

PAYING FOR TRANSPORTATION IMPROVEMENTS IN SACRAMENTO COUNTY

A Handbook on Funding Sources and Programs



Sacramento Transportation Authority
May 1996

**PAYING FOR TRANSPORTATION IMPROVEMENTS
IN SACRAMENTO COUNTY**

A Handbook on Funding Sources and Programs

*Sacramento Transportation Authority
May 1996*

Table of Contents

Introduction.....	iii
Chapter 1	
Local Funding Programs.....	1-1
Development Fees	
Special Financing Districts	
Community Service Area	
Measure A Sales Tax	
Transit Passenger Fares	
Other	
Chapter 2	
State Funding Programs.....	2-1
Programs Funded from the State Highway Account	
State Gas Tax Subvention	
Programs Funded from the Transportation Planning & Development Account	
Local Transportation Fund	
State Passenger Rail Bonds	
Other	
Chapter 3	
Federal Funding Programs.....	3-1
Federal-Aid Highway Program	
Federal-Aid Transit Program	
Demonstration Projects	
Chapter 4	
Transportation Programming Documents.....	4-1
Local Programming Documents	
Regional Programming Documents	
State Programming Documents	
Appendix A	
Agency Contacts.....	A-1
Appendix B	
Glossary of Transportation Terms.....	B-1
Appendix C	
Guide to Acronyms.....	C-1

List of Figures

Figure 1-1:	County Transportation Development Fee Schedule.....	1-2
Figure 1-2:	Sacramento County Roadway & Transit Development Fee Districts	1-3
Figure 1-3:	Sacramento County Special Financing Districts.....	1-6
Figure 1-4:	City of Sacramento Special Financing Districts.....	1-9
Figure 1-5:	Overview of Local Transportation Funding Sources.....	1-12
Figure 2-1:	Revenues and Expenditures Associated with the State Highway Account.....	2-2
Figure 2-2:	Revenues and Expenditures Associated with the Transportation Planning and Development (TP&D) Account.....	2-3
Figure 2-3:	State Fuel Tax Allocation.....	2-8
Figure 2-4:	Estimated 1996/97 Local Transportation Fund (LTF) Distributions in Sacramento County	2-11
Figure 2-5:	Overview of State Transportation Funding Sources.....	2-14
Figure 3-1:	Overview of Federal Transportation Funding Sources.....	3-8
Figure 4-1:	The STIP Development Process.....	4-6
Figure 4-2:	Overview of Transportation Programs.....	4-8

Introduction

The processes and requirements associated with funding public transportation improvements are very complicated and confusing. Projects often require multiple-year funding commitments, and relatively few are funded by a single revenue source. There are a multitude of local, state, and federal revenue sources available for local transportation improvements, most with their own eligibility and application requirements. In order to move their projects toward construction, local project managers and policy makers must craft comprehensive funding packages based on this puzzling array of programs.

The objective of this handbook is to identify and describe the processes and programs involved in transportation funding. It seeks to provide an elementary understanding of the eligibility, application, and programming requirements of the multitude of funding programs available for local projects. Such an understanding will make local agencies more aware of their funding opportunities, and will help them to leverage the utility of locally-generated resources. The handbook is intended for transportation professionals, local policy makers, and interested persons alike. As such, an attempt is made to minimize the use of transportation jargon, and to adequately explain such terminology when it cannot be avoided. Detailed information for any particular funding source should be sought from the administering agency, as identified.

Chapter 1 describes the variety of locally-administered transportation funding programs. In recent years, local governments in Sacramento County have embraced two key funding strategies: property development financing obligations and a dedicated sales tax. The development-based financing mechanisms include transportation impact fees, special assessments, and Mello-Roos special taxes. Chapter 2 provides information on the multitude of statewide funding programs. State transportation funds are generated from four major sources: the 18¢ per gallon state fuel tax, the 4.75% state sales tax on fuel, general obligation bonds for rail transit, and grants from the Federal Highway Trust Fund. Statewide transportation funding is guided by a ten-year "Transportation Blueprint" approved by voters in 1990. Chapter 3 briefly describes the variety of federal funding programs. Federal transportation monies are derived from excise taxes on motor fuels (18.4¢/gallon gas; 24.4¢/gallon diesel) and from assorted taxes and fees imposed on tire sales and trucking companies. The collection and expenditure of federal transportation funds are guided by the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991.

Chapter 4 provides an overview of the various local, regional, and state transportation programming documents. There are no specific federal programming documents, because federal monies are programmed in various regional and state

documents. Most funding sources require that a project be “programmed” in a specific capital improvement list(s) before monies can be allocated to it. Transportation programming horizons vary from one to seven years depending on the applicable funding source.

Appendix A provides a listing of persons to contact for more detailed information on the specific funding programs. Lastly, Appendix B provides definitions for the transportation terminology used herein, while Appendix C is a guide to acronyms.

This reference handbook will be updated annually to reflect any legislative and administrative changes that may affect project eligibility or application processes. The updates will also provide the most current information on the amount of revenues associated with each particular funding program.

Chapter 1

Local Funding Programs

Local jurisdictions in Sacramento County have developed two key strategies for generating funds to improve and maintain the local transportation system. The first involves impact fees, special taxes, and special assessments imposed on property developers to pay for the transportation projects and services necessitated by their development projects. The second strategy is the Countywide ½-percent sales tax which pays for a variety of roadway and transit improvements, operations, and maintenance. Both of these strategies were initiated during the 1980s as statutory restrictions on local taxing authority began to impede the ability of local jurisdictions to pay for the transportation projects necessitated by rapid population and employment growth. These funds augment a variety of state and federal funds available for local transportation improvements.

DEVELOPMENT FEES

County Roadway & Transit Development Fee

The County's development fee program was initiated in 1988. It is a fee on new residential, commercial, and industrial construction and on reconstruction which adds square footage. Development fee revenues help fund roadway and transit capital improvements necessitated by the development of property. They cannot be used for roadway and transit maintenance and operating expenses. These fees may be charged concurrently with impact assessments for parks, storm drainage, and other infrastructure capital improvements.

The amount of the fee is determined by the type and size of a development and by its relative location within the County. Fee districts (Figure 1-2) are set forth in the County's fee ordinance. Projects are identified in the applicable development fee capital improvement program, and those to be implemented within 7 years are subsequently incorporated into the County Transportation Improvement Plan. Project information, estimated costs, and required fees within each district are periodically refined based on updated development projections and traffic forecasts. The fee ordinance was last updated in 1993.

Annual fee revenues vary according to the rate and type of development activity. Countywide, approximately \$3.3 million was generated during FY 1994/95 for roadway improvements and \$700,000 for public transit. Some of this revenue pays for transportation improvements in the year it is collected, and some

is held in reserve to fund major improvements necessitated as development proceeds in the applicable fee district area. These funds may be combined with local special assessment and Mello-Roos bond revenues to finance transportation projects in specified areas.

**Figure 1-1
County Transportation Development Fee Schedule**

District	Fee Type	Single Family	Multi-family	Commercial	Office	Industrial	Industrial Office
		per dwelling unit		per square foot			
I	Combined Fee:	\$775	\$701	\$2.39	\$1.96	\$0.63	\$1.39
	a. Roadway	685	518	2.00	1.60	0.55	1.16
	b. Transit	90	183	0.39	0.36	0.08	0.23
II	Combined Fee:	\$1,005	\$872	\$3.06	\$2.49	\$0.81	\$1.77
	a. Roadway	918	695	2.68	2.14	0.73	1.55
	b. Transit	87	177	0.38	0.35	0.08	0.22
III	Combined Fee:	\$1,406	\$1,287	\$4.36	\$3.57	\$1.14	\$2.53
	a. Roadway	1,231	931	3.59	2.87	0.98	2.08
	b. Transit	175	356	0.77	0.70	0.16	0.45
IV	Combined Fee:	\$926	\$805	\$2.69	\$2.22	\$0.71	\$1.57
	a. Roadway	749	567	2.18	1.75	0.60	1.27
	b. Transit	177	238	0.51	0.47	0.11	0.30
V	Transit	\$87	\$177	\$0.38	\$0.35	\$0.08	\$0.22
VI	Transit	\$55	\$112	\$0.24	\$0.22	\$0.05	\$0.14
VII	Roadway	\$2,600	\$1,967	\$3.79	\$3.03	\$1.04	\$1.76

City of Sacramento Major Street Construction Tax

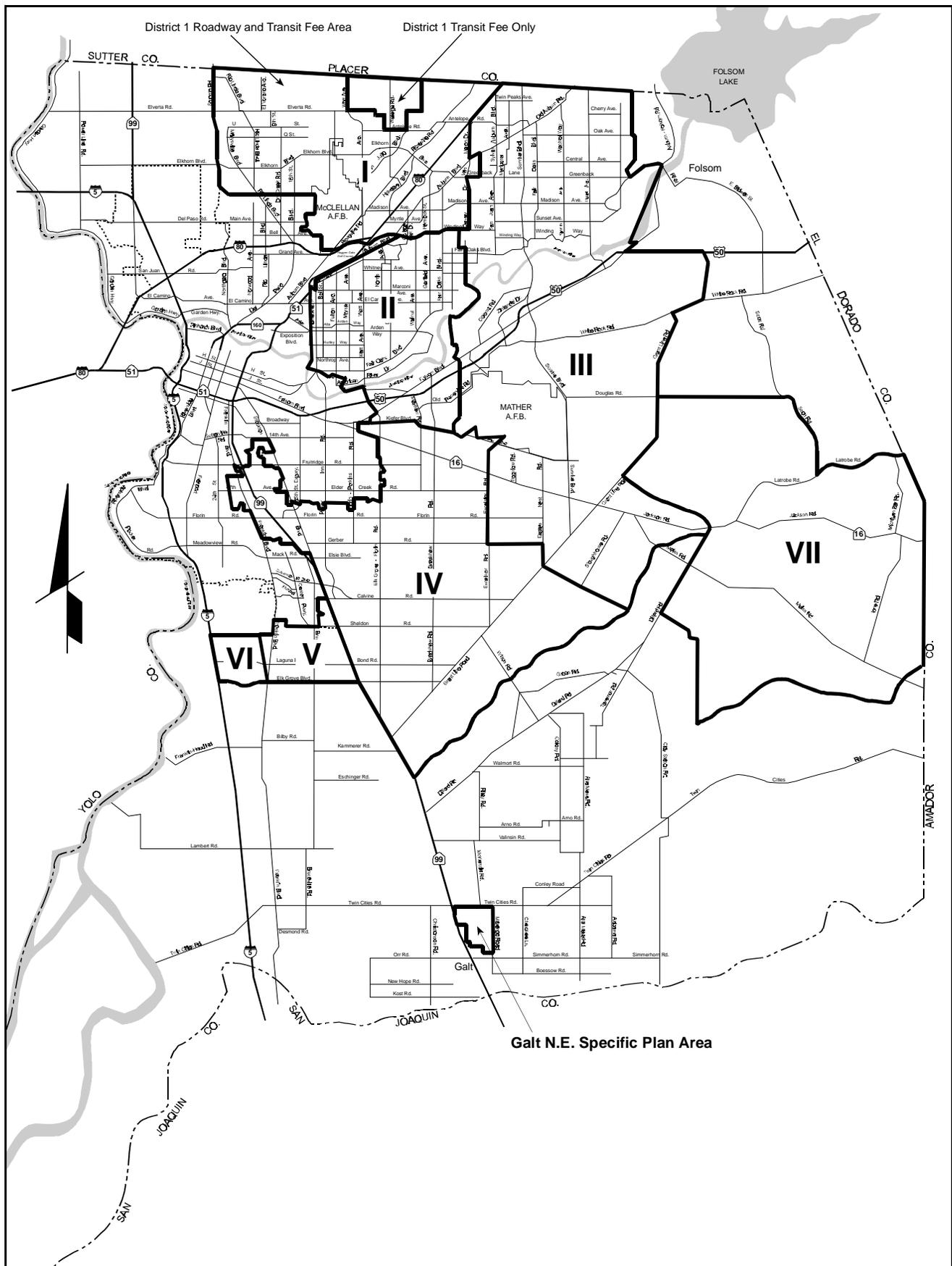
The City's Major Street Construction Tax is imposed on new building construction and on reconstruction which adds square footage. The amount of the surcharge is determined by the resulting valuation of the applicable construction project. Revenues may only be used for the construction, replacement, and alteration of major roadways and for traffic control and lighting projects. Street Construction Tax proceeds vary by year according to the amount of development activity within the City. Estimated revenues for FY1995/96 are \$1,535,000.

