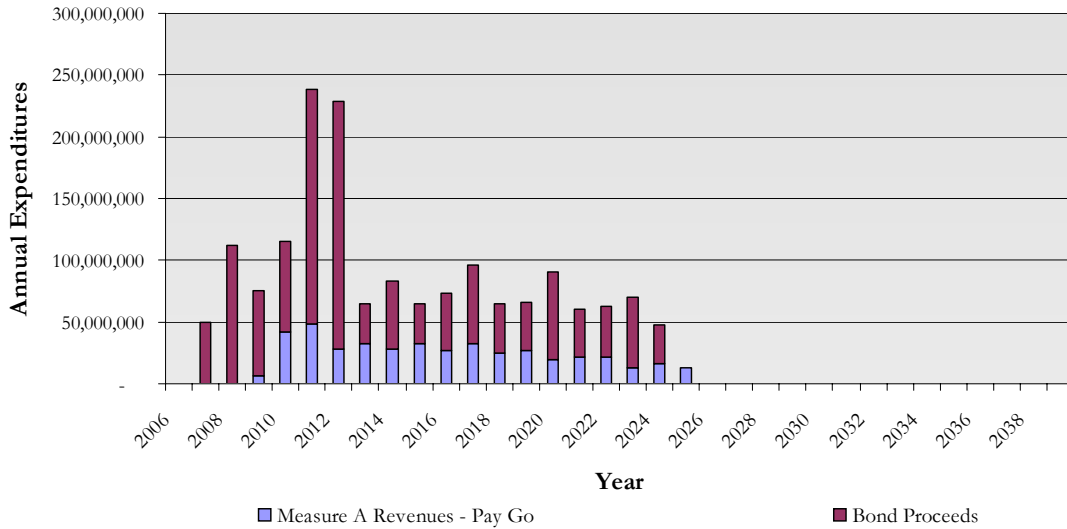
## **Results**

All capital expenditures are first paid with available cash revenues on a pay-go basis, and remaining expenditures are met with bond financing. Due to the large size of the capital program and the significant upfront expenditure requirements, approximately \$1.84 billion in bonds are required through 2022 to deliver the STA program according to the desired schedule. The first bond issuance is needed as early as FY 2007, with a second required in 2008. Since this precedes the receipt of any Measure A revenues under the extension, interest on these borrowings would need to be capitalized. These early financings would likely be issued as short-term notes, to be taken out in 2009 with a long term bond financing as revenues become available.

Long term bond financings are factored into the plan of finance and are scheduled to begin in 2009 and occur periodically, every two to three years, through 2022. Presented below is a graph showing the amount of Measure A revenues applied on a pay-go basis together with the supplemental bond proceeds needed to meet the annual capital requirements.



### Measure A Capital Funding Sources



A summary of total funding sources to meet programmed capital expenditures through 2039 is listed below:

<u>Total capital program:</u>	<u>\$4.55 billion</u>
▪ Measure A Bond proceeds:	\$1.24 billion
▪ Measure A Pay-go revenues:	\$ .44 billion
▪ Other Pay-go revenues	\$2.87 billion

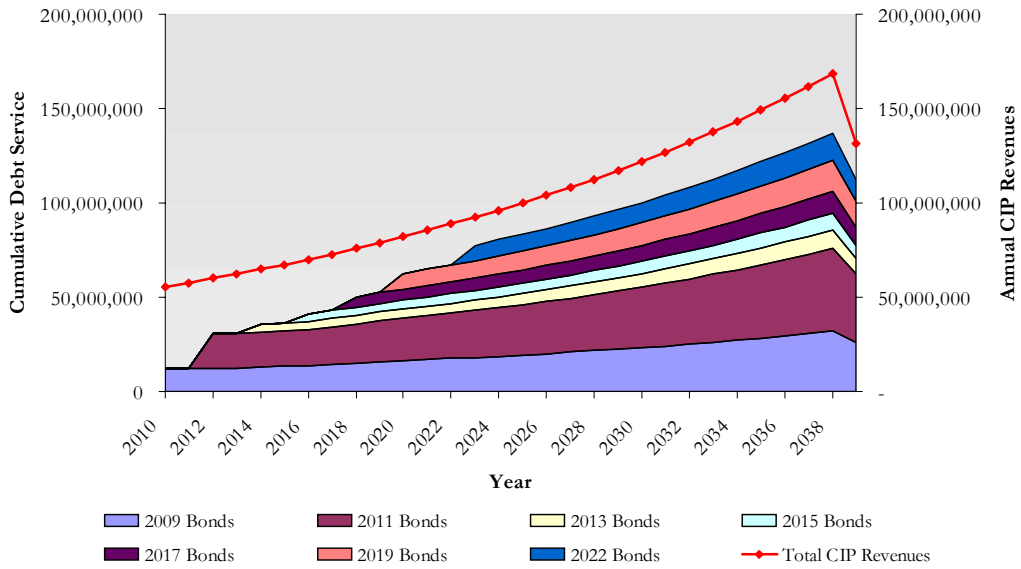
Bond proceeds are estimated to flow to projects in 2007 through 2024. While bond proceeds flow on an annual basis, bond issuance occurs only every two to three years in order to reduce bond issuance costs. Bond proceeds are placed into a construction fund and earn interest until they are required for specific project expenditures. Listed below is a summary of when STA is forecast to issue revenue bonds and the amounts of each issuance. The issuance amount listed below accounts for both the bond proceeds available for project construction and the costs of issuance required to execute the bond transaction.

<b>Bond Issuance Overview</b>	
<b><u>Year</u></b>	<b><u>Issuance Amount</u></b>
<b>2007</b>	\$54,540,000
<b>2008</b>	\$117,915,000
<b>2009</b>	\$317,570,000
<b>2011</b>	\$389,930,000
<b>2013</b>	\$87,985,000
<b>2015</b>	\$79,750,000
<b>2017</b>	\$104,225,000
<b>2019</b>	\$146,120,000
<b>2022</b>	\$126,705,000
<b>TOTAL</b>	<b>\$1,424,740,000</b>
<b>TOTAL Net of refinancing</b>	<b>\$1,252,285,000</b>

## **Bond Debt Service**

Bond debt service has been structured in a “back loaded” fashion to meet the flow of available Measure A revenues allocated to the capital program. While back loaded debt service increases the total debt service of the program by extending the average life of the bonds, it is an effective strategy for meeting tight revenue constraints. Debt service has specifically been structured to increase as a constant proportion of increasing Measure A capital revenues. A graphical depiction of cumulative debt service in relation to Measure A capital program revenues is provided below.

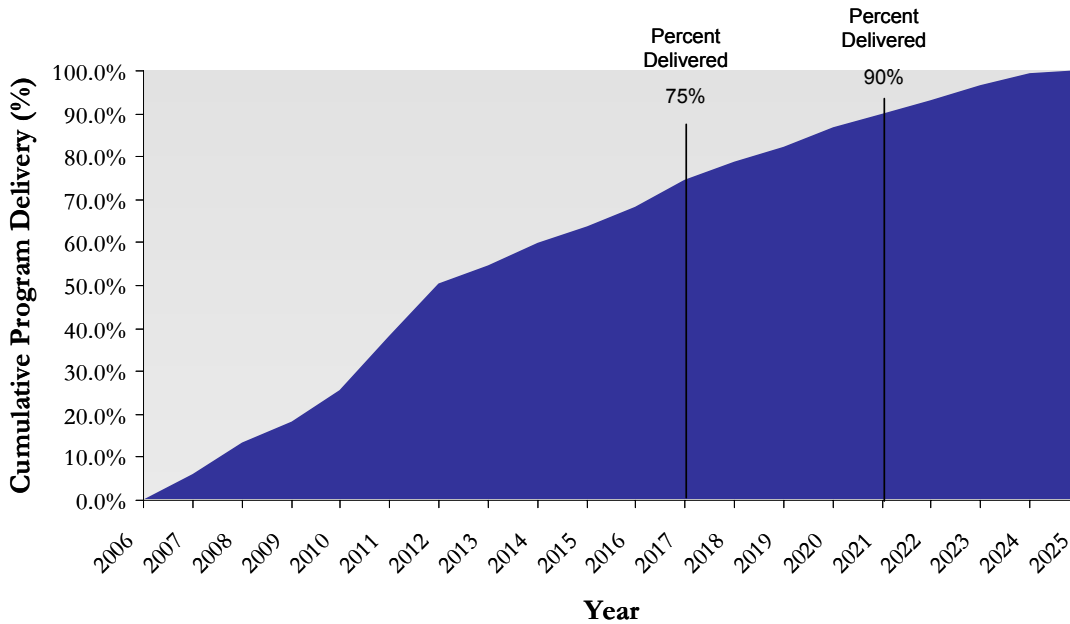
### Total Program Debt Service



### Project Delivery Schedule

Bond financing helps STA accelerate project delivery of the total capital program. The graph below depicts the rate at which the total \$4.5 billion capital program is delivered.

### Timing and Amount of Program Delivery \$4.5 Billion Capital Program



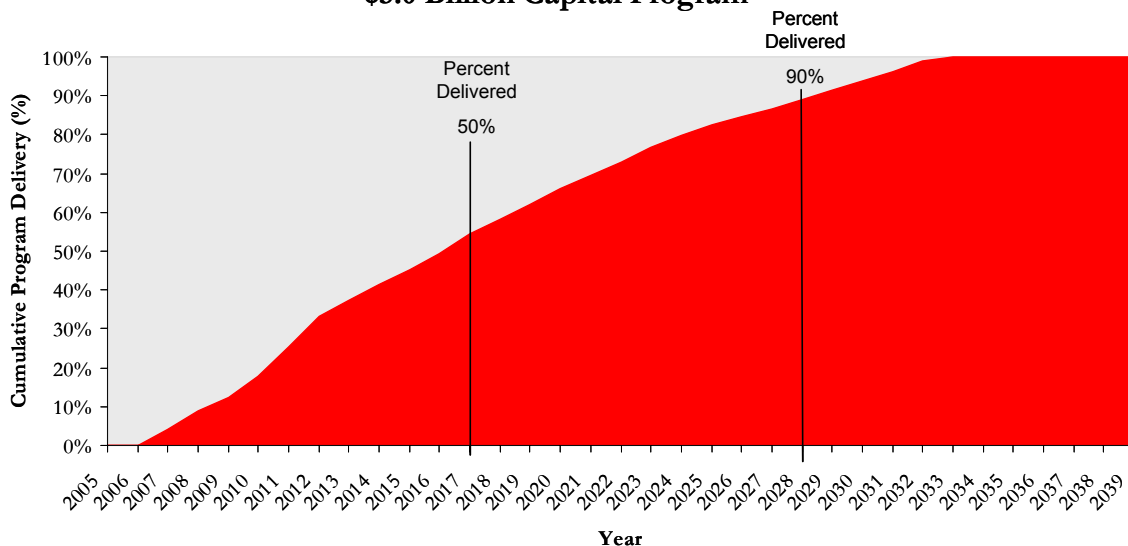
As depicted above, 75 percent, or approximately \$3.4 billion of the total program is delivered by 2017. By 2021, total program delivery is estimated to be 90 percent, or \$4.0 billion.

## Bond Financing – Beneficial Impact on Program Delivery

While bond financing entails interest costs and reduces total program dollars available to directly support projects, its benefits are seen in the accelerated delivery of the transportation program. Program acceleration carries two kinds of program benefits: (1) transportation benefits and (2) reduced project construction inflation costs. Transportation benefits flow to the region in the form of increased travel safety, reduced congestion and travel time and increased quality of life. These are critical impacts to the region and are often the original source of voter support. That said, quantifying the long term transportation benefits from program acceleration is beyond the scope of this report. The inflationary construction costs have been quantified associated with an accelerated program schedule and are described below.

An alternative “no-bonding” scenario was prepared to demonstrate the timing and construction cost benefits associated with bond financing. As shown in the graph below, the STA capital program would be significantly delayed without the use of bond financing. While 75 percent of the program is delivered by 2017 using bond financing, only 50 percent can be delivered by that date without bonds (or on a pay-go basis). The region would have to wait until 2028 for 90 percent of the program to be delivered without bond financing. Additionally, inflationary construction costs are associated with this program delay. While project costs total \$4.5 billion under the accelerated, bond-supported program, the same set of projects would cost approximately \$5.0 billion due to delay.

**Timing and Amount of Program Delivery - No Bonds**  
**\$5.0 Billion Capital Program**



## **IV. Conclusion**

STA has prepared a plan of finance that delivers transportation improvements throughout Sacramento County in a timely manner, maintains equity in accordance with the Ordinance, and is financially feasible. The plan of finance successfully delivers a \$4.5 billion capital program by 2025, and preserves an additional \$6.8 billion in Measure A sales tax revenues for ongoing regional transportation programs, as specified in the Ordinance.

The results and conclusions of this analysis are based on the best available transportation planning data, regarding project readiness, as well as a full set of underlying assumptions. These results are subject to change as project needs become better defined and the plan evolves. As such, the STA will periodically reexamine the assumptions underlying the plan of finance and periodically update the plan and reassess overall program capacity.

## **Appendix A: Total STA Program Cashflow Pro Forma**

**SACRAMENTO TRANSPORTATION AUTHORITY***Total Program Overview***Annual Cashflow & Fund Balance**

<b><u>FUNDING SOURCES</u></b>	<b><u>2005</u></b>	<b><u>2006</u></b>	<b><u>2007</u></b>	<b><u>2008</u></b>	<b><u>2009</u></b>	<b><u>2010</u></b>
<b>BEGINNING BALANCE</b>	-	-	-	-	0	7,391,701
<b><u>Contributed Revenues</u></b>						
Measure-A Sales Tax Revenues: Extension	-	-	-	-	31,188,872	131,920,286
Measure A - Development Impact Fees	-	-	-	-	6,920,010	28,510,442
<b><u>Grant Funds</u></b>						
Federal Capital Funds	-	-	63,123,285	84,385,165	43,106,425	57,675,624
State Capital Funds	-	-	32,480,514	28,347,545	17,896,715	59,737,393
Local	-	-	31,614,820	82,232,078	54,535,403	49,159,017
Other	-	-	2,121,800	5,600,226	8,649,535	20,108,768
Development Impact Fees (Non-Measure A)	-	-	84,905,153	28,605,495	28,672,337	29,775,983
<b><u>Financing Proceeds</u></b>						
				<b>Note Issue</b>	<b>Note Issue</b>	<b>Bond Issue</b>
				54,540,000	117,915,000	317,570,000
Bond Proceeds	-	-	-	-	228,965,125	73,000,151
Note Proceeds	-	-	49,494,168	111,965,201	-	-
Comercial Paper Proceeds	-	-	-	-	-	-
Capitalized Interest	-	-	-	2,480,346	6,100,380	-
Intrafund Loan (inflow)	-	-	-	-	-	-
<b><u>Other</u></b>						
DSRF Interest Earnings	-	-	-	-	-	-
DSRF Release	-	-	-	-	-	-
Construction Fund Earnings	-	-	-	-	2,297,826	-
Fund Balance Interest Earnings	-	-	-	-	0	92,396
<b>TOTAL SOURCES</b>	-	-	<b>263,739,740</b>	<b>343,616,056</b>	<b>428,332,627</b>	<b>449,980,060</b>

**SACRAMENTO TRANSPORTATION AUTHORITY**

*Total Program Overview*

**Annual Cashflow & Fund Balance**

<b><u>FUNDING SOURCES</u></b>	<b><u>2011</u></b>	<b><u>2012</u></b>	<b><u>2013</u></b>	<b><u>2014</u></b>	<b><u>2015</u></b>	<b><u>2016</u></b>
<b>BEGINNING BALANCE</b>	<b>8,777,467</b>	<b>5,380,691</b>	<b>6,619,695</b>	<b>6,262,844</b>	<b>7,924,490</b>	<b>7,528,384</b>
<b><u>Contributed Revenues</u></b>						
Measure-A Sales Tax Revenues: Extension	137,411,962	144,213,854	151,352,440	158,844,386	166,707,183	174,959,189
Measure A - Development Impact Fees	29,365,754	30,246,727	31,154,129	32,088,753	33,051,415	34,042,958
<b><u>Grant Funds</u></b>						
Federal Capital Funds	31,859,106	30,488,573	10,704,207	17,598,781	9,944,981	10,243,331
State Capital Funds	14,604,454	2,459,748	1,393,447	3,131,456	9,877,785	7,474,863
Local	152,000,469	173,350,721	47,187,186	53,169,507	19,486,788	89,975,202
Other	103,548,215	103,100,326	53,989,741	54,161,135	50,880,674	3,391,373
Development Impact Fees (Non-Measure A)	21,294,758	24,058,282	19,890,266	17,759,998	27,082,603	23,871,113
<b><u>Financing Proceeds</u></b>						
	<b>Bond Issue</b>		<b>Bond Issue</b>		<b>Bond Issue</b>	
	<b>389,930,000</b>		<b>87,985,000</b>		<b>79,750,000</b>	
Bond Proceeds	183,000,199	200,960,797	31,320,467	55,242,494	31,695,450	46,791,200
Note Proceeds	-	-	-	-	-	-
Commercial Paper Proceeds	-	-	-	-	-	-
Capitalized Interest	-	-	-	-	-	-
Intrafund Loan (inflow)	-	-	-	-	-	-
<b><u>Other</u></b>						
DSRF Interest Earnings	-	-	-	-	-	-
DSRF Release	-	-	-	-	-	-
Construction Fund Earnings	6,325,643	0	1,738,868	0	1,472,847	(0)
Fund Balance Interest Earnings	109,718	67,259	82,746	78,286	99,056	94,105
<b>TOTAL SOURCES</b>	<b>679,520,279</b>	<b>708,946,287</b>	<b>348,813,497</b>	<b>392,074,795</b>	<b>350,298,782</b>	<b>390,843,333</b>



**SACRAMENTO TRANSPORTATION AUTHORITY**

*Total Program Overview*

**Annual Cashflow & Fund Balance**

<b><u>FUNDING SOURCES</u></b>	<b><u>2017</u></b>	<b><u>2018</u></b>	<b><u>2019</u></b>	<b><u>2020</u></b>	<b><u>2021</u></b>	<b><u>2022</u></b>
<b>BEGINNING BALANCE</b>	<b>10,147,554</b>	<b>8,466,875</b>	<b>9,829,316</b>	<b>9,648,405</b>	<b>10,518,098</b>	<b>9,575,823</b>
<b><u>Contributed Revenues</u></b>						
Measure-A Sales Tax Revenues: Extension	183,619,668	192,708,842	202,247,930	212,259,202	222,766,033	233,792,951
Measure A - Development Impact Fees	35,064,247	36,116,174	37,199,659	38,315,649	39,465,118	40,649,072
<b><u>Grant Funds</u></b>						
Federal Capital Funds	7,014,744	8,358,894	1,210,072	1,246,374	8,729,603	2,446,214
State Capital Funds	5,560,467	-	-	-	-	-
Local	124,041,197	64,063,315	31,764,384	49,854,957	26,477,656	33,056,953
Other	8,868,233	17,651,775	22,961,112	37,733,971	27,825,610	26,643,904
Development Impact Fees (Non-Measure A)	38,288,808	30,031,514	36,589,545	33,543,038	22,899,161	20,544,896
<b><u>Financing Proceeds</u></b>						
	<b>Bond Issue</b>		<b>Bond Issue</b>			<b>Bond Issue</b>
	<b>104,225,000</b>		<b>146,120,000</b>			<b>126,705,000</b>
Bond Proceeds	62,972,661	39,697,721	35,720,321	69,903,072	38,433,244	37,629,672
Note Proceeds	-	-	-	-	-	-
Commercial Paper Proceeds	-	-	-	-	-	-
Capitalized Interest	-	-	-	-	-	-
Intrafund Loan (inflow)	-	-	-	-	-	-
<b><u>Other</u></b>						
DSRF Interest Earnings	-	-	-	-	-	-
DSRF Release	-	-	-	-	-	-
Construction Fund Earnings	1,249,565	(0)	3,410,102	1,209,763	0	2,748,798
Fund Balance Interest Earnings	126,844	105,836	122,866	120,605	131,476	119,698
<b>TOTAL SOURCES</b>	<b>466,806,435</b>	<b>388,734,071</b>	<b>371,225,992</b>	<b>444,186,632</b>	<b>386,727,902</b>	<b>397,632,158</b>

**SACRAMENTO TRANSPORTATION AUTHORITY***Total Program Overview***Annual Cashflow & Fund Balance**

<b><u>FUNDING SOURCES</u></b>	<b><u>2023</u></b>	<b><u>2024</u></b>	<b><u>2025</u></b>	<b><u>2026</u></b>	<b><u>2027</u></b>	<b><u>2028</u></b>
<b>BEGINNING BALANCE</b>	<b>9,842,762</b>	<b>12,039,425</b>	<b>12,265,713</b>	<b>16,320,243</b>	<b>34,665,426</b>	<b>54,314,127</b>
<b><u>Contributed Revenues</u></b>						
Measure-A Sales Tax Revenues: Extension	245,365,702	257,511,305	270,258,114	283,635,891	297,675,868	312,410,823
Measure A - Development Impact Fees	41,868,544	43,124,600	44,418,339	45,750,889	47,123,415	48,537,117
<b><u>Grant Funds</u></b>						
Federal Capital Funds	-	6,330,157	-	-	-	-
State Capital Funds	-	-	-	-	-	-
Local	51,072,992	25,425,838	-	-	-	-
Other	18,760,812	19,323,637	13,148,490	-	-	-
Development Impact Fees (Non-Measure A)	18,556,520	19,113,216	13,184,612	-	-	-
<b><u>Financing Proceeds</u></b>						
Bond Proceeds	55,631,837	31,695,365	-	-	-	-
Note Proceeds	-	-	-	-	-	-
Comercial Paper Proceeds	-	-	-	-	-	-
Capitalized Interest	-	-	-	-	-	-
Intrafund Loan (inflow)	-	-	-	-	-	-
<b><u>Other</u></b>						
DSRF Interest Earnings	-	-	-	-	-	-
DSRF Release	-	-	-	-	-	-
Construction Fund Earnings	997,675	-	-	-	-	-
Fund Balance Interest Earnings	123,035	150,493	153,321	204,003	433,318	678,927
<b>TOTAL SOURCES</b>	<b>432,377,118</b>	<b>402,674,610</b>	<b>341,162,876</b>	<b>329,590,783</b>	<b>345,232,601</b>	<b>361,626,867</b>

**SACRAMENTO TRANSPORTATION AUTHORITY***Total Program Overview***Annual Cashflow & Fund Balance**

<b><u>FUNDING SOURCES</u></b>	<b><u>2029</u></b>	<b><u>2030</u></b>	<b><u>2031</u></b>	<b><u>2032</u></b>
<b>BEGINNING BALANCE</b>	<b>75,313,757</b>	<b>97,699,630</b>	<b>121,527,022</b>	<b>146,836,902</b>
<b><u>Contributed Revenues</u></b>				
Measure-A Sales Tax Revenues: Extension	327,875,159	344,104,979	361,138,175	379,014,515
Measure A - Development Impact Fees	49,993,231	51,493,028	53,037,819	54,628,953
<b><u>Grant Funds</u></b>				
Federal Capital Funds	-	-	-	-
State Capital Funds	-	-	-	-
Local	-	-	-	-
Other	-	-	-	-
Development Impact Fees (Non-Measure A)	-	-	-	-
<b><u>Financing Proceeds</u></b>				
Bond Proceeds	-	-	-	-
Note Proceeds	-	-	-	-
Comercial Paper Proceeds	-	-	-	-
Capitalized Interest	-	-	-	-
Intrafund Loan (inflow)	-	-	-	-
<b><u>Other</u></b>				
DSRF Interest Earnings	-	-	-	-
DSRF Release	-	-	-	-
Construction Fund Earnings	-	-	-	-
Fund Balance Interest Earnings	941,422	1,221,245	1,519,088	1,835,461
<b>TOTAL SOURCES</b>	<b>378,809,812</b>	<b>396,819,252</b>	<b>415,695,082</b>	<b>435,478,930</b>

