



AGENDA

**MEASURE A – INDEPENDENT TAXPAYERS OVERSIGHT COMMITTEE**

COUNTY OF SACRAMENTO ADMINISTRATION BUILDING  
700 H STREET – FIRST FLOOR – HEARING ROOM 2  
SACRAMENTO, CALIFORNIA

**THURSDAY**

**SEPTEMBER 29, 2011**

**4:00 P.M.**

---

MEMBERS: MATTHEW KELLY; JOHN van BERKEL (Chair); MAUREEN ZAMARRIPA (Vice Chair);  
JULIE VALVERDE; BRIAN WILLIAMS; JIMMIE YEE

---

1. **Call to Order / Introductions**
2. **Comments from the Public Regarding Matters Not on the Agenda**
3. **Status Report of Measure A Capital Projects, 4<sup>th</sup> Quarter FY 2010-11 \***
4. **Status Report of Measure A On-going Programs, 4<sup>th</sup> Quarter FY 2010-11 \***
5. **Cumulative FY 2011-12 Measure A Revenue Report \***
6. **Sacramento County Transportation Mitigation Fee Program:  
Annual Statement of Revenues and Expenditures \***
7. **Measure A “Early Action” Capital Allocation Worksheet \***
8. **Downtown Sacramento Entertainment & Sports Complex:  
Potential Implications for the Measure A Transportation Sales Tax Program \***
9. **Comments from Committee Members**

\* Staff report and associated materials can be viewed or downloaded at [www.sacta.org](http://www.sacta.org)  
For a paper copy of all associated materials, please contact Gloria Busby: 916-323-0897; gloria@sacta.org

# **MEASURE A INDEPENDENT TAXPAYERS OVERSIGHT COMMITTEE**

September 29, 2011  
Item #3

---

**Subject: Status Reports of Measure A Capital Projects, 4<sup>th</sup> Quarter FY 2010-11**

## Recommendation

Receive and file status reports of active Measure A capital projects.

## Discussion

Status reports of Measure A *capital* projects currently in progress are attached hereto. The reports provide an overview of the delivery and construction status for each of the “active” Measure A capital projects effective June 30, 2011. The project summaries were prepared by the project managers at the responsible local agencies, and reviewed by STA staff.

The status reports are preceded by a cumulative one-page summary (green) of the allocation and expenditure progress of pay-go revenues and Measure A bond proceeds (Series 2009) for all active capital projects. The summary sheet is current through August 15.

*Attachments*

**Staff Contact:** *Lisa Chandler*

**SACRAMENTO TRANSPORTATION AUTHORITY**  
**New Measure A Capital Projects - Series 2009**  
**FY 10/11**  
**Status through 8/15/11**

Sponsor	Project	Capital Project Allocation (FY 09/10 & FY 10/11)	Total Expended through 8/15/11	Balance Remaining	Project Phase
County	Bradshaw Road: Calvine - Old Placerville Road	\$ 4,569,000	\$ 4,569,000	\$ -	Complete
	Hazel Ave: County Line - Folsom Blvd (I)	15,243,000	12,313,109	2,929,891	In Construction
	Madison Ave: Watt - Greenback Lane	492,000	436,173	55,827	Enviromental
	South Watt / Elk Grove-Florin Road	173,000	93,374	79,626	Design completed
	Watt Ave / US 50 Bus Interchange	2,577,000	565,788	2,011,212	EIR Completed
Caltrans	US 50 Bus / Carpool Lanes	18,508,000	17,151,000	1,357,000	In Construction
Caltrans	I 80 Bus / Carpool Lanes	500,000	483,162	16,838	Design completed
Sacramento	Downtown Intermodal Station	28,209,000	15,754,090	12,454,910	In Construction
Rancho Cordova	Folsom Blvd Streetscape (Bradshaw to Sunrise)	4,254,000	1,280,128	2,973,872	In Construction
Citrus Heights	Antelope Road: Roseville Rd - Auburn Blvd	480,000	-	480,000	Design
	Sunrise Blvd: Placer County - Madison Ave	1,614,000	154,017	1,459,983	Design
Galt	Central Galt Interchange	6,161,000	3,868,414	2,292,586	In Construction
Regional Transit	Downtown Natomas Airport LRT Ext	35,728,000	29,977,810	5,750,190	In Construction
	South Sacramento LRT Corridor Phase II	12,967,000	1,795,687	11,171,313	In Design
Connector JPA	I-5 / SR 99 US 50 Connector	5,116,000	4,133,956	982,044	Planning
	<small>(Capital Southeast Connector expenditures &amp; balance remaining include "Pay Go")</small>				
		<b>\$ 136,591,000</b>	<b>\$ 92,575,708</b>	<b>\$ 44,015,292</b>	

This report includes the reallocations per the 10/14/10 Board meeting

# **New Measure A Project Status Report**

**Quarter Ending June 30, 2011**

**Project: Hazel Avenue – Phase I  
County Line to Folsom Boulevard**

Design, engineering, environmental clearance, Right of Way acquisition, and construction to widen the segment between US 50 and Madison Avenue—including the American River Bridge—from four lanes to six lanes

**Sponsoring Agency:** County of Sacramento

**Project Managers:** Stephen White, Senior Civil Engineer

**Status Report Date:** July 28, 2011

## **Project Status:**

Project's inception date was July 1998. NEPA and CEQA environmental clearance for the widening from Folsom Boulevard to Madison Avenue was secured in September 2006. Final design on Phase 1 (from Folsom Boulevard to Curragh Downs Drive) is complete. Right of way acquisition for Phase 1 is complete; the County has possession of required properties. The Streambed Alteration agreement for the bridge widening across the American River is in place as is the Section 401 Water Quality Certification from the Regional Water Quality Control Board. The Nationwide Permit from the Army Corps of Engineers has also been secured.

A Certification No. 2 was issued for the Phase 1 right of way in December 2009. Bids were opened on February 26, 2009. Flatiron West was the low bidder; they were awarded the contract on March 24, 2009. Notice to proceed was issued on May 11, 2009. The anticipated completion date for Phase 1 is August 2011.

Phase 2 will widen Hazel Avenue from four to six lanes between Curragh Downs Drive and Madison Avenue. Field surveys and preliminary design are complete and final design is underway. Right of way acquisition is proceeding for Phase 2. Approximately 34 out of 45 total purchase properties have been acquired. An additional 90 properties require partial acquisitions. This acquisition effort is expected to continue for approximately 3 more years.

## **Pedestrian and Bike Accommodation:**

Per County Standards, bikelanes and sidewalks will be provided on both sides of the roadway within the project limits and Americans with Disabilities Act (ADA) compliant ramps will be installed at all intersections. In addition to these enhancements, signalized intersections will be upgraded to include pedestrian countdown heads and audible pedestrian signals. Phase 1 also included improved bike and pedestrian facilities across the bridge and adjacent to the American River. All proposed pedestrian and bike facility improvements will provide accommodations of bicycles and pedestrians as required by the New Measure A Ordinance.

**Actual Expenditures Incurred To Date (Total Project through end of quarter):**

<b><u>Quarter – Year</u></b>	<b><u>Amount</u></b>
October – December 2009	\$ 3,124,931.69
January – March 2010	\$ 2,596,808.27
April – June 2010	\$ 2,183,419.75
July – September 2010	\$ 3,782,589.02
October – December 2010	\$ 0.00
January – March 2011	\$ 0.00
April – June 2011	<u>\$ 625,359.83</u>
Total To Date	\$12,313,108.56

**Estimated Drawn Down Schedule:**

<b><u>Quarter – Year</u></b>	<b><u>Amount</u></b>
July – September 2011	\$2,929,891.44

**Estimated Project Completion Date:**

August 2011 for a stretch between US Highway 50 and Curragh Downs Drive.

**Changes in Estimates since last report and reasons for changes:**

No major changes in draw down estimates. Completion date has slipped several months so final lift of pavement can be installed with more favorable temperatures.

# New Measure A Project Status Report

Quarter Ending June 30, 2011

**Project:** Madison Avenue – Phase I  
Watt Avenue to Greenback Lane

Design, engineering, and environmental clearance to widen the segment between Sunrise and Hazel from four lanes to six lanes.

**Sponsoring Agency:** County of Sacramento

**Project Managers:** Stephen White, Senior Civil Engineer

**Status Report Date:** July 28, 2011

## Project Status:

Project's inception date was July 2004. T.Y. Lin International was retained to prepare the Project Study Report which was completed on September 14, 2007. The study evaluated three proposed alignments and provided detailed cost estimates for each. The Project Study Report also provided detailed analysis of potential hazmat issues, traffic impacts, right of way requirements and utility impacts. The striping plan for the project was approved on December 12, 2009. Work on the CEQA environmental document is underway. The CEQA document is scheduled to be complete in late 2011.

## Pedestrian and Bike Accommodation:

Per County Standards, bikelanes and sidewalks will be provided on both sides of the roadway within the project limits and ADA compliant ramps will be installed at all intersections. In addition to these enhancements, signalized intersections will be upgraded to include pedestrian countdown heads and audible pedestrian signals. Separated sidewalks are also proposed to further enhance the pedestrian experience. All proposed pedestrian and bike facility improvements will provide accommodations of bicycles and pedestrians as required by the New Measure A Ordinance.

## Actual Expenditures Incurred To Date (Total Project through end of quarter):

<u>Quarter – Year</u>	<u>Amount</u>
July – September 2009	\$ 0.00
October – December 2009	\$ 91,661.28
January – March 2010	\$ 65,632.76
April – June 2010	\$ 47,121.16
July – September 2010	\$ 8,622.68
October – December 2010	\$ 154,275.75
January – March 2011	\$ 39,639.99
April – June 2011	<u>\$ 29,219.69</u>
Total To Date	\$ 436,173.31

## Estimated Drawn Down Schedule:

<u>Quarter – Year</u>	<u>Amount</u>
July – September 2011	\$ 55,826.69

**Estimated Project Completion Date:** To Be Determined

**Changes in Estimates since last report and reasons for changes:**

The project completion date is yet to be determined since Measure A sales tax funding for construction has been postponed indefinitely for this project. This project is working towards environmental clearance and will delay construction until funding is available.

# New Measure A Project Status Report

Quarter Ending June 30, 2011

**Project:** South Watt Avenue/Elk Grove-Florin Road – Phase I  
Folsom Boulevard to Calvin Road

Design, engineering, and environmental clearance to widen the segment between Florin Road and Jackson Road from two to four lanes and widen the segment between Jackson Road and Folsom Blvd from two to five lanes

**Sponsoring Agency:** County of Sacramento

**Project Managers:** John Jaeger, Senior Civil Engineer

**Status Report Date:** July 28, 2011

## Project Status:

The construction of the sound wall on South Watt Avenue at 8925 Canberra Drive is required as noise mitigation for the South Watt Avenue Widening Project (Jackson Highway to Kiefer Blvd). The mitigated Negative Declaration was completed in November 2010. This 8' high sound wall is along the west property line at 8925 Canberra Drive and mitigates noise levels as determined in the Negative Declaration for the South Watt Avenue Improvement Project (Jackson Highway to Kiefer Blvd). Construction for the sound wall work has been completed.

## Pedestrian and Bike Accommodation:

The following status is for the portion of S. Watt Avenue – Jackson Road to Kiefer Boulevard: Northbound bikes/peds on the eastern side of South Watt Avenue have a striped 5' bicycle lane with detection or bicycle push buttons at each signalized intersection and 4' minimum concrete sidewalk. Southbound bikes/peds on the western side of South Watt Avenue have a striped 6' multipurpose lane with detection or bicycle push buttons at each signalized intersection. The western side of South Watt Avenue is a "Class C" roadway with an adjacent ditch. All proposed pedestrian and bike facility improvements completed with this project will provide accommodations of bicycles and pedestrians as required by the New Measure A Ordinance.

## Actual Expenditures Incurred To Date (Total Project through end of quarter):

<u>Quarter – Year</u>	<u>Amount</u>
January – March 2010	\$ 4,787.48
April – June 2010	\$ 12,654.09
July – September 2010	\$ 833.30
October – December 2010	\$ 64,227.62
January – March 2011	\$ 4,839.95
April – June 2011	\$ 6,031.73
Total To Date	\$ 93,374.17

## Estimated Drawn Down Schedule:

<u>Quarter – Year</u>	<u>Amount</u>
July – September 2011	\$ 79,625.83



**Estimated Project Completion Date:** May 2011

**Changes in Estimates since last report and reasons for changes:**

The project consists of finishing a sound wall to fulfill environmental requires as per the environmental Negative Declaration Mitigation Report.

# New Measure A Project Status Report

Quarter Ending June 30, 2011

**Project:** Watt Ave / US 50 Interchange

Design, engineering, environmental clearance, and construction to upgrade the interchange to a L-9 partial cloverleaf configuration

**Sponsoring Agency:** County of Sacramento

**Project Managers:** John Jaeger, Senior Civil Engineer

**Status Report Date:** July 28, 2011

## Project Status:

Project's inception date was July 2000. The Project Report and Environmental Document are complete. Caltrans approved both documents in December 2009. 65% plans, specifications, and estimates (PS&E) were completed and delivered to Caltrans for review in October 2010. 100% Plans, Specifications and Estimates and Right-of-Way acquisitions are scheduled to be completed by October 2011 and December 2011, respectively. The start of construction is planned for May 2012.

Currently, this project also advanced construction of a sound wall along South Watt Avenue between Kiefer Boulevard and Autumnwood Drive as required by the U.S. Highway 50 at Watt Avenue Interchange Project EIR. Construction was completed in January 2011.

## Pedestrian and Bike Accommodation:

The proposed project will reconstruct the U.S. Highway 50 at Watt Avenue interchange to an L-9 partial cloverleaf configuration to reduce congestion, improve safety and traffic operations of the interchange; install the initial working segment of a dedicated Bus Rapid Transit (BRT) facility; construct one separated bicycle and pedestrian pathway along the east side of Watt Avenue through the US 50 interchange to La Riviera Drive; and construct related ADA and transit access improvements. All proposed pedestrian and bike facility improvements will provide accommodations of bicycles and pedestrians as required by the New Measure A Ordinance.

## Actual Expenditures Incurred To Date (Total Project through end of quarter):

<u>Quarter – Year</u>	<u>Amount</u>
October – December 2009	\$ 13,887.60
January – March 2010	\$ 43,269.37
April – June 2010	\$ 41,973.42
July – September 2010	\$ 47,844.58
October – December 2010	\$ 283,726.35
January – March 2011	\$ 114,256.26
April – June 2011	<u>\$ 20,829.97</u>
Total To Date	\$ 565,787.55

**Estimated Drawn Down Schedule:**

<u>Quarter – Year</u>	<u>Amount</u>
July – September 2011	\$2,011,212.45

**Estimated Project Completion Date: January 2011 (Sound Wall)  
December 2013 (Interchange)**

**Changes in Estimates since last report and reasons for changes:**

Deleted grade separation of ped/bike path at northbound La Riviera Drive ramps.

## **New Measure A Project Status Report**

**Quarter Ending 6-30-2011**

**Project: Interstate 80 Bus/Carpool Lanes**

Design, engineering, environmental clearance, and Right-of-Way acquisition to add one westbound and one eastbound high occupancy vehicle lane in the existing median between Interstate 5 and the Capital City Freeway.

**Sponsoring Agency:** State of California, Department of Transportation (Caltrans)

**Project Managers:** Jess Avila

**Status Report Date:** 7/1/11

**Project Status:**

- Project bid opened on June 15, 2011.
- Project is scheduled for award in July 2011.

**Pedestrian and Bike Accommodation:**

- The Department will maintain pedestrian and bicycle accessibility during and after construction.

**Actual Expenditures Incurred To Date (Total Project through end of quarter):**

- \$ 483,162.21

**Estimated Drawn Down Schedule:**

- Quarter ending 9/30/11 - \$ 6,000.00

**Estimated Project Completion Date:** 11/30/2014

**Changes in Estimates since last report and reasons for changes:** None

# **New Measure A Project Status Report**

**Quarter Ending 6-30-2011**

**Project: Highway 50 Bus/Carpool Lane and Community Enhancements**

Design, engineering, environmental clearance, Right-of-Way acquisition, and construction to add one westbound and one eastbound high occupancy vehicle lane in the existing median.

**Sponsoring Agency:** State of California, Department of Transportation (Caltrans)

**Project Managers:** Jess Avila

**Status Report Date:** 7/1/11

## **Project Status:**

- **Manlove Pedestrian Overcrossing (POC):**
  - Completed construction of the POC structure.
  - Installed fencing.
- **White Rock Pedestrian Overcrossing:**
  - Completed construction of the POC structure.
  - Installed fencing.
- **West Citrus Overhead Widening:**
  - Completed widening.
- **Mather Field Road to Sunrise Boulevard outside widening:**
  - Continuing installation of overhead structures within this area.
  - Continuing installation of drainage systems within this area.
- **Watt Avenue to Bradshaw Road**
  - Placement of K-rail on the median is a continuous operation depending on work locations.
- **Sound Walls:**
  - Continuing construction of two sound walls (numbers 4 and 11) between Zinfandel and Mather Field in both directions of travel. Work is approximately 80 percent complete.
  - Completed construction of nine sound walls within the project limits. They are sound wall numbers 1, 2, 3, 5, 6, 7, 8, 9 and 10.
- **Grind Portland Cement Concrete (PCC) Pavement:**
  - Completed grinding.

## **Future Work:**

- Complete work, including lighting, at Manlove and White Rock POCs.
- Work on excavation, placement of aggregate base (AB), and asphalt concrete (AC) paving in the median from Watt Avenue to Bradshaw Rd.
- Complete installation of the overhead sign structures and drainage systems between Mather Field Road and Sunrise Boulevard.
- Complete the two sound walls between Zinfandel and Mather Field.
- Overlay eastbound Highway 50 with rubberized hot mix open graded AC.

**Pedestrian and Bike Accommodation:**

- **The Department will maintain pedestrian and bicycle accessibility during and after construction.**

**Actual Expenditures Incurred to Date (Total Project through end of quarter):**

- **\$17,150,999.57**

**Estimated Drawn Down Schedule:**

- **Quarter ending 09/30/11 - \$2,400,000.00**

**Estimated Project Completion Date:**

**Major construction work is expected to be complete by the end of 2012 with plant establishment operations continuing through 2013. The project is scheduled for completion during the winter of 2013.**

**Changes in Estimates since last report and reasons for changes: NONE**

## **New Measure A Project Status Report**

**Quarter Ending:** June 30, 2011

**Project:** Downtown Intermodal Station

Project design, Right of Way acquisition, environmental clearance, and construction to relocate the inter-city rail tracks, construct new passenger platforms, and restore the historic Amtrak train station in downtown Sacramento into an intermodal passenger transfer facility.

**Sponsoring Agency:** City of Sacramento

**Project Managers:** Hinda Chandler, Senior Architect and Jon Blank, Supervising Engineer

**Status Report Date:** July 6, 2011

**Project Status:** A \$41 million construction contract for Phase 1 (Track Relocation) was awarded by the City March 22, 2011, and construction is commencing on the project. During the past quarter, the site has been cleared and utilities relocated. Phase I includes coordination of construction of all necessary bridges and tunnels. The 5<sup>th</sup> and 6<sup>th</sup> Street bridge structures have been completed in advance of track relocation, and connections can proceed when the new tracks are installed.

IA Sacramento Holdings, LLC, has obtained ownership of the project and funding and development agreements have been executed with the new owners. The Intermodal Station development is being coordinated with infrastructure coordination for surrounding private development.

In March 2011, the California Transportation Commission (CTC) allocated \$10.44 million in State Public Transportation Account (PTA) funding for structural and seismic retrofit of the Sacramento Valley Station (existing historic structure). The City will be award the first contract related to that action in May 2011. The second contract will be issued for bid in July 2011.

Phase 2 is scheduled for final design shortly and is planned to mainly consist of improvements to the existing station.

**Pedestrian and Bike Accommodation:** The Downtown Intermodal Station is designed to be an intermodal transportation facility to facilitate alternative modes of transportation and support bicycle and pedestrian connections. As part of Phase 1, the West Tunnel will be constructed as a pedestrian and bicycle only facility. The project also includes a covered pedestrian walkway and tunnel for access to the train platforms and across the relocated tracks. All stairs will be constructed with bicycle troughs.

**Actual Expenditures Incurred To Date (Total Project through end of quarter):** To date, the City has requested and received reimbursements of \$15,754,090. Requests are coordinated with reimbursements for state and federal funds, to ensure proper match and coordination for multi-funded project reimbursements.

**Estimated Drawn Down Schedule:** Now that the construction contract has been awarded, drawdowns are anticipated to average approximately \$1.0 to \$2.0 million per quarter.

**Estimated Project Completion Date:** Phase 1 (Track Relocation) is scheduled to be completed in December 2012. Completion of entire project is estimated for 2020. Timing for construction and completion of future phases is contingent upon funding availability.

**Changes in Estimates since last report and reasons for changes:** There have been no changes since the last report.



## New Measure A Project Status Report

Quarter Ending June 30, 2011

**Project:** Folsom Boulevard Streetscape – Bradshaw to Sunrise (Phase II)

Construction of landscape and hardscape improvements, ADA improvements, and improved access for pedestrians and bicyclists on the segment between Bradshaw and Sunrise and on Mather Field Road between Peter McCuen Blvd. and Folsom Blvd.

**Sponsoring Agency:** City of Rancho Cordova

**Project Managers:** Kathy Garcia

**Status Report Date:** July 31, 2011

### Project Status:

Phase II of this project has been split into two phases and are referred to as Phase II and Phase II at the City of Rancho Cordova. Phase II is fully funded with State and Federal Grants and local transportation funds. Phase II is currently under construction.

Phase III design has been complete and finalized. The City of Rancho Cordova received construction bids for the project on June 24, 2011. We anticipate construction to begin in Fall 2011. Phase III will construct pedestrian and bicycle facilities and safety improvements between Mather Field Road and Road Beaudry Drive. Construction is anticipated to last approximately one year. All New Measure A Bond funds will be fully expended by October 1, 2012.

### Pedestrian and Bike Accommodation:

Phase III will construct missing bicycle and pedestrian facilities as well as update substandard facilities such as curb ramps that do not meet current ADA guidelines.

### Actual Expenditures Incurred To Date (Total Project through end of quarter):

Billed and paid to date:	\$ 866,490
Outstanding invoice for Quarter Ended June 30, 2011:	<u>\$ 413,638</u>
Total Billed through June 30, 2011:	<u>\$1,280,128</u>

### Estimated Drawn Down Schedule:

Quarter Ending September 30, 2011:	\$ 90,000
Quarter Ending December 31, 2011:	\$1,000,000
Quarter Ending March 31, 2012:	\$ 500,000
Quarter Ending June 30, 2012:	\$1,000,000
Quarter Ending September 30, 2012	<u>\$ 383,872</u>
Total Estimated Drawn Down	<u>\$3,096,946</u>
<b>Total Bond Funding</b>	<b><u>\$4,254,000</u></b>

**Estimated Project Completion Date:** Phase II – Fall 2012;  
Phase III – December 2012  
Measure A Bonds will be expended before September 30, 2012.

**Changes in Estimates since last report and reasons for changes:**

The change in the estimated completion date is due to a delay from the California Transportation Commission (CTC) in approving the Letter of No Prejudice (LONP) for the State Local Planning Partnership (SLPP) fund substitution. The LONP has been approved by the CTC and the City has been authorized to proceed with the project. Contract award is expected in August 2011 and Construction should start no later than September 2011.

## **New Measure A Project Status Report**

**Quarter Ending June 2011**

**Project:** **Antelope Road—Roseville Road to Auburn**

Right of Way acquisition and construction to widen the segment between Roseville Road and I-80 from four lanes to six lanes.

**Sponsoring Agency:** **City of Citrus Heights**

**Project Manager:** **Stuart Hodgkins, Senior Civil Engineer**  
916-727-4734; [shodgkins@citrusheights.net](mailto:shodgkins@citrusheights.net)

**Status Report Date:** August 15, 2011 (for remaining new Antelope Road funds, balance of \$480,000)

### **Project Status:**

NEW Design contract awarded March 24, 2011 portion between I-80 and Auburn Blvd.

Design at approximately 70%. Discovery by survey showed the lot lines of the impacted parcels to be incorrect, therefore additional work will be needed to obtain rights of entry and easements. Construction delayed until spring 2012 to reduce impacts by weather.

**Pedestrian and Bike Accommodation:** This project includes sidewalk infill, installation of new bicycle lanes, pedestrian crosswalks, pedestrian alert buttons, and ADA ramps.

### **Actual Expenditures Incurred To Date:**

1<sup>st</sup> through 3<sup>rd</sup> Quarter 2011 (July 2010– March 2011) - None

4<sup>th</sup> Quarter 2011 (April – June 2011) - \$0 (Claim for \$15,984.00 not yet received)

### **Estimated Drawn Down Schedule:**

\$140,000 total (for design) by end of 2nd quarter (December 2011).

Total: \$480,000, plus additional old measure a cap funds.

**Estimated Project Completion Date:** Complete close out by July 2012

**Changes in Estimates since last report and reasons for changes:** Phase 1 portion closed out in early 2010. This portion is new area. Cost increase to the design contract due to discoveries for rights of entry.

## **New Measure A Project Status Report**

**Quarter Ending June 2011**

### **Project: Sunrise Blvd – Oak to Antelope Road**

Design, engineering, environmental clearance, Right of Way acquisition, and construction for a “complete streets” treatment of the segment.