City of Folsom Transportation Improvement Fee

The City of Folsom imposes a "transportation improvement fee" on new residential construction and on new or expanded commercial/industrial development. For residential projects, the fee amount is determined by the type of construction: \$2,960 for single-family units and \$2,072 for multi-family units. For commercial and industrial projects, it is determined by the type of construction and square footage of the improvements: \$3.96/ft² for commercial and office-commercial; \$1.84/ft² for industrial and office-industrial. Revenues are used to implement public transit and roadway improvements necessitated by new development. The transportation improvement fee generated approximately \$1.3

Figure 1-2

Sacramento County Roadway & Transit Development Fee Districts



million in FY1994/95. Developers were granted another \$500,000 in fee credits for transportation-related improvements which were privately funded.

City of Galt Traffic Impact Fee

The City of Galt also imposes a City-wide traffic impact fee. Revenues are used to provide general transportation improvements deemed necessary to accommodate new development. Like Folsom, individual fee assessments are determined by the type and size of a development. Single-family and multi-family construction is charged a per unit fee of \$1,254 and \$820, respectively. Retail (\$4.60/ft²), office (\$1.36/ft²), and industrial (\$0.26/ft²) projects are charged varying amounts according to development size. The traffic impact fee generated approximately \$300,000 in FY1994/95.

City of Galt Northeast Specific Plan Area

Galt imposes a secondary development impact fee in its Northeast Specific Plan Area (Figure 1-2) to provide for additional transportation improvements and other capital infrastructure. Fee rates are based on each development's acreage and zoning classification. Applicable transportation improvements to be funded with this secondary assessment are set forth in the Northeast Specific Plan document. This secondary impact fee generated approximately \$89,000 for traffic improvements in FY1994/95.

City of Isleton Capital Facilities Fee

Isleton imposes an interim capital facilities fee to provide for arterial street improvements and other municipal projects. The fee structure and associated project list will be finalized and formally adopted upon update of the City General Plan. During 1993/94, approximately \$3,000 was collected.

SPECIAL FINANCING DISTRICTS

Sacramento County

To date, the County has established seven financing districts in order to assess affected property owners for the cost of public improvements which will benefit their properties. The districts are primarily located in designated urban expansion areas (Fig. 1-3). Individual property assessments are based on zoning designation and acreage. As with the County development fee, much of the revenue may be held in reserve until sufficient development occurs to justify implementation of the planned improvements. Additional financing districts are currently under development to provide transportation infrastructure in growth areas designated in the 1993 Sacramento County General Plan.

Antelope Public Facilities Financing District (Antelope PFFD)

Adopted in 1986, the Antelope Public Facilities Financing Plan provides \$25.6 million for the construction of arterial and thoroughfare streets and intersections in the 2,275 acre Antelope plan area. The improvements are financed by special development fees based on the zoning classification and acreage of developing parcels. The special development fees will continue to be collected until the plan area is built out.

Bradshaw/U.S. 50 Corridor Integrated Financing District (Bradshaw IFD)

The Bradshaw/U.S. 50 Corridor IFD was established in 1988 to provide for widening Bradshaw Road, expanding the Bradshaw/U.S. 50 interchange, and numerous additional arterial and intersection improvements. These improvements serve industrial, industrial-office park, commercial, and multi-family development in a 1,120 acre area south of Folsom Boulevard between Mayhew and Routier Roads. They are expected to cost about \$7.7 million, of which \$3.5 million will be financed by special assessments. The district is organized under the Municipal Improvement Act of 1913, which authorizes special assessments on properties benefiting from certain public improvements, and the Integrated Financing District Act, which provides for contingent assessments on properties rezoned for more intensive use. The special assessments are set to expire in 2014. The remaining cost of Bradshaw IFD improvements are being funded from a variety of state and local sources.

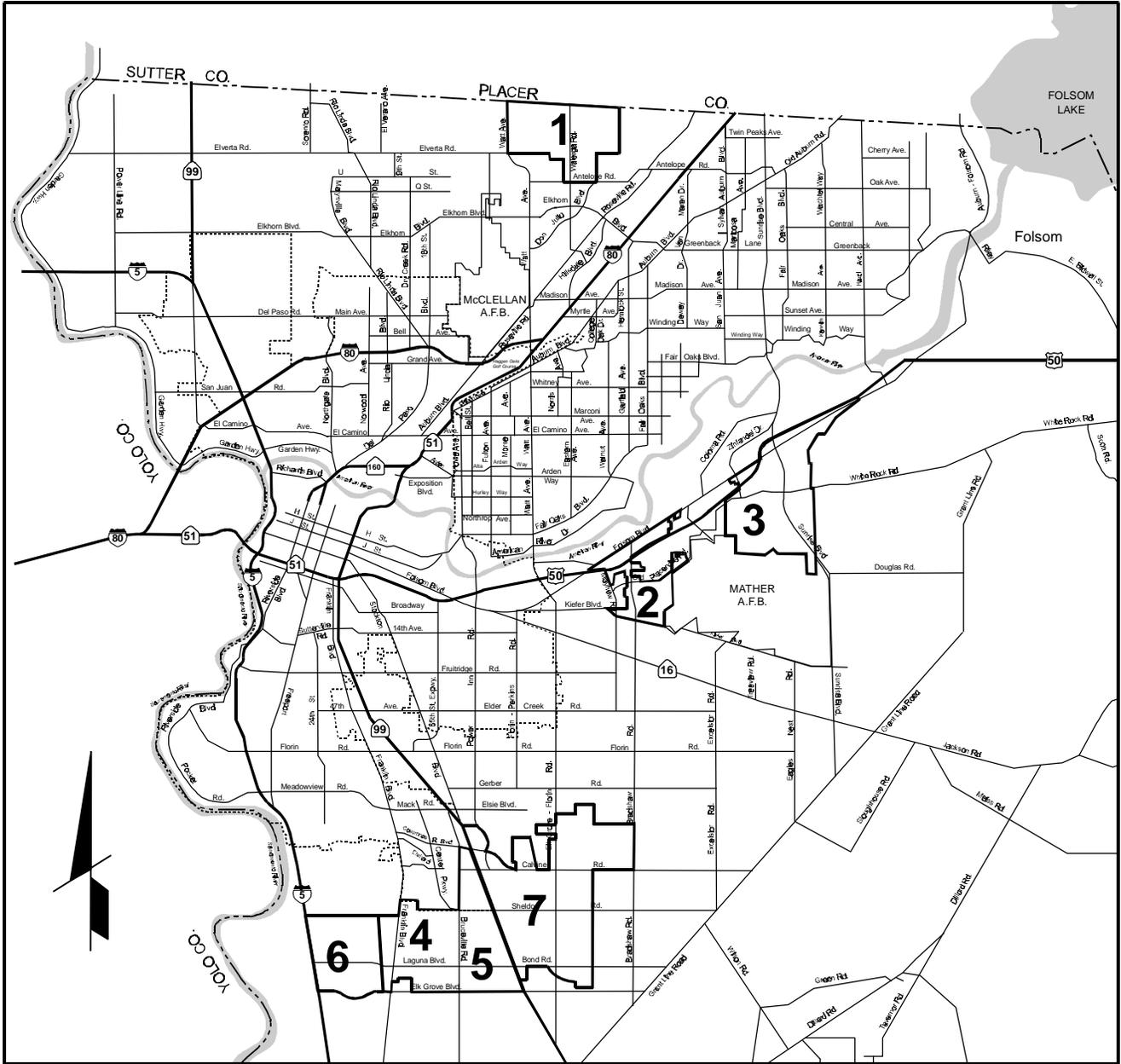
Sunrise/U.S. 50 Corridor Assessment District (Sunrise AD)

The Sunrise/U.S. 50 Corridor Assessment District (Sunrise AD) was established in 1986 to provide \$16.7 million for roadway widenings, intersection improvements, and expansion of the Zinfandel/U.S. 50 interchange. The improvements serve industrial, industrial-office park, commercial, and multi-family development in a 2,850 acre area south of U.S. 50 and/or Folsom Boulevard near the Sunrise and Zinfandel interchanges. The Sunrise AD is also organized under the Municipal Improvement Act of 1913 which authorizes special assessments on properties benefiting from the construction of certain facilities. It has issued improvement bonds secured by the special assessments, which will continue to be imposed until 2009.

Laguna Community Facilities District (LCFD)

The Laguna Public Facilities Financing Plan was adopted in 1986 to provide \$44.8 million for the construction of arterials and thoroughfares, intersections, and an interchange at State Route 99. Most of the improvements (\$36.4 million) are financed by Mello-Roos bonds issued by the Laguna Community Facilities District (LCFD). These bonds are being retired by special taxes imposed annually

Figure 1-3
 Sacramento County Special Financing Districts



LEGEND

- 1. Antelope Public Facilities Financing District
- 2. Bradshaw US50 Integrated Financing District
- 3. Sunrise US50 Corridor Assessment District
- 4. Laguna Community Facilities District
- 5. Laguna Roadway Development and Fee District
(Includes Laguna Community Facilities District and Laguna Creek Ranch/Elliott Ranch Community Facilities District)
- 6. Laguna Creek Ranch/Elliott Ranch Community Facilities District
- 7. Elk Grove/West Vineyard Public Facilities Financing District

on property in the district. The amount of the special tax on each parcel is determined by its zoning classification and acreage. The Mello-Roos tax is expected to sunset in 2006.

Laguna Area Roadway Development Fee District (LARDF)

The remaining \$8.4 million in roadway improvements in the Laguna Public Facilities Financing Plan are financed by special development fees in the Laguna Area Roadway Development Fee (LARDF) District. These fees are collected from property developers at the time building permits are issued. They will be imposed until build-out. The LARDF encompasses the Laguna Community Facilities District and the Laguna Creek Ranch/Elliott Ranch Community Facilities District #1.

Laguna Creek Ranch/Elliott Ranch Community Facilities District #1 (LCR/ER CFD #1)

The public facilities financing plan for the Laguna Creek Ranch/Elliott Ranch area was adopted in 1991 to provide \$37.3 million for the construction of arterials and thoroughfares, intersections, railroad overcrossings, I-5 freeway interchanges, and transit improvements. The financing plan created a new CFD in the 1,655 acre development area between I-5 and the Laguna CFD. Most of the improvements (\$33.6 million) are financed by Mello-Roos bonds issued by the LCR/ER CFD #1. These bonds are being retired by special taxes imposed annually on property in the district. The Mello-Roos tax is set to expire in 2021.

