



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.

MEMBERS: MATTHEW KELLY; JOHN van BERKEL (Chair); MAUREEN ZAMARRIPA (Vice Chair);
JEFF SLOWEY, JULIE VALVERDE, BRIAN WILLIAMS

1. **Call to Order / Introductions**
2. **Comments from the Public Regarding Matters Not on the Agenda**
3. **Measure A Entity Expenditure Plans: “How We Spend the Money” ***
 - Sacramento Regional Transit District
4. **Status Reports of Measure A On-Going Programs, 4th Quarter FY 2009-10 ***
5. **Status Reports of Measure A Capital Projects, 4th Quarter FY 2009-10 ***
6. **Baseline Performance Standards for the Measure A Sales Tax Program ***
continued from August 5, 2010
7. **1st Quarter FY 2010-11 Measure A Revenue Report ***
8. **Sacramento County Transportation Mitigation Fee Program: Annual Statement of Revenues and Expenditures ***
9. **Comments from Committee Members**

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

MEASURE A INDEPENDENT TAXPAYERS OVERSIGHT COMMITTEE

October 21, 2010
Item # 3

Subject: 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

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

	FY 2010-2011	FY 2011-2012	FY 2012-2013	FY 2013-2014	FY 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
<u>CAPITAL</u>					
Regional Rail Design and Engineering	\$ -	\$ -	\$ -	\$ -	\$ -
Northeast Corridor Construction	\$ -	\$ -	\$ -	\$ -	\$ -
South Line, Phase 2 Right-of-Way	\$ 4,200,000	\$ -	\$ -	\$ -	\$ -
South Line, Phase 2 Construction	\$ 3,256,046	\$ 8,429,931	\$ -	\$ -	\$ -
DNA Design and Engineering	\$ 1,392,541	\$ 378,535	\$ -	\$ -	\$ -
DNA Construction and Design Build	\$ 23,936,776		\$ -	\$ -	\$ -
Downtown Intermodal Station <i>see detail next page</i>	\$ 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

*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	<u>Intermodal Phase 1</u>					
2	<u>Track Relocation</u>					
3	Design	\$1,500,000				
4	Construction	\$1,600,000				
5	Site Acquisition	\$550,000				
6	Contingency	<u>\$500,000</u>				
7	Subtotal	\$4,150,000	\$0	\$0	\$0	\$0
8						
9	<u>Intermodal Phase 2</u>					
10	<u>Sac Valley Stn Improvements</u>					
11	Design (Match)	\$1,488,000				
12	Construction		\$5,560,000			
13	Contingency	<u>\$365,000</u>	<u>\$0</u>			
14	Subtotal	\$1,853,000	\$5,560,000	\$0	\$0	\$0
15						
16	<u>Intermodal Phase 3</u>					
17	<u>Intermodal Facility</u>					
18	Environmental & Design		<u>\$1,911,000</u>			
19	Subtotal		\$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 TRANSPORTATION AUTHORITY
MEASURE A DISTRIBUTIONS / EXPENDITURES
ON-GOING ANNUAL PROGRAMS
SACRAMENTO METROPOLITAN AIR QUALITY MANAGEMENT DISTRICT
FOR QUARTER ENDING JUNE 30, 2010

Expenditure Category	On Going Measure A Allocation (per Mar 2010 BA)	Total Distribution 4th Qtr 2010	Total Distribution YTD	Total Expenditures 4th Qtr 2010	Total Expenditures YTD	Balance Unexpended
Total Distribution / Expense	\$ 1,146,398	\$ 290,594	\$ 1,203,395	\$ 315,976	\$ 1,203,395	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ 1,146,398	\$ 290,594	\$ 1,203,395	\$ 315,976	\$ 1,203,395	\$ -

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

PARATRANSIT

FOR QUARTER ENDING JUNE 30, 2010

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

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

CTSA SET ASIDE

FOR QUARTER ENDING JUNE 30, 2010

Expenditure Category	On Going Measure A Allocation (per Mar 2010 BA)	Total Distribution 4th Qtr 2010	Total Distribution YTD	Total Expenditures 4th Qtr 2010	Total Expenditures YTD	Balance Unexpended
Total Distribution / Expense	\$ 764,265	\$ 193,729	\$ 802,264	\$ -	\$ -	\$ 802,264
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ 764,265	\$ 193,729	\$ 802,264	\$ -	\$ -	\$ 802,264

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

REGIONAL TRANSIT

FOR QUARTER ENDING JUNE 30, 2010

Expenditure Category	On Going Measure A Allocation (per Mar 2010 BA)	Total Distribution 4th Qtr 2010	Total Distribution YTD	Total Expenditures 4th Qtr 2010	Total Expenditures YTD	Balance Unexpended
Total Distribution / Expense	\$ 26,367,143	\$ 6,683,674	\$ 27,678,086	\$ 6,683,674	\$ 27,678,086	\$ -
Total	\$ 26,367,143	\$ 6,683,674	\$ 27,678,086	\$ 6,683,674	\$ 27,678,086	\$ -