**Sponsoring Agency: City of Citrus Heights**

**Project Managers: Ikram Chaudry – Principal Civil Engineer**

**Status Report Date: August 15, 2011**

**Project Status:** Active – Design at 90% Complete (oak to antelope section). Per STA approval, design contract will include Phase 3 as well (Antelope to NCL). Total contract value at \$479,299. Consultant is finishing up the environmental to submit RFA to Cal Trans for CMAQ funds. Delays in design wrap up due to project coordination with local utility company to incorporate their items. Preparing to advertise for construction late 2011.

**Pedestrian and Bike Accommodation:** Project is complete streets. Project will replace existing curb, gutter and sidewalk with new vertical curb and wider, ADA compliant sidewalk, construct infill curb, gutter and sidewalk where a section is currently missing, make minor pavement repairs and fully overlay the street. The entire road will be re-striped to provide 2 travel lanes in each direction with a center two-way left-turn lane (between existing landscaped median segments) and wide bike lanes and decorative stamped AC shall be placed in crosswalks and in the two-way left-turn lane. The existing signalized intersections will be upgraded with new accessible pedestrian amenities (vibrotactile buttons, countdown pedestrian signal heads and new ADA curb ramps), bicycle detecting inductive loops and traffic cameras. Fully accessible transit stops with shelters will also be constructed.

#### **Actual Expenditures Incurred To Date:**

1<sup>st</sup> Quarter 2011 (July – September 2010) - none

2<sup>nd</sup> Quarter 2011 (Oct – Dec 2010) - \$ 5,833

3<sup>rd</sup> Quarter 2011 (Jan – Mar 2011) - \$ 9,718

4<sup>th</sup> Quarter 2011 (April – June 2011) - \$138,466.34 (Claim \$3,013.31 not yet received)

**Estimated Drawn Down Schedule: Approximately \$ 225,000 total by September 2011 (for design of phase 1, phase 3 and salaries associated with project.**

**Estimated Project Completion Date: late Fall 2012**

**Changes in Estimates since last report and reasons for changes: None.**

# New Measure A Project Status Report

Quarter Ending June 30, 2011

**Project:** Central Galt Interchange – Hwy 99 @ Boessow Road/C Street

Design, engineering, environmental clearance, Right of Way acquisition, and construction to replace and expand existing interchange.

**Sponsoring Agency:** City of Galt

**Project Managers:** Paul Toor, Deputy Director, Public Works

*D. Martinez  
for P. Toor*

**Status Report Date:** July 21, 2011

## Project Status:

Start Date for Design --	November 2007, 100% PS&E to Caltrans on 7/28/09
Environmental Process --	Completed June 2007
Right-of-Way Acquisition --	Completed June 2010
Construction --	Began December 2010
Project Completion --	Planned for December 2012

**Pedestrian and Bike Accommodation:** This project includes installation of new bicycle lane, pedestrian crosswalks, pedestrian alert buttons, sidewalks, and ADA ramps.

## Actual Expenditures Incurred To Date (Total Project through end of quarter):

July 2010 through June 2011 \$3,868,414.84

## Estimated Drawn Down Schedule:

<u>Fiscal Year 10/11</u>		
Quarter July 2011 to September 2011	\$	1,146,292.58
Quarter September 2011 to October 2011	\$	1,146,292.58
<b>Total</b>		<b>2,292,585.16</b>

**Estimated Project Completion Date:** December 2012

**Changes in Estimates since last report and reasons for changes:**  
The estimated draw-downs for FY 2011-2012 are tentatively on schedule.

## **New Measure A Project Status Report**

**Quarter Ending June 30, 2011**

**Project: Downtown Natomas Airport – Green Line to the River District**

Design, engineering, environmental clearance, Right of Way acquisition, and construction to extend LRT service from 7<sup>th</sup> & I Streets near Sacramento Valley Station to Richards Blvd.

**Sponsoring Agency: Sacramento Regional Transit District**

**Project Manager: Greg Gamble**

**Status Report Date: June 30, 2011**

**Project Status:** The Sacramento Regional Transit District (RT) Board of Directors awarded a Design/Build (DB) contract for the Green Line to the River District project to Stacy and Witbeck on September 14, 2009. Notice to Proceed (NTP) was delayed until the funding was made available after the sale of bonds. RT then issued the NTP to the DB Contractor on November 30, 2009.

Since NTP, the DB team has collaborated with RT staff to develop the design drawings and specifications. Locations of existing utilities has been confirmed by the DB team through potholing. The design and construction work has also been coordinated with the City of Sacramento Utilities and Transportation staff, as well as affected utility companies and stakeholders. Most design activities are complete and most construction activities are nearing completion.

### **Significant Achievements:**

April – June 2011 – Track, Ductbank, Traction Power and OCS work continued along the alignment. Contact wire has been installed on 7<sup>th</sup>, 8<sup>th</sup> and G Streets, Special Trackwork at 8<sup>th</sup> and H and 7<sup>th</sup> and H have been installed. Curb, gutter and sidewalk have been installed. Intermediate and final paving have been performed

January – March 2011 – Additional Track, Ductbank, Traction Power and OCS work was completed in various segments along the alignment. Utility undergrounding on 7<sup>th</sup> between No. B and Richards Blvd. was completed. Special Trackwork installation began and cut-over planning was implemented for 3 cut-overs.

October - December 2010 – Track, Ductbank, Traction Power and OCS work was completed in various segments along the alignment. Utility undergrounding performed on 7<sup>th</sup> St. between No. B and Richards Blvd.

July – September 2010 – Utility work continued and right of way access activities completed. Track construction in the T9 station area completed

June 2010 Utility relocation work continued

May 2010 Major utility relocation work underway

Apr 2010 Release for Construction (RFC) design packages delivered by DB

Mar 2010 ESOCs started

Feb 2010 Early Start of Construction (ESOCs) package approved for construction



Feb 2010 Intermediate design effort completed  
Nov 2009: NTP issued  
Oct 2009: Groundbreaking Ceremony  
Sept 2009: DB contract was awarded to Stacy & Witbeck  
Aug 2009: Three proposal were received  
June 2009: Request for Proposals was released to four qualified teams  
Apr 2009: RT Board certified FEIR  
Feb 2009: RT published Request for Qualifications to over 90 firms  
Dec 2008: Board approved Design/Build process for DNA MOS-1  
Nov 2008: Issued NOP for MOS-1 FEIR  
Oct 2008: Refined MOS-1 alignment through meetings with stakeholders

**Upcoming Work:**

July-August 2011: Completion of major construction activities  
September – October 2011- Testing, punchlist and contract close-out.

**Pedestrian and Bike Accommodation:**

The Project's design and construction will include bicycle and pedestrian facilities. Bicycle travel through the Project area was taken into consideration during the course of the design. Shared bicycle and pedestrian facilities will be located on the west edge of the project area.

**Actual Expenditures Incurred To Date: \$29,629,852**

**Estimated Drawn Down Schedule:**

Apr – Jun 2011	\$4,327,582
Jul - Sept 2011	\$0
Total	\$4,327,582

**Estimated Project Completion Date: 2011**

**Changes in Estimates since last report and reasons for changes:** (change in draw down estimates or change in completion date)

Design is essentially complete and construction is 80% complete. City approvals for track construction have been issued and the DB team is working to completion. The T-9 development project has been delayed due to developer cashflow issues. Development of the station platform at T-9 (by developer) may impact the revenue operations date. The current revenue operations date is expected to be January 2012.

## **New Measure A Project Status Report**

**Quarter Ending June 30, 2011**

**Project:** Downtown Natomas Airport – Green Line

**Sponsoring Agency:** Sacramento Regional Transit District

**Project Manager:** RoseMary Covington

**Status Report Date:** June 30, 2011

### **Project Status:**

As noted in the last update, staff members of SACOG inquired regarding the use of streetcar technology on the Green Line alignment as described in the Transitional Study. In April, 2011 RT presented a paper and PowerPoint to the staff members of SACOG which explained the rationale for use of light rail technology on the Green Line. SACOG had assumed that streetcar technology would greatly reduce the cost of the project. The paper demonstrated that the project cost was driven by the number of structures and other complications of the alignment, as opposed to the vehicles. The paper also noted that the projected ridership justifies more capacity per trip than is offered by modern streetcar as defined in the US. RT pointed out that the Transitional Study recommended the use of a European tram type vehicle rather than light rail. European tram can provide more capacity per vehicle, resulting in lower operating cost. SACOG has not yet responded to the paper and its findings.

SACOG's newest land use assumptions predict a much slower growth pattern in the Green Line corridor than previous assumptions. RT engaged DKS to investigate the effect of the new land use assumptions on Green Line ridership and cost effectiveness. Results of the investigation are being assembled.

RT has been in discussion with SACOG and Caltrans regarding the availability of the STP/FTA funds programmed for this project. The status of these funds for use on further stages of the project has not yet been determined.

A meeting is being scheduled for late August/early September to discuss the Transitional Study with the FTA to discuss the next steps for the project.

Pending the discussion with FTA, RT plans to proceed with an update of the Draft Environmental Impact Statement as the next step in the project.

Current project scope identifies the phases as follows:

- Phase - 1 @ \$44.9M: From downtown to Richards Boulevard by 2010 - Single track with only the bypass element constructed. This is what RT would be able to operate by 2010 based on revenue projections (full build: \$82.5M with loop & bypass). Initial operation will be with existing equipment.
- Phase - 2 @ \$544.8M(YOE): From Richards to Natomas Town Center by 2018 - Included required vehicles and maintenance facility.
- Phase - 3 @ \$353M(YOE): From Natomas Town Center to the Airport full build by 2021.

### **Significant Achievements:**

4/1-30/11: Presentation of power point to SACOG.

3/1-31/11: Preparation of the "Streetcar for the Green Line?" paper and power point.

1/1-31/11: Meetings with SACOG to review their comments on the Transitional Analysis

11/0/10: SACOG review of TA findings and recommendations

11/8/10; Presentation of TA findings and recommendations to RT Board of Directors

10/15/10: Final Draft Transitional Analysis Report completed

9/30/2010: Draft analysis results produced by HDR.  
 9/11/2010: Completed all public outreach activities including public safety workshop, community review (charrette), community outreach event at Celebrate Natomas.  
 8/20/2010: HDR completes deliverables on project cost reductions and design refinements that will be presented at community review (charrette).  
 7/26/2010: Amended HDR Contract to perform additional modeling  
 5/28/2010: Completed On-board survey in support of ridership estimation  
 10/15/2009: Initiate Charrette process for project design  
 10/12/09: Ground breaking on MOS-1  
 9/15/09: RT selected Design/build firm  
 6/20/09: RT issued final Request for Proposals  
 2/12/09: RT published Request for Qualifications to over 90 firms  
 12/10/08: Board approved Design/Build process for DNA MOS-1  
 11/12/08: Issued NOP for MOS-1 FEIR  
 10/30/08: Identified technology options for rolling stock  
 8/15 to 10/15/08: Refined MOS-1 alignment through meetings with stakeholders  
 - 8/5 to 8/8/08: Held Project Definition Workshop  
 - 7/31/08: Issued Notice to Proceed to HDR/Hoyt and Sharon Greene & Associates  
 - 7/16/08: Amended the Metropolitan Transportation Plan and the OWP  
 - 4/24/08: Selected Contractor for Transitional Analysis

**Upcoming Tasks:**

Schedule meeting with Regional IX FTA  
 Additional coordination with SACOG and development of written response to comments  
 Proceed with refined definition of MOS-2 and/or 3 of DNA.  
 Refine and update ridership and Transit oriented Development projections.  
*Complete capital and operating cost estimations for MOS 2 and/or 3 options.*  
 Complete Transitional Analysis.  
 Advance Green Line to the Airport Phase 2 to the environmental report stage for consideration under the FTA New Starts program.

***Pedestrian and Bicycle Accommodation:*** The first phase of the project, Green Line to the River District, will include a pedestrian plaza and seamless access from the development at Township 9 to the light rail station. Bicycle lockers and racks will be provided. The second phase of the project, Green Line to the Airport, seeks public input into design principles and guidelines for station areas, particularly with regard to pedestrian and bicyclist amenities, safety, and accessibility.

**Actual Expenditures Incurred To Date: \$347,958**

**Estimated Drawn Down Schedule:** (By quarter – how much in New Measure A money you expect to spend)

Jul - Sep 2011	\$3,660
Oct – Dec 2011	<u>\$2,323</u>
Jan – Mar 2012	<u>\$29,249</u>
Apr – Jun 2012	<u>\$57,924</u>
Jul –Sep 2012	<u>\$29,249</u>
Total	\$470,363

**Estimated Project Completion Date: 2027**

**Completion date could move to an earlier date but is dependent on a future local revenue source.**

**Changes in Estimates since last report and reasons for changes:** (change in draw down estimates or change in completion date)

Part of the Measure A funds are to be used to match Federal Surface Transportation Program (STP) funds that are not yet on a FTA Grant. RT is working to meet application requirements. The expenditure of the Measure A funds used as match will be delayed until the FTA grant is awarded in the June/July 2011 time frame. Local match may need to be spent prior to the Federal Funds. This option is under analysis and is reflected in the expenditure schedule above.

The drawdown schedule is based on using Measure A funds as match to Federal STP funds at a rate of 11.47%. Based on this use of the Measure A funds, there would be a balance of \$1,300,713 in Measure A funds at the deadline of Oct. 1, 2012 to expend the funds. So if this is the method chosen to expend the funds, the available balance would be used to fund the Green Line to the River District segment of the project in the Jul – Sep 2011 quarter.

An analysis is being submitted with this report that indicates that demonstrates the two possible Measure A expenditure scenarios.

**Downtown-Natomas-Airport  
 New Measure A Project Status Report  
 Revised Estimated Drawdown Schedule  
 Based on \$35,728,510\* funding  
 Agreement dated 8/13/09 - Series 2009 Bonds**

Expenditure Schedule				
	Overall Project (Project #402)	MOS-1 (Project #404)	Total	Draw Downs
Draws thru June 2011	347,958	29,629,852	29,977,810	29,977,810
Jul - Sept 2011	3,660	4,327,582	4,331,242	4,331,242
Oct - Dec 2011	2,323		2,323	2,323
Jan - Mar 2012	29,249		29,249	29,249
Apr - Jun 2012	57,924		57,924	57,924
Jul - Sept 2011	29,249	-	29,249	29,249
<b>Total</b>	<b>470,363</b>	<b>33,957,434</b>	<b>34,427,797</b>	<b>34,427,797</b>
funding	1,771,076	33,957,434		
<b>Difference avail for Proj 404 (a)</b>	<b>1,300,713</b>			

(a) RT staff is in the process of analyzing funding for project 402. If MSA funds are expended as 11.47% match for Federal STP funds, there will be a balance of \$1,771,076 in MSA funds that will be available to fund project 404. If the funds are used for Project 404, they will be expended in the Jul - Sep 2011 Quarter. If RT determines to expend the MSA funds prior to the Federal STP funds on Project 402, \$399,810 could be available to use for Project 404 and would be expended in the Jul - Sep Quarter.

**Project 402 expenditure Scenarios for June 2011 MSA POF Report**

Quarters	Planned Expenditures	Funding Source		Alternate Funding Scenario	
		Federal	MSA POF	Federal	MSA POF
2011 July -Sep Oct -Dec	31,907	28,247	3,660		31,907
	25,250	22,354	2,896		25,250
2012 Jan - Mar Apr - Jun Jul - Sep	255,000	225,752	29,249		255,000
	505,000	447,077	57,924		505,000
	255,000	225,752	29,249		255,000
Total	1,072,157	949,181	122,976		1,072,157

Balance available to fund Green Line to the River District (Project 404) 1,300,142 350,961

Total MSA POF Available funds as of 7/29/11 analysis 1,423,118 1,423,118

# **New Measure A Project Status Report**

**Quarter Ending June 30, 2011**

**Project: South Sacramento Corridor Phase II**

Design, engineering, environmental clearance, Right of Way acquisition, and construction to extend LRT service to Cosumnes River College from its current terminus at Meadowview Road.

**Sponsoring Agency: Sacramento Regional Transit District**

**Project Managers: Jim Hecht, Ed Scofield**

**Status Report Date: As of 6/30/11**

**Project Status:**

The Public Hearing for the SDEIS/SDEIR was held on March 12, 2007. The public comment period ended April 3, 2007. The environmental document was finalized and submitted to FTA in October 2008 with a Record of Decision (ROD) issued December 18, 2008. Final submittal of the Preliminary Engineering (PE) in support of the SDEIS/SDEIR was done in August 2007. Previously, FTA had given direction to continue design work to advance the Preliminary Engineering further. RT awarded five Design Contracts to advance the PE: Civil and Track Design services (August 2008); Systems Design Services (November 2008), Aerial Structures (November 2008) and two separate Stations Design Services (March 2009). PE activities for Civil and Track Design and Systems Design are complete. Stations Design PE work is nearly complete. FTA has not authorized the project to enter final design (FD). Further design work will require FTA approval.

The Biological Opinion for the project was issued by the US Fish and Wildlife Service in April 2008. Capital costs for the project were revised from \$250 million to \$270 million following a formal risk assessment workshop conducted in June 2008. CPUC comments on proposed grade crossings have been addressed sufficiently to minimize cost variances associated with the grade crossings.

At this time FTA approved activities include the remainder of PE, Right of Way acquisitions, environmental update and mitigation costs, and utility relocation. Discussions with the Union Pacific Railroad have resulted in the need to redesign the track alignment for the northerly 0.75 miles of the project. Discussions with utility companies that are affected by the project continue. An environmental update is currently underway to address minor project modifications that have occurred since the SDEIS/SDEIR was approved. FTA will not allow the project to move into FD until the IS/EA is complete. Currently the IS/EA is anticipated to be done in mid-October 2011.

Due primarily to financial reasons related to the general economic downturn and the IS/EA, FTA has not authorized the project to enter FD. This in turn has delayed access to New Starts (federal) funds, which pay for half of the total cost of the project. The downturn has also impacted the availability of State TCRP and Proposition 1B funding for this project. The FY12 New Starts submittal update was sent to FTA in September 2010. An updated financial document was

submitted to FTA in October 2010 for a re-evaluation of readiness for final design.

In February 2011 RT was notified the Project received an overall medium rating in the FY12 New Starts report, which enables RT to request entry into FD once all environmental work and all other FD requirements are complete. At the same time, President Obama's FY12 budget proposes \$50 million federal New Starts funding for the project.

**Pedestrian and Bike Accommodation:**

Two pedestrian bridges over Union House Creek are planned which can also accommodate bike traffic. Bike racks and lockers are planned for the light rail stations. In addition, a pedestrian path is planned to connect the CRC light rail station with the parking facility.

**Actual Expenditures Incurred To Date:**

FY 09/10	\$	543,513
July 2010- Mar 2011	\$	525,691
Apr-June 2011	\$	726,483

**Estimated Draw Down Schedule:** for New Measure A Series 2009 Bonds:

July-Sept 2011	\$	1,526,760
Oct-Dec 2011	\$	1,526,760
Jan-Mar 2012	\$	1,526,761
April-June 2012	\$	1,526,761
July-Sept 2012	\$	1,526,761
Oct-Dec 2012	\$	1,800,000
Jan-Mar 2013	\$	1,800,000
April-June 2013	\$	1,800,000
July-Sept 2013	\$	1,800,000
Total		\$16,629,490

**Estimated Project Completion Date: June 2015**

**Changes in Estimates since last report and reasons for changes:**

Changes in estimates are due to 6 month extension of completion date and delays caused by the environmental update. In addition, \$7.2 million in POF funds will match Proposition 1B funds which will available no sooner than FY 2013.

**Schedule Changes:** The ROW and utility relocation phases were approved with the issuance of the ROD in December 2008. An environmental update currently



underway is necessary for further progress in parts of these phases. The estimated RT Board approved project completion date (June 2015) assumes entry into FD in the immediate timeframe.

**New Measure A Project Status Report  
Quarter Ending June, 2011**

**Project:** Capital SouthEast Connector JPA

Design, engineering, environmental clearance, environmental mitigation, Right of Way acquisition, and construction of a multi-modal transportation corridor connecting the Cities of Elk Grove, Rancho Cordova, and Folsom in the southern and eastern portions of Sacramento County, including agency administrative functions as specified.

**Sponsoring Agency:** Capital SouthEast Connector JPA

**Project Managers:** Tom Zlotkowski

**Status Report Date:** July, 2011

**Project Status:** Project construction has not started. The project is currently in the development stage.

**Pedestrian and Bike Accommodation:** The Capital SouthEast Connector will provide efficient transportation options within the corridor that will enable flexibility among automobile, transit service, bicycle, and pedestrian uses as part of its project description.

**Actual Expenditures Incurred To Date (Total Project through end of quarter - 10/09 through 6/11):**

Measure A Bond Proceeds:	\$ 3,733,747.01
Measure A Pay-Go Proceeds:	<u>400,209.04</u>
TOTAL	\$ 4,133,956.05

**Estimated Drawn Down Schedule:** (July through September 2011)

Measure A Bond Proceeds:	\$ 383,551
Measure A Pay-Go Proceeds:	<u>42,487</u>
TOTAL	\$ 426,038

**Estimated Project Completion Date:** 2025

**Changes in Estimates since last report and reasons for changes:**  
(April through June 2011)

<u>Measure A Bond Proceeds:</u>	Estimated: \$ 547,288
	Actual: \$ 506,455

Anticipated expenditures for consultant services did not occur

<u>Measure A Pay-Go Proceeds:</u>	Estimated: \$ 40,583
	Actual: \$ 30,872

The Pay-Go funds for FY 2010-11 were depleted with this claim.

# **MEASURE A INDEPENDENT TAXPAYERS OVERSIGHT COMMITTEE**

September 29, 2011  
Item #4

---

**Subject: Status Report of Measure A On-Going Programs, 4<sup>th</sup> Quarter FY 2010-11**

## **Recommendation**

Receive the Measure A on-going annual program status report for the quarter ended June 30, 2011.

## **Discussion**

Contracts between the STA and Measure A entities require that the entities submit quarterly status reports. The purpose of these reports is to provide the STA Board and the public with timely information on the progress of Measure A projects and programs.

The status information attached hereto shows revenues and expenditures for on-going Measure A programs for the quarter ended June 30, 2011. The effected funds are distributed to local transportation agencies according to the formula set forth in the Measure A Ordinance. The funds are distributed monthly as they are received from the Board of Equalization. A summary sheet of all related expenditures (green) is followed by a more detailed breakout of eligible program expenditures for each of the Measure A entities.