As mentioned, the Laguna Creek Ranch/Elliott Ranch CFD #1 lies entirely within the LARDF District. Thus, the remaining improvements (\$3.7 million) are being funded by the LARDF special development fee which will be collected until build-out.

Elk Grove/West Vineyard (EGWV) Public Facilities Financing District

Adopted in 1993, the Elk Grove/West Vineyard (EGWV) Public Facilities Financing Plan provides for \$74.4 million for improving arterials, constructing freeway interchanges, and constructing railroad grade separations within a 5,400 acre area. It also provides \$5.6 million for new public transit infrastructure. The improvements are to be funded with roadway and transit development fee revenues. The EGWV special development fee is collected at the time a building permit is issued and varies according to the size and type of each development project. It will be imposed on all urban development until the district is built out.

City of Sacramento

The City of Sacramento has established infrastructure financing plans for specific areas (Fig 1-4). The plans provide for transportation improvements

necessitated by new development concurrent with other required infrastructure. The City has three major financing districts.

Southern Pacific Railyards Richards Boulevard

The City adopted a redevelopment plan and associated facilities and financing plans for the SP Railyards and Richards Boulevard planning areas in 1995. The financing plans call for a majority of the necessary transportation improvements to be funded through a combination of development fees and tax increments from redevelopment. The City will also pursue regional, state, and federal funding mechanisms to help pay for those transportation facilities which provide regional benefits (i.e. intermodal station, light rail extension, Interstate 5 improvements).

North Natomas Community Plan

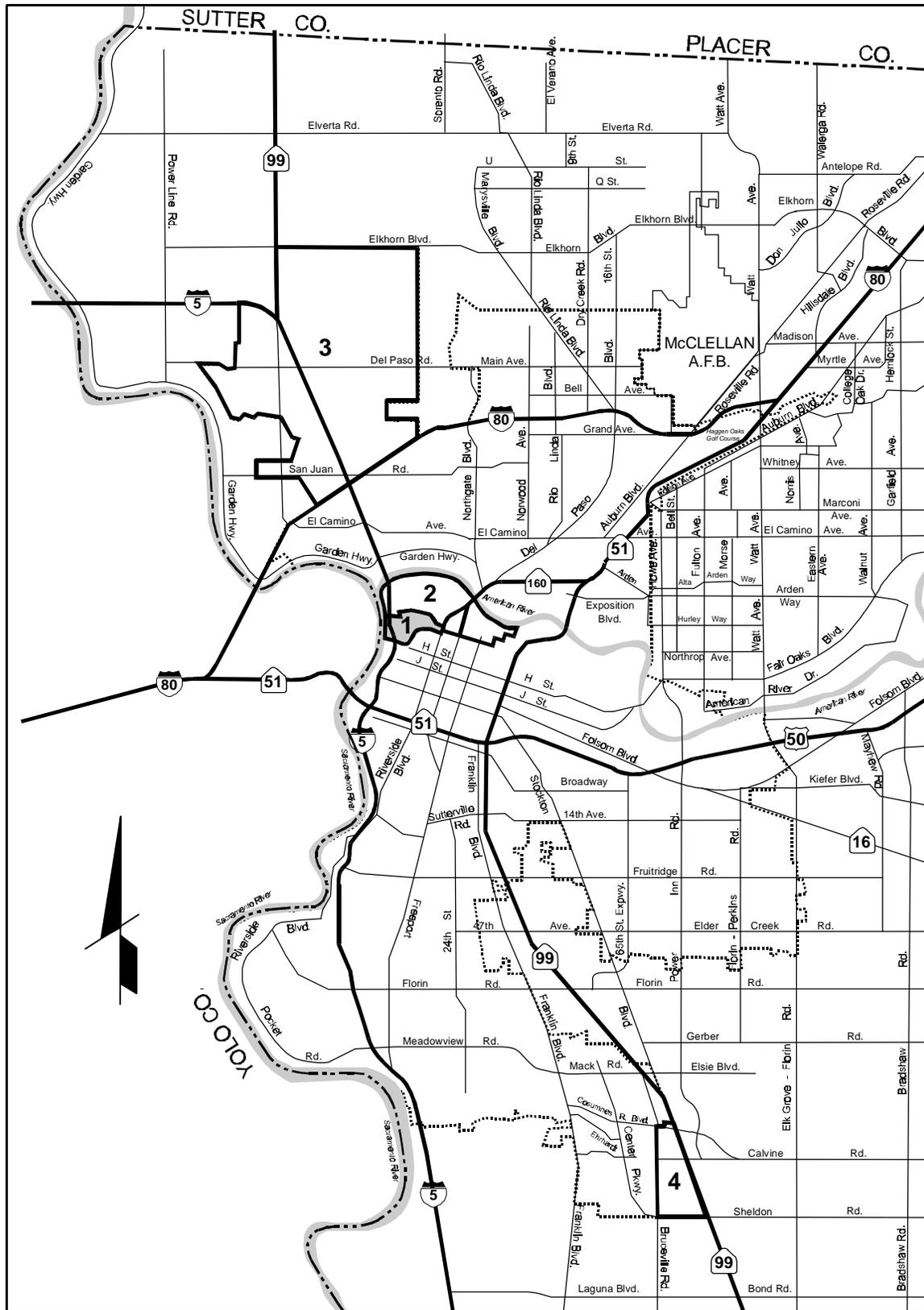
The City updated its North Natomas Community Plan in 1994, and subsequently adopted an infrastructure financing plan for the area. Total infrastructure costs are estimated at \$730.7 million, with \$613 million to be funded by development fees and the remainder by various local, state, and regional sources. The financing plan includes:

- \$76 million for freeway-related improvements (\$34 million to be funded with development fees);
- \$98 million for local road improvements (totally funded with local development fees);
- \$4 million for bikeways and shuttle buses (totally funded with local development fees);
- \$11 million contribution towards light rail extension (contribution funded with local development fees)

Jacinto Creek Planning Area (JCPA)

The Jacinto Creek Planning Area is bounded approximately by Cosumnes River Boulevard, Bruceville Road, Sheldon Road, and State Route 99. The City approved a development plan for the area in 1995, which includes a commitment to fund improvements to both Bruceville and Sheldon Roads. A facilities and financing plan is currently under development to determine the appropriate funding mechanisms for these improvements. Most of the property in the JCPA is included in the County's Laguna Community Facilities District, which was formed prior to the JCPA's annexation to the City of Sacramento.

Figure 1-4
 City of Sacramento Special Financing Districts



LEGEND

- | | |
|-------------------------------------|------------------------------------|
| 1. SP Railyards Planning Area | 3. North Natomas Finance Plan Area |
| 2. Richards Boulevard Planning Area | 4. Jacinto Creek Planning Area |

COMMUNITY SERVICE AREA

Community Service Area No. 1 (CSA #1) provides funding for installation, operation, and maintenance of street and safety lighting in urbanized portions of the unincorporated area. Approximately \$3 million in CSA revenues are collected each year from a surcharge on County utility billings.

MEASURE A ½% SALES TAX

In 1988, Sacramento County voters approved Measure A, a ½-cent Countywide increment to the statewide retail sales tax to fund local transportation and air quality improvements. Measure A created the Sacramento Transportation Authority which administers the transportation improvement program. The sales tax proceeds are allocated to specific projects proposed by local jurisdictions each year according to the following formula set forth in the Measure A Transportation Expenditure Agreement:

Agency	Proportion of Measure A Revenue	Purpose
Sac Transp Auth	no more than 1%	Program administration
Sac Metro AQMD	1.5%	Mitigate impacts of motor vehicle emissions

of the remaining . . .

Agency	Proportion of Measure A Revenue	Purpose
Folsom Galt Isleton	% equal to each city's proportion of total County pop.	Public road improvements and maintenance

of the remaining . . .

Agency	Proportion of Measure A Revenue	Purpose
Paratransit	2%	Elderly and handicapped transportation services
Regional Transit	35%	Public transit capital and operating
Sac City/County and future cities	35%	Road improvements of primary benefit to metro areas
Sac City/County and future cities	28%	Maintenance of existing local streets and roads

Projects funded wholly or in part with proceeds of the ½-cent sales tax must be listed in the Sacramento County Transportation Expenditure Plan which was incorporated into the Measure A ballot measure. Upon making specified findings, the STA Governing Board may amend new projects into the Expenditure Plan once each year. Measure A funds are intended to supplement--not replace--

existing local revenues used for transportation purposes. The tax sunsets on March 31, 2009. During FY1994/95, Measure A generated \$55.6 million for transportation projects.

TRANSIT PASSENGER FARES

Passenger fares are used to partially offset the cost of transit operations. During FY1994/95, Regional Transit collected \$14.5 million in fares and provided approximately 22.3 million passenger boardings, for an average fare per passenger of 65¢. Importantly, a passenger who transfers from bus to light rail in order to complete a trip is considered by RT to have made two passengerboardings, although he/she is only charged one fare.

OTHER LOCAL FUNDING PROGRAMS

Department of Motor Vehicles (DMV) Registration Surcharges

The Sacramento Metropolitan Air Quality Management District (SMAQMD) levies a \$4 surcharge on all motor vehicle registrations in Sacramento County. Revenues are used to fund various Air District efforts to enhance the use of clean motor fuels and reduce vehicle mileage in the County. A portion of the funds are provided to fleet operators for the purchase, conversion, or operation of low-emission vehicles. The surcharge generates about \$3 million annually.

Sacramento County motorists also pay a \$1 vehicle registration surcharge to the Capitol Valley Regional Service Authority for Freeways and Expressways (SAFE) for implementation and operation of safety call boxes on state highways. SACOG administers the SAFE program. The surcharge generates approximately \$880,000 annually for call box operations in Sacramento County, of which \$750,000 is actually spent within the County. Per agreement among the participating counties, the remainder helps fund SAFE activities in adjacent, less-populated areas.

An additional \$1 vehicle registration surcharge is imposed in Sacramento County to fund the Sacramento Abandoned Vehicle Service Authority (SAVSA). SAVSA provides funding to local jurisdictions for the abatement of abandoned vehicles on public and private property. SAVSA is an independent agency, but it is governed by the same policy board as the Sacramento Transportation Authority. The SAVSA surcharge generated approximately \$880,000 in FY1994/95.