**SACRAMENTO TRANSPORTATION AUTHORITY****Total Program Overview****Annual Cashflow & Fund Balance**

<b><u>FUNDING SOURCES</u></b>	<b><u>2033</u></b>	<b><u>2034</u></b>	<b><u>2035</u></b>	<b><u>2036</u></b>	<b><u>2037</u></b>	<b><u>2038</u></b>
<b>BEGINNING BALANCE</b>	<b>173,689,072</b>	<b>202,134,141</b>	<b>232,224,201</b>	<b>264,005,704</b>	<b>297,537,988</b>	<b>332,875,138</b>
<b><u>Contributed Revenues</u></b>						
Measure-A Sales Tax Revenues: Extension	397,775,734	417,465,633	438,130,181	459,817,625	482,578,598	506,466,238
Measure A - Development Impact Fees	56,267,822	57,955,857	59,694,533	61,485,369	63,329,930	65,229,828
<b><u>Grant Funds</u></b>						
Federal Capital Funds	-	-	-	-	-	-
State Capital Funds	-	-	-	-	-	-
Local	-	-	-	-	-	-
Other	-	-	-	-	-	-
Development Impact Fees (Non-Measure A)	-	-	-	-	-	-
<b><u>Financing Proceeds</u></b>						
Bond Proceeds	-	-	-	-	-	-
Note Proceeds	-	-	-	-	-	-
Comercial Paper Proceeds	-	-	-	-	-	-
Capitalized Interest	-	-	-	-	-	-
Intrafund Loan (inflow)	-	-	-	-	-	-
<b><u>Other</u></b>						
DSRF Interest Earnings	-	-	-	-	-	-
DSRF Release	-	-	-	-	-	-
Construction Fund Earnings	-	-	-	-	-	-
Fund Balance Interest Earnings	2,171,113	2,526,677	2,902,803	3,300,071	3,719,225	4,160,939
<b>TOTAL SOURCES</b>	<b>456,214,669</b>	<b>477,948,166</b>	<b>500,727,517</b>	<b>524,603,065</b>	<b>549,627,753</b>	<b>575,857,005</b>

**SACRAMENTO TRANSPORTATION AUTHORITY***Total Program Overview***Annual Cashflow & Fund Balance**

<b><u>FUNDING SOURCES</u></b>	<b><u>2039</u></b>	<b><u>TOTAL</u></b>
<b>BEGINNING BALANCE</b>	<b>370,074,506</b>	
<b><u>Contributed Revenues</u></b>		
Measure-A Sales Tax Revenues: Extension	398,652,238	8,523,869,575
Measure A - Development Impact Fees	50,390,042	1,346,519,423
<b><u>Grant Funds</u></b>		
Federal Capital Funds	-	394,465,536
State Capital Funds	-	182,964,388
Local	-	1,158,468,483
Other	-	598,469,336
Development Impact Fees (Non-Measure A)	-	538,667,301
<b><u>Financing Proceeds</u></b>		
Bond Proceeds	-	1,222,659,776
Note Proceeds	-	161,459,368
Comercial Paper Proceeds	-	-
Capitalized Interest	-	8,580,726
Intrafund Loan (inflow)	-	-
<b><u>Other</u></b>		
DSRF Interest Earnings	-	-
DSRF Release	-	-
Construction Fund Earnings	-	21,451,086
Fund Balance Interest Earnings	4,625,931	32,017,964
<b>TOTAL SOURCES</b>	<b>453,668,211</b>	<b>14,189,592,962</b>

<b><u>FUNDING USES</u></b>	<b><u>2005</u></b>	<b><u>2006</u></b>	<b><u>2007</u></b>	<b><u>2008</u></b>	<b><u>2009</u></b>	<b><u>2010</u></b>
<b><u>CIP Program</u></b>						
Sacramento County	-	-	8,633,604	21,938,680	29,170,937	78,597,623
CALTRANS	-	-	19,096,200	25,132,721	24,761,194	40,342,738
City of Sacramento	-	-	44,451,710	84,358,524	47,946,675	60,977,816
Rancho Cordova	-	-	16,337,860	6,938,816	11,423,914	6,607,862
Citrus Heights	-	-	5,516,680	8,982,216	1,980,896	-
Elk Grove	-	-	68,876,811	70,509,849	2,251,018	13,479,651
Folsom	-	-	65,775,800	55,729,077	-	-
Galt	-	-	3,713,150	3,824,545	29,263,229	5,796,370
Regional Transit	-	-	31,337,925	58,257,647	76,238,590	119,858,506
JPA	-	-	-	5,463,635	5,627,544	5,796,370
<b><u>Other Jurisdictional Measure-A Setaside</u></b>						
Isleton	-	-	-	-	12,476	52,372
Galt	-	-	-	-	311,889	1,309,309
Air District	-	-	-	-	467,833	1,963,963
Paratransit	-	-	-	-	1,091,611	4,582,581
Competitive Grant Program	-	-	-	-	1,000,000	1,000,000
<b><u>Other Measure A Uses (Transit, Road Maintenance, Etc)</u></b>						
	-	-	-	-	21,833,373	94,854,500
<b><u>Financing Costs</u></b>						
Note Debt Service - Interest Only	-	-	-	2,480,346	6,100,380	-
Note Refinancing	-	-	-	-	161,459,368	-
Bond Debt Service	-	-	-	-	-	12,385,230
CP Buy Down	-	-	-	-	-	-
CP Debt Service	-	-	-	-	-	-
Intrafund Loan (Outflow)	-	-	-	-	-	-
<b>TOTAL USES</b>	-	-	<b>263,739,740</b>	<b>343,616,056</b>	<b>420,940,927</b>	<b>447,604,892</b>
<b>NET REVENUE (LOSS)</b>	-	-	-	-	<b>7,391,701</b>	<b>2,375,168</b>
<b>ENDING BALANCE</b>	-	-	-	<b>0</b>	<b>7,391,701</b>	<b>9,766,869</b>

<b><u>FUNDING USES</u></b>	<b><u>2011</u></b>	<b><u>2012</u></b>	<b><u>2013</u></b>	<b><u>2014</u></b>	<b><u>2015</u></b>	<b><u>2016</u></b>
<b><u>CIP Program</u></b>						
Sacramento County	61,493,693	43,783,510	38,319,795	33,141,239	63,500,049	58,553,093
CALTRANS	325,618,061	331,451,007	7,600,620	1,304,773	8,063,498	113,507,177
City of Sacramento	50,866,628	89,288,843	48,225,937	84,901,591	3,588,257	3,695,904
Rancho Cordova	5,373,235	-	-	-	-	-
Citrus Heights	3,152,298	8,990,378	-	2,515,603	-	4,152,702
Elk Grove	13,884,040	18,801,900	9,703,459	9,994,563	7,167,554	4,614,112
Folsom	-	-	-	-	-	-
Galt	5,373,235	-	-	-	-	-
Regional Transit	27,810,672	-	22,168,476	22,833,531	23,518,537	24,224,093
JPA	68,060,981	70,102,810	72,205,895	74,372,071	76,603,234	-
<b><u>Other Jurisdictional Measure-A Setaside</u></b>						
Isleton	54,965	57,686	60,541	63,538	66,683	69,984
Galt	1,374,120	1,442,139	1,513,524	1,588,444	1,667,072	1,749,592
Air District	2,061,179	2,163,208	2,270,287	2,382,666	2,500,608	2,624,388
Paratransit	4,809,419	5,047,485	5,297,335	5,559,554	5,834,751	6,123,572
Competitive Grant Program	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
<b><u>Other Measure A Uses (Transit, Road Maintenance, Etc)</u></b>	<b>99,599,298</b>	<b>104,578,963</b>	<b>109,805,121</b>	<b>115,289,975</b>	<b>121,046,329</b>	<b>127,087,622</b>
<b><u>Financing Costs</u></b>						
Note Debt Service - Interest Only	-	-	-	-	-	-
Note Refinancing	-	-	-	-	-	-
Bond Debt Service	12,385,230	30,999,357	30,999,357	35,465,603	36,138,318	40,821,924
CP Buy Down	-	-	-	-	-	-
CP Debt Service	-	-	-	-	-	-
Intrafund Loan (Outflow)	-	-	-	-	-	-
<b>TOTAL USES</b>	<b>682,917,054</b>	<b>707,707,283</b>	<b>349,170,348</b>	<b>390,413,149</b>	<b>350,694,888</b>	<b>388,224,162</b>
<b>NET REVENUE (LOSS)</b>	<b>(3,396,775)</b>	<b>1,239,004</b>	<b>(356,851)</b>	<b>1,661,646</b>	<b>(396,106)</b>	<b>2,619,171</b>
<b>ENDING BALANCE</b>	<b>5,380,691</b>	<b>6,619,695</b>	<b>6,262,844</b>	<b>7,924,490</b>	<b>7,528,384</b>	<b>10,147,554</b>

<b><u>FUNDING USES</u></b>	<b><u>2017</u></b>	<b><u>2018</u></b>	<b><u>2019</u></b>	<b><u>2020</u></b>	<b><u>2021</u></b>	<b><u>2022</u></b>
<b><u>CIP Program</u></b>						
Sacramento County	82,266,403	71,488,221	89,273,046	106,751,927	76,030,991	70,874,106
CALTRANS	186,774,676	96,923,225	63,528,768	99,709,915	52,955,312	66,113,905
City of Sacramento	3,806,782	3,920,985	4,038,615	4,159,773	4,284,566	4,413,103
Rancho Cordova	-	-	-	-	-	-
Citrus Heights	2,395,278	12,470,788	1,815,108	1,869,561	13,094,405	3,669,322
Elk Grove	4,752,536	-	-	-	-	-
Folsom	-	-	-	-	-	-
Galt	-	-	-	-	-	-
Regional Transit	-	-	-	-	-	-
JPA	-	-	-	-	-	-
<b><u>Other Jurisdictional Measure-A Setaside</u></b>						
Isleton	73,448	77,084	80,899	84,904	89,106	93,517
Galt	1,836,197	1,927,088	2,022,479	2,122,592	2,227,660	2,337,930
Air District	2,754,295	2,890,633	3,033,719	3,183,888	3,341,490	3,506,894
Paratransit	6,426,688	6,744,809	9,101,157	9,551,664	10,024,471	10,520,683
Competitive Grant Program	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
<b><u>Other Measure A Uses (Transit, Road Maintenance, Etc)</u></b>	<b>133,427,959</b>	<b>140,082,143</b>	<b>145,043,230</b>	<b>152,272,370</b>	<b>159,859,352</b>	<b>167,821,890</b>
<b><u>Financing Costs</u></b>						
Note Debt Service - Interest Only	-	-	-	-	-	-
Note Refinancing	-	-	-	-	-	-
Bond Debt Service	42,972,852	49,846,653	52,469,882	62,610,346	64,762,821	67,013,869
CP Buy Down	-	-	-	-	-	-
CP Debt Service	-	-	-	-	-	-
Intrafund Loan (Outflow)	-	-	-	-	-	-
<b>TOTAL USES</b>	<b>468,487,114</b>	<b>387,371,630</b>	<b>371,406,902</b>	<b>443,316,940</b>	<b>387,670,176</b>	<b>397,365,220</b>
<b>NET REVENUE (LOSS)</b>	<b>(1,680,680)</b>	<b>1,362,441</b>	<b>(180,910)</b>	<b>869,692</b>	<b>(942,275)</b>	<b>266,938</b>
<b>ENDING BALANCE</b>	<b>8,466,875</b>	<b>9,829,316</b>	<b>9,648,405</b>	<b>10,518,098</b>	<b>9,575,823</b>	<b>9,842,762</b>



<b><u>FUNDING USES</u></b>	<b><u>2023</u></b>	<b><u>2024</u></b>	<b><u>2025</u></b>	<b><u>2026</u></b>	<b><u>2027</u></b>	<b><u>2028</u></b>
<b><u>CIP Program</u></b>						
Sacramento County	55,873,853	57,550,069	39,517,714	-	-	-
CALTRANS	102,145,984	50,851,676	-	-	-	-
City of Sacramento	-	-	-	-	-	-
Rancho Cordova	-	-	-	-	-	-
Citrus Heights	-	9,486,468	-	-	-	-
Elk Grove	-	-	-	-	-	-
Folsom	-	-	-	-	-	-
Galt	-	-	-	-	-	-
Regional Transit	-	-	-	-	-	-
JPA	-	-	-	-	-	-
<b><u>Other Jurisdictional Measure-A Setaside</u></b>						
Isleton	98,146	103,005	108,103	113,454	119,070	124,964
Galt	2,453,657	2,575,113	2,702,581	2,836,359	2,976,759	3,124,108
Air District	3,680,486	3,862,670	4,053,872	4,254,538	4,465,138	4,686,162
Paratransit	11,041,457	11,588,009	12,161,615	12,763,615	13,395,414	14,058,487
Competitive Grant Program	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
<b><u>Other Measure A Uses (Transit, Road Maintenance, Etc)</u></b>	<b>176,178,574</b>	<b>184,948,913</b>	<b>194,153,384</b>	<b>203,813,477</b>	<b>213,951,744</b>	<b>224,591,855</b>
<b><u>Financing Costs</u></b>						
Note Debt Service - Interest Only	-	-	-	-	-	-
Note Refinancing	-	-	-	-	-	-
Bond Debt Service	77,708,299	80,482,401	83,411,078	86,464,156	89,675,775	93,041,660
CP Buy Down	-	-	-	-	-	-
CP Debt Service	-	-	-	-	-	-
Intrafund Loan (Outflow)	-	-	-	-	-	-
<b>TOTAL USES</b>	<b>430,180,455</b>	<b>402,448,321</b>	<b>337,108,347</b>	<b>311,245,599</b>	<b>325,583,899</b>	<b>340,627,237</b>
<b>NET REVENUE (LOSS)</b>	<b>2,196,663</b>	<b>226,288</b>	<b>4,054,529</b>	<b>18,345,184</b>	<b>19,648,701</b>	<b>20,999,630</b>
<b>ENDING BALANCE</b>	<b>12,039,425</b>	<b>12,265,713</b>	<b>16,320,243</b>	<b>34,665,426</b>	<b>54,314,127</b>	<b>75,313,757</b>

<b><u>FUNDING USES</u></b>	<b><u>2029</u></b>	<b><u>2030</u></b>	<b><u>2031</u></b>	<b><u>2032</u></b>
<b><u>CIP Program</u></b>				
Sacramento County	-	-	-	-
CALTRANS	-	-	-	-
City of Sacramento	-	-	-	-
Rancho Cordova	-	-	-	-
Citrus Heights	-	-	-	-
Elk Grove	-	-	-	-
Folsom	-	-	-	-
Galt	-	-	-	-
Regional Transit	-	-	-	-
JPA	-	-	-	-
<b><u>Other Jurisdictional Measure-A Setaside</u></b>				
Isleton	131,150	137,642	144,455	151,606
Galt	3,278,752	3,441,050	3,611,382	3,790,145
Air District	4,918,127	5,161,575	5,417,073	5,685,218
Paratransit	18,033,134	18,925,774	19,862,600	20,845,798
Competitive Grant Program	1,000,000	1,000,000	1,000,000	1,000,000
<b><u>Other Measure A Uses (Transit, Road Maintenance, Etc)</u></b>	<b>232,479,900</b>	<b>244,037,156</b>	<b>256,166,495</b>	<b>268,896,236</b>
<b><u>Financing Costs</u></b>				
Note Debt Service - Interest Only	-	-	-	-
Note Refinancing	-	-	-	-
Bond Debt Service	96,582,876	100,288,665	104,183,198	108,257,757
CP Buy Down	-	-	-	-
CP Debt Service	-	-	-	-
Intrafund Loan (Outflow)	-	-	-	-
<b>TOTAL USES</b>	<b>356,423,939</b>	<b>372,991,860</b>	<b>390,385,202</b>	<b>408,626,760</b>
<b>NET REVENUE (LOSS)</b>	<b>22,385,872</b>	<b>23,827,392</b>	<b>25,309,880</b>	<b>26,852,170</b>
<b>ENDING BALANCE</b>	<b>97,699,630</b>	<b>121,527,022</b>	<b>146,836,902</b>	<b>173,689,072</b>

<b><u>FUNDING USES</u></b>	<b><u>2033</u></b>	<b><u>2034</u></b>	<b><u>2035</u></b>	<b><u>2036</u></b>	<b><u>2037</u></b>	<b><u>2038</u></b>
<b><u>CIP Program</u></b>						
Sacramento County	-	-	-	-	-	-
CALTRANS	-	-	-	-	-	-
City of Sacramento	-	-	-	-	-	-
Rancho Cordova	-	-	-	-	-	-
Citrus Heights	-	-	-	-	-	-
Elk Grove	-	-	-	-	-	-
Folsom	-	-	-	-	-	-
Galt	-	-	-	-	-	-
Regional Transit	-	-	-	-	-	-
JPA	-	-	-	-	-	-
<b><u>Other Jurisdictional Measure-A Setaside</u></b>						
Isleton	159,110	166,986	175,252	183,927	193,031	202,586
Galt	3,977,757	4,174,656	4,381,302	4,598,176	4,825,786	5,064,662
Air District	5,966,636	6,261,984	6,571,953	6,897,264	7,238,679	7,596,994
Paratransit	21,877,665	22,960,610	24,097,160	25,289,969	26,541,823	27,855,643
Competitive Grant Program	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
<b><u>Other Measure A Uses (Transit, Road Maintenance, Etc)</u></b>	<b>282,256,100</b>	<b>296,277,277</b>	<b>310,992,502</b>	<b>326,436,131</b>	<b>342,644,219</b>	<b>359,654,608</b>
<b><u>Financing Costs</u></b>						
Note Debt Service - Interest Only	-	-	-	-	-	-
Note Refinancing	-	-	-	-	-	-
Bond Debt Service	112,532,331	117,016,593	121,727,845	126,665,314	131,847,065	137,283,143
CP Buy Down	-	-	-	-	-	-
CP Debt Service	-	-	-	-	-	-
Intrafund Loan (Outflow)	-	-	-	-	-	-
<b>TOTAL USES</b>	<b>427,769,600</b>	<b>447,858,106</b>	<b>468,946,013</b>	<b>491,070,782</b>	<b>514,290,603</b>	<b>538,657,637</b>
<b>NET REVENUE (LOSS)</b>	<b>28,445,069</b>	<b>30,090,060</b>	<b>31,781,503</b>	<b>33,532,284</b>	<b>35,337,149</b>	<b>37,199,369</b>
<b>ENDING BALANCE</b>	<b>202,134,141</b>	<b>232,224,201</b>	<b>264,005,704</b>	<b>297,537,988</b>	<b>332,875,138</b>	<b>370,074,506</b>

<b><u>FUNDING USES</u></b>	<b><u>2039</u></b>	<b><u>TOTAL</u></b>
<b><u>CIP Program</u></b>		
Sacramento County	-	1,086,758,553
CALTRANS	-	1,615,881,451
City of Sacramento	-	542,925,709
Rancho Cordova	-	46,681,688
Citrus Heights	-	80,091,701
Elk Grove	-	224,035,491
Folsom	-	121,504,877
Galt	-	47,970,529
Regional Transit	-	406,247,977
JPA	-	378,232,540
<b><u>Other Jurisdictional Measure-A Setaside</u></b>		
Isleton	159,461	3,409,152
Galt	3,986,522	85,228,802
Air District	5,979,784	127,843,203
Paratransit	21,925,873	413,940,426
Competitive Grant Program	1,000,000	31,000,000
<b><u>Other Measure A Uses (Transit, Road Maintenance, Etc)</u></b>	<b>282,880,259</b>	<b>6,092,960,955</b>
<b><u>Financing Costs</u></b>		
Note Debt Service - Interest Only	-	8,580,726
Note Refinancing	-	161,459,368
Bond Debt Service	112,475,528	2,318,515,120
CP Buy Down	-	-
CP Debt Service	-	-
Intrafund Loan (Outflow)	-	-
<b>TOTAL USES</b>	<b>428,407,426</b>	<b>13,793,268,269</b>
<b>NET REVENUE (LOSS)</b>	<b>25,260,785</b>	<b>396,324,693</b>
<b>ENDING BALANCE</b>	<b>395,335,291</b>	

**SACRAMENTO TRANSPORTATION AUTHORITY***Total Program Overview***Debt Service Coverage**

	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
<b>STA Revenues</b>	-	-	-	-	23,888,716	100,663,008
<b>Senior Lien Net Debt Service</b>	-	-	-	-	-	12,385,230
<b>CP Debt Service</b>	-	-	-	-	-	-
<b>Total Debt Service</b>	-	-	-	-	-	12,385,230
<b>Annual Debt Service Coverage</b>	0.00x	0.00x	0.00x	0.00x	0.00x	8.13x
<b>Maximum Annual Debt Service Coverage (MADS)</b>	0.00x	0.00x	0.00x	0.00x	0.75x	3.14x

**SACRAMENTO TRANSPORTATION AUTHORITY***Total Program Overview***Debt Service Coverage**

	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
<b>STA Revenues</b>	104,687,712	109,583,438	114,712,913	120,087,449	125,718,913	131,619,748
<b>Senior Lien Net Debt Service</b>	12,385,230	30,999,357	30,999,357	35,465,603	36,138,318	40,821,924
<b>CP Debt Service</b>	-	-	-	-	-	-
<b>Total Debt Service</b>	<u>12,385,230</u>	<u>30,999,357</u>	<u>30,999,357</u>	<u>35,465,603</u>	<u>36,138,318</u>	<u>40,821,924</u>
<b>Annual Debt Service Coverage</b>	8.45x	3.54x	3.70x	3.39x	3.48x	3.22x
<b>Maximum Annual Debt Service Coverage (MADS)</b>	1.38x	1.44x	1.34x	1.40x	1.33x	1.39x

**SACRAMENTO TRANSPORTATION AUTHORITY***Total Program Overview***Debt Service Coverage**

	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>
<b>STA Revenues</b>	137,803,006	144,282,378	151,072,224	158,187,602	165,644,311	173,458,919
<b>Senior Lien Net Debt Service</b>	42,972,852	49,846,653	52,469,882	62,610,346	64,762,821	67,013,869
<b>CP Debt Service</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>Total Debt Service</b>	42,972,852	49,846,653	52,469,882	62,610,346	64,762,821	67,013,869
<b>Annual Debt Service Coverage</b>	3.21x	2.89x	2.88x	2.53x	2.56x	2.59x
<b>Maximum Annual Debt Service Coverage (MADS)</b>	1.30x	1.36x	1.23x	1.29x	1.35x	1.26x

**SACRAMENTO TRANSPORTATION AUTHORITY***Total Program Overview***Debt Service Coverage**

	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>
<b>STA Revenues</b>	181,648,807	190,232,205	199,228,234	208,656,953	218,539,401	228,897,648
<b>Senior Lien Net Debt Service</b>	77,708,299	80,482,401	83,411,078	86,464,156	89,675,775	93,041,660
<b>CP Debt Service</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>Total Debt Service</b>	77,708,299	80,482,401	83,411,078	86,464,156	89,675,775	93,041,660
<b>Annual Debt Service Coverage</b>	2.34x	2.36x	2.39x	2.41x	2.44x	2.46x
<b>Maximum Annual Debt Service Coverage (MADS)</b>	1.32x	1.39x	1.45x	1.52x	1.59x	1.67x



**SACRAMENTO TRANSPORTATION AUTHORITY***Total Program Overview***Debt Service Coverage**

	<b>2029</b>	<b>2030</b>	<b>2031</b>	<b>2032</b>
<b>STA Revenues</b>	239,754,844	251,135,275	263,064,414	275,568,984
<b>Senior Lien Net Debt Service</b>	96,582,876	100,288,665	104,183,198	108,257,757
<b>CP Debt Service</b>	-	-	-	-
<b>Total Debt Service</b>	<u>96,582,876</u>	<u>100,288,665</u>	<u>104,183,198</u>	<u>108,257,757</u>
<b>Annual Debt Service Coverage</b>	2.48x	2.50x	2.53x	2.55x
<b>Maximum Annual Debt Service Coverage (MADS)</b>	1.75x	1.83x	1.92x	2.01x