*Attachments*

***Staff Contact: Lisa Chandler***

**SACRAMENTO TRANSPORTATION AUTHORITY  
MEASURE A ON-GOING ANNUAL PROGRAMS - DISTRIBUTIONS & EXPENDITURES**

**AS OF ENDING JUNE 30, 2011**

JURISDICTION	DISTRIBUTION			EXPENDITURES		TOTAL UNEXPENDED
	<i>Unexpended FY 2009/10</i>	<i>4th Qtr 2011</i>	<i>Year to Date FY 10 &amp; FY 11</i>	<i>4th Qtr 2011</i>	<i>Year to Date FY 10 &amp; FY 11</i>	
Citrus Heights	\$ 1,339,464	\$ 420,453	\$ 3,065,561	\$ 464,796	\$ 1,547,234	\$ 1,518,327
Elk Grove	583,480	755,915	3,686,751	918,996	2,998,472	688,279
Folsom	42,787	406,163	1,710,216	168,863	1,134,483	575,732
Rancho Cordova	1,002,815	341,478	2,404,691	409,620	811,215	1,593,476
City of Sacramento	9,163,448	2,436,977	19,168,022	6,571,566	13,680,016	5,488,006
County of Sacramento	1,027,123	3,160,548	14,002,190	3,659,081	12,686,426	1,315,764
Isleton	32,835	8,369	67,148	-	-	67,148
Galt	820,800	209,189	1,678,624	116,053	175,087	1,503,537
SMAQMD	-	306,772	1,258,355	193,928	727,228	531,127
Paratransit	-	715,800	2,936,161	715,800	2,936,161	-
Sacramento Regional Parks	47,862	250,000	1,047,862	162,301	1,021,296	26,566
Regional Transit	-	7,055,735	28,942,154	7,055,735	28,942,154	-
<b>Sub - Total</b>	<b>\$ 14,060,614</b>	<b>\$ 16,067,399</b>	<b>\$ 79,967,735</b>	<b>\$ 20,436,739</b>	<b>\$ 66,659,771</b>	<b>\$ 13,307,963</b>
Neighborhood Shuttle	1,004,311	250,000	2,011,940	-	-	2,011,940
CTSA Set Aside	806,076	204,514	1,651,166	-	-	1,651,166
<b>Total</b>	<b>\$ 15,871,001</b>	<b>\$ 16,521,913</b>	<b>\$ 83,630,841</b>	<b>\$ 20,436,739</b>	<b>\$ 66,659,771</b>	<b>\$ 16,971,069</b>

**ON-GOING MEASURE A ANALYSIS - DISTRIBUTIONS & EXPENDITURES**  
**PERIOD: FY 09/10 AND FY 10/11 (THROUGH 6/30/11)**

JURISDICTION	DISTRIBUTION			EXPENDITURES	REMAINING FUNDS
	Unexpended @ June 30, 2010	FY 2010/11 Distribution through June 30, 2011	Total Funds Available through June 30, 2011	Total Expended through June 30, 2011	Remaining Balance through June 30, 2011
<b>Citrus Heights</b>					
Traffic Control & Safety	\$ 111,509	\$ 140,684	\$ 252,193	\$ 4,155	\$ 248,038
Safety, Streetscaping, Pedestrian	168,176	178,573	346,749	1,752	344,997
Street & Road Maintenance	1,059,779	1,406,840	2,466,619	1,541,327	925,292
<b>Total</b>	<b>\$ 1,339,464</b>	<b>\$ 1,726,097</b>	<b>\$ 3,065,561</b>	<b>\$ 1,547,234</b>	<b>\$ 1,518,327</b>
<b>Elk Grove</b>					
Traffic Control & Safety	\$ 231,872	\$ 252,929	\$ 484,801	\$ 246,788	\$ 238,013
Safety, Streetscaping, Pedestrian	267,084	321,049	588,133	266,979	321,154
Street & Road Maintenance	84,524	2,529,293	2,613,817	2,484,705	129,112
<b>Total</b>	<b>\$ 583,480</b>	<b>\$ 3,103,271</b>	<b>\$ 3,686,751</b>	<b>\$ 2,998,472</b>	<b>\$ 688,279</b>
<b>Folsom</b>					
Traffic Control & Safety	\$ 42,787	\$ 135,902	\$ 178,689	\$ 177,397	\$ 1,292
Safety, Streetscaping, Pedestrian		172,504	172,504	147,942	24,562
Street & Road Maintenance		1,359,023	1,359,023	809,143	549,880
<b>Total</b>	<b>\$ 42,787</b>	<b>\$ 1,667,429</b>	<b>\$ 1,710,216</b>	<b>\$ 1,134,483</b>	<b>\$ 575,732</b>
<b>Rancho Cordova</b>					
Traffic Control & Safety	\$ 106,423	\$ 114,259	\$ 220,682	\$ -	\$ 220,682
Safety, Streetscaping, Pedestrian	135,007	145,031	280,038	-	280,038
Street & Road Maintenance	761,385	1,142,586	1,903,971	811,215	1,092,756
<b>Total</b>	<b>\$ 1,002,815</b>	<b>\$ 1,401,876</b>	<b>\$ 2,404,691</b>	<b>\$ 811,215</b>	<b>\$ 1,593,476</b>

**ON-GOING MEASURE A ANALYSIS - DISTRIBUTIONS & EXPENDITURES**  
**PERIOD: FY 09/10 AND FY 10/11 (THROUGH 6/30/11)**

<b>JURISDICTION</b>	<b>DISTRIBUTION</b>			<b>EXPENDITURES</b>	<b>REMAINING FUNDS</b>
	<i>Unexpended @ June 30, 2010</i>	<i>FY 2010/11 Distribution through June 30, 2011</i>	<i>Total Funds Available through June 30, 2011</i>	<i>Total Expended through June 30, 2011</i>	<i>Remaining Balance through June 30, 2011</i>
<b>Sacramento</b>					
<i>Traffic Control &amp; Safety</i>	\$ 715,070	\$ 815,414	\$ 1,530,484	\$ 230,859	\$ 1,299,625
<i>Safety, Streetscaping, Pedestrian</i>	754,859	1,035,023	1,789,882	488,264	1,301,618
<i>Street &amp; Road Maintenance</i>	7,693,519	8,154,137	15,847,656	12,960,893	2,886,763
<b>Total</b>	<b>\$ 9,163,448</b>	<b>\$ 10,004,574</b>	<b>\$ 19,168,022</b>	<b>\$ 13,680,016</b>	<b>\$ 5,488,006</b>
<b>County</b>					
<i>Traffic Control &amp; Safety</i>	\$ 895,029	\$ 1,057,521	\$ 1,952,550	\$ 743,579	\$ 1,208,971
<i>Safety, Streetscaping, Pedestrian</i>	132,094	1,342,335	1,474,429	1,367,636	106,793
<i>Street &amp; Road Maintenance</i>	-	10,575,211	10,575,211	10,575,211	-
<b>Total</b>	<b>\$ 1,027,123</b>	<b>\$ 12,975,067</b>	<b>\$ 14,002,190</b>	<b>\$ 12,686,426</b>	<b>\$ 1,315,764</b>
<b>Isleton</b>					
<i>Total Distribution/Expense</i>	\$ 32,835	\$ 34,313	\$ 67,148	\$ -	\$ 67,148
<b>Total</b>	<b>\$ 32,835</b>	<b>\$ 34,313</b>	<b>\$ 67,148</b>	<b>\$ -</b>	<b>\$ 67,148</b>
<b>Galt</b>					
<i>Total Distribution/Expense</i>	\$ 820,800	\$ 857,824	\$ 1,678,624	\$ 175,087	\$ 1,503,537
<b>Total</b>	<b>\$ 820,800</b>	<b>\$ 857,824</b>	<b>\$ 1,678,624</b>	<b>\$ 175,087</b>	<b>\$ 1,503,537</b>

**ON-GOING MEASURE A ANALYSIS - DISTRIBUTIONS & EXPENDITURES**  
**PERIOD: FY 09/10 AND FY 10/11 (THROUGH 6/30/11)**

<b>JURISDICTION</b>	<b>DISTRIBUTION</b>			<b>EXPENDITURES</b>	<b>REMAINING FUNDS</b>
	<i>Unexpended @ June 30, 2010</i>	<i>FY 2010/11 Distribution through June 30, 2011</i>	<i>Total Funds Available through June 30, 2011</i>	<i>Total Expended through June 30, 2011</i>	<i>Remaining Balance through June 30, 2011</i>
<b>SMAQMD</b>					
<i>Total Distribution/Expense</i>	\$ -	\$ 1,258,355	\$ 1,258,355	\$ 727,228	\$ 531,127
<i>Total</i>	<u>\$ -</u>	<u>\$ 1,258,355</u>	<u>\$ 1,258,355</u>	<u>\$ 727,228</u>	<u>\$ 531,127</u>
<b>Paratransit</b>					
<i>Total Distribution/Expense</i>	\$ -	\$ 2,936,161	\$ 2,936,161	\$ 2,936,161	\$ -
<i>Total</i>	<u>\$ -</u>	<u>\$ 2,936,161</u>	<u>\$ 2,936,161</u>	<u>\$ 2,936,161</u>	<u>\$ -</u>
<b>Sac Regional Parks</b>					
<i>Total Distribution/Expense</i>	\$ 47,862	\$ 1,000,000	\$ 1,047,862	\$ 1,021,296	\$ 26,566
<i>Total</i>	<u>\$ 47,862</u>	<u>\$ 1,000,000</u>	<u>\$ 1,047,862</u>	<u>\$ 1,021,296</u>	<u>\$ 26,566</u>
<b>Regional Transit</b>					
<i>Total Distribution/Expense</i>	\$ -	\$ 28,942,154	\$ 28,942,154	\$ 28,942,154	\$ -
<i>Total</i>	<u>\$ -</u>	<u>\$ 28,942,154</u>	<u>\$ 28,942,154</u>	<u>\$ 28,942,154</u>	<u>\$ -</u>
<b>Sub - Total</b>	<b>\$ 14,060,614</b>	<b>\$ 65,907,121</b>	<b>\$ 79,967,735</b>	<b>\$ 66,659,771</b>	<b>\$ 13,307,963</b>

# **MEASURE A INDEPENDENT TAXPAYERS OVERSIGHT COMMITTEE**

September 29, 2011  
Item #5

---

**Subject: Cumulative FY 2011-12 Measure A Revenue Report**

## **Recommendation**

Receive and file a summary report of cumulative FY 2011-12 Measure A sales tax revenues.

## **Discussion**

The monthly Measure A sales tax revenue and distribution report for September is attached. This report also provides cumulative revenue and distribution figures for the first 3 months of FY 2012. At the top half of the page, the first two columns show the proportional allocation of sales tax revenue to each Measure A program. The first two columns at the bottom half of the page break out the allocations among the County and cities for the *Traffic Control & Safety*, *Streetscaping*, *Bike, Ped*, and *Road Maintenance* programs. The far right column shows the distribution of Measure A revenues for the month of September, while the second column from the right depicts cumulative distributions through the end of the prior month. Lastly, cumulative FY 2012 Measure A distributions to date are shown in the middle column.

*Attachment*

**Staff Contact: Lisa Chandler**



## Measure A Sales Tax Revenue & Distribution - Sep 2011

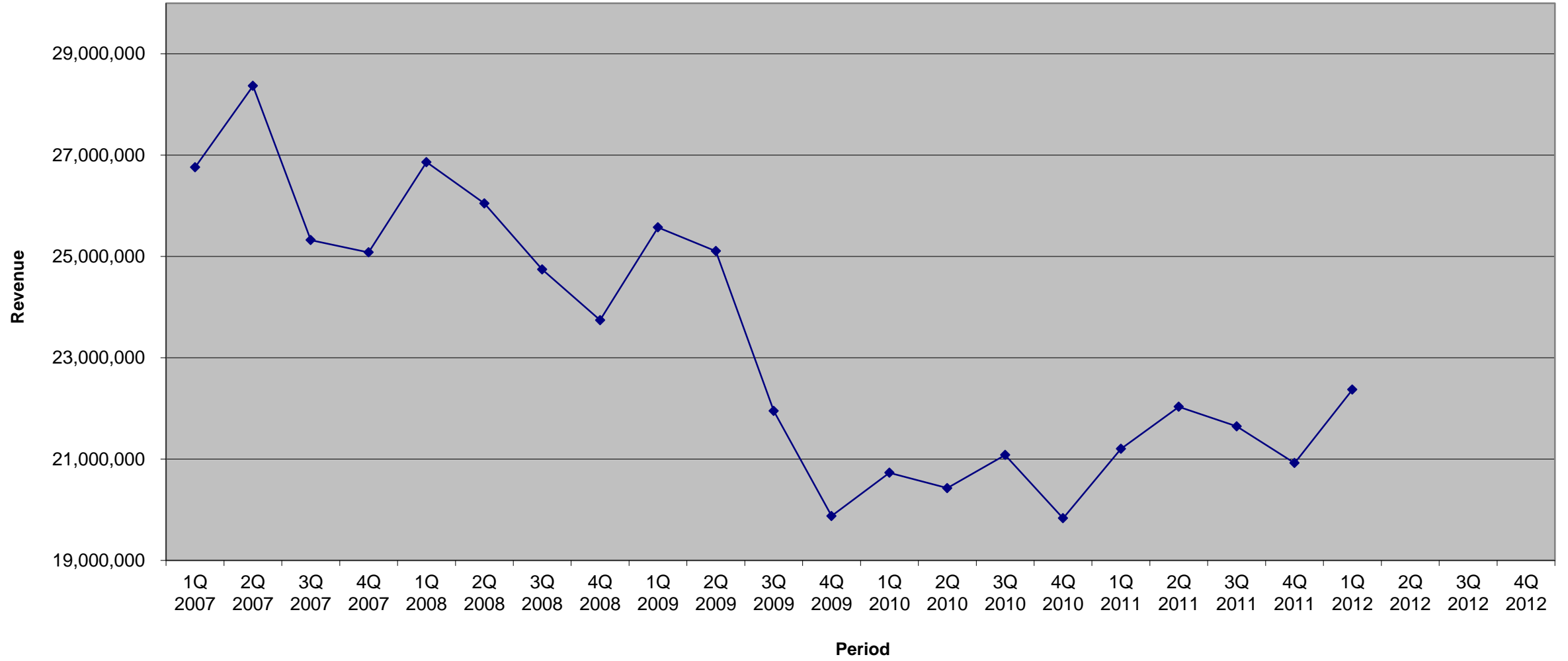
<u>Measure A</u>		2011/12	YTD thru Aug 11	Sep 11
Cumulative Measure A Gross Revenue		\$ 22,364,478	\$ 14,827,200	\$ 7,537,278
Isleton	0.04%	\$ 8,946	\$ 5,931	3,015
Galt	1.00%	\$ 223,645	\$ 148,272	75,374
Neighborhood Shuttle	\$ 1,000,000	\$ 250,000	\$ 166,667	83,333
Subtotal		\$ 21,881,888	\$ 14,506,330	\$ 7,375,556
Sac Cnty Regl Parks Dept	\$ 1,000,000	\$ 250,000	\$ 166,667	83,333
Capital Projects	20.75%	\$ 4,540,492	\$ 3,010,064	1,530,427
		\$ 17,091,396	\$ 11,329,600	\$ 5,761,796
-				
Program Administration	0.75%	\$ 164,114	\$ 108,797	55,317
SMAQMD	1.50%	\$ 328,228	\$ 217,595	110,633
Traffic Control & Safety	3.00%	\$ 656,457	\$ 435,190	221,267
Paratransit (CTSA)	3.50%	\$ 765,866	\$ 507,722	258,144
CTSA Set Aside	1.00%	\$ 218,819	\$ 145,063	73,756
Safety, Streetscaping				
Pedestrian & Bike Facilities	5.00%	\$ 844,094	\$ 558,650	285,444
Street & Road Maintenance	30.00%	\$ 6,564,566	\$ 4,351,899	2,212,667
SRTD	34.50%	\$ 7,549,251	\$ 5,004,684	2,544,567
Net Revenue	78.25%	\$ 17,091,396	\$ 11,329,600	\$ 5,761,796

<u>Traffic Control &amp; Safety</u>		2011/12	2011/12	
Citrus Heights	5.46%	\$ 35,843	\$ 23,761	12,082
Elk Grove	10.67%	\$ 70,044	\$ 46,435	23,609
Folsom	5.50%	\$ 36,105	\$ 23,935	12,170
Rancho Cordova	4.93%	\$ 32,363	\$ 21,455	10,908
Sacramento	31.82%	\$ 208,885	\$ 138,477	70,408
County	41.62%	\$ 273,217	\$ 181,126	92,091
Total	100.0%	\$ 656,457	\$ 435,190	\$ 221,267

<u>Safety, Streetscaping, Pedestrian &amp; Bike Facilities</u>		2011/12	2011/12	
Citrus Heights	5.46%	\$ 46,088	\$ 30,502	15,584
Elk Grove	10.67%	\$ 90,065	\$ 59,608	30,457
Folsom	5.50%	\$ 46,425	\$ 30,726	15,699
Rancho Cordova	4.93%	\$ 41,614	\$ 27,541	14,073
Sacramento	31.82%	\$ 268,591	\$ 177,762	90,829
County	41.62%	\$ 351,312	\$ 232,510	118,802
Total	100.0%	\$ 844,094	\$ 558,650	\$ 285,444

<u>Street &amp; Road Maintenance</u>		2011/12	2011/12	
Citrus Heights	5.46%	\$ 358,425	\$ 237,614	120,811
Elk Grove	10.67%	\$ 700,439	\$ 464,348	236,091
Folsom	5.50%	\$ 361,051	\$ 239,354	121,697
Rancho Cordova	4.93%	\$ 323,633	\$ 214,549	109,084
Sacramento	31.82%	\$ 2,088,845	\$ 1,384,774	704,071
County	41.62%	\$ 2,732,173	\$ 1,811,260	920,913
Total	100.0%	\$ 6,564,566	\$ 4,351,899	\$ 2,212,667

**Sacramento Transportation Authority  
Sales Tax Revenue Comparison By Quarter  
FY 2007 through 2012**



# MEASURE A INDEPENDENT TAXPAYERS OVERSIGHT COMMITTEE

September 29, 2011  
Item #6

---

**Subject: Sacramento County Transportation Mitigation Fee Program:  
Annual Statement of Revenues and Expenditures**

**Recommendation**

Receive and file the FY 2010-11 statement of revenues and expenditures for the Sacramento County Transportation Mitigation Fee Program.

**Discussion**

The Measure A Ordinance imposes a transportation impact mitigation fee on property development throughout the County. The *Sacramento County Transportation Mitigation Fee Program (SCTMFP)* took effect on April 1, 2009. The County and cities collect the fee during their routine development permitting process, and submit the cumulative fee revenues to the STA every six months (February and August). STA deposits the funds in an interest-bearing capital facilities account pending expenditure on eligible Measure A capital projects.

California Government Code Section 66006 requires that a public agency prepare an annual statement for each such capital facilities account under its purview. The information below is intended to satisfy that reporting requirement for the SCTMFP account during FY 2010-11:

**Brief Description of the SCTMFP Fee**

*The SCTMFP is a uniform 30-year Countywide development fee program. Its purpose is to mitigate the impacts of property development on the Countywide road and transit network. The County and incorporated cities impose the fee when affected property development projects are issued a building permit. Cumulative revenues are submitted to the STA semi-annually (February & August). The local entities must collect and report the SCTMFP within their jurisdictions as a condition of receiving their respective distributions of Measure A sales tax revenues for local street and road maintenance. The SCTMFP revenues complement the Measure A transportation sales tax revenue stream, and are earmarked exclusively for the development and construction of capital projects and related programs set forth in the Measure A expenditure plan.*

**Beginning & Ending Balance of the SCTMFP Account**

- July 1, 2010: \$3,100,360
- June 30, 2011: \$5,447,348

**Amount of Fees Collected and Interest Earnings**

- Fees Collected: \$2,334,437 (See attachment for collections by entity)
- Interest Earnings: \$ 12,551

### Fee Schedule

Land Use	Fee Rate (\$) July 1, 2010 – June 30, 2011
Single-Family Residential	1,013 <i>per unit</i>
Single-Family Residential, <i>Senior</i>	810 <i>per unit</i>
Multi-family Residential	709 <i>per unit</i>
Multi-family Residential, <i>Senior</i>	608 <i>per unit</i>
Office Use	1,216 <i>per 1000 sq ft</i>
Retail Use	3,753 <i>per 1000 sq ft</i>
Industrial Use	810 <i>per 1000 sq ft</i>
Hotel/Motel	588 <i>per sleeping room</i>
Golf Course	844 <i>per acre</i>
Movie Theater	1,929 <i>per screen</i>
Religious Center	944 <i>per 1000 sq ft</i>
Hospital	1,700 <i>per 1000 sq ft</i>
Service Station	1,317 <i>per fueling pump</i>
Supermarket	2,137 <i>per 1000 sq ft</i>
Warehouse / Self Storage	253 <i>per 1000 sq ft</i>

### List of SCTMFP Expenditures by Project

*There were no expenditures from the SCTMFP Account during FY 2010-11.*

### Forecasted Date for Commencement of SCTMFP Expenditures

*Staff expects to begin spending SCTMFP funds on eligible Measure A capital projects during FY 2012-13. The candidate projects for initial expenditures from the account are:*

- *Hazel Avenue, Ph I (US 50 – Curragh Downs)*
- *Watt Avenue / US 50 interchange*
- *Highway 50 bus/carpool lanes*
- *Downtown (Sacramento) Intermodal Station*
- *Cosumnes River Blvd extension*
- *Cosumnes River Blvd / I-5 interchange*
- *Sunrise Blvd Ph 1 (Oak – Antelope)*
- *Capital Southeast Corridor (environmental mitigation & open space preservation)*

### List of Interfund Transfers or Loans

*Fifteen percent of annual SCTMFP proceeds are reserved to fund a pending Smart Growth Incentive Program consistent with the Measure A Ordinance. These annual revenues during FY 2009 through FY 2012 are being loaned to the Measure A capital program with full repayment required by FY 2015. There have been no other transfers, loans, or related commitments of funds to or from the SCTMFP account.*

### List of Refunds from the SCTMFP Account per Government Code Section 66006(H)

*There were no refunds of SCTMFP revenues collected during FY 2010-11.*

**Staff Contact: Brian Williams**

# MEASURE A INDEPENDENT TAXPAYERS OVERSIGHT COMMITTEE

September 29, 2011  
Item #7

---

**Subject: Measure A *Early Action* Capital Allocation Worksheet**

## **Recommendation**

Receive and file.

## **Discussion**

The **New** Measure A Ordinance & Expenditure Plan earmarks 20.75% of sales tax revenues to 56 capital projects during the 30-year term of the program. In addition, 85% of revenues from the new Sacramento County Transportation Mitigation Fee Program (SCTMFP) are earmarked for the Measure A capital program. Staff maintains an “*Early Action*” worksheet of the proposed allocations to Measure A capital projects during the first several years of the **New** Measure A term. The *Early Action* worksheet is presented to your Board at least annually for information and discussion.

On the attached spreadsheet, blue font indicates a figure that has changed since last year’s (2010) update, either because a project allocation amount is different or a project allocation has been re-scheduled to a different year. A summary table describing the updated allocations for each project is presented on the following page. The 2010 *Early Action* worksheet is also attached hereto in gray-scale for comparison.

A pink background identifies projects and allocation amounts for which STA has executed a contract with the sponsoring entity to provide Measure A funding. The blue line near the bottom of the table highlights total estimated allocations to projects during each year, and the orange line highlights the estimated cumulative annual availability of Measure A capital funds (capacity). Annual capacity is the combination of Measure A sales tax revenues, Countywide development impact fee revenues, and bond proceeds minus debt service payments. The cumulative capacity estimate is improved from last year due to a more positive forecast of sales tax revenues and to anticipated reductions in debt service costs associated with the pending replacement of liquidity facilities on the Measure A debt portfolio.

The comment boxes on the worksheet highlight anticipated additional project allocations from STA sources other than **New** Measure A. “*OMA*” refers to the *Old* Measure A program, and “*SLPP*” refers to State Local Partnership Program, which provides State Bond proceeds to match local transportation sales tax expenditures.

For several of the *Early Action* years, forecasted revenues appear insufficient to cover total scheduled allocations. By adjusting the timing of reimbursements, however, “surplus” funds in one year can be used to cover deficits in other years. Staff works continuously with the capital project managers to ensure that we are not scheduling Measure A allocations earlier than needed. As shown, the *Early Action* worksheet is generally balanced through 2015. Unless the Measure A revenue forecast improves markedly, however, substantial deficits beginning in 2016 will require spreading of project allocations to later years.

**Summary of Changes from the 2010 Early Action Worksheet**

Entity	Project	Summary of Updated Allocations
County	Hazel Ave	<ul style="list-style-type: none"> <li>▪ Pushed \$2.90m of unexpended prior allocation into FY12</li> <li>▪ Of \$4.00m previously allocated in FY12 . . . <ul style="list-style-type: none"> <li>:transferred \$2.00m to SWatt/EG-Florin Rd</li> <li>:delayed \$2.00m to FY13</li> </ul> </li> <li>▪ Of \$4.00m SLPP previously allocated in FY12 . . . <ul style="list-style-type: none"> <li>:delayed \$2.00m to FY13</li> <li>:transferred \$2.00m to Hazel/50 in FYs 13-14-15</li> </ul> </li> </ul>
	S.Watt/EG-Florin	<ul style="list-style-type: none"> <li>▪ Added \$2.00m in FY12 that was transferred from Hazel</li> </ul>
	Watt/50 x-change	<ul style="list-style-type: none"> <li>▪ Pushed \$2.011 of unexpended prior allocation into FY12</li> </ul>
Caltrans	US 50 carpool	<ul style="list-style-type: none"> <li>▪ Pushed \$1.357m of unexpended prior allocation into FY12</li> <li>▪ Delayed \$3.50m from FY12 to FY13</li> <li>▪ Delayed \$1.25m from FY12 to FY15</li> </ul>
Sacramento	Downtown Intermodal	<ul style="list-style-type: none"> <li>▪ Pushed \$2.455m of unexpended prior allocation into FY12</li> <li>▪ Pushed \$10.00m of unexpended prior allocation into FY13</li> </ul>
Rancho Cordova	Sunrise Blvd	<ul style="list-style-type: none"> <li>▪ Transferred prior allocation of \$1.195 (FY11) to Folsom Blvd</li> </ul>
	Folsom Blvd	<ul style="list-style-type: none"> <li>▪ Pushed \$3.388m of unexpended prior allocation into FY12</li> </ul>
Citrus Heights	Antelope Rd	<ul style="list-style-type: none"> <li>▪ Pushed \$480k prior unexpended allocation into FY12</li> </ul>
	Sunrise Blvd	<ul style="list-style-type: none"> <li>▪ Pushed \$1.460m of unexpended prior allocation into FY12</li> <li>▪ Delayed \$1.243m from FY12 to FY13</li> </ul>
Galt	Central Galt x-change	<ul style="list-style-type: none"> <li>▪ Pushed \$2.293m of unexpended prior allocation into FY12</li> </ul>
SRTD	SouthLine LRT	<ul style="list-style-type: none"> <li>▪ Pushed \$11.171m of unexpended prior allocation into FY12</li> <li>▪ Delayed \$7.20m SLPP allocation from FY11 to FY12</li> </ul>