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

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

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

ELK GROVE

FOR QUARTER ENDING JUNE 30, 2010

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

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

FOLSOM

FOR QUARTER ENDING JUNE 30, 2010

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

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

GALT

FOR QUARTER ENDING JUNE 30, 2010

Expenditure Category	On Going Measure A Allocation (per Mar 2010 BA)	Total Distribution 4th Qtr 2010	Total Distribution YTD	Total Expenditures 4th Qtr 2010	Total Expenditures YTD	Balance Unexpended
Total Distribution / Expense	782,402.00	\$ 198,292	\$ 820,800	\$ -	\$ -	\$ 820,800
		\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ 782,402	\$ 198,292	\$ 820,800	\$ -	\$ -	\$ 820,800

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

ISLETON

FOR QUARTER ENDING JUNE 30, 2010

Expenditure Category	On Going Measure A Allocation (per Mar 2010 BA)	Total Distribution 4th Qtr 2010	Total Distribution YTD	Total Expenditures 4th Qtr 2010	Total Expenditures YTD	Balance Unexpended
Total Distribution / Expense	31,296.00	\$ 7,932	\$ 32,835	\$ -	\$ -	\$ 32,835
		\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ 31,296	\$ 7,932	\$ 32,835	\$ -	\$ -	\$ 32,835

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

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

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

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

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

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

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

Expenditure Category	On Going Measure A Allocation (per Mar 2010 BA)	Total Distribution 4th Qtr 2010	Total Distribution YTD	Total Expenditures 4th QTR 2010	Total Expenditures YTD	Balance Unexpended
Total Distribution / Expense	\$ 1,000,000	\$ 250,001	\$ 1,000,000	\$ 657,043	\$ 952,138	\$ 47,862
		\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ 1,000,000	\$ 250,001	\$ 1,000,000	\$ 657,043	\$ 952,138	\$ 47,862

MEASURE A INDEPENDENT TAXPAYERS OVERSIGHT COMMITTEE

October 21, 2010
Item # 5

Subject: Status Reports of Measure A Capital Projects, 4th Quarter FY 2009-10

Recommendation

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

Discussion

Status reports of Measure A capital projects currently in progress are attached hereto. The reports provide an overview of the delivery and construction status for each of the “active” Measure A capital projects effective June 30, 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 June 30, 2010

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.

Actual Year To Date Expenditures:

<u>Quarter – Year</u>	<u>Amount</u>
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>	<u>Amount</u>
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.

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

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:

<u>Quarter – Year</u>	<u>Amount</u>
October – December 2009	\$ 13,887.60 ✓
January – March 2010	\$ 43,269.37 ✓
April – June 2010	\$ 41,973.42 ✓

Estimated Drawn Down Schedule:

<u>Quarter – Year</u>	<u>Amount</u>
July – September 2010	\$ 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.

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 1st, 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:

<u>Quarter – Year</u>	<u>Amount</u>
October – December 2009	\$ 814,922.58 ✓
January – March 2010	\$1,064,993.79 ✓
April – June 2010	\$ 165,902.31 ✓

Estimated Drawn Down Schedule:

<u>Quarter – Year</u>	<u>Amount</u>
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.

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

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:

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

Estimated Drawn Down Schedule:

<u>Quarter – Year</u>	<u>Amount</u>
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 A Project Status Report
Quarter Ending June 30, 2010**

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:

<u>Quarter – Year</u>	<u>Amount</u>
January – March 2010	\$ 4,787.48 ✓
April – June 2010	\$ 12,654.09 ✓

Estimated Drawn Down Schedule:

<u>Quarter – Year</u>	<u>Amount</u>
July – September 2010	\$ 50,833.30
October – December 2010	\$ 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.

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 ✓

Estimated Drawn Down Schedule:

- Quarter ending 9/31/10 - \$ 3,883,199.23 ✓

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 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 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

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.

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:

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

Actual Year To Date Expenditures:

FY 09/10 - \$ 543,513

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

July-Sept 2010	\$ 3,177,195
Oct- Dec 2010	\$ 3,177,195
Jan- Mar 2011	\$ 3,177,195
Apr- June 2011	\$ 3,177,196
July- Sept 2011	\$ 3,177,196
Total	\$ 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.