**SACRAMENTO TRANSPORTATION AUTHORITY***Total Program Overview***Debt Service Coverage**

	<b>2033</b>	<b>2034</b>	<b>2035</b>	<b>2036</b>	<b>2037</b>	<b>2038</b>
<b>STA Revenues</b>	288,677,017	302,417,918	316,822,535	331,923,229	347,753,947	364,350,300
<b>Senior Lien Net Debt Service</b>	112,532,331	117,016,593	121,727,845	126,665,314	131,847,065	137,283,143
<b>CP Debt Service</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>Total Debt Service</b>	112,532,331	117,016,593	121,727,845	126,665,314	131,847,065	137,283,143
<b>Annual Debt Service Coverage</b>	2.57x	2.58x	2.60x	2.62x	2.64x	2.65x
<b>Maximum Annual Debt Service Coverage (MADS)</b>	2.10x	2.20x	2.31x	2.42x	2.53x	2.65x

**SACRAMENTO TRANSPORTATION AUTHORITY**

*Total Program Overview*

**Debt Service Coverage**

	<b>2039</b>	<b>TOTAL</b>
<b>STA Revenues</b>	286,312,237	6,256,394,284
<b>Senior Lien Net Debt Service</b>	112,475,528	2,318,515,120
<b>CP Debt Service</b>	-	-
<b>Total Debt Service</b>	112,475,528	2,318,515,120
<b>Annual Debt Service Coverage</b>	2.55x	
<b>Maximum Annual Debt Service Coverage (MADS)</b>	2.09x	

## **Appendix B: CIP Summary Funding Sources and Uses**

**SACRAMENTO TRANSPORTATION AUTHORITY**  
**STA CAPITAL PROGRAM**

**CIP Funding Sources and Uses (Inflated Dollars)**

	2005	2006	2007	2008	2009	2010
<b>FUNDING USES (EXPENDITURES)</b>						
SAC CO. - ANTELOPE ROAD (Watt Ave – Roseville Rd)	-	-	-	-	-	347,782
SAC CO. - ARDEN WAY ITS IMPROVEMENTS (Ethan Way – Fair Oaks Blvd) – Phase 2	-	-	-	-	337,653	3,130,040
SAC CO. - BRADSHAW ROAD (Calvine Rd – Old Placerville Rd) – Phase 1	-	-	1,072,570	4,405,875	5,304,523	4,499,143
SAC CO. - BRADSHAW ROAD (Calvine Road – Old Placerville Road) – Phase 2	-	-	-	-	-	-
SAC CO. - FOLSOM BOULEVARD (Watt Ave – Bradshaw Rd)	-	-	-	-	-	-
SAC CO. - GREENBACK LANE (Fair Oaks Blvd – Main Ave) – Phase 1	-	-	137,917	120,200	6,190,298	8,810,483
SAC CO. - GREENBACK LANE (Fair Oaks Blvd – Main Ave) – Phase 2	-	-	-	-	-	-
SAC CO. - GREENBACK LANE (I-80 – Manzanita Ave)	-	-	-	-	-	-
SAC CO. - HAZEL AVENUE (Placer Co Line – Folsom Blvd) – Phase 1	-	-	6,151,098	14,992,214	6,640,502	27,627,820
SAC CO. - HAZEL AVENUE (Placer Co. Line – Folsom Boulevard)- Phase 2	-	-	-	-	-	-
SAC CO. - HAZEL AVENUE (US Highway 50 – Folsom Blvd)	-	-	-	-	-	-
SAC CO. - Madison Avenue (Watt Ave –Greenback Lane) – Phase 1	-	-	150,648	371,527	3,376,526	12,925,906
SAC CO. - Madison Avenue (Watt Ave – Greenback Lane) – Phase 2	-	-	-	-	562,754	347,782
SAC CO. - Madison Avenue (Watt Ave – Greenback Lane) - Phase 3	-	-	-	-	-	-
SAC CO. - SOUTH WATT/ELK GROVE-FLORIN ROAD (Folsom Blvd – Calvine Rd) – Phase 1	-	-	60,471	409,773	2,594,298	7,808,870
SAC CO. - SOUTH WATT / ELK GROVE-FLORIN ROAD (Folsom Blvd – Calvine Rd)- Phase 2	-	-	-	-	-	-
SAC CO. - SUNRISE BOULEVARD (Jackson Rd – Grant Line Rd)	-	-	-	-	-	-
SAC CO. - SUNRISE BOULEVARD (Madison Ave – Gold Country Blvd)	-	-	-	-	-	-
SAC CO. - WATT AVENUE (Antelope Rd – Capital City Freeway)	-	-	-	-	1,125,509	3,825,604
SAC CO. - WATT AVENUE / SR50 INTERCHANGE UPGRADE	-	-	1,060,900	1,639,091	3,038,874	9,274,193
CALTRANS - 5/50 Interchange Improvements	-	-	-	-	-	4,637,096
CALTRANS - 5/80 Interchange Upgrade, HOV Connector, and Int 5 HOV Lanes	-	-	5,304,500	8,741,816	5,627,544	4,637,096
CALTRANS - Oak Park (SR99/50) Interchange Improvements	-	-	-	-	-	-
CALTRANS - I-5 Bus/Carpool Lanes	-	-	4,243,600	6,556,362	7,878,562	8,114,919
CALTRANS - I-80 Bus/Carpool Lanes	-	-	4,243,600	5,463,635	3,376,526	14,490,926
CALTRANS - Highway 50 Bus/Carpool Lanes	-	-	5,304,500	4,370,908	7,878,562	8,462,701
CITY OF SAC. - Arden Way ITS Improvements (Del Paso – Ethan)	-	-	-	-	-	-
CITY OF SAC. - Bruceville Road Widening: Sheldon Road to Cosumnes River Blvd.	-	-	-	-	-	-
CITY OF SAC. - COSUMNES RIVER BOULEVARD (I-5 – Franklin Blvd.)	-	-	2,440,070	31,689,083	-	-
CITY OF SAC. - COSUMNES RIVER BOULEVARD/I-5 INTERCHANGE UPGRADE	-	-	2,333,980	21,635,995	-	-
CITY OF SAC. - FOLSOM BOULEVARD (65th St. – Watt Ave.)	-	-	4,243,600	-	-	-
CITY OF SAC. - Richards Blvd/ Interstate 5 Interchange Improvements	-	-	5,304,500	-	-	11,592,741
CITY OF SAC. - Downtown Intermodal Station	-	-	30,129,560	31,033,447	47,946,675	49,385,076
RANCHO CORDOVA - Folsom Beautification Streetscape – Bradshaw to Sunrise (Phase 1)	-	-	3,607,060	-	-	-
RANCHO CORDOVA - Folsom Beautification Streetscape – Bradshaw to Sunrise (Phase 2)	-	-	636,540	546,364	1,800,814	231,855
RANCHO CORDOVA - SUNRISE BOULEVARD (Gold Country Road-Jackson Rd)	-	-	12,094,260	6,392,453	9,623,100	6,376,007

**SACRAMENTO TRANSPORTATION AUTHORITY**  
**STA CAPITAL PROGRAM**

**CIP Funding Sources and Uses (Inflated Dollars)**

	2011	2012	2013	2014	2015	2016	2017
<b>FUNDING USES (EXPENDITURES)</b>							
SAC CO. - ANTELOPE ROAD (Watt Ave – Roseville Rd)	1,432,863	2,459,748	5,067,080	-	-	-	-
SAC CO. - ARDEN WAY ITS IMPROVEMENTS (Ethan Way – Fair Oaks Blvd) – Phase 2	-	-	-	-	-	-	-
SAC CO. - BRADSHAW ROAD (Calvine Rd – Old Placerville Rd) – Phase 1	-	-	-	-	-	-	-
SAC CO. - BRADSHAW ROAD (Calvine Road – Old Placerville Road) – Phase 2	-	-	-	-	-	6,921,169	15,113,065
SAC CO. - FOLSOM BOULEVARD (Watt Ave – Bradshaw Rd)	-	-	-	-	-	-	-
SAC CO. - GREENBACK LANE (Fair Oaks Blvd – Main Ave) – Phase 1	13,134,575	983,899	-	-	-	-	-
SAC CO. - GREENBACK LANE (Fair Oaks Blvd – Main Ave) – Phase 2	597,026	3,689,622	12,034,316	6,523,866	-	-	-
SAC CO. - GREENBACK LANE (I-80 – Manzanita Ave)	-	-	-	391,432	671,958	1,384,234	4,277,283
SAC CO. - HAZEL AVENUE (Placer Co Line – Folsom Blvd) – Phase 1	23,881,046	-	-	-	-	-	-
SAC CO. - HAZEL AVENUE (Placer Co. Line – Folsom Boulevard)- Phase 2	-	3,689,622	5,383,773	15,657,278	31,918,014	27,684,677	20,673,533
SAC CO. - HAZEL AVENUE (US Highway 50 – Folsom Blvd)	-	1,229,874	2,533,540	2,609,546	26,878,328	16,610,806	11,406,087
SAC CO. - Madison Avenue (Watt Ave –Greenback Lane) – Phase 1	3,104,536	-	-	-	-	-	-
SAC CO. - Madison Avenue (Watt Ave – Greenback Lane) – Phase 2	2,388,105	4,919,495	6,967,235	7,176,253	-	-	-
SAC CO. - Madison Avenue (Watt Ave – Greenback Lane) - Phase 3	-	-	-	-	-	1,384,234	3,992,130
SAC CO. - SOUTH WATT/ELK GROVE-FLORIN ROAD (Folsom Blvd – Calvine Rd) – Phase 1	-	-	-	-	-	-	-
SAC CO. - SOUTH WATT / ELK GROVE-FLORIN ROAD (Folsom Blvd – Calvine Rd)- Phase 2	-	-	-	-	-	-	-
SAC CO. - SUNRISE BOULEVARD (Jackson Rd – Grant Line Rd)	-	-	-	782,864	4,031,749	4,567,972	25,663,696
SAC CO. - SUNRISE BOULEVARD (Madison Ave – Gold Country Blvd)	-	-	-	-	-	-	1,140,609
SAC CO. - WATT AVENUE (Antelope Rd – Capital City Freeway)	7,403,124	22,137,730	6,333,850	-	-	-	-
SAC CO. - WATT AVENUE / SR50 INTERCHANGE UPGRADE	9,552,418	4,673,521	-	-	-	-	-
CALTRANS - 5/50 Interchange Improvements	3,582,157	2,459,748	2,533,540	-	2,687,833	5,536,935	5,703,044
CALTRANS - 5/80 Interchange Upgrade, HOV Connector, and Int 5 HOV Lanes	3,582,157	7,379,243	5,067,080	1,304,773	-	103,817,540	178,220,111
CALTRANS - Oak Park (SR99/50) Interchange Improvements	-	-	-	-	5,375,666	4,152,702	2,851,522
CALTRANS - I-5 Bus/Carpool Lanes	106,867,681	106,384,089	-	-	-	-	-
CALTRANS - I-80 Bus/Carpool Lanes	105,076,602	107,613,963	-	-	-	-	-
CALTRANS - Highway 50 Bus/Carpool Lanes	106,509,465	107,613,963	-	-	-	-	-
CITY OF SAC. - Arden Way ITS Improvements (Del Paso – Ethan)	-	-	-	-	-	-	-
CITY OF SAC. - Bruceville Road Widening: Sheldon Road to Cosumnes River Blvd.	-	-	-	-	-	-	-
CITY OF SAC. - COSUMNES RIVER BOULEVARD (I-5 – Franklin Blvd.)	-	-	1,988,829	2,048,494	2,109,949	2,173,247	2,238,445
CITY OF SAC. - COSUMNES RIVER BOULEVARD/I-5 INTERCHANGE UPGRADE	-	-	1,393,447	1,435,251	1,478,308	1,522,657	1,568,337
CITY OF SAC. - FOLSOM BOULEVARD (65th St. – Watt Ave.)	-	-	8,867,391	44,362,288	-	-	-
CITY OF SAC. - Richards Blvd/ Interstate 5 Interchange Improvements	-	36,896,216	-	-	-	-	-
CITY OF SAC. - Downtown Intermodal Station	50,866,628	52,392,627	35,976,270	37,055,558	-	-	-
RANCHO CORDOVA - Folsom Beautification Streetscape – Bradshaw to Sunrise (Phase 1)	-	-	-	-	-	-	-
RANCHO CORDOVA - Folsom Beautification Streetscape – Bradshaw to Sunrise (Phase 2)	5,373,235	-	-	-	-	-	-
RANCHO CORDOVA - SUNRISE BOULEVARD (Gold Country Road-Jackson Rd)	-	-	-	-	-	-	-

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**CIP Funding Sources and Uses (Inflated Dollars)**

	2018	2019	2020	2021	2022	2023	2024	2025	2026
<b>FUNDING USES (EXPENDITURES)</b>									
SAC CO. - ANTELOPE ROAD (Watt Ave – Roseville Rd)	-	-	-	-	-	-	-	-	-
SAC CO. - ARDEN WAY ITS IMPROVEMENTS (Ethan Way – Fair Oaks Blvd) – Phase 2	-	-	-	-	-	-	-	-	-
SAC CO. - BRADSHAW ROAD (Calvine Rd – Old Placerville Rd) – Phase 1	-	-	-	-	-	-	-	-	-
SAC CO. - BRADSHAW ROAD (Calvine Road – Old Placerville Road) – Phase 2	39,474,186	49,643,195	51,132,491	35,110,977	-	-	-	-	-
SAC CO. - FOLSOM BOULEVARD (Watt Ave – Bradshaw Rd)	-	-	3,115,935	14,442,358	23,139,867	-	-	-	-
SAC CO. - GREENBACK LANE (Fair Oaks Blvd – Main Ave) – Phase 1	-	-	-	-	-	-	-	-	-
SAC CO. - GREENBACK LANE (Fair Oaks Blvd – Main Ave) – Phase 2	-	-	-	-	-	-	-	-	-
SAC CO. - GREENBACK LANE (I-80 – Manzanita Ave)	6,167,842	-	-	-	-	-	-	-	-
SAC CO. - HAZEL AVENUE (Placer Co Line – Folsom Blvd) – Phase 1	-	-	-	-	-	-	-	-	-
SAC CO. - HAZEL AVENUE (Placer Co. Line – Folsom Boulevard)- Phase 2	-	-	-	-	-	-	-	-	-
SAC CO. - HAZEL AVENUE (US Highway 50 – Folsom Blvd)	-	-	-	-	-	-	-	-	-
SAC CO. - Madison Avenue (Watt Ave –Greenback Lane) – Phase 1	-	-	-	-	-	-	-	-	-
SAC CO. - Madison Avenue (Watt Ave – Greenback Lane) – Phase 2	-	-	-	-	-	-	-	-	-
SAC CO. - Madison Avenue (Watt Ave – Greenback Lane) - Phase 3	2,055,947	12,100,718	32,405,722	9,628,239	-	-	-	-	-
SAC CO. - SOUTH WATT/ELK GROVE-FLORIN ROAD (Folsom Blvd – Calvine Rd) – Phase 1	-	-	-	-	-	-	-	-	-
SAC CO. - SOUTH WATT / ELK GROVE-FLORIN ROAD (Folsom Blvd – Calvine Rd)- Phase 2	-	-	8,724,618	12,837,652	47,734,240	55,873,853	57,550,069	39,517,714	-
SAC CO. - SUNRISE BOULEVARD (Jackson Rd – Grant Line Rd)	22,028,006	22,688,846	-	-	-	-	-	-	-
SAC CO. - SUNRISE BOULEVARD (Madison Ave – Gold Country Blvd)	1,762,240	4,840,287	11,373,162	4,011,766	-	-	-	-	-
SAC CO. - WATT AVENUE (Antelope Rd – Capital City Freeway)	-	-	-	-	-	-	-	-	-
SAC CO. - WATT AVENUE / SR50 INTERCHANGE UPGRADE	-	-	-	-	-	-	-	-	-
CALTRANS - 5/50 Interchange Improvements	-	60,503,589	93,478,045	46,536,487	-	-	-	-	-
CALTRANS - 5/80 Interchange Upgrade, HOV Connector, and Int 5 HOV Lanes	93,986,158	-	-	-	-	-	-	-	-
CALTRANS - Oak Park (SR99/50) Interchange Improvements	2,937,067	3,025,179	6,231,870	6,418,826	66,113,905	102,145,984	50,851,676	-	-
CALTRANS - I-5 Bus/Carpool Lanes	-	-	-	-	-	-	-	-	-
CALTRANS - I-80 Bus/Carpool Lanes	-	-	-	-	-	-	-	-	-
CALTRANS - Highway 50 Bus/Carpool Lanes	-	-	-	-	-	-	-	-	-
CITY OF SAC. - Arden Way ITS Improvements (Del Paso – Ethan)	-	-	-	-	-	-	-	-	-
CITY OF SAC. - Bruceville Road Widening: Sheldon Road to Cosumnes River Blvd.	-	-	-	-	-	-	-	-	-
CITY OF SAC. - COSUMNES RIVER BOULEVARD (I-5 – Franklin Blvd.)	2,305,598	2,374,766	2,446,009	2,519,389	2,594,971	-	-	-	-
CITY OF SAC. - COSUMNES RIVER BOULEVARD/I-5 INTERCHANGE UPGRADE	1,615,387	1,663,849	1,713,764	1,765,177	1,818,132	-	-	-	-
CITY OF SAC. - FOLSOM BOULEVARD (65th St. – Watt Ave.)	-	-	-	-	-	-	-	-	-
CITY OF SAC. - Richards Blvd/ Interstate 5 Interchange Improvements	-	-	-	-	-	-	-	-	-
CITY OF SAC. - Downtown Intermodal Station	-	-	-	-	-	-	-	-	-
RANCHO CORDOVA - Folsom Beautification Streetscape – Bradshaw to Sunrise (Phase 1)	-	-	-	-	-	-	-	-	-
RANCHO CORDOVA - Folsom Beautification Streetscape – Bradshaw to Sunrise (Phase 2)	-	-	-	-	-	-	-	-	-
RANCHO CORDOVA - SUNRISE BOULEVARD (Gold Country Road-Jackson Rd)	-	-	-	-	-	-	-	-	-

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**CIP Funding Sources and Uses (Inflated Dollars)**

	2027	2028	2029	2030	2031	2032	2033	2034	2035
<b>FUNDING USES (EXPENDITURES)</b>									
SAC CO. - ANTELOPE ROAD (Watt Ave – Roseville Rd)	-	-	-	-	-	-	-	-	-
SAC CO. - ARDEN WAY ITS IMPROVEMENTS (Ethan Way – Fair Oaks Blvd) – Phase 2	-	-	-	-	-	-	-	-	-
SAC CO. - BRADSHAW ROAD (Calvine Rd – Old Placerville Rd) – Phase 1	-	-	-	-	-	-	-	-	-
SAC CO. - BRADSHAW ROAD (Calvine Road – Old Placerville Road) – Phase 2	-	-	-	-	-	-	-	-	-
SAC CO. - FOLSOM BOULEVARD (Watt Ave – Bradshaw Rd)	-	-	-	-	-	-	-	-	-
SAC CO. - GREENBACK LANE (Fair Oaks Blvd – Main Ave) – Phase 1	-	-	-	-	-	-	-	-	-
SAC CO. - GREENBACK LANE (Fair Oaks Blvd – Main Ave) – Phase 2	-	-	-	-	-	-	-	-	-
SAC CO. - GREENBACK LANE (I-80 – Manzanita Ave)	-	-	-	-	-	-	-	-	-
SAC CO. - HAZEL AVENUE (Placer Co Line – Folsom Blvd) – Phase 1	-	-	-	-	-	-	-	-	-
SAC CO. - HAZEL AVENUE (Placer Co. Line – Folsom Boulevard)- Phase 2	-	-	-	-	-	-	-	-	-
SAC CO. - HAZEL AVENUE (US Highway 50 – Folsom Blvd)	-	-	-	-	-	-	-	-	-
SAC CO. - Madison Avenue (Watt Ave –Greenback Lane) – Phase 1	-	-	-	-	-	-	-	-	-
SAC CO. - Madison Avenue (Watt Ave – Greenback Lane) – Phase 2	-	-	-	-	-	-	-	-	-
SAC CO. - Madison Avenue (Watt Ave – Greenback Lane) - Phase 3	-	-	-	-	-	-	-	-	-
SAC CO. - SOUTH WATT/ELK GROVE-FLORIN ROAD (Folsom Blvd – Calvine Rd) – Phase 1	-	-	-	-	-	-	-	-	-
SAC CO. - SOUTH WATT / ELK GROVE-FLORIN ROAD (Folsom Blvd – Calvine Rd)- Phase 2	-	-	-	-	-	-	-	-	-
SAC CO. - SUNRISE BOULEVARD (Jackson Rd – Grant Line Rd)	-	-	-	-	-	-	-	-	-
SAC CO. - SUNRISE BOULEVARD (Madison Ave – Gold Country Blvd)	-	-	-	-	-	-	-	-	-
SAC CO. - WATT AVENUE (Antelope Rd – Capital City Freeway)	-	-	-	-	-	-	-	-	-
SAC CO. - WATT AVENUE / SR50 INTERCHANGE UPGRADE	-	-	-	-	-	-	-	-	-
CALTRANS - 5/50 Interchange Improvements	-	-	-	-	-	-	-	-	-
CALTRANS - 5/80 Interchange Upgrade, HOV Connector, and Int 5 HOV Lanes	-	-	-	-	-	-	-	-	-
CALTRANS - Oak Park (SR99/50) Interchange Improvements	-	-	-	-	-	-	-	-	-
CALTRANS - I-5 Bus/Carpool Lanes	-	-	-	-	-	-	-	-	-
CALTRANS - I-80 Bus/Carpool Lanes	-	-	-	-	-	-	-	-	-
CALTRANS - Highway 50 Bus/Carpool Lanes	-	-	-	-	-	-	-	-	-
CITY OF SAC. - Arden Way ITS Improvements (Del Paso – Ethan)	-	-	-	-	-	-	-	-	-
CITY OF SAC. - Bruceville Road Widening: Sheldon Road to Cosumnes River Blvd.	-	-	-	-	-	-	-	-	-
CITY OF SAC. - COSUMNES RIVER BOULEVARD (I-5 – Franklin Blvd.)	-	-	-	-	-	-	-	-	-
CITY OF SAC. - COSUMNES RIVER BOULEVARD/I-5 INTERCHANGE UPGRADE	-	-	-	-	-	-	-	-	-
CITY OF SAC. - FOLSOM BOULEVARD (65th St. – Watt Ave.)	-	-	-	-	-	-	-	-	-
CITY OF SAC. - Richards Blvd/ Interstate 5 Interchange Improvements	-	-	-	-	-	-	-	-	-
CITY OF SAC. - Downtown Intermodal Station	-	-	-	-	-	-	-	-	-
RANCHO CORDOVA - Folsom Beautification Streetscape – Bradshaw to Sunrise (Phase 1)	-	-	-	-	-	-	-	-	-
RANCHO CORDOVA - Folsom Beautification Streetscape – Bradshaw to Sunrise (Phase 2)	-	-	-	-	-	-	-	-	-
RANCHO CORDOVA - SUNRISE BOULEVARD (Gold Country Road-Jackson Rd)	-	-	-	-	-	-	-	-	-