*Attachments*

**Staff Contact: Brian Williams**

Measure A Capital Allocation Plan -- 2011 WORKSHEET

Updated: 09-21-2010

Measure A Allocation by Project	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
SAC CO. - ANTELOPE ROAD (Watt Ave - Roseville Rd)	-	-	-	-	-	-	-	-	-	-	116,000	358,000
SAC CO. - ARDEN WAY ITS IMPROVEMENTS (Ethan Way - Fair Oaks Blvd) - Phase 2	-	-	-	-	-	-	-	-	-	-	-	-
SAC CO. - BRADSHAW ROAD - Phase 1 (Calvine Rd - Florin Rd)	-	-	2,271,000	1,685,000	4,569,000	-	-	-	-	-	-	-
SAC CO. - BRADSHAW ROAD - Phase 2 (Calvine Road - Old Placerville Road)	-	-	-	-	-	-	-	-	-	-	-	-
SAC CO. - FOLSOM BOULEVARD (Watt Ave - Bradshaw Rd)	-	-	-	-	-	-	-	-	-	-	-	-
SAC CO. - GREENBACK LANE (Fair Oaks Blvd - Main Ave) - Phase 1	-	-	69,000	-	-	-	-	-	-	-	-	-
SAC CO. - GREENBACK LANE (Fair Oaks Blvd - Main Ave) - Phase 2	-	-	-	-	-	-	-	-	-	-	-	-
SAC CO. - GREENBACK LANE (I-80 - Manzanita Ave)	-	-	-	-	-	-	-	-	-	-	-	-
SAC CO. - HAZEL AVENUE - Phase 1 (US 50 - Curragh Downs)	-	-	3,552,000	3,487,000	11,243,000	4,000,000	4,000,000	-	-	-	-	-
SAC CO. - HAZEL AVENUE - Phase 2 (Curragh Downs - Placer Co. Line)	-	-	-	-	-	-	-	-	-	-	-	-
SAC CO. - HAZEL AVENUE - (US Highway 50 - Folsom Blvd)	-	-	-	-	-	-	-	369,000	760,000	783,000	8,870,000	5,537,000
SAC CO. - MADISON AVENUE - Phase 1 (Sunrise Blvd - Hazel Ave)	-	-	157,000	424,000	246,000	246,000	-	-	-	-	-	-
SAC CO. - MADISON AVENUE - Phase 2 (Hazel Ave - Greenback Lane)	-	-	-	-	-	-	-	-	-	-	-	-
SAC CO. - MADISON AVENUE - Phase 3 (Watt Ave - Sunrise Blvd)	-	-	-	-	-	-	-	-	-	-	-	-
SAC CO. - SOUTH WATT/ELK GROVE-FLORIN ROAD - Phase 1 (Kiefer Blvd - Jackson Rd)	-	-	137,000	476,000	173,000	-	-	-	-	-	-	-
SAC CO. - SOUTH WATT / ELK GROVE-FLORIN ROAD - Phase 2 (Jackson Rd - Florin Rd)	-	-	-	-	-	-	-	-	-	-	-	-
SAC CO. - SUNRISE BOULEVARD (Jackson Rd - Grant Line Rd)	-	-	-	-	-	-	-	-	-	-	3,128,000	8,155,000
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	-	-	62,000	21,000	1,577,000	1,000,000	-	2,014,000	2,802,000	1,450,000	-	-
<b>TOTAL SAC CO.</b>	-	-	<b>6,248,000</b>	<b>6,093,000</b>	<b>17,808,000</b>	<b>5,246,000</b>	<b>4,000,000</b>	<b>2,383,000</b>	<b>3,832,000</b>	<b>2,233,000</b>	<b>12,114,000</b>	<b>14,050,000</b>
CALTRANS - 5/50 Interchange Improvements	-	-	-	-	-	-	-	-	-	-	-	-
CALTRANS - 5/80 Interchange Upgrade, HOV Connector, and Int 5 HOV Lanes	-	-	1,500,000	-	-	-	-	-	-	-	-	-
CALTRANS - Oak Park (SR99/50) Interchange Improvements	-	-	-	-	-	-	-	-	-	-	-	-
CALTRANS - I-5 Bus/Carpool Lanes	-	-	1,500,000	1,685,000	-	-	-	-	-	-	-	-
CALTRANS - I-80 Bus/Carpool Lanes	-	-	240,000	-	500,000	-	-	-	-	-	-	-
CALTRANS - Highway 50 Bus/Carpool Lanes	-	-	4,330,000	2,155,000	5,508,000	13,000,000	12,000,000	-	-	3,096,000	-	-
<b>TOTAL CALTRANS</b>	-	-	<b>7,570,000</b>	<b>3,840,000</b>	<b>6,008,000</b>	<b>13,000,000</b>	<b>12,000,000</b>	-	-	<b>3,096,000</b>	-	-
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.) REIMBURSEMENT	-	-	-	-	-	-	-	-	1,989,000	2,026,000	2,110,000	2,173,000
CITY OF SAC. - COSUMNES RIVER BOULEVARD/I-5 INTERCHANGE UPGRADE REIMBURSEMENT	-	-	-	-	-	-	-	-	1,393,000	1,435,000	1,478,000	1,525,000
CITY OF SAC. - FOLSOM BOULEVARD (65th St. - Watt Ave.)	-	-	-	-	-	-	-	-	-	-	-	-
CITY OF SAC. - RICHARDS BOULEVARD / INTERSTATE 5 Interchange Improvements	-	-	-	-	-	-	-	3,729,000	-	4,250,000	5,000,000	-
CITY OF SAC. - DOWNTOWN INTERMODAL STATION	-	15,914,000	16,890,000	-	10,820,000	17,389,000	-	-	-	-	20,203,000	4,690,000
<b>TOTAL CITY OF SAC.</b>	-	<b>15,914,000</b>	<b>16,890,000</b>	-	<b>10,820,000</b>	<b>17,389,000</b>	-	<b>3,729,000</b>	<b>3,382,000</b>	<b>7,711,000</b>	<b>28,791,000</b>	<b>8,388,000</b>
RANCHO CORDOVA - FOLSOM BOULEVARD Streetscape - Phase 1 (Bradshaw to Sunrise)	-	-	436,000	-	-	-	-	-	-	-	-	-
RANCHO CORDOVA - FOLSOM BOULEVARD Streetscape - Phase 2 (Bradshaw to Sunrise)	-	-	413,000	-	-	3,059,000	-	-	-	2,215,000	-	-
RANCHO CORDOVA - SUNRISE BOULEVARD (Gold Country Road-Jackson Rd)**	-	318,000	8,000,000	-	-	1,195,000	-	1,021,000	-	3,233,000	-	-
<b>TOTAL RANCHO CORDOVA</b>	-	<b>318,000</b>	<b>8,849,000</b>	-	-	<b>4,254,000</b>	-	<b>1,021,000</b>	-	<b>5,448,000</b>	-	-
CITRUS HEIGHTS - ANTELOPE ROAD - Phase 1 (Roseville Rd - I-80)	-	106,000	502,000	-	-	480,000	-	-	-	-	-	-
CITRUS HEIGHTS - ANTELOPE ROAD - Phase 2 (I-80 - Auburn Blvd)	-	-	-	-	-	-	-	-	-	-	-	-
CITRUS HEIGHTS - GREENBACK LANE (West City Limit to Fair Oaks Blvd)	-	-	2,225,000	-	-	-	-	-	-	-	-	-
CITRUS HEIGHTS - SUNRISE BOULEVARD - Phase 1 (Oak Ave - Antelope Rd)	-	-	-	-	-	1,614,000	2,486,000	428,000	-	-	-	-
CITRUS HEIGHTS - SUNRISE BOULEVARD - Phase 2 (Greenback Lane - Oak Ave)	-	-	-	-	-	-	-	-	-	-	-	-
CITRUS HEIGHTS - SUNRISE BOULEVARD - Phase 3 (Antelope Rd - City Limit)	-	-	-	-	-	-	-	-	-	-	-	-
<b>TOTAL CITRUS HEIGHTS</b>	-	<b>106,000</b>	<b>2,727,000</b>	-	-	<b>2,094,000</b>	<b>2,486,000</b>	<b>428,000</b>	-	-	-	-
ELK GROVE - Grantline Rd. /SR99 Interchange Upgrade	-	37,229,000	-	-	-	-	-	-	-	-	-	-
ELK GROVE - Sheldon Rd. / SR99 INTERCHANGE UPGRADE	-	8,291,743	-	-	-	-	-	-	-	-	-	-
ELK GROVE - BRADSHAW ROAD - (Grantline Road - Calvine Road)	-	-	-	-	-	-	-	-	-	-	-	-
ELK GROVE - SHELDON ROAD. (Bruceville Rd - Bradshaw Rd)	-	-	-	-	-	-	-	-	-	-	-	-
ELK GROVE - ELK GROVE-FLORIN ROAD (Calvine Rd - Elk Grove Blvd)	-	-	-	-	-	-	-	-	-	-	-	-
ELK GROVE - ELK GROVE BOULEVARD (Big Horn Blvd - Waterman Rd)	-	-	-	-	-	-	-	-	-	-	-	-
<b>TOTAL ELK GROVE</b>	-	<b>45,520,743</b>	-	-	-	-	-	-	-	-	-	-
FOLSOM - Folsom Bridge Crossing	-	22,279,000	15,298,000	-	-	-	-	-	-	-	-	-
<b>TOTAL FOLSOM</b>	-	<b>22,279,000</b>	<b>15,298,000</b>	-	-	-	-	-	-	-	-	-
GALT - Central Galt Interchange	-	-	-	500,000	-	6,161,000	3,805,000	-	-	-	-	-
<b>TOTAL GALT</b>	-	-	-	<b>500,000</b>	-	<b>6,161,000</b>	<b>3,805,000</b>	-	-	-	-	-
REGIONAL TRANSIT - Downtown Natomas Airport LRT Extension (SVS - Richards Blvd)	-	-	11,000	1,572,000	10,857,000	24,871,000	-	-	-	-	-	-
REGIONAL TRANSIT - South Sacramento LRT Corridor - Phase 2 (Meadowview - CRC)	-	-	95,000	8,741,000	3,890,000	9,077,000	3,462,000	-	-	-	-	-
REGIONAL TRANSIT	-	-	-	-	-	-	-	-	-	-	-	-
REGIONAL TRANSIT - Regional Rail	-	-	-	-	-	-	-	-	-	-	-	-
REGIONAL TRANSIT - 'Northeast Corridor (NEC)	-	-	247,000	-	-	-	-	-	-	-	-	-
<b>TOTAL REGIONAL TRANSIT</b>	-	-	<b>353,000</b>	<b>10,313,000</b>	<b>14,747,000</b>	<b>33,948,000</b>	<b>3,462,000</b>	-	-	-	-	-
CSCA - I-5 / SR 99 / US 50 CONNECTOR	-	-	1,848,000	-	2,558,000	2,558,000	200,000	200,000	-	940,000	1,000,000	1,000,000
CSCA - Corridor Environmental Mitigation & Open Space Preservation	-	-	-	-	-	-	1,550,000	1,550,000	-	475,000	-	-
<b>TOTAL CSCA</b>	-	-	<b>1,848,000</b>	-	<b>2,558,000</b>	<b>2,558,000</b>	<b>1,750,000</b>	<b>1,750,000</b>	-	<b>1,415,000</b>	<b>1,000,000</b>	<b>1,000,000</b>
<b>RESTORE "LOANED" FUNDS</b>	-	-	-	-	-	-	-	-	-	<b>10,000,000</b>	-	-
<b>TOTAL MEASURE A ALLOCATIONS</b>	-	<b>84,137,743</b>	<b>59,783,000</b>	<b>20,746,000</b>	<b>51,941,000</b>	<b>84,650,000</b>	<b>27,503,000</b>	<b>9,311,000</b>	<b>7,214,000</b>	<b>29,903,000</b>	<b>41,905,000</b>	<b>23,438,000</b>
ANNUAL MEASURE A CIP CAPACITY	-	-	-	-	128,129,000	8,424,000	27,815,000	9,231,000	7,181,000	31,305,000	8,150,000	9,804,000
<b>Net Measure A Capital Funds</b>	-	-	-	-	-	<b>(38,000)</b>	<b>312,000</b>	<b>(80,000)</b>	<b>(33,000)</b>	<b>1,402,000</b>	<b>(33,755,000)</b>	<b>(13,634,000)</b>

Measure A Capital Allocation Plan -- 2011 WORKSHEET

Updated: 09-21-2010

Measure A Allocation by Project	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
SAC CO. - ANTELOPE ROAD (Watt Ave – Roseville Rd)	861,000	1,773,000	-	-	-	-	-	-	-	-	-	-	-
SAC CO. - ARDEN WAY ITS IMPROVEMENTS (Ethan Way – Fair Oaks Blvd) – Phase 2	-	-	-	169,000	1,565,000	-	-	-	-	-	-	-	-
SAC CO. - BRADSHAW ROAD - Phase 1 (Calvine Rd – Florin Rd)	-	-	-	-	-	-	-	-	-	-	-	-	-
SAC CO. - BRADSHAW ROAD - Phase 2 (Calvine Road – Old Placerville Road)	-	-	-	-	-	2,353,000	5,061,000	13,158,000	16,487,000	16,982,000	11,723,000	-	-
SAC CO. - FOLSOM BOULEVARD (Watt Ave – Bradshaw Rd)	-	-	-	-	-	-	-	-	-	-	-	-	-
SAC CO. - GREENBACK LANE (Fair Oaks Blvd – Main Ave) – Phase 1	-	-	-	-	159,000	2,026,000	2,898,000	4,418,000	342,000	-	-	-	-
SAC CO. - GREENBACK LANE (Fair Oaks Blvd – Main Ave) – Phase 2	-	-	-	-	-	-	-	+4.000m S	-	-	597,000	1,230,000	4,054,000
SAC CO. - GREENBACK LANE (I-80 – Manzanita Ave)	-	-	-	-	-	-	-	-	215,000	415,000	1,426,000	2,056,000	-
SAC CO. - HAZEL AVENUE - Phase 1 (US 50 – Curragh Downs)	-	-	-	-	-	-	-	-	-	-	-	-	-
SAC CO. - HAZEL AVENUE - Phase 2 (Curragh Downs - Placer Co. Line)	-	-	-	-	-	1,230,000	1,773,000	5,219,000	10,617,000	9,136,000	6,844,000	-	-
SAC CO. - HAZEL AVENUE - (US Highway 50 – Folsom Blvd)	3,707,000	-	-	-	-	-	-	-	-	-	-	-	-
SAC CO. - MADISON AVENUE - Phase 1 (Sunrise Blvd – Hazel Ave)	880,000	1,120,000	3,279,000	-	-	-	-	-	-	-	-	-	-
SAC CO. - MADISON AVENUE - Phase 2 (Hazel Ave – Greenback Lane)	-	-	-	-	562,000	348,000	836,000	1,722,000	2,280,000	+270k SLPP	-	-	-
SAC CO. - MADISON AVENUE - Phase 3 (Watt Ave – Sunrise Blvd)	-	-	-	-	-	-	-	-	-	-	-	-	-
SAC CO. - SOUTH WATT/ELK GROVE-FLORIN ROAD - Phase 1 (Kiefer Blvd – Jackson Rd)	-	-	-	-	-	-	-	-	-	-	-	-	-
SAC CO. - SOUTH WATT / ELK GROVE-FLORIN ROAD - Phase 2 (Jackson Rd – Florin Rd)	-	-	-	-	-	-	-	-	-	-	-	-	-
SAC CO. - SUNRISE BOULEVARD (Jackson Rd – Grant Line Rd)	7,743,000	7,563,000	-	-	-	-	-	-	-	-	-	-	-
SAC CO. - SUNRISE BOULEVARD (Madison Ave – Gold Country Blvd)	-	-	-	-	-	-	-	+3.014m S	-	22m SLPP	385,000	587,000	1,664,000
SAC CO. - WATT AVENUE (Antelope Rd – Capital City Freeway)	-	-	4,117,000	7,379,000	2,154,000	-	-	-	-	-	-	-	-
SAC CO. - WATT AVENUE / SR50 INTERCHANGE UPGRADE	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>TOTAL SAC CO.</b>	<b>13,191,000</b>	<b>10,456,000</b>	<b>7,396,000</b>	<b>7,548,000</b>	<b>4,440,000</b>	<b>5,957,000</b>	<b>10,568,000</b>	<b>24,647,000</b>	<b>29,941,000</b>	<b>28,882,000</b>	<b>20,975,000</b>	<b>3,873,000</b>	<b>5,718,000</b>
CALTRANS - 5/50 Interchange Improvements	-	-	-	-	-	-	-	-	-	-	-	-	-
CALTRANS - 5/80 Interchange Upgrade, HOV Connector, and Int 5 HOV Lanes	-	-	-	-	-	-	-	-	-	-	5,000,000	1,082,000	652,000
CALTRANS - Oak Park (SR99/50) Interchange Improvements	-	-	-	-	-	+7.214m SLP	-	-	-	-	-	-	-
CALTRANS - I-5 Bus/Carpool Lanes	-	-	-	-	-	26,716,000	13,358,000	13,358,000	10,702,000	10,702,000	10,702,000	-	-
CALTRANS - I-80 Bus/Carpool Lanes	-	-	-	-	-	-	-	-	-	-	-	-	-
CALTRANS - Highway 50 Bus/Carpool Lanes	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>TOTAL CALTRANS</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>26,716,000</b>	<b>13,358,000</b>	<b>13,358,000</b>	<b>10,702,000</b>	<b>10,702,000</b>	<b>15,702,000</b>	<b>1,082,000</b>	<b>652,000</b>
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.) REIMBURSEMENT	2,238,000	2,305,000	2,375,000	2,446,000	2,519,000	2,595,000	-	-	-	-	-	-	-
CITY OF SAC. - COSUMNES RIVER BOULEVARD/I-5 INTERCHANGE UPGRADE REIMBURSEMENT	1,568,000	1,615,000	1,664,000	1,714,000	1,765,000	2,595,000	-	+3.7	-	-	-	-	-
CITY OF SAC. - FOLSOM BOULEVARD (65th St. – Watt Ave.)	-	9,786,000	-	2,446,000	2,446,000	-	4,893,000	-	-	-	-	-	-
CITY OF SAC. - RICHARDS BOULEVARD / INTERSTATE 5 Interchange Improvements	-	-	-	-	-	5.563m OMA	-	-	-	-	-	-	-
CITY OF SAC. - DOWNTOWN INTERMODAL STATION	4,690,000	11,000,000	2,344,000	-	-	-	-	-	-	-	-	-	-
<b>TOTAL CITY OF SAC.</b>	<b>8,496,000</b>	<b>24,706,000</b>	<b>6,383,000</b>	<b>6,606,000</b>	<b>6,730,000</b>	<b>5,190,000</b>	<b>4,893,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
RANCHO CORDOVA - FOLSOM BOULEVARD Streetscape – Phase 1 (Bradshaw to Sunrise)	-	-	-	-	-	-	-	-	1.195m SLPP	-	-	-	-
RANCHO CORDOVA - FOLSOM BOULEVARD Streetscape – Phase 2 (Bradshaw to Sunrise)	-	-	-	-	-	-	-	-	-	-	-	700k SLPP	-
RANCHO CORDOVA - SUNRISE BOULEVARD (Gold Country Road-Jackson Rd)**	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>TOTAL RANCHO CORDOVA</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
CITRUS HEIGHTS - ANTELOPE ROAD - Phase 1 (Roseville Rd - I-80)	-	-	-	-	-	-	-	-	-	-	-	-	-
CITRUS HEIGHTS - ANTELOPE ROAD - Phase 2 (I-80 - Auburn Blvd)	-	798,000	-	7,650,000	-	-	-	-	-	-	-	-	-
CITRUS HEIGHTS - GREENBACK LANE (West City Limit to Fair Oaks Blvd)	-	-	-	-	-	-	-	-	-	-	-	-	-
CITRUS HEIGHTS - SUNRISE BOULEVARD - Phase 1 (Oak Ave - Antelope Rd)	-	-	-	-	-	-	-	-	-	-	-	-	-
CITRUS HEIGHTS - SUNRISE BOULEVARD - Phase 2 (Greenback Lane – Oak Ave)	-	500,000	1,384,000	2,421,000	-	-	-	-	-	-	-	-	-
CITRUS HEIGHTS - SUNRISE BOULEVARD - Phase 3 (Antelope Rd – City Limit)	-	-	-	-	-	-	623,000	1,223,000	-	3,156,000	-	-	-
<b>TOTAL CITRUS HEIGHTS</b>	<b>-</b>	<b>1,298,000</b>	<b>1,384,000</b>	<b>10,071,000</b>	<b>-</b>	<b>-</b>	<b>623,000</b>	<b>1,223,000</b>	<b>-</b>	<b>3,156,000</b>	<b>-</b>	<b>-</b>	<b>-</b>
ELK GROVE - Grantline Rd. /SR99 Interchange Upgrade	-	-	-	-	-	-	-	-	-	-	-	-	-
ELK GROVE - Sheldon Rd. / SR99 INTERCHANGE UPGRADE	-	-	-	-	-	-	-	-	-	-	-	-	-
ELK GROVE - BRADSHAW ROAD - (Grantline Road - Calvine Road)	-	-	-	-	-	-	-	-	-	-	-	-	-
ELK GROVE - SHELDON ROAD. (Bruceville Rd - Bradshaw Rd)	-	-	-	-	-	-	-	-	-	-	-	-	-
ELK GROVE - ELK GROVE-FLORIN ROAD (Calvine Rd - Elk Grove Blvd)	-	-	-	-	-	-	-	-	-	-	-	-	-
ELK GROVE - ELK GROVE BOULEVARD (Big Horn Blvd - Waterman Rd)	-	-	-	-	-	1,330,000	1,330,000	1,330,000	-	-	-	-	-
<b>TOTAL ELK GROVE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,330,000</b>	<b>1,330,000</b>	<b>1,330,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
FOLSOM - Folsom Bridge Crossing	-	-	-	-	-	252k OMA	-	-	-	-	-	-	-
<b>TOTAL FOLSOM</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>252,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
GALT - Central Galt Interchange	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>TOTAL GALT</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
REGIONAL TRANSIT - Downtown Natomas Airport LRT Extension (SVS - Richards Blvd)	-	-	-	-	-	-	-	-	-	-	-	-	-
REGIONAL TRANSIT - South Sacramento LRT Corridor - Phase 2 (Meadowview - CRC)	-	-	-	-	-	-	-	-	-	-	-	-	-
REGIONAL TRANSIT	-	-	-	-	-	-	-	-	-	-	-	-	-
REGIONAL TRANSIT - Regional Rail	-	-	-	-	-	-	-	+7	-	-	-	-	-
REGIONAL TRANSIT - 'Northeast Corridor (NEC)	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>TOTAL REGIONAL TRANSIT</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
CSCA - I-5 / SR 99 / US 50 CONNECTOR	1,000,000	3,940,000	3,940,000	3,940,000	3,940,000	3,940,000	-	-	-	-	-	7,945,000	7,945,000
CSCA - Corridor Environmental Mitigation & Open Space Preservation	-	-	-	-	-	-	1,500,000	1,500,000	1,675,000	-	-	-	-
<b>TOTAL CSCA</b>	<b>1,000,000</b>	<b>3,940,000</b>	<b>3,940,000</b>	<b>3,940,000</b>	<b>5,690,000</b>	<b>3,940,000</b>	<b>1,500,000</b>	<b>1,500,000</b>	<b>1,675,000</b>	<b>-</b>	<b>-</b>	<b>7,945,000</b>	<b>7,945,000</b>
<b>RESTORE "LOANED" FUNDS</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL MEASURE A ALLOCATIONS</b>	<b>22,687,000</b>	<b>40,400,000</b>	<b>19,103,000</b>	<b>28,165,000</b>	<b>16,860,000</b>	<b>43,133,000</b>	<b>32,272,000</b>	<b>42,058,000</b>	<b>42,318,000</b>	<b>42,740,000</b>	<b>36,677,000</b>	<b>12,900,000</b>	<b>14,315,000</b>
ANNUAL MEASURE A CIP CAPACITY	24,447,000	42,806,000	10,933,000	11,087,000	13,385,000	15,845,000	18,472,000	21,307,000	24,336,000	27,589,000	31,073,000	23,067,000	26,119,000
Net Measure A Capital Funds	1,760,000	2,406,000	(8,170,000)	(17,078,000)	(3,475,000)	(27,288,000)	(13,800,000)	(20,751,000)	(17,982,000)	(15,151,000)	(5,604,000)	10,167,000	11,804,000



