

EXHIBIT A

The Road Maintenance & Traffic Relief Act of 2016 Sacramento County Measure B Transportation Sales Tax Expenditure Plan (2017-2047)

I. Implementation Guidelines

- A. Revenue Estimates and Distribution.** Allocation of revenue authorized by Ordinance No. STA-16-01 is established within this Expenditure Plan. Funds shall be allocated to Expenditure Plan categories by percentage of revenue received. An estimate of revenues and allocations among categories is reflected in this Expenditure Plan. Some category allocations will be sub-allocated by formula to specified local transportation providers for expenditures on specified projects as set forth in Table I of this Expenditure Plan. The estimated revenue is based on 2016 value of funds and is not binding or controlling. Estimated revenues are net of required California Board of Equalization administrative fees.
- B. Contribution from New Property Development.** This Measure B Expenditure Plan does not impose a new impact fee requirement on property development. No revenue generated from the tax, however, shall be used to supplant transportation mitigation fees currently imposed on new property development in Sacramento County. The County and each incorporated city must continue to impose transportation impact fee programs as required in Ordinance No. STA-04-01 as a condition for receiving Measure B funds.
- C. Requirement for Annual Financial and Performance Audits of Measure B Funds.** The Authority and each agency receiving an allocation of Measure B revenue authorized by this Expenditure Plan shall undergo an annual financial audit performed in accordance with generally accepted accounting standards (GAAP) and government auditing standards issued by the Comptroller General of the United States. The annual audit shall be supervised by the Authority's Independent Taxpayers Oversight Committee (ITOC). Compliance audits shall also be periodically conducted to ensure that Measure B funds are expended in accordance with the provisions and guidelines established by this Expenditure Plan. In addition, the ITOC shall conduct periodic performance audits to determine progress in meeting program performance standards adopted by the Authority Board, and to make recommendations for improving overall program performance. The Authority Board shall adopt the relevant performance standards no later than April 1, 2018.

- D. Five Year Programs.** Each recipient agency must prepare and adopt biennially a five year program that is approved by the Authority Board. The first five-year program must be completed by December 31, 2017, and updated thereafter on a biennial basis. Section II identifies reporting requirements for specific funding categories.
- E. “Fix it First” Investment Priority for Years 1-5.** Authority allocations for the first five years (2017-2022) shall prioritize “Fix-it-First” road, transit, bicycle and pedestrian investments. For recipient agencies responsible for maintaining streets and roads, the five-year program and each biennial update shall include a pavement and bridge maintenance report that is consistent with the “Maintenance of Effort” requirement in Section IV.A of the Ordinance STA-04-01 Expenditure Plan. For the Sacramento Regional Transit District (SRTD), the five-year program and each biennial update shall include performance indicators to assess whether Fix-it-First investment needs are being prioritized and to demonstrate that the agency is adhering to the financial management policies identified in Section II.
- F. Clear Format to Assess Progress.** For all agencies receiving Fix-it-First funding allocations, the five-year programs and biennial updates shall be provided in a format to clearly assess progress towards improved maintenance and operations of existing transportation assets.
- G. Complete Streets.** All Authority allocation decisions shall consider the needs of all types of transportation and all users. Five-year programs submitted by recipient agencies and approved by the Authority Board shall be consistent with any locally-approved Complete Streets requirements in order to ensure that all transportation types and users are considered in the expenditure of funds.
- H. Federal Air Quality Requirements.** Measure B Expenditure Plan funds programmed for a project construction phase shall not impair the ability of the region’s Metropolitan Transportation Plan (MTP) and Metropolitan Transportation Improvement Program (MTIP) to meet federal air quality conformity, as determined by the Sacramento Transportation Authority Governing Board.
- I. Revenue Estimate.** Tax revenues generated by this Ordinance No. STA-16-01 during the thirty year term are expected to be \$3,614,000,000 based on 2016 dollar values. The revenue estimate is not binding or controlling. The Authority Board shall make periodic allocation adjustments to reflect actual revenues received, but may not amend the formula allocation set forth in this Expenditure Plan except as permitted in this Ordinance No. STA-16-01 or Section 180207 of the Public Utilities Code.

