

### AGENDA

### MEASURE A - INDEPENDENT TAXPAYERS OVERSIGHT COMMITTEE

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

| THURSDAY |                    | OCTOBER 21, 2010   | 4:00 P.M.    |
|----------|--------------------|--|--------------|
| MEMB     | ::<br>ERS:         | MATTHEW KELLY; JOHN van BERKEL (Chair); MAUREEN ZAMARRIPA (Vice<br>JEFF SLOWEY, JULIE VALVERDE, BRIAN WILLIAMS | ,            |
| 1.       | Call to            | Order / Introductions  |              |
| 2.       | Comm               | nents from the Public Regarding Matters Not on the Agenda  |              |
| 3.       |                    | ure A Entity Expenditure Plans: "How We Spend the Money" * acramento Regional Transit District                 |              |
| 4.       | Status             | Reports of Measure A On-Going Programs, 4 <sup>th</sup> Quarter FY 2009-10 *                                   |              |
| 5.       | Status             | Reports of Measure A Capital Projects, 4 <sup>th</sup> Quarter FY 2009-10 *                                    |              |
| 6.       |                    | ne Performance Standards for the Measure A Sales Tax Program * ed from August 5, 2010                          |              |
| 7.       | 1 <sup>st</sup> Qu | arter FY 2010-11 Measure A Revenue Report *  |              |
| 8.       |                    | mento County Transportation Mitigation Fee Program: Annual Statement of iditures $^*$                          | Revenues and |

**Comments from Committee Members** 

9.

- - - - - - - -

<sup>\*</sup> Staff report and associated materials can be viewed or downloaded at <a href="www.sacta.org">www.sacta.org</a>
For a paper copy of all associated materials, please contact Gloria Busby: 916-323-0897; gloria@sacta.org

### MEASURE A INDEPENDENT TAXPAYERS OVERSIGHT COMMITTEE

October 21, 2010 Item # 3

<u>Subject:</u> Measure A Entity Expenditure Plans: "How We Spend the Money"

### Recommendation

Receive and file an oral report from staff of the Sacramento Regional Transit District (SRTD) on public transit projects and programs that are funded with Measure A sales tax revenues.

### **Discussion**

The **New** Measure A Ordinance requires that the STA Board adopt five-year expenditure plans for on-going Measure A annual programs:

- Transportation-Related Air Quality Program
- Senior & Disabled Transportation Services Program
- Traffic Control & Safety Program
- Safety, Streetscaping, Pedestrian & Bike Program

These programs provide annual formula allocations to local transportation providers for eligible operations expenses that the Board has previously defined. They are funded exclusively from the sales tax revenue component of Measure A.

The **New** Measure A Ordinance also requires that the STA Board adopt five-year expenditure plans for two capital programs:

- Transit Congestion Relief Program
- Local Arterial Program

These two programs provide reimbursement allocations to local transportation providers for expenditures related to the delivery and construction of eligible *capital* projects. The Transit Congestion Relief program also provides on-going funding to SRTD for bus and light rail operations expenses.

At today's ITOC meeting, we will continue the series of presentations by local agency staff on how they spend their respective allocations of Measure A funds. Regional Transit staff will provide an overview of proposed expenditures during the next five years for the *Transit Congestion Relief* component of Measure A. Committee members reviewed the *Transportation-Related Air Quality* component (SMAQMD) and the *Senior & Disabled Transportation Services* component (Paratransit, Inc.) at the August 5 ITOC meeting.

The *Transit Congestion Relief* program funds transit capital improvements listed in the Measure A expenditure plan, and provides funding for operating and maintaining those improvements along with existing bus and light rail services. SRTD is the sole beneficiary of this program, except that the City of Sacramento is the lead agency for one of the eligible capital projects, the Sacramento Intermodal Transportation Facility. SRTD receives 34.50% of cumulative Measure A revenues each year for operations support. It is also eligible for up to

Measure A ITOC October 21, 2010 Item #3

em #3 2

2.5% of the total sales tax revenue and 20% of Countywide development fee revenues during the 30-year term for four rail projects. The City of Sacramento will receive up to 1.25% of total Measure A sales tax revenues for delivery and construction of the Intermodal facility.

Regional Transit's five-year expenditure plan is attached hereto. It was approved by the STA Board at its meeting last week.

At the ITOC meeting in January, staff from the County and cities' public works departments will review their proposed 5-year expenditures for the Traffic Control & Safety; Safety, Streetscaping, Pedestrian & Bike; and Street & Road Maintenance programs, along with the Local Arterial capital program.

Attachment

Staff Contact: Brian Williams

### Measure A

## **Transit Congestion Relief Program**Five-Year Spending Program, FY 2011-2015

|  | F  | Y 2010-2011 | F  | <mark>/ 2011-2012</mark> | F  | <mark>/ 2012-2013</mark> | F  | <mark>/ 2013-2014</mark> | F  | Y 2014-2015 |
|--|----|-------------|----|--------------------------|----|--------------------------|----|--------------------------|----|-------------|
| <u>OPERATING</u>                                 |    |             |    |                          |    |                          |    |                          |    |             |
| Labor and Fringes                                | \$ | 17,081,314  | \$ | 17,600,459               | \$ | 18,135,178               | \$ | 19,053,111               | \$ | 20,016,942  |
| Professional Services*                           | \$ | 4,258,627   | \$ | 4,388,058                | \$ | 4,521,371                | \$ | 4,750,226                | \$ | 4,990,523   |
| Materials and Supplies                           | \$ | 1,731,531   | \$ | 1,784,157                | \$ | 1,838,361                | \$ | 1,931,412                | \$ | 2,029,115   |
| Utilities  | \$ | 1,038,199   | \$ | 1,069,752                | \$ | 1,102,252                | \$ | 1,158,044                | \$ | 1,216,625   |
| Casualty and Liability                           | \$ | 1,938,413   | \$ | 1,997,327                | \$ | 2,058,007                | \$ | 2,162,176                | \$ | 2,271,553   |
| Other  | \$ | 319,058     | \$ | 328,755                  | \$ | 338,743                  | \$ | 355,889                  | \$ | 373,892     |
| Subtotal   | \$ | 26,367,142  | \$ | 27,168,508               | \$ | 27,993,912               | \$ | 29,410,858               | \$ | 30,898,650  |
| CAPITAL  |    |             |    |                          |    |                          |    |                          |    |             |
| Regional Rail<br>Design and Engineering          | \$ | -           | \$ | -                        | \$ | -                        | \$ | -                        | \$ | -           |
| Northeast Corridor<br>Construction               | \$ | -           | \$ | -                        | \$ | -                        | \$ | -                        | \$ | -           |
| South Line, Phase 2<br>Right-of-Way              | \$ | 4,200,000   | \$ | -                        | \$ | -                        | \$ | -                        | \$ | -           |
| South Line, Phase 2<br>Construction              | \$ | 3,256,046   | \$ | 8,429,931                | \$ | -                        | \$ | -                        | \$ | -           |
| DNA<br>Design and Engineering                    | \$ | 1,392,541   | \$ | 378,535                  | \$ | -                        | \$ | -                        | \$ | -           |
| DNA<br>Construction and Design Build             | \$ | 23,936,776  |    |                          | \$ | -                        | \$ | -                        | \$ | -           |
| Downtown Intermodal Station see detail next page | \$ | 6,003,000   | \$ | 7,471,000                | \$ | _                        | \$ | _                        | \$ |             |
| Subtotal   | \$ | 38,788,363  | \$ | 16,279,466               | \$ | -                        | \$ | -                        | \$ | -           |
| TOTAL  | \$ | 65,155,505  | \$ | 43,447,974               | \$ | 27,993,912               | \$ | 29,410,858               | \$ | 30,898,650  |

<sup>\*</sup>Professional Services: Security, Purchased Transportation, Facilities Maintenance, & Other

### MEASURE A Transit Congestion Relief Program

### **Sacramento Intermodal Facility**

Projected Use of Funds, FY 2011 - FY 2015

| Line |                             | FY 2010-11       | FY 2011-12   | FY 2012-13 | FY 2013-14 | FY 2014-15 |
|------|-----------------------------|------------------|--------------|------------|------------|------------|
|      |                             |                  |              |            |            |            |
| 1    | Intermodal Phase 1          |                  |              |            |            |            |
| 2    | Track Relocation            |                  |              |            |            |            |
| 3    | Design                      | \$1,500,000      |              |            |            |            |
| 4    | Construction                | \$1,600,000      |              |            |            |            |
| 5    | Site Acquisition            | \$550,000        |              |            |            |            |
| 6    | Contingency                 | \$500,000        |              |            |            |            |
| 7    | Subto                       | tal \$4,150,000  | \$0          | \$0        | \$0        | \$0        |
| 8    |                             |                  |              |            |            |            |
| 9    | Intermodal Phase 2          |                  |              |            |            |            |
| 10   | Sac Valley Stn Improvements |                  |              |            |            |            |
| 11   | Design (Match)              | \$1,488,000      |              |            |            |            |
| 12   | Construction                |                  | \$5,560,000  |            |            |            |
| 13   | Contingency                 | <u>\$365,000</u> | <u>\$0</u>   |            |            |            |
| 14   | Subto                       | tal \$1,853,000  | \$5,560,000  | \$0        | \$0        | \$0        |
| 15   |                             |                  |              |            |            |            |
| 16   | Intermodal Phase 3          |                  |              |            |            |            |
| 17   | Intermodal Facility         |                  |              |            |            |            |
| 18   | Environmental & Design      |                  | \$1,911,000  |            |            |            |
| 19   | Subto                       | al               | \$1,911,000  |            |            |            |
| 20   |                             |                  |              |            |            |            |
| 21   | Phases 1+2+3 Subtotal       | \$6,003,000      | \$7,471,000  | \$0        | \$0        | \$0        |
| 22   | Cumulative Total            | \$6,003,000      | \$13,474,000 |            |            |            |

### MEASURE A INDEPENDENT TAXPAYERS OVERSIGHT COMMITTEE

October 21, 2010 Item # 4

Subject: Status Report of Measure A On-Going Programs, 4th Quarter FY 2009-10

### **Recommendation**

Receive Measure A on-going annual program status reports for the quarter ended June 30, 2010.

### **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 reports attached hereto show revenues and expenditures for on-going Measure A programs for the quarter ended June 30, 2010. 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 individual reports for each of the Measure A entities.

Attachments

Staff Contact: Lisa Chandler

## SACRAMENTO METROPOLITAN AIR QUALITY MANAGEMENT DISTRICT SACRAMENTO TRANSPORTATION AUTHORITY MEASURE A DISTRIBUTIONS / EXPENDITURES FOR QUARTER ENDING JUNE 30, 2010 **ON-GOING ANNUAL PROGRAMS**

| Total                   |    |                | Total Distibution / Expense | Expenditure Category                                     |
|-------------------------|----|----------------|-----------------------------|--|
| \$ 1,146,398 \$         |    |                | \$ 1,146,398                | On Going<br>Measure A<br>Allocation<br>(per Mar 2010 BA) |
|                         | 49 | €9             | \$ 290,594                  | Total<br>Distribution<br>4th Qtr 2010                    |
| 290,594 \$ 1,203,395 \$ | €9 | €9             | \$ 1,203,395                | Total<br>Distribution<br><i>YTD</i>                      |
| \$ 315,976              | €9 | €9             | \$ 315,976                  | Total<br>Expenditures<br>4th Qtr 2010                    |
| \$ 1,203,395            | €9 | €9             | \$ 1,203,395                | Total<br>Expenditures<br><i>YTD</i>                      |
| <del>⇔</del>            | €9 | <del>(S)</del> | €9                          | Balance<br>Unexpended                                    |

# SACRAMENTO TRANSPORTATION AUTHORITY MEASURE A DISTRIBUTIONS / EXPENDITURES ON-GOING ANNUAL PROGRAMS PARATRANSIT FOR QUARTER ENDING JUNE 30, 2010

| Total           | Total Distibution / Expense | Expenditure Category                                     |
|-----------------|-----------------------------|--|
| \$ 2,674,928 \$ | \$ 2,674,928                | On Going<br>Measure A<br>Allocation<br>(per Mar 2010 BA) |
| \$ 678,054      | \$ 678,054                  | Total<br>Distribution<br>4th Qtr 2010                    |
| \$ 2,807,922 \$ | \$ 2,807,922                | Total<br>Distribution<br><i>YTD</i>                      |
| \$ 678,054 \$   | \$ 678,054                  | Total<br>Expenditures<br>4th Qtr 2010                    |
| \$ 2,807,922    | \$ 2,807,922                | Total<br>Expenditures<br><i>YTD</i>                      |
| €               | €9                          | Balance<br>Unexpended                                    |

# SACRAMENTO TRANSPORTATION AUTHORITY MEASURE A DISTRIBUTIONS / EXPENDITURES ON-GOING ANNUAL PROGRAMS CTSA SET ASIDE FOR QUARTER ENDING JUNE 30, 2010

| Total         |                |    | Total Distibution / Expense | Expenditure Category                                     |
|---------------|----------------|----|-----------------------------|--|
| \$ 764,265 \$ |                |    | \$ 764,265                  | On Going<br>Measure A<br>Allocation<br>(per Mar 2010 BA) |
| \$ 193,729 \$ | <del>€</del> 9 | ↔  | \$ 193,729                  | Total<br>Distribution<br>4th Qtr 2010                    |
| \$ 802,264 \$ | <del>€9</del>  | ↔  | \$ 802,264                  | Total<br>Distribution<br><i>YTD</i>                      |
| ₩.            | ↔              | ₩  | ₩                           | Total<br>Expenditures<br>4th Qtr 2010                    |
| 49            | ↔              | ₩  | €9                          | Total<br>Expenditures<br><i>YTD</i>                      |
| \$ 802,264    | 49             | 49 | . \$ 802,264                | Balance<br>Unexpended                                    |

# SACRAMENTO TRANSPORTATION AUTHORITY MEASURE A DISTRIBUTIONS / EXPENDITURES ON-GOING ANNUAL PROGRAMS REGIONAL TRANSIT FOR QUARTER ENDING JUNE 30, 2010

| Total            |    |                | Total Distibution / Expense | Expenditure Category                                     |
|------------------|----|----------------|-----------------------------|--|
| \$ 26,367,143 \$ |    |                | \$ 26,367,143               | On Going<br>Measure A<br>Allocation<br>(per Mar 2010 BA) |
| \$ 6,683,674 \$  | ₩  | 49             | \$ 6,683,674                | Total<br>Distribution<br>4th Qtr 2010                    |
| \$ 27,678,086 \$ | ₩  | <del>€</del> 7 | \$ 27,678,086               | Total<br>Distribution<br><i>YTD</i>                      |
| \$ 6,683,674     | ₩  | €9             | \$ 6,683,674                | Total<br>Expenditures<br>4th Qtr 2010                    |
| \$ 27,678,086 \$ | φ. | €9             | \$ 27,678,086               | Total<br>Expenditures<br><i>YTD</i>                      |
| <del>⇔</del>     | €9 | €9             | €9                          | Balance<br>Unexpended                                    |