Measure A Capital Allocation Plan -- 2011 WORKSHEET

Updated: 09-21-2010

Measure A Allocation by Project	2031	2032	2033	2034	2035	2036	2037	2038	2039	TOTAL
SAC CO. - ANTELOPE ROAD (Watt Ave - Roseville Rd)	-	-	-	-	-	-	-	-	-	3,108,000
SAC CO. - ARDEN WAY ITS IMPROVEMENTS (Ethan Way - Fair Oaks Blvd) - Phase 2	-	-	-	-	-	-	-	-	-	1,734,000
SAC CO. - BRADSHAW ROAD - Phase 1 (Calvine Rd - Florin Rd)	-	-	-	-	-	-	-	-	-	8,525,000
SAC CO. - BRADSHAW ROAD - Phase 2 (Calvine Road - Old Placerville Road)	-	-	-	-	-	-	-	-	-	65,764,000
SAC CO. - FOLSOM BOULEVARD (Watt Ave - Bradshaw Rd)	1,091,000	4,814,000	7,768,000	-	-	-	-	-	-	13,673,000
SAC CO. - GREENBACK LANE (Fair Oaks Blvd - Main Ave) - Phase 1	-	-	-	-	-	-	-	-	-	9,912,000
SAC CO. - GREENBACK LANE (Fair Oaks Blvd - Main Ave) - Phase 2	2,218,000	-	-	-	-	-	-	-	SLPP	8,099,000
SAC CO. - GREENBACK LANE (I-80 - Manzanita Ave)	-	-	-	-	-	-	-	-	-	4,242,000
SAC CO. - HAZEL AVENUE - Phase 1 (US 50 - Curragh Downs)	-	-	-	-	-	-	-	-	-	26,282,000
SAC CO. - HAZEL AVENUE - Phase 2 (Curragh Downs - Placer Co. Line)	-	-	-	-	-	-	-	-	-	34,819,000
SAC CO. - HAZEL AVENUE - (US Highway 50 - Folsom Blvd)	-	-	-	-	-	-	-	-	-	20,026,000
SAC CO. - MADISON AVENUE - Phase 1 (Sunrise Blvd - Hazel Ave)	-	-	-	-	-	-	-	-	-	6,352,000
SAC CO. - MADISON AVENUE - Phase 2 (Hazel Ave - Greenback Lane)	-	-	-	-	-	-	-	-	-	8,097,000
SAC CO. - MADISON AVENUE - Phase 3 (Watt Ave - Sunrise Blvd)	-	450,000	1,319,000	661,000	4,008,000	10,750,000	3,209,000	-	-	27,357,000
SAC CO. - SOUTH WATT/ELK GROVE-FLORIN ROAD - Phase 1 (Kiefer Blvd - Jackson Rd)	-	-	-	-	-	-	-	-	-	1,056,000
SAC CO. - SOUTH WATT / ELK GROVE-FLORIN ROAD - Phase 2 (Jackson Rd - Florin Rd)	-	-	-	2,913,000	4,285,000	15,917,000	18,737,000	19,113,000	13,185,000	74,150,000
SAC CO. - SUNRISE BOULEVARD (Jackson Rd - Grant Line Rd)	-	-	-	-	-	-	-	-	-	26,589,000
SAC CO. - SUNRISE BOULEVARD (Madison Ave - Gold Country Blvd)	3,739,000	1,284,000	-	-	-	-	-	-	LPP	7,659,000
SAC CO. - WATT AVENUE (Antelope Rd - Capital City Freeway)	-	-	-	-	-	-	-	-	-	13,650,000
SAC CO. - WATT AVENUE / SR50 INTERCHANGE UPGRADE	-	-	-	-	-	-	-	-	-	8,926,000
<b>TOTAL SAC CO.</b>	<b>7,048,000</b>	<b>6,548,000</b>	<b>9,087,000</b>	<b>3,574,000</b>	<b>8,293,000</b>	<b>26,667,000</b>	<b>21,946,000</b>	<b>19,113,000</b>	<b>13,185,000</b>	<b>363,060,000</b>
CALTRANS - 5/50 Interchange Improvements	1,230,000	2,000,000	1,267,000	1,344,000	2,768,000	2,852,000	-	30,252,000	33,287,000	75,000,000
CALTRANS - 5/80 Interchange Upgrade, HOV Connector, and Int 5 HOV Lanes	-	25,606,000	36,804,000	29,356,000	-	-	-	-	-	100,000,000
CALTRANS - Oak Park (SR99/50) Interchange Improvements	1,500,000	2,000,000	2,000,000	500,000	3,171,000	3,116,000	3,209,000	33,057,000	26,447,000	75,000,000
CALTRANS - I-5 Bus/Carpool Lanes	-	17,512,000	17,512,000	17,512,000	15,740,000	15,740,000	15,740,000	-	-	188,479,000
CALTRANS - I-80 Bus/Carpool Lanes	-	-	-	-	-	-	-	-	-	740,000
CALTRANS - Highway 50 Bus/Carpool Lanes	-	-	-	-	-	-	-	-	-	40,089,000
<b>TOTAL CALTRANS</b>	<b>2,730,000</b>	<b>47,118,000</b>	<b>57,583,000</b>	<b>48,712,000</b>	<b>21,679,000</b>	<b>21,708,000</b>	<b>18,949,000</b>	<b>63,309,000</b>	<b>59,734,000</b>	<b>479,308,000</b>
CITY OF SAC. - Arden Way ITS Improvements (Del Paso - Ethan)	-	-	-	-	-	-	-	-	-	22,776,000
CITY OF SAC. - Bruceville Road Widening: Sheldon Road to Cosumnes River Blvd.	-	-	-	-	-	-	-	-	-	16,752,000
CITY OF SAC. - COSUMNES RIVER BOULEVARD (I-5 - Franklin Blvd.) REIMBURSEMENT	-	-	-	-	-	-	-	-	-	19,571,000
CITY OF SAC. - COSUMNES RIVER BOULEVARD/I-5 INTERCHANGE UPGRADE REIMBURSEMENT	-	-	-	-	-	-	-	-	-29m SLPP	12,979,000
CITY OF SAC. - FOLSOM BOULEVARD (65th St. - Watt Ave.)	-	-	-	-	-	-	-	-	-	103,940,000
CITY OF SAC. - RICHARDS BOULEVARD / INTERSTATE 5 Interchange Improvements	-	-	-	-	-	-	-	-	-	176,018,000
CITY OF SAC. - DOWNTOWN INTERMODAL STATION	-	-	-	-	-	-	-	-	-	436,000
<b>TOTAL CITY OF SAC.</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>176,018,000</b>
RANCHO CORDOVA - FOLSOM BOULEVARD Streetscape - Phase 1 (Bradshaw to Sunrise)	-	-	-	-	-	-	-	-	-	436,000
RANCHO CORDOVA - FOLSOM BOULEVARD Streetscape - Phase 2 (Bradshaw to Sunrise)	-	-	-	-	-	-	-	-	-	5,687,000
RANCHO CORDOVA - SUNRISE BOULEVARD (Gold Country Road-Jackson Rd)**	-	-	-	-	-	-	-	-	-	13,767,000
<b>TOTAL RANCHO CORDOVA</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>19,890,000</b>
CITRUS HEIGHTS - ANTELOPE ROAD - Phase 1 (Roseville Rd - I-80)	-	-	-	-	-	-	-	-	-	1,088,000
CITRUS HEIGHTS - ANTELOPE ROAD - Phase 2 (I-80 - Auburn Blvd)	-	-	-	-	-	-	-	-	-	8,448,000
CITRUS HEIGHTS - GREENBACK LANE (West City Limit to Fair Oaks Blvd)	-	-	-	-	-	-	-	-	-	2,225,000
CITRUS HEIGHTS - SUNRISE BOULEVARD - Phase 1 (Oak Ave - Antelope Rd)	-	-	-	-	-	-	-	-	-	4,528,000
CITRUS HEIGHTS - SUNRISE BOULEVARD - Phase 2 (Greenback Lane - Oak Ave)	-	-	-	-	-	-	-	-	-	4,305,000
CITRUS HEIGHTS - SUNRISE BOULEVARD - Phase 3 (Antelope Rd - City Limit)	-	-	-	-	-	-	-	-	-	5,002,000
<b>TOTAL CITRUS HEIGHTS</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>25,596,000</b>
ELK GROVE - Grantline Rd. /SR99 Interchange Upgrade	-	-	-	-	-	-	-	-	-	37,229,000
ELK GROVE - Sheldon Rd. / SR99 INTERCHANGE UPGRADE	-	-	-	-	-	-	-	-	-	8,291,743
ELK GROVE - BRADSHAW ROAD - (Grantline Road - Calvine Road)	-	-	-	-	-	-	7,187,000	-	-	7,187,000
ELK GROVE - SHELDON ROAD. (Bruceville Rd - Bradshaw Rd)	-	-	-	-	-	-	-	1,893,000	9,630,000	11,523,000
ELK GROVE - ELK GROVE-FLORIN ROAD (Calvine Rd - Elk Grove Blvd)	-	-	-	-	-	-	4,625,000	-	-	4,625,000
ELK GROVE - ELK GROVE BOULEVARD (Big Horn Blvd - Waterman Rd)	-	-	-	-	-	-	-	-	-	3,990,000
<b>TOTAL ELK GROVE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>11,812,000</b>	<b>1,893,000</b>	<b>9,630,000</b>	<b>72,845,743</b>
FOLSOM - Folsom Bridge Crossing	-	-	-	-	-	-	-	-	-	37,577,000
<b>TOTAL FOLSOM</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>37,577,000</b>
GALT - Central Galt Interchange	-	-	-	-	-	-	-	-	-	10,466,000
<b>TOTAL GALT</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>10,466,000</b>
REGIONAL TRANSIT - Downtown Natomas Airport LRT Extension (SVS - Richards Blvd)	-	-	-	-	-	-	-	-	-	37,311,000
REGIONAL TRANSIT - South Sacramento LRT Corridor - Phase 2 (Meadowview - CRC)	-	-	-	-	-	-	-	-	-	25,265,000
REGIONAL TRANSIT	-	-	-	-	-	-	-	-	-	-
REGIONAL TRANSIT - Regional Rail	-	-	-	-	-	-	-	-	-	31,798,000
REGIONAL TRANSIT - 'Northeast Corridor (NEC)	-	-	-	-	-	-	-	-	-	247,000
<b>TOTAL REGIONAL TRANSIT</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>31,798,000</b>	<b>-</b>	<b>-</b>	<b>94,621,000</b>
CSCA - I-5 / SR 99 / US 50 CONNECTOR	7,945,000	-	-	-	-	-	8,000,000	16,550,000	25,286,000	104,675,000
CSCA - Corridor Environmental Mitigation & Open Space Preservation	-	-	-	-	-	-	-	-	-	-
<b>TOTAL CSCA</b>	<b>7,945,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>8,000,000</b>	<b>16,550,000</b>	<b>25,286,000</b>	<b>104,675,000</b>
<b>RESTORE "LOANED" FUNDS</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL MEASURE A ALLOCATIONS</b>	<b>17,723,000</b>	<b>53,666,000</b>	<b>66,670,000</b>	<b>52,286,000</b>	<b>29,972,000</b>	<b>48,375,000</b>	<b>92,505,000</b>	<b>100,865,000</b>	<b>107,835,000</b>	<b>1,404,056,743</b>
ANNUAL MEASURE A CIP CAPACITY	30,650,000	35,456,000	40,686,000	46,252,000	52,297,000	58,758,000	65,784,000	73,313,000	81,496,000	1,005,197,000
Net Measure A Capital Funds	12,927,000	(18,210,000)	(25,984,000)	(6,034,000)	22,325,000	10,383,000	(26,721,000)	(27,552,000)	(26,339,000)	(398,859,743)

270k SLPP

LPP

+2.8

SLPP

450m SLPP

+1.655m

-29m SLPP

+700k SLPP

-200m SLPP

**Measure A Early Action Capital Allocation Worksheet -- Aug 2011**

Measure A Allocation by Project	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
SAC CO. - ANTELOPE ROAD (Watt Ave – Roseville Rd)	-	-	-	-	-	-	-	-	-	-	116,000	358,000
SAC CO. - ARDEN WAY ITS IMPROVEMENTS (Ethan Way – Fair Oaks Blvd) – Phase 2	-	-	-	-	-	-	-	-	-	-	-	-
SAC CO. - BRADSHAW ROAD - Phase 1 (Calvine Rd – Florin Rd)	-	-	2,271,000	1,685,000	4,569,000	-	-	-	-	-	-	-
SAC CO. - BRADSHAW ROAD - Phase 2 (Calvine Road – Old Placerville Road)	-	-	-	-	-	-	-	-	-	-	-	-
SAC CO. - FOLSOM BOULEVARD (Watt Ave – Bradshaw Rd)	-	-	-	-	-	-	-	-	-	-	-	-
SAC CO. - GREENBACK LANE (Fair Oaks Blvd – Main Ave) – Phase 1	-	-	69,000	-	-	-	-	-	-	-	-	-
SAC CO. - GREENBACK LANE (Fair Oaks Blvd – Main Ave) – Phase 2	-	-	-	-	-	-	-	-	-	-	-	-
SAC CO. - GREENBACK LANE (I-80 – Manzanita Ave)	-	-	-	-	-	-	-	-	-	-	-	-
SAC CO. - HAZEL AVENUE - Phase 1 (US 50 – Curragh Downs)	-	-	3,552,000	3,487,000	11,243,000	1,100,000	2,900,000	2,000,000	+760k SLPP	+783k	-	-
SAC CO. - HAZEL AVENUE - Phase 2 (Curragh Downs - Placer Co. Line)	-	-	-	-	-	-	-	-	-	-	-	-
SAC CO. - HAZEL AVENUE - (US Highway 50 – Folsom Blvd)	-	-	-	-	-	-	-	369,000	760,000	783,000	8,870,000	5,537,000
SAC CO. - MADISON AVENUE - Phase 1 (Sunrise Blvd – Hazel Ave)	-	-	157,000	424,000	246,000	246,000	-	-	+369k SLPP	-	-	-
SAC CO. - MADISON AVENUE - Phase 2 (Hazel Ave – Greenback Lane)	-	-	-	-	-	-	-	-	-	-	-	-
SAC CO. - MADISON AVENUE - Phase 3 (Watt Ave – Sunrise Blvd)	-	-	-	-	-	-	-	-	-	+270k SLPP	-	-
SAC CO. - SOUTH WATT/ELK GROVE-FLORIN ROAD - Phase 1 (Folsom Blvd – Jackson Rd)	-	-	137,000	476,000	173,000	-	2,000,000	-	-	-	-	-
SAC CO. - SOUTH WATT / ELK GROVE-FLORIN ROAD - Phase 2 (Jackson Rd – Florin Rd)	-	-	-	-	-	-	-	-	-	-	-	-
SAC CO. - SUNRISE BOULEVARD (Jackson Rd – Grant Line Rd)	-	-	-	-	-	-	-	-	-	-	3,128,000	8,155,000
SAC CO. - SUNRISE BOULEVARD (Madison Ave – Gold Country Blvd)	-	-	-	-	-	-	-	-	-	-	-	-
SAC CO. - WATT AVENUE (Antelope Rd – Capital City Freeway)	-	-	-	-	-	-	-	-	+3.014m SLPP	+2.802m SLPP	+1.450m SLPP	-
SAC CO. - WATT AVENUE / SR50 INTERCHANGE UPGRADE	-	-	62,000	21,000	283,000	283,000	2,011,000	2,014,000	2,802,000	1,450,000	-	-
<b>TOTAL SAC CO.</b>	-	-	<b>6,248,000</b>	<b>6,093,000</b>	<b>16,514,000</b>	<b>1,629,000</b>	<b>6,911,000</b>	<b>4,383,000</b>	<b>3,832,000</b>	<b>2,233,000</b>	<b>12,114,000</b>	<b>14,050,000</b>
CALTRANS - 5/50 Interchange Improvements	-	-	-	-	-	-	-	-	-	-	-	-
CALTRANS - 5/80 Interchange Upgrade, HOV Connector, and Int 5 HOV Lanes	-	-	1,500,000	-	-	-	-	-	-	-	-	-
CALTRANS - Oak Park (SR99/50) Interchange Improvements	-	-	-	-	-	-	-	-	-	-	-	-
CALTRANS - I-5 Bus/Carpool Lanes	-	-	1,500,000	1,685,000	-	-	-	-	-	-	-	-
CALTRANS - I-80 Bus/Carpool Lanes	-	-	240,000	-	500,000	-	-	-	-	-	-	-
CALTRANS - Highway 50 Bus/Carpool Lanes	-	-	4,330,000	2,155,000	5,508,000	11,643,000	8,607,000	3,500,000	-	4,346,000	-	-
<b>TOTAL CALTRANS</b>	-	-	<b>7,570,000</b>	<b>3,840,000</b>	<b>6,008,000</b>	<b>11,643,000</b>	<b>8,607,000</b>	<b>3,500,000</b>	-	<b>4,346,000</b>	-	-
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.) REIMBURSEMENT	-	-	-	-	-	-	-	-	1,989,000	2,026,000	2,110,000	2,173,000
CITY OF SAC. - COSUMNES RIVER BOULEVARD/I-5 INTERCHANGE UPGRADE REIMBURSEMENT	-	-	-	-	-	-	-	-	1,393,000	1,435,000	1,478,000	1,525,000
CITY OF SAC. - FOLSOM BOULEVARD (65th St. – Watt Ave.)	-	-	-	-	-	-	-	-	-	-	-	-
CITY OF SAC. - RICHARDS BOULEVARD / INTERSTATE 5 Interchange Improvements	-	-	-	-	-	-	-	3,729,000	-	4,250,000	5,000,000	-
CITY OF SAC. - DOWNTOWN INTERMODAL STATION	-	15,914,000	16,890,000	-	10,820,000	4,934,000	2,455,000	10,000,000	-	-	20,203,000	4,690,000
<b>TOTAL CITY OF SAC.</b>	-	<b>15,914,000</b>	<b>16,890,000</b>	-	<b>10,820,000</b>	<b>4,934,000</b>	<b>2,455,000</b>	<b>13,729,000</b>	<b>3,382,000</b>	<b>7,711,000</b>	<b>28,791,000</b>	<b>8,388,000</b>
RANCHO CORDOVA - FOLSOM BOULEVARD Streetscape – Phase 1 (Bradshaw to Sunrise)	-	-	436,000	-	-	-	-	-	-	-	-	-
RANCHO CORDOVA - FOLSOM BOULEVARD Streetscape – Phase 2 (Bradshaw to Sunrise)	-	-	413,000	-	-	866,000	3,388,000	-	-	2,215,000	-	-
RANCHO CORDOVA - SUNRISE BOULEVARD (Gold Country Road-Jackson Rd)**	-	318,000	8,000,000	-	-	-	-	1,021,000	-	3,233,000	-	-
<b>TOTAL RANCHO CORDOVA</b>	-	<b>318,000</b>	<b>8,849,000</b>	-	-	<b>866,000</b>	<b>3,388,000</b>	<b>1,021,000</b>	-	<b>5,448,000</b>	-	-
CITRUS HEIGHTS - ANTELOPE ROAD - Phase 1 (Roseville Rd - I-80)	-	106,000	502,000	-	-	-	480,000	-	-	-	-	-
CITRUS HEIGHTS - ANTELOPE ROAD - Phase 2 (I-80 - Auburn Blvd)	-	-	-	-	-	-	-	-	-	-	-	-
CITRUS HEIGHTS - GREENBACK LANE (West City Limit to Fair Oaks Blvd)	-	-	2,225,000	-	-	-	-	-	-	-	-	-
CITRUS HEIGHTS - SUNRISE BOULEVARD - Phase 1 (Oak Ave - Antelope Rd)	-	-	-	-	-	154,000	2,703,000	1,671,000	-	-	-	-
CITRUS HEIGHTS - SUNRISE BOULEVARD - Phase 2 (Greenback Lane – Oak Ave)	-	-	-	-	-	-	-	-	-	-	-	-
CITRUS HEIGHTS - SUNRISE BOULEVARD - Phase 3 (Antelope Rd – City Limit)	-	-	-	-	-	-	-	-	-	-	-	-
<b>TOTAL CITRUS HEIGHTS</b>	-	<b>106,000</b>	<b>2,727,000</b>	-	-	<b>154,000</b>	<b>3,183,000</b>	<b>1,671,000</b>	-	-	-	-
ELK GROVE - Grantline Rd. /SR99 Interchange Upgrade	-	37,229,000	-	-	-	-	-	-	-	-	-	-
ELK GROVE - Sheldon Rd. / SR99 INTERCHANGE UPGRADE	-	8,291,743	-	-	-	-	-	-	-	-	-	-
ELK GROVE - BRADSHAW ROAD - (Grantline Road - Calvine Road)	-	-	-	-	-	-	-	-	-	-	-	-
ELK GROVE - SHELDON ROAD. (Bruceville Rd - Bradshaw Rd)	-	-	-	-	-	-	-	-	-	-	-	-
ELK GROVE - ELK GROVE-FLORIN ROAD (Calvine Rd - Elk Grove Blvd)	-	-	-	-	-	-	-	-	-	-	-	-
ELK GROVE - ELK GROVE BOULEVARD (Big Horn Blvd - Waterman Rd)	-	-	-	-	-	-	-	-	-	-	-	-
<b>TOTAL ELK GROVE</b>	-	<b>45,520,743</b>	-	-	-	-	-	-	-	-	-	-
FOLSOM - Folsom Bridge Crossing	-	22,279,000	15,298,000	-	-	-	-	-	-	-	-	-
<b>TOTAL FOLSOM</b>	-	<b>22,279,000</b>	<b>15,298,000</b>	-	-	-	-	-	-	-	-	-
GALT - Central Galt Interchange	-	-	-	500,000	-	3,868,000	6,098,000	-	-	-	-	-
<b>TOTAL GALT</b>	-	-	-	<b>500,000</b>	-	<b>3,868,000</b>	<b>6,098,000</b>	-	-	-	-	-
REGIONAL TRANSIT - Downtown Natomas Airport LRT Extension (SVS - Richards Blvd)	-	-	11,000	1,572,000	10,857,000	24,871,000	-	-	-	-	-	-
REGIONAL TRANSIT - South Sacramento LRT Corridor - Phase 2 (Meadowview - CRC)	-	-	95,000	8,741,000	1,796,000	-	14,633,000	-	-	-	-	-
REGIONAL TRANSIT - Regional Rail	-	-	-	-	-	-	-	-	-	-	-	-
REGIONAL TRANSIT - Northeast Corridor (NEC)	-	-	247,000	-	-	-	-	-	-	-	-	-
<b>TOTAL REGIONAL TRANSIT</b>	-	-	<b>353,000</b>	<b>10,313,000</b>	<b>12,653,000</b>	<b>24,871,000</b>	<b>14,633,000</b>	-	-	-	-	-
CSCA - I-5 / SR 99 / US 50 CONNECTOR	-	-	1,848,000	-	2,558,000	2,558,000	200,000	200,000	-	940,000	1,000,000	1,000,000
CSCA - Corridor Environmental Mitigation & Open Space Preservation	-	-	-	-	-	-	1,550,000	1,550,000	-	475,000	-	-
<b>TOTAL CSCA</b>	-	-	<b>1,848,000</b>	-	<b>2,558,000</b>	<b>2,558,000</b>	<b>1,750,000</b>	<b>1,750,000</b>	-	<b>1,415,000</b>	<b>1,000,000</b>	<b>1,000,000</b>
<b>REPAY INTERPROGRAM LOANS</b>	-	-	-	-	-	-	-	-	<b>2,802,000</b>	<b>6,356,000</b>	-	-
<b>TOTAL MEASURE A ALLOCATIONS</b>	-	<b>84,137,743</b>	<b>59,783,000</b>	<b>20,746,000</b>	<b>48,553,000</b>	<b>50,523,000</b>	<b>47,025,000</b>	<b>26,054,000</b>	<b>7,214,000</b>	<b>27,509,000</b>	<b>41,905,000</b>	<b>23,438,000</b>
ANNUAL MEASURE A CIP CAPACITY	-	-	-	-	128,800,000	6,834,000	14,385,000	59,015,000	284,000	0	5,665,000	7,805,000
Net Measure A Capital Funds	-	-	-	-	-	36,558,000	(32,640,000)	32,961,000	(6,930,000)	(27,509,000)	(36,240,000)	(15,633,000)

Measure A Early Action Capital Allocation Worksheet -- Aug 2011

Measure A Allocation by Project											
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 - Phase 1 (Calvine Rd – Florin Rd)											
SAC CO. - BRADSHAW ROAD - Phase 2 (Calvine Road – Old Placerville Road)											
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 - Phase 1 (US 50 – Curragh Downs)											
SAC CO. - HAZEL AVENUE - Phase 2 (Curragh Downs - Placer Co. Line)											
SAC CO. - HAZEL AVENUE - (US Highway 50 – Folsom Blvd)											
SAC CO. - MADISON AVENUE - Phase 1 (Sunrise Blvd – Hazel Ave)											
SAC CO. - MADISON AVENUE - Phase 2 (Hazel Ave – Greenback Lane)											
SAC CO. - MADISON AVENUE - Phase 3 (Watt Ave – Sunrise Blvd)											
SAC CO. - SOUTH WATT/ELK GROVE-FLORIN ROAD - Phase 1 (Folsom Blvd – Jackson Rd)											
SAC CO. - SOUTH WATT / ELK GROVE-FLORIN ROAD - Phase 2 (Jackson Rd – Florin Rd)											
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											
<b>TOTAL SAC CO.</b>											
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											
<b>TOTAL CALTRANS</b>											
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.) REIMBURSEMENT											
CITY OF SAC. - COSUMNES RIVER BOULEVARD/I-5 INTERCHANGE UPGRADE REIMBURSEMENT											
CITY OF SAC. - FOLSOM BOULEVARD (65th St. – Watt Ave.)											
CITY OF SAC. - RICHARDS BOULEVARD / INTERSTATE 5 Interchange Improvements											
CITY OF SAC. - DOWNTOWN INTERMODAL STATION											
<b>TOTAL CITY OF SAC.</b>											
RANCHO CORDOVA - FOLSOM BOULEVARD Streetscape – Phase 1 (Bradshaw to Sunrise)											
RANCHO CORDOVA - FOLSOM BOULEVARD Streetscape – Phase 2 (Bradshaw to Sunrise)											
RANCHO CORDOVA - SUNRISE BOULEVARD (Gold Country Road-Jackson Rd)**											
<b>TOTAL RANCHO CORDOVA</b>											
CITRUS HEIGHTS - ANTELOPE ROAD - Phase 1 (Roseville Rd - I-80)											
CITRUS HEIGHTS - ANTELOPE ROAD - Phase 2 (I-80 - Auburn Blvd)											
CITRUS HEIGHTS - GREENBACK LANE (West City Limit to Fair Oaks Blvd)											
CITRUS HEIGHTS - SUNRISE BOULEVARD - Phase 1 (Oak Ave - Antelope Rd)											
CITRUS HEIGHTS - SUNRISE BOULEVARD - Phase 2 (Greenback Lane – Oak Ave)											
CITRUS HEIGHTS - SUNRISE BOULEVARD - Phase 3 (Antelope Rd – City Limit)											
<b>TOTAL CITRUS HEIGHTS</b>											
ELK GROVE - Grantline Rd. /SR99 Interchange Upgrade											
ELK GROVE - Sheldon Rd. / SR99 INTERCHANGE UPGRADE											
ELK GROVE - BRADSHAW ROAD - (Grantline Road - Calvine Road)											
ELK GROVE - SHELDON ROAD. (Bruceville Rd - Bradshaw Rd)											
ELK GROVE - ELK GROVE-FLORIN ROAD (Calvine Rd - Elk Grove Blvd)											
ELK GROVE - ELK GROVE BOULEVARD (Big Horn Blvd - Waterman Rd)											
<b>TOTAL ELK GROVE</b>											
FOLSOM - Folsom Bridge Crossing											
<b>TOTAL FOLSOM</b>											
GALT - Central Galt Interchange											
<b>TOTAL GALT</b>											
REGIONAL TRANSIT - Downtown Natomas Airport LRT Extension (SVS - Richards Blvd)											
REGIONAL TRANSIT - South Sacramento LRT Corridor - Phase 2 (Meadowview - CRC)											
REGIONAL TRANSIT - Regional Rail											
REGIONAL TRANSIT - 'Northeast Corridor (NEC)											
<b>TOTAL REGIONAL TRANSIT</b>											
CSCA - I-5 / SR 99 / US 50 CONNECTOR											
CSCA - Corridor Environmental Mitigation & Open Space Preservation											
<b>TOTAL CSCA</b>											
<b>REPAY INTERPROGRAM LOANS</b>											
<b>TOTAL MEASURE A ALLOCATIONS</b>											
<b>ANNUAL MEASURE A CIP CAPACITY</b>											
<b>Net Measure A Capital Funds</b>											