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<b>CIP Funding Sources and Uses (Inflated Dollars)</b>	<b>2036</b>	<b>2037</b>	<b>2038</b>	<b>2039</b>	<b>TOTAL</b>
<b>FUNDING USES (EXPENDITURES)</b>					
SAC CO. - ANTELOPE ROAD (Watt Ave – Roseville Rd)	-	-	-	-	9,307,473
SAC CO. - ARDEN WAY ITS IMPROVEMENTS (Ethan Way – Fair Oaks Blvd) – Phase 2	-	-	-	-	3,467,693
SAC CO. - BRADSHAW ROAD (Calvine Rd – Old Placerville Rd) – Phase 1	-	-	-	-	15,282,111
SAC CO. - BRADSHAW ROAD (Calvine Road – Old Placerville Road) – Phase 2	-	-	-	-	197,395,083
SAC CO. - FOLSOM BOULEVARD (Watt Ave – Bradshaw Rd)	-	-	-	-	40,698,160
SAC CO. - GREENBACK LANE (Fair Oaks Blvd – Main Ave) – Phase 1	-	-	-	-	29,377,373
SAC CO. - GREENBACK LANE (Fair Oaks Blvd – Main Ave) – Phase 2	-	-	-	-	22,844,829
SAC CO. - GREENBACK LANE (I-80 – Manzanita Ave)	-	-	-	-	12,892,748
SAC CO. - HAZEL AVENUE (Placer Co Line – Folsom Blvd) – Phase 1	-	-	-	-	79,292,680
SAC CO. - HAZEL AVENUE (Placer Co. Line – Folsom Boulevard)- Phase 2	-	-	-	-	105,006,897
SAC CO. - HAZEL AVENUE (US Highway 50 – Folsom Blvd)	-	-	-	-	61,268,182
SAC CO. - Madison Avenue (Watt Ave –Greenback Lane) – Phase 1	-	-	-	-	19,929,143
SAC CO. - Madison Avenue (Watt Ave – Greenback Lane) – Phase 2	-	-	-	-	22,361,625
SAC CO. - Madison Avenue (Watt Ave – Greenback Lane) - Phase 3	-	-	-	-	61,566,990
SAC CO. - SOUTH WATT/ELK GROVE-FLORIN ROAD (Folsom Blvd – Calvine Rd) – Phase 1	-	-	-	-	10,873,412
SAC CO. - SOUTH WATT / ELK GROVE-FLORIN ROAD (Folsom Blvd – Calvine Rd)- Phase 2	-	-	-	-	222,238,144
SAC CO. - SUNRISE BOULEVARD (Jackson Rd – Grant Line Rd)	-	-	-	-	79,763,132
SAC CO. - SUNRISE BOULEVARD (Madison Ave – Gold Country Blvd)	-	-	-	-	23,128,065
SAC CO. - WATT AVENUE (Antelope Rd – Capital City Freeway)	-	-	-	-	40,825,817
SAC CO. - WATT AVENUE / SR50 INTERCHANGE UPGRADE	-	-	-	-	29,238,996
CALTRANS - 5/50 Interchange Improvements	-	-	-	-	227,658,474
CALTRANS - 5/80 Interchange Upgrade, HOV Connector, and Int 5 HOV Lanes	-	-	-	-	417,668,019
CALTRANS - Oak Park (SR99/50) Interchange Improvements	-	-	-	-	250,104,396
CALTRANS - I-5 Bus/Carpool Lanes	-	-	-	-	240,045,212
CALTRANS - I-80 Bus/Carpool Lanes	-	-	-	-	240,265,253
CALTRANS - Highway 50 Bus/Carpool Lanes	-	-	-	-	240,140,098
CITY OF SAC. - Arden Way ITS Improvements (Del Paso – Ethan)	-	-	-	-	-
CITY OF SAC. - Bruceville Road Widening: Sheldon Road to Cosumnes River Blvd.	-	-	-	-	-
CITY OF SAC. - COSUMNES RIVER BOULEVARD (I-5 – Franklin Blvd.)	-	-	-	-	56,928,849
CITY OF SAC. - COSUMNES RIVER BOULEVARD/I-5 INTERCHANGE UPGRADE	-	-	-	-	39,944,284
CITY OF SAC. - FOLSOM BOULEVARD (65th St. – Watt Ave.)	-	-	-	-	57,473,279
CITY OF SAC. - Richards Blvd/ Interstate 5 Interchange Improvements	-	-	-	-	53,793,457
CITY OF SAC. - Downtown Intermodal Station	-	-	-	-	334,785,841
RANCHO CORDOVA - Folsom Beautification Streetscape – Bradshaw to Sunrise (Phase 1)	-	-	-	-	3,607,060
RANCHO CORDOVA - Folsom Beautification Streetscape – Bradshaw to Sunrise (Phase 2)	-	-	-	-	8,588,808
RANCHO CORDOVA - SUNRISE BOULEVARD (Gold Country Road-Jackson Rd)	-	-	-	-	34,485,821

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<b>CIP Funding Sources and Uses (Inflated Dollars)</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
CITRUS HEIGHTS - ANTELOPE ROAD: Roseville Rd to Auburn Blvd (Phase 1)	-	-	636,540	8,982,216	-	-
CITRUS HEIGHTS - ANTELOPE ROAD: Roseville Rd to Auburn Blvd (Phase 2)	-	-	-	-	-	-
CITRUS HEIGHTS - GREENBACK LANE (West City Limit to Fair Oaks Blvd)	-	-	4,880,140	-	-	-
CITRUS HEIGHTS - SUNRISE BOULEVARD (Placer Co Line – Madison Ave) (Phase 1)	-	-	-	-	1,980,896	-
CITRUS HEIGHTS - SUNRISE BOULEVARD (Placer Co Line – Madison Ave) (Phase 2)	-	-	-	-	-	-
CITRUS HEIGHTS - SUNRISE BOULEVARD (Placer Co Line – Madison Ave) (Phase 3)	-	-	-	-	-	-
ELK GROVE - Grantline Rd. /SR99 Interchange Upgrade	-	-	33,388,114	34,364,625	-	-
ELK GROVE - Sheldon Rd. / SR99 INTERCHANGE UPGRADE	-	-	35,488,696	36,145,224	-	-
ELK GROVE - Bradshaw Rd. (Grantline Road - Calvine Road) - Phases 1-3	-	-	-	-	-	-
ELK GROVE - Sheldon Rd. (Bruceville Rd - Bradshaw Rd)	-	-	-	-	-	11,161,102
ELK GROVE - EG Florin Rd. (Calvine Rd - Elk Grove Blvd)	-	-	-	-	-	-
ELK GROVE - Elk Grove Blvd. (Big Horn Blvd - Waterman Rd)	-	-	-	-	2,251,018	2,318,548
FOLSOM - Folsom Bridge Crossing	-	-	65,775,800	55,729,077	-	-
GALT - Central Galt Interchange	-	-	3,713,150	3,824,545	29,263,229	5,796,370
REGIONAL TRANSIT - Downtown Natomas Airport LRT Extension	-	-	3,607,060	7,128,951	21,990,191	22,651,056
'REGIONAL TRANSIT - South Sacramento LRT Corridor Phase II	-	-	16,519,274	39,580,757	48,620,855	94,309,264
'REGIONAL TRANSIT - Regional Rail	-	-	-	-	-	-
'REGIONAL TRANSIT - Northeast Corridor (NEC)	-	-	11,211,591	11,547,939	5,627,544	2,898,185
JPA - I-5 SR 99 US 50 Connector	-	-	-	5,463,635	5,627,544	5,796,370
<b>TOTAL USES</b>	-	-	263,739,740	341,135,710	228,663,997	331,456,936

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<b>CIP Funding Sources and Uses (Inflated Dollars)</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>
CITRUS HEIGHTS - ANTELOPE ROAD: Roseville Rd to Auburn Blvd (Phase 1)	-	-	-	-	-	-	-
CITRUS HEIGHTS - ANTELOPE ROAD: Roseville Rd to Auburn Blvd (Phase 2)	-	-	-	-	-	-	2,395,278
CITRUS HEIGHTS - GREENBACK LANE (West City Limit to Fair Oaks Blvd)	-	-	-	-	-	-	-
CITRUS HEIGHTS - SUNRISE BOULEVARD (Placer Co Line – Madison Ave) (Phase 1)	3,152,298	8,990,378	-	-	-	-	-
CITRUS HEIGHTS - SUNRISE BOULEVARD (Placer Co Line – Madison Ave) (Phase 2)	-	-	-	2,515,603	-	4,152,702	-
CITRUS HEIGHTS - SUNRISE BOULEVARD (Placer Co Line – Madison Ave) (Phase 3)	-	-	-	-	-	-	-
ELK GROVE - Grantline Rd. /SR99 Interchange Upgrade	-	-	-	-	-	-	-
ELK GROVE - Sheldon Rd. / SR99 INTERCHANGE UPGRADE	-	-	-	-	-	-	-
ELK GROVE - Bradshaw Rd. (Grantline Road - Calvine Road) - Phases 1-3	-	6,961,086	7,169,919	7,385,016	-	-	-
ELK GROVE - Sheldon Rd. (Bruceville Rd - Bradshaw Rd)	11,495,936	11,840,814	-	-	-	-	-
ELK GROVE - EG Florin Rd. (Calvine Rd - Elk Grove Blvd)	-	-	-	-	4,479,721	4,614,112	4,752,536
ELK GROVE - Elk Grove Blvd. (Big Horn Blvd - Waterman Rd)	2,388,105	-	2,533,540	2,609,546	2,687,833	-	-
FOLSOM - Folsom Bridge Crossing	-	-	-	-	-	-	-
GALT - Central Galt Interchange	5,373,235	-	-	-	-	-	-
REGIONAL TRANSIT - Downtown Natomas Airport LRT Extension	-	-	-	-	-	-	-
'REGIONAL TRANSIT - South Sacramento LRT Corridor Phase II	24,825,541	-	-	-	-	-	-
'REGIONAL TRANSIT - Regional Rail	-	-	22,168,476	22,833,531	23,518,537	24,224,093	-
'REGIONAL TRANSIT - 'Northeast Corridor (NEC)	2,985,131	-	-	-	-	-	-
JPA - I-5 SR 99 US 50 Connector	68,060,981	70,102,810	72,205,895	74,372,071	76,603,234	-	-
<b>TOTAL USES</b>	<b>561,632,844</b>	<b>562,418,447</b>	<b>198,224,182</b>	<b>229,063,371</b>	<b>182,441,128</b>	<b>208,747,081</b>	<b>279,995,675</b>

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<b>CIP Funding Sources and Uses (Inflated Dollars)</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>
CITRUS HEIGHTS - ANTELOPE ROAD: Roseville Rd to Auburn Blvd (Phase 1)	-	-	-	-	-	-	-	-	-
CITRUS HEIGHTS - ANTELOPE ROAD: Roseville Rd to Auburn Blvd (Phase 2)	-	1,815,108	-	13,094,405	-	-	-	-	-
CITRUS HEIGHTS - GREENBACK LANE (West City Limit to Fair Oaks Blvd)	-	-	-	-	-	-	-	-	-
CITRUS HEIGHTS - SUNRISE BOULEVARD (Placer Co Line – Madison Ave) (Phase 1)	-	-	-	-	-	-	-	-	-
CITRUS HEIGHTS - SUNRISE BOULEVARD (Placer Co Line – Madison Ave) (Phase 2)	12,470,788	-	-	-	-	-	-	-	-
CITRUS HEIGHTS - SUNRISE BOULEVARD (Placer Co Line – Madison Ave) (Phase 3)	-	-	1,869,561	-	3,669,322	-	9,486,468	-	-
ELK GROVE - Grantline Rd. /SR99 Interchange Upgrade	-	-	-	-	-	-	-	-	-
ELK GROVE - Sheldon Rd. / SR99 INTERCHANGE UPGRADE	-	-	-	-	-	-	-	-	-
ELK GROVE - Bradshaw Rd. (Grantline Road - Calvine Road) - Phases 1-3	-	-	-	-	-	-	-	-	-
ELK GROVE - Sheldon Rd. (Bruceville Rd - Bradshaw Rd)	-	-	-	-	-	-	-	-	-
ELK GROVE - EG Florin Rd. (Calvine Rd - Elk Grove Blvd)	-	-	-	-	-	-	-	-	-
ELK GROVE - Elk Grove Blvd. (Big Horn Blvd - Waterman Rd)	-	-	-	-	-	-	-	-	-
FOLSOM - Folsom Bridge Crossing	-	-	-	-	-	-	-	-	-
GALT - Central Galt Interchange	-	-	-	-	-	-	-	-	-
REGIONAL TRANSIT - Downtown Natomas Airport LRT Extension	-	-	-	-	-	-	-	-	-
'REGIONAL TRANSIT - South Sacramento LRT Corridor Phase II	-	-	-	-	-	-	-	-	-
'REGIONAL TRANSIT - Regional Rail	-	-	-	-	-	-	-	-	-
'REGIONAL TRANSIT - 'Northeast Corridor (NEC)	-	-	-	-	-	-	-	-	-
JPA - I-5 SR 99 US 50 Connector	-	-	-	-	-	-	-	-	-
<b>TOTAL USES</b>	<b>184,803,220</b>	<b>158,655,536</b>	<b>212,491,176</b>	<b>146,365,274</b>	<b>145,070,437</b>	<b>158,019,837</b>	<b>117,888,212</b>	<b>39,517,714</b>	<b>-</b>

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<b>CIP Funding Sources and Uses (Inflated Dollars)</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>	<b>2032</b>	<b>2033</b>	<b>2034</b>	<b>2035</b>
CITRUS HEIGHTS - ANTELOPE ROAD: Roseville Rd to Auburn Blvd (Phase 1)	-	-	-	-	-	-	-	-	-
CITRUS HEIGHTS - ANTELOPE ROAD: Roseville Rd to Auburn Blvd (Phase 2)	-	-	-	-	-	-	-	-	-
CITRUS HEIGHTS - GREENBACK LANE (West City Limit to Fair Oaks Blvd)	-	-	-	-	-	-	-	-	-
CITRUS HEIGHTS - SUNRISE BOULEVARD (Placer Co Line – Madison Ave) (Phase 1)	-	-	-	-	-	-	-	-	-
CITRUS HEIGHTS - SUNRISE BOULEVARD (Placer Co Line – Madison Ave) (Phase 2)	-	-	-	-	-	-	-	-	-
CITRUS HEIGHTS - SUNRISE BOULEVARD (Placer Co Line – Madison Ave) (Phase 3)	-	-	-	-	-	-	-	-	-
ELK GROVE - Grantline Rd. /SR99 Interchange Upgrade	-	-	-	-	-	-	-	-	-
ELK GROVE - Sheldon Rd. / SR99 INTERCHANGE UPGRADE	-	-	-	-	-	-	-	-	-
ELK GROVE - Bradshaw Rd. (Grantline Road - Calvine Road) - Phases 1-3	-	-	-	-	-	-	-	-	-
ELK GROVE - Sheldon Rd. (Bruceville Rd - Bradshaw Rd)	-	-	-	-	-	-	-	-	-
ELK GROVE - EG Florin Rd. (Calvine Rd - Elk Grove Blvd)	-	-	-	-	-	-	-	-	-
ELK GROVE - Elk Grove Blvd. (Big Horn Blvd - Waterman Rd)	-	-	-	-	-	-	-	-	-
FOLSOM - Folsom Bridge Crossing	-	-	-	-	-	-	-	-	-
GALT - Central Galt Interchange	-	-	-	-	-	-	-	-	-
REGIONAL TRANSIT - Downtown Natomas Airport LRT Extension	-	-	-	-	-	-	-	-	-
'REGIONAL TRANSIT - South Sacramento LRT Corridor Phase II	-	-	-	-	-	-	-	-	-
'REGIONAL TRANSIT - Regional Rail	-	-	-	-	-	-	-	-	-
'REGIONAL TRANSIT - 'Northeast Corridor (NEC)	-	-	-	-	-	-	-	-	-
JPA - I-5 SR 99 US 50 Connector	-	-	-	-	-	-	-	-	-
<b>TOTAL USES</b>	-	-	-	-	-	-	-	-	-

<b>SACRAMENTO TRANSPORTATION AUTHORITY</b>					
<b>STA CAPITAL PROGRAM</b>					
<b>CIP Funding Sources and Uses (Inflated Dollars)</b>	<b>2036</b>	<b>2037</b>	<b>2038</b>	<b>2039</b>	<b>TOTAL</b>
CITRUS HEIGHTS - ANTELOPE ROAD: Roseville Rd to Auburn Blvd (Phase 1)	-	-	-	-	9,618,756
CITRUS HEIGHTS - ANTELOPE ROAD: Roseville Rd to Auburn Blvd (Phase 2)	-	-	-	-	17,304,791
CITRUS HEIGHTS - GREENBACK LANE (West City Limit to Fair Oaks Blvd)	-	-	-	-	4,880,140
CITRUS HEIGHTS - SUNRISE BOULEVARD (Placer Co Line – Madison Ave) (Phase 1)	-	-	-	-	14,123,572
CITRUS HEIGHTS - SUNRISE BOULEVARD (Placer Co Line – Madison Ave) (Phase 2)	-	-	-	-	19,139,093
CITRUS HEIGHTS - SUNRISE BOULEVARD (Placer Co Line – Madison Ave) (Phase 3)	-	-	-	-	15,025,350
ELK GROVE - Grantline Rd. /SR99 Interchange Upgrade	-	-	-	-	67,752,739
ELK GROVE - Sheldon Rd. / SR99 INTERCHANGE UPGRADE	-	-	-	-	71,633,920
ELK GROVE - Bradshaw Rd. (Grantline Road - Calvine Road) - Phases 1-3	-	-	-	-	21,516,021
ELK GROVE - Sheldon Rd. (Bruceville Rd - Bradshaw Rd)	-	-	-	-	34,497,852
ELK GROVE - EG Florin Rd. (Calvine Rd - Elk Grove Blvd)	-	-	-	-	13,846,369
ELK GROVE - Elk Grove Blvd. (Big Horn Blvd - Waterman Rd)	-	-	-	-	14,788,590
FOLSOM - Folsom Bridge Crossing	-	-	-	-	121,504,877
GALT - Central Galt Interchange	-	-	-	-	47,970,529
REGIONAL TRANSIT - Downtown Natomas Airport LRT Extension	-	-	-	-	55,377,258
'REGIONAL TRANSIT - South Sacramento LRT Corridor Phase II	-	-	-	-	223,855,692
'REGIONAL TRANSIT - Regional Rail	-	-	-	-	92,744,637
'REGIONAL TRANSIT - 'Northeast Corridor (NEC)	-	-	-	-	34,270,390
JPA - I-5 SR 99 US 50 Connector	-	-	-	-	378,232,540
<b>TOTAL USES</b>	-	-	-	-	4,550,330,518

**SACRAMENTO TRANSPORTATION AUTHORITY**  
**STA CAPITAL PROGRAM**

**CIP Funding Sources and Uses (Inflated Dollars)**

	2005	2006	2007	2008	2009	2010
<b>FUNDING SOURCES (REVENUES)</b>						
Measure A Revenues - Pay Go	-	-	-	-	6,000,000	42,000,000
Federal Funds	-	-	63,123,285	84,385,165	43,106,425	57,675,624
State Funds	-	-	32,480,514	28,347,545	17,896,715	59,737,393
Local (Non Measure A)	-	-	31,614,820	82,232,078	54,535,403	49,159,017
Other	-	-	2,121,800	5,600,226	8,649,535	20,108,768
Development Impact Fee	-	-	84,905,153	28,605,495	28,672,337	29,775,983
Bond Proceeds	-	-	49,494,168	111,965,201	69,803,583	73,000,151
Commercial Paper Proceeds	-	-	-	-	-	-
Inter-Program Loan	-	-	-	-	-	-
<b>TOTAL SOURCES</b>	-	-	263,739,740	341,135,710	228,663,997	331,456,936

**SACRAMENTO TRANSPORTATION AUTHORITY**  
**STA CAPITAL PROGRAM**

**CIP Funding Sources and Uses (Inflated Dollars)**

	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>
<b>FUNDING SOURCES (REVENUES)</b>							
Measure A Revenues - Pay Go	49,000,000	28,000,000	32,000,000	28,000,000	32,000,000	27,000,000	32,000,000
Federal Funds	31,859,106	30,488,573	10,704,207	17,598,781	9,944,981	10,243,331	7,014,744
State Funds	14,604,454	2,459,748	1,393,447	3,131,456	9,877,785	7,474,863	5,560,467
Local (Non Measure A)	152,000,469	173,350,721	47,187,186	53,169,507	19,486,788	89,975,202	124,041,197
Other	103,548,215	103,100,326	53,989,741	54,161,135	50,880,674	3,391,373	8,868,233
Development Impact Fee	21,294,758	24,058,282	19,890,266	17,759,998	27,082,603	23,871,113	38,288,808
Bond Proceeds	189,325,841	200,960,797	33,059,335	55,242,494	33,168,297	46,791,200	64,222,226
Commercial Paper Proceeds	-	-	-	-	-	-	-
Inter-Program Loan	-	-	-	-	-	-	-
<b>TOTAL SOURCES</b>	<b>561,632,844</b>	<b>562,418,447</b>	<b>198,224,182</b>	<b>229,063,371</b>	<b>182,441,128</b>	<b>208,747,081</b>	<b>279,995,675</b>



**SACRAMENTO TRANSPORTATION AUTHORITY**  
**STA CAPITAL PROGRAM**

**CIP Funding Sources and Uses (Inflated Dollars)**

	2018	2019	2020	2021	2022	2023	2024	2025	2026
<b>FUNDING SOURCES (REVENUES)</b>									
Measure A Revenues - Pay Go	25,000,000	27,000,000	19,000,000	22,000,000	22,000,000	13,000,000	16,000,000	13,184,612	-
Federal Funds	8,358,894	1,210,072	1,246,374	8,729,603	2,446,214	-	6,330,157	-	-
State Funds	-	-	-	-	-	-	-	-	-
Local (Non Measure A)	64,063,315	31,764,384	49,854,957	26,477,656	33,056,953	51,072,992	25,425,838	-	-
Other	17,651,775	22,961,112	37,733,971	27,825,610	26,643,904	18,760,812	19,323,637	13,148,490	-
Development Impact Fee	30,031,514	36,589,545	33,543,038	22,899,161	20,544,896	18,556,520	19,113,216	13,184,612	-
Bond Proceeds	39,697,721	39,130,423	71,112,835	38,433,244	40,378,470	56,629,512	31,695,365	-	-
Commercial Paper Proceeds	-	-	-	-	-	-	-	-	-
Inter-Program Loan	-	-	-	-	-	-	-	-	-
<b>TOTAL SOURCES</b>	<b>184,803,220</b>	<b>158,655,536</b>	<b>212,491,176</b>	<b>146,365,274</b>	<b>145,070,437</b>	<b>158,019,837</b>	<b>117,888,212</b>	<b>39,517,714</b>	<b>-</b>

**SACRAMENTO TRANSPORTATION AUTHORITY**  
**STA CAPITAL PROGRAM**

**CIP Funding Sources and Uses (Inflated Dollars)**

	2027	2028	2029	2030	2031	2032	2033	2034	2035
<b>FUNDING SOURCES (REVENUES)</b>									
Measure A Revenues - Pay Go	-	-	-	-	-	-	-	-	-
Federal Funds	-	-	-	-	-	-	-	-	-
State Funds	-	-	-	-	-	-	-	-	-
Local (Non Measure A)	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Bond Proceeds	-	-	-	-	-	-	-	-	-
Commercial Paper Proceeds	-	-	-	-	-	-	-	-	-
Inter-Program Loan	-	-	-	-	-	-	-	-	-
<b>TOTAL SOURCES</b>	-	-	-	-	-	-	-	-	-

**SACRAMENTO TRANSPORTATION AUTHORITY**  
**STA CAPITAL PROGRAM**

<b>CIP Funding Sources and Uses (Inflated Dollars)</b>	<b>2036</b>	<b>2037</b>	<b>2038</b>	<b>2039</b>	<b>TOTAL</b>
<b>FUNDING SOURCES (REVENUES)</b>					
Measure A Revenues - Pay Go	-	-	-	-	433,184,612
Federal Funds	-	-	-	-	394,465,536
State Funds	-	-	-	-	182,964,388
Local (Non Measure A)	-	-	-	-	1,158,468,483
Other	-	-	-	-	598,469,336
Development Impact Fee	-	-	-	-	538,667,301
Bond Proceeds	-	-	-	-	1,244,110,862
Commercial Paper Proceeds	-	-	-	-	-
Inter-Program Loan	-	-	-	-	-
<b>TOTAL SOURCES</b>	-	-	-	-	<b>4,550,330,518</b>