# SACRAMENTO TRANSPORTATION AUTHORITY MEASURE A DISTRIBUTIONS / EXPENDITURES ON-GOING ANNUAL PROGRAMS CITRUS HEIGHTS FOR QUARTER ENDING JUNE 30, 2010

| Total           | Street & Road Maint | Safety, Streetscaping,<br>Pedestrian & Bike Facilities | Traffic Safety & Control | Expenditure Category                                     |
|-----------------|---------------------|--|--------------------------|--|
| \$ 1,594,404 \$ | \$ 1,303,627        | \$ 160,414   | \$ 130,363               | On Going<br>Measure A<br>Allocation<br>(per Mar 2010 BA) |
| \$ 399,269 \$   | \$ 326,293          | \$ 40,346  | \$ 32,630                | Total<br>Distribution<br>4th Qtr 2010                    |
| \$ 1,655,413 \$ | \$ 1,351,228        | \$ 169,062   | \$ 135,123               | Total<br>Distribution<br><i>YTD</i>                      |
| \$ 53,007       | \$ 53,007           | €9   | €9                       | Total<br>Expenditures<br>4th Qtr 2010                    |
| \$ 315,949 \$   | \$ 291,449          | \$<br>886  | \$ 23,614                | Total<br>Expenditures<br><i>YTD</i>                      |
| \$ 1,339,464    | \$ 1,059,779        | \$ 168,176   | \$ 111,509               | Balance<br>Unexpended                                    |

# SACRAMENTO TRANSPORTATION AUTHORITY MEASURE A DISTRIBUTIONS / EXPENDITURES ON-GOING ANNUAL PROGRAMS ELK GROVE FOR QUARTER ENDING JUNE 30, 2010

| Total           | Street & Road Maint | Safety, Streetscaping,<br>Pedestrian & Bike Facilities | Traffic Safety & Control | Expenditure Category                  |
|-----------------|---------------------|--|--------------------------|---------------------------------------|
| \$ 2,797,325 \$ | \$ 2,287,168        | \$ 281,440   | \$ 228,717               | On Going<br>Measure A<br>Allocation   |
| 325             | 68<br>\$            | 40<br>\$   | 17 \$                    |                                       |
| \$ 706,135 \$   | 577,072             | 71,356   | 57,707                   | Total<br>Distribution<br>4th Qtr 2010 |
| ↔               | ↔                   | €9   | ↔                        | Dis                                   |
| 2,927,715 \$    | 2,389,742           | 298,999  | 238,974                  | Total<br>Distribution<br><i>YTD</i>   |
| \$ 892,887      | \$ 858,987          | \$ 26,798  | \$ 7,102                 | Total<br>Expenditures<br>4th Qtr 2010 |
| \$ 2,344,235 \$ | \$ 2,305,218        | \$ 31,915  | \$ 7,102                 | Total<br>Expenditures<br><i>YTD</i>   |
| \$ 583,480      | \$ 84,524           | \$ 267,084   | \$ 231,872               | Balance<br>Unexpended                 |

# SACRAMENTO TRANSPORTATION AUTHORITY MEASURE A DISTRIBUTIONS / EXPENDITURES ON-GOING ANNUAL PROGRAMS FOLSOM FOR QUARTER ENDING JUNE 30, 2010

| Total           | Street & Road Maint | Safety, Streetscaping,<br>Pedestrian & Bike Facilities | Traffic Safety & Control | Expenditure Category                                     |
|-----------------|---------------------|--|--------------------------|--|
| \$ 1,515,932    | \$ 1,239,466        | \$ 152,519   | \$ 123,947               | On Going<br>Measure A<br>Allocation<br>(per Mar 2010 BA) |
| \$ 392,506 \$   | \$ 320,767          | \$ 39,663  | \$ 32,076                | Total<br>Distribution<br>4th Qtr 2010                    |
| \$ 1,627,374 \$ | \$ 1,328,342        | \$ 166,199   | \$ 132,833               | Total<br>Distribution<br><i>YTD</i>                      |
| \$ 458,872 \$   | \$ 366,229          | \$ 38,436  | \$ 54,207                | Total<br>Expenditures<br>4th Qtr 2010                    |
| \$ 1,584,587    | \$ 1,328,342        | \$ 166,199   | \$ 90,046                | Total<br>Expenditures<br><i>YTD</i>                      |
| \$ 42,787       | €9                  | €9   | \$ 42,787                | Balance<br>Unexpended                                    |

# SACRAMENTO TRANSPORTATION AUTHORITY MEASURE A DISTRIBUTIONS / EXPENDITURES ON-GOING ANNUAL PROGRAMS GALT FOR QUARTER ENDING JUNE 30, 2010

| Total         |               |               | Total Distibution / Expense | Expenditure Category                                     |
|---------------|---------------|---------------|-----------------------------|--|
| \$ 782,402 \$ |               |               | 782,402.00                  | On Going<br>Measure A<br>Allocation<br>(per Mar 2010 BA) |
| \$ 198,292 \$ | €             | <del>40</del> | \$ 198,292                  | Total<br>Distribution<br>4th Qtr 2010                    |
| \$ 820,800    | €9            | <b>↔</b>      | \$ 820,800                  | Total<br>Distribution<br><i>YTD</i>                      |
| φ             | €             | ↔             | €9                          | Total<br>Expenditures<br>4th Qtr 2010                    |
| <i>⇔</i>      | <del>⇔</del>  | <b>↔</b>      | €9                          | Total<br>Expenditures<br><i>YTD</i>                      |
| \$ 820,800    | <del>€7</del> | <b>↔</b>      | \$ 820,800                  | Balance<br>Unexpended                                    |

# SACRAMENTO TRANSPORTATION AUTHORITY MEASURE A DISTRIBUTIONS / EXPENDITURES ON-GOING ANNUAL PROGRAMS ISLETON FOR QUARTER ENDING JUNE 30, 2010

| Total        |    |          | Total Distibution / Expense | Expenditure Category                                     |
|--------------|----|----------|-----------------------------|--|
| \$ 31,296 \$ |    |          | 31,296.00                   | On Going<br>Measure A<br>Allocation<br>(per Mar 2010 BA) |
| \$ 7,932 \$  | ↔  | ↔        | \$ 7,932                    | Total<br>Distribution<br>4th Qtr 2010                    |
| \$ 32,835    | €9 | <b>€</b> | \$ 32,835                   | Total<br>Distribution<br><i>YTD</i>                      |
| <del>ω</del> | ₩  | €9       | €9                          | Total<br>Expenditures<br>4th Qtr 2010                    |
| ₩            | ₩  | €9       | €9                          | Total<br>Expenditures<br><i>YTD</i>                      |
| \$ 32,835    | ₩. | €9       | \$ 32,835                   | Balance<br>Unexpended                                    |

# SACRAMENTO TRANSPORTATION AUTHORITY MEASURE A DISTRIBUTIONS / EXPENDITURES ON-GOING ANNUAL PROGRAMS RANCHO CORDOVA FOR QUARTER ENDING JUNE 30, 2010

| Total           | Street & Road Maint | Safety, Streetscaping,<br>Pedestrian & Bike Facilities | Traffic Safety & Control   | Expenditure Category                                     |
|-----------------|---------------------|--|--|--|
| \$ 1,262,994 \$ | \$ 1,032,658        | \$ 127,070   | \$ 103,266   | On Going<br>Measure A<br>Allocation<br>(per Mar 2010 BA) |
| ,994            | 658                 |  | AND THE RESIDENCE AND THE PROPERTY OF THE PROP | BA)  |
| \$ 318,842 \$   | \$ 260,566          | \$ 32,219  | \$ 26,057  | Total<br>Distribution<br>4th Qtr 2010                    |
| \$ 1,321,950 \$ | \$ 1,079,038        | \$ 135,007   | \$ 107,905   | Total<br>Distribution<br><i>YTD</i>                      |
| 950             |                     |  |  | š  |
| \$ 317,653 \$   | \$ 317,653          | €9   | <b>↔</b>   | Total<br>Expenditures<br>4th Qtr 2010                    |
| \$ 319,135      | \$ 317,653          | ↔  | \$ 1,482   | Total<br>Expenditures<br><i>YTD</i>                      |
| \$ 1,002,815    | \$ 761,385          | \$ 135,007   | \$ 106,423   | Balance<br>Unexpended                                    |

# SACRAMENTO TRANSPORTATION AUTHORITY MEASURE A DISTRIBUTIONS / EXPENDITURES ON-GOING ANNUAL PROGRAMS CITY OF SACRAMENTO FOR QUARTER ENDING JUNE 30, 2010

| Total        | Street & Road Maint | Safety, Streetscaping,<br>Pedestrian & Bike Facilities | Traffic Safety & Control | Expenditure Category                                     |
|--------------|---------------------|--|--------------------------|--|
| ↔            | 49                  | €  | ₩                        | On G<br>Meas<br>Alloc                                    |
| 9,063,067 \$ | 7,410,207           | 911,839  | 741,021                  | On Going<br>Measure A<br>Allocation<br>(per Mar 2010 BA) |
| ₩            | €9                  | ₩.   | ₩                        | Dist   |
| 2,290,936 \$ | 1,872,212           | 231,502  | 187,222                  | Total<br>Distribution<br>4th Qtr 2010                    |
| 49           | €9                  | ₩  | ₩                        | Dist   |
| 9,498,469 \$ | 7,753,107           | 970,052  | 775,310                  | Total<br>Distribution<br><i>YTD</i>                      |
| \$ 63,121 \$ | \$ (5,515)          | \$ 60,212  | \$ 8,424                 | Total<br>Expenditures<br>4th Qtr 2010                    |
| \$ 335,021   | \$ 59,588           | \$ 215,193   | \$ 60,240                | Total<br>Expenditures<br><i>YTD</i>                      |
| \$ 9,163,448 | \$ 7,693,519        | \$ 754,859   | \$ 715,070               | Balance<br>Unexpended                                    |

# SACRAMENTO TRANSPORTATION AUTHORITY MEASURE A DISTRIBUTIONS / EXPENDITURES ON-GOING ANNUAL PROGRAMS COUNTY OF SACRAMENTO FOR QUARTER ENDING JUNE 30, 2010

| Total            | Street & Road Maint | Safety, Streetscaping,<br>Pedestrian & Bike Facilities | Traffic Safety & Control | Expenditure Category                                     |
|------------------|---------------------|--|--------------------------|--|
| \$ 11,808,349 \$ | \$ 9,654,824        | \$ 1,188,043   | \$ 965,482               | On Going<br>Measure A<br>Allocation<br>(per Mar 2010 BA) |
| \$ 3,004,040 \$  | \$ 2,454,981        | \$ 303,561   | \$ 245,498               | Total<br>Distribution<br>4th Qtr 2010                    |
| \$ 12,455,087    | \$ 10,166,444       | \$ 1,271,999   | \$ 1,016,644             | Total<br>Distribution<br><i>YTD</i>                      |
| \$ 3,716,501     | \$ 2,454,981        | \$ 1,139,905   | \$ 121,615               | Total<br>Expenditures<br>4th Qtr 2010                    |
| \$ 11,427,964 \$ | \$ 10,166,444       | \$ 1,139,905   | \$ 121,615               | Total<br>Expenditures<br><i>YTD</i>                      |
| \$ 1,027,123     | €9                  | \$ 132,094   | \$ 895,029               | Balance<br>Unexpended                                    |

# SACRAMENTO TRANSPORTATION AUTHORITY MEASURE A DISTRIBUTIONS / EXPENDITURES ON-GOING ANNUAL PROGRAMS SACRAMENTO COUNTY REGIONAL PARKS FOR QUARTER ENDING JUNE 30, 2010

| Total           |          |              | Total Distibution / Expense | Expenditure Category                                     |
|-----------------|----------|--------------|-----------------------------|--|
| \$ 1,000,000 \$ |          |              | \$ 1,000,000                | On Going<br>Measure A<br>Allocation<br>(per Mar 2010 BA) |
| \$ 250,001 \$   | €9       | €9           | \$ 250,001                  | Total<br>Distribution<br>4th Qtr 2010                    |
| \$ 1,000,000 \$ | <b>⇔</b> | <del>⇔</del> | \$ 1,000,000                | Total<br>Distribution<br><i>YTD</i>                      |
| \$ 657,043      | €9       | ₩            | \$ 657,043                  | Total<br>Expenditures<br>4th QTR 2010                    |
| \$ 952,138      | ₩        | ↔            | \$ 952,138                  | Total<br>Expenditures<br><i>YTD</i>                      |
| \$ 47,862       | 49       | €9           | \$ 47,862                   | Balance<br>Unexpended                                    |

### MEASURE A INDEPENDENT TAXPAYERS OVERSIGHT COMMITTEE

October 21, 2010 Item # 5

### **Subject:** Status Reports of Measure A Capital Projects, 4<sup>th</sup> Quarter FY 2009-10

### Recommendation

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

### Discussion

Status reports of Measure A <u>capital</u> 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, 2010. 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 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 September 30. All remaining proceeds from the Series 2006 & 2007 Measure A Bond Anticipation Notes (BANS) have been expended.

Attachments

Staff Contact: Lisa Chandler

### New Measure A Project Status Report Quarter Ending <u>June 30, 2010</u>

Project: Hazel Avenue – Phase 1

**County Line to Folsom Boulevard** 

Sponsoring Agency: Sacramento County

Project Manager: Stephen White, Senior Civil Engineer

Status Report Date: July 20, 2010

### **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 nearly complete; the County has possession of six of the seven required properties. We expect to have possession of the remaining property in early-November 2008. 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 and construction is approximately 45% complete. The anticipated completion date for Phase 1 is February 2011.

Phase 2 will widen Hazel Avenue from four to six lanes between Curragh Downs Drive and Madison Avenue. Field surveys are complete and preliminary design is underway. Right of way acquisition is underway for Phase 2. Approximately 10 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 2 ½ 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 will also include 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.

### Mossums A Project Status Panori Suscion Ending June 26, 2010

TO DECEMBE

Cauch serence - remoc County Lina to Folsom Bustlevand Sectionaris County Susping White, Samor C'al Enginee Turo for seco

Status, Record

Jan thoro forget in

Porject's interpret that date was duly inde-likely and deligh an desimant interpret in September in a well-more form forest because it is added, a Avanual was decursor in September 2005. These in the question of the september 2005 of the formal of the september in September of the first of way about the Phase of is a rainly compasie; the County has presented of a rainly compasie; the County has presented in the september of the september of the first order or the first order order order or the first order order or the first order order

A Coreffic survivia 2 via circular for the Phose 1 light of vary in December 2008. Ride was a proceed on financery 26, 2000 introduct of via low hidden this years awarded the contract on March III. 1000, hades in proceed was featured on March III. 1000, hades in proceed was featured on March III. 2009 and proceed was featured on the appropriate by 41% commisses. The antio, stad completion does for Phose the Cohila corp.