**Figure 1-5
Overview of Local Transportation Funding Sources**

Funding Source	Eligible Projects	Eligible Agencies	Applicable Programming Document
DEVELOPMENT FEES			
County Roadway & Transit Development Fee	specified road & transit improvements	Sacramento County, RT	<i>Roads</i> : Dev Fee Capital Imp Program; <i>Transit</i> : Dev Fee Analysis and Transit ImpactRpt
City of Sacto Major Street Construction Tax	road projects as needed	City of Sacramento	City Capital Improvement Plan
Folsom Transportation Improvement Fee	road & transit projects as needed	City of Folsom	none
Galt Traffic Impact Fee	road improvements as needed	City of Galt	none
Galt NE Specific Plan Development Fee	specified road projects	City of Galt	Galt Northeast Specific Plan
Isleton Capital Facilities Fee	road improvements as needed	City of Isleton	none
SPECIAL FINANCING DISTRICTS			
Antelope Public Facilities Financing District	specified road projects	Sacramento County	Antelope Public Facilities Financing Plan
Bradshaw/US 50 Infrastructure Financing District	specified road projects	Sacramento County	Bradshaw/US 50 Engineer's Report
Sunrise/US 50 Corridor Assessment District	specified road projects	Sacramento County	Sunrise/US 50 Engineer's Report
Laguna Community Facilities District	specified road projects	Sacramento County	Laguna Public Facilities Financing Plan
Laguna Area Roadway Development Fee District	specified road projects	Sacramento County	Laguna PubFac Fin Plan; LCR/ER Pub Fac Fin Plan; LARDF Analysis
Laguna Creek Ranch/Elliott Ranch CFD #1	specified road and transit projects	Sacramento County, RT	Laguna Creek Ranch/Elliott Ranch Public Facilities Financing Plan
Elk Grove / West Vineyard PFFD	specified road & transit projects	Sacramento County, RT	Elk Grove/West Vineyard Public Facilities Financing Plan
SP RailyardsRichards Blvd Redevelopment Area	specified road & transit projects	City of Sacramento, RT	SP RailyardsRichards Blvd Financing Plan
North Natomas Community Plan Area	specified road & transit projects	City of Sacramento, RT	North Natomas Infrastructure Financing Plan
Jacinto Creek Planning Area	specified road projects	City of Sacramento	<i>Facilities & Financing Plan in progress</i>
COMMUNITY SERVICE AREA (CSA #1)			
	street and safety lighting	Sacramento County	none
MEASURE A SALES TAX			
	transit capital/operating; road improvement/maint.; elderly/handicapped transit; air quality projects	County, Cities, RT, Paratransit Inc., Air District, STA	County Transportation Expenditure Plan (CTEP)
TRANSIT PASSENGER FARES			
	transit operating	transit providers	none
DMV SURCHARGES			
Sacramento Metro Air QualityMgt District	vehicle emissions reduction programs	Air District	none
Capitol Valley Regional SAFE	freeway call boxes	SACOG/SAFE	none
SAVSA	vehicle abatement	County & Cities (except Folsom)	none

Chapter 2 State Funding Programs

Historically, state funding for roadway, transit, and other transportation improvements has been allocated from two state transportation accounts. The **State Highway Account (SHA)** is funded primarily from 11.54¢ of the 18 cent-per-gallon state fuel tax, truck weight fees, and distributions from the Federal Highway Trust Fund. SHA funds are allocated through various sub-accounts and combined with various federal and local funds for roadway, fixed guideway, and other capital projects set forth in specific state programs (Figure 2-1).

The **Transportation Planning & Development (TP&D) Account** is funded primarily by a 4.75% state sales tax on motor fuel. This 4.75% sales tax is also imposed on a portion of the 18¢ per gallon state fuel tax. These funds are allocated annually through the state budgetary process for transportation planning, transit support, and public transit capital improvements as set forth in the Transportation Development Act of 1972 (Figure 2-2).

In 1990, California voters approved the issuance of general obligation **passenger rail bonds** to fund the construction of intercity, commuter, and urban rail transit projects. Propositions 108 and 116 have provided \$1 billion and \$1.9 billion in bond proceeds, respectively, for specific rail improvements throughout the state. Prop. 116 also provided some funding for projects which facilitate bicycle commuting.

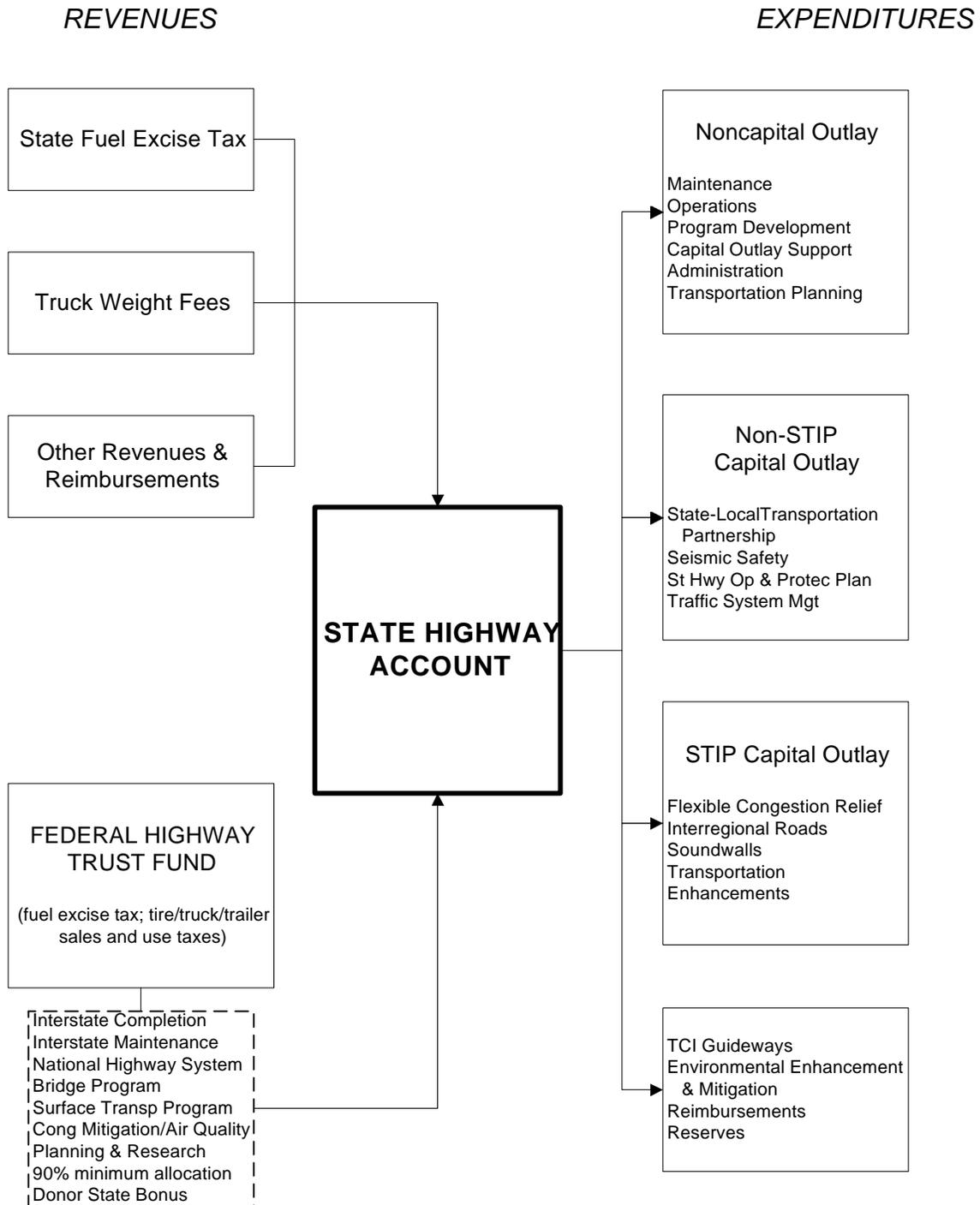
Several of the state funding programs, as identified below, are subject to the “north/south split” funding provision. Within each 4-year period, 60% of available funds are directed to projects in southern California, and the remaining 40% are available for projects in the northern portion of the state, which includes Sacramento County. State statute assures that every County will receive a minimum allocation from these effected sources. The “county minimum” formula is based on each county’s share of population and state highway mileage relative to the total population and highway mileage in the northern or southern portion of the state, as appropriate. The current 4-year period (quadrennium) spans from July 1, 1993, to June 30, 1997.

PROGRAMS FUNDED FROM THE STATE HIGHWAY ACCOUNT

Flexible Congestion Relief (FCR)

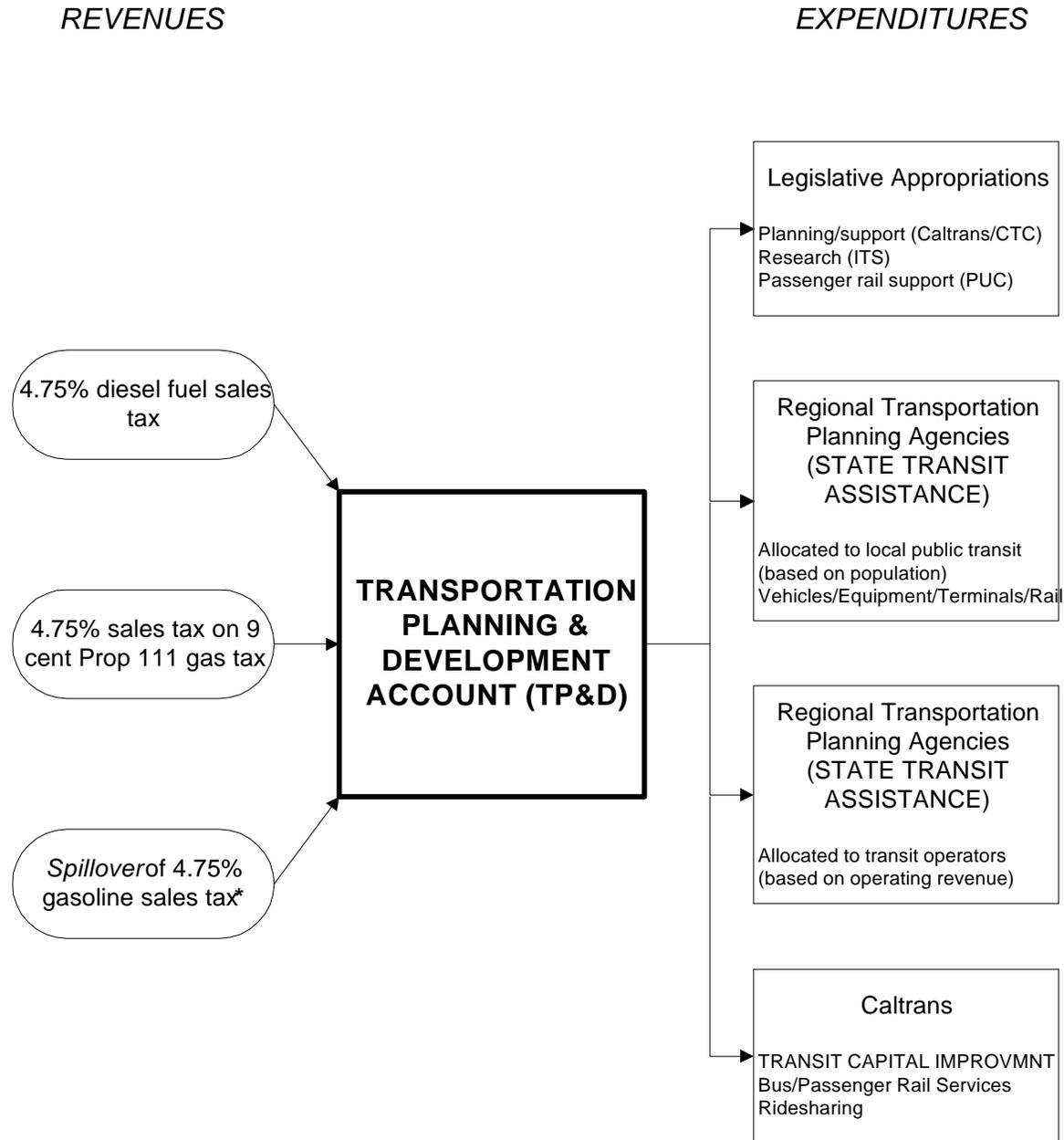
FCR monies are available to Caltrans and local agencies for constructing

**Figure 2-1
Revenues and Expenditures Associated with the State Highway Account**



source: Caltrans, 1995

**Figure 2-2
Revenues and Expenditures Associated with the Transportation Planning and Development (TP&D) Account**



*Gasoline Spillover = 4.75%(All taxable sales) - 5%(All taxable sales excluding gasoline)

source: Caltrans, 1995

new roadways and bikeways, improving existing roadways, and constructing new or modified public transit guideways. Such projects must provide relief from existing congestion. FCR is the only state program available for highway capacity enhancements in urban areas. Projects can be funded solely with FCR or with a mixture of FCR and other sources. There is no local matching requirement. These funds are derived from Prop. 111 fuel tax revenues deposited in the State Highway Account. FCR monies are subject to the north/south split and county minimum provisions.