+2.0

60k SLPP

+270k SLPP

+3.014m S

02m SLPP

PP

+7.214m SLP

+3.7

5.563m OMA

.700m SLPP

700k SLPP

+7.200m

Measure A Early Action Capital Allocation Worksheet -- Aug 2011

Measure A Allocation by Project									
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 - Phase 1 (Calvine Rd – Florin Rd)									
SAC CO. - BRADSHAW ROAD - Phase 2 (Calvine Road – Old Placerville Road)									
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 - Phase 1 (US 50 – Curragh Downs)									
SAC CO. - HAZEL AVENUE - Phase 2 (Curragh Downs - Placer Co. Line)									
SAC CO. - HAZEL AVENUE - (US Highway 50 – Folsom Blvd)									
SAC CO. - MADISON AVENUE - Phase 1 (Sunrise Blvd – Hazel Ave)									
SAC CO. - MADISON AVENUE - Phase 2 (Hazel Ave – Greenback Lane)									
SAC CO. - MADISON AVENUE - Phase 3 (Watt Ave – Sunrise Blvd)									
SAC CO. - SOUTH WATT/ELK GROVE-FLORIN ROAD - Phase 1 (Folsom Blvd – Jackson Rd)									
SAC CO. - SOUTH WATT / ELK GROVE-FLORIN ROAD - Phase 2 (Jackson Rd – Florin Rd)									
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									
<b>TOTAL SAC CO.</b>									
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									
<b>TOTAL CALTRANS</b>									
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.) REIMBURSEMENT									
CITY OF SAC. - COSUMNES RIVER BOULEVARD/I-5 INTERCHANGE UPGRADE REIMBURSEMENT									
CITY OF SAC. - FOLSOM BOULEVARD (65th St. – Watt Ave.)									
CITY OF SAC. - RICHARDS BOULEVARD / INTERSTATE 5 Interchange Improvements									
CITY OF SAC. - DOWNTOWN INTERMODAL STATION									
<b>TOTAL CITY OF SAC.</b>									
RANCHO CORDOVA - FOLSOM BOULEVARD Streetscape – Phase 1 (Bradshaw to Sunrise)									
RANCHO CORDOVA - FOLSOM BOULEVARD Streetscape – Phase 2 (Bradshaw to Sunrise)									
RANCHO CORDOVA - SUNRISE BOULEVARD (Gold Country Road-Jackson Rd)**									
<b>TOTAL RANCHO CORDOVA</b>									
CITRUS HEIGHTS - ANTELOPE ROAD - Phase 1 (Roseville Rd - I-80)									
CITRUS HEIGHTS - ANTELOPE ROAD - Phase 2 (I-80 - Auburn Blvd)									
CITRUS HEIGHTS - GREENBACK LANE (West City Limit to Fair Oaks Blvd)									
CITRUS HEIGHTS - SUNRISE BOULEVARD - Phase 1 (Oak Ave - Antelope Rd)									
CITRUS HEIGHTS - SUNRISE BOULEVARD - Phase 2 (Greenback Lane – Oak Ave)									
CITRUS HEIGHTS - SUNRISE BOULEVARD - Phase 3 (Antelope Rd – City Limit)									
<b>TOTAL CITRUS HEIGHTS</b>									
ELK GROVE - Grantline Rd. /SR99 Interchange Upgrade									
ELK GROVE - Sheldon Rd. / SR99 INTERCHANGE UPGRADE									
ELK GROVE - BRADSHAW ROAD - (Grantline Road - Calvine Road)									
ELK GROVE - SHELDON ROAD. (Bruceville Rd - Bradshaw Rd)									
ELK GROVE - ELK GROVE-FLORIN ROAD (Calvine Rd - Elk Grove Blvd)									
ELK GROVE - ELK GROVE BOULEVARD (Big Horn Blvd - Waterman Rd)									
<b>TOTAL ELK GROVE</b>									
FOLSOM - Folsom Bridge Crossing									
<b>TOTAL FOLSOM</b>									
GALT - Central Galt Interchange									
<b>TOTAL GALT</b>									
REGIONAL TRANSIT - Downtown Natomas Airport LRT Extension (SVS - Richards Blvd)									
REGIONAL TRANSIT - South Sacramento LRT Corridor - Phase 2 (Meadowview - CRC)									
REGIONAL TRANSIT - Regional Rail									
REGIONAL TRANSIT - Northeast Corridor (NEC)									
<b>TOTAL REGIONAL TRANSIT</b>									
CSCA - I-5 / SR 99 / US 50 CONNECTOR									
CSCA - Corridor Environmental Mitigation & Open Space Preservation									
<b>TOTAL CSCA</b>									
<b>REPAY INTERPROGRAM LOANS</b>									
<b>TOTAL MEASURE A ALLOCATIONS</b>									
ANNUAL MEASURE A CIP CAPACITY									
Net Measure A Capital Funds									

00m

+7 SLPP +783k

+369k SLPP

270k SLPP

LPP +2.8 SLPP +1.450m SLPP

+1.655m

29m SLPP

+2

+700k SLPP

# **MEASURE A INDEPENDENT TAXPAYERS OVERSIGHT COMMITTEE**

September 29, 2011  
Item #8

---

**Subject: Downtown Sacramento Entertainment & Sports Complex:  
Potential Implications for the Measure A Transportation Sales Tax Program**

## **Recommendation**

Receive and file.

## **Discussion**

Since 2007, the STA has reimbursed the City of Sacramento approximately \$49 million from Measure A bond proceeds for land purchases associated with the proposed Sacramento Intermodal Transportation Facility (SITF). The SITF will be a modern passenger transit station served by Amtrak, the Capital Corridor, Regional Transit (light rail & bus), and private taxi companies. It will be adjacent to and complementary with the existing historic Sacramento Valley Station (SVS). The SITF is a marquee regional transportation project to be funded by federal, state, and local transportation revenues. It figures prominently in the Measure A expenditure plan and in SACOG's Metropolitan Transportation Plan (MTP).

In the last year, City policymakers have determined that the planned SITF site behind Sacramento Valley Station is the preferred location for a future Entertainment & Sports Complex (ESC). Mayor Johnson has convened a 70-member task force—*Think Big Sacramento*—to work with City staff on the technical, feasibility, and financing analyses required to bring the ESC to fruition. While the ESC would take the site originally planned for the SITF, City policymakers have expressed their continued commitment to building the SITF in the Downtown Railyard near the existing SVS and integrating it with the ESC.

A "100 Day Report" presented by *Think Big Sacramento* earlier this month estimates that building the ESC will cost about \$258 million for construction plus \$129 million for project development and related infrastructure. The report does not contemplate significant right-of-way costs, because the City already owns the affected parcels. The associated technical report prepared by staff and presented to the City Council on September 13, however, reminds that Measure A sales tax proceeds were used to purchase the parcels for the SITF. The report correctly informs that if the parcels are assigned for a use other than the SITF, the City will be required to return the affected Measure A revenues to STA. If the ESC and SITF are to share the site, the City would be required to return the proportional share of the Measure A funds used to purchase the site. STA staff has informed City staff that any Measure A funds so returned would become available to City to purchase another parcel for the SITF and/or for construction during the project's second or third phase.

There are many technical and financing details to evaluate before the City and/or a development team can proceed with the ESC project. This staff report serves to inform ITOC members of the potential implications of the ESC proposal relative to the requirement that Measure A funds be expended exclusively on eligible transportation projects listed in the Measure A ordinance and expenditure plan.

### *Attachments*

- *Think Big Sacramento – 100 Day Report (selected pages)*
- *City of Sacramento – Entertainment & Sports Complex Technical Review Report (selected pages)*

**Staff Contact: Brian Williams**

# THINK **BIG** SACRAMENTO

*A Regional Initiative to Create Jobs and Economic Growth  
through a New Entertainment and Sports Complex*



## 100 DAY REPORT

September 2011



---

*A Regional Initiative to Create Jobs and Economic Growth through a New Entertainment and Sports Complex*

## **CONTENTS**

1. Overview of Think BIG Sacramento
2. The Nexus Report
3. Jobs ASAP: Strategic Investments in Public Lands
4. Sacramento Region Jobs First Compact
5. The User Fees Report
6. Urban Land Institute Report on Site Feasibility
7. Summary Memo on Public Opinion on Proposed Arena
8. The Public Synergies Report
9. The Capitol Corridor Impact Report
10. The Economic Engine Report
11. The Threshold Report



---

*A Regional Initiative to Create Jobs and Economic Growth through a New Entertainment and Sports Complex*

### **Overview**

*Think BIG* is a regional initiative launched by Sacramento Mayor Kevin Johnson to facilitate construction of a new entertainment and sports complex ("ESC") that promotes job creation, economic growth, cultural development and civic pride across the greater Sacramento metropolitan area.

### **Membership**

*Think BIG* is comprised of a broad, bipartisan, and diverse group of 72 leaders from the Sacramento region. The group is structured as follows:

- a 15-member Executive Committee led by Executive Director Chris Lehane comprised of public and private leaders from the city, county, region, and state responsible for making final recommendations;
- a Committee of the Whole comprised of an additional business, labor, political and civic leaders who will provide input and counsel;
- a small team of experienced professionals to support the committee

### **Guiding Principles**

Committee members will be guided by five key principles:

- TAXPAYERS COME FIRST: Promote a transparent process that puts the interests of taxpayers first
- JOBS, JOBS, JOBS: Ensure any public investment provides a compelling return - defined as short- and long-term job growth and a transformative economic development impact
- BIGGER THAN BASKETBALL: Maximize the ESC's potential as a broader cultural and civic catalyst beyond its value to the Sacramento Kings
- WE WIN AS A REGION: Maximize our region's viability as a top 20 market by aligning political, corporate and community will behind the shared vision and benefits of a new ESC
- THINK BIG, ACT BIG, BE BIG: Embrace the ESC as a big, bold and transformative project that expands what the Sacramento region is possible of achieving

### **Goals and Timeline**

*Think BIG* committee members will serve from June 2011 to March 2012. During this period, (and especially in its first 100 days) the committee will work to accomplish three key goals:

- BUILD: Support progress on the ESC's design and development timeline, including working with key public and private entities in the city, region and state.
- FINANCE: Identify a menu of funding options and finalize a public-private funding plan
- ENGAGE: Conduct in a series of public meetings and studies to educate the public and mobilize support from key stakeholders in El Dorado, Placer, Sacramento, Sutter, Yolo, and Yuba counties

### **Additional Information**

For more information, please visit [www.thinkbigsacramento.org](http://www.thinkbigsacramento.org) or email [info@thinkbigsacramento.org](mailto:info@thinkbigsacramento.org).





*A Regional Initiative to Create Jobs and Economic Growth through a New Entertainment and Sports Complex*

## Think BIG wishes to thank our Committee Members

### *Executive Committee*

---

Darrell Steinberg (Co-Chair), Senate President Pro Tem, California State Senate	Chris Lehane (Exec. Director), Partner, Fabiani and Lehane
Ted Gaines (Co-Chair), Senator, California State Senate	Willie Pelote, Assistant Director, AFSCME International
Roger Dickinson, Assembly Member, California State Assembly	Adam Loveall, Director of Admin & Legal Affairs, UFCW
Christopher Cabaldon, Mayor, City of West Sacramento	Bob Balgenorth, President, State Building & Construction Council
Phil Serna, Supervisor, Sacramento County	Darius Anderson, Founder & CEO, Platinum Advisors
Rob Fong, Council Member, City of Sacramento	Dorene Dominguez, Chairman, Vanir Group of Companies
Lina Fat, Vice President, Fat's Restaurants	Tom Friery, Former Sacramento City Treasurer, City of Sacramento
Liane Randolph, Attorney, Arden Park Resident	

### *Full Committee*

---

Angelique Ashby, Council Member, City of Sacramento	Gary Johnson, President, Zoom Imaging Solutions, Inc.
Michael Ault, Executive Director, Downtown Partnership	Al Johnson, Consultant/Owner, Al Johnson Consulting
Mike Barnbaum, Mobility & Production Trainer, Sacramento PRIDE Industries	Matt Kelly, President, Sacramento-Sierra's Building and Trades Council
Rick Benner, Chief Operating Officer, Fire Recovery USA, LLC	Jason Kinney, Principal, California Strategies
Linda Budge, Council Member, City of Rancho Cordova	Jon Knight, Supervisor, El Dorado County
David Butler, CEO, Linking Education and Economic Development	Pat Fong Kushida, President and CEO, Asian Chamber
Sandra Calvert, Council Member, City of Loomis	Jefrey Leacox, Shareholder, Greenberg Traurig
Larry Carr, Board Member, SMUD	Martha Lofgren, Interim CEO, Metro Chamber
Sherwood Carthen, Bishop, Bayside of South Sacramento	Gary Maisel, President and CEO, Western Health Advantage
Steve Cohn, Council Member, City of Sacramento	Leslie McBride, Council Member, Yuba City
Rick Cole, Pastor, Capital Christian Center	John McCassey, Executive Director, Sacramento Sports Commission
Carla Collins-Mixon, Chair, Young Leaders Group, Urban Land Institute	Robert McGarvey, Mayor, City of Rancho Cordova
Bob Cook, Owner, Bob Cook Company	Andy Morin, Mayor, City of Folsom
Skip Davies, Vice Mayor, City of Woodland	Kevin Nagle, President and CEO, EnvisionRx
Gary Davis, Council Member, City of Elk Grove	Richard Pan, Assemblymember, California State Assembly
Steve Detrick, Mayor, City of Elk Grove	Art Pimintel, Mayor, City of Woodland
Nathan Dietrich, District Director, Office of Congresswoman Doris Matsui	Bridget Powers, Council Member, City of Auburn
John Duke, Mayor, Yuba City	Dan Rascher, President, SportsEconomics LLC
Blake Ellington, Founder, Here We Stay	Eric Rasmusson, Managing Partner, Rasmusson Public Affairs
Woody Fridae, Mayor, City of Winters	Jack Reynen, President, Artisan Communities, Inc
Steve Gandola, President and CEO, Sacramento Hispanic Chamber	Susan Rohan, Vice Mayor, City of Roseville
Azizza Goines, President, Sacramento Black Chamber	Don Saylor, Supervisor, Yolo County
Mary Jane Griego, Supervisor, Yuba County	Warren Smith, President, Clean World Partners LLC
Steve Hammond, President and CEO, Sacramento Convention & Visitors Bureau	Kirk Uhler, Supervisor, Placer County
Gregory Hayes, Communications Director, Office of Senator Kevin De Leon	Dave Weiglein, Founder, "Here We Build" grassroots effort
Rex Hime, President and CEO, California Business Properties Association	Josh Wood, Vice President, Region Builders
Richard Hyde, Attorney, Law Office of Richard H. Hyde	Jimmie Yee, Supervisor, Sacramento County
Rick Jennings, CEO, Center for Fathers and Families	Scot Yuill, Council Member, City of Rocklin



---

A Regional Initiative to Create Jobs and Economic Growth through a New Entertainment and Sports Complex

### Event Calendar

<b>Date</b>	<b>Key Event(s)</b>
May 31	Launch of Think BIG Regional Initiative
June 16	Public Town Hall: <i>Public-Private Partnership Models</i>
June 30	Full Committee Meeting: <i>Economic Engine Report</i>
July 7	Citizen Architect Initiative Announcement
July 14	Regional Bus Tour: <i>Capitol Corridor Report</i>
July 21	Regional Chambers Support Announcement
July 28	Full Committee Meeting: <i>Public Synergies Report</i>
August 4	Public Opinion Survey Results Released
August 8	Public Town Hall: <i>ULI Report on ESC-Intermodal Co-Location</i>
August 9	Design Competition Announcement
August 11	Public Town Hall: <i>The Future of Natomas</i>
August 18	User Fee Report Released
August 26	Jobs First Compact Announcement
September 1	Jobs ASAP Report released
September 8	100 Day Event: <i>The Nexus Report</i>



# THE NEXUS REPORT

---

Sacramento Press Club Presentation

September 8th, 2011

## Executive Summary

---

- **Entertainment and Sports Complex (ESC) will generate significant benefits**
  - Private sector will earn return on investment in ESC development and operation
  - Public sector will reap jobs, economic development, and general fund revenues
  
- **ESC can be funded via public-private partnership**
  - Private participation drawn from Kings and other private entities
  - User participation generated from users and beneficiaries of ESC
  - Public participation generated from multiple public revenue streams
  
- **Plan puts taxpayers first**
  - No broad-based city tax required
  - No regional sales tax required
  
- **Menu of options selected from broad range of potential funding strategies**
  - Preliminary review explored nearly 60 possible funding options
  - Narrower menu may generate up to \$400MM in potential funding, not including additional funding possible by leveraging parking assets
  
- **Additional analysis and discussion required to finalize definitive financing plan**
  - Additional political, legal and financial evaluation required
  - Plan must work for all parties – public, Kings, NBA, operator, developer, etc

# Contents

---

- **Context**
- Overview of Public-Private Partnership
- Funding Options Analysis
- Next Steps
- Appendix

# Vision

---

A **new entertainment and sports complex** (“ESC”) that promotes **job creation**, **economic growth**, **cultural development** and **civic pride** across the greater Sacramento region.



## The Opportunity

---

- **\$7B** in revenue to region over 30 years
- **4,100** new jobs
- **\$556MM** in spending during construction
- **3.1MM** new visitors to downtown each year
- **\$6.7MM** in annual fiscal benefits
- Transformative **economic, cultural and civic catalyst** that demonstrates entire region's potential

## Collaboration with Kings and NBA

- **New ESC needed to ensure Sacramento remains home of Kings**
  - Power Balance Pavilion no longer economically viable at NBA level
  - Need to finalize financing plan by March 1 relocation deadline
- **Strong, ongoing collaboration with Kings and NBA**
  - Sharing financials
  - Providing expertise
  - Appear committed to a win-win
- **NBA and Kings experiencing strong sales and community support**
  - Sacramento is a strong market
  - Dramatic increase in ticket sales and corporate support despite lockout
  - Success reflects community's commitment to team



## Timeline

---

- **May**
  - Kings announcement
  - ICON-Taylor Feasibility Study
  
- **June – August**
  - Launch Regional Coalition
  - 100 Day Plan
    - City Technical Review
    - Research on funding options
    - Public meetings and outreach
  
- **September**
  - Propose menu of options
  - Present to Mayor and Council
  - Determine path forward to prepare definitive financing plan

## Contents

---

- Context

- **Overview of Public-Private Partnership**

- Funding Options Analysis

- Next Steps

- Appendix

## Overview of Public-Private Partnership (PPP)

---

- New ESC estimated to cost **\$387MM**
  - \$258MM in construction costs
  - \$129MM in additional soft costs (*e.g. design, engineering, legal, etc.*)
  - Subject to change
  
- Financing will require **public-private partnership**
  - **PRIVATE PARTICIPATION**
    - Kings as anchor tenant
    - Third party investors in operator and/or developer roles
  
  - **PUBLIC PARTICIPATION**
    - ESC will be public asset owned by taxpayers
    - No silver bullet - multiple revenue streams required

# Guiding Principles for PPP

---



**1. TAXPAYERS COME FIRST**

Taxpayer participation dependent on receiving a real return on the public investment in the form of jobs and transformative economic impact

**2. NO BROAD-BASED TAXES ON THE COMMUNITY**

ESC will be paid for by those with a specific nexus to or relationship with facility

**3. SELF-SUSTAINING ASSET**

Facility will generate sufficient revenues to ensure ongoing financial viability

**4. THOSE WHO BENEFIT MORE, PAY MORE**

Direct private sector investment and user fees will contribute more than half of the development costs

**5. THE PEOPLE'S HOUSE**

The public sector will own the facility

**The Goal:**  
*Maximize funding from sources with a "NEXUS" to the ESC*



Revenues from Financial  
Beneficiaries of ESC



Revenues from Users of  
ESC



Revenues Created or  
Enhanced Because of  
ESC

# Key Considerations

---



- 1. CANNOT be 100% publicly- or 100% privately-financed**
  - Public sector lacks financial wherewithal and debt capacity to incur full cost
  - Market limitations prevent facility to be funded completely by private sources
  
- 2. CAN be financed as profitable asset creating real public and private benefits**
  - Public sector reaps jobs, economic development, and general fund revenues
  - Private sector earns economic return on investment
  
- 3. Partnership will require innovative approach**
  - Funding for large-scale projects always challenging in California
  - Current economic climate presents additional challenges
  
- 4. Partnership must work for all parties**
  - ESC owner and other public sector participants
  - Sacramento Kings
  - Developer, operator and other private participants
  
- 5. Requires approach that fits Sacramento**
  - Unique needs and dynamics in this market
  - Deal will likely be fundamentally different than approaches in other cities

## Caveats

---

- **Technical review still in progress**, including analysis of key elements that may impact project cost:
  - Intermodal co-location
  - Program refinements (*e.g. premium parking*)
  - Other site and technical issues (*e.g. traffic, utilities and infrastructure*)
- Moving forward, **City must be informed by**
  - what is in best interest of the public
  - what is necessary for developer to invest, operator to manage, and Kings to be anchor tenant
- Ultimately, all decisions are the prerogative of the **City of Sacramento, local officials and the public**
  - Think BIG is merely presenting options for consideration
  - Mayor, Council, and community must set future course

## Contents

---

- Context
- Overview of Public-Private Partnership
- **Funding Options Analysis**
- Next Steps
- Appendix



**CITY OF SACRAMENTO  
ENTERTAINMENT & SPORTS COMPLEX  
PRELIMINARY EVALUATION OF FUNDING OPTIONS**

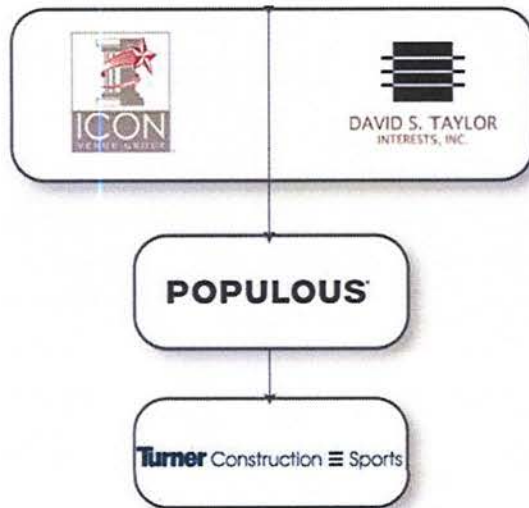


**PREPARED BY:  
BARRETT SPORTS GROUP, LLC**

# ICON-Taylor Feasibility Study Summary



- Railyards land can accommodate ESC
- NBA Type Arena and World Class Design Scheme Created
- Total Costs of \$387 Million (Hard and Soft Costs)
- Completed by Early 2015
- ESC can be Financially Viable
- **ESC is Fundable – Public/Private Partnership Required**



# Power Balance Pavilion vs. Proposed ESC

	<b>POWER BALANCE PAVILION</b> <i>(Formerly Arco Arena)</i>	<b>PROPOSED DOWNTOWN ESC</b> <i>(Subject to Revision)</i>
Owner	Sacramento Financing Authority	Public entity TBD (City, JPA)
Operator	Maloof Sports & Entertainment	Third-party operator (TBD)
Opening Date	1988	2015
Capacity	17,317	18,594
Luxury Suites	30	50*
Mini-Suites	0	20 – 25
Loge Boxes	0	50
Club Seats	442	1,200 – 1,400

**Power Balance Pavilion  
Lacks State-of-the-Art  
Amenities Found in Newer  
Arenas : Premium Inventory  
Not Considered State-of-  
the-Art**

**Additional Refinements  
Possible After Consultation  
with Key Stakeholders and  
Premium Seating Market  
Demand Surveys**

\* Does not include 4 Event party suites (24 seats).

# Team Economics

League and local economics play major role in success of teams

## TEAM REVENUES

### • ESC REVENUES

- ✓ Tickets
- ✓ Concessions & Novelties
- ✓ Parking
- ✓ Naming Rights/Advertising/Sponsors
- ✓ Premium Seating (Suites/Loge/Club)

### • LOCAL BROADCAST REVENUES

- ✓ Local Television
- ✓ Local Radio

### • LEAGUE COMMON REVENUES

### • OTHER REVENUES

- ✓ Publications
- ✓ Promotions
- ✓ Outreach & Hospitality

+

## TEAM EXPENSES

### • ESC EXPENSES

- ✓ Rent
- ✓ Game Day Expenses
- ✓ ESC Annual Operating Expenses
- ✓ ESC Capital Repairs/Replacement

### • SALARIES AND WAGES

- ✓ Players / Coaches
- ✓ Administrative

### • LEAGUE COMMON EXPENSES

### • OTHER EXPENSES

- ✓ Team Travel and Administration
- ✓ Broadcasting Expenses
- ✓ Marketing/Advertising/Promotion/PR

=

**TEAM NET  
OPERATING  
INCOME /  
(LOSS)\***

\* Does not include annual debt service.