Physe 2 will exploit Paral Avenus nom rour is a stanes between Curicyn Dowas Carva and Madicon Avenus a. Fix d success complete and prenmacy design is undervised Phylic of why accession is somerey for Phase 2. Approximately 10 tot of 45 lots, purticate per as have from acquade An additional 90 properties (squite partial arthmomory. Firs acquistion affort is accorded to contined for approximately 2 is none

### Pedestřian old Sako Accamadebon

Par County Sustaints, by examps and selevable will be printed on both sides of the customs visit installines Act (ADA) compilant contents visit in the same and the compilant contents are the table of all the contents of th

### **Actual Year To Date Expenditures:**

 Quarter – Year
 Amount

 October – December 2009
 \$3,124,931.69 

 January – March 2010
 \$2,596,808.27 

 April – June 2010
 \$2,183,419.75 

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

| <u>Quarter – Year</u>   | Amount         |
|-------------------------|----------------|
| July – September 2010   | \$4,503,059.10 |
| October – December 2010 | \$2,500,000.00 |
| January – March 2010    | \$ 334,781.19  |

Estimated Project Completion Date: February 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 or completion date.

ralubant flowest ment for matalian

| August | A

Sattenation at report Completion. Dates: Table large 2011 for discreto's between d.S. Heimark SC and Completion Developed Completions.

Changes in Emirones, educations report and responsion changes. No major character to differ drain undimines continues continues of the characters.

### New Measure A Project Status Report Quarter Ending <u>June 30, 2010</u>

Project:

Watt Avenue / US 50 Interchange

**Sponsoring Agency:** 

Sacramento County

Project Manager:

John Jaeger, Senior Civil Engineer

Status Report Date:

July 20, 2010

### **Project Status:**

Project's inception date was July 2000. The Project Report and Environmental Document are complete. Caltrans approved both documents in December 2009. Construction Plans, Specifications and Estimates and Right-of-Way acquisitions are scheduled to be completed by September 2011 and August 2011, respectively. The start of construction is planned for February 2012.

Currently, this project also advances 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 Plans, Specifications, Estimates, and Right-of-way acquisitions have been completed. The start of construction is planned for July 2010.

### 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 and La Riviera Drive interchanges; 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 Year To Date Expenditures:**

| Quarter – Year          | Amount            |
|-------------------------|-------------------|
| October – December 2009 | \$<br>13,887.60   |
| January – March 2010    | \$<br>43,269.37 ~ |
| April – June 2010       | \$<br>41,973.42 🗸 |

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

| Quarter – Year          | Amount           |
|-------------------------|------------------|
| July – September 2010   | \$<br>742,605.77 |
| October – December 2010 | 735,263,84       |

Estimated Project Completion Date (Soundwall): February 2011 Estimated Project Completion Date (Interchange): December 2013

Changes in Estimates since last report and reasons for changes: Revised scope from two-path to one-path ped/bike facility.; Added grade separation of ped/bike path at northbound La Riviera Drive ramps.; Added improvements at La Riviera Drive intersections.; Added extension of ped/bike path along South Watt Avenue to Manlove Road.

Changes in Salimutes since last epost and ressons for divergest. Revised spape from two-petit to one-path profibile. Sadility: Added trade separation of pedibles bath as exceptioned be idiver a Drive ramps: Added improvements at be Striers brive insursections, Added extension of pediblec path sing South Wort Avenua follows francestons.

### New Measure A Project Status Report Quarter Ending June 30, 2010

Project: Bradshaw Road – Phase 1

Calvine Road to Florin Road

**Sponsoring Agency:** Sacramento County

Project Manager: John Jaeger, Senior Civil Engineer

Status Report Date: July 20, 2010

### **Project Status:**

Project's inception date was July 2000. The Final Environmental Document was approved on August 8, 2006. The project's PS&E was approved on March 4, 2008 and bid was opened on May 1<sup>st</sup>, 2008. Construction started in July 2008, and is scheduled to be completed by October 2010.

### Pedestrian and Bike Accommodation:

The proposed project will reduce congestion, increase mobility and improve safety for all modes of travel, including pedestrian, bicycle, and automobile on Bradshaw Road between Florin Road and Calvine Road. The improvements include road widening to accommodate a total of four through traffic lanes, a raised landscaped median, shoulder for bicycle facility and a separate walkway for pedestrians. The project will also overlay the existing pavement, construct roadside ditches, install drainage culverts, modify the existing traffic signals at the intersections of Bradshaw Road at Vintage Park Drive and Gerber Road, install interconnect cable for the traffic signals, and modify the railroad crossing of the Central California Traction Company. The replacement of the existing box culvert bridge at Gerber Creek and Laguna Creek will be required as well. All proposed pedestrian and bike facility improvements will provide accommodations of bicycles and pedestrians as required by the New Measure A Ordinance.

### **Actual Year To Date Expenditures:**

 Quarter – Year
 Amount

 October – December 2009
 \$ 814,922.58 /

 January – March 2010
 \$1,064,993.79 /

 April – June 2010
 \$ 165,902.31 /

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

 Quarter – Year
 Amount

 July – September 2010
 \$1,500,000.00

 October – December 2010
 \$1,023,181.32

Estimated Project Completion Date: October 2010 /

Changes in Estimates since last report and reasons for changes: No major changes in draw down estimates or completion date.

Description Appellation Reports Reports

### New Measure A Project Status Report Quarter Ending <u>June 30, 2010</u>

Project: Madison Avenue – Phase 1

Watt Avenue to Greenback Lane

Sponsoring Agency: Sacramento County

Project Manager: Stephen White, Senior Civil Engineer

Status Report Date: July 20, 2010

### **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 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 Year To Date Expenditures:

| Quarter – Year          | Amount          |
|-------------------------|-----------------|
| July – September 2009   | \$<br>0.00      |
| October – December 2009 | \$<br>91,661.28 |
| January – March 2010    | \$<br>65,632.76 |
| April – June 2010       | \$<br>47,121.16 |

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

| <u>Quarter – Year</u> |    | Amount    |
|-----------------------|----|-----------|
| July – September 2010 | \$ | 41,584.80 |

Estimated Project Completion Date: November 2014

Changes in Estimates since last report and reasons for changes: The project completion date was revised to November 2014. This change is due to the extensive right of way acquisition requirements and the fact that construction is expected to last through two seasons.

### New Measure & Project Status Raport Quarter Ending June 36, 2010

the part

Spansourg Agency; Project Mazagor Status Report Care

Maciston Avenus — Phaso 1 Watt Avenus to Greenback Lens Secrements County Stephan White, Senior Civit Engines

### Project Status:

Project's a caption date was daily 2004. This architemational was retained to prepare the Project's Study Mapper than a support of the study and Project Study Mapper than and provided detailed cost eath, that for each, the Project Study Repair also provided detailed enalysis of principal hazard is used from the Project Study Repair also provided detailed enalysis of principal hazard is used from the transfer that the Study Repair to the Study Ingelse the Study Repair for the Study of the Study and the Study of the sometime to the 2011.

### Pedesidak ond Like Accountactions

Per Courty Standards, bilidianes and sidewalks wit be provided on both pidne of the readway while the project limits and ASA compliant ramps will be installed at all intersections. To addition to these constraints, signaled intersections with be upgraded to include pudestrian countdown heads and audible pedestrian signale. Separated sidewalks are also proposed to furnity enhance the pedestrian experience. All drefored pade clian and pike facility improvements will provide accommodations of bioydes and peder intensity as required by the New Massure A Ordinands.

Actuel Year " o Dale Expenditues:

Estimated Drawn Sown Somedule. Quadur - Yvar

daly - September 2010

<u>Air euri</u> 41,684,50

States Project Completion Bater November 2014

Changes in Eulimake since is a report and research for changes. The project completion date was revised to blownming 2014. The change is due to the extensive right of way acquisition requirements and the fact that sonstruction expected to last through two sensons.

### New Measure A Project Status Report Quarter Ending <u>June 30, 2010</u>

Project: South Watt Avenue/Elk Grove-Florin Road – Phase 1

Folsom Boulevard to Calvine Road

Sponsoring Agency: Sacramento County

Project Manager: John Jaeger, Senior Civil Engineer

Status Report Date: July 20, 2010

### **Project Status:**

The portion of S. Watt Avenue – Jackson Road to Kiefer Boulevard has been completed. This project now advances construction of a sound wall on South Watt Avenue at 8925 Canberra Drive as required by the South Watt Avenue Widening Project (Jackson Highway to Kiefer Blvd) Mitigated Negative Declaration. This 8' high sound wall is along the west property line at 8925 Canberra Drive. This sound wall mitigates noise levels as determined in the Negative Declaration for the South Watt Avenue Improvement Project (Jackson Highway to Kiefer Blvd). Construction Plans, Specifications, Estimates and Right-of-way acquisitions have been completed. The construction for the sound wall work is planned for July 2010.

### 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 Year To Date Expenditures:**

| Quarter – Year       | Amount            |
|----------------------|-------------------|
| January – March 2010 | \$<br>4,787.48    |
| April – June 2010    | \$<br>12,654.09 🗸 |

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

| Quarter – Year          | Amount           |
|-------------------------|------------------|
| July – September 2010   | \$<br>50,833.30  |
| October – December 2010 | \$<br>104,725,13 |

Estimated Project Completion Date: February 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.

### Mew Measure A Project Status Report Carrier Seating Jupe 10, 2010

Search 9

Soonsoring Agricus Project Marioger Stohe Kener fluid

obush matu-rengargik satuso-rog Foldsis Roustvard to Calvino Rose Sectionario County John Jauger, Sankar Civil Encinear

raunatik singerii

The post of all States Avertice of todops Room to Recal Boslevard has been been point completed. This part of a sound was on Subject completed. This part of the sound was on Subject Avertice at the sound was on Subject Avertice at the sound first sound was the interpretation of the sound was sound was sound was to as a sound was sound was sound was sound was sound was sound was not use of the season for the Sound Warrance not use of the sound in the Negative Declaration for the Sound Warrance for the Sound Warrance for the Sound Warrance for the Sound Research and the sound the sound state of the sound for the sound reverse the sound research the Sound Research the Sound Research the Sound Research the sound Right-of-way soquish on they been completed. The construction for the sound was work as the read for july 2010.

Trough offin out in the last officer and the

ente regovery assite is not the pomen of S. Vertt Avenus – Jackson Blood to Regist Beadlevers. The rimerus distributes on the assism side of South Avenus have a Striped E. actycle is no with detection or broycis push outlone at each separate distributed E. actycle is no with detection or broycis. Southbound bloosepads on the vestion side of Court Mark Court and Tave a Superal of South Mark Court Avenus to be supposed from vestions. The vestions side of South Wait Avenus is a "Class of outlook of signalized intervalues. The vestions side of South Wait Avenus is a "Class of outlook of signalized intervalues. All proposed pedastrian and bise found they can characters as the court of the superaction and bise for the superactions of the court of the superactions of the side of the superactions and bise for the superactions of the superactions and bise such accommodates as a superaction of the superactions of the superactions of the superactions as a superaction of the superactions of the superactions of the superaction of the superactions of the superaction of the superactions of the superactio

servition early better Expanditures.

Gettler – 1915 January – March 1916

<u>Appendi</u> \$ - 4.787,43 -\$ - 12,554.03 -

Silverial Desert clover Substitution

<u> Pogrico - Vego</u> Jack - September 2010 **October - D**ecember 201

15.535.93 2 15.535.93 2 31.535.40) 2

Estimated Project Completion Doing February 2014

Changes in bashbulas since last report and reasons for changest. The project consider of finishing a sound wall to held and remembel equires at parties and report.

# **New Measure A Project Status Report**

# Quarter Ending 6/30/10

Project: HIGHWAY 50 BUS/CARPOOL LANES and Community

**Enhancements** 

Sponsoring Agency: State of California, Department of Transportation

(CALTRANS)

Project Managers: Winder Bajwa

Status Report Date: 7/1/10 🗸

#### **Project Status:**

 Mainline Highway 50 concrete lane #3 and 4 replacements have been completed. The concrete is now being retrofitted by dowel bars and is anticipated to be completed by end of this year.

 Construction of the Manlove and White Rock Pedestrian Overcrossings began in January 2010 and is anticipated to be completed by end of the

summer.

• Construction of HOV lanes is scheduled to begin this summer and will be completed by next summer.

Soundwall construction will continue this summer and it is anticipated

all soundwalls will be in place by end of this year.

 Retaining wall construction will continue this summer and will be completed in summer of 2011.

#### Pedestrian and Bike Accommodation:

 A pedestrian and bicycle overcrossing is being constructed at White Rock Road and Manlove Road as part of the Sac 50 HOV/Carpool Project.

 City of Rancho Cordova is proposing a pedestrian sidewalk and shoulder for bicycles at West Citrus Overcrossing on Sunrise Road.

This is part of the community enhancement commitments.

 County of Sacramento is proposing the pedestrian and bicycle improvements at Watt Avenue Interchange as part of the community enhancement commitments.

# **Actual Year To Date Expenditures:**

• Actual Year To Date Expenditures (7/1/09 - 12/31/09)- \$4,135,878.61  $\checkmark$ 

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

• Quarter ending 9/31/10 - \$ 3,883,199.23 \( \nabla \)

#### **Estimated Project Completion Date:**

According to the baseline agreement, the project completion date was 1/1/2013. The current estimated project completion date is 12/31/2011.

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

# New Measure A Project Status Raport

# Ontokia gailbrill tems: D

Project, MCRIMAY 59 BUSYCARPOOT LAKES and Community Enteromments.

Sponsofilis Acendy: State of California, Department of Toursportation (CALTERNS)

Project Managers: Winder Bajess

Status Report Date: 77770

# Project Status:

 Maintine Highway St concrate lane 45 and 4 replacements have been completed. The commete is now, being retrofified by dowel bars and so anticipated to secondiction by end of this year.

Construction of the Mandove and White Rock Feducation Gyeraroscings begind in January 2019 and is entidepoted to be completed by and of the

TOTAL PROPERTY.

Ontainscean of MOV lands is ached ted to begin this summer and will be completed by pay's summer.

Soundwall construction will confinue this summer and n is anticipate

Retaining wall construction will decicate this

completed in summer of 2011.

# Podestrana Jod Bildu Austramicaliahoa

 A necessition and bicycle evangrossing is being constructed at White Reck Road and Manlove Road as part of the Sac 50 HOWCarpool Project.

 Oit, of Ranche Cordove is proposing a padestrian aldovalle and aboutder for bloydes at West Citius Divercessing on Suprise Road.

, and the control of the control of the second of the control of the control of the control of the control of

County of becramento is proposing the pedestrian and bloyds improvements at Watt Avenue interchange as part of the community contains a community contains at community contains a community.