II. Measure B Revenue Allocations

All sales tax revenues, net of California Board of Equalization administrative fees, shall be expended as follows:

A. Local Roadway & Transit Capital, Operations & Maintenance. 60.85% of all annual sales tax revenues shall be allocated monthly to each incorporated city and the unincorporated County based 75% on relative population (per most recent annual California Dept. Of Finance estimate) and 25% on relative paved and maintained road mileage (as reported in each entity's automated Pavement Management System) for project development, right-of-way, construction, and provision of:

1. "Fix it First" pavement maintenance, pavement rehabilitation, and bridge repair, including "Complete Streets" improvements, which consist of the rehabilitation and modification of existing arterial streets to contemporary urban standards sufficient to serve all users of the facilities, such as bicyclists, pedestrians and transit users.
2. New or expanded arterial streets, roads, bridges, and interchanges, including "Complete Streets" improvements, which consist of the rehabilitation and modification of existing arterial streets to contemporary urban standards sufficient to serve all users of the facilities, such as bicyclists, pedestrians and transit users.
3. Intelligent Transportation System (ITS) modifications to the existing street and road system to facilitate improved accessibility, safety, operations and efficiency.
4. Improvements to facilitate safe and convenient pedestrian, bicycle, and other non-motorized local trips.
5. Local and regional public transit capital improvements and/or operational and maintenance activities to facilitate reliable and accessible local transit services.

Fix it First Commitment

For the five years following the date of implementation of STA Ordinance 16-01, not less than 75% of the funds identified in this Local Roadway & Transit Capital, Operations & Maintenance program shall be used exclusively by all Cities and the County of Sacramento for Fix it First street, road and bridge preventative maintenance and rehabilitation so as to bring up these facilities throughout Sacramento County to a Pavement Condition Index (PCI) of at least 70 at the soonest possible time.

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

The definition of maintenance and rehabilitation shall include as eligible for these funds the non-capacity upgrade of existing streets and roads to a contemporary urban standard (Complete Streets), including improvements to enhance safety and access for pedestrians, bicycles and transit users.

Prior to the end of the five-year period following implementation of STA Ordinance 16-01, the 75% commitment to Fix it First maintenance and rehabilitation may be reduced and any City and the County of Sacramento may direct a higher percentage of those funds to new roadway or transit capital projects, provided the following conditions have been met:

1. The public agency manager responsible for road maintenance has certified in writing to the City Council and City Manager in a city and the Board of Supervisors and the Chief Administrative Officer at the County that the road facilities under their management have met or will meet within the next twelve months a 70 PCI rating.
2. The public agency manager responsible for road maintenance has submitted a written five-year expenditure plan to the City Manager or County Chief Administrative Officer clearly demonstrating how the 70 PCI rating will be sustained in the future in full consideration of the funds recommended for new roadway or transit capital purposes over the five year period.

Alternatively, the City Council or the Board of Supervisors, by a 2/3 vote, may authorize the reduction in the 75% Fix it First commitment to maintenance and rehabilitation for the purpose of directing a higher share of the jurisdiction's allocation to specified high priority roadway or transit capital projects.

Accountability

The objective for Measure B is to assist jurisdictions to achieve – but not require – a local match of 33% of total capital project costs. However, a City or the County may direct all or a portion of its formula share of these funds to general street/road pavement maintenance and pavement rehabilitation. The proportional allocation among entities will be re-calculated biennially to reflect current population and road mileage data. Each recipient entity shall adopt a five-year program for use of these funds.

The five-year programs will be updated biennially and submitted to the Authority for approval. For recipient agencies responsible for maintaining streets and roads, the biennial updates to the five-year programs shall include pavement and bridge "Maintenance of Effort" reports that are consistent with the requirement under STA-04-01.

B. Regional Highway Traffic Relief Projects. 9% of annual sales tax revenues shall be used for project development, right-of-way, and construction of highway and expressway expansion and widening projects affecting multiple local entities. The objective is for Measure B to assist – but not require – agencies, including the California Department of Transportation and Capital Southeast Connector Joint Powers Authority, to achieve a 33% match of the total cost of each of the two eligible projects listed for this category in this Expenditure Plan.

C. Sacramento Regional Transit District (SRTD) Operations, Maintenance & Security and Expansion; City of Elk Grove SMART Corridors. 26.35% of annual sales tax revenues shall be used for light rail and bus vehicle replacement, operations and maintenance of existing services, operations and maintenance for new services partially funded through this Expenditure Plan, and for project development, right-of-way, construction, and operation of transit capital projects, including the City of Elk Grove SMART Corridors project providing connections between Elk Grove and the SRTD system.