Eligible projects are nominated by local agencies for inclusion in the 7-year Regional Transportation Improvement Program (RTIP). The RTIP is compiled in December of every odd-numbered year by SACOG which evaluates local funding requests relative to estimated fund availability. The California Transportation Commission (CTC) then selects projects listed in RTIPs from throughout the state for inclusion in the 7-year State Transportation Improvement Program (State TIP). Caltrans may submit projects directly to the CTC, but traditionally coordinates its FCR nominations with the local agencies and SACOG. An FCR project listed in the State TIP will receive funding during the 7-year programming horizon, assuming that estimated revenues are realized and that matching funds pledged to the project are obtained.

The following FCR allocations are requested in the Sacramento County portion of the 1996/97-2002/03 RTIP:

Project	Requested FCR Allocation
American River Bridge Crossing	\$34,735,000
SR 50/Prairie City Road Interchange	\$11,500,000
Downtown to Meadowview LRT Extension	\$23,000,000
LRT Extension to Intermodal Terminal	\$12,900,000
Mather Field Rd to Sunrise Blvd LRT Extension	\$81,775,000
LRT Vehicles for Intermodal Extension	\$ 3,000,000
Arden-Garden Connector	\$10,000,000

The CTC is expected to adopt the 1996/97-2002/03 State TIP in May 1996.

Interregional Road System (IRRS)

IRRS monies are available for improvements to designated highway routes in non-urbanized areas. The program's objective is to enhance the connectivity of the state's economic centers. Eligible IRRS routes are set forth in statute. In Sacramento County, they include I-5, I-80, and SR 16 between the Sacramento urban limits and the Amador County line. IRRS projects are subject to provisions of the north/south split and county minimums.

Traffic System Management (TSM) program

The TSM program funds projects in urban areas which reduce traffic congestion without major capital expansions. Eligible projects must increase the peak-period person-trip capacity of highways and major arterials without significantly increasing the design capacity of the transportation system and without increasing the number of through traffic lanes. A local agency applies for TSM funds by submitting a Project Information Report(s) to Caltrans District-3 by September 1 of each year. District staff coordinates with SACOG and other applicable regional transportation planning agencies to compile a District-wide TSM priority list. Caltrans HQ then compiles all of its District lists into an annual statewide TSM plan by December 1.

Statute requires that Caltrans give priority to eligible projects which have been approved for federal STP or CMAQ funding (see Chapter 3). The TSM allocation is used as the required local match. The remaining TSM funds are available for projects nominated by local agencies. Of these remaining funds, priority is given in the State TSM Plan to eligible projects listed in approved county Congestion Management Programs (CMPs). The CTC must formally approve funding for projects in the TSM Plan. TSM funds are derived from Prop. 111 fuel tax revenues deposited in the State Highway Account. To date, the County (\$1,333,000), City of Sacramento (\$1,145,000), Caltrans (\$6,652,000), and STA (\$99,000) have been allocated TSM funds for projects within Sacramento County.

State Highway Operation and Protection Program (SHOPP)

The SHOPP is a 4-year program of maintenance and safety projects on the state highway system. Eligible projects include traffic safety, seismic retrofit, earthquake repair, and pavement and bridge rehabilitation. Caltrans updates the 4-year SHOPP programming document every two years, and submits it to the CTC for adoption. The current SHOPP (1994/94-97/98) includes just over \$23 million for state highway projects in Sacramento County. Funding is derived from the State Highway Account as well as the federal NHS, Interstate, and STP programs. SHOPP funds are not available for projects on local streets and roads.

Highway-Railroad Grade Separation Program

The Grade Separation Program provides for the replacement of at-grade roadway/railroad crossings with grade-separated crossings. In addition to the required structure, all necessary approaches, ramps, connections, drainage, and associated construction are eligible.

Local agencies and Caltrans submit project recommendations to the Public Utilities Commission (PUC), which updates an annual priority list of at-grade crossings most urgently in need of grade separation or alteration. Approximately

\$15 million statewide is allocated to the program each year. During 1994/95, no Grade Separation funds were allocated to projects in Sacramento County.

State/Local Transportation Partnership Program (SLTPP)

SLTPP monies are available for transportation projects in local jurisdictions which impose local taxes and fees to construct transportation facilities. The County, cities, and Regional Transit may all apply for these monies as beneficiaries of the Countywide Measure A sales tax. The purpose of the program is to provide state matching money to local jurisdictions willing to tax themselves for local transportation improvements. Projects are eligible for SLTPP funding if they enhance the capacity of the transportation system, extend service to a new area, or extend useful roadway life by at least ten years. These projects are locally administered, and should require only minimal state review. Transit guideway projects are eligible only in "Article XIX" counties, which means that voters have approved the allocation of state fuel taxes to such projects. Sacramento County is an Article XIX county.

SLTPP projects are nominated by local agencies and approved by Caltrans. Successful applicants are reimbursed after expenses have been occurred. The maximum state matching share is 50%, but actual reimbursement ratios fluctuate according to the number of eligible projects submitted for funding throughout the state. Reimbursements in prior years were roughly 20%, but more recently have fallen to below 10%. Project applications are due to Caltrans by June 30, one full year before the program year. In 1994/95, \$4,773,000 in SLTPP monies were allocated to agencies in Sacramento County. SLTPP funds are derived from state and federal fuel taxes, truck weight fees, and other revenues deposited into the State Highway Account.

Environmental Enhancement and Mitigation Program (EEM)

The EEM program provides funding for projects which mitigate the environmental impact(s) of constructing or modifying a transportation facility. Eligible projects must provide mitigation or enhancement in addition to that required under CEQA for the transportation improvements to which they are related. EEM funds are not intended for projects normally funded by the responsible public agency. There are three categories of eligible EEM projects. Highway Landscape and Urban Forestry projects are designed to offset vehicular emissions through the planting of trees and other suitable vegetation. Resource Lands projects involve the acquisition, restoration, or enhancement of fish or wildlife habitat and areas of archaeological or historic value within or near the related transportation improvement. Roadside Recreational projects include the acquisition and/or development of recreational opportunities such as roadside rests, scenic overlooks, trailheads, and parks.

Local agencies and Caltrans submit project applications to the State Resources Agency in November of each year. The Resources Agency compiles a recommend list of projects and submits it to Caltrans and the California Transportation Commission for review. EEM projects are funded through the State Highway Account. Only \$10 million annually is available statewide. To date, 12 projects within Sacramento County have received a total of about \$2.5 million.

STATE GAS TAX SUBVENTION

The state subvenes (directly grants) 6.46 cents of the 18-cent per gallon state fuel tax to cities and counties for construction, improvement, and/or maintenance of public streets and roads. The remainder flows into the State Highway Account. Of the local subvention, 3.07 cents is provided to counties, with each County receiving an amount in proportion to its relative share of the state’s registered vehicles and road mileage. Another 2.35 cents is provided to cities, with each receiving an amount in proportion to its share of the state’s population. A portion of these monies must be matched with local general fund expenditures on streets and highways. The final 1.04 cents is distributed to both cities and counties according to their relative shares of population, assessed property valuation, and number of registered vehicles. These distributions are depicted in Figure 2-3. Local jurisdictions received the following gas tax subventions in 1994/95:

Agency	Subvention Amount
Sacramento County	\$20,843,688
City of Sacramento	7,137,844
Folsom	733,576
Galt	261,379
Isleton	21,560
TOTAL	\$28,998,047

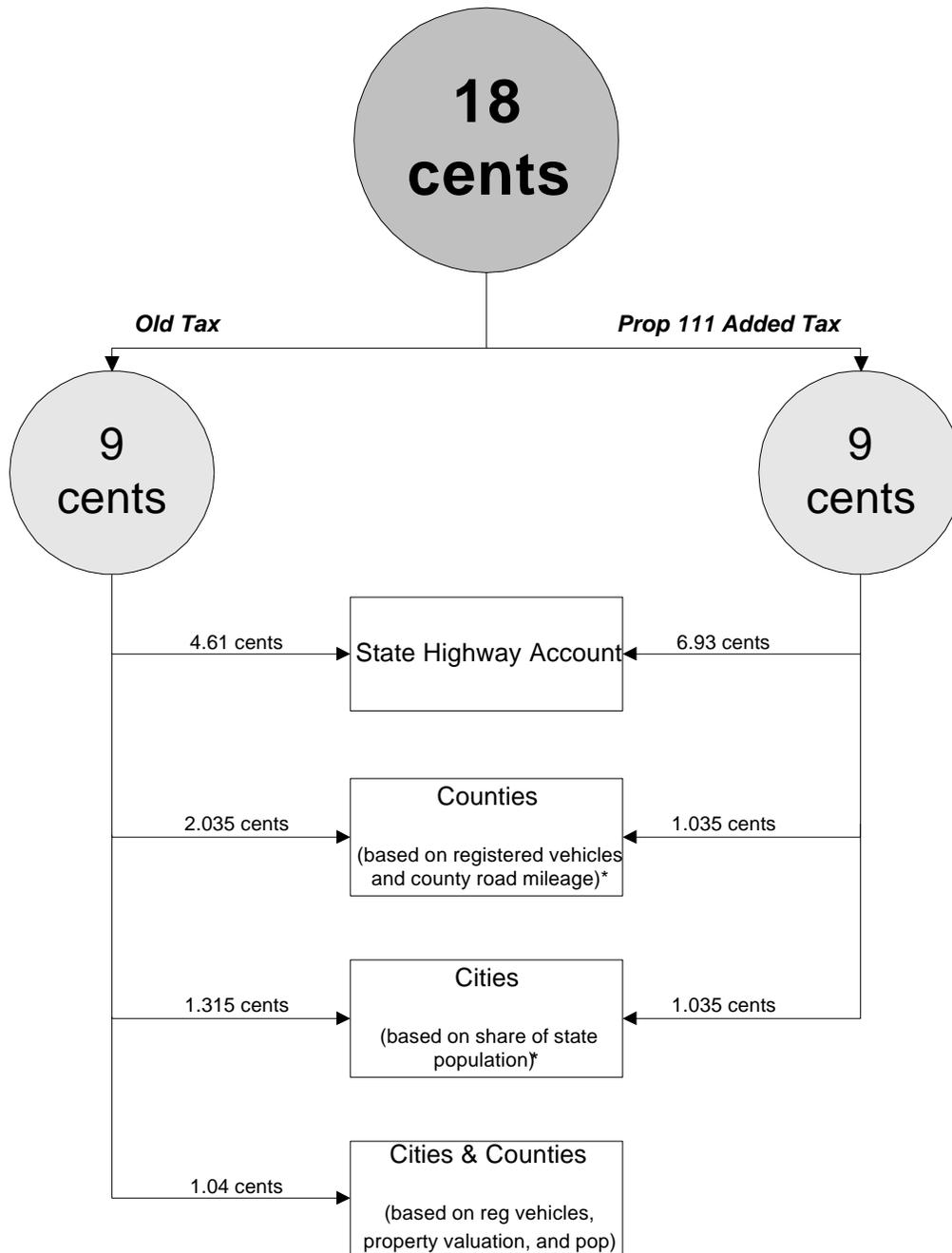
Gas tax subventions are used for a variety of roadway construction, improvement, and maintenance projects. More specific information on local project expenditures is available from the County’s and cities’ public works departments.