# Actual Year To Date Expenditures

- Actual Year To Date Expenditures (1919) - 1213 193): \$4,50,478,614 v

# Eximated Brawn Down Schadule:

• Custes ending \$134/10 - \$ 3,863,199.22

# Estimated Project Completion Date:

Accurding to the basailne agreement, the project completion date was: 1/1/2013. The current estimated project completion date is 1/2/3/1/2011.

Changes in Estimates since issimpon and reasons for changes; NOME

# **New Measure A Project Status Report**

# Quarter Ending 6/30/10

Project: INSTERSTATE 80 BUS/CARPOOL LANES

Sponsoring Agency: State of California, Department of Transportation

(CALTRANS)

Project Managers: Winder Bajwa

Status Report Date: 07/01/10

#### **Project Status:**

- California Transportation Commission approved \$65 million of Corridor Mobility Improvement Account (CMIA) funds at the May 2010 meeting.
- Plans, Specification and Estimate have been completed. Project is expected to be ready for advertisement by August 2010 pending CMIA allocation.
- Right of way acquisition is nearly complete.
- All the environmental permits have been obtained.

# Pedestrian and Bike Accommodation:

• The Department will maintain the operation of pedestrian and bicycle accessibility during and after construction.

# **Actual Year To Date Expenditures:**

Actual Year To Date Expenditure (07/1/09-6/30/10) - \$182,387.97

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

Quarter ending 9/31/10 - \$ 231,431.00 
 Quarter ending 12/31/10 - \$ 86,180.95

Estimated Project Completion Date: 11/30/2014

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

# New Measure & Project Status People

# Quarter Ending &Ktfftp

# 23/44 TUBO 1944 (1944 b) TEAT 1940 THE DESCRIP

Spot soner Apendy Steller of California, Depublicant of Tamappriation FOALTRAKS)

Project Managors, Wendon Rejec

Status Paper Date during

#### malined trafford

- California i rankpolitation Commission appreced 165 remion of Comiser
   Mobility adjustment Augustin (Child) funds at the May 19 fit meding.
- Filtre, Specification and better to have been completed. Project is exceeded to to to remit to the advantage of the discention of the second by August 1970 pending of the attoactor.
  - Edgitt of a sy apriyusidan is marrly coprofets.
  - All like on a comental periods have hood air signific.

# Pedadition and Phy Accommodayen

The Department will maintain the operation of paragrice and bloycle according to the density and after constant time.

# Participation for the section of the Properties

u fê 185,355% - 107,056%-03159 t) muhbreurdi cas Clar " casti leulad. - •

# Estimated bown Down Schooling

- arrange a company of the contraction of the contrac
- General coding 12/35/10 3 86/50 35

and the companies of th

Shangas il Sekriotes since lest repor and recens for changes: None

# **New Measure A Project Status Report**

Quarters Ending: June 30, 2010

Project: Downtown Intermodal Station

Sponsoring Agency: City of Sacramento

Project Managers: Hinda Chandler, Senior Architect; Jon Blank, Supervising

Engineer

Status Report Date: August 31, 2010

**Project Status:** Federal and state environmental review is completed and approved. City completed final design for Phase 1 (Track Relocation) and submitted and received allocations for federal and state funding. The City had to reject all construction bids for Track Relocation as they exceeded the engineers' estimates and available funding. The City has rescoped the project to reduce costs and has programmed and has requested obligation of additional federal funding, and intends to rebid the project in late 2010 after all federal funding is obligated.

The Track Relocation project is a multi-funded phase including federal, state, and Measure A funding, and has coordinated construction of all necessary bridges and tunnels. It is being coordinated with infrastructure construction for surrounding private development.

Phase 2 (construction of the new Intermodal Station) is scheduled to begin final design shortly.

**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 Year to Date Expenditures: The City has received reimbursement for \$13,771.395.20 through June 30, 2010. The City has also received \$963,906.58 in reimbursements on August 18, 2010, that reflected expenses incurred through June 30, 2010.

Estimated Draw Down Schedule: Future drawdowns are anticipated to average approximately \$1.5 to \$3.0 million each quarter, depending on execution of final

# New Measure A Project Status Report

#### Quarture Engine Jacc 25 2010

Project Cavadové Internacial Guidan

Spanisoning Augment Office of Secremonic

Project Bonegers. Hinda Shardev, Samor Archiveot, Jon Black, Supervising Engineer

Chick to range A coast boy of entain

Project Status: Federal and state environmental review is completed and approved. Coy completed find design for Physic 1 (Textic Relocation) and submitted and moetars also afons for federal and state funding. The City had to reject all construction bids for Track Relocation as they exceeded the engineers' estimates and available funding. The City has rescaped the project to reduce estimates and has programmed and has requested obligation of additional federal funding as funding, and mas programmed and has requested obligation of additional federal funding as funding, and premier to relate the project in table 2010 after all federal funding as obligated.

The Track Selection project is a multi-finded phase including federal, state, and Measure A funding, and has countried construction of all necessary bridges and runnals. It is being occudinated with infrastructure construction for surrounding powers.

Phuse 2 (construction of the new Internedat Station) is unheduled to begin fine: design shortly.

Pedretrian and Dike Accommodation: The Down sen intermodal Struch is designed to be an intermodal transportation facility to indiffer alternative recreations to be interesponding to the constitution and support bioyele and pedestrian and bioyele any Phase 1, the West Tunnel will be constructed as a pedestrian and bioyele any facility. The project electrons indicates a covered pedestrian vallency and functed access to the train platforms and access to the relocated trains the facility will be constructed with the constructed with the project and resigns.

Actual Year to links Expanditures: The City has received reimbursament for \$1.577.1595 for houseline Lung 30.2010. The City has also received \$263,506 for in rembursarions on August 15, 2010, that otherized appears incurred through Just 30, 2010.

Eddynated Drev Down Schodule: Pulme drawdow is the inschated to everyone approximately \$1.5 (c) \$2.0 million much quarter, deponding on elecution of limaters.

design contract for Phase 2 and some costs associated with construction of Phase 1.

**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: Due to the need to rescope and rebid the Track Relocation project and get additional federal funding allocated, the bid and completion date for Phase 1 have been extended.

design courses for Phase 2 and some costs associated with construction of Phase 1.

Estimated Project Congristion Bater Passe 1 (Track Relocator) is schedulage to be completed in Decamber 2012. Completion of entire project is estimated for 2020. This in the construction and completion of full its phases is confingent upon funding evaluating.

Changes in Eathmaizs since fast report and reasons for changes; Due to the need to reso on and rebid the Fouck Rundout project and get additional federal funding aboosted, the bid and completion date for Phase 1 have been extended.

# **New Measure A Project Status Report**

# Quarter Ending June 30, 2010

Project: South Sacramento Corridor Phase II

Sponsoring Agency: Sacramento Regional Transit District

Project Managers: Ned Harris, Ed Scofield

Status Report Date: As of 6/30/10

#### **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 FY12 New Starts submittal update will be sent to FTA in September 2010. Capital costs for the updated project have been revised to a total of \$270 million following a formal risk assessment workshop conducted in June 2008. A Biological Opinion for the project was issued by the US Fish and Wildlife Service in April 2008. The Supplemental Final EIS/Subsequent Final EIR have been submitted to the FTA and published in the Federal Register. ROD was received in December 2008. CPUC comments on proposed grade crossings have been addressed sufficiently to minimize cost variances associated with the grade crossings. The project is currently undergoing a NEPA reevaluation for minor design changes.

At this time FTA approved activities include the remainder of PE, Right of Way acquisitions, and utility relocation. It is anticipated that New Measure A Series 2009 Bonds will pay for a significant amount of these costs. The New Measure A Series 2007 Bonds for this project were previously spent.

For primarily financial reasons related to the general economic downturn, at this time 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, Proposition 1B, and STIP (PTA) funding for this project.

# Pedestrian and Bike Accommodation:

# New Morsoro A Project Status Report

# Ords the and publishments

Project: South Sectionary Condor Phase t

Spondaring Agency: Sacramanio Regional Transk Bisheri

Project Madegors: Ned Harris, Ed Scotleid

Status Hoport Date: As of 9/80/16

Project Statue:

The Poiste had orginal the SDEIS/SDEIR was held on March 12, 2007. The public manners provided and should April 3, 2007, The environmental focument was finalled and submitted to Filix in October 2008 with a Record of Decision (ROD) besend Deciment is 2003. Final submitter of the Pretiminary Engineering (PE) to stipped on the SDEIS/SDEIR was done in August 2007. Previously, FTA had given direction to continue design work to advance the Pretiminary Engineering during. RT awarded five Design Contracts to advance the Pt. Civil and fractionary actions (August 2008), Systems Design Services advants. (November 2008). Aurital Services (November 2008). Aurital Services (November 2008) and two separate Stations Design Services (Manch 2009). "E advites for Civil and the separate Stations Design are complete. Stations Systems Design are complete. Stations Systems Design PE work is ready complete. FTA has not authorized the project to enterright design (FD). Facilities design work will require FTA according FTA.

The FEEZ New State submitted update will be card to FEA in September 2010. Capital custs for the updated moleculosus hear revised in a total of \$270 million following a format first assessment workshop conducted in June 2008. A Biological Colour of for the project was insued by the US Fish and Wildlife Service in April 2009. The Supplemental Final ElS/Subsequent Final EIR have been submitted to the FTA and published in the Roderal Register. ROD was received in Decymber 2008. Could comments an proposed grade crossings have been addressed milfrolently to minimum non-vertageness associated with the grade crossings. I no unifost is currently undorgoing a WEPA recyclustion for a mor device officials.

At this time if D. approved activities include the remainder of PE, Right of Vay social thirs time from Measure A. Series 2009 Bonds will pay for a significant amount of these octoo. The New Measure A. Series Series 2009 Bonds for this pay for a significant amount of these octoo. The New Measure A. Series 2007 Bonds for this project were previously open.

For principly hedroid resons related to the general economic downlish, at this box has box out outporzed the project to enter FD. This is turn has delayed access to cley Starts (Sederal funds, which pay for both of the total cost of the access to cley funds also impacted the evaluability of State TCRP, projection is, and STIP (PTA) funding for this project.

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

# **Actual Year To Date Expenditures:**

FY 09/10 - \$ 543,513

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

| July-Sept 2010  | \$<br>3,177,195  |
|-----------------|------------------|
| Oct- Dec 2010   | \$<br>3,177,195  |
| Jan- Mar 2011   | \$<br>3,177,195  |
| Apr- June 2011  | \$<br>3,177,196  |
| July- Sept 2011 | \$<br>3,177,196  |
| Total           | \$<br>16,629,490 |

**Estimated Project Completion Date: December 2014** 

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

(Change in draw down estimates or change in completion date) \$ 4.771 million Measure A funding (Series 2009 Bonds) for this project is being replaced by a like amount of future Proposition 1B SLPP funds, to be matched by New Measure A funds remaining on the project. The SLPP funds were originally allocated to the Green Line project. The Green Line project will receive the Measure A funds from South Line 2 instead.

**Schedule Changes**: PE is expected to continue until completion. Authorization to enter into FD depends on improvement in the financial condition of the project. Authorization could be granted as early as January 2011. The estimated RT Board approved project completion date (December 2014) assumes entry into FD in early 2011. The ROW and utility relocation phases were approved with the issuance of the ROD in December 2008.

The destatrian oridizes over Union Induse Creek are planted which can also ecountrial she became a ship in all ecountrial are planted for the light real statutes. In addition, a perection part is premised to compact the QRC light real statutes were the part of the period for the period family.

And the Part of Date Changed to the a

STRUCK S BAS, STR

Estrated Baw Daw , Schudaler für New Messen, A Senes 1909 Pandst

Estimated Project Completion Date: Between 2014

# Classics in Estimates since but report and recome for diangest

(Change in draw down belimpton or change in consceptor daily) \$ 3.7.71 million. Measure A funding (Control 2003) Books (Change in consceptor daily) and indicated by a Measure of the proposition of SUPP tunder to the motified by Maw Mayer and A funds remaining on the project. The SUPP funds were originally allowed to the Over the Control Physics (The Green Line project with receiving the physics of the Control C

Schooline Changest PE is expected to continue and completed. Adherization between Changest PE appears on improvement in the insurant condition of the project Authorization could be presented as early an January 2011. The estimated RT Bernally appears appeared by Bernally and Charles and Service and Servic

# **New Measure A Project Status Report**

# Quarter Ending June 30, 2010

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

Sponsoring Agency: Sacramento Regional Transit District

Project Manager: Greg Gamble

Status Report Date: August 31, 2010

**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.

The DB team has been working with RT staff to develop the design drawings and specifications. Location of existing utilities has been confirmed by the DB team through potholing. The design work has also been coordinated with the City of Sacramento Utilities and Transportation staff, as well as affected utility companies and stakeholders. Overall design activities are expected to be complete by the end of *August* with the start of construction activities well under way by then.

#### Significant Achievements:

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 the 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 2010 Phase 1 construction in T9 area started

Aug. 2010 Track work started.

Aug. 2010 track work T9 area, ballast track work

Sep/Nov. 2010 track work in downtown area, SMUD undergrounding

# Herston A Project Status Report

# Careful Eaching June 30, 2010

chaetor9

Down two Natames Aspect - Green Line to the River District

tyce agot antabenogé

tohreid Heneril Transpek of sammar 6

Project Nameger

aldered pendi

ers II hone's appatit

W. W., I'E IsuguA

Project Status: The Secrements Regional Transit District (RT) Board of Directors awarded a Coalgo Burid (DB) contract for the Green Line to the Rever District project by Stroy and Wilderick on September 14, 2005, Notice to Properties (NTP) was delayed ending and more available after the rate of bonds. RT than is used the NTP to the DB Communic on the Record the NTP to the DB Communic on the Record the NTP to the DB Communic on the Record the NTP to the DB Communic on the Record the NTP to the

The DS ream has been working with RT sight to devalop the design drawings and specifications. Location of extaining within this been confirmed by me DS toom through pothicing. The design work has also been coordinated with the City of Sacrational Utilities and Transportation at N, as well as affected utility companies and stakeholders. Overall design routines are expected to be complete by the end of August with the stant construction accepted way to the potential accepted with the stant

whomen although him S.

June 2010 Mility relacation work continued

ide de 2019 de 1816 de 1916 de 1816 de

Apr. 2011 Release for Construction (RFC) costgs partiages delivered by DB

Mar Fill II ET I Constant

Feb. 2019 be dy Start of Construction (CAGA) packago guarored for construction

Teb. 2010 Internediate design effort completis

- h.ə.u.오늘: '무기를 가난하였다. 'Yaigi

Cet 2002: Spendbreaking Laremone

ALG SUFE. Third broke sign and are the tenter of

TURE 2009 Returned for Proposals was religiously to the force acceptance to

WIND BUTTONS BROOK THE SEED NO.