SRTD Fix-it-First Commitment

For the five years following the date of implementation of STA Ordinance 16-01, not less than 75% of the total funds directly allocated to the Sacramento Regional Transit District (SRTD) shall be used exclusively by SRTD for Fix it First bus and light rail vehicle replacement, operations, maintenance and security for existing services at the soonest possible time. During this period the following performance metrics shall also be met:

1. Annual ridership shall increase over the most recent rolling 5-year average standard as set by the SRTD Board.
2. SRTD shall meet or exceed the farebox recovery ratio as required by the Transportation Development Act and SRTD Board.
3. SRTD's Operating Reserves shall meet or exceed the requirements in the SRTD Board-adopted Reserve Policy.

Prior to the end of the five-year period following implementation of STA Ordinance 16-01, the 75% commitment to Fix it First vehicle replacement, maintenance, operations and security may be reduced and SRTD may direct a higher percentage of the funds to new transit capital projects, provided the following conditions have been met:

1. The SRTD Assistant General Manager of Administration has certified in writing to the SRTD General Manager/CEO and SRTD Board of Directors that the performance metrics above have been met.

2. The Assistant General Manager of Administration has submitted a written five-year expenditure plan to the General Manager/CEO clearly demonstrating how the performance metrics will be sustained in the future in full consideration of the funds recommended for new transit capital purposes over the five year period.

Alternatively, the SRTD Board of Directors, by a 80% vote, may authorize a reduction in the 75% Fix it First commitment to vehicle replacement, maintenance, operations and security for the purpose of directing a higher share of the funds from this program to specified high priority transit capital projects.

Accountability

The objective for Measure B is to assist – but not require – the Sacramento Regional Transit District (SRTD) and City of Elk Grove to achieve 33% of total capital project costs and 50% of operations and maintenance costs for new expansion transit projects listed below in this Expenditure Plan.

SRTD and the City of Elk Grove shall each develop a five-year program for use of all capital and operations funds, updated biennially and submitted to STA for approval before allocations are made. SRTD must be in compliance with the financial management provisions of this section before the Authority Board can consider the allocation of these funds.

For SRTD, the five year program and each biennial program update shall include performance indicators to assess if Fix-it-First investment needs are being prioritized, expenditures are consistent with the adopted Metropolitan Transportation Plan and SRTD Short-Range Transit Plan, and SRTD is meeting the policy objectives and any specified performance indicators set forth in the three financial management policies adopted by the SRTD Board:

1. Comprehensive Reserve Policy
2. Financial Sustainability Policy
3. Farebox Recovery Policy

For the City of Elk Grove, the funds for extending Light Rail from Cosumnes River College south to Sheldon Road and for implementation of the SMART Corridors project will be available after analyzing ridership potential from Elk Grove General Plan and zoning land use designations around the station, inclusion of the project in the Metropolitan Transportation Plan and, if Federal New Starts funds are sought, an

agreement that the project will not compete for funds with the Light Rail Green Line extension north. Details of the funding policies will be specified in an MOU between Elk Grove, Sacramento Regional Transit District, Sacramento Transportation Authority and Sacramento Area Council of Governments. If these terms are not met then the funds would be reprogrammed for other transit projects in Elk Grove later through a subsequent amendment to the Measure B Expenditure Plan, subject to approval of the Authority Board.

- D. Senior & Disabled Transportation Services.** 3.5% of annual sales tax revenues shall be used for planning, design, operational, maintenance, and capital acquisition activities of the Consolidated Transportation Services Agency (CTSA) to provide demand-responsive transportation services to eligible seniors and disabled residents. Operations funds shall be allocated monthly. The CTSA shall adopt a five-year program for use of these funds. The five-year plan will be updated biennially and submitted to the Authority for approval.

- E. Program Administration – Taxpayer Oversight.** 0.3% of annual sales tax revenues shall be allocated monthly to the Authority for general and financial administration of the Measure B program, coordination and consultation with Measure B recipient entities and SACOG, facilitation and administration of the Independent Taxpayers Oversight Committee, independent financial and performance audits, and ongoing public information and outreach.