## Deal structure with team will impact ESC net income

### ESC REVENUES

- RENT
- FAN AND CORPORATE SPENDING
  - ✓ Naming Rights
  - ✓ Advertising
  - ✓ Sponsorships
  - ✓ Concessions
  - ✓ Novelties
  - ✓ Parking
  - ✓ Premium Seating (Suites/Loge/Club)
- OTHER REVENUES
  - ✓ Convenience Charge Rebates
  - ✓ Facility Fees

+

### ESC EXPENSES

- GAME DAY/EVENT EXPENSES
  - ✓ Ticket Takers/Ushers
  - ✓ Security
- ESC OPERATING EXPENSES
  - ✓ Salaries & Wages
  - ✓ General & Administrative
  - ✓ Utilities
  - ✓ Insurance
  - ✓ Marketing
  - ✓ Legal/Professional
  - ✓ Repairs and Maintenance
  - ✓ Management Fee
  - ✓ Property/Possessory Interest Tax

= ESC NET OPERATING INCOME / (LOSS)\*

\* Does not include annual debt service or capital replacement/reserves.

## Market Overview

- Deal structure must consider **short / long term impacts** on public sector and team
- **Market area size and characteristics** impact team's ability to generate revenue
  - Market demographics
  - Competition
- Deal structure should reflect **anticipated operating characteristics and revenue potential** for the market area and the specific team
- **Anticipated performance of the team** in the market over the lease term must be taken into account
- When **performance of a team is expected to deviate** from the average performance of the league over the long-term, deal structure should account for the expected deviation

# Market Definition

## Common approaches to comparing NBA markets

### CORE-BASED STATISTICAL AREA (CBSA)



- Conglomeration of counties – Claritas definition

### GEOGRAPHIC RING DESIGNATION



- Geographic area defined by 20 or 30 mile rings

Both approaches yield similar data on Sacramento market

## NBA Market Demographics

---

- Conducted **limited review** of key demographic factors
- Focus on **key metrics**
  - Population
  - Households
  - Income
  - Age
  - Unemployment
  - Media market
  - Corporate base
- **Two methodologies**
  - Base demographics
  - Adjusted demographics (*considers number of professional sports teams in market*)



# Sacramento Market: Base Demographics

## Sacramento ranks as one of smaller NBA markets

Statistical Measure (Base)	Sacramento (CBSA area)	Rank	NBA Average (excl. Sacramento)
<b>POPULATION</b>			
2011 Population (000s)	2,147.2	21	5,425.8
2016 Population (000s)	2,337.0	21	5,671.9
Estimated 5 Year Growth Rate	8.80%	8	5.30%
<b>HOUSEHOLDS</b>			
2011 Households (000s)	787.8	22	1,952.30
2016 Households (000s)	859.8	21	2,038.50
Estimated 5 Year Growth Rate	9.10%	6	5.40%
<b>INCOME</b>			
Average Household Income	\$74,537	15	\$74,757
Median Household Income	\$57,829	12	\$56,090
Per Capita Income	\$27,630	10	\$27,774
High Income Households (000s)	179.2	19	479.5
<b>MEDIA MARKET</b>			
TV Population	3,847.0	19	6,457.2
Radio Population	1,850.2	21	4,586.6
<b>CORPORATE BASE</b>			
Companies with > \$50MM Sales	84	27	347
Companies with > 500 Employees	102	23	266



- **Average market** in terms of Income
- **Below average market** in terms of population, households, and media market
- **Well below average market** in terms of inventory of large corporations
  - Impacts demand for premium seating, sponsorships, etc.

Sources: Claritas 2011, PCensus, TV Basics, Arbitron, and Dun and Bradstreet.

# Sacramento Market: Adjusted Demographics

**Sacramento's ranking improves after accounting for the number of major professional teams in the market**

Statistical Measure (Adjusted)	Sacramento (CBSA area)	Rank	NBA Average (excl. Sacramento)
Number of Major League Teams	1	NA	3.5
<b>POPULATION</b>			
2011 Population (000s)	2,147.2	5	1,450.5
2016 Population (000s)	2,337.0	3	1,532.6
<b>HOUSEHOLDS</b>			
2011 Households (000s)	787.8	3	528.6
2016 Households (000s)	859.8	3	558.3
<b>INCOME</b>			
High Income Households (000s)	179.2	4	117.1
<b>MEDIA MARKET</b>			
TV Population	3,847.0	1	1,827.8
Radio Population	1,850.2	2	1,240.4
<b>CORPORATE BASE</b>			
Companies with > \$50MM Sales	84	17	97
Companies with > 500 Employees	102	6	75



- Kings are **only major professional team** in market
  - Significant competitive advantage
- Sacramento ranks as **one of larger NBA markets** in terms of adjusted metrics
  - Population
  - Households
  - High Income Households
  - Media Market
- Comparison is provided for illustrative purposes

Sources: Claritas 2011, PCensus, TV Basics, Arbitron, and Dun and Bradstreet.

## Competitive Facilities

---

### Must also consider competition from other facilities

- **Direct competition** from comparable arenas
- **Indirect competition** from stadiums, amphitheaters, performing arts centers (to a lesser degree), and other entertainment facilities
- Must consider both **local** and **regional** facilities
- Facilities compete on **multiple dimensions**
  - Patrons
  - Tenants
  - Event bookings
  - Advertising and sponsorships
  - Premium seating
  - Other

## Competitive Facilities

---

### New ESC would face limited competition

- Assumes **Power Balance Pavilion** would not continue to operate
  - Demolished
  - Non-compete agreement
- **Raley Field** provides most significant source of competition in local market
  - State-of-the-Art Facility
  - Premium Seating (Luxury Suite Inventory)
  - Advertising/Sponsorship
- Limited competition from **regional facilities**
  - Oakland
  - San Francisco
  - San Jose
  - Other

# General Trends in Sports Facility Finance and Construction

---



- **Market conditions and political environment** play critical role
- Increasingly difficult to fund due to **public resistance, high costs**
- Combination of **both public and private participation** cornerstone of current financing structures
- Planning and construction **can take many years**
  - Financing challenges
  - Typical construction risks
  - Voter approval
  - Political debate

# General Trends in Sports Facility Finance and Construction *(continued)*

---



- **Public participation** can take many forms
  - Equity Investment
  - New or Increased Taxes
  - Tax Rebates (Property, Payroll, Etc.)
  - Conduit Financing
  - Credit Enhancement/Guarantees
- **Private participation** typically can come in form of
  - Equity and Debt Secured by Facility Operations and/or Corporate Guarantees
  - Private Sector Grants and Donations *(Not Typical for Professional Facilities)*
- **Teams and private management firms** have increasingly taken over management and operations of sports facilities

## Public Sector Participation

- Municipalities may generate **wide assortment of revenues** to fund sports facilities
- Feasibility of introducing, increasing, or redirecting revenue from taxes and fees depends on **unique political/tax environment**
- Typically, **revenue streams shown to benefit from facility's development** and operation will be more successful in gaining public support
- Revenues that would **otherwise not exist but for the development** and operation of the facility are also common funding sources
- Taxes and fees **levied on selected groups** often receive less resistance (*hotel tax, car rental tax, etc.*)

## Public Funding Sources – Examples

- **Sales Taxes**

- Chesapeake Energy Arena (Oklahoma City, OK)
- Jobing.com Arena (Glendale, AZ)
- Lambeau Field (Green Bay, WI)

- **Hotel/Motel Taxes**

- Amway Center (Orlando, FL)
- Time Warner Cable Arena (Charlotte, NC)
- American Airlines Center (Dallas, TX)

- **Car Rental Taxes**

- AT&T Center (San Antonio, TX)
- Time Warner Cable Arena (Charlotte, NC)
- FedEx Forum (Memphis, TN)

- **Restaurant Taxes**

- Conseco Fieldhouse (Indianapolis, IN)
- Safeco Field (Seattle, WA)
- Lucas Oil Stadium (Indianapolis, IN)

- **Sin Taxes (Liquor/Tobacco)**

- Quicken Loans Arena (Cleveland, OH)
- Conseco Fieldhouse (Indianapolis, IN)
- Cleveland Browns Stadium (Cleveland, OH)

- **Lottery and Gaming Revenue**

- Safeco Field (Seattle, WA)
- Camden Yards (Baltimore, MD)
- M&T Bank Stadium (Baltimore, MD)

- **Player Income Tax**

- University of Phoenix Stadium (Glendale, AZ)
- New Orleans Arena (New Orleans, LA)

- **Land Sales/Leases**

- Amway Center (Orlando, FL)
- Time Warner Cable Arena (Charlotte, NC)
- Ford Field (Detroit, MI)



## Private Sector Participation

- **Essential component** of sports facility financing structures
- **Contractually Obligated Income (COI)** is an important private sector funding source
- Deal structure must consider **short / long term impacts** on team

## Private Sector Funding Sources – Examples

---

- **Rent**
- **Ticket Surcharge/Fees (Facility Specific)**
- **Premium Seating (Luxury Suites and Club Seats)**
  - Potential source of security and upfront capital (deposits)
- **Advertising/Sponsorships**
  - Reflect short-term to medium-term contractual obligations
- **Naming Rights**
  - Convey rights to name of facility and provide exposure
- **Concessions (Novelties)**
  - Rights to concessions a potential source of upfront capital (or equipment)
  - Must consider impact on revenue sharing percentages

# Private Sector Funding Sources – Examples

*(continued)*

---



- **Pouring Rights**
  - Rights to be exclusive beverage supplier – typically part of larger sponsorship agreement
  
- **Parking**
  
- **Personal Seat Licenses (PSLs)**
  - PSLs give patrons right to purchase tickets for selected seats for defined period
  - Typically NFL stadiums and occasionally MLB stadiums – rare in arenas
  - Potential source of revenue available for construction
  - Must consider tax implications (public sector or non-profit agent)
  
- **Private Donations or Donor Contributions (Rare in Professional Facilities)**

## Financing Instruments

---

- **General Obligation Bonds**
  - Backed by pledge of “full faith and credit” of the public agency (city, county, state)
  - Credit structure typically requires legislative action or voter approval
  - Typically represents lowest cost of capital
- **Revenue-Backed Obligation Bonds**
  - Secured by defined revenues source(s) – sales tax, hotel tax, etc.
  - More complex and less secure obligation than general obligation
- **Lease Revenue Financing Arrangements**
  - Lease-backed financing
    - Municipality leases facility to “Authority” and leases facility back from authority under sublease
    - Sublease typically requires annual rent payment to cover debt service on authority bonds
  - Certificate of Participation (COP)
- **Tax Increment Financing (TIF) and Other Redevelopment Bonds**
  - Bonds payable from incremental ad valorem property taxes on property in redevelopment area (redevelopment in California facing uncertain future)

## Financing Instruments *(continued)*

---

- **Infrastructure Financing District (IFD)**
  - IFD utilizes property tax as funding source based on variation of TIF
  - IFD must be for public capital improvements of a community-wide significance
  
- **Community Facilities Districts (Mello-Roos Bonds)**
  - Provides mechanism for municipalities to issue bonds secured by levy of special taxes
  - Contingent upon voter approval of district voters or landowners
  
- **Business Improvement Districts (Assessment Bonds)**
  - Issued upon security of assessments
  - Used to finance public improvements provided local agency can legitimize findings the improvements impart a special benefit to assess parcels of land or businesses
  
- **Conduit Revenue Bonds**
  - Tax-exempt or taxable financing issued by governmental agency
  - Typically loan repayments assigned directly to bond trustee to distribute to bondholders
  - Bond proceeds typically loaned to non-governmental borrower – individuals, corporations (profit/non-profit), partnerships, etc.

## Financing Instruments *(continued)*

---

- **EB-5 Financing**
  - Federal program that allows foreign investors to invest in job-creating enterprises in US and in return are granted a green card
  - Potential opportunity for short-term, low-cost borrowing
  - Minimum investment either \$500K or \$1MM, depending on certain target area restrictions
  - Could be used in period prior to period when actual ESC-related revenues are realized, providing timing benefit and capitalized interest relief
  - Used for the Atlantic Yards Project in Brooklyn, NY
    - Ancillary development related to Barclays Center (New Jersey Nets arena)
    - EB-5 not used directly for Barclays Center construction

## Credit Structure/Debt Security

---

- Security of debt will have **significant impact** on interest rates
- Potential **credit structures range** from most secure (General Obligations) to least secure (Project Finance)
- **Debt coverage requirements** for sports facilities financed on stand-alone basis have historically ranged from **1.5X to 2.0X**
  - Reduced if public sector provides credit enhancement or specific tax revenues are pledged as additional support
  - Political environment will often impact coverage required
  - Current economy and sports finance market may require higher coverage ratios (stand-alone scenario)
- Private or public sector guarantees may be used to **enhance credit rating**
  - Major Tenants, Facility Managers, Other Private Entities
  - Revenue from Facility Operations or General Revenues
- **Limit the potential impact** and cost of issuing debt
  - Credit Enhancement
  - Debt Service Reserve Fund
  - Operating Reserve Fund
  - Capital Replacement Reserve Fund
  - Interest Rate Swap

## Taxable Versus Tax-Exempt Debt

---

- Critical factor driving financing sports facilities is **tax status of financing arrangements**
- Difficult to utilize **tax-exempt debt** given current tax regulations
- **1986 Tax Act** restricted general availability of tax-exempt financing since facilities are viewed as private purpose facilities
- To issue tax-exempt debt, facility must pass **Private Activity Test (PAT)** and other guidelines
  - In General, PAT states bond is **not tax-exempt** if
    - Over 10% of facility's use is controlled by private business; and
    - More than 10% of revenues used for debt service are derived from private business
- Use of tax-exempt financing may impact **Arena Management Structure (QMA)**



## Identification of Funding Options

---

- **Identified and considered over 50 alternative funding sources**
  - Prior experience
  - Case studies / best practices
  - Input from Think BIG finance committee
  - Input from general public
- **Key considerations**
  - Financial viability
  - Legal viability
  - Political viability
- **Narrowed list of alternative funding options for further evaluation – funding options require additional research**

# Over 50 Funding Options Considered

## Broad-Based Financing Sources (City-County)

1. Sales Tax – City
2. Sales Tax – County
3. Transient Occupancy Tax – City
4. Transient Occupancy Tax – County
5. Car Rental Tax
6. Restaurant Tax – City
7. Restaurant Tax – County
8. Sin Tax (Cigarettes, Alcohol)

## Transient Occupancy Tax

9. 2002 Refunding Bonds – Mature 2012
10. 1993 Lease Revenue Bonds – Mature 2020
11. Reallocation
12. Other

## Business Improvement District(s)

13. Hotels
14. Restaurant
15. Parking
16. ESC Zone

## Land Sales

17. Sacramento Kings – Natomas
18. City – Natomas
19. City – Other

## Other – Taxes/Fees

20. Business Operating Tax/Other

## Equity

21. Sacramento Kings
22. Arena Operator/Developer
23. Other Developer
24. Concessionaire
25. Ticketing Service
26. Corporate Investment/Support
27. Other

## Rebates/Incentives/Other – ESC

28. Permits/Fees
29. Sales Tax
30. Utilities Tax
31. Sales Tax - Construction

## ESC Related Sources

32. Sacramento Kings Rent
33. Revenue Sharing
34. Ticket Surcharge
35. Naming Rights
36. Possessory Interest Tax
37. Event Parking
38. Other

## Cell Phone Towers

39. Cell Towers – ESC
40. Cell Towers – Other

## Digital Signage

41. Freeway Signage
42. ESC Signage District

## Parking

43. Privatization (Sale)
44. Public-Private Partnership (Lease)
45. Garage Naming Rights/Advertising Opportunities

## Tax Increment Financing

46. Railyards Project Area
47. Downtown Project Area

## Other Sources/Mechanisms

48. Intermodal User Fees
49. Life Insurance Settlement Financing
50. Casino/Card Rooms
51. P3 Development Option
52. REIT Opportunity
53. Real Estate Entitlements
54. EB-5 Financing
55. New Market Tax Credits
56. Enterprise Zone
57. Empowerment Zone
58. Community Development Block Grant

# Over 50 Funding Options Considered

## Transit-Related Funding Sources - City Owned

1. Streetcar
2. Light Rail
3. Streetcar
4. Transit Development Tax - City
5. Transit Development Tax - County
6. Transit Development Tax - State
7. Regional Tax Districts
8. Tax Increment Financing

## Transient Occupancy Tax

9. 2002 Refunding Bonds – Mature 2012
10. 2002 Refunding Bonds – Mature 2012
11. Reallocation
12. Other

## Business Improvement District(s)

13. Hotels
14. Restaurant
15. Parking
16. ESC Zone

## Land Sales

17. Sacramento Kings – Natomas
18. City – Natomas
19. City – Other

## Other - Transit Fees

20. Regional Development Tax District

## Equity

21. Sacramento Kings
22. Arena Operator/Developer
23. Other Developer
24. Concessionaire
25. Ticketing Service
26. Corporate Investment/Support
27. Other

## Rebates/Incentives/Other – ESC

28. Permits/Fees
29. Sales Tax
30. Utilities Tax
31. Sales Tax - Construction

## ESC Related Sources

32. Sacramento Kings Rent
33. Revenue Sharing
34. Ticket Surcharge
35. Naming Rights
36. Possessory Interest Tax
37. Event Parking
38. Other

## Cell Phone Towers

39. Cell Towers – ESC
40. Cell Towers – Other

## Digital Signage

41. Freeway Signage
42. ESC Signage District

## Parking

43. Private Lot Sale
44. Public-Private Partnership (Lease)
45. Garage Naming Rights/Advertising Opportunities

## Tax Increment Financing

46. Natomas Project Area
47. Downtown Project Area

## Other Sources/Mechanisms

48. Intermodal Loop Fee
49. Displacement Incentive Financing
50. Event/Event Rooms
51. P3 Development Option
52. M.T. Opportunity
53. Real Estate Entitlements
54. EB-5 Financing
55. New Market Tax Credits
56. Enterprise Zone
57. Employment Zone
58. Community Development Block Grant

## Identification of Funding Options *(continued)*

---

- **Deal Structure** with Kings / ESC operator-developer / other key stakeholders will impact potential funding sources
  
- **Funding Categories**
  1. **Private**
    - Private Sector upfront equity/payments
  
  2. **Public**
    - Public sector will own facility – direct investment required
  
  3. **Users / Beneficiaries:**
    - Those that use the facility shall contribute
    - Those that benefit (directly/indirectly) from the facility shall contribute
    - Revenues that would not otherwise exist but for the development of the facility

*Note: Category 3 reflects “Hybrid” category that includes revenues potentially generated by both public and private sources*

# Preliminary Assessment of Funding Options

(Does Not Include Potential Revenue Generated by Parking Opportunities)

**PRIVATE**

- **Contribution**
  - Sacramento Kings
  - Arena operator / developer
  - Other developer
  - ESC vendors
    - Concessionaire
    - Ticketing service
    - Other
- **Land**
  - Natomas (Kings)

*Note: Sacramento Kings annual payments (rent, ticket surcharge, etc.) reflect private sector investment*

**Preliminary Range:**  
**\$91M - \$156M**

**PUBLIC**

- **Public Land**
  - Natomas
  - Other parcels
- **Transient Occupancy Taxes (Debt Relief/Reallocation)**
- **Other**
  - Digital signage
  - Air rights (Intermodal)

**Preliminary Range:**  
**\$94M - \$123M**

**USERS / BENEFICIARIES\***

- **ESC-Related Sources**
  - Rent
  - Revenue sharing
  - Event parking
  - Ticket surcharge
  - Naming rights
  - Possessory interest tax
  - Cell phone towers
  - Rebates/Incentives
- **Business Improvement Districts (BIDs) or Similar**
  - Hotels
  - Parking
  - Restaurants
  - ESC Zone

**Preliminary Range:**  
**\$90M - \$121M**

\* "Hybrid" category that includes revenues potentially generated by both public and private sources

# Overview of Parking Opportunities

	<b>APPROACH 1: PRIVATIZATION</b> <i>(Sell City Assets)</i>	<b>APPROACH 2: PUBLIC-PRIVATE PARTNERSHIP</b> <i>(Lease City Assets)</i>	<b>APPROACH 3: PARKING BUSINESS IMPROVEMENT DISTRICT (BID)</b>	<b>APPROACH 4: EVENT REVENUE FROM CITY GARAGES</b>
Parking Inventory Owner	<ul style="list-style-type: none"> <li>• Third Party Entity</li> </ul>	<ul style="list-style-type: none"> <li>• City of Sacramento</li> </ul>	<ul style="list-style-type: none"> <li>• Mix of publicly and privately owned assets within defined “district”</li> </ul>	<ul style="list-style-type: none"> <li>• City of Sacramento</li> </ul>
Parking Inventory Operator	<ul style="list-style-type: none"> <li>• Third Party Entity</li> </ul>	<ul style="list-style-type: none"> <li>• Third Party Entity (subject to lease/concession agreement)</li> </ul>	<ul style="list-style-type: none"> <li>• Mix of publicly and privately operated assets within “district”</li> </ul>	<ul style="list-style-type: none"> <li>• City of Sacramento</li> </ul>
Funding Potential	<ul style="list-style-type: none"> <li>• Significant upfront payment possible from sale of assets</li> </ul>	<ul style="list-style-type: none"> <li>• Significant upfront and / or annual payment from lease of assets</li> </ul>	<ul style="list-style-type: none"> <li>• Moderate annual payment possible (financing required for upfront proceeds)</li> </ul>	<ul style="list-style-type: none"> <li>• Moderate annual payment possible (financing required for upfront proceeds)</li> </ul>
Other Factors	<ul style="list-style-type: none"> <li>• City loses control of parking operations and related assets</li> </ul>	<ul style="list-style-type: none"> <li>• City retains some control of assets through lease/concessions agreement</li> </ul>	<ul style="list-style-type: none"> <li>• City would issue bonds supported by BID revenues</li> </ul>	<ul style="list-style-type: none"> <li>• City maintains control of assets</li> </ul>

Additional analysis  
**NOT RECOMMENDED**

Additional analysis  
**RECOMMENDED**

Additional analysis  
**RECOMMENDED**

Additional analysis  
**RECOMMENDED**

## Key Considerations for Parking Analysis

---

- Assets Included (Restrictive Covenants)
  - Off-street Garages/Land
  - On-street Meters
- Rate increases
- Impact on Employees
- Enforcement
- Hours of operation
- Capital expenditure/technology requirements
- Non-compete
- ***General Fund impact***

# Parking Public-Private Partnership (P4)

## Case Studies – Summary Level

*Presented for Illustrative Purposes – Sacramento Opportunity will be a Function of Market Size and Demand*

- City of Chicago (Garages)
  - Transaction Year 2006
  - Concession Length 99 Years
  - Garage Spaces 9,178
  - Upfront Payment \$563 Million
  - Ongoing Revenue Share \$0
  
- City of Chicago (Meters)
  - Transaction Year 2008
  - Concession Length 75 Years
  - Metered Spaces 36,000
  - Annual Revenue \$25 Million
  - Upfront Payment \$1.16 Billion
  - Ongoing Revenue Share \$0



# Parking Public-Private Partnership (P4)

---

## Case Studies – Summary Level (continued)

### – City of Pittsburgh (Garages/Meters)

- Transaction Year City Council Voted Against Transaction – 2010
- Concession Length 50 Years
- Garage Spaces 8,946
- Neighborhood Spaces 1,729
- Metered Spaces 7,012 (922 To be Added by Concessionaire)
- Annual Revenue \$33 Million (Confirm)
- Upfront Payment (Proposed) \$451.7 Million
- Ongoing Revenue Share \$0

### – City of Indianapolis (Meters)

- Transaction Year 2010
- Concession Length 50 Years
- Metered Spaces 3,669
- Annual Revenue \$4.1 Million
- Upfront Payment \$20 Million
- Ongoing Revenue Share 30% of Revenues ≤ \$7 Million  
60% of Revenues ≥ \$7 Million

## Key Project Considerations

- **Definitive Financing Plan will Require a Combination of Funding Sources and Approaches**
  - Continue to research additional funding options
  - Consider timing implications of alternative funding options
  
- **City/Kings Loan**
  - Significant issue that must be addressed (*research ongoing*)
  
- **Natomas Land Re-Use**
  - Ongoing City analysis of potential re-uses
  - Continue progress of Think BIG Natomas subcommittee (*Co-Chairs: CM Ashby, Assm. Pan*)
  
- **Council/Legislative Action**
  - Selected revenue sources will require City Council action/legislative approval, and will require some form of additional credit enhancement

## Contents

---

- Context
- Overview of Public-Private Partnership
- Funding Options Analysis
- **Next Steps**
- Appendix

## Next Steps

---

- 1. Presentation to Mayor and Council** (*September 13*)
  - City Technical Review
  - Barrett Sports Group presentation
  
- 2. Finalize development plan** (*September – December*)
  - Formal selection of ICON-Taylor team
  - Reconcile outstanding technical issues (*e.g. premium parking, Intermodal, infrastructure*)
  - Identify potential operator and developer participants
  - Prepare and initiate development agreement
  
- 3. Finalize definitive project financing plan** (*September – December*)
  - Further evaluation and selection of funding options
  - Examine credit structure and debt security issues
  - Negotiate deal structure between city and other stakeholders
  - Prepare definitive financing plan
  
- 4. Finalize funding commitments** (*January – February*)