F-8B 20 JULY BOTT DOWN SHOOT PREQUEST for OUR WINDOWS to Aven 6A Brewn

- CORL AND THE ASSESSMENT HER PROJECT THE PROJECT OF THE PROJECT O

May 2003 to the first SION views and 2005 views

Cot 2008: Refined MOS 4, atominent firmudic meetings with statisfic less.

Hucon ave Words

July 2016 Plance i construction in its secon signal

April 2012 I may appear a series

Apple 2010 track and all TO again to dispersion of the

Septitor 2010 leads work in downlown area. Set the unapromeesture

Oct/Dec. 2010 track work in northern area, installation TPSS December 2010: Completion of major construction activities January 2011: Start of revenue operations

#### 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 Year to Date Expenditures: \$10,020,658

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

| July - Sept 2010 |       | \$ 6,729,589  |
|------------------|-------|---------------|
| Oct – Dec 2010   |       | \$ 13,461,464 |
| Jan - March 2011 |       | \$3,745,723   |
|                  | Total | \$ 23,936,776 |

**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)

RT staff continues to work with the DB team to identify modifications to the project that may result in a cost-savings. Based upon the progress of the project's design to date, a recovery work plan will likely be necessary to ensure the implementation of service by January 2011. The DB team has already developed early start of construction packages to advance construction activities where possible. Design is 85% complete and construction is 15% complete. City approvals are expected shortly and the Contractor can accelerate construction efforts when approvals are received.

California (N. 17) and some and an analysis of the Companies of the Constant o

#### Perfect the area of the Amountainsteries,

The "imject's dyough and constructed will instede hisyate and paciestism facilities. Graycob jewel through the Projections was alian into consideration curing the assume or the Usingh - She ou blavels and sedestion facilities will be received an the west organism for the project one

Additional Newson Performance of the Contract of the Contract

# Robb sted Project Congresion Date: Jürt

Changes L. Hailmolgs since leat report and masons let changes: (change in draw aden est aster or change in consoliting dries

Figure collection to work with the OS term is identify modifications to the project that may lead to collection to collection the project of the project of the project of the project of the collection of service by received plant will fixely be consequed by demonstration of service by demonstration of the Consequence packet just be advantaged and received to a consequence and near the consequence of the complete of the service of the consequence of

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

Draws thru June 2010 July - Sept 2010 Oct - Dec 2010 Jan - March 2011 April - June 2011 July - Sept 2011 Total

| Expenditure Schedule |                |            |            |
|----------------------|----------------|------------|------------|
| Overall Project      | MOS-1          | Total      | Draw Downs |
| (Project #402)       | (Project #404) |            |            |
| -                    | 10,020,658     | 10,020,658 | 10,020,658 |
| 237,541              | 6,729,589      | 6,967,130  | 6,967,130  |
| 385,000              | 13,461,464     | 13,846,464 | 13,846,464 |
| 385,000              | 3,745,723      | 4,130,723  | 4,130,723  |
| 385,000              | -              | 385,000    | 385,000    |
| 378,535              | _              | 378,535    | 378,535    |
| 1,771,076            | 33,957,434     | 35,728,510 | 35,728,510 |

<sup>\*</sup> Total funding increased by \$4,771,000. SLLP funds exchanged for Measure A funds from the South Corridor Project.

Describert-Malonnes Alport Vew Messure & Propost Malos Report Revised Salinaled Grandows 21 na fulc Seasd on \$33,728,212° Londing Londows dates \$31,222 - Series 2483 Bonde

<sup>&</sup>quot; Total funding inciniose (1 × 5,4 774,000 - SLLP funds exchanged for Measure A funds from the Scottin Opti (dec 1 appo

# New Measure A Project Status Report

# Quarter Ending June, 2010

Project: Capital SouthEast Connector JPA

Sponsoring Agency: Capital SouthEast Connector JPA

Project Manager: Tom Zlotkowski

**Status Report Date:** 7/15/10

**Project Status:** Project construction has not started. It is still in the planning 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 Year-To-Date Expenditures:**

Measure A Bond Proceeds: \$ 920,037.39 Measure A Pay-Go Proceeds: \$ 196,561.66 < TOTAL \$1,116,599.05

Estimated Draw Down Schedule: July through September 2010

Measure A Bond Proceeds: \$ 656,100 Measure A Pay-Go Proceeds: \$ 60,300 TOTAL \$ 715,300

**Estimated Project Completion Date: 2025** 

Changes in Estimates since last report and reasons for changes:

(April through June 2010)

Measure A Bond Proceeds: Estimated: \$ 508,747

Actual: \$ 474.192.13

Invoices for legal counsel and environmental contract not paid as anticipated. Expenditures not anticipated for a business conference, insurance, LAR contract and miscellaneous invoices.

Measure A Pay-Go Proceeds: Estimated: \$ 51,000 Actual:

\$ 31,488.92

Claim for May in the amount of \$22,504.06 was reversed in order to keep our beginning pay-go allocation for FY 2010-11 at \$200K.

# None Reputed & Profest Status Reput

# Quarter studing Jame, 2019

Projectic Caprat southbast Connector Jew

ASE nordenico ferbito de della Comercia della Comer

elsucateix noT regensitions(c)

State of the part of the same of the same

Project Statust Project canadruction bus not started it is still in the planning stage.

Pedesurian and Sue Accommenation. The Capital SouthEast Connector will provide efficient transportation cutions within the confider that will enable liquididly emong automobile, thoust secure, browne, and pedastrian uses as part of its project description

Actual Year To Bute Explanding

Measure A Brind Proceeds: \$ 900,037 SG < 1/4 Section 1 Pg 561 36 Proceeds: \$ 170,061 36 Proceeds: \$ 171,05 561 36 Proceeds: \$ 171,05 590,05 Proceeds

Estimated Cosy Doyn Schedule, July brough September 101

Measure A Bond Proveeds. S. 650,100 Midsure A Pay Po Pro Juda. <u>\$ 00,000</u> 100 na. \$ 713 you

all the contraction of the contaction flower beautiful and the contraction flower flow

Changes to Collegies since lest report and respons for changes: (April de ogn June 20 (0)

> Measure A filtre Creeses - Estabated: \$ 518,747 Adust: \$ 474,192,13

involues luttegat nounset and environmental contract not peid as anticpoind Exprediturus net arricpated for a business conference, insurance, i.A.R conference and miscontaneous arrivates.

> Messure A Pay-Co Brospeds Estimated: \$ 51,4900 Acrist \$ 51,488.00

Claim for Virtue in the amount of \$22,50a 06 was reversed in order to keep our beginning paying along after for 8 1 20 10-11 of \$200K.

#### MEASURE A INDEPENDENT TAXPAYERS OVERSIGHT COMMITTEE

October 21, 2010 Item # 6

#### Subject: Baseline Performance Standards for the Measure A Sales Tax Program

#### Recommendation

Receive and file report on baseline performance standards for the Measure A transportation sales tax program. Discuss and suggest potential modifications or additional standards to measure program performance.

#### **Discussion**

The **New** Measure A Ordinance requires that the STA Board adopt and implement **performance** standards to guide the expenditure of transportation sales tax funds. In March 2010, the Board adopted "baseline" performance standards. The baseline standards are organized into three themes: maintenance of effort, planning and programming, and reporting. The **Maintenance of Effort** (MOE) standards (Exhibit A) address several provisions in the Measure A ordinance that require local jurisdictions to maintain their existing commitments of discretionary local transportation funds. The Ordinance prohibits recipient entities from using Measure A funds to displace other discretionary local transportation revenues. The MOE standards will ensure that Measure A funds are used solely for transportation projects and services that local jurisdictions could not otherwise provide if the transportation sales tax program were not in place. These standards only apply to local transportation revenues, because the cyclical nature of federal and state transportation subventions and local development impact fee collections is beyond the control of local policymakers.

The objective of the *Planning and Programming* standards (Exhibit B) is to ensure that Measure A funds are expended solely on eligible projects and services as set forth in the Measure A expenditure plan, as interpreted by the STA Board. These standards also facilitate an understanding by local transportation providers and the interested public as to when—and how much—Measure A funds are expected to be available for transportation services and specific capital improvements.

The *Reporting* standards (Exhibit C) ensure that the progress in delivering Measure A-funded transportation services and projects is clearly documented. This will allow policy makers and the general public to track the improvements promised in the Measure A Expenditure Plan, and, working with the local project sponsors, to adjust the delivery strategy in portions of the program where insufficient progress is being made.

The performance standards set forth in the exhibits attached hereto are *baseline* standards. The Measure A ITOC is charged with conducting performance audits, reporting on progress in meeting the performance standards, and making recommendations for improving overall program performance. Staff suggests that the ITOC periodically re-visit the Measure A program performance standards and recommend changes as appropriate to reflect program delivery experience and changing circumstances.

Please note that *program* performance standards differ from *accounting* and *auditing* standards. Staff has already implemented accounting, auditing, and reporting processes to

comply with generally accepted accounting practices (GAAP) and Government Accounting Standards Board (GASB) protocols. These accounting and auditing processes also satisfy new financial reporting requirements associated with the STA's 2009 bond issue. Early next year, the ITOC will begin reviewing accounting and financial reports before they are presented to the STA Board for adoption.

Attachments

Staff Contact: Brian Williams

#### 1. Local Transportation Funding

a. Each year, the County and each city shall commit discretionary local (non-Measure A) funds cumulatively for *street and road construction, maintenance, and operations* in an amount at least equal to the average annual amount that each jurisdiction committed to such purposes during the five years immediately preceding the commencement of the *New* Measure A program:

Citrus Heights -- \$0 Elk Grove -- \$4,060

Folsom -- \$1,640,003 Galt -- \$0

Isleton -- \$\_\_ Rancho Cordova -- \$157,265

Sacramento -- \$1,602,867 County -- \$10,225,152

b. Each year, the County and each city shall commit discretionary local (non-Measure A) funds specifically for *street and road maintenance* in an amount at least equal to the average annual amount that each jurisdiction committed to such purpose during the five years immediately preceding the commencement of the *New* Measure A program:

Citrus Heights -- \$0 Elk Grove -- \$4,060

Folsom -- \$1,640,003 Galt -- \$0

Isleton -- \$\_\_ Rancho Cordova -- \$29,173

Sacramento -- \$1,334,174 County -- \$6,046,668

<u>Measurement Protocol</u> – The County and each city have submitted an accounting of discretionary local (non-Measure A) funds expended on street/road maintenance and cumulatively on street/road construction, maintenance, and operations for each year from FY 2005 to FY 2009. STA used these data to establish the baseline expenditure thresholds for each jurisdiction (above). Within 180 days after the end of each fiscal year—and upon request by STA—each jurisdiction shall submit an annual accounting of its discretionary local (non Measure A) transportation expenditures beginning with FY 2010. STA staff and the Independent Taxpayer Oversight Committee (ITOC) will compare these reports to the baseline expenditure thresholds to determine that each jurisdiction is meeting this maintenance of effort standard.

2. Local Transportation Impact Fee. The County and each city must impose a local (non SCTMFP) transportation impact fee program on new property development. The impact fee rate(s) in each jurisdiction must be at least equal to the impact fee rate imposed by each respective jurisdiction at the commencement of the New Measure A program (4-1-2009). The County and each city may not have significantly reduced its transportation impact fee rate(s) during the four-year period immediately preceding the commencement of the New Measure A program, unless such action is supported by an impact fee study approved by the respective policy board.

<u>Measurement Protocol</u> – The County and each city have submitted reports of the local (non-SCTMFP) transportation impact fee rates imposed in their respective jurisdictions for each

year from FY 2006 to FY 2009. STA used the FY 2009 reports to establish the baseline local (non-SCTMFP) impact fee rate(s) schedule for each jurisdiction (Attachment A). Upon periodic request by STA, each jurisdiction shall submit a report of its existing transportation impact fee rate schedule. STA staff and the ITOC will compare these reports to the baseline local impact fee thresholds to determine that each jurisdiction is meeting this maintenance of effort standard.

# ATTACHMENT A Local Transportation Impact Fee Threshold Rates

# City of Citrus Heights Road & Transit Fee

| Land Use                         | District 1 | District 3 |  |
|----------------------------------|------------|------------|--|
|                                  | W of I-80  | E of I-80  |  |
|                                  |            |            |  |
| Single-family residential (unit) | 790.50     | 1,434.12   |  |
| Multi-family residential (unit)  | 715.02     | 1,312.74   |  |
| Commercial (sq ft)               | 2.44       | 4.45       |  |
| Office – bus/prof (sq ft)        | 2.00       | 3.64       |  |
| Church (sq ft)                   | 0.80       | 1.44       |  |
| Private School (sq ft)           | 139.74     | 253.98     |  |
| Gas Station (pump)               | 3,190.56   | 5,729.34   |  |
| Child Care Center (sq ft)        | 0.40       | 0.72       |  |
| Care Facility (room)             | 358.02     | 656.88     |  |
| Utility Building (sq ft)         | 0.07       | 0.12       |  |

# City of Elk Grove Roadway Impact Fee

| Land Use                          | 1-Elk Grove | 2-Laguna | 3-LagunaWest | 4-Lakeside | 5-Stonelake |
|-----------------------------------|-------------|----------|--------------|------------|-------------|
|                                   |             |          |              |            |             |
| Single-family residential (unit)  | 9,289       | 8,198    | 7,467        | 6,012      | 9,137       |
| Multi-family residential (unit)   | 6,409       | 5,549    | 5,152        | 4,148      | 6,304       |
| Age Restricted residential (unit) | 2,787       | 2,412    | 2,240        | 1,804      | 2,741       |
| Shopping Center / General         | 11.24       | 9.51     | 9.34         | 7.02       | 11.05       |
| Commercial (sq ft)                |             |          |              |            |             |
| Restaurant w/o drive-thru (sq ft) | 25.92       | 21.92    | 21.54        | 16.18      | 25.47       |
| Restaurant w/ drive-thru (sq ft)  | 40.13       | 33.94    | 33.36        | 25.05      | 39.44       |
| Car Sales (sq ft)                 | 16.26       | 13.75    | 13.51        | 10.15      | 15.98       |
| Gas Station (fueling position)    | 12,169      | 10,291   | 10,115       | 7,598      | 11,958      |
| Office (sq ft)                    | 9.85        | 8.20     | 8.59         | 6.15       | 9.68        |
| Industrial (sq ft)                | 5.02        | 4.18     | 4.15         | 3.13       | 4.90        |
| Hotel (room)                      | 5,388       | 5,257    | 4,478        | 3,364      | 5,295       |

# City of Folsom Road & Light Rail Transit Fee

| Land Use                         | Road Fee | Light Rail Fee |  |
|----------------------------------|----------|----------------|--|
|                                  |          |                |  |
| Single-family residential (unit) | 7,153    | 634            |  |
| Multi-family residential (unit)  | 5,007    | 436            |  |
| Mobile Home (unit)               | 5,007    | 436            |  |
| South Lexington Hills (unit)     | 6,336    |                |  |
| Office (sq ft)                   | 4.67     | 0.084          |  |
| Commercial / Retail (sq ft)      | 10.74    | 0.202          |  |
| Hospital (sq ft)                 | 10.74    |                |  |
| Hotel / Motel (sq ft)            | 10.74    |                |  |
| Industrial (sq ft)               | 4.67     | 0.084          |  |