## **Appendix C: Capital Program Cashflow Pro Forma**

**SACRAMENTO TRANSPORTATION AUTHORITY**  
**STA CAPITAL PROGRAM**

**Annual Cashflow & Fund Balance**

<b><u>FUNDING SOURCES</u></b>	<b><u>2005</u></b>	<b><u>2006</u></b>	<b><u>2007</u></b>	<b><u>2008</u></b>	<b><u>2009</u></b>	<b><u>2010</u></b>
<b>BEGINNING BALANCE</b>	-	-	-	-	0	7,391,701
<b><u>Measure A Revenues</u></b>						
Measure-A Sales Tax Revenues: Extension					6,471,691	27,168,158
Measure A - Development Impact Fees					6,920,010	28,510,442
<b><u>Contributed Revenues</u></b>						
Federal Capital Funds	-	-	63,123,285	84,385,165	43,106,425	57,675,624
State Capital Funds	-	-	32,480,514	28,347,545	17,896,715	59,737,393
Local	-	-	31,614,820	82,232,078	54,535,403	49,159,017
Other	-	-	2,121,800	5,600,226	8,649,535	20,108,768
Development Impact Fees (Non-Measure A)	-	-	84,905,153	28,605,495	28,672,337	29,775,983
<b><u>Financing Proceeds</u></b>						
Bond Proceeds					228,965,125	73,000,151
Note Proceeds	-	-	49,494,168	111,965,201		
Comercial Paper Proceeds	-	-	-	-	-	-
Capitalized Interest	-	-	-	2,480,346	6,100,380	-
Intrafund Loan (inflow)	-	-	-	-	-	-
<b><u>Other</u></b>						
DSRF Interest Earnings	-	-	-	-	-	-
DSRF Release	-	-	-	-	-	-
Construction Fund Earnings	-	-	-	-	2,297,826	-
Fund Balance Interest Earnings	-	-	-	-	0	92,396
<b>TOTAL SOURCES</b>	-	-	<b>263,739,740</b>	<b>343,616,056</b>	<b>403,615,446</b>	<b>345,227,933</b>

**SACRAMENTO TRANSPORTATION AUTHORITY**  
**STA CAPITAL PROGRAM**

**Annual Cashflow & Fund Balance**

<b><u>FUNDING SOURCES</u></b>	<b><u>2011</u></b>	<b><u>2012</u></b>	<b><u>2013</u></b>	<b><u>2014</u></b>	<b><u>2015</u></b>	<b><u>2016</u></b>
<b>BEGINNING BALANCE</b>	<b>8,777,467</b>	<b>5,380,691</b>	<b>6,619,695</b>	<b>6,262,844</b>	<b>7,924,490</b>	<b>7,528,384</b>
<b><u>Measure A Revenues</u></b>						
Measure-A Sales Tax Revenues: Extension	28,512,982	29,924,375	31,405,631	32,960,210	34,591,740	36,304,032
Measure A - Development Impact Fees	29,365,754	30,246,727	31,154,129	32,088,753	33,051,415	34,042,958
<b><u>Contributed Revenues</u></b>						
Federal Capital Funds	31,859,106	30,488,573	10,704,207	17,598,781	9,944,981	10,243,331
State Capital Funds	14,604,454	2,459,748	1,393,447	3,131,456	9,877,785	7,474,863
Local	152,000,469	173,350,721	47,187,186	53,169,507	19,486,788	89,975,202
Other	103,548,215	103,100,326	53,989,741	54,161,135	50,880,674	3,391,373
Development Impact Fees (Non-Measure A)	21,294,758	24,058,282	19,890,266	17,759,998	27,082,603	23,871,113
<b><u>Financing Proceeds</u></b>						
Bond Proceeds	183,000,199	200,960,797	31,320,467	55,242,494	31,695,450	46,791,200
Note Proceeds						
Comercial Paper Proceeds	-	-	-	-	-	-
Capitalized Interest	-	-	-	-	-	-
Intrafund Loan (inflow)	-	-	-	-	-	-
<b><u>Other</u></b>						
DSRF Interest Earnings	-	-	-	-	-	-
DSRF Release	-	-	-	-	-	-
Construction Fund Earnings	6,325,643	0	1,738,868	0	1,472,847	(0)
Fund Balance Interest Earnings	109,718	67,259	82,746	78,286	99,056	94,105
<b>TOTAL SOURCES</b>	<b>570,621,299</b>	<b>594,656,808</b>	<b>228,866,688</b>	<b>266,190,619</b>	<b>218,183,340</b>	<b>252,188,176</b>

**SACRAMENTO TRANSPORTATION AUTHORITY**  
**STA CAPITAL PROGRAM**

**Annual Cashflow & Fund Balance**

<b><u>FUNDING SOURCES</u></b>	<b><u>2017</u></b>	<b><u>2018</u></b>	<b><u>2019</u></b>	<b><u>2020</u></b>	<b><u>2021</u></b>	<b><u>2022</u></b>
<b>BEGINNING BALANCE</b>	<b>10,147,554</b>	<b>8,466,875</b>	<b>9,829,316</b>	<b>9,648,405</b>	<b>10,518,098</b>	<b>9,575,823</b>
<b><u>Measure A Revenues</u></b>						
Measure-A Sales Tax Revenues: Extension	38,101,081	39,987,085	41,966,445	44,043,784	46,223,952	48,512,037
Measure A - Development Impact Fees	35,064,247	36,116,174	37,199,659	38,315,649	39,465,118	40,649,072
<b><u>Contributed Revenues</u></b>						
Federal Capital Funds	7,014,744	8,358,894	1,210,072	1,246,374	8,729,603	2,446,214
State Capital Funds	5,560,467	-	-	-	-	-
Local	124,041,197	64,063,315	31,764,384	49,854,957	26,477,656	33,056,953
Other	8,868,233	17,651,775	22,961,112	37,733,971	27,825,610	26,643,904
Development Impact Fees (Non-Measure A)	38,288,808	30,031,514	36,589,545	33,543,038	22,899,161	20,544,896
<b><u>Financing Proceeds</u></b>						
Bond Proceeds	62,972,661	39,697,721	35,720,321	69,903,072	38,433,244	37,629,672
Note Proceeds						
Comercial Paper Proceeds	-	-	-	-	-	-
Capitalized Interest	-	-	-	-	-	-
Intrafund Loan (inflow)	-	-	-	-	-	-
<b><u>Other</u></b>						
DSRF Interest Earnings	-	-	-	-	-	-
DSRF Release	-	-	-	-	-	-
Construction Fund Earnings	1,249,565	(0)	3,410,102	1,209,763	0	2,748,798
Fund Balance Interest Earnings	126,844	105,836	122,866	120,605	131,476	119,698
<b>TOTAL SOURCES</b>	<b>321,287,847</b>	<b>236,012,314</b>	<b>210,944,507</b>	<b>275,971,214</b>	<b>210,185,821</b>	<b>212,351,244</b>

**SACRAMENTO TRANSPORTATION AUTHORITY**  
**STA CAPITAL PROGRAM**

**Annual Cashflow & Fund Balance**

<b><u>FUNDING SOURCES</u></b>	<b><u>2023</u></b>	<b><u>2024</u></b>	<b><u>2025</u></b>	<b><u>2026</u></b>	<b><u>2027</u></b>	<b><u>2028</u></b>
<b>BEGINNING BALANCE</b>	<b>9,842,762</b>	<b>12,039,425</b>	<b>12,265,713</b>	<b>16,320,243</b>	<b>34,665,426</b>	<b>54,314,127</b>
<b><u>Measure A Revenues</u></b>						
Measure-A Sales Tax Revenues: Extension	50,913,383	53,433,596	56,078,559	58,854,447	61,767,743	64,825,246
Measure A - Development Impact Fees	41,868,544	43,124,600	44,418,339	45,750,889	47,123,415	48,537,117
<b><u>Contributed Revenues</u></b>						
Federal Capital Funds	-	6,330,157	-	-	-	-
State Capital Funds	-	-	-	-	-	-
Local	51,072,992	25,425,838	-	-	-	-
Other	18,760,812	19,323,637	13,148,490	-	-	-
Development Impact Fees (Non-Measure A)	18,556,520	19,113,216	13,184,612	-	-	-
<b><u>Financing Proceeds</u></b>						
Bond Proceeds	55,631,837	31,695,365	-	-	-	-
Note Proceeds	-	-	-	-	-	-
Comercial Paper Proceeds	-	-	-	-	-	-
Capitalized Interest	-	-	-	-	-	-
Intrafund Loan (inflow)	-	-	-	-	-	-
<b><u>Other</u></b>						
DSRF Interest Earnings	-	-	-	-	-	-
DSRF Release	-	-	-	-	-	-
Construction Fund Earnings	997,675	-	-	-	-	-
Fund Balance Interest Earnings	123,035	150,493	153,321	204,003	433,318	678,927
<b>TOTAL SOURCES</b>	<b>237,924,799</b>	<b>198,596,901</b>	<b>126,983,321</b>	<b>104,809,339</b>	<b>109,324,476</b>	<b>114,041,290</b>



**SACRAMENTO TRANSPORTATION AUTHORITY**  
**STA CAPITAL PROGRAM**

**Annual Cashflow & Fund Balance**

<b><u>FUNDING SOURCES</u></b>	<b><u>2029</u></b>	<b><u>2030</u></b>	<b><u>2031</u></b>	<b><u>2032</u></b>	<b><u>2033</u></b>	<b><u>2034</u></b>
<b>BEGINNING BALANCE</b>	<b>75,313,757</b>	<b>97,699,630</b>	<b>121,527,022</b>	<b>146,836,902</b>	<b>173,689,072</b>	<b>202,134,141</b>
<b><u>Measure A Revenues</u></b>						
Measure-A Sales Tax Revenues: Extension	68,034,095	71,401,783	74,936,171	78,645,512	82,538,465	86,624,119
Measure A - Development Impact Fees	49,993,231	51,493,028	53,037,819	54,628,953	56,267,822	57,955,857
<b><u>Contributed Revenues</u></b>						
Federal Capital Funds	-	-	-	-	-	-
State Capital Funds	-	-	-	-	-	-
Local	-	-	-	-	-	-
Other	-	-	-	-	-	-
Development Impact Fees (Non-Measure A)	-	-	-	-	-	-
<b><u>Financing Proceeds</u></b>						
Bond Proceeds	-	-	-	-	-	-
Note Proceeds	-	-	-	-	-	-
Comercial Paper Proceeds	-	-	-	-	-	-
Capitalized Interest	-	-	-	-	-	-
Intrafund Loan (inflow)	-	-	-	-	-	-
<b><u>Other</u></b>						
DSRF Interest Earnings	-	-	-	-	-	-
DSRF Release	-	-	-	-	-	-
Construction Fund Earnings	-	-	-	-	-	-
Fund Balance Interest Earnings	941,422	1,221,245	1,519,088	1,835,461	2,171,113	2,526,677
<b>TOTAL SOURCES</b>	<b>118,968,748</b>	<b>124,116,057</b>	<b>129,493,078</b>	<b>135,109,927</b>	<b>140,977,400</b>	<b>147,106,652</b>

**SACRAMENTO TRANSPORTATION AUTHORITY**  
**STA CAPITAL PROGRAM**

**Annual Cashflow & Fund Balance**

<b><u>FUNDING SOURCES</u></b>	<b><u>2035</u></b>	<b><u>2036</u></b>	<b><u>2037</u></b>	<b><u>2038</u></b>	<b><u>2039</u></b>	<b><u>TOTAL</u></b>
<b>BEGINNING BALANCE</b>	<b>232,224,201</b>	<b>264,005,704</b>	<b>297,537,988</b>	<b>332,875,138</b>	<b>370,074,506</b>	
<b><u>Measure A Revenues</u></b>						
Measure-A Sales Tax Revenues: Extension	90,912,013	95,412,157	100,135,059	105,091,744	82,720,339	1,768,497,636
Measure A - Development Impact Fees	59,694,533	61,485,369	63,329,930	65,229,828	50,390,042	1,346,519,423
<b><u>Contributed Revenues</u></b>						
Federal Capital Funds	-	-	-	-	-	394,465,536
State Capital Funds	-	-	-	-	-	182,964,388
Local	-	-	-	-	-	1,158,468,483
Other	-	-	-	-	-	598,469,336
Development Impact Fees (Non-Measure A)	-	-	-	-	-	538,667,301
<b><u>Financing Proceeds</u></b>						
Bond Proceeds	-	-	-	-	-	1,222,659,776
Note Proceeds	-	-	-	-	-	161,459,368
Comercial Paper Proceeds	-	-	-	-	-	-
Capitalized Interest	-	-	-	-	-	8,580,726
Intrafund Loan (inflow)	-	-	-	-	-	-
<b><u>Other</u></b>						
DSRF Interest Earnings	-	-	-	-	-	-
DSRF Release	-	-	-	-	-	-
Construction Fund Earnings	-	-	-	-	-	21,451,086
Fund Balance Interest Earnings	2,902,803	3,300,071	3,719,225	4,160,939	4,625,931	32,017,964
<b>TOTAL SOURCES</b>	<b>153,509,348</b>	<b>160,197,597</b>	<b>167,184,214</b>	<b>174,482,512</b>	<b>137,736,312</b>	<b>7,434,221,023</b>

<b><u>FUNDING USES</u></b>	<b><u>2005</u></b>	<b><u>2006</u></b>	<b><u>2007</u></b>	<b><u>2008</u></b>	<b><u>2009</u></b>	<b><u>2010</u></b>
<b><u>Capital Costs</u></b>						
Sacramento County	-	-	8,633,604	21,938,680	29,170,937	78,597,623
CALTRANS	-	-	19,096,200	25,132,721	24,761,194	40,342,738
City of Sacramento	-	-	44,451,710	84,358,524	47,946,675	60,977,816
Rancho Cordova	-	-	16,337,860	6,938,816	11,423,914	6,607,862
Citrus Heights	-	-	5,516,680	8,982,216	1,980,896	-
Elk Grove	-	-	68,876,811	70,509,849	2,251,018	13,479,651
Folsom	-	-	65,775,800	55,729,077	-	-
Galt	-	-	3,713,150	3,824,545	29,263,229	5,796,370
Regional Transit	-	-	31,337,925	58,257,647	76,238,590	119,858,506
JPA	-	-	-	5,463,635	5,627,544	5,796,370
<b><u>Financing Costs</u></b>						
Note Debt Service - Interest Only	-	-	-	2,480,346	6,100,380	-
Note Refinancing	-	-	-	-	161,459,368	-
Bond Debt Service	-	-	-	-	-	12,385,230
CP Buy Down	-	-	-	-	-	-
CP Debt Service	-	-	-	-	-	-
Intrafund Loan (Outflow)	-	-	-	-	-	-
<b>TOTAL USES</b>	-	-	<b>263,739,740</b>	<b>343,616,056</b>	<b>396,223,746</b>	<b>343,842,166</b>
<b>NET REVENUE (LOSS)</b>	-	-	-	-	<b>7,391,701</b>	<b>1,385,766</b>
<b>ENDING BALANCE</b>	-	-	-	<b>0</b>	<b>7,391,701</b>	<b>8,777,467</b>

<b><u>FUNDING USES</u></b>	<b><u>2011</u></b>	<b><u>2012</u></b>	<b><u>2013</u></b>	<b><u>2014</u></b>	<b><u>2015</u></b>	<b><u>2016</u></b>
<b><u>Capital Costs</u></b>						
Sacramento County	61,493,693	43,783,510	38,319,795	33,141,239	63,500,049	58,553,093
CALTRANS	325,618,061	331,451,007	7,600,620	1,304,773	8,063,498	113,507,177
City of Sacramento	50,866,628	89,288,843	48,225,937	84,901,591	3,588,257	3,695,904
Rancho Cordova	5,373,235	-	-	-	-	-
Citrus Heights	3,152,298	8,990,378	-	2,515,603	-	4,152,702
Elk Grove	13,884,040	18,801,900	9,703,459	9,994,563	7,167,554	4,614,112
Folsom	-	-	-	-	-	-
Galt	5,373,235	-	-	-	-	-
Regional Transit	27,810,672	-	22,168,476	22,833,531	23,518,537	24,224,093
JPA	68,060,981	70,102,810	72,205,895	74,372,071	76,603,234	-
<b><u>Financing Costs</u></b>						
Note Debt Service - Interest Only						
Note Refinancing						
Bond Debt Service	12,385,230	30,999,357	30,999,357	35,465,603	36,138,318	40,821,924
CP Buy Down	-	-	-	-	-	-
CP Debt Service	-	-	-	-	-	-
Intrafund Loan (Outflow)	-	-	-	-	-	-
<b>TOTAL USES</b>	<b>574,018,074</b>	<b>593,417,804</b>	<b>229,223,539</b>	<b>264,528,974</b>	<b>218,579,446</b>	<b>249,569,005</b>
<b>NET REVENUE (LOSS)</b>	<b>(3,396,775)</b>	<b>1,239,004</b>	<b>(356,851)</b>	<b>1,661,646</b>	<b>(396,106)</b>	<b>2,619,171</b>
<b>ENDING BALANCE</b>	<b>5,380,691</b>	<b>6,619,695</b>	<b>6,262,844</b>	<b>7,924,490</b>	<b>7,528,384</b>	<b>10,147,554</b>

<b><u>FUNDING USES</u></b>	<b><u>2017</u></b>	<b><u>2018</u></b>	<b><u>2019</u></b>	<b><u>2020</u></b>	<b><u>2021</u></b>	<b><u>2022</u></b>
<b><u>Capital Costs</u></b>						
Sacramento County	82,266,403	71,488,221	89,273,046	106,751,927	76,030,991	70,874,106
CALTRANS	186,774,676	96,923,225	63,528,768	99,709,915	52,955,312	66,113,905
City of Sacramento	3,806,782	3,920,985	4,038,615	4,159,773	4,284,566	4,413,103
Rancho Cordova	-	-	-	-	-	-
Citrus Heights	2,395,278	12,470,788	1,815,108	1,869,561	13,094,405	3,669,322
Elk Grove	4,752,536	-	-	-	-	-
Folsom	-	-	-	-	-	-
Galt	-	-	-	-	-	-
Regional Transit	-	-	-	-	-	-
JPA	-	-	-	-	-	-
<b><u>Financing Costs</u></b>						
Note Debt Service - Interest Only						
Note Refinancing						
Bond Debt Service	42,972,852	49,846,653	52,469,882	62,610,346	64,762,821	67,013,869
CP Buy Down	-	-	-	-	-	-
CP Debt Service	-	-	-	-	-	-
Intrafund Loan (Outflow)	-	-	-	-	-	-
<b>TOTAL USES</b>	<b>322,968,527</b>	<b>234,649,873</b>	<b>211,125,418</b>	<b>275,101,522</b>	<b>211,128,095</b>	<b>212,084,306</b>
<b>NET REVENUE (LOSS)</b>	<b>(1,680,680)</b>	<b>1,362,441</b>	<b>(180,910)</b>	<b>869,692</b>	<b>(942,275)</b>	<b>266,938</b>
<b>ENDING BALANCE</b>	<b>8,466,875</b>	<b>9,829,316</b>	<b>9,648,405</b>	<b>10,518,098</b>	<b>9,575,823</b>	<b>9,842,762</b>

<b><u>FUNDING USES</u></b>	<b><u>2023</u></b>	<b><u>2024</u></b>	<b><u>2025</u></b>	<b><u>2026</u></b>	<b><u>2027</u></b>	<b><u>2028</u></b>
<b><u>Capital Costs</u></b>						
Sacramento County	55,873,853	57,550,069	39,517,714	-	-	-
CALTRANS	102,145,984	50,851,676	-	-	-	-
City of Sacramento	-	-	-	-	-	-
Rancho Cordova	-	-	-	-	-	-
Citrus Heights	-	9,486,468	-	-	-	-
Elk Grove	-	-	-	-	-	-
Folsom	-	-	-	-	-	-
Galt	-	-	-	-	-	-
Regional Transit	-	-	-	-	-	-
JPA	-	-	-	-	-	-
<b><u>Financing Costs</u></b>						
Note Debt Service - Interest Only						
Note Refinancing						
Bond Debt Service	77,708,299	80,482,401	83,411,078	86,464,156	89,675,775	93,041,660
CP Buy Down	-	-	-	-	-	-
CP Debt Service	-	-	-	-	-	-
Intrafund Loan (Outflow)	-	-	-	-	-	-
<b>TOTAL USES</b>	<b>235,728,136</b>	<b>198,370,612</b>	<b>122,928,791</b>	<b>86,464,156</b>	<b>89,675,775</b>	<b>93,041,660</b>
<b>NET REVENUE (LOSS)</b>	<b>2,196,663</b>	<b>226,288</b>	<b>4,054,529</b>	<b>18,345,184</b>	<b>19,648,701</b>	<b>20,999,630</b>
<b>ENDING BALANCE</b>	<b>12,039,425</b>	<b>12,265,713</b>	<b>16,320,243</b>	<b>34,665,426</b>	<b>54,314,127</b>	<b>75,313,757</b>

<b><u>FUNDING USES</u></b>	<b><u>2029</u></b>	<b><u>2030</u></b>	<b><u>2031</u></b>	<b><u>2032</u></b>	<b><u>2033</u></b>	<b><u>2034</u></b>
<b><u>Capital Costs</u></b>						
Sacramento County	-	-	-	-	-	-
CALTRANS	-	-	-	-	-	-
City of Sacramento	-	-	-	-	-	-
Rancho Cordova	-	-	-	-	-	-
Citrus Heights	-	-	-	-	-	-
Elk Grove	-	-	-	-	-	-
Folsom	-	-	-	-	-	-
Galt	-	-	-	-	-	-
Regional Transit	-	-	-	-	-	-
JPA	-	-	-	-	-	-
<b><u>Financing Costs</u></b>						
Note Debt Service - Interest Only						
Note Refinancing						
Bond Debt Service	96,582,876	100,288,665	104,183,198	108,257,757	112,532,331	117,016,593
CP Buy Down	-	-	-	-	-	-
CP Debt Service	-	-	-	-	-	-
Intrafund Loan (Outflow)	-	-	-	-	-	-
<b>TOTAL USES</b>	<b>96,582,876</b>	<b>100,288,665</b>	<b>104,183,198</b>	<b>108,257,757</b>	<b>112,532,331</b>	<b>117,016,593</b>
<b>NET REVENUE (LOSS)</b>	<b>22,385,872</b>	<b>23,827,392</b>	<b>25,309,880</b>	<b>26,852,170</b>	<b>28,445,069</b>	<b>30,090,060</b>
<b>ENDING BALANCE</b>	<b>97,699,630</b>	<b>121,527,022</b>	<b>146,836,902</b>	<b>173,689,072</b>	<b>202,134,141</b>	<b>232,224,201</b>

<b><u>FUNDING USES</u></b>	<b><u>2035</u></b>	<b><u>2036</u></b>	<b><u>2037</u></b>	<b><u>2038</u></b>	<b><u>2039</u></b>	<b><u>TOTAL</u></b>
<b><u>Capital Costs</u></b>						
Sacramento County	-	-	-	-	-	1,086,758,553
CALTRANS	-	-	-	-	-	1,615,881,451
City of Sacramento	-	-	-	-	-	542,925,709
Rancho Cordova	-	-	-	-	-	46,681,688
Citrus Heights	-	-	-	-	-	80,091,701
Elk Grove	-	-	-	-	-	224,035,491
Folsom	-	-	-	-	-	121,504,877
Galt	-	-	-	-	-	47,970,529
Regional Transit	-	-	-	-	-	406,247,977
JPA	-	-	-	-	-	378,232,540
<b><u>Financing Costs</u></b>						
Note Debt Service - Interest Only						8,580,726
Note Refinancing						161,459,368
Bond Debt Service	121,727,845	126,665,314	131,847,065	137,283,143	112,475,528	2,318,515,120
CP Buy Down	-	-	-	-	-	-
CP Debt Service	-	-	-	-	-	-
Intrafund Loan (Outflow)	-	-	-	-	-	-
<b>TOTAL USES</b>	<b>121,727,845</b>	<b>126,665,314</b>	<b>131,847,065</b>	<b>137,283,143</b>	<b>112,475,528</b>	<b>7,038,885,732</b>
<b>NET REVENUE (LOSS)</b>	<b>31,781,503</b>	<b>33,532,284</b>	<b>35,337,149</b>	<b>37,199,369</b>	<b>25,260,785</b>	<b>395,335,291</b>
<b>ENDING BALANCE</b>	<b>264,005,704</b>	<b>297,537,988</b>	<b>332,875,138</b>	<b>370,074,506</b>	<b>395,335,291</b>	