# APPENDIX

# Appendix A – Market Demographics



## • CBSA Designation – Population and Households

Market	2011		2016		Est. % Growth		2011		2016		Est. % Growth	
	Population (000s)	Rank	Population (000s)	Rank	2011-2016	Rank	Households (000s)	Rank	Households (000s)	Rank	2011-2016	Rank
New Jersey Nets	19,089.5	1	19,377.5	1	1.5%	26	6,885.3	1	6,978.2	1	1.3%	26
New York Knicks	19,089.5	1	19,377.5	1	1.5%	26	6,885.3	1	6,978.2	1	1.3%	26
LA Clippers	13,082.8	3	13,631.0	3	4.2%	18	4,225.1	3	4,394.6	3	4.0%	19
LA Lakers	13,082.8	3	13,631.0	3	4.2%	18	4,225.1	3	4,394.6	3	4.0%	19
Chicago Bulls	9,570.9	5	9,783.9	5	2.2%	24	3,433.7	5	3,510.9	5	2.2%	24
Dallas Mavericks	6,627.7	6	7,257.6	6	9.5%	6	2,367.0	6	2,582.4	6	9.1%	7
Philadelphia 76ers	6,045.7	7	6,147.9	9	1.7%	25	2,291.4	7	2,345.0	7	2.3%	23
Houston Rockets	6,036.7	8	6,604.2	7	9.4%	7	2,091.6	10	2,271.5	9	8.6%	9
Toronto Raptors	5,772.0	9	6,481.1	8	12.3%	1	2,045.1	11	2,322.2	8	13.6%	1
Washington Wizards	5,612.1	10	5,919.9	11	5.5%	14	2,110.6	8	2,227.6	10	5.5%	13
Miami Heat	5,596.2	11	5,831.0	12	4.2%	17	2,103.4	9	2,160.9	12	2.7%	22
Atlanta Hawks	5,490.4	12	6,075.6	10	10.7%	4	1,975.6	12	2,175.3	11	10.1%	5
Boston Celtics	4,577.6	13	4,681.9	14	2.3%	23	1,757.3	13	1,792.7	13	2.0%	25
Golden State Warriors	4,362.9	14	4,546.3	15	4.2%	16	1,608.7	15	1,679.3	15	4.4%	16
Detroit Pistons	4,352.6	15	4,287.7	16	-1.5%	29	1,671.4	14	1,653.0	16	-1.1%	29
Phoenix Suns	4,325.9	16	4,840.5	13	11.9%	2	1,535.8	16	1,716.7	14	11.8%	2
Minnesota Timberwolves	3,329.8	17	3,467.1	17	4.1%	20	1,289.8	17	1,342.8	17	4.1%	18
Denver Nuggets	2,582.4	18	2,772.9	18	7.4%	11	995.4	18	1,066.2	18	7.1%	11
Portland Trail Blazers	2,262.7	19	2,410.6	19	6.5%	12	867.5	19	928.7	19	7.1%	12
Orlando Magic	2,147.8	20	2,360.1	20	9.9%	5	802.7	21	885.6	20	10.3%	4
<b>Sacramento Kings</b>	<b>2,147.2</b>	<b>21</b>	<b>2,337.0</b>	<b>21</b>	<b>8.8%</b>	<b>8</b>	<b>787.8</b>	<b>22</b>	<b>859.8</b>	<b>21</b>	<b>9.1%</b>	<b>6</b>
San Antonio Spurs	2,133.6	22	2,314.2	22	8.5%	9	748.3	23	812.7	23	8.6%	8
Cleveland Cavaliers	2,080.5	23	2,042.6	23	-1.8%	30	839.0	20	822.5	22	-2.0%	30
Charlotte Bobcats	1,820.2	24	2,026.4	24	11.3%	3	705.3	24	785.0	24	11.3%	3
Indiana Pacers	1,786.3	25	1,885.7	25	5.6%	13	700.3	25	737.0	25	5.2%	14
Milwaukee Bucks	1,551.2	26	1,562.2	26	0.7%	28	618.4	26	625.3	26	1.1%	28
Memphis Grizzlies	1,318.1	27	1,357.9	27	3.0%	22	498.0	28	515.5	28	3.5%	21
Oklahoma City Thunder	1,263.4	28	1,327.6	28	5.1%	15	499.8	27	525.5	27	5.1%	15
New Orleans Hornets	1,219.8	29	1,261.3	29	3.4%	21	465.7	29	485.1	29	4.2%	17
Utah Jazz	1,137.8	30	1,221.9	30	7.4%	10	372.7	30	400.7	30	7.5%	10
<b>Average (Excluding Sacramento)</b>	<b>5,425.8</b>		<b>5,671.9</b>		<b>5.3%</b>		<b>1,952.3</b>		<b>2,038.5</b>		<b>5.4%</b>	

Sources: Claritas 2011, PCensus, TV Basics, Arbitron, and Dun and Bradstreet.

# Appendix A – Market Demographics



- CBSA Designation – Income

Market	Average Household Income		Median Household Income		Per Capita Income		HHs w/ Income \$100,000+	
	Income	Rank	Income	Rank	Income	Rank	(000s)	Rank
Washington Wizards	\$103,664	1	\$80,854	1	\$39,272	1	802.7	6
Golden State Warriors	\$100,093	2	\$73,467	2	\$37,278	2	564.1	7
Boston Celtics	\$88,867	3	\$67,153	3	\$34,530	3	531.2	9
New Jersey Nets	\$86,308	4	\$61,660	5	\$31,414	4	1,956.3	1
New York Knicks	\$86,308	4	\$61,660	5	\$31,414	4	1,956.3	1
Toronto Raptors	\$81,443	6	\$55,868	16	NA	NA	476.9	11
LA Clippers	\$79,744	7	\$56,946	13	\$26,048	18	1,048.5	3
LA Lakers	\$79,744	7	\$56,946	13	\$26,048	18	1,048.5	3
Minnesota Timberwolves	\$79,660	9	\$63,729	4	\$31,162	6	316.4	15
Chicago Bulls	\$77,837	10	\$59,569	8	\$28,187	9	812.4	5
Denver Nuggets	\$77,110	11	\$59,668	7	\$29,944	7	228.4	18
Philadelphia 76ers	\$77,054	12	\$58,492	9	\$29,599	8	553.7	8
Atlanta Hawks	\$75,648	13	\$58,099	10	\$27,492	11	431.4	13
Dallas Mavericks	\$74,845	14	\$55,943	15	\$26,929	16	518.9	10
<b>Sacramento Kings</b>	<b>\$74,537</b>	<b>15</b>	<b>\$57,829</b>	<b>12</b>	<b>\$27,630</b>	<b>10</b>	<b>179.2</b>	<b>19</b>
Houston Rockets	\$73,951	16	\$54,081	18	\$25,789	20	464.7	12
Utah Jazz	\$73,114	17	\$57,945	11	\$24,159	25	75.8	27
Portland Trail Blazers	\$70,649	18	\$55,542	17	\$27,349	12	169.9	20
Phoenix Suns	\$70,289	19	\$53,229	19	\$25,173	23	296.6	17
Charlotte Bobcats	\$69,772	20	\$52,932	20	\$27,241	13	130.2	22
Indiana Pacers	\$68,149	21	\$52,495	23	\$27,001	15	127.4	24
Miami Heat	\$67,724	22	\$47,200	26	\$25,711	22	381.7	14
Detroit Pistons	\$67,711	23	\$52,543	21	\$26,226	17	313.0	16
Milwaukee Bucks	\$67,564	24	\$52,528	22	\$27,214	14	111.5	26
Orlando Magic	\$64,363	25	\$48,483	24	\$24,262	24	127.4	23
Cleveland Cavaliers	\$63,096	26	\$47,820	25	\$25,720	21	132.1	21
New Orleans Hornets	\$62,287	27	\$45,297	28	\$23,995	26	74.6	28
San Antonio Spurs	\$61,635	28	\$46,420	27	\$21,912	29	114.2	25
Memphis Grizzlies	\$60,445	29	\$45,147	29	\$23,040	28	72.3	29
Oklahoma City Thunder	\$58,877	30	\$44,905	30	\$23,562	27	68.4	30
Average (Excluding Sacramento)	\$74,757		\$56,090		\$27,774		479.5	

Sources: Claritas 2011, PCensus, TV Basics, Arbitron, and Dun and Bradstreet.

## Appendix A – Market Demographics



- CBSA Designation – Age and Unemployment

Market	Average		Median		Unemployment	
	Age	Rank	Age	Rank	Rate	Rank
Utah Jazz	33.4	1	31.4	1	5.96%	2
Dallas Mavericks	34.4	2	33.3	3	7.46%	9
Houston Rockets	34.4	2	33.3	2	6.91%	5
Atlanta Hawks	35.2	4	34.8	7	9.63%	25
San Antonio Spurs	35.5	5	33.9	4	6.72%	4
Phoenix Suns	35.6	6	34.0	5	7.80%	10
Charlotte Bobcats	35.8	7	35.4	11	9.27%	22
Memphis Grizzlies	36.0	8	35.0	10	10.58%	28
LA Clippers	36.2	9	35.0	8	8.54%	18
LA Lakers	36.2	9	35.0	8	8.54%	18
Indiana Pacers	36.4	11	35.7	12	8.36%	15
Oklahoma City Thunder	36.5	12	34.6	6	5.84%	1
Chicago Bulls	36.7	13	35.8	13	9.38%	23
Washington Wizards	36.8	14	36.7	17	6.08%	3
Minnesota Timberwolves	36.8	14	36.2	15	7.04%	6
Denver Nuggets	36.9	16	36.7	18	7.14%	7
<b>Sacramento Kings</b>	<b>37.0</b>	<b>17</b>	<b>35.9</b>	<b>14</b>	<b>9.62%</b>	<b>24</b>
Milwaukee Bucks	37.8	18	37.0	19	7.84%	11
Orlando Magic	37.8	18	36.5	16	9.63%	26
Portland Trail Blazers	37.9	20	37.8	22	9.25%	21
New Orleans Hornets	38.0	21	37.5	21	8.37%	16
New Jersey Nets	38.4	22	37.9	24	7.85%	12
New York Knicks	38.4	22	37.9	24	7.85%	12
Philadelphia 76ers	38.4	22	37.9	23	8.39%	17
Detroit Pistons	38.6	25	38.8	28	13.60%	29
Golden State Warriors	38.8	26	38.5	27	7.95%	14
Boston Celtics	38.8	26	38.4	26	7.17%	8
Miami Heat	39.8	28	39.3	29	9.24%	20
Cleveland Cavaliers	39.8	28	40.2	30	10.22%	27
Toronto Raptors	NA	NA	37.2	20	NA	NA
Average (Excluding Sacramento)	37.0		36.3		8.31%	

Sources: Claritas 2011, PCensus, TV Basics, Arbitron, and Dun and Bradstreet.



## Appendix A – Market Demographics



- CBSA Designation – Media Market

Market	2011 TV		2011 Radio	
	Population (000s)	Rank	Population (000s)	Rank
New Jersey Nets	20,141.0	1	15,730.0	1
New York Knicks	20,141.0	1	15,730.0	1
LA Clippers	17,057.0	3	11,028.0	3
LA Lakers	17,057.0	3	11,028.0	3
Chicago Bulls	9,386.0	5	7,875.8	5
Philadelphia 76ers	7,599.0	6	4,474.3	11
Toronto Raptors	7,174.0	7	4,779.6	9
Dallas Mavericks	6,927.0	8	5,326.5	7
Golden State Warriors	6,773.0	9	6,186.9	6
Atlanta Hawks	6,378.0	10	4,479.8	10
Boston Celtics	6,101.0	11	4,054.6	13
Washington Wizards	6,069.0	12	4,394.6	12
Houston Rockets	6,030.0	13	4,919.2	8
Phoenix Suns	5,004.0	14	3,326.2	16
Detroit Pistons	4,747.0	15	3,824.4	14
Minnesota Timberwolves	4,331.0	16	2,749.0	17
Miami Heat	4,220.0	17	3,647.2	15
Denver Nuggets	3,916.0	18	2,391.7	18
<b>Sacramento Kings</b>	<b>3,847.0</b>	<b>19</b>	<b>1,850.2</b>	<b>21</b>
Cleveland Cavaliers	3,678.0	20	1,772.2	22
Orlando Magic	3,561.0	21	1,529.3	25
Portland Trail Blazers	3,042.0	22	2,133.6	19
Charlotte Bobcats	2,868.0	23	2,040.0	20
Utah Jazz	2,852.0	24	1,756.5	23
Indiana Pacers	2,676.0	25	1,412.4	27
San Antonio Spurs	2,298.0	26	1,733.8	24
Milwaukee Bucks	2,180.0	27	1,459.4	26
Memphis Grizzlies	1,741.0	28	1,086.8	29
Oklahoma City Thunder	1,691.0	29	1,125.6	28
New Orleans Hornets	1,621.0	30	1,015.6	30
Average (Excluding Sacramento)	6,457.2		4,586.6	

Sources: Claritas 2011, PCensus, TV Basics, Arbitron, and Dun and Bradstreet.

## Appendix A – Market Demographics



- CBSA Designation – Corporate Base

Market	Companies w/ \$50mm Sales		Companies w/ 500+ Employees	
	Rank	Rank	Rank	Rank
New Jersey Nets	1,055	1	757	1
New York Knicks	1,055	1	757	1
Chicago Bulls	721	3	572	3
LA Clippers	602	4	495	5
LA Lakers	602	4	495	5
Washington Wizards	564	6	548	4
Houston Rockets	546	7	314	8
Philadelphia 76ers	448	8	335	7
Boston Celtics	408	9	292	9
Dallas Mavericks	397	10	278	11
Golden State Warriors	395	11	233	13
Atlanta Hawks	392	12	281	10
Detroit Pistons	311	13	254	12
Minnesota Timberwolves	308	14	230	14
Denver Nuggets	224	15	181	16
Phoenix Suns	204	16	200	15
Portland Trail Blazers	169	17	119	20
Miami Heat	165	18	123	18
Milwaukee Bucks	158	19	116	21
Cleveland Cavaliers	153	20	130	17
Indiana Pacers	147	21	120	19
Utah Jazz	132	22	89	26
Charlotte Bobcats	116	23	93	25
Oklahoma City Thunder	104	24	73	27
San Antonio Spurs	102	25	100	24
Orlando Magic	100	26	107	22
<b>Sacramento Kings</b>	<b>84</b>	<b>27</b>	<b>102</b>	<b>23</b>
Memphis Grizzlies	79	28	73	27
New Orleans Hornets	64	29	70	29
Toronto Raptors	NA	NA	NA	NA
Average (Excluding Sacramento)	347		266	

Sources: Claritas 2011, PCensus, TV Basics, Arbitron, and Dun and Bradstreet.

# Appendix A – Market Demographics



- CBSA Designation – Population, Households, and Income (Adjusted)**

Market	Number of 2011 Population		2016 Population		2011 Households		2016 Households		HHs w/ Income \$100,000+	
	Teams	(000s) Rank	(000s) Rank	(000s) Rank	(000s) Rank	(000s) Rank	(000s) Rank	(000s) Rank	(000s) - (2) Rank	
Portland Trail Blazers	1	2,262.7 1	2,410.6 1	867.5 1	928.7 1	169.9 7				
LA Clippers	6	2,180.5 2	2,271.8 5	704.2 7	732.4 9	174.8 5				
LA Lakers	6	2,180.5 2	2,271.8 5	704.2 7	732.4 9	174.8 5				
Orlando Magic	1	2,147.8 4	2,360.1 2	802.7 2	885.6 2	127.4 15				
<b>Sacramento Kings</b>	<b>1</b>	<b>2,147.2 5</b>	<b>2,337.0 3</b>	<b>787.8 3</b>	<b>859.8 3</b>	<b>179.2 4</b>				
San Antonio Spurs	1	2,133.6 6	2,314.2 4	748.3 6	812.7 4	114.2 16				
New Jersey Nets	9	2,121.1 7	2,153.1 9	765.0 4	775.4 5	217.4 1				
New York Knicks	9	2,121.1 7	2,153.1 9	765.0 4	775.4 5	217.4 1				
Houston Rockets	3	2,012.2 9	2,201.4 7	697.2 9	757.2 8	154.9 10				
Toronto Raptors	3	1,924.0 10	2,160.4 8	681.7 11	774.1 7	159.0 9				
Chicago Bulls	5	1,914.2 11	1,956.8 12	686.7 10	702.2 12	162.5 8				
Atlanta Hawks	3	1,830.1 12	2,025.2 11	658.5 12	725.1 11	143.8 11				
Dallas Mavericks	4	1,656.9 13	1,814.4 13	591.8 13	645.6 13	129.7 14				
Philadelphia 76ers	4	1,511.4 14	1,537.0 14	572.8 14	586.2 14	138.4 12				
Washington Wizards	4	1,403.0 15	1,480.0 15	527.6 15	556.9 15	200.7 3				
Miami Heat	4	1,399.1 16	1,457.7 16	525.8 16	540.2 16	95.4 18				
Memphis Grizzlies	1	1,318.1 17	1,357.9 17	498.0 18	515.5 18	72.3 23				
Oklahoma City Thunder	1	1,263.4 18	1,327.6 18	499.8 17	525.5 17	68.4 24				
Boston Celtics	4	1,144.4 19	1,170.5 21	439.3 19	448.2 19	132.8 13				
Utah Jazz	1	1,137.8 20	1,221.9 19	372.7 22	400.7 22	75.8 21				
Detroit Pistons	4	1,088.2 21	1,071.9 22	417.9 20	413.2 21	78.2 20				
Phoenix Suns	4	1,081.5 22	1,210.1 20	384.0 21	429.2 20	74.1 22				
Charlotte Bobcats	2	910.1 23	1,013.2 23	352.7 23	392.5 23	65.1 25				
Indiana Pacers	2	893.1 24	942.8 24	350.2 24	368.5 24	63.7 26				
Golden State Warriors	5	872.6 25	909.3 25	321.7 26	335.9 25	112.8 17				
Minnesota Timberwolves	4	832.4 26	866.8 26	322.5 25	335.7 26	79.1 19				
Milwaukee Bucks	2	775.6 27	781.1 27	309.2 27	312.7 27	55.8 28				
Cleveland Cavaliers	3	693.5 28	680.9 29	279.7 28	274.2 28	44.0 29				
Denver Nuggets	4	645.6 29	693.2 28	248.8 29	266.5 29	57.1 27				
New Orleans Hornets	2	609.9 30	630.6 30	232.9 30	242.6 30	37.3 30				
Average (Excluding Sacramento)		1,450.5	1,532.6	528.6	558.3	117.1				

Sources: Claritas 2011, PCensus, TV Basics, Arbitron, and Dun and Bradstreet.

## Appendix A – Market Demographics



- CBSA Designation – Media Market (Adjusted)**

Market	Number of Teams	2011 TV Population (000s)	Rank	2011 Radio Population (000s)	Rank
Sacramento Kings	1	3,847.0	1	1,850.2	2
Orlando Magic	1	3,561.0	2	1,529.3	12
Portland Trail Blazers	1	3,042.0	3	2,133.6	1
Utah Jazz	1	2,852.0	4	1,756.5	5
LA Clippers	6	2,842.8	5	1,838.0	3
LA Lakers	6	2,842.8	5	1,838.0	3
Toronto Raptors	3	2,391.3	7	1,593.2	10
San Antonio Spurs	1	2,298.0	8	1,733.8	8
New Jersey Nets	9	2,237.9	9	1,747.8	6
New York Knicks	9	2,237.9	9	1,747.8	6
Atlanta Hawks	3	2,126.0	11	1,493.3	13
Houston Rockets	3	2,010.0	12	1,639.7	9
Philadelphia 76ers	4	1,899.8	13	1,118.6	16
Chicago Bulls	5	1,877.2	14	1,575.2	11
Memphis Grizzlies	1	1,741.0	15	1,086.8	18
Dallas Mavericks	4	1,731.8	16	1,331.6	14
Oklahoma City Thunder	1	1,691.0	17	1,125.6	15
Boston Celtics	4	1,525.3	18	1,013.7	21
Washington Wizards	4	1,517.3	19	1,098.7	17
Charlotte Bobcats	2	1,434.0	20	1,020.0	20
Indiana Pacers	2	1,338.0	21	706.2	26
Phoenix Suns	4	1,251.0	22	831.6	24
Cleveland Cavaliers	3	1,226.0	23	590.7	29
Detroit Pistons	4	1,186.8	24	956.1	22
Golden State Warriors	6	1,128.8	25	1,031.2	19
Milwaukee Bucks	2	1,090.0	26	729.7	25
Minnesota Timberwolves	4	1,082.8	27	687.3	27
Miami Heat	4	1,055.0	28	911.8	23
Denver Nuggets	4	979.0	29	597.9	28
New Orleans Hornets	2	810.5	30	507.8	30
Average (Excluding Sacramento)		1,827.8		1,240.4	

Sources: Claritas 2011, PCensus, TV Basics, Arbitron, and Dun and Bradstreet.

# Appendix A – Market Demographics



- CBSA Designation – Corporate Base (Adjusted)**

Market	Number of Teams	Companies w/ \$50mm Sales		Companies w/ 500+ Employees	
		Rank		Rank	
Houston Rockets	3	182	1	105	5
Portland Trail Blazers	1	169	2	119	2
Chicago Bulls	5	144	3	114	3
Washington Wizards	4	141	4	137	1
Utah Jazz	1	132	5	89	9
Atlanta Hawks	3	131	6	94	8
New Jersey Nets	9	117	7	84	10
New York Knicks	9	117	7	84	10
Philadelphia 76ers	4	112	9	84	12
Oklahoma City Thunder	1	104	10	73	15
San Antonio Spurs	1	102	11	100	7
Boston Celtics	4	102	11	73	15
LA Clippers	6	100	13	83	13
LA Lakers	6	100	13	83	13
Orlando Magic	1	100	15	107	4
Dallas Mavericks	4	99	16	70	18
<b>Sacramento Kings</b>	<b>1</b>	<b>84</b>	<b>17</b>	<b>102</b>	<b>6</b>
Memphis Grizzlies	1	79	18	73	15
Milwaukee Bucks	2	79	18	58	21
Golden State Warriors	5	79	18	47	24
Detroit Pistons	4	78	21	64	19
Minnesota Timberwolves	4	77	22	58	22
Indiana Pacers	2	74	23	60	20
Charlotte Bobcats	2	58	24	47	25
Denver Nuggets	4	56	25	45	26
Phoenix Suns	4	51	26	50	23
Cleveland Cavaliers	3	51	26	43	27
Miami Heat	4	41	28	31	29
New Orleans Hornets	2	32	29	35	28
Toronto Raptors	3	NA	NA	NA	NA
Average (Excluding Sacramento)		97		75	

Sources: Claritas 2011, PCensus, TV Basics, Arbitron, and Dun and Bradstreet.

## Appendix B – Consulting Team

---

- **Barrett Sports Group, LLC (BSG) is a leading sports industry specialist**
- **BSG has worked on numerous similar projects – 21 years experience and over 1,000 sports industry projects**
- **BSG has extensive arena feasibility and project financing experience**
- **BSG has an in-depth knowledge and understanding of the NBA and the Sacramento market**
- **Daniel S. Barrett, Principal**
  - Formerly Managing Director for Western Region Sports and Entertainment Investment Banking Division of A.G. Edwards & Sons, Inc.
  - Formerly Lead Western Region Hospitality Sports and Leisure Consulting Practice for Deloitte & Touche LLP
  - Sports Industry Expert Witness
  - Adjunct Professor University of San Francisco Sports Management Graduate Program
  - UCLA, BA – Economics/International Studies
  - USC, MBA – Finance/Real Estate

## Appendix B – Consulting Team

---

- **Additional advisory support provided by**
  - Goldman Sachs (investment bank)
  - Orrick, Herrington and Sutcliffe (bond counsel)
  - Nielsen Merksamer Parrinello Gross & Leoni LLP
  - City of Sacramento Staff
  - Think BIG Finance and JPA Subcommittees

# Barrett Sports Group: Limiting Conditions and Assumptions



- **This analysis is subject to our contractual terms, as well as the following limiting conditions and assumptions:**
  - The analysis has been prepared for internal decision making purposes of the Client only and shall not be used for any other purposes without the prior written permission of Barrett Sports Group, LLC.
  - The analysis includes findings and recommendations; however, all decisions in connection with the implementation of such findings and recommendations shall be Client’s responsibility.
  - Ownership and management of the arena are assumed to be in competent and responsible hands. Ownership and management can materially impact the findings of this analysis.
  - Any estimates of historical or future prices, revenues, rents, expenses, occupancy, net operating income, mortgage debt service, capital outlays, cash flows, inflation, capitalization rates, yield rates or interest rates are intended solely for analytical purposes and are not to be construed as predictions of the analysts. They represent only the judgment of the authors based on information provided by operators and owners active in the market place, and their accuracy is in no way guaranteed.
  - Our work has been based in part on review and analysis of information provided by unrelated sources which are believed accurate, but cannot be assured to be accurate. No audit or other verification has been completed.
  - Current and anticipated market conditions are influenced by a large number of external factors. We have not knowingly withheld any pertinent facts, but we do not guarantee that we have knowledge of all factors which might influence the operating potential of the facility. Due to rapid changes in the external factors, the actual results may vary significantly from estimates presented in this report.
  - The analysts reserve the right to make such adjustments to the analyses, opinions, and conclusions set forth in this report as may be required by consideration of additional data or more reliable data which may become available.
  - The analysis is intended to be read and used as a whole and not in parts. Separation of any section or page from the main body of the report is expressly forbidden and invalidates the analysis.
  - Possession of the analysis does not carry with it the right of publication. It shall be used for its intended purpose only and by the parties to whom it is addressed. Other parties should not rely on the findings of this report for any purpose and should perform their own due diligence.
  - Our performance of the tasks completed does not constitute an opinion of value or appraisal, or a projection of financial performance or audit of the facility in accordance with generally accepted audit standards. Estimates of value (ranges) have been prepared to illustrate current and possible future market conditions.
  - The analysis shall not be used in any matters pertaining to any financing, or real estate or other securities offering, registration, or exemption with any state or with the federal Securities and Exchange Commission.
  - No liability is assumed for matters which are legal or environmental in nature.