# **City of Galt Traffic Circulation Fee**

| Land Use                         | Citywide | NE Specific Plan |
|----------------------------------|----------|------------------|
|                                  |          |                  |
| Single-family residential (unit) | 13,984   | 7,703            |
| Multi-family residential (unit)  | 9,688    | 5,753            |
| Retail Store (sq ft)             | 18.36    | 7.11             |
| Office (sq ft)                   | 9.76     | 1.30             |
| Industrial (sq ft)               | 4.43     | 2.89             |
| Institutional (trip)             | 1,462    | 689              |

# **City of Isleton**

# City of Rancho Cordova Transportation Impact Fee

| Land Use                         | Area 1   | Area 2    |
|----------------------------------|----------|-----------|
|                                  |          |           |
| Detached Dwelling (unit)         | 8,899.52 | 18,915.31 |
| Attached Dwelling (unit)         | 5,941.40 | 12,629.18 |
| Mobile Home in park (unit)       | 4,655050 | 9,895.41  |
| Commercial Lodging (unit)        | 4,681.77 | 5,896.53  |
| Commercial (sq ft)               | 8.36     | 14.04     |
| Office (sq ft)                   | 8.10     | 10.78     |
| Industrial/Manufacturing (sq ft) | 5.49     | 5.49      |

# **City of Sacramento Transportation Fee Programs**

#### **North Natomas**

| Land Use                         | Major Street<br>Constr Tax<br>(% of const value) | N. Natomas Public Financing Fee | N. Natomas<br>Transit |
|----------------------------------|--|---------------------------------|-----------------------|
| Single Family residential (unit) | 0.8%   | 0                               | 3,877                 |
| Multi-family residential (unit)  | 0.8%   | 0                               | 2,736                 |
| Retail (sq ft)                   | 0.8%   | 11.03                           | 1.36                  |
| Office (sq ft)                   | 0.8%   | 5.69                            | 0.64                  |

#### **Downtown**

| Downtown                         |                    |            |
|----------------------------------|--------------------|------------|
| Land Use                         | Major Street       | Richards / |
|                                  | Constr Tax         | Railyards/ |
|                                  | (% of const value) | Downtown   |
|                                  |                    |            |
| Single-family residential (unit) | 0.8%               | 810        |
| Multi-family residential (unit)  | 0.8%               | 811        |
| Retail (sq ft)                   | 0.8%               | 1.70       |
| Office (sq ft)                   | 0.8%               | 1.54       |

# **County of Sacramento Transportation Development Fee**

See attachment.

# SACRAMENTO COUNTY TRANSPORTATION DEVELOPMENT FEES (33%) 02/17/2009

|                  |                        | LAND USE TYPE                                     |  |  |                          |  |   |  |  |                      |                       |                           |                               |                     |                |                                |                                  |                                  |                              |                            |                          |
|------------------|------------------------|---|--|--|--------------------------|--|---|--|--|----------------------|-----------------------|---------------------------|-------------------------------|---------------------|----------------|--------------------------------|----------------------------------|----------------------------------|------------------------------|----------------------------|--------------------------|
| DISTRICT         | Infrastructure<br>Type | Single<br>Family<br>less than<br>1,200 sf<br>(DU) | Single<br>Family<br>1,200 to<br>2,499 sf<br>(DU) | Single Family<br>2,500 sf<br>or more<br>(DU) | Multi-<br>Family<br>(DU) | Residential<br>Accessory<br>Unit<br>(DU) | Residential<br>Age-<br>Restricted<br>(DU) | General<br>Commercial<br>less than 175,000<br>sf<br>(SF) | General<br>Commercial<br>175,000 sf<br>or more<br>(SF) | Car<br>Sales<br>(SF) | Hotel/Motel<br>(Room) | General<br>Office<br>(SF) | General<br>Industrial<br>(SF) | Warehousing<br>(SF) | Church<br>(SF) | Private<br>School<br>(Student) | Gas Station<br>(Fueling<br>Pos.) | Convalescent<br>Hospital<br>(SF) | Child Care<br>Center<br>(SF) | Congregate<br>Care<br>(DU) | Golf<br>Course<br>(Hole) |
|                  | Transportation         | \$2,560.46  | \$2,909.61                                       | \$3,404.24                                   | \$1,774.86               | \$872.88                                 | \$756.50                                  | \$3.26   | \$4.74   | \$2.76               | \$1,542.09            | \$3.35                    | \$2.65                        | \$1.28              | \$1.34         | \$349.15                       | \$3,025.99                       | \$0.49                           | \$4.57                       | \$203.67                   | \$10,096.35              |
| 1                | Adm.(2%)               | \$51.21   | \$58.19  | \$68.08                                      | \$35.50                  | \$17.46                                  | \$15.13                                   | \$0.07   | \$0.09   | \$0.06               | \$30.84               | \$0.07                    | \$0.05                        | \$0.03              | \$0.03         | \$6.98                         | \$60.52                          | \$0.01                           | \$0.09                       | \$4.07                     | \$201.93                 |
|                  | Total                  | \$2,611.67  | \$2,967.80                                       | \$3,472.33                                   | \$1,810.36               | \$890.34                                 | \$771.63                                  | \$3.32   | \$4.84   | \$2.82               | \$1,572.94            | \$3.41                    | \$2.70                        | \$1.31              | \$1.37         | \$356.14                       | \$3,086.51                       | \$0.50                           | \$4.66                       | \$207.75                   | \$10,298.27              |
|                  | Transportation         | \$3,427.01  | \$3,894.33                                       | \$4,556.37                                   | \$2,375.54               | \$1,168.30                               | \$1,012.53                                | \$4.36   | \$6.35   | \$3.70               | \$2,063.99            | \$4.48                    | \$3.54                        | \$1.71              | \$1.79         | \$467.32                       | \$4,050.10                       | \$0.66                           | \$6.11                       | \$272.60                   | \$13,513.33              |
| 2                | Adm.(2%)               | \$68.54   | \$77.89  | \$91.13                                      | \$47.51                  | \$23.37                                  | \$20.25                                   | \$0.09   | \$0.13   | \$0.07               | \$41.28               | \$0.09                    | \$0.07                        | \$0.03              | \$0.04         | \$9.35                         | \$81.00                          | \$0.01                           | \$0.12                       | \$5.45                     | \$270.27                 |
|                  | Total                  | \$3,495.55  | \$3,972.22                                       | \$4,647.49                                   | \$2,423.05               | \$1,191.66                               | \$1,032.78                                | \$4.45   | \$6.47   | \$3.77               | \$2,105.27            | \$4.57                    | \$3.61                        | \$1.75              | \$1.83         | \$476.67                       | \$4,131.11                       | \$0.68                           | \$6.24                       | \$278.06                   | \$13,783.59              |
|                  | Transportation         | \$3,652.07  | \$4,150.08                                       | \$4,855.59                                   | \$2,531.55               | \$1,245.02                               | \$1,079.02                                | \$4.65   | \$6.76   | \$3.94               | \$2,199.54            | \$4.77                    | \$3.78                        | \$1.83              | \$1.91         | \$498.01                       | \$4,316.08                       | \$0.71                           | \$6.52                       | \$290.51                   | \$14,400.78              |
| 3                | Adm.(2%)               | \$73.04   | \$83.00  | \$97.11                                      | \$50.63                  | \$24.90                                  | \$21.58                                   | \$0.09   | \$0.14   | \$0.08               | \$43.99               | \$0.10                    | \$0.08                        | \$0.04              | \$0.04         | \$9.96                         | \$86.32                          | \$0.01                           | \$0.13                       | \$5.81                     | \$288.02                 |
|                  | Total                  | \$3,725.11  | \$4,233.08                                       | \$4,952.71                                   | \$2,582.18               | \$1,269.92                               | \$1,100.60                                | \$4.74   | \$6.90   | \$4.02               | \$2,243.53            | \$4.87                    | \$3.85                        | \$1.86              | \$1.95         | \$507.97                       | \$4,402.40                       | \$0.72                           | \$6.65                       | \$296.32                   | \$14,688.79              |
|                  | Transportation         | \$3,204.56  | \$3,641.55                                       | \$4,260.61                                   | \$2,221.35               | \$1,092.47                               | \$946.80                                  | \$4.08   | \$5.94   | \$3.46               | \$1,930.02            | \$4.19                    | \$3.31                        | \$1.60              | \$1.68         | \$436.99                       | \$3,787.21                       | \$0.62                           | \$5.72                       | \$254.91                   | \$12,636.18              |
| 4                | Adm.(2%)               | \$64.09   | \$72.83  | \$85.21                                      | \$44.43                  | \$21.85                                  | \$18.94                                   | \$0.08   | \$0.12   | \$0.07               | \$38.60               | \$0.08                    | \$0.07                        | \$0.03              | \$0.03         | \$8.74                         | \$75.74                          | \$0.01                           | \$0.11                       | \$5.10                     | \$252.72                 |
|                  | Total                  | \$3,268.66  | \$3,714.38                                       | \$4,345.83                                   | \$2,265.77               | \$1,114.31                               | \$965.74                                  | \$4.16   | \$6.05   | \$3.53               | \$1,968.62            | \$4.27                    | \$3.38                        | \$1.63              | \$1.71         | \$445.73                       | \$3,862.96                       | \$0.63                           | \$5.83                       | \$260.01                   | \$12,888.90              |
|                  | Transportation         | \$1,722.07  | \$1,956.90                                       | \$2,289.57                                   | \$1,193.71               | \$587.07                                 | \$508.79                                  | \$2.19   | \$3.19   | \$1.86               | \$1,037.16            | \$2.25                    | \$1.78                        | \$0.86              | \$0.90         | \$234.83                       | \$2,035.18                       | \$0.33                           | \$3.07                       | \$136.98                   | \$6,790.44               |
| 5                | Adm.(2%)               | \$34.44   | \$39.14  | \$45.79                                      | \$23.87                  | \$11.74                                  | \$10.18                                   | \$0.04   | \$0.06   | \$0.04               | \$20.74               | \$0.05                    | \$0.04                        | \$0.02              | \$0.02         | \$4.70                         | \$40.70                          | \$0.01                           | \$0.06                       | \$2.74                     | \$135.81                 |
|                  | Total                  | \$1,756.51  | \$1,996.04                                       | \$2,335.36                                   | \$1,217.58               | \$598.81                                 | \$518.97                                  | \$2.24   | \$3.25   | \$1.90               | \$1,057.90            | \$2.30                    | \$1.82                        | \$0.88              | \$0.92         | \$239.52                       | \$2,075.88                       | \$0.34                           | \$3.13                       | \$139.72                   | \$6,926.25               |
|                  | Transportation         | \$1,894.28  | \$2,152.59                                       | \$2,518.53                                   | \$1,313.08               | \$645.78                                 | \$559.67                                  | \$2.41   | \$3.51   | \$2.04               | \$1,140.87            | \$2.48                    | \$1.96                        | \$0.95              | \$0.99         | \$258.31                       | \$2,238.69                       | \$0.37                           | \$3.38                       | \$150.68                   | \$7,469.49               |
| 6                | Adm.(2%)               | \$37.89   | \$43.05  | \$50.37                                      | \$26.26                  | \$12.92                                  | \$11.19                                   | \$0.05   | \$0.07   | \$0.04               | \$22.82               | \$0.05                    | \$0.04                        | \$0.02              | \$0.02         | \$5.17                         | \$44.77                          | \$0.01                           | \$0.07                       | \$3.01                     | \$149.39                 |
|                  | Total                  | \$1,932.16  | \$2,195.64                                       | \$2,568.90                                   | \$1,339.34               | \$658.69                                 | \$570.87                                  | \$2.46   | \$3.58   | \$2.09               | \$1,163.69            | \$2.52                    | \$2.00                        | \$0.97              | \$1.01         | \$263.48                       | \$2,283.47                       | \$0.37                           | \$3.45                       | \$153.69                   | \$7,618.88               |
| F4               | Transportation         | \$1,313.48  | \$1,492.59                                       | \$1,746.33                                   | \$910.48                 | \$447.78                                 | \$388.07                                  | \$1.67   | \$2.43   | \$1.42               | \$791.07              | \$1.72                    | \$1.36                        | \$0.66              | \$0.69         | \$179.11                       | \$1,552.29                       | \$0.25                           | \$2.34                       | \$104.48                   | \$5,179.29               |
| East<br>Antelope | Adm.(2%)               | \$26.27   | \$29.85  | \$34.93                                      | \$18.21                  | \$8.96                                   | \$7.76                                    | \$0.03   | \$0.05   | \$0.03               | \$15.82               | \$0.03                    | \$0.03                        | \$0.01              | \$0.01         | \$3.58                         | \$31.05                          | \$0.01                           | \$0.05                       | \$2.09                     | \$103.59                 |
| 7 ti itolopo     | Total                  | \$1,339.75  | \$1,522.44                                       | \$1,781.26                                   | \$928.69                 | \$456.73                                 | \$395.83                                  | \$1.71   | \$2.48   | \$1.45               | \$806.89              | \$1.75                    | \$1.39                        | \$0.67              | \$0.70         | \$182.69                       | \$1,583.34                       | \$0.26                           | \$2.39                       | \$106.57                   | \$5,282.87               |
|                  | Transportation         | \$1,730.49  | \$1,966.47                                       | \$2,300.77                                   | \$1,199.55               | \$589.94                                 | \$511.28                                  | \$2.20   | \$3.21   | \$1.87               | \$1,042.23            | \$2.26                    | \$1.79                        | \$0.87              | \$0.90         | \$235.98                       | \$2,045.13                       | \$0.33                           | \$3.09                       | \$137.65                   | \$6,823.65               |
| Vineyard         | Adm.(2%)               | \$34.61   | \$39.33  | \$46.02                                      | \$23.99                  | \$11.80                                  | \$10.23                                   | \$0.04   | \$0.06   | \$0.04               | \$20.84               | \$0.05                    | \$0.04                        | \$0.02              | \$0.02         | \$4.72                         | \$40.90                          | \$0.01                           | \$0.06                       | \$2.75                     | \$136.47                 |
|                  | Total                  | \$1,765.10  | \$2,005.80                                       | \$2,346.79                                   | \$1,223.54               | \$601.74                                 | \$521.51                                  | \$2.25   | \$3.27   | \$1.91               | \$1,063.07            | \$2.31                    | \$1.83                        | \$0.88              | \$0.92         | \$240.70                       | \$2,086.03                       | \$0.34                           | \$3.15                       | \$140.41                   | \$6,960.12               |
| North            | Transportation         | \$620.29  | \$704.88   | \$824.71                                     | \$429.98                 | \$211.46                                 | \$183.27                                  | \$0.79   | \$1.15   | \$0.67               | \$373.59              | \$0.81                    | \$0.64                        | \$0.31              | \$0.32         | \$84.59                        | \$733.08                         | \$0.12                           | \$1.11                       | \$49.34                    | \$2,445.93               |
| Vineyard         | Adm.(2%)               | \$12.41   | \$14.10  | \$16.49                                      | \$8.60                   | \$4.23                                   | \$3.67                                    | \$0.02   | \$0.02   | \$0.01               | \$7.47                | \$0.02                    | \$0.01                        | \$0.01              | \$0.01         | \$1.69                         | \$14.66                          | \$0.00                           | \$0.02                       | \$0.99                     | \$48.92                  |
| Station          | Total                  | \$632.70  | \$718.98   | \$841.20                                     | \$438.58                 | \$215.69                                 | \$186.93                                  | \$0.81   | \$1.17   | \$0.68               | \$381.06              | \$0.83                    | \$0.65                        | \$0.32              | \$0.33         | \$86.28                        | \$747.74                         | \$0.12                           | \$1.13                       | \$50.33                    | \$2,494.85               |
|                  | Transportation         | \$30.78   | \$34.98  | \$40.93                                      | \$21.34                  | \$10.49                                  | \$9.09                                    | \$0.04   | \$0.06   | \$0.03               | \$18.54               | \$0.04                    | \$0.03                        | \$0.02              | \$0.02         | \$4.20                         | \$36.38                          | \$0.01                           | \$0.05                       | \$2.45                     | \$121.38                 |
| Mather           | Adm.(2%)               | \$0.62  | \$0.70   | \$0.82                                       | \$0.43                   | \$0.21                                   | \$0.18                                    | \$0.00   | \$0.00   | \$0.00               | \$0.37                | \$0.00                    | \$0.00                        | \$0.00              | \$0.00         | \$0.08                         | \$0.73                           | \$0.00                           | \$0.00                       | \$0.05                     | \$2.43                   |
|                  | Total                  | \$31.40   | \$35.68  | \$41.75                                      | \$21.76                  | \$10.70                                  | \$9.28                                    | \$0.04   | \$0.06   | \$0.03               | \$18.91               | \$0.04                    | \$0.03                        | \$0.02              | \$0.02         | \$4.28                         | \$37.11                          | \$0.01                           | \$0.06                       | \$2.50                     | \$123.81                 |