PROGRAMS FUNDED FROM THE TRANSPORTATION PLANNING & DEVELOPMENT ACCOUNT

State Transit Assistance (STA)

State Transit Assistance funds are distributed annually from the TP&D account to regional transportation planning agencies (RTPAs) via the state

**Figure 2-3
State Fuel Tax Allocation**



*Cities and Counties must expend some local general funds on roadways to receive Prop. 111 portion of fuel tax.

source: Caltrans, 1995

budgetary process. Fifty percent of an RTPA's allocation is determined by the region's relative share of statewide population. The other 50% is based on the amount of local transit operating revenue used to support transit in proportion to statewide operating revenue. In the Sacramento region, SACOG then uses the latter formula to distribute the revenue-basis funds to transit operators. The population-basis funds are discretionary. SACOG may allocate them to planning activities, paratransit, regional coordination, demonstration projects, and unmet operating needs, however, they are primarily used for capital improvements. If a transit provider has not satisfied specified operating efficiency standards, however, the funds must be used to improve operating efficiency before they can be allocated to capital projects. In FY 1994/95, transit operators in Sacramento County received the following STA allocations:

Agency	STA Allocation
Regional Transit	\$2,031,028
Folsom Stage Lines	52,362
TRACS	60,150

Transit Capital Improvement (TCI)

The TCI program is an annual funding program administered by Caltrans. It provides funding for the following types of capital projects, and may not be used for operating assistance:

- | |
|--|
| <ul style="list-style-type: none"> ▫ Acquiring railroad rights-of-way ▫ Bus rehabilitation ▫ Constructing exclusive public transit guideways ▫ Purchasing rolling stock ▫ Grade separations ▫ Constructing intermodal transfer stations ▫ Providing ferry vessels and terminals |
|--|

Each year, local agencies submit project applications to SACOG for review. SACOG submits a recommended list of TCI projects to Caltrans, which in turn compiles an annual statewide TCI Program for approval by the CTC. The CTC adopts its priority listing of approved projects in March.

TCI monies have been allocated to partially fund the Mather Field LRT extension (\$8 million), the 65th-to-Watt double-track project (\$2.7 million), and the LRT grade separation at Power Inn Road (\$1.5 million). Fund availability varies each year depending on the amount actually allocated to TCI in the state budget. TCI requires a 50% local match, except for intercity rail projects for which there is no formal match requirement. The State Highway Account contributes a portion of the TCI monies used for fixed guideway projects.

LOCAL TRANSPORTATION FUND (LTF)

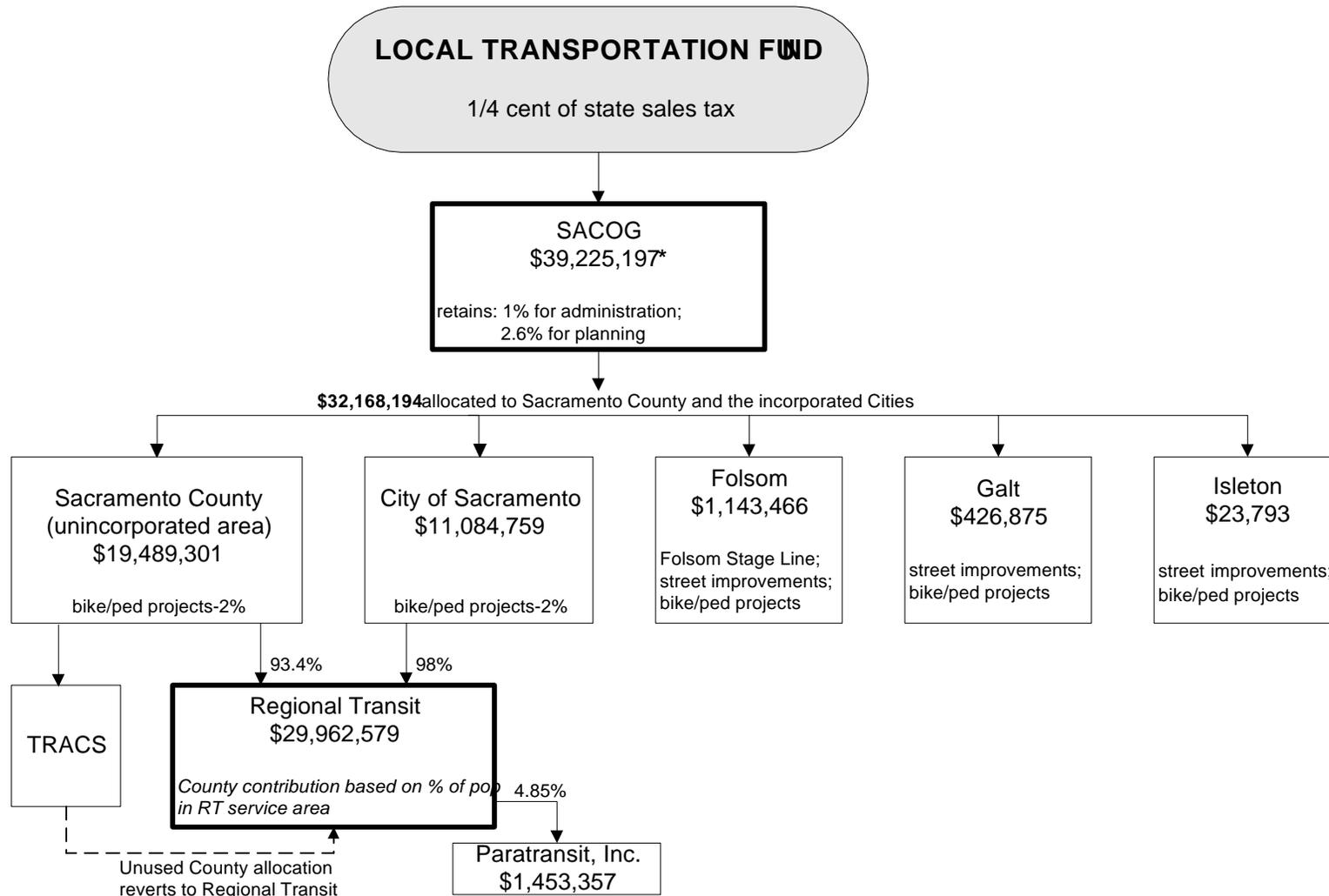
The LTF was established by the Transportation Development Act (TDA) of 1972. TDA provides for ¼-cent of the 7¼-cent state retail sales tax to be apportioned back to each county of origin for use in fulfilling public transit capital and operating needs which are “reasonable to meet.” If a jurisdiction is determined to have no “unmet transit needs,” it may use these funds for street and road improvements. LTF funds may be used for both capital and operating.

SACOG administers TDA funding in the Sacramento region, and claims a percentage of the regional total for this purpose. Within each county, it apportions the LTF to local jurisdictions according to their relative share of total County population. In Sacramento County, 2% of the LTF allocation to each jurisdiction is apportioned “off the top” for pedestrian and bicycle projects. Of the remaining, Regional Transit receives all of the City of Sacramento’s allocation and a portion of the County’s allocation relative to the share of County population within the RT district. Approximately 5% of the resulting RT allocation is then apportioned to Paratransit, Inc. The LTF is RT’s largest recurring source of revenue.

The County allocates its remaining LTF monies for transit service in the southern portion of the County. Special state legislation, specific to Sacramento County, requires that LTF funds remaining after the County has satisfied all of its unmet transit needs be re-allocated to RT. Folsom spends approximately three-quarters of its LTF monies on operating the Folsom Stage Line. The remainder is allocated to street and road needs. Galt and Isleton spend their LTF monies exclusively on street maintenance and associated improvements. SACOG estimates that it will make the following LTF distributions in Sacramento County during FY 1996/97. The table depicts the net allocations after all of the pass-through requirements described above have been satisfied, and does not reflect any carryover from prior years:

Agency	Estimated LTF Distribution
Regional Transit	\$26,852,229
Paratransit, Inc.	1,453,357
Sacramento County (TRACS and bike projects)	1,286,294
City of Sacramento (bike projects)	221,695
Folsom (Folsom Stage Line and streets/roads)	1,091,237
Galt	407,377
Isleton	22,706
SACOG (planning and administration)	1,158,055

Figure 2-4
Estimated 1996/97 Local Transportation Fund (LTF) Distributions in Sacramento County



* Allocation to 4-county SACOG region; includes prior year carryover of \$2,144,057.
 source: SACOG, 1996

STATE PASSENGER RAIL BONDS

Commuter and Urban Rail Transit Program

The Commuter and Urban rail program was created with the passage of AB 973 (1989), which called for the issuance of \$3 billion in general obligation bonds in three \$1 billion increments. The first issue (Prop. 108) was approved by the voters in 1990, but the subsequent issues were rejected in 1992 and 1994, respectively. The bond revenues are earmarked for new fixed guideway projects in rail corridors specified in statute. Eligible **urban** rail corridors in Sacramento County include extension of existing light rail service to Roseville and Hazel Avenue, new service between Downtown and Meadowview Road, and new service between Downtown and ARCO Arena. None of the eligible **commuter** rail corridors are located in Sacramento County. Eligible **intercity** rail corridors include Bay Area-Sacramento-Auburn and Sacramento-Stockton.

State Urban Rail allocations may not exceed 50% of a project's non-federal costs. In other words, the Urban Rail share of an eligible project must be wholly matched with local monies. In 1990, Regional Transit nominated Urban Rail projects for inclusion in the 7-year RTIP compiled by SACOG. The CTC selected projects from approved RTIPs from throughout the state for inclusion in the 7-year State TIP, including approximately \$154 million for RT. Urban rail projects must be listed in the State TIP to receive funding. The failure of the latter two bond initiatives and difficulty in identifying matching funds, however, have caused delays in funding availability.

RT and SACOG, in coordination with the City of Folsom, have since traded a portion of RT's Urban Rail allocation to the Bay Area's Metropolitan Transportation Commission (MTC) for more flexible funding which will provide a steady stream of light rail operating funds. RT is proposing to replace another \$115 million in anticipated Urban Rail monies, which would partially fund three light rail projects programmed in the 1995/96 RTIP, with FCR funds expected to become available.

Proposition 116 Rail Bonds

Proposition 116 (Clean Air and Transportation Improvement Act of 1990) provided \$1.9 billion in general obligation bond proceeds for the implementation of intercity, commuter, and urban rail transit projects in designated corridors. The bonds are being repaid from the state's general fund. The initiative allocated \$100 million for rail transit projects in the Regional Transit service area. Before these funds can be allocated to particular projects, however, RT must match the Prop. 116 allocation with non-State public and/or private contributions and demonstrate that the project will be fully funded. The matching revenues cannot be derived from new or enhanced local development fees, taxes, or exactions.

Transit agencies apply to the CTC for Prop. 116 appropriations once their applicable project(s) has been listed in the STIP. RT intends to spend \$77 million in Prop. 116 monies to construct the South Sacramento LRT extension project. It has directed the remaining funds to the Mather Field Road and proposed Antelope Road LRT extensions. In addition to RT's \$100 million allocation, Prop. 116 provides a significant sum for rehabilitation and other improvements to facilitate passenger rail service between Sacramento and the Bay Area and between Sacramento and Stockton.