Expenditure Category

60.85%	Local Roadway & Transit Capital, Operations & Maintenance	\$2,199.12
	Citrus Heights	\$ 117.21
	Fix it First Street Maintenance & Rehabilitation	
	Complete Streets Program:	
	<ul style="list-style-type: none"> • Auburn Blvd (Rusch Park – City Limit) • San Juan Ave (Madison Ave – Greenback Ln) • Antelope Rd (Auburn Blvd – Old Auburn Rd) • Greenback Ln (Sunrise Blvd – Fair Oaks Blvd) • Sunrise Blvd (Sayonara Dr – Madison Ave) 	
	Intelligent Transportation System Improvements	
	Bicycle Master Plan Implementation	
	Pedestrian Master Plan Implementation	
	Americans with Disabilities Act Transition Plan Implementation	
	Elk Grove	\$ 235.31
	Fix it First Street Maintenance & Rehabilitation	
	Widen, Rebuild & Extend Kammerer Rd	
	Construct Highway 99 @ Whitelock Pkwy Interchange	
	Intelligent Transportation System Improvements	
	Citywide Complete Streets Improvements	
	Bicycle, Pedestrian & Trails Master Plan Implementation	
	Folsom	\$ 114.79
	Fix it First Street Maintenance & Rehabilitation	
	Construct Highway 50 @ Empire Ranch Rd Interchange	
	Construct Highway 50 @ Oak Ave Pkwy Interchange	
	Widen White Rock Rd (Prairie City Rd – Empire Ranch Rd)	
	Folsom Blvd Bicycle Overcrossing	
	Intelligent Transportation System Improvements	
	Bicycle Master Plan Implementation	
	Pedestrian Master Plan Implementation	
	Americans with Disabilities Act Transition Plan Implementation	
	Galt	\$ 35.85
	Fix it First Street Maintenance & Rehabilitation	
	Construct Highway 99 @ Walnut Ave Interchange	
	Bicycle Master Plan Implementation	
	Pedestrian Master Plan Implementation	
	Americans with Disabilities Act Transition Plan Implementation	
	Isleton	\$ 1.76
	Fix it First Street Maintenance & Rehabilitation	

Expenditure Category

Local Roadway & Transit Capital, Operations & Maintenance (continued)

Rancho Cordova	\$ 109.96
<p>Fix it First Street Maintenance & Rehabilitation</p> <p>Construct Highway 50 @ Rancho Cordova Pkwy Interchange</p> <p>Widen White Rock Rd (Sunrise Blvd – Grant Line Rd)</p> <p>Widen Douglas Rd (Sunrise Blvd–western City Limit w/ Bridge over Folsom South Canal)</p> <p>Sunrise Blvd Complete Streets Improvements (Folsom Blvd – Douglas Rd)</p> <p>Bicycle Master Plan Implementation</p> <p>Pedestrian Master Plan Implementation</p> <p>Americans with Disabilities Act Transition Plan Implementation</p>	
Sacramento	\$ 683.49
<p>Fix it First Street Maintenance & Rehabilitation</p> <p>American River Bridge to South Natomas: Auto and Bike Lanes & Future Light Rail</p> <p>Sacramento Intermodal Transfer Facility Phase III</p> <p>Bicycle Master Plan Implementation</p> <p>Pedestrian Master Plan Implementation</p> <p>Americans with Disabilities Act Transition Plan Implementation</p> <p>Downtown Transit Services Alignment</p>	
County of Sacramento	\$ 900.98
<p>Fix it First Street Maintenance & Rehabilitation</p> <p>Upgrade Highway 50 @ Hazel Ave Interchange</p> <p>Bicycle Master Plan Implementation</p> <p>Pedestrian Master Plan Implementation</p> <p>Americans with Disabilities Act Transition Plan Implementation</p> <p>Road Rehabilitation w/ Complete Streets & Intelligent Transportation System Improve</p> <ul style="list-style-type: none"> • Arden Way (Ethan Wy – Watt Ave) • Auburn Blvd (Howe Ave – Manzanita Ave) • El Camino Ave (Ethan Wy – Fair Oaks Blvd) • Fair Oaks Blvd (Howe Ave – Madison Ave) • Florin Rd (Franklin Blvd – Elk Grove-Florin Rd) • Folsom Blvd (Watt Ave – Bradshaw Rd) • Fulton Ave (Auburn Blvd – Fair Oaks Blvd) • Garfield Ave (Greenback Ln – Winding Wy) • Greenback Ln (Main Ave – Madison Ave) • Howe Ave (Auburn Blvd – Fair Oaks Blvd) • Manzanita Ave (Auburn Blvd – Fair Oaks Blvd) • Marconi Ave (Howe Ave – Fair Oaks Blvd) • Power Inn Rd (North of Florin Rd – Calvin Rd) • San Juan Ave (Madison Ave – Fair Oaks Blvd) • Stockton Blvd (North of 65th St – Power Inn Rd) • Sunrise Blvd (Madison Ave – Gold Country Blvd) 	

Expenditure Category

Local Roadway & Transit Capital, Operations & Maintenance (continued)

County of Sacramento (continued)

Road Rehabilitation w/ Complete Streets & Intelligent Transportation System Improvement (continued)