SFR = AR-10 thru RD-7 and RM-2

MFR = RD-10 thru RD-40

1. <u>Definition of Eligible Expenditures</u> -- The STA Governing Board will adopt and periodically review descriptive definitions for each of the project and program categories in the Measure A expenditure plan. The definitions will promote a mutual understanding among the STA, implementing transportation agencies, and the general public as to the types of expenditures permitted within each of the project and program categories.

<u>Measurement Protocol</u>: The STA Board adopted definitions of eligible expenditures in March 2007 (Attachment A). They took effect when the first **New** Measure A revenues were realized in July 2009. The STA Board will review the definitions document every 5 years to ensure continued applicability to current circumstances.

#### 2. Five-Year Programming

a. <u>Transit Congestion Relief Program</u> -- The STA Board shall adopt a 5-year program of eligible transit capital, operations, and maintenance expenditures to be funded with Measure A. The 5-year program will be updated every year based on a revised Measure A revenue forecast.

Measurement Protocol: Upon request from STA, the Sacramento Regional Transit District will submit a draft 5-year program for the expenditure of Measure A funds. The ITOC will review the draft program to confirm that only eligible expenditures are proposed and to ensure consistency with the current Measure A revenue forecast for this program.

b. <u>Local Arterial Program</u> – The STA Board shall adopt a 5-year program of eligible expenditures to be funded with Measure A. The 5-year program will be updated every year based on a revised Measure A revenue forecast.

Measurement Protocol: Upon request from STA, the County, Capital Southeast Connector Authority, and affected cities will each submit a draft 5-year program for the expenditure of Measure A funds on Local Arterial capital projects within their respective jurisdictional purviews. The ITOC will review the draft programs to confirm that only eligible expenditures are proposed and to ensure consistency with current Measure A revenue forecasts for this program. A consolidated 5-year program will be compiled for STA Board consideration.

c. <u>Safety, Streetscaping, Pedestrian & Bicycle Facilities Program and Traffic Control and Safety Program</u> -- The STA Board shall adopt a 5-year program of eligible expenditures for both the Safety, Streetscaping, Pedestrian & Bicycle Facilities and the Traffic Control & Safety programs. These 5-year programs will be updated every year based on a revised Measure A revenue forecast.

Measurement Protocol: Upon request from STA, the County and affected cities will each submit a draft 5-year program for the expenditure of Measure A funds within their

respective jurisdictions. The ITOC will review the draft programs to confirm that only eligible expenditures are proposed and to ensure consistency with current Measure A revenue forecasts for these programs. A consolidated 5-year program will be compiled for STA Board consideration.

d. <u>Senior & Disabled Transportation Services Program</u> -- The STA Board shall adopt a 5-year program of eligible expenditures for the Senior & Disabled Services program. The 5-year program will be updated every year based on a revised Measure A revenue forecast.

Measurement Protocol: Upon request by STA, the Consolidated Transportation Services Agency (Paratransit, Inc.) shall submit a draft 5-year program for the expenditure of Measure A funds. The ITOC will review the draft program to confirm that only eligible expenditures are proposed and to ensure consistency with the current Measure A revenue forecast for this program.

e. <u>Transportation-Related Air Quality Program</u> -- The STA Board shall adopt a 5-year program of eligible expenditures for the Transportation-Related Air Quality program. The 5-year program will be updated every year based on a revised Measure A revenue forecast.

Measurement Protocol: Upon request by STA, the Sacramento Metropolitan Air Quality Management District (SMAQMD) shall submit a draft 5-year program for the expenditure of Measure A funds. The ITOC will review the draft program to confirm that only eligible expenditures are proposed and to ensure consistency with the current Measure A revenue forecast for this program.

#### Measure A Performance Standards Exhibit B – Planning & Programming

#### ATTACHMENT A

# Measure A Expenditure Categories DEFINITIONS OF ELIGIBLE EXPENDITURES

Adopted March 8, 2007

#### **City Street and County Road Maintenance Program**

The preservation and keeping of public street and road rights-of-way and each type of structure, safety device, planting, illumination equipment and associated facilities in the safe and useable condition to which it has been constructed or improved. Upgrades to appurtenances such as bicycle lanes, curbs, gutters, and sidewalks to currently accepted community standards may be performed in association with the repair of public streets and roads.

Includes roadway reconstruction, patching, repairing, surface treating, joint filling, scarifying, reshaping, and restoring material losses; cleaning, painting, and repairing bridges and structures (including those reserved for the exclusive use of non-motorized transportation); pavement sweeping; repainting of pavements, striping, and markings to equivalent standards; patching operations including base restoration; applying dust palliatives; jacking concrete pavements; resealing street or road shoulders and side street and road approaches; reshaping of drainage channels and side slopes; restoration of erosion controls; cleaning culverts and drains; removing slides and restoring facilities damaged by slides; routine landscape maintenance; replacing top soil, sod, plantings, and irrigation facilities on street and roadside; repairing curb, gutter, sidewalk, rip-rap, culverts, and drains; repainting, repairing, and servicing of signs, guardrails, traffic signals, lighting standards, and associated traffic control and safety devices; furnishing power for street and road lighting and traffic control devices.

Associated Measure A revenues are distributed annually to the County and to the Cities of Citrus Heights, Elk Grove, Folsom, Rancho Cordova, and Sacramento: 75% according to relative population and 25% according to relative street and road mileage within each jurisdiction. The data source for relative population is the annual population estimates for cities and counties published by the California Dept. of Finance. Relative street and road mileage is determined by the cumulative number of lanes miles on the city or County street/road system as reported annually by each affected local entity.

#### **Local Arterial Program**

The construction, improvement and/or upgrading of specified arterial streets and roads into multi-modal transportation corridors consistent with contemporary urban design standards to facilitate the safe and efficient movement of high volumes of local and sub-regional motor vehicle, bicycle, and pedestrian traffic.

Includes environmental review and mitigation, engineering, design, inspection, and construction; acquisition of rights-of-way or other property interests; installation, improvement, or upgrades to associated traffic signs and traffic signals, medians, landscaping, incidental drainage, bicycle lanes or pathways, curbs, gutters, and sidewalks; labor, paving, materials and supplies for the

construction of specified arterials (including new structures) and for the addition of lanes to or other expansion, upgrading, reconstruction, and implementation of operational improvements of specified arterial streets and roads.

#### **Traffic Control & Safety Program**

The installation or implementation of physical features and operational programs to improve the operation and safety of the local street and road network for motor vehicles, bicycles, pedestrians, and persons with disabilities. Such improvements may involve an expansion of vehicle capacity at intersections.

Includes assessment and evaluation of operational deficiencies, needs, and opportunities; environmental review and mitigation, engineering, design, and inspection; acquisition of rights-of-way or other property interests; improved traffic signage, traffic signals, pavement markings, and incidental drainage; implementation, upgrade, expansion, and operation of an integrated traffic signal and control system; traffic channelization; Transportation Systems Management (TSM) including planning, design, implementation, outreach, and evaluation measures to promote efficient and effective use of the transportation system by all users regardless of travel mode.

Associated Measure A revenues are distributed annually to the County and to the Cities of Citrus Heights, Elk Grove, Folsom, Rancho Cordova, and Sacramento: 75% according to relative population and 25% according to relative street and road mileage within each jurisdiction.

#### Transit Operations, Maintenance, & Safety

The operation and maintenance of the existing Sacramento Regional Transit District (District) bus, shuttle, and light rail system and new transit capital specified in the Expenditure Plan as authorized to be conducted by Chapter 5 (commencing with Section 102200) of Part 14, Division 10 of the California Public Utilities Code.

Includes routine maintenance of bus, shuttle, and rail vehicles; purchase of associated parts, equipment, materials, and fuel; labor to maintain and operate the transit fleet and to administer the District; reconstruction or replacement of transit vehicles consistent with lifecycle use; repair and maintenance of fixed assets including light rail tracks and rail bed, overhead catenary, structures, buildings, and transit stations and stops; furnishing power for light rail system and transit stops.

#### **Rail Transit Improvements**

The construction, extension, improvement, and/or upgrading of specified Sacramento Regional Transit District (District) light rail transit corridors, and the improvement and/or upgrading of the Capitol Corridor regional rail segment within Sacramento County to facilitate improved commuter rail service, as consistent with Chapter 5 (commencing with Section 102200) of Part 14, Division 10 of the California Public Utilities Code.

Includes planning, environmental review and mitigation, engineering, design, and inspection; acquisition of rights-of-way or other property interests; construction, installation, improvement, or upgrades to trackage, overhead catenary, associated signs and signals, buildings, structures,

and stations; purchase of rail vehicles and associated equipment; labor, materials, and supplies for the construction of specified rail transit corridors and associated stations (including new structures) and for the addition of track or other expansion, upgrading, reconstruction, and implementation of operational improvements in specified rail transit corridors.

#### Neighborhood Shuttle System

A competitive grant program among local public transit providers to promote the development or expansion of shuttle routes in residential and commercial areas that have no—or infrequent—transit service. The objective is to connect neighborhoods to the light rail system and to bus routes on major arterials.

Eligibilities, schedules, and grant application procedures are set forth in a separate guidelines document (pending).

#### **Senior & Disabled Transportation Services**

The provision by the Consolidated Transportation Services Agency (CTSA) of Sacramento County—per Chapter 5, Section 15975(a) of Part 13, Division 3 of the California Government Code—of specialized public transportation operations for seniors and persons with disabilities.

Includes acquisition, reconstruction, and replacement of specialized transit vehicles and associated equipment; construction of buildings and structures or other improvements; purchase of associated parts, equipment, materials, and fuel; routine maintenance of specialized transit vehicles and associated assets; labor to maintain and operate the vehicle fleet, real property or other property interests, and to administer the CTSA.

#### **Regional Bus/Carpool Connectors/Extensions**

The provision by Caltrans of enhanced vehicle capacity on specified segments of the State highway system and the improvement of specified freeway connection ramps for exclusive use by buses, carpools, and other eligible vehicles.

Includes environmental review and mitigation, engineering, design, inspection, project management, and construction; acquisition of rights-of-way or other property interests; installation, improvement, or upgrades to associated access/egress ramps, traffic signage, medians, and landscaping; labor, paving, materials and supplies for the construction of specified projects (including new structures) and/or for the addition of lanes to or other expansion, upgrading, reconstruction, and implementation of operational improvements on specified freeway segments and interchanges.

#### **Local Freeway Interchange Congestion Relief Upgrades**

The construction, improvement, or upgrading of specified interchanges to mitigate traffic congestion on the effected local arterial and associated State highway. Arterial-freeway interchange improvements will be implemented by the local jurisdiction in which the project is located. Freeway-freeway interchange improvements will be implemented by Caltrans.

Includes environmental review and mitigation, engineering, design, inspection, and construction; acquisition of rights-of-way or other property interests; installation, improvement, or upgrades to

associated traffic signs, traffic signals, pavement markings, medians, landscaping, bicycle lanes or pathways, curbs, gutters, sidewalks, and drainage; labor, paving, materials and supplies for the construction of specified interchanges (including new structures) and for the addition of lanes to or other expansion, upgrading, reconstruction, and implementation of operational improvements of specified arterial streets and roads. Improvements to arterial/freeway interchanges should permit bicyclists and pedestrians to safely and efficiently traverse the effected freeway segment.

#### Safety, Streetscaping, Pedestrian and Bicycle Facilities

The construction, improvement, and/or upgrading of transportation facilities and corridors to provide bicyclists, pedestrians, and persons with disabilities safe and efficient travel routes and to improve the aesthetics of local streets and roads. One million dollars per year will be expended exclusively for maintenance, operations, and improvements to the paved bikeway network within the portion of the American River Parkway managed by the Sacramento County Department of Regional Parks.

Includes environmental review and mitigation, engineering, design, inspection, and construction; acquisition of rights-of-way or other property interests; installation, improvement, or upgrades to traffic signs and traffic signals, landscaping, bicycle lanes or pathways, curbs, gutters, and sidewalks; barrier and hazard removal; labor, materials and supplies for the construction or reconstruction of bikeways and sidewalks (including new structures) and for other expansion, upgrading, reconstruction, and implementation of operational improvements to facilitate bicycle and pedestrian travel and improved streetscapes.

Associated Measure A revenues (with the exception of the \$1 million allocated annually to the Sacramento County Department of Regional Parks for maintenance, operations, and improvements to the bikeway network in the American River Parkway) are distributed annually to the County and to the Cities of Citrus Heights, Elk Grove, Folsom, Rancho Cordova, and Sacramento: 75% according to relative population and 25% according to relative street and road mileage within each jurisdiction.