**SACRAMENTO TRANSPORTATION AUTHORITY**  
**STA CAPITAL PROGRAM**

**Debt Service Coverage**

	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
<b>STA Capital Revenues</b>				-	13,391,701	55,678,600
<b>Senior Lien Net Debt Service</b>	-	-	-	2,480,346	6,100,380	12,385,230
<b>CP Debt Service</b>	-	-	-	-	-	-
<b>Total Debt Service</b>	-	-	-	2,480,346	6,100,380	12,385,230
<b>Senior Lien Debt Service Coverage</b>	0.00x	0.00x	0.00x	0.00x	2.20x	4.50x
<b>Total Debt Service Coverage</b>	0.00x	0.00x	0.00x	0.00x	2.20x	4.50x

**SACRAMENTO TRANSPORTATION AUTHORITY**  
**STA CAPITAL PROGRAM**

**Debt Service Coverage**

	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
<b>STA Capital Revenues</b>	57,878,736	60,171,102	62,559,760	65,048,963	67,643,156	70,346,990
<b>Senior Lien Net Debt Service</b>	12,385,230	30,999,357	30,999,357	35,465,603	36,138,318	40,821,924
<b>CP Debt Service</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>Total Debt Service</b>	12,385,230	30,999,357	30,999,357	35,465,603	36,138,318	40,821,924
<b>Senior Lien Debt Service Coverage</b>	4.67x	1.94x	2.02x	1.83x	1.87x	1.72x
<b>Total Debt Service Coverage</b>	4.67x	1.94x	2.02x	1.83x	1.87x	1.72x

**SACRAMENTO TRANSPORTATION AUTHORITY****STA CAPITAL PROGRAM****Debt Service Coverage**

	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>
<b>STA Capital Revenues</b>	73,165,328	76,103,258	79,166,105	82,359,433	85,689,070	89,161,110
<b>Senior Lien Net Debt Service</b>	42,972,852	49,846,653	52,469,882	62,610,346	64,762,821	67,013,869
<b>CP Debt Service</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>Total Debt Service</b>	42,972,852	49,846,653	52,469,882	62,610,346	64,762,821	67,013,869
<b>Senior Lien Debt Service Coverage</b>	1.70x	1.53x	1.51x	1.32x	1.32x	1.33x
<b>Total Debt Service Coverage</b>	1.70x	1.53x	1.51x	1.32x	1.32x	1.33x

**SACRAMENTO TRANSPORTATION AUTHORITY**  
**STA CAPITAL PROGRAM**

**Debt Service Coverage**

	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>
<b>STA Capital Revenues</b>	92,781,928	96,558,196	100,496,897	104,605,336	108,891,158	113,362,363
<b>Senior Lien Net Debt Service</b>	77,708,299	80,482,401	83,411,078	86,464,156	89,675,775	93,041,660
<b>CP Debt Service</b>	-	-	-	-	-	-
<b>Total Debt Service</b>	77,708,299	80,482,401	83,411,078	86,464,156	89,675,775	93,041,660
<b>Senior Lien Debt Service Coverage</b>	1.19x	1.20x	1.20x	1.21x	1.21x	1.22x
<b>Total Debt Service Coverage</b>	1.19x	1.20x	1.20x	1.21x	1.21x	1.22x

**SACRAMENTO TRANSPORTATION AUTHORITY**  
**STA CAPITAL PROGRAM**

**Debt Service Coverage**

	<b>2029</b>	<b>2030</b>	<b>2031</b>	<b>2032</b>	<b>2033</b>	<b>2034</b>
<b>STA Capital Revenues</b>	118,027,327	122,894,811	127,973,990	133,274,465	138,806,287	144,579,976
<b>Senior Lien Net Debt Service</b>	96,582,876	100,288,665	104,183,198	108,257,757	112,532,331	117,016,593
<b>CP Debt Service</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>Total Debt Service</b>	96,582,876	100,288,665	104,183,198	108,257,757	112,532,331	117,016,593
<b>Senior Lien Debt Service Coverage</b>	1.22x	1.23x	1.23x	1.23x	1.23x	1.24x
<b>Total Debt Service Coverage</b>	1.22x	1.23x	1.23x	1.23x	1.23x	1.24x

**SACRAMENTO TRANSPORTATION AUTHORITY**  
**STA CAPITAL PROGRAM**

**Debt Service Coverage**

	<b>2035</b>	<b>2036</b>	<b>2037</b>	<b>2038</b>	<b>2039</b>	<b>TOTAL</b>
<b>STA Capital Revenues</b>	150,606,545	156,897,526	163,464,989	170,321,572	133,110,381	3,115,017,059
<b>Senior Lien Net Debt Service</b>	121,727,845	126,665,314	131,847,065	137,283,143	112,475,528	2,327,095,846
<b>CP Debt Service</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	-
<b>Total Debt Service</b>	121,727,845	126,665,314	131,847,065	137,283,143	112,475,528	2,327,095,846
<b>Senior Lien Debt Service Coverage</b>	1.24x	1.24x	1.24x	1.24x	1.18x	
<b>Total Debt Service Coverage</b>	1.24x	1.24x	1.24x	1.24x	1.18x	

## **Appendix D: Individual Project Funding Schedules**

**SACRAMENTO TRANSPORTATION AUTHORITY  
STA CAPITAL PROGRAM**

<b>Funding Sources (Inflated Dollars)</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>
<b>Project</b>								
<u>SAC CO. - ANTELOPE ROAD (Watt Ave – Roseville Rd)</u>								
Federal	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	231,855	1,074,647	1,598,836
Measure A Revenue	-	-	-	-	-	115,927	358,216	860,912
<u>SAC CO. - ARDEN WAY ITS IMPROVEMENTS (Ethan Way – Fair Oaks Blvd) – Phase 2</u>								
Federal	-	-	-	-	168,826	1,565,020	-	-
State	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	168,826	1,565,020	-	-
<u>SAC CO. - BRADSHAW ROAD (Calvine Rd – Old Placerville Rd) – Phase 1</u>								
Federal	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	2,123,169	3,053,505	2,180,595	-	-
Measure A Revenue	-	-	1,072,570	2,282,707	2,251,018	2,318,548	-	-
<u>SAC CO. - BRADSHAW ROAD (Calvine Road – Old Placerville Road) – Phase 2</u>								
Federal	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-



**SACRAMENTO TRANSPORTATION AUTHORITY**  
**STA CAPITAL PROGRAM**

<b>Funding Sources (Inflated Dollars)</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>
<b>Project</b>									
<u>SAC CO. - ANTELOPE ROAD (Watt Ave – Roseville Rd)</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	3,293,602	-	-	-	-	-	-	-	-
Measure A Revenue	1,773,478	-	-	-	-	-	-	-	-
<u>SAC CO. - ARDEN WAY ITS IMPROVEMENTS (Ethan Way – Fair Oaks Blvd) – Phase 2</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<u>SAC CO. - BRADSHAW ROAD (Calvine Rd – Old Placerville Rd) – Phase 1</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<u>SAC CO. - BRADSHAW ROAD (Calvine Road – Old Placerville Road) – Phase 2</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	2,214,774	4,990,163	13,158,062	16,668,739	17,168,801	11,682,263
Development Impact Fee	-	-	-	2,353,198	5,061,451	13,158,062	16,487,228	16,981,845	11,714,357
Measure A Revenue	-	-	-	2,353,198	5,061,451	13,158,062	16,487,228	16,981,845	11,714,357

**SACRAMENTO TRANSPORTATION AUTHORITY**  
**STA CAPITAL PROGRAM**

<b>Funding Sources (Inflated Dollars)</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>
<b>Project</b>									
<u>SAC CO. - ANTELOPE ROAD (Watt Ave – Roseville Rd)</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<u>SAC CO. - ARDEN WAY ITS IMPROVEMENTS (Ethan Way – Fair Oaks Blvd) – Phase 2</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<u>SAC CO. - BRADSHAW ROAD (Calvine Rd – Old Placerville Rd) – Phase 1</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<u>SAC CO. - BRADSHAW ROAD (Calvine Road – Old Placerville Road) – Phase 2</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-

**SACRAMENTO TRANSPORTATION AUTHORITY**  
**STA CAPITAL PROGRAM**

<b>Funding Sources (Inflated Dollars)</b>	<b>2031</b>	<b>2032</b>	<b>2033</b>	<b>2034</b>	<b>2035</b>	<b>2036</b>	<b>2037</b>	<b>2038</b>	<b>2039</b>
<b>Project</b>									
<u>SAC CO. - ANTELOPE ROAD (Watt Ave – Roseville Rd)</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<u>SAC CO. - ARDEN WAY ITS IMPROVEMENTS (Ethan Way – Fair Oaks Blvd) – Phase 2</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<u>SAC CO. - BRADSHAW ROAD (Calvine Rd – Old Placerville Rd) – Phase 1</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<u>SAC CO. - BRADSHAW ROAD (Calvine Road – Old Placerville Road) – Phase 2</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-

<b>SACRAMENTO TRANSPORTATION AUTHORITY</b>	
<b>STA CAPITAL PROGRAM</b>	
<b>Funding Sources (Inflated Dollars)</b>	<b>TOTAL</b>
<b><u>Project</u></b>	
<u>SAC CO. - ANTELOPE ROAD (Watt Ave – Roseville Rd)</u>	
Federal	-
State	-
Other Local	-
Other	-
Development Impact Fee	6,198,940
Measure A Revenue	3,108,533
<u>SAC CO. - ARDEN WAY ITS IMPROVEMENTS (Ethan Way – Fair Oaks Blvd) – Phase 2</u>	-
Federal	1,733,846
State	-
Other Local	-
Other	-
Development Impact Fee	-
Measure A Revenue	1,733,846
<u>SAC CO. - BRADSHAW ROAD (Calvine Rd – Old Placerville Rd) – Phase 1</u>	-
Federal	-
State	-
Other Local	-
Other	-
Development Impact Fee	7,357,268
Measure A Revenue	7,924,842
<u>SAC CO. - BRADSHAW ROAD (Calvine Road – Old Placerville Road) – Phase 2</u>	-
Federal	-
State	-
Other Local	-
Other	65,882,802
Development Impact Fee	65,756,141
Measure A Revenue	65,756,141

**SACRAMENTO TRANSPORTATION AUTHORITY**  
**STA CAPITAL PROGRAM**

**Funding Sources (Inflated Dollars)**

	2005	2006	2007	2008	2009	2010	2011	2012
<b>SAC CO. - FOLSOM BOULEVARD (Watt Ave – Bradshaw Rd)</b>								
Federal	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-
<b>SAC CO. - GREENBACK LANE (Fair Oaks Blvd – Main Ave) – Phase 1</b>								
Federal	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-
Other	-	-	-	-	2,138,467	3,014,113	4,298,588	319,767
Development Impact Fee	-	-	137,917	120,200	2,025,916	2,898,185	4,417,993	332,066
Measure A Revenue	-	-	-	-	2,025,916	2,898,185	4,417,993	332,066
<b>SAC CO. - GREENBACK LANE (Fair Oaks Blvd – Main Ave) – Phase 2</b>								
Federal	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	1,229,874
Development Impact Fee	-	-	-	-	-	-	-	1,229,874
Measure A Revenue	-	-	-	-	-	-	597,026	1,229,874
<b>SAC CO. - GREENBACK LANE (I-80 – Manzanita Ave)</b>								
Federal	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-
<b>SAC CO. - HAZEL AVENUE (Placer Co Line – Folsom Blvd) – Phase 1</b>								
Federal	-	-	2,121,800	5,157,671	2,251,018	6,720,312	6,328,477	-
State	-	-	-	-	-	6,723,790	6,328,477	-
Other Local	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	1,907,498	4,917,272	2,138,467	4,909,526	3,223,941	-
Measure A Revenue	-	-	2,121,800	4,917,272	2,251,018	9,274,193	8,000,150	-

**SACRAMENTO TRANSPORTATION AUTHORITY**  
**STA CAPITAL PROGRAM**

<b>Funding Sources (Inflated Dollars)</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>
<b>SAC CO. - FOLSOM BOULEVARD (Watt Ave – Bradshaw Rd)</b>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	1,402,171	6,739,767
Development Impact Fee	-	-	-	-	-	-	-	623,187	2,888,472
Measure A Revenue	-	-	-	-	-	-	-	1,090,577	4,814,119
<b>SAC CO. - GREENBACK LANE (Fair Oaks Blvd – Main Ave) – Phase 1</b>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<b>SAC CO. - GREENBACK LANE (Fair Oaks Blvd – Main Ave) – Phase 2</b>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	3,926,987	2,152,876	-	-	-	-	-	-	-
Development Impact Fee	4,053,664	2,152,876	-	-	-	-	-	-	-
Measure A Revenue	4,053,664	2,218,114	-	-	-	-	-	-	-
<b>SAC CO. - GREENBACK LANE (I-80 – Manzanita Ave)</b>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	182,668	322,540	692,117	1,996,065	2,937,067	-	-	-
Development Impact Fee	-	78,286	134,392	276,847	855,457	1,174,827	-	-	-
Measure A Revenue	-	130,477	215,027	415,270	1,425,761	2,055,947	-	-	-
<b>SAC CO. - HAZEL AVENUE (Placer Co Line – Folsom Blvd) – Phase 1</b>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-

**SACRAMENTO TRANSPORTATION AUTHORITY**  
**STA CAPITAL PROGRAM**

<b>Funding Sources (Inflated Dollars)</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>
<u>SAC CO. - FOLSOM BOULEVARD (Watt Ave – Bradshaw Rd)</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	10,743,510	-	-	-	-	-	-	-	-
Development Impact Fee	4,627,973	-	-	-	-	-	-	-	-
Measure A Revenue	7,768,384	-	-	-	-	-	-	-	-
<u>SAC CO. - GREENBACK LANE (Fair Oaks Blvd – Main Ave) – Phase 1</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<u>SAC CO. - GREENBACK LANE (Fair Oaks Blvd – Main Ave) – Phase 2</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<u>SAC CO. - GREENBACK LANE (I-80 – Manzanita Ave)</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<u>SAC CO. - HAZEL AVENUE (Placer Co Line – Folsom Blvd) – Phase 1</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-

**SACRAMENTO TRANSPORTATION AUTHORITY**  
**STA CAPITAL PROGRAM**

<b>Funding Sources (Inflated Dollars)</b>	<b>2031</b>	<b>2032</b>	<b>2033</b>	<b>2034</b>	<b>2035</b>	<b>2036</b>	<b>2037</b>	<b>2038</b>	<b>2039</b>
<u>SAC CO. - FOLSOM BOULEVARD (Watt Ave – Bradshaw Rd)</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<u>SAC CO. - GREENBACK LANE (Fair Oaks Blvd – Main Ave) – Phase 1</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<u>SAC CO. - GREENBACK LANE (Fair Oaks Blvd – Main Ave) – Phase 2</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<u>SAC CO. - GREENBACK LANE (I-80 – Manzanita Ave)</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<u>SAC CO. - HAZEL AVENUE (Placer Co Line – Folsom Blvd) – Phase 1</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-



<b>SACRAMENTO TRANSPORTATION AUTHORITY</b>	
<b>STA CAPITAL PROGRAM</b>	
<b>Funding Sources (Inflated Dollars)</b>	<b>TOTAL</b>
<u>SAC CO. - FOLSOM BOULEVARD (Watt Ave – Bradshaw Rd)</u>	-
Federal	-
State	-
Other Local	-
Other	18,885,447
Development Impact Fee	8,139,632
Measure A Revenue	13,673,080
<u>SAC CO. - GREENBACK LANE (Fair Oaks Blvd – Main Ave) – Phase 1</u>	-
Federal	-
State	-
Other Local	-
Other	9,770,935
Development Impact Fee	9,932,277
Measure A Revenue	9,674,160
<u>SAC CO. - GREENBACK LANE (Fair Oaks Blvd – Main Ave) – Phase 2</u>	-
Federal	-
State	-
Other Local	-
Other	7,309,737
Development Impact Fee	7,436,414
Measure A Revenue	8,098,679
<u>SAC CO. - GREENBACK LANE (I-80 – Manzanita Ave)</u>	-
Federal	-
State	-
Other Local	-
Other	6,130,458
Development Impact Fee	2,519,808
Measure A Revenue	4,242,482
<u>SAC CO. - HAZEL AVENUE (Placer Co Line – Folsom Blvd) – Phase 1</u>	-
Federal	22,579,278
State	13,052,267
Other Local	-
Other	-
Development Impact Fee	17,096,703
Measure A Revenue	26,564,432

**SACRAMENTO TRANSPORTATION AUTHORITY**  
**STA CAPITAL PROGRAM**

**Funding Sources (Inflated Dollars)**

	2005	2006	2007	2008	2009	2010	2011	2012
<b>SAC CO. - HAZEL AVENUE (Placer Co. Line – Folsom Boulevard)- Phase 2</b>								
Federal	-	-	-	-	-	-	-	614,937
State	-	-	-	-	-	-	-	614,937
Other Local	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	1,229,874
Measure A Revenue	-	-	-	-	-	-	-	1,229,874
<b>SAC CO. - HAZEL AVENUE (US Highway 50 – Folsom Blvd)</b>								
Federal	-	-	-	-	-	-	-	245,975
State	-	-	-	-	-	-	-	245,975
Other Local	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	368,962
Measure A Revenue	-	-	-	-	-	-	-	368,962
<b>SAC CO. - Madison Avenue (Watt Ave –Greenback Lane) – Phase 1</b>								
Federal	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-
Other	-	-	-	-	1,125,509	4,347,278	1,074,647	-
Development Impact Fee	-	-	-	-	1,125,509	4,289,314	1,014,944	-
Measure A Revenue	-	-	150,648	371,527	1,125,509	4,289,314	1,014,944	-
<b>SAC CO. - Madison Avenue (Watt Ave – Greenback Lane) – Phase 2</b>								
Federal	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	716,431	1,475,849
Development Impact Fee	-	-	-	-	-	-	835,837	1,721,823
Measure A Revenue	-	-	-	-	562,754	347,782	835,837	1,721,823
<b>SAC CO. - Madison Avenue (Watt Ave – Greenback Lane) - Phase 3</b>								
Federal	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-

**SACRAMENTO TRANSPORTATION AUTHORITY**  
**STA CAPITAL PROGRAM**

<b>Funding Sources (Inflated Dollars)</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>
<u>SAC CO. - HAZEL AVENUE (Placer Co. Line – Folsom Boulevard)- Phase 2</u>									
Federal	950,078	2,609,546	5,375,666	4,706,395	3,421,826	-	-	-	-
State	886,739	2,609,546	5,308,470	4,706,395	3,564,402	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	1,773,478	5,219,093	10,616,939	9,135,944	6,843,652	-	-	-	-
Measure A Revenue	1,773,478	5,219,093	10,616,939	9,135,944	6,843,652	-	-	-	-
<u>SAC CO. - HAZEL AVENUE (US Highway 50 – Folsom Blvd)</u>									
Federal	506,708	521,909	4,569,316	2,768,468	1,996,065	-	-	-	-
State	506,708	521,909	4,569,316	2,768,468	1,996,065	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	760,062	782,864	8,869,848	5,536,935	3,706,978	-	-	-	-
Measure A Revenue	760,062	782,864	8,869,848	5,536,935	3,706,978	-	-	-	-
<u>SAC CO. - Madison Avenue (Watt Ave –Greenback Lane) – Phase 1</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<u>SAC CO. - Madison Avenue (Watt Ave – Greenback Lane) – Phase 2</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	2,406,863	2,479,069	-	-	-	-	-	-	-
Development Impact Fee	2,280,186	2,348,592	-	-	-	-	-	-	-
Measure A Revenue	2,280,186	2,348,592	-	-	-	-	-	-	-
<u>SAC CO. - Madison Avenue (Watt Ave – Greenback Lane) - Phase 3</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	484,482	1,354,473	734,267	4,083,992	10,905,772	3,209,413
Development Impact Fee	-	-	-	449,876	1,318,829	660,840	4,008,363	10,749,975	3,209,413
Measure A Revenue	-	-	-	449,876	1,318,829	660,840	4,008,363	10,749,975	3,209,413

**SACRAMENTO TRANSPORTATION AUTHORITY**  
**STA CAPITAL PROGRAM**

<b>Funding Sources (Inflated Dollars)</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>
<u>SAC CO. - HAZEL AVENUE (Placer Co. Line – Folsom Boulevard)- Phase 2</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<u>SAC CO. - HAZEL AVENUE (US Highway 50 – Folsom Blvd)</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<u>SAC CO. - Madison Avenue (Watt Ave –Greenback Lane) – Phase 1</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<u>SAC CO. - Madison Avenue (Watt Ave – Greenback Lane) – Phase 2</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<u>SAC CO. - Madison Avenue (Watt Ave – Greenback Lane) - Phase 3</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-

**SACRAMENTO TRANSPORTATION AUTHORITY**  
**STA CAPITAL PROGRAM**

<b>Funding Sources (Inflated Dollars)</b>	<b>2031</b>	<b>2032</b>	<b>2033</b>	<b>2034</b>	<b>2035</b>	<b>2036</b>	<b>2037</b>	<b>2038</b>	<b>2039</b>
<u>SAC CO. - HAZEL AVENUE (Placer Co. Line – Folsom Boulevard)- Phase 2</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<u>SAC CO. - HAZEL AVENUE (US Highway 50 – Folsom Blvd)</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<u>SAC CO. - Madison Avenue (Watt Ave –Greenback Lane) – Phase 1</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<u>SAC CO. - Madison Avenue (Watt Ave – Greenback Lane) – Phase 2</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<u>SAC CO. - Madison Avenue (Watt Ave – Greenback Lane) - Phase 3</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-

<b>SACRAMENTO TRANSPORTATION AUTHORITY</b>	
<b>STA CAPITAL PROGRAM</b>	
<b>Funding Sources (Inflated Dollars)</b>	<b>TOTAL</b>
<u>SAC CO. - HAZEL AVENUE (Placer Co. Line – Folsom Boulevard)- Phase 2</u>	-
Federal	17,678,448
State	17,690,489
Other Local	-
Other	-
Development Impact Fee	34,818,980
Measure A Revenue	34,818,980
<u>SAC CO. - HAZEL AVENUE (US Highway 50 – Folsom Blvd)</u>	
Federal	10,608,441
State	10,608,441
Other Local	-
Other	-
Development Impact Fee	20,025,650
Measure A Revenue	20,025,650
<u>SAC CO. - Madison Avenue (Watt Ave –Greenback Lane) – Phase 1</u>	
Federal	-
State	-
Other Local	-
Other	6,547,434
Development Impact Fee	6,429,767
Measure A Revenue	6,951,942
<u>SAC CO. - Madison Avenue (Watt Ave – Greenback Lane) – Phase 2</u>	
Federal	-
State	-
Other Local	-
Other	7,078,212
Development Impact Fee	7,186,438
Measure A Revenue	8,096,975
<u>SAC CO. - Madison Avenue (Watt Ave – Greenback Lane) - Phase 3</u>	
Federal	-
State	-
Other Local	-
Other	20,772,399
Development Impact Fee	20,397,296
Measure A Revenue	20,397,296