- Watt Ave (Cap City Fwy – Fair Oaks Blvd)
- 47th Ave (w of Franklin Blvd – Stockton Blvd)

Road Capacity Expansion w/ Complete Streets & Intelligent Transp. Systems Improvement

- Antelope Rd (Watt Ave – Roseville Rd)
- Bradshaw Rd (Old Placerville Rd – Calvin Rd)
- Douglas Rd (Rancho Cordova City Limits – Kiefer Blvd)
- Elkhorn Blvd (Rio Linda Blvd – Don Julio Blvd)
- Elverta Rd (Watt Ave – Antelope Rd)
- Greenback Ln (Fair Oaks Blvd – Main Ave)
- Hazel Ave (County Line to Folsom Blvd)
- Jackson Hwy (Watt Ave – Sunrise Blvd)
- Madison Ave (Watt Ave – Greenback Ln)
- North Watt Ave (Antelope Rd – Cap City Fwy with UP Grade Separation)
- South Watt Ave/Elk Grove-Florin Rd (Folsom Blvd – Calvin Rd)
- Sunrise Blvd (Jackson Hwy – Grant Line Rd)

9.0% Regional Highway Traffic Relief Projects \$ 325.36

Capital City Fwy Bus/Carpool Lanes & Operational Improvements (P Street – I-80) \$ 200.00

Construct bus/carpool, auxiliary, and transition lanes to address persistent traffic congestion between P Street and Interstate 80. Project includes ramp meters, ITS upgrades, widening of the American River Bridge, and assorted rail, transit, bicycling, and pedestrian improvements in the corridor.

Capital Southeast Connector (I-5 – SR99 – US50) \$ 125.26

33 mile expressway from I-5 at Hood-Franklin Road through Elk Grove, Rancho Cordova, and Folsom to US 50 at Silva Valley Parkway in El Dorado County. Project assumes four continuous auto/truck/bus lanes in a limited-access corridor with an off-street pathway for bicycles.

26.35% Sacramento Regional Transit District (SRTD) Operations, Maintenance & Security and Expansion & City of Elk Grove SMART Corridors \$ 952.29

Vehicle Replacement, Operations, Maintenance & Security \$ 392.82

Procure new light rail and RT bus vehicles to replace aging fleet and improve passenger access. Modify existing station platform configurations to accommodate new low-floor vehicles. Ongoing operations and maintenance to promote safety and security across the system and meet “State of Good Repair” standards.

Expenditure Category

Sacramento Regional Transit District (SRTD) Operations, Maintenance & Security and Expansion & City of Elk Grove SMART Corridors (continued)

	Operations & Maintenance for New Light Rail Projects	\$ 180.00
	Green Line: Township 9 Toward Airport	
	Blue Line: Cosumnes River College to Elk Grove City Limits	
	Gold Line: Express Service Downtown Sacramento to Folsom	
	Light Rail Gold Line Express Service	\$ 20.00
	Install passing tracks east of the Sunrise station and procure light rail vehicles to facilitate regular 15 minute service headways to and from the City of Folsom. Make additional improvements to permit limited-stop express service during commute hours between Folsom and Downtown Sacramento.	
	Light Rail Green Line extension (Township 9 – Natomas – Airport)	\$ 233.77
	12.8 mile light rail extension from Township 9 at Richards Blvd over the American River into the Natomas Communities, continuing to a terminus at Sacramento International Airport. Project includes new track, overhead catenary, new stations, procurement of light rail vehicles, and a new vehicle maintenance facility.	
	Light Rail Blue Line Extension-City of Elk Grove SMART Corridors	\$ 125.70
	Bus Rapid Transit linking Cosumnes River College Blue Line Light Rail station to the Southeast Planning Area including bus vehicles and transit station construction. Future extension of Blue Line light rail southward into Elk Grove. Site-specific transportation and streetscape improvements to incentivize transit-oriented development and infill along major transit corridors. Construction of a new Multi-Modal Facility for bus service and inter-city rail. Operational, maintenance and capital support for E-tran local and commuter transit services including Intelligent Transportation System improvements.	

3.5% Senior & Disabled Transportation Services \$ 126.49

Vehicle acquisition, operations, and maintenance, development and implementation of scheduling, communications, and service delivery technology to improve customer interface, mobility training for new customers, Senior and Disabled low fare discount program, and planning and implementation of new services to accommodate growing customer base.

0.3% Program Administration – Independent Taxpayer Oversight \$ 10.84

Note: The sum of the individual amounts may not equal the total due to rounding