#### **Transportation-Related Air Quality Program**

The development, implementation and evaluation by the Sacramento Metropolitan Air Quality Management District of projects and programs to mitigate the regional impacts of motor vehicle emissions.

Includes air quality monitoring; public relations and information; programs to accelerate the retirement or replacement of older, high-polluting motor vehicle engines; programs to accelerate the dissemination of new, cleaner engine technologies; other programs demonstrated to effectively contribute to reduced vehicle emissions.

#### **Smart Growth Incentive Program**

A competitive grant program among local public agencies to facilitate land use planning and development/redevelopment projects that promote pedestrian, bicycle, and transit travel and a reduced reliance on personal automobiles. This program will be funded exclusively via the Countywide development fee component of Measure A. At least \$5 million will be expended

exclusively for environmental mitigation associated with construction of the I-5/SR99/SR50 connector road.

Eligibilities, schedules, and grant application procedures are set forth in a separate guidelines document (pending).

#### **Transportation Project Environmental Mitigation Program**

The development and implementation of projects and programs to mitigate some of the anticipated environmental consequences of constructing and operating the capital projects set forth in the Measure A expenditure plan. This program will be funded exclusively via the Countywide development fee component of Measure A.

Includes purchase of open space, significant natural habitat, and property easements; construction of replacement or alternative natural habitat; stormwater runoff abatement and erosion controls; other programs demonstrated to effectively mitigate the environmental impacts of constructing and operating the capital projects set forth in the Measure A expenditure plan. At least \$5 million will be expended exclusively for environmental mitigation associated with construction of the I-5/SR99/SR50 connector road.

Eligibilities, schedules, and grant application procedures are set forth in a separate guidelines document (pending).

#### **Program Administration**

Overall management and oversight of the Measure A sales tax program.

Includes employment of administrative and clerical staff; contracting for specialized services of a limited-term; acquisition and/or lease, maintenance, and operations of office space, office equipment, materials, and supplies; operation of an Independent Taxpayer Oversight Committee (ITOC); other such administrative and planning activities as deemed necessary and appropriate by the Governing Board.

- 1. Pavement and Bridge Maintenance Report. Every two years upon request by STA, the County and each city will submit a pavement and bridge system maintenance report. The report will list all street/road segments and bridges on which maintenance treatments funded wholly or partially with Measure A funds have been applied during the prior two-year reporting period. The biennial report will include the following information for each affected bridge or street/road segment:
  - Functional Classification
  - Construction year
  - Length, width, area, and number of lanes
  - Type(s) of maintenance treatment applied
  - Cost of project and proportional contribution from Measure A
  - Pavement Condition Index (PCI) before and after treatment

This biennial report will also include an updated calculation of the cumulative number of paved, maintained lane miles on the street and road system as recorded in each respective entity's (excluding Galt and Isleton) automated pavement management accounting system.

- 2. **Quarterly Status Report Capital Projects**. Each affected Measure A recipient entity shall submit a quarterly status report of its progress delivering Measure A *capital* projects. The report will be submitted to STA within 30 days of each fiscal quarter, and will include the following information for each project:
  - General description of the project
  - Total anticipated project cost and proportional contribution from Measure A
  - Amount of Measure A funds expended on project to date and during the reporting period
  - Amount of unexpended Measure A funds remaining
  - Current project implementation phase
  - Statement of how the project's design & construction will provide for routine accommodation of bicyclists and pedestrians
- 3. Quarterly Status Report On-going Operations & Maintenance Programs. Each affected Measure A recipient entity shall submit a quarterly status report of its progress delivering the *on-going annual Measure A programs*. The report will be submitted to STA within 30 days of each fiscal quarter, and will include the following information for each affected Measure A program:
  - Amount of Measure A funds received
  - Amount of interest earned
  - Amount of Measure A funds expended
  - Listing of specific expenditures (type of expenditure and location, if applicable)

#### MEASURE A INDEPENDENT TAXPAYERS OVERSIGHT COMMITTEE

October 21, 2010 Item # 7

# Subject: 1st Quarter FY 2010-11 Measure A Revenue Report

#### **Recommendation**

Receive and file a summary report of cumulative 1<sup>st</sup> quarter FY 2010-11 Measure A sales tax revenues along with a review of revenue trends from recent years.

#### **Discussion**

The monthly Measure A sales tax revenue and distribution report for September is attached. September completes the first quarter of the STA's fiscal year, so this report also provides cumulative first quarter revenue and distribution figures. 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 2011 Measure A distributions to date are shown in the middle column.

The second attachment hereto presents monthly Measure A revenue figures for the past 5+ years. After peaking in the 2<sup>nd</sup> quarter of 2006 at \$29,214,160, quarterly Measure A sales tax revenues have steadily declined to near \$20 million during each of the past six quarterly reporting periods.

Attachments

Staff Contact: Lisa Chandler

# Measure A Sales Tax Revenue & Distribution - September 2010

| Μ                            |            |     |                   |    | 2010/11    | YTD  | thru Aug 10 | S  | Sep 2010  |
|------------------------------|------------|-----|-------------------|----|------------|------|-------------|----|-----------|
| Measure A                    | Dovonus    |     |                   | \$ | 21,202,138 | \$   | 13,330,800  | \$ | 7,871,338 |
| Cumulative Measure A Gross   | Revenue    | ;   | 0.04%             | \$ | 8,481      | \$   | 5,332       |    | 3,149     |
| Isleton                      |            |     | 1.00%             | \$ | 212,021    | \$   | 133,308     |    | 78,713    |
| Galt                         |            | \$  | 1,000,000         | \$ | 250,000    | \$   | 166,667     |    | 83,333    |
| Neighborhood Shuttle         | Subtotal   | Φ   | 1,000,000         | \$ | 20,731,636 | \$   | 13,025,493  | \$ | 7,706,143 |
| O O L. David David Dont      | Subtotai   | \$  | 1,000,000         | \$ | 250,000    | \$   | 166,667     |    | 83,333    |
| Sac Cnty Regl Parks Dept     |            | φ   | 20.75%            | \$ | 4,301,814  | \$   | 2,702,790   |    | 1,599,024 |
| Capital Projects             |            |     | 20.75%            | \$ | 16,179,822 | \$   | 10,156,037  | \$ | 6,023,786 |
|                              |            |     |                   | Ψ  | 10,175,022 | Ψ    | 10,100,007  | Ψ. | -         |
| Program Administration       |            |     | 0.75%             | \$ | 155,487    | \$   | 97,691      |    | 57,796    |
| SMAQMD                       |            |     | 1.50%             | \$ | 310,975    | \$   | 195,382     |    | 115,593   |
| Traffic Control & Safety     |            |     | 3.00%             | \$ | 621,949    | \$   | 390,765     |    | 231,184   |
| Paratransit (CTSA)           |            |     | 3.50%             | \$ | 725,607    | \$   | 455,892     |    | 269,715   |
| CTSA Set Aside               |            |     | 1.00%             | \$ | 207,316    | \$   | 130,255     |    | 77,061    |
| Safety, Streetscaping        |            |     |                   |    |            |      | 404.000     |    |           |
| Pedestrian & Bike Facilities |            |     | 5.00%             | \$ | 786,582    | \$   | 484,608     |    | 301,974   |
| Street & Road Maintenance    |            |     | 30.00%            | \$ | 6,219,491  | \$   | 3,907,648   |    | 2,311,843 |
| SRTD                         |            |     | 34.50%            | \$ | 7,152,414  | \$   | 4,493,795   |    | 2,658,619 |
|                              |            |     |                   |    |            |      |             | _  |           |
| Net                          | Revenue    |     | 78.25%            | \$ | 16,179,822 | \$   | 10,156,037  | \$ | 6,023,786 |
| Treffic Control 9 Sofoty     |            |     |                   |    | 2010/11    | 20.  | 10/11       |    |           |
| Traffic Control & Safety     |            |     | 5.59%             | \$ | 34,767     | ]\$  | 21,844      |    | 12,923    |
| Citrus Heights               |            |     | 10.05%            | \$ | 62,506     | \$   | 39,272      |    | 23,234    |
| Elk Grove                    |            |     | 5.40%             | \$ | 33,585     | \$   | 21,101      |    | 12,484    |
| Folsom                       |            |     | 4.54%             | \$ | 28,236     | \$   | 17,741      |    | 10,495    |
| Rancho Cordova               |            |     | 32.40%            | \$ | 201,512    | \$   | 126,608     |    | 74,904    |
| Sacramento                   |            |     | 42.02%            | \$ | 261,343    | \$   | 164,199     |    | 97,144    |
| County                       | Total      | _   | 100.00%           | \$ | 621,949    | \$   | 390,765     | \$ | 231,184   |
|                              | TOtal      |     | 100.00 /6         | Ψ  | 021,545    | Ψ    | 000,700     | Ψ  | -         |
| Safety, Streetscaping, Pede  | strian & B | ike | <u>Facilities</u> |    | 2010/11    | _ 20 | 10/11       |    |           |
| Citrus Heights               |            |     | 5.59%             | \$ | 43,970     |      | 27,090      |    | 16,880    |
| Elk Grove                    |            |     | 10.05%            | \$ | 79,051     | \$   | 48,703      |    | 30,348    |
| Folsom                       |            |     | 5.40%             | \$ | 42,475     | \$   | 26,169      |    | 16,306    |
| Rancho Cordova               |            |     | 4.54%             | \$ | 35,711     | \$   | 22,001      |    | 13,710    |
| Sacramento                   |            |     | 32.40%            | \$ | 254,853    | \$   | 157,013     |    | 97,840    |
| County                       |            |     | 42.02%            | \$ | 330,522    | \$   | 203,632     |    | 126,890   |
| ,                            | Tota       |     | 100.00%           | \$ | 786,582    | \$   | 484,608     | \$ | 301,974   |
|                              |            |     |                   |    |            |      |             |    | -         |
| Street & Road Maintenance    |            |     |                   | _  | 2010/11    |      | 10/11       |    | 100.000   |
| Citrus Heights               |            |     | 5.59%             | \$ | 347,670    |      | 218,438     |    | 129,232   |
| Elk Grove                    |            |     | 10.05%            | \$ | 625,059    |      | 392,719     |    | 232,340   |
| Folsom                       |            |     | 5.40%             | \$ | 335,853    | 12.0 | 211,013     |    | 124,840   |
| Rancho Cordova               |            |     | 4.54%             | \$ | 282,365    | 1 8  | 177,407     |    | 104,958   |
| Sacramento                   |            |     | 32.40%            | \$ | 2,015,115  |      | 1,266,078   |    | 749,037   |
| County                       |            |     | 42.02%            | \$ | 2,613,430  |      | 1,641,994   |    | 971,436   |
|                              | Tota       | ıl  | 100.00%           | \$ | 6,219,491  | \$   | 3,907,648   | \$ | 2,311,843 |

#### MEASURE A INDEPENDENT TAXPAYERS OVERSIGHT COMMITTEE

October 21, 2010 Item # 8

<u>Subject:</u> Sacramento County Transportation Mitigation Fee Program – Annual Statement of Revenues and Expenditures

#### Recommendation

Receive and file the FY 2009-10 statement of revenues and expenditures for the Sacramento County Transportation Mitigation Fee Program.

#### **Discussion**

The **New** Measure A Ordinance imposes a new transportation 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. 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 2009-10:

#### 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. 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, 2009: \$0.00
 June 30, 2010: \$3,100,360.25

#### Amount of Fees Collected and Interest Earnings

■ Fees Collected: \$3,073,657.98 (See attachment for collections by entity)

Interest Earnings: \$ 26.702.<sup>27</sup>

#### Fee Schedule

| Land Use                          | Fee Rate (\$)<br>July 1, 2009 – June 30, 2010 |
|-----------------------------------|---|
|                                   |   |
| Single-Family Residential         | 1,000 per unit                                |
| Single-Family Residential, Senior | 800 per unit                                  |
| Multi-family Residential          | 700 per unit                                  |
| Multi-family Residential, Senior  | 600 per unit                                  |
| Office Use                        | 1,200 per 1000 sq ft                          |
| Retail Use                        | 3,705 per 1000 sq ft                          |
| Industrial Use                    | 800 per 1000 sq ft                            |
| Hotel/Motel                       | 580 per sleeping room                         |
| Golf Course                       | 833 per acre                                  |
| Movie Theater                     | 1,904 per screen                              |
| Religious Center                  | 932 per 1000 sq ft                            |
| Hospital                          | 1,678 per 1000 sq ft                          |
| Service Station                   | 1,300 per fueling pump                        |
| Supermarket                       | 2,110 per 1000 sq ft                          |
| Warehouse / Self Storage          | 250 per 1000 sq ft                            |

#### List of SCTMFP Expenditures by Project

There were no expenditures from the SCTMFP Account during FY 2009-10.

#### Forecasted Date for Commencement of SCTMFP Expenditures

Staff expects to begin spending SCTMFP funds on eligible Measure A capital projects during FY 2011-12. The candidate projects for initial expenditures from the account are:

- Hazel Avenue, Ph I (US 50 Curragh Downs)
- Highway 50 carpool lanes
- Downtown Intermodal Station
- Sunrise Blvd Ph 1 (Oak Antelope)
- Central Galt Interchange
- South Sacramento LRT (II)
- Capital Southeast Corridor (environmental mitigation & open space preservation)

#### List of Interfund Transfers or Loans

There were no transfers, loans, or related commitments of funds to or from the SCTMFP account.

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

There were no refunds of SCTMFP revenues collected during FY 2009-10

Attachment

Staff Contact: Brian Williams

# SACRAMENTO COUNTY TRANSPORTATION MITIGATION FEE PROGRAM FEE REVENUE -- FY 2009-10

| <i>Total</i><br>Revenue | \$ 751,699.63 | \$ 1,235,031.85 | \$ 1,086,926.50 | \$ 3,073,657.98   |
|-------------------------|---------------|-----------------|-----------------|---|
| EIK<br>Grove            | 51,728.55     | 184,463.70      | 354,659.31      | \$ 590,851.56   |
| Citrus<br>Heights       | 1,452.36      | 14,988.89       | 1,000.00        | \$ 17,441.25  |
| Folsom                  | 388,908.80    | 127,652.08      | 32,446.40       | \$ 549,007.28   |
| County of<br>Sacramento | 75,381.49     | 305,717.17      | 234,539.01      | \$ 615,637.67   |
| City of<br>Sacramento   | 140,644.43    | 455,696.78      | 318,719.63      | \$ 352,178.48 \$ 33,480.90 \$ 915,060.84 \$ 615,637.67 \$ 549,007.28 \$ 17,441.25 \$ 590,851.56 |
| Galt                    | 784.00        |                 | 32,696.90       | \$ 33,480.90  |
| Rancho<br>Cordova       | 92,800.00     | 146,513.23      | 112,865.25      | \$ 352,178.48   |
| Period                  | 4th Qtr 2009  | Jul 09 - Dec 09 | Jan 10 - Jun 10 | Total   |