Lastly, the initiative instituted a \$20 million statewide grant program for the construction of local improvements which facilitate bicycle commuting.

OTHER STATE FUNDING SOURCES

Petroleum Violation Escrow Account (PVEA)

PVEA funds originate from Federal court-ordered refunds to States resulting from petroleum product price overcharges. PVEA projects must save energy and provide restitution to the public. Demonstration projects are eligible, but studies are not because they might not result in actual implementation.

Caltrans and local agencies submit project proposals to the California Energy Commission. The Department of Finance determines which specific court case will fund a project. Funding is ultimately allocated via the state budget for Caltrans and by special legislation for local projects. Funding cannot be encumbered, however, until the federal Department of Energy approves the project. Annual funding varies according to court decisions on specific cases of violation. Roughly \$4,250,000 has been allocated to four projects in Sacramento County, including \$3.4 million for the purchase of four light rail transit vehicles.

**Figure 2-5
Overview of State Transportation Funding Sources**

Funding Source	Eligible Projects	Eligible Agencies	Applicable Programming Document
STATE HIGHWAY ACCOUNT			
Flexible Congestion Relief (FCR)	Roadway/bikeway construction and improvements; new/modified transit guideways	County, Cities, RT, Caltrans	RTIP, STIP
Interregional Road System (IRRS)	Rural area highway improvements	Caltrans	PSTIP, STIP
Traffic System Management (TSM) Program	Congestion-relief projects on highways and local roadways which do not enhance capacity	County, Cities, Caltrans	State TSM Plan
State Highway Operation and Protection Plan (SHOPP)	State highway maintenance and safety projects	Caltrans	SHOPP
Highway-Railroad Grade Separation Program	Grade separation structures and associated construction	County, Cities, Caltrans	CPUC Priority List
State/Local Transportation Partnership Program (SLTPP)	Highway, local roadway, and transit guideway construction and maintenance projects involving no other state funds	County, Cities, assessment districts, other local entities authorized to impose taxes and construct transportation projects	None; local agencies apply to Caltrans for specific projects
Environmental Enhancement and Mitigation (EEM) Program	Environmental mitigation of transportation projects beyond that required under CEQA (e.g. roadway landscaping, resource land acquisition, roadside recreation)	County, Cities, Caltrans, private/non-profit groups	None; local agencies and Caltrans apply to Resources Agency for specific projects
STATE GAS TAX SUBVENTION			
	Local street/road construction, improvement, and maintenance as needed	County and Cities	None; local discretion
TRANSPORTATION PLANNING & DEVELOPMENT ACCOUNT			
State Transit Assistance (STA)	Transit capital improvements and demonstration projects; some operating	Funds allocated to SACOG for distribution to local transit providers	None
Transit Capital Improvement (TCI)	Various transit capital improvements (e.g. intermodal transfer stations, ROW acquisition, bus rehab, grade separation)	County, Cities, transit operators, Caltrans	TCI Program
LOCAL TRANSPORTATION FUND			
	Transit capital improvements and operating; paratransit service; bikeway projects, planning	Funds allocated to SACOG for distribution to County, Cities, transit operators, Paratransit, Inc.	None; local discretion with 2% reserved for bikeway improvements
STATE PASSENGER RAIL BONDS			
Commuter and Urban Rail Program	Intra-urban transit guideway projects in corridors specified in statute	RT, Caltrans	RTIP; STIP
Proposition 116 Rail Bonds	Intra- and inter-city transit guideway projects in corridors specified in statute; some bicycling improvements	RT, Caltrans	STIP
OTHER			
Petroleum Violation Escrow Account	Projects which promote energy conservation; studies not eligible	County, Cities, Caltrans	None

Chapter 3 Federal Funding Programs

Federal transportation funding programs and policies are set forth in the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. ISTEA authorizes federal highway and public transit spending for federal FY 1991/92 through 1996/97. Federal transportation funding is derived from excise taxes on motor fuels and from various taxes and fees imposed on tire sales and trucking operations. A portion of these revenues are allocated to highway and mass transit accounts within the Federal Highway Trust Fund, while the remainder is made available to states--on a reimbursable basis--in a variety of specified transportation funding categories. Trust Fund distributions to California make up approximately one-half of all proceeds in the State Highway Account. Federal surface transportation funding programs are administered by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). All local projects funded wholly or in part with federal monies must be listed in the 3-year Metropolitan Transportation Improvement Program (MTIP) and, subsequently, in the Federal Statewide Transportation Improvement Program (FSTIP) (see Chapter 4).

FEDERAL-AID HIGHWAY PROGRAM

ISTEA consolidated the four federal-aid systems (interstate, primary, secondary, and urban) into two programs (National Highway System and Interstate System) and created Surface Transportation Program block grants for improvements to roads functionally classified above local or rural minor collector.

National Highway System (NHS)

The National Highway System (NHS) consists of major U.S. roadways, including all interstate routes and significant urban and rural arterials. Within Sacramento County, the following roadways are included in the NHS:

<u>U.S. Roadways</u>	<u>State Roadways</u>	<u>City/County Roadways</u>
Interstate 5 Interstate 80 US 50 (SR99-El Dorado Co)	State Route 99	Folsom Blvd (Hazel Ave - Aerojet Rd) Hazel Ave (SR 50 - Folsom Blvd) Roseville Rd (I-80 - Watt Ave) Watt Ave (Roseville Rd - McClellan AFB)

NHS funds are distributed to states based on their respective shares of federal highway funding during the period FY 1987-91. Each state is guaranteed

at least 90% of the federal fuel taxes collected within its borders. California will receive an estimated \$1.63 billion in NHS funding during the 6-year ISTEA authorization period. These monies are for construction and improvement of NHS roadways, however, the state may transfer up to one-half of its allocation to the Surface Transportation Program. Within federal ozone nonattainment areas, the state may transfer all NHS monies to the STP program.

Although it is a subset of the NHS, the **Interstate system** retains its separate identity and receives separate funding for construction, rehabilitation, and maintenance. Allocations to each state are based on the number of Interstate lane miles and vehicle miles traveled.

Surface Transportation Program (STP)

Surface Transportation Program block grants are allocated to states to fund projects on Federal-aid roads functionally classified higher than local road or rural minor collector. These funds may be used for a variety of projects, including roadway improvement and maintenance, bike and pedestrian projects, traffic management and planning, and transit capital improvements. STP funds may also be spent on bridge and safety improvements on any public road. Eligible projects may be funded up to 88.5% with STP funds, except for safety projects which may be funded up to 100%.

Similar to NHS funds, STP grants are distributed to each state according to its historic FY 1987-91 share of highway program funding. The state is required to allocate 10% of its distribution for safety construction and another 10% for transportation enhancements (see TEA, p. 3-3). Fifty percent of the STP distribution must be apportioned according to population between each urban area over 200,000 persons and remaining areas of the state. The remaining 30% may be used in any area of the state.

SACOG receives the state's distribution to the Sacramento region and subsequently apportions it to counties according to a formula set forth in state statute. The formula is based on each county's FY 1990/91 federal-aid apportionment adjusted for population. Approximately \$51.7 million has been apportioned to projects within Sacramento County. Local agencies and Caltrans compete for the County apportionments by submitting project applications to SACOG during scheduled application cycles. SACOG, in consultation with county congestion management agencies, adopts an STP project list from among the applications submitted within each County. All STP monies for the current 6-year ISTEA authorization period have been allocated to projects.

Highway/Railroad Grade Crossing Safety Improvement Program

This program provides for improvements to at-grade highway/railroad crossings which have been recommended by the California Public Utilities Commission (PUC). It is funded by the state's 10% safety set-aside of STP funds. Each year, local agencies, Caltrans, and/or rail operators propose eligible projects for inclusion on a statewide priority list compiled by Caltrans and the PUC. Projects chosen for funding require a 10% local match. Approximately \$2,154,600 has been allocated to 19 grade crossing projects in Sacramento County during the ISTEA authorization period. More specific information is set forth in the "Process Guide for Highway/Rail Grade Crossings," which is available from the Caltrans District 3 Local Streets and Roads Division.

Hazard Elimination Safety (HES) Program

The HES program is also funded from the 10% STP safety set-aside. It provides funding to correct identified safety hazards on the federal-aid system, rural minor collectors, and local roads. Caltrans solicits project nominations biennially from local agencies, and prepares a statewide HES project list. Twenty-five percent of available funds are allocated to projects based on a calculated Safety Index rating. Other projects are ranked according to project type (i.e. guardrail, signing, etc.) based on a FHWA cost/benefit rating of different types of improvements. Approximately \$1,318,000 have been allocated to projects in Sacramento County during the ISTEA authorization period. More specific program information is provided in the HES Program Guidelines available from Caltrans Office of Local Programs

Transportation Enhancement Activities (TEA)

The TEA program is funded from the 10% STP transportation enhancements set-aside. Transportation enhancements are defined as transportation-related projects that enhance quality of life in or around transportation facilities. They must be directly related to the transportation system and be over and above required impact mitigations. The following types of projects are eligible for TEA funding:

- Provision of bicycle and pedestrian facilities;
- Acquisition of scenic easements and scenic/historic sites;
- Scenic or historic highway programs;
- Landscaping and other scenic beautification;
- Historic preservation;
- Rehabilitation and operation of historic transportation facilities;
- Preservation of abandoned railway corridor;
- Control and removal of outdoor advertising;
- Archaeological planning and research;
- Mitigation of water pollution caused by highway runoff

Eligible projects may be funded up to 88.5% with TEA funds.

The CTC “splits” TEA funds between northern (40%) and southern (60%) California, and then apportions them to regions according to their proportional population shares. It does not guarantee that such apportionments will be realized, however. SACOG administers the distribution of TEA funds apportioned to the Sacramento region. Local and state agencies compete for funding by submitting project applications to SACOG during scheduled application cycles. SACOG then compiles and submits a regional TEA project list to the CTC, as do Caltrans and other RTPAs. The CTC ultimately determines which projects will receive funding. Approximately \$4.1 million in TEA monies have been allocated to projects in Sacramento County. SACOG has compiled a recommended project list for the final cycle of TEA project selection, and is awaiting final CTC action. More detailed information is provided in “Guidelines: Transportation Enhancement Activities Program,” which is available from SACOG or from Caltrans’ Office of Landscape Architecture.

Congestion Mitigation and Air Quality (CMAQ) Program

The CMAQ program provides for transportation-related air quality improvements in federal ozone non-attainment areas. Its objective is to promote transportation projects which contribute to attainment of the National Ambient Air Quality Standards (NAAQS). Examples of such projects include public transit improvements, bike and pedestrian facilities, high occupancy vehicle (HOV) lanes, and traffic flow improvement programs. CMAQ projects must be in a transportation plan which has been determined to conform with the State Implementation Plan (SIP) for the effected region. A local 11.5% match is required except for safety-related projects which have no matching requirement. State statute requires that Caltrans provide the local match with Traffic Systems Management monies (p.2-5) for all CMAQ-funded projects except transit rolling stock. Operations costs for demonstration projects may be funded for a maximum of three years.

Funds are distributed to each state according to its share of population within nonattainment areas, weighted by the severity of the air pollution problem. Sacramento County is included in the Sacramento non-attainment area. SACOG administers the CMAQ program for the Sacramento region, and apportions funds to counties based on their relative proportions of the nonattainment area population. Approximately \$29.7 million has been apportioned to projects within Sacramento County. Local agencies and Caltrans compete for the County apportionments by submitting project applications to SACOG during scheduled application cycles. SACOG, in consultation with county congestion management agencies, adopts a CMAQ project list from among the applications submitted within each County. All CMAQ monies for the current 6-year ISTEA authorization period have been allocated to projects.