**SACRAMENTO TRANSPORTATION AUTHORITY**  
**STA CAPITAL PROGRAM**

**Funding Sources (Inflated Dollars)**

	2005	2006	2007	2008	2009	2010	2011	2012
<u>SAC CO. - SOUTH WATT/ELK GROVE-FLORIN ROAD (Folsom Blvd – Calvin Rd) – Phase 1</u>								
Federal	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-
Other	-	-	-	136,591	883,524	2,603,730	-	-
Development Impact Fee	-	-	60,471	136,591	855,387	2,602,570	-	-
Measure A Revenue	-	-	-	136,591	855,387	2,602,570	-	-
<u>SAC CO. - SOUTH WATT / ELK GROVE-FLORIN ROAD (Folsom Blvd – Calvin Rd)- Phase 2</u>								
Federal	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-
<u>SAC CO. - SUNRISE BOULEVARD (Jackson Rd – Grant Line Rd)</u>								
Federal	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-
<u>SAC CO. - SUNRISE BOULEVARD (Madison Ave – Gold Country Blvd)</u>								
Federal	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-
<u>SAC CO. - WATT AVENUE (Antelope Rd – Capital City Freeway)</u>								
Federal	-	-	-	-	506,479	1,785,282	3,474,692	10,330,940
State	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	225,102	765,121	1,480,625	4,427,546
Measure A Revenue	-	-	-	-	393,928	1,275,201	2,447,807	7,379,243

**SACRAMENTO TRANSPORTATION AUTHORITY**  
**STA CAPITAL PROGRAM**

<b>Funding Sources (Inflated Dollars)</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>
<b>SAC CO. - SOUTH WATT/ELK GROVE-FLORIN ROAD (Folsom Blvd – Calvine Rd) – Phase 1</b>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<b>SAC CO. - SOUTH WATT / ELK GROVE-FLORIN ROAD (Folsom Blvd – Calvine Rd)- Phase 2</b>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	2,897,819	4,268,519
Development Impact Fee	-	-	-	-	-	-	-	2,913,399	4,284,566
Measure A Revenue	-	-	-	-	-	-	-	2,913,399	4,284,566
<b>SAC CO. - SUNRISE BOULEVARD (Jackson Rd – Grant Line Rd)</b>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	521,909	2,687,833	3,045,315	17,109,131	14,685,337	15,125,897	-	-
Measure A Revenue	-	260,955	1,343,916	1,522,657	8,554,565	7,342,669	7,562,949	-	-
<b>SAC CO. - SUNRISE BOULEVARD (Madison Ave – Gold Country Blvd)</b>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	527,532	822,379	2,208,381	5,359,408	1,925,648
Development Impact Fee	-	-	-	-	228,122	352,448	968,057	2,274,632	802,353
Measure A Revenue	-	-	-	-	384,955	587,413	1,663,849	3,739,122	1,283,765
<b>SAC CO. - WATT AVENUE (Antelope Rd – Capital City Freeway)</b>									
Federal	2,913,571	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	1,266,770	-	-	-	-	-	-	-	-
Measure A Revenue	2,153,509	-	-	-	-	-	-	-	-



**SACRAMENTO TRANSPORTATION AUTHORITY**  
**STA CAPITAL PROGRAM**

<b>Funding Sources (Inflated Dollars)</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>
<u>SAC CO. - SOUTH WATT/ELK GROVE-FLORIN ROAD (Folsom Blvd – Calvine Rd) – Phase 1</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<u>SAC CO. - SOUTH WATT / ELK GROVE-FLORIN ROAD (Folsom Blvd – Calvine Rd)- Phase 2</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	15,900,394	18,760,812	19,323,637	13,148,490	-	-	-	-	-
Development Impact Fee	15,916,923	18,556,520	19,113,216	13,184,612	-	-	-	-	-
Measure A Revenue	15,916,923	18,556,520	19,113,216	13,184,612	-	-	-	-	-
<u>SAC CO. - SUNRISE BOULEVARD (Jackson Rd – Grant Line Rd)</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<u>SAC CO. - SUNRISE BOULEVARD (Madison Ave – Gold Country Blvd)</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<u>SAC CO. - WATT AVENUE (Antelope Rd – Capital City Freeway)</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-

**SACRAMENTO TRANSPORTATION AUTHORITY**  
**STA CAPITAL PROGRAM**

<b>Funding Sources (Inflated Dollars)</b>	<b>2031</b>	<b>2032</b>	<b>2033</b>	<b>2034</b>	<b>2035</b>	<b>2036</b>	<b>2037</b>	<b>2038</b>	<b>2039</b>
<u>SAC CO. - SOUTH WATT/ELK GROVE-FLORIN ROAD (Folsom Blvd – Calvin Rd) – Phase 1</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<u>SAC CO. - SOUTH WATT / ELK GROVE-FLORIN ROAD (Folsom Blvd – Calvin Rd)- Phase 2</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<u>SAC CO. - SUNRISE BOULEVARD (Jackson Rd – Grant Line Rd)</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<u>SAC CO. - SUNRISE BOULEVARD (Madison Ave – Gold Country Blvd)</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<u>SAC CO. - WATT AVENUE (Antelope Rd – Capital City Freeway)</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-

<b>SACRAMENTO TRANSPORTATION AUTHORITY</b>	
<b>STA CAPITAL PROGRAM</b>	
<b>Funding Sources (Inflated Dollars)</b>	<b>TOTAL</b>
<u>SAC CO. - SOUTH WATT/ELK GROVE-FLORIN ROAD (Folsom Blvd – Calvin Rd) – Phase 1</u>	
Federal	-
State	-
Other Local	-
Other	3,623,845
Development Impact Fee	3,655,019
Measure A Revenue	3,594,548
<u>SAC CO. - SOUTH WATT / ELK GROVE-FLORIN ROAD (Folsom Blvd – Calvin Rd)- Phase 2</u>	
Federal	-
State	-
Other Local	-
Other	74,299,672
Development Impact Fee	73,969,236
Measure A Revenue	73,969,236
<u>SAC CO. - SUNRISE BOULEVARD (Jackson Rd – Grant Line Rd)</u>	
Federal	-
State	-
Other Local	-
Other	-
Development Impact Fee	53,175,422
Measure A Revenue	26,587,711
<u>SAC CO. - SUNRISE BOULEVARD (Madison Ave – Gold Country Blvd)</u>	
Federal	-
State	-
Other Local	-
Other	10,843,347
Development Impact Fee	4,625,613
Measure A Revenue	7,659,105
<u>SAC CO. - WATT AVENUE (Antelope Rd – Capital City Freeway)</u>	
Federal	19,010,965
State	-
Other Local	-
Other	-
Development Impact Fee	8,165,163
Measure A Revenue	13,649,689

**SACRAMENTO TRANSPORTATION AUTHORITY  
STA CAPITAL PROGRAM**

<b>Funding Sources (Inflated Dollars)</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>
<b><u>SAC CO. - WATT AVENUE / SR50 INTERCHANGE UPGRADE</u></b>								
Federal	-	-	-	546,364	1,012,958	3,130,040	3,223,941	1,598,836
State	-	-	742,630	546,364	1,012,958	3,130,040	3,223,941	1,598,836
Other Local	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	318,270	546,364	1,012,958	3,014,113	3,104,536	1,475,849
<b><u>CALTRANS - 5/50 Interchange Improvements</u></b>								
Federal	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	2,318,548	1,791,078	1,229,874
Other	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	2,318,548	1,791,078	1,229,874
<b><u>CALTRANS - 5/80 Interchange Upgrade, HOV Connector, and Int 5 HOV Lanes</u></b>								
Federal	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-
Other Local	-	-	3,182,700	5,463,635	3,939,281	3,477,822	2,385,716	4,919,495
Other	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	2,121,800	3,278,181	1,688,263	1,159,274	1,196,440	2,459,748
<b><u>CALTRANS - Oak Park (SR99/50) Interchange Improvements</u></b>								
Federal	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-
<b><u>CALTRANS - I-5 Bus/Carpool Lanes</u></b>								
Federal	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-
Other Local	-	-	2,121,800	3,278,181	3,939,281	4,057,459	53,433,840	53,192,045
Other	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	2,121,800	3,278,181	3,939,281	4,057,459	53,433,840	53,192,045
<b><u>CALTRANS - I-80 Bus/Carpool Lanes</u></b>								
Federal	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-
Other	-	-	2,121,800	2,731,818	1,688,263	7,245,463	52,538,301	53,806,982
Development Impact Fee	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	2,121,800	2,731,818	1,688,263	7,245,463	52,538,301	53,806,982

**SACRAMENTO TRANSPORTATION AUTHORITY**  
**STA CAPITAL PROGRAM**

<b>Funding Sources (Inflated Dollars)</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>
<b><u>SAC CO. - WATT AVENUE / SR50 INTERCHANGE UPGRADE</u></b>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<b><u>CALTRANS - 5/50 Interchange Improvements</u></b>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	1,266,770	-	1,343,916	2,768,468	2,851,522	-	30,251,794	46,739,022	23,268,243
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	1,266,770	-	1,343,916	2,768,468	2,851,522	-	30,251,794	46,739,022	23,268,243
<b><u>CALTRANS - 5/80 Interchange Upgrade, HOV Connector, and Int 5 HOV Lanes</u></b>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	3,800,310	652,387	-	69,211,694	119,763,914	62,594,781	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	1,266,770	652,387	-	34,605,847	58,456,196	31,391,377	-	-	-
<b><u>CALTRANS - Oak Park (SR99/50) Interchange Improvements</u></b>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	2,687,833	2,076,351	1,425,761	1,468,534	1,512,590	3,115,935	3,209,413
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	2,687,833	2,076,351	1,425,761	1,468,534	1,512,590	3,115,935	3,209,413
<b><u>CALTRANS - I-5 Bus/Carpool Lanes</u></b>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<b><u>CALTRANS - I-80 Bus/Carpool Lanes</u></b>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-

**SACRAMENTO TRANSPORTATION AUTHORITY**  
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<b>Funding Sources (Inflated Dollars)</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>
<u>SAC CO. - WATT AVENUE / SR50 INTERCHANGE UPGRADE</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<u>CALTRANS - 5/50 Interchange Improvements</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<u>CALTRANS - 5/80 Interchange Upgrade, HOV Connector, and Int 5 HOV Lanes</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<u>CALTRANS - Oak Park (SR99/50) Interchange Improvements</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	33,056,953	51,072,992	25,425,838	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	33,056,953	51,072,992	25,425,838	-	-	-	-	-	-
<u>CALTRANS - I-5 Bus/Carpool Lanes</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<u>CALTRANS - I-80 Bus/Carpool Lanes</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-

**SACRAMENTO TRANSPORTATION AUTHORITY**  
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<b>Funding Sources (Inflated Dollars)</b>	<b>2031</b>	<b>2032</b>	<b>2033</b>	<b>2034</b>	<b>2035</b>	<b>2036</b>	<b>2037</b>	<b>2038</b>	<b>2039</b>
<u>SAC CO. - WATT AVENUE / SR50 INTERCHANGE UPGRADE</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<u>CALTRANS - 5/50 Interchange Improvements</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<u>CALTRANS - 5/80 Interchange Upgrade, HOV Connector, and Int 5 HOV Lanes</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<u>CALTRANS - Oak Park (SR99/50) Interchange Improvements</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<u>CALTRANS - I-5 Bus/Carpool Lanes</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<u>CALTRANS - I-80 Bus/Carpool Lanes</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-

<b>SACRAMENTO TRANSPORTATION AUTHORITY</b>	
<b>STA CAPITAL PROGRAM</b>	
<b>Funding Sources (Inflated Dollars)</b>	<b>TOTAL</b>
<u>SAC CO. - WATT AVENUE / SR50 INTERCHANGE UPGRADE</u>	
Federal	9,512,139
State	10,254,769
Other Local	-
Other	-
Development Impact Fee	-
Measure A Revenue	9,472,089
<u>CALTRANS - 5/50 Interchange Improvements</u>	
Federal	-
State	-
Other Local	113,829,237
Other	-
Development Impact Fee	-
Measure A Revenue	113,829,237
<u>CALTRANS - 5/80 Interchange Upgrade, HOV Connector, and Int 5 HOV Lanes</u>	
Federal	-
State	-
Other Local	279,391,736
Other	-
Development Impact Fee	-
Measure A Revenue	138,276,283
<u>CALTRANS - Oak Park (SR99/50) Interchange Improvements</u>	
Federal	-
State	-
Other Local	125,052,198
Other	-
Development Impact Fee	-
Measure A Revenue	125,052,198
<u>CALTRANS - I-5 Bus/Carpool Lanes</u>	
Federal	-
State	-
Other Local	120,022,606
Other	-
Development Impact Fee	-
Measure A Revenue	120,022,606
<u>CALTRANS - I-80 Bus/Carpool Lanes</u>	
Federal	-
State	-
Other Local	-
Other	120,132,626
Development Impact Fee	-
Measure A Revenue	120,132,626



**SACRAMENTO TRANSPORTATION AUTHORITY**  
**STA CAPITAL PROGRAM**

**Funding Sources (Inflated Dollars)**

	2005	2006	2007	2008	2009	2010	2011	2012
<u>CALTRANS - Highway 50 Bus/Carpool Lanes</u>								
Federal	-	-	-	-	-	-	-	-
State	-	-	5,304,500	-	-	-	-	-
Other Local	-	-	-	2,185,454	3,939,281	4,231,350	53,254,732	53,806,982
Other	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	2,185,454	3,939,281	4,231,350	53,254,732	53,806,982
<u>CITY OF SAC. - Arden Way ITS Improvements (Del Paso – Ethan)</u>								
Federal	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-
<u>CITY OF SAC. - Bruceville Road Widening: Sheldon Road to Cosumnes River Blvd.</u>								
Federal	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-
<u>CITY OF SAC. - COSUMNES RIVER BOULEVARD (I-5 – Franklin Blvd.)</u>								
Federal	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-
Other Local	-	-	2,440,070	31,689,083	-	-	-	-
Other	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-
<u>CITY OF SAC. - COSUMNES RIVER BOULEVARD/I-5 INTERCHANGE UPGRADE</u>								
Federal	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-
Other Local	-	-	2,333,980	21,635,995	-	-	-	-
Other	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-
<u>CITY OF SAC. - FOLSOM BOULEVARD (65th St. – Watt Ave.)</u>								
Federal	-	-	2,970,520	-	-	-	-	-
State	-	-	-	-	-	-	-	-
Other Local	-	-	1,273,080	-	-	-	-	-
Other	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-

**SACRAMENTO TRANSPORTATION AUTHORITY**  
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<b>Funding Sources (Inflated Dollars)</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>
<u>CALTRANS - Highway 50 Bus/Carpool Lanes</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<u>CITY OF SAC. - Arden Way ITS Improvements (Del Paso – Ethan)</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<u>CITY OF SAC. - Bruceville Road Widening: Sheldon Road to Cosumnes River Blvd.</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<u>CITY OF SAC. - COSUMNES RIVER BOULEVARD (I-5 – Franklin Blvd.)</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	1,988,829	2,048,494	2,109,949	2,173,247	2,238,445	2,305,598	2,374,766	2,446,009	2,519,389
<u>CITY OF SAC. - COSUMNES RIVER BOULEVARD/I-5 INTERCHANGE UPGRADE</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	1,393,447	1,435,251	1,478,308	1,522,657	1,568,337	1,615,387	1,663,849	1,713,764	1,765,177
<u>CITY OF SAC. - FOLSOM BOULEVARD (65th St. – Watt Ave.)</u>									
Federal	6,333,850	13,047,732	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	2,533,540	11,742,959	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	19,571,598	-	-	-	-	-	-	-

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<b>Funding Sources (Inflated Dollars)</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>
<u>CALTRANS - Highway 50 Bus/Carpool Lanes</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<u>CITY OF SAC. - Arden Way ITS Improvements (Del Paso – Ethan)</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<u>CITY OF SAC. - Bruceville Road Widening: Sheldon Road to Cosumnes River Blvd.</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<u>CITY OF SAC. - COSUMNES RIVER BOULEVARD (I-5 – Franklin Blvd.)</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	2,594,971	-	-	-	-	-	-	-	-
<u>CITY OF SAC. - COSUMNES RIVER BOULEVARD/I-5 INTERCHANGE UPGRADE</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	1,818,132	-	-	-	-	-	-	-	-
<u>CITY OF SAC. - FOLSOM BOULEVARD (65th St. – Watt Ave.)</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-

**SACRAMENTO TRANSPORTATION AUTHORITY**  
**STA CAPITAL PROGRAM**

<b>Funding Sources (Inflated Dollars)</b>	<b>2031</b>	<b>2032</b>	<b>2033</b>	<b>2034</b>	<b>2035</b>	<b>2036</b>	<b>2037</b>	<b>2038</b>	<b>2039</b>
<u>CALTRANS - Highway 50 Bus/Carpool Lanes</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<u>CITY OF SAC. - Arden Way ITS Improvements (Del Paso – Ethan)</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<u>CITY OF SAC. - Bruceville Road Widening: Sheldon Road to Cosumnes River Blvd.</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<u>CITY OF SAC. - COSUMNES RIVER BOULEVARD (I-5 – Franklin Blvd.)</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<u>CITY OF SAC. - COSUMNES RIVER BOULEVARD/I-5 INTERCHANGE UPGRADE</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<u>CITY OF SAC. - FOLSOM BOULEVARD (65th St. – Watt Ave.)</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-

<b>SACRAMENTO TRANSPORTATION AUTHORITY</b>	
<b>STA CAPITAL PROGRAM</b>	
<b>Funding Sources (Inflated Dollars)</b>	<b>TOTAL</b>
<u>CALTRANS - Highway 50 Bus/Carpool Lanes</u>	
Federal	-
State	5,304,500
Other Local	117,417,799
Other	-
Development Impact Fee	-
Measure A Revenue	117,417,799
<u>CITY OF SAC. - Arden Way ITS Improvements (Del Paso – Ethan)</u>	
Federal	-
State	-
Other Local	-
Other	-
Development Impact Fee	-
Measure A Revenue	-
<u>CITY OF SAC. - Bruceville Road Widening: Sheldon Road to Cosumnes River Blvd.</u>	
Federal	-
State	-
Other Local	-
Other	-
Development Impact Fee	-
Measure A Revenue	-
<u>CITY OF SAC. - COSUMNES RIVER BOULEVARD (I-5 – Franklin Blvd.)</u>	
Federal	-
State	-
Other Local	34,129,153
Other	-
Development Impact Fee	-
Measure A Revenue	22,799,696
<u>CITY OF SAC. - COSUMNES RIVER BOULEVARD/I-5 INTERCHANGE UPGRADE</u>	
Federal	-
State	-
Other Local	23,969,975
Other	-
Development Impact Fee	-
Measure A Revenue	15,974,309
<u>CITY OF SAC. - FOLSOM BOULEVARD (65th St. – Watt Ave.)</u>	
Federal	22,352,102
State	-
Other Local	15,549,579
Other	-
Development Impact Fee	-
Measure A Revenue	19,571,598

**SACRAMENTO TRANSPORTATION AUTHORITY**  
**STA CAPITAL PROGRAM**

**Funding Sources (Inflated Dollars)**

	2005	2006	2007	2008	2009	2010	2011	2012
<u>CITY OF SAC. - Richards Blvd/ Interstate 5 Interchange Improvements</u>								
Federal	-	-	5,304,500	-	-	-	-	12,286,440
State	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	18,448,108
Other	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	11,592,741	-	6,161,668
<u>CITY OF SAC. - Downtown Intermodal Station</u>								
Federal	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-
Other Local	-	-	14,216,060	14,642,542	31,064,043	31,995,964	40,538,075	41,754,218
Other	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	15,913,500	16,390,905	16,882,632	17,389,111	10,328,552	10,638,409
<u>RANCHO CORDOVA - Folsom Beautification Streetscape – Bradshaw to Sunrise (Phase 1)</u>								
Federal	-	-	2,652,250	-	-	-	-	-
State	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	636,540	-	-	-	-	-
Measure A Revenue	-	-	318,270	-	-	-	-	-
<u>RANCHO CORDOVA - Folsom Beautification Streetscape – Bradshaw to Sunrise (Phase 2)</u>								
Federal	-	-	-	-	-	115,927	-	-
State	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	106,090	218,545	450,204	115,927	-	-
Measure A Revenue	-	-	530,450	327,818	1,350,611	-	5,373,235	-
<u>RANCHO CORDOVA - SUNRISE BOULEVARD (Gold Country Road-Jackson Rd)</u>								
Federal	-	-	-	-	-	4,637,096	-	-
State	-	-	-	-	-	-	-	-
Other Local	-	-	954,810	546,364	900,407	-	-	-
Other	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	10,821,180	5,736,817	8,722,693	1,738,911	-	-
Measure A Revenue	-	-	318,270	109,273	-	-	-	-

**SACRAMENTO TRANSPORTATION AUTHORITY**  
**STA CAPITAL PROGRAM**

<b>Funding Sources (Inflated Dollars)</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>
<u>CITY OF SAC. - Richards Blvd/ Interstate 5 Interchange Improvements</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<u>CITY OF SAC. - Downtown Intermodal Station</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	25,018,709	25,769,270	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	10,957,561	11,286,288	-	-	-	-	-	-	-
<u>RANCHO CORDOVA - Folsom Beautification Streetscape – Bradshaw to Sunrise (Phase 1)</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<u>RANCHO CORDOVA - Folsom Beautification Streetscape – Bradshaw to Sunrise (Phase 2)</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<u>RANCHO CORDOVA - SUNRISE BOULEVARD (Gold Country Road-Jackson Rd)</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-

**SACRAMENTO TRANSPORTATION AUTHORITY**  
**STA CAPITAL PROGRAM**

<b>Funding Sources (Inflated Dollars)</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>
<u>CITY OF SAC. - Richards Blvd/ Interstate 5 Interchange Improvements</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<u>CITY OF SAC. - Downtown Intermodal Station</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<u>RANCHO CORDOVA - Folsom Beautification Streetscape – Bradshaw to Sunrise (Phase 1)</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<u>RANCHO CORDOVA - Folsom Beautification Streetscape – Bradshaw to Sunrise (Phase 2)</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<u>RANCHO CORDOVA - SUNRISE BOULEVARD (Gold Country Road-Jackson Rd)</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-



**SACRAMENTO TRANSPORTATION AUTHORITY**  
**STA CAPITAL PROGRAM**

<b>Funding Sources (Inflated Dollars)</b>	<b>2031</b>	<b>2032</b>	<b>2033</b>	<b>2034</b>	<b>2035</b>	<b>2036</b>	<b>2037</b>	<b>2038</b>	<b>2039</b>
<u>CITY OF SAC. - Richards Blvd/ Interstate 5 Interchange Improvements</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<u>CITY OF SAC. - Downtown Intermodal Station</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<u>RANCHO CORDOVA - Folsom Beautification Streetscape – Bradshaw to Sunrise (Phase 1)</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<u>RANCHO CORDOVA - Folsom Beautification Streetscape – Bradshaw to Sunrise (Phase 2)</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<u>RANCHO CORDOVA - SUNRISE BOULEVARD (Gold Country Road-Jackson Rd)</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-

<b>SACRAMENTO TRANSPORTATION AUTHORITY</b>	
<b>STA CAPITAL PROGRAM</b>	
<b>Funding Sources (Inflated Dollars)</b>	<b>TOTAL</b>
<u>CITY OF SAC. - Richards Blvd/ Interstate 5 Interchange Improvements</u>	
Federal	17,590,940
State	-
Other Local	18,448,108
Other	-
Development Impact Fee	-
Measure A Revenue	17,754,409
<u>CITY OF SAC. - Downtown Intermodal Station</u>	
Federal	-
State	-
Other Local	224,998,882
Other	-
Development Impact Fee	-
Measure A Revenue	109,786,959
<u>RANCHO CORDOVA - Folsom Beautification Streetscape – Bradshaw to Sunrise (Phase 1)</u>	
Federal	2,652,250
State	-
Other Local	-
Other	-
Development Impact Fee	636,540
Measure A Revenue	318,270
<u>RANCHO CORDOVA - Folsom Beautification Streetscape – Bradshaw to Sunrise (Phase 2)</u>	
Federal	115,927
State	-
Other Local	-
Other	-
Development Impact Fee	890,766
Measure A Revenue	7,582,114
<u>RANCHO CORDOVA - SUNRISE BOULEVARD (Gold Country Road-Jackson Rd)</u>	
Federal	4,637,096
State	-
Other Local	2,401,581
Other	-
Development Impact Fee	27,019,601
Measure A Revenue	427,543