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

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.*

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

	Expenditure Schedule			Draw Downs
	Overall Project (Project #402)	MOS-1 (Project #404)	Total	
Draws thru June 2010	-	10,020,658	10,020,658	10,020,658
July - Sept 2010	237,541	6,729,589	6,967,130	6,967,130
Oct - Dec 2010	385,000	13,461,464	13,846,464	13,846,464
Jan - March 2011	385,000	3,745,723	4,130,723	4,130,723
April - June 2011	385,000	-	385,000	385,000
July - Sept 2011	378,535	-	378,535	378,535
Total	1,771,076	33,957,434	35,728,510	35,728,510

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

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)

<u>Measure A Bond Proceeds:</u>	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.

<u>Measure A Pay-Go Proceeds:</u>	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.

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

Measurement Protocol – 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.

Measurement Protocol – 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.

Measure A Performance Standards
Exhibit A – Maintenance of Effort

ATTACHMENT A
Local Transportation Impact Fee Threshold Rates

City of Citrus Heights Road & Transit Fee

Land Use	District 1 <i>W of I-80</i>	District 3 <i>E of I-80</i>
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 Commercial (sq ft)	11.24	9.51	9.34	7.02	11.05
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)	4,650.50	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 Constr Tax (% of const value)	N. Natomas Public Financing Fee	N. Natomas 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

Land Use	Major Street Constr Tax (% of const value)	Richards / Railyards/ 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

DISTRICT	Infrastructure Type	L A N D U S E T Y P E																			
		Single Family less than 1,200 sf (DU)	Single Family 1,200 to 2,499 sf (DU)	Single Family 2,500 sf or more (DU)	Multi-Family (DU)	Residential Accessory Unit (DU)	Residential Age-Restricted (DU)	General Commercial less than 175,000 sf (SF)	General Commercial 175,000 sf or more (SF)	Car Sales (SF)	Hotel/Motel (Room)	General Office (SF)	General Industrial (SF)	Warehousing (SF)	Church (SF)	Private School (Student)	Gas Station (Fueling Pos.)	Convalescent Hospital (SF)	Child Care Center (SF)	Congregate Care (DU)	Golf Course (Hole)
1	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
	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
2	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
	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
3	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
	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
4	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
	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
5	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
	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
6	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
	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
East Antelope	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
	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
	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
Vineyard	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
	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 Vineyard Station	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
	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
	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
Mather	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
	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. **Definition of Eligible Expenditures** -- 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.

Measurement Protocol: 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. **Transit Congestion Relief Program** -- 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. **Local Arterial Program** -- 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. **Safety, Streetscaping, Pedestrian & Bicycle Facilities Program and Traffic Control and Safety Program** -- 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. Senior & Disabled Transportation Services Program -- 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. Transportation-Related Air Quality Program -- 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.

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 1st 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 2nd 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

<u>Measure A</u>		2010/11	YTD thru Aug 10	Sep 2010
Cumulative Measure A Gross Revenue		\$ 21,202,138	\$ 13,330,800	\$ 7,871,338
Isleton	0.04%	\$ 8,481	\$ 5,332	3,149
Galt	1.00%	\$ 212,021	\$ 133,308	78,713
Neighborhood Shuttle	\$ 1,000,000	\$ 250,000	\$ 166,667	83,333
Subtotal		\$ 20,731,636	\$ 13,025,493	\$ 7,706,143
Sac Cnty Regl Parks Dept	\$ 1,000,000	\$ 250,000	\$ 166,667	83,333
Capital Projects	20.75%	\$ 4,301,814	\$ 2,702,790	1,599,024
		\$ 16,179,822	\$ 10,156,037	\$ 6,023,786
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	5.00%	\$ 786,582	\$ 484,608	301,974
Pedestrian & Bike Facilities				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

<u>Traffic Control & Safety</u>		2010/11	2010/11	
Citrus Heights	5.59%	\$ 34,767	\$ 21,844	12,923
Elk Grove	10.05%	\$ 62,506	\$ 39,272	23,234
Folsom	5.40%	\$ 33,585	\$ 21,101	12,484
Rancho Cordova	4.54%	\$ 28,236	\$ 17,741	10,495
Sacramento	32.40%	\$ 201,512	\$ 126,608	74,904
County	42.02%	\$ 261,343	\$ 164,199	97,144
Total	100.00%	\$ 621,949	\$ 390,765	\$ 231,184

<u>Safety, Streetscaping, Pedestrian & Bike Facilities</u>		2010/11	2010/11	
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
Total	100.00%	\$ 786,582	\$ 484,608	\$ 301,974

<u>Street & Road Maintenance</u>		2010/11	2010/11	
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	\$ 211,013	124,840
Rancho Cordova	4.54%	\$ 282,365	\$ 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
Total	100.00%	\$ 6,219,491	\$ 3,907,648	\$ 2,311,843

MEASURE A INDEPENDENT TAXPAYERS OVERSIGHT COMMITTEE

October 21, 2010
Item # 8

Subject: 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: \$ 26,702.²⁷

Fee Schedule

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

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.

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

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