



APRIL 14, 2016

AGENDA ITEM # 6

DRAFT TRANSPORTATION EXPENDITURE PLAN

Action Requested: Tentatively adopt

Key Staff: Jeffrey Spencer, Executive Director

Recommendation

Tentatively adopt the Transportation Expenditure Plan and direct staff to obtain jurisdictional approvals.

Discussion

The Sacramento Transportation Authority (STA) administers the 30-year, countywide half-cent sales tax ("Measure A") that was approved by the electorate in 2004. Measure A revenues are allocated for transportation/transit capital improvements and ongoing traffic/transit operational programs. During the summer of 2016, STA will consider the adoption of an ordinance that will impose an additional countywide, 30-year half-cent sales tax for transportation/transit capital improvements and ongoing traffic/transit operational programs. If adopted by the STA Board, the sales tax ordinance would also need to be approved by a two-thirds vote of the electorate in the November general election.

As part of the sales tax ordinance, STA must also adopt an Expenditure Plan that governs the expenditure of revenues from the sales tax. The Expenditure Plan establishes revenue allocation percentages, expenditure categories and particular capital projects that will receive funding from the Measure. State Law requires that, before the STA Board may adopt the sales tax ordinance and Expenditure Plan, the Expenditure Plan must first be approved by "the board of supervisors and the city councils representing both a majority of the cities in the county and a majority of the population residing in the incorporated areas of the county." (Cal. Public Utilities Code, § 180206.)

The STA Board is requested to tentatively adopt an Option of the Expenditure Plan presented today. Once STA obtains the necessary County and City approvals of the Expenditure Plan, it will consider final adoption of the sales tax ordinance and Expenditure Plan and forward the Measure to the Board of Supervisors for placement on the November ballot.

Option 1 follows the original plan presented on March 30th. The draft ordinance contains language that allows flexibility as directed by the Board at the March meeting. Option 2 provides the commitment and flexibility on transit that involves local jurisdictions. This option is a positive, balanced plan that really tackles the future needs of the region: road rehab, traffic relief, more transit options.

Attachments