**SACRAMENTO TRANSPORTATION AUTHORITY**  
**STA CAPITAL PROGRAM**

**Funding Sources (Inflated Dollars)**

	2005	2006	2007	2008	2009	2010	2011	2012
<b>CITRUS HEIGHTS - ANTELOPE ROAD: Roseville Rd to Auburn Blvd (Phase 1)</b>								
Federal	-	-	530,450	7,933,198	-	-	-	-
State	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	546,364	-	-	-	-
Measure A Revenue	-	-	106,090	502,654	-	-	-	-
<b>CITRUS HEIGHTS - ANTELOPE ROAD: Roseville Rd to Auburn Blvd (Phase 2)</b>								
Federal	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-
<b>CITRUS HEIGHTS - GREENBACK LANE (West City Limit to Fair Oaks Blvd)</b>								
Federal	-	-	-	-	-	-	-	-
State	-	-	4,880,140	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-
<b>CITRUS HEIGHTS - SUNRISE BOULEVARD (Placer Co Line – Madison Ave) (Phase 1)</b>								
Federal	-	-	-	-	1,193,039	-	2,101,532	5,411,445
State	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	225,102	-	-	627,236
Measure A Revenue	-	-	-	-	562,754	-	1,050,766	2,951,697
<b>CITRUS HEIGHTS - SUNRISE BOULEVARD (Placer Co Line – Madison Ave) (Phase 2)</b>								
Federal	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-

**SACRAMENTO TRANSPORTATION AUTHORITY**  
**STA CAPITAL PROGRAM**

<b>Funding Sources (Inflated Dollars)</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>
<u>CITRUS HEIGHTS - ANTELOPE ROAD: Roseville Rd to Auburn Blvd (Phase 1)</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<u>CITRUS HEIGHTS - ANTELOPE ROAD: Roseville Rd to Auburn Blvd (Phase 2)</u>									
Federal	-	-	-	-	1,596,852	-	1,210,072	-	8,729,603
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	798,426	-	605,036	-	4,364,802
<u>CITRUS HEIGHTS - GREENBACK LANE (West City Limit to Fair Oaks Blvd)</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<u>CITRUS HEIGHTS - SUNRISE BOULEVARD (Placer Co Line – Madison Ave) (Phase 1)</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<u>CITRUS HEIGHTS - SUNRISE BOULEVARD (Placer Co Line – Madison Ave) (Phase 2)</u>									
Federal	-	1,419,593	-	2,768,468	-	8,358,894	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	260,955	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	835,055	-	1,384,234	-	4,111,894	-	-	-

**SACRAMENTO TRANSPORTATION AUTHORITY**  
**STA CAPITAL PROGRAM**

<b>Funding Sources (Inflated Dollars)</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>
<u>CITRUS HEIGHTS - ANTELOPE ROAD: Roseville Rd to Auburn Blvd (Phase 1)</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<u>CITRUS HEIGHTS - ANTELOPE ROAD: Roseville Rd to Auburn Blvd (Phase 2)</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<u>CITRUS HEIGHTS - GREENBACK LANE (West City Limit to Fair Oaks Blvd)</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<u>CITRUS HEIGHTS - SUNRISE BOULEVARD (Placer Co Line – Madison Ave) (Phase 1)</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<u>CITRUS HEIGHTS - SUNRISE BOULEVARD (Placer Co Line – Madison Ave) (Phase 2)</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-

**SACRAMENTO TRANSPORTATION AUTHORITY**  
**STA CAPITAL PROGRAM**

<b>Funding Sources (Inflated Dollars)</b>	<b>2031</b>	<b>2032</b>	<b>2033</b>	<b>2034</b>	<b>2035</b>	<b>2036</b>	<b>2037</b>	<b>2038</b>	<b>2039</b>
<u>CITRUS HEIGHTS - ANTELOPE ROAD: Roseville Rd to Auburn Blvd (Phase 1)</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<u>CITRUS HEIGHTS - ANTELOPE ROAD: Roseville Rd to Auburn Blvd (Phase 2)</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<u>CITRUS HEIGHTS - GREENBACK LANE (West City Limit to Fair Oaks Blvd)</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<u>CITRUS HEIGHTS - SUNRISE BOULEVARD (Placer Co Line – Madison Ave) (Phase 1)</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<u>CITRUS HEIGHTS - SUNRISE BOULEVARD (Placer Co Line – Madison Ave) (Phase 2)</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-

<b>SACRAMENTO TRANSPORTATION AUTHORITY</b>	
<b>STA CAPITAL PROGRAM</b>	
<b>Funding Sources (Inflated Dollars)</b>	<b>TOTAL</b>
<u>CITRUS HEIGHTS - ANTELOPE ROAD: Roseville Rd to Auburn Blvd (Phase 1)</u>	
Federal	8,463,648
State	-
Other Local	-
Other	-
Development Impact Fee	546,364
Measure A Revenue	608,744
<u>CITRUS HEIGHTS - ANTELOPE ROAD: Roseville Rd to Auburn Blvd (Phase 2)</u>	
Federal	11,536,527
State	-
Other Local	-
Other	-
Development Impact Fee	-
Measure A Revenue	5,768,264
<u>CITRUS HEIGHTS - GREENBACK LANE (West City Limit to Fair Oaks Blvd)</u>	
Federal	-
State	4,880,140
Other Local	-
Other	-
Development Impact Fee	-
Measure A Revenue	-
<u>CITRUS HEIGHTS - SUNRISE BOULEVARD (Placer Co Line – Madison Ave) (Phase 1)</u>	
Federal	8,706,016
State	-
Other Local	-
Other	-
Development Impact Fee	852,337
Measure A Revenue	4,565,218
<u>CITRUS HEIGHTS - SUNRISE BOULEVARD (Placer Co Line – Madison Ave) (Phase 2)</u>	
Federal	12,546,955
State	-
Other Local	-
Other	260,955
Development Impact Fee	-
Measure A Revenue	6,331,183

**SACRAMENTO TRANSPORTATION AUTHORITY**  
**STA CAPITAL PROGRAM**

**Funding Sources (Inflated Dollars)**

	2005	2006	2007	2008	2009	2010	2011	2012
<u>CITRUS HEIGHTS - SUNRISE BOULEVARD (Placer Co Line – Madison Ave) (Phase 3)</u>								
Federal	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-
<u>ELK GROVE - Grantline Rd. /SR99 Interchange Upgrade</u>								
Federal	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	33,388,114	11,443,420	-	-	-	-
Measure A Revenue	-	-	-	22,921,205	-	-	-	-
<u>ELK GROVE - Sheldon Rd. / SR99 INTERCHANGE UPGRADE</u>								
Federal	-	-	-	7,590,497	-	-	-	-
State	-	-	-	3,253,070	-	-	-	-
Other Local	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	35,488,696	1,265,083	-	-	-	-
Measure A Revenue	-	-	-	24,036,574	-	-	-	-
<u>ELK GROVE - Bradshaw Rd. (Grantline Road - Calvine Road) - Phases 1-3</u>								
Federal	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	4,636,083
Measure A Revenue	-	-	-	-	-	-	-	2,325,003
<u>ELK GROVE - Sheldon Rd. (Bruceville Rd - Bradshaw Rd)</u>								
Federal	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	7,433,294	7,656,293	7,885,982
Measure A Revenue	-	-	-	-	-	3,727,808	3,839,642	3,954,832



**SACRAMENTO TRANSPORTATION AUTHORITY**  
**STA CAPITAL PROGRAM**

<b>Funding Sources (Inflated Dollars)</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>
<u>CITRUS HEIGHTS - SUNRISE BOULEVARD (Placer Co Line – Madison Ave) (Phase 3)</u>									
Federal	-	-	-	-	-	-	-	1,246,374	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	623,187	-
<u>ELK GROVE - Grantline Rd. /SR99 Interchange Upgrade</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<u>ELK GROVE - Sheldon Rd. / SR99 INTERCHANGE UPGRADE</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<u>ELK GROVE - Bradshaw Rd. (Grantline Road - Calvine Road) - Phases 1-3</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	4,775,166	4,918,421	-	-	-	-	-	-	-
Measure A Revenue	2,394,753	2,466,595	-	-	-	-	-	-	-
<u>ELK GROVE - Sheldon Rd. (Bruceville Rd - Bradshaw Rd)</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-

**SACRAMENTO TRANSPORTATION AUTHORITY**  
**STA CAPITAL PROGRAM**

<b>Funding Sources (Inflated Dollars)</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>
<u>CITRUS HEIGHTS - SUNRISE BOULEVARD (Placer Co Line – Madison Ave) (Phase 3)</u>									
Federal	2,446,214	-	6,330,157	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	1,223,107	-	3,156,311	-	-	-	-	-	-
<u>ELK GROVE - Grantline Rd. /SR99 Interchange Upgrade</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<u>ELK GROVE - Sheldon Rd. / SR99 INTERCHANGE UPGRADE</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<u>ELK GROVE - Bradshaw Rd. (Grantline Road - Calvine Road) - Phases 1-3</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<u>ELK GROVE - Sheldon Rd. (Bruceville Rd - Bradshaw Rd)</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-

**SACRAMENTO TRANSPORTATION AUTHORITY**  
**STA CAPITAL PROGRAM**

<b>Funding Sources (Inflated Dollars)</b>	<b>2031</b>	<b>2032</b>	<b>2033</b>	<b>2034</b>	<b>2035</b>	<b>2036</b>	<b>2037</b>	<b>2038</b>	<b>2039</b>
<u>CITRUS HEIGHTS - SUNRISE BOULEVARD (Placer Co Line – Madison Ave) (Phase 3)</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<u>ELK GROVE - Grantline Rd. /SR99 Interchange Upgrade</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<u>ELK GROVE - Sheldon Rd. / SR99 INTERCHANGE UPGRADE</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<u>ELK GROVE - Bradshaw Rd. (Grantline Road - Calvine Road) - Phases 1-3</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<u>ELK GROVE - Sheldon Rd. (Bruceville Rd - Bradshaw Rd)</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-

<b>SACRAMENTO TRANSPORTATION AUTHORITY</b>	
<b>STA CAPITAL PROGRAM</b>	
<b>Funding Sources (Inflated Dollars)</b>	<b>TOTAL</b>
<u>CITRUS HEIGHTS - SUNRISE BOULEVARD (Placer Co Line – Madison Ave) (Phase 3)</u>	
Federal	10,022,745
State	-
Other Local	-
Other	-
Development Impact Fee	-
Measure A Revenue	5,002,605
<u>ELK GROVE - Grantline Rd. /SR99 Interchange Upgrade</u>	
Federal	-
State	-
Other Local	-
Other	-
Development Impact Fee	44,831,534
Measure A Revenue	22,921,205
<u>ELK GROVE - Sheldon Rd. / SR99 INTERCHANGE UPGRADE</u>	
Federal	7,590,497
State	3,253,070
Other Local	-
Other	-
Development Impact Fee	36,753,779
Measure A Revenue	24,036,574
<u>ELK GROVE - Bradshaw Rd. (Grantline Road - Calvine Road) - Phases 1-3</u>	
Federal	-
State	-
Other Local	-
Other	-
Development Impact Fee	14,329,670
Measure A Revenue	7,186,351
<u>ELK GROVE - Sheldon Rd. (Bruceville Rd - Bradshaw Rd)</u>	
Federal	-
State	-
Other Local	-
Other	-
Development Impact Fee	22,975,569
Measure A Revenue	11,522,282

**SACRAMENTO TRANSPORTATION AUTHORITY**  
**STA CAPITAL PROGRAM**

**Funding Sources (Inflated Dollars)**

	2005	2006	2007	2008	2009	2010	2011	2012
<u>ELK GROVE - EG Florin Rd. (Calvine Rd - Elk Grove Blvd)</u>								
Federal	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-
<u>ELK GROVE - Elk Grove Blvd. (Big Horn Blvd - Waterman Rd)</u>								
Federal	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	1,499,178	1,544,153	1,590,478	-
Measure A Revenue	-	-	-	-	751,840	774,395	797,627	-
=								
Federal	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-
=								
Federal	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-
<u>FOLSOM - Folsom Bridge Crossing</u>								
Federal	-	-	37,131,500	36,059,991	-	-	-	-
State	-	-	3,182,700	4,370,908	-	-	-	-
Other Local	-	-	3,182,700	-	-	-	-	-
Other	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	22,278,900	15,298,178	-	-	-	-

**SACRAMENTO TRANSPORTATION AUTHORITY**  
**STA CAPITAL PROGRAM**

<b>Funding Sources (Inflated Dollars)</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>
<b>ELK GROVE - EG Florin Rd. (Calvine Rd - Elk Grove Blvd)</b>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	2,983,494	3,072,999	3,165,189	-	-	-	-
Measure A Revenue	-	-	1,496,227	1,541,114	1,587,347	-	-	-	-
<b>ELK GROVE - Elk Grove Blvd. (Big Horn Blvd - Waterman Rd)</b>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	1,687,338	1,737,958	1,790,097	-	-	-	-	-	-
Measure A Revenue	846,202	871,588	897,736	-	-	-	-	-	-
<b>=</b>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<b>=</b>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<b>FOLSOM - Folsom Bridge Crossing</b>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-

**SACRAMENTO TRANSPORTATION AUTHORITY**  
**STA CAPITAL PROGRAM**

<b>Funding Sources (Inflated Dollars)</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>
<u>ELK GROVE - EG Florin Rd. (Calvine Rd - Elk Grove Blvd)</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<u>ELK GROVE - Elk Grove Blvd. (Big Horn Blvd - Waterman Rd)</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
=									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
=									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<u>FOLSOM - Folsom Bridge Crossing</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-

**SACRAMENTO TRANSPORTATION AUTHORITY**  
**STA CAPITAL PROGRAM**

<b>Funding Sources (Inflated Dollars)</b>	<b>2031</b>	<b>2032</b>	<b>2033</b>	<b>2034</b>	<b>2035</b>	<b>2036</b>	<b>2037</b>	<b>2038</b>	<b>2039</b>
<u>ELK GROVE - EG Florin Rd. (Calvine Rd - Elk Grove Blvd)</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<u>ELK GROVE - Elk Grove Blvd. (Big Horn Blvd - Waterman Rd)</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
=									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
=									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<u>FOLSOM - Folsom Bridge Crossing</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-



<b>SACRAMENTO TRANSPORTATION AUTHORITY</b>	
<b>STA CAPITAL PROGRAM</b>	
<b>Funding Sources (Inflated Dollars)</b>	<b>TOTAL</b>
<u>ELK GROVE - EG Florin Rd. (Calvine Rd - Elk Grove Blvd)</u>	
Federal	-
State	-
Other Local	-
Other	-
Development Impact Fee	9,221,682
Measure A Revenue	4,624,687
<u>ELK GROVE - Elk Grove Blvd. (Big Horn Blvd - Waterman Rd)</u>	
Federal	-
State	-
Other Local	-
Other	-
Development Impact Fee	9,849,201
Measure A Revenue	4,939,389
=	
Federal	-
State	-
Other Local	-
Other	-
Development Impact Fee	-
Measure A Revenue	-
=	
Federal	-
State	-
Other Local	-
Other	-
Development Impact Fee	-
Measure A Revenue	-
<u>FOLSOM - Folsom Bridge Crossing</u>	
Federal	73,191,491
State	7,553,608
Other Local	3,182,700
Other	-
Development Impact Fee	-
Measure A Revenue	37,577,078

**SACRAMENTO TRANSPORTATION AUTHORITY**  
**STA CAPITAL PROGRAM**

**Funding Sources (Inflated Dollars)**

	2005	2006	2007	2008	2009	2010	2011	2012
<u>GALT - Central Galt Interchange</u>								
Federal	-	-	1,697,441	-	1,800,814	-	-	-
State	-	-	-	1,748,363	9,004,070	-	-	-
Other Local	-	-	1,485,260	983,455	8,891,519	1,159,274	597,026	-
Other	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	530,449	1,092,727	7,315,807	-	-	-
Measure A Revenue	-	-	-	-	2,251,019	4,637,096	4,776,209	-
<u>REGIONAL TRANSIT - Downtown Natomas Airport LRT Extension</u>								
Federal	-	-	3,182,700	1,639,091	2,890,869	2,977,595	-	-
State	-	-	-	-	-	-	-	-
Other Local	-	-	424,360	1,807,370	1,861,592	1,918,599	-	-
Other	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	3,682,490	17,237,730	17,754,862	-	-
<u>REGIONAL TRANSIT - South Sacramento LRT Corridor Phase II</u>								
Federal	-	-	7,532,125	25,458,354	33,282,421	36,744,351	16,730,464	-
State	-	-	7,158,953	6,880,902	7,879,687	49,883,563	5,052,035	-
Other Local	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	1,828,196	1,005,309	1,035,468	1,066,532	-	-
Measure A Revenue	-	-	-	6,236,193	6,423,279	6,614,818	3,043,042	-
<u>REGIONAL TRANSIT</u>								
Federal	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-

**SACRAMENTO TRANSPORTATION AUTHORITY**  
**STA CAPITAL PROGRAM**

<b>Funding Sources (Inflated Dollars)</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>
<u>GALT - Central Galt Interchange</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<u>REGIONAL TRANSIT - Downtown Natomas Airport LRT Extension</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<u>REGIONAL TRANSIT - South Sacramento LRT Corridor Phase II</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<u>REGIONAL TRANSIT</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-

**SACRAMENTO TRANSPORTATION AUTHORITY**  
**STA CAPITAL PROGRAM**

<b>Funding Sources (Inflated Dollars)</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>
<u>GALT - Central Galt Interchange</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<u>REGIONAL TRANSIT - Downtown Natomas Airport LRT Extension</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<u>REGIONAL TRANSIT - South Sacramento LRT Corridor Phase II</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<u>REGIONAL TRANSIT</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-

**SACRAMENTO TRANSPORTATION AUTHORITY**  
**STA CAPITAL PROGRAM**

<b>Funding Sources (Inflated Dollars)</b>	<b>2031</b>	<b>2032</b>	<b>2033</b>	<b>2034</b>	<b>2035</b>	<b>2036</b>	<b>2037</b>	<b>2038</b>	<b>2039</b>
<u>GALT - Central Galt Interchange</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<u>REGIONAL TRANSIT - Downtown Natomas Airport LRT Extension</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<u>REGIONAL TRANSIT - South Sacramento LRT Corridor Phase II</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<u>REGIONAL TRANSIT</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-

<b>SACRAMENTO TRANSPORTATION AUTHORITY</b>	
<b>STA CAPITAL PROGRAM</b>	
<b>Funding Sources (Inflated Dollars)</b>	<b>TOTAL</b>
<u>GALT - Central Galt Interchange</u>	
Federal	3,498,255
State	10,752,433
Other Local	13,116,534
Other	-
Development Impact Fee	8,938,983
Measure A Revenue	11,664,325
<u>REGIONAL TRANSIT - Downtown Natomas Airport LRT Extension</u>	
Federal	10,690,255
State	-
Other Local	6,011,921
Other	-
Development Impact Fee	-
Measure A Revenue	38,675,082
<u>REGIONAL TRANSIT - South Sacramento LRT Corridor Phase II</u>	
Federal	119,747,714
State	76,855,141
Other Local	-
Other	-
Development Impact Fee	4,935,505
Measure A Revenue	22,317,332
<u>REGIONAL TRANSIT</u>	
Federal	-
State	-
Other Local	-
Other	-
Development Impact Fee	-
Measure A Revenue	-

**SACRAMENTO TRANSPORTATION AUTHORITY**  
**STA CAPITAL PROGRAM**

**Funding Sources (Inflated Dollars)**

	2005	2006	2007	2008	2009	2010	2011	2012
<b>REGIONAL TRANSIT - Regional Rail</b>								
Federal	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-
<b>REGIONAL TRANSIT - Northeast Corridor (NEC)</b>								
Federal	-	-	-	-	-	-	-	-
State	-	-	11,211,591	11,547,939	-	-	-	-
Other Local	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	5,627,544	2,898,185	2,985,131	-
<b>JPA - I-5 SR 99 US 50 Connector</b>								
Federal	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-
Other	-	-	-	2,731,818	2,813,772	2,898,185	44,920,247	46,267,855
Development Impact Fee	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	2,731,818	2,813,772	2,898,185	23,140,734	23,834,956
<b>TOTAL</b>	-	-	263,739,740	341,135,710	228,663,997	331,456,936	561,632,844	562,418,447

**SACRAMENTO TRANSPORTATION AUTHORITY**  
**STA CAPITAL PROGRAM**

<b>Funding Sources (Inflated Dollars)</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>
<b>REGIONAL TRANSIT - Regional Rail</b>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	14,567,856	15,004,892	15,455,038	15,918,690	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	7,600,620	7,828,639	8,063,498	8,305,403	-	-	-	-	-
<b>REGIONAL TRANSIT - Northeast Corridor (NEC)</b>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<b>JPA - I-5 SR 99 US 50 Connector</b>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	47,655,890	49,085,567	50,558,134	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	24,550,004	25,286,504	26,045,099	-	-	-	-	-	-
<b>TOTAL</b>	<b>198,224,182</b>	<b>229,063,371</b>	<b>182,441,128</b>	<b>208,747,081</b>	<b>279,995,675</b>	<b>184,803,220</b>	<b>158,655,536</b>	<b>212,491,176</b>	<b>146,365,274</b>



**SACRAMENTO TRANSPORTATION AUTHORITY**  
**STA CAPITAL PROGRAM**

<b>Funding Sources (Inflated Dollars)</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>
<u>REGIONAL TRANSIT - Regional Rail</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<u>REGIONAL TRANSIT - Northeast Corridor (NEC)</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<u>JPA - I-5 SR 99 US 50 Connector</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<b>TOTAL</b>	<b>145,070,437</b>	<b>158,019,837</b>	<b>117,888,212</b>	<b>39,517,714</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

<b>SACRAMENTO TRANSPORTATION AUTHORITY</b>									
<b>STA CAPITAL PROGRAM</b>									
<b>Funding Sources (Inflated Dollars)</b>	<b>2031</b>	<b>2032</b>	<b>2033</b>	<b>2034</b>	<b>2035</b>	<b>2036</b>	<b>2037</b>	<b>2038</b>	<b>2039</b>
<u>REGIONAL TRANSIT - Regional Rail</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<u>REGIONAL TRANSIT - Northeast Corridor (NEC)</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<u>JPA - I-5 SR 99 US 50 Connector</u>									
Federal	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Other Local	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Development Impact Fee	-	-	-	-	-	-	-	-	-
Measure A Revenue	-	-	-	-	-	-	-	-	-
<b>TOTAL</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

<b>SACRAMENTO TRANSPORTATION AUTHORITY</b>	
<b>STA CAPITAL PROGRAM</b>	
<b>Funding Sources (Inflated Dollars)</b>	<b>TOTAL</b>
<u>REGIONAL TRANSIT - Regional Rail</u>	-
Federal	-
State	-
Other Local	60,946,475
Other	-
Development Impact Fee	-
Measure A Revenue	31,798,161
<u>REGIONAL TRANSIT - Northeast Corridor (NEC)</u>	-
Federal	-
State	22,759,530
Other Local	-
Other	-
Development Impact Fee	-
Measure A Revenue	11,510,860
<u>JPA - I-5 SR 99 US 50 Connector</u>	-
Federal	-
State	-
Other Local	-
Other	246,931,469
Development Impact Fee	-
Measure A Revenue	131,301,072
<b>TOTAL</b>	<b>4,550,330,518</b>