Highway Bridge Replacement and Rehabilitation (HBRR) Program

The HBRR program provides federal funds for the replacement, rehabilitation, painting, and seismic retrofitting of local bridges. Each local agency may receive funding for two bridge replacement projects and two miscellaneous projects per year regardless of the functional classification of the effected roadway. Replacement and rehabilitation projects must be included on a priority list of eligible bridges compiled by local agencies and Caltrans. Paint, rail, and seismic projects are funded via a transfer of HBRR funds to the Surface Transportation Program, and do not need to be on the priority list. The HBRR program requires a 20% local match, while projects transferred to STP require an 11.5% local match. During the current federal authorization, approximately \$10,318,000 have been allocated to bridge improvement projects throughout Sacramento County. More specific information is presented in the HBRR program operating procedures available from Caltrans Division of Structures (Office of Local Programs).

FEDERAL-AID TRANSIT PROGRAM

Under ISTEA, the public transit formula and discretionary program structure and requirements are mostly unchanged from previous law. Formula allocations are set forth in statute, while discretionary funds are allocated through either Congressional earmarking or by FTA in response to local applications for funds.

Section 5309 Discretionary and Formula Capital Program

Section 5309 (formerly Section 3) funds are allocated for new and extended fixed guideway projects and for modernization of existing rail and bus infrastructure. ISTEA authorizes \$5 billion nationwide for new starts for the period 1991-1997. Much of the money--including \$26 million for RT's south corridor rail extension--is earmarked for specific projects. RT is seeking an additional \$100 million earmarking in new starts funding for the south corridor extension.

Another \$5 billion is authorized nationwide on a formula basis for improving existing rail transit infrastructure. Approximately 10% of these funds are reserved for projects in the nation's historic rail cities. The remainder is distributed for rehabilitation needs on fixed guideway systems which are at least seven years old. RT anticipates approximately \$800,000 per year from this source.

Lastly, \$2.5 billion in discretionary funding is available nationwide for new bus acquisition and related bus facilities, including conversion to alternative fuels. RT has received \$10.7 million from this source to partially fund the replacement of 40 buses with CNG-fueled coaches. Generally, individual projects may be funded up to 80% with Section 5309 funding, however, projects which address

Americans with Disabilities Act (ADA) or Federal Clean Air Act mandates are eligible for up to 90% federal funding.

Section 5307 Formula Capital and Operating

Section 5307 (formerly Section 9) grant funding is provided to urbanized areas according to a statutory formula based on population, population density, transit revenues, transit vehicle miles, and rail transit route miles. RT currently receives approximately \$8 million per year for capital and operating, of which approximately one-third is being used to help finance the replacement of 75 buses with CNG-fueled coaches. As with Section 5309, capital projects must be matched with at least 20% local funding, except for projects which address ADA or Federal Clean Air Act mandates which require just a 10% match. Historically, Section 5307 monies have also been available for operating, but operating assistance is expected to be phased out over the next few years. Operating assistance must be matched with at least 50% local funding. Projects are programmed biennially.

Section 5310 Transit Capital and Operating

Section 5310 (formerly Section 16[b][2]) funds are granted on a discretionary basis to public transit operators and private/non-profit social service agencies for capital and operations associated with transporting elderly and disabled persons. Funds are apportioned to states according to their relative shares of the elderly and disabled population. In California, the funds have been used exclusively for capital projects.

Local service providers apply to Caltrans for funding each year. SACOG's Local Review Committee then scores and ranks the project applications from within the 4-county SACOG area, and re-submits them to Caltrans. Caltrans then coordinates with representatives of the state departments of Aging, Developmental Services, and Rehabilitation in an "Interagency Review Committee" to compile a statewide competitive funding list. In Sacramento County during 1995/96, Paratransit Inc. will receive \$575,000 for ten new buses, and the United Cerebral Palsy Association will receive \$180,700 for three new buses. Successful applicants must provide a 20% match.

Section 5311 Transit Capital and Operating

Section 5311 (formerly Section 18) is a formula grant program apportioned to states for transit capital and operating assistance in non-urban areas. SACOG receives an annual distribution from Caltrans, and allocates it to counties according to their relative share of the region's non-urban population. During 1995/96 Sacramento County will receive \$36,409. All of it will be used by

Transit Rural Area County of Sacramento (TRACS) for operating assistance in the southern portion of the County.

DEMONSTRATION PROJECTS

These are specific projects set forth in federal legislation. They may range from planning studies to complex highway or transit improvements. Demonstration projects are introduced by members of Congress at the request of local interests. The usual federal contribution is 80%.

**Figure 3-1
Overview of Federal Transportation Funding Sources**

Funding Source	Eligible Projects	Eligible Agencies	Applicable Programming Document	Federal Share
FEDERAL-AID HIGHWAY PROGRAM				
National Highway System	Construction/maintenance of NHS roadways	County, Caltrans	MTIP, FSTIP	Not applicable
Interstate System	Interstate highway construction and maintenance	Caltrans	MTIP, FSTIP	Not applicable
Surface Transportation Program (STP)	Roadway construction/maintenance; bike/ped projects; transit capital; traffic management; planning	County, Cities, RT, Caltrans, private/non-profit groups	MTIP, FSTIP; locals apply to SACOG for specific projects	88.53% (safety-100%)
Highway/Railroad Grade Crossing Safety Improvement Program	Improvements to at-grade highway/railroad crossings	County, Cities, Caltrans	MTIP, FSTIP; locals first propose specific projects to Caltrans and CPUC	90%
Hazard Elimination and Safety (HES)	Elimination of highway/road safety hazards	County and Cities	HES Project List, MTIP, FSTIP	90-100%
Transportation Enhancement Activities (TEA)	Bike/ped projects; landscaping; historic and scenic preservation; railway corridor preservation; mitigation of highway runoff	County, cities, various state agencies, private/non-profit groups	MTIP, FSTIP; locals apply to SACOG for specific projects	88.53%
Congestion Mitigation and Air Quality (CMAQ)	Transportation projects which reduce vehicle emissions (e.g. transit improvements, traffic flow improvements, HOV lanes)	County, cities, RT, Caltrans, private/non-profit groups	MTIP, FSTIP; locals apply to SACOG for specific projects	88.53% (Safety-100%)
Highway Bridge Replacement and Rehabilitation	Bridge replacement, rehabilitation, painting, and seismic retrofitting	County, Cities, Caltrans	MTIP, FSTIP	80% (88.53% if project funded via STP)
FEDERAL-AID TRANSIT PROGRAM				
Section 5309 Discretionary & Formula Capital	New/extended fixed guideway construction; modernization of existing rail; new buses and related facilities	Transit operators in urban areas	MTIP, FSTIP	80% (90% ADA or Federal CAA);
Section 5307 Formula	Transit capital and operating	Transit operators in urban areas	MTIP, FSTIP	80% capital; 50% operating
Section 5310 Transit Capital & Operating	Capital and operating for elderly and handicapped transit service	County, Cities, private/non-profit corporations and associations	MTIP, FSTIP	80%
Section 5311 Transit Capital & Operating	Capital and operating in rural areas	Transit operators in rural areas	MTIP, FSTIP	80% capital; 50% operating
DEMONSTRATION PROJECTS				
	Planning, studies, highway and transit projects, transp. management, etc.	Local and state public agencies	None, specific projects included in federal legislation	80% (variable)

Chapter 4

Transportation Programming Documents

Public agencies prepare a variety of transportation programming documents. A transportation *program* identifies how and when proposed transportation projects are to be funded during a specified programming period. It usually includes the following information for each proposed project:

- a specific project description;
- identification of responsible agency(ies)
- a schedule of when the project will be implemented;
- an estimate of project costs;
- identification of funding source(s)

A program is distinguished from a *plan*. A transportation plan consists of a comprehensive evaluation of probable future transportation problems, and sets forth policies and an overall strategy for addressing them. Project information is much less detailed, and the improvement strategy is subject to considerable adjustment over time. Whereas 7 years is the longest time horizon for the programming documents described below, transportation plans may cover 20 years or more. Unfortunately, the terms *plan* and *program* are often used interchangeably.

As indicated in prior chapters, many transportation funds can only be allocated to a specific project after it has been listed in a formally approved transportation program. The purpose of such a requirement is to ensure that proposed projects are fully integrated into a comprehensive transportation improvement strategy and that adequate funds are available to facilitate the project. Most of these programs (e.g. RTIP, SHOPP) cover a multi-year period. Some transportation funds (e.g. TSM, SLTPP), however, are programmed annually for distribution in the following fiscal year.

The section below describes the local, regional, and state transportation programming documents. No federal programs are indicated, because federal dollars returned to California are programmed in various regional and state documents. Figure 4-2 provides an overview of the particular funding sources associated with each of the various programming documents.

LOCAL PROGRAMMING DOCUMENTS

Sacramento County Transportation Improvement Plan

The County of Sacramento's Transportation Improvement Plan is a comprehensive 7-year program of capital improvements on local roadways throughout the unincorporated area. It allocates revenues generated from development fees, special financing districts, Measure A ½-percent sales tax, state gas tax subventions, and assorted other state and federal funding programs. The Plan is updated annually by the Transportation Division of the County's Public Works Agency.

City of Sacramento Transportation Programming Guide

The Transportation Programming Guide is a reference manual for policy makers and citizens on City transportation issues and activities. The Guide is divided into seven program elements:

- | | |
|--|-------------------------------------|
| ▫ major street improvements | ▫ street maintenance |
| ▫ traffic signals | ▫ alternative transportation modes |
| ▫ street landscaping | ▫ bridge replacement/rehabilitation |
| ▫ neighborhood protection/revitalization | |

Its objectives are threefold: set forth the transportation projects and programs required to implement the City's General Plan goals; identify project and programming priorities; and provide the City Council with appropriate background information for making transportation programming decisions. As its title implies, the document is a guidebook for transportation decision making rather than a formalized capital improvement program. It is updated annually by the City's Public Works Department.

Regional Transit Capital Improvement Program

RT has adopted a capital improvement program which identifies significant capital projects proposed for implementation during the 8-year period, FY1995/96 through 2002/03. It includes a total of 33 expenditure items ranging from \$400,000 to \$200 million. For each item, estimated costs and funding sources are set forth for each year of the program.

Sacramento County Transportation Expenditure Plan (CTEP)

The County Transportation Expenditure Plan is a list of projects eligible to receive funding from the Measure A ½-percent sales tax. All transportation improvements to be funded wholly or in part with Measure A revenues must be listed in the CTEP. The original CTEP was set forth in the 1988 ballot initiative

which authorized Measure A. Consistent with state statute, the STA Governing Board may amend new projects into the CTEP in June of each year.

Congestion Management Program (CMP) for Sacramento County

Urban counties in California are required to adopt and implement a CMP as a prerequisite to obtaining certain state and federal transportation funds. The CMP is a 7-year planning and programming document with three key objectives: reduce traffic congestion; facilitate cooperative transportation, land use, and air quality planning; and promote inter-jurisdictional cooperation in the transportation planning process. Its 7-year planning horizon mirrors that of the RTIP and STIP. In Sacramento County, the CMP is updated in December of odd-numbered years by the STA. At a minimum, it must contain the following components:

- | |
|---|
| <ul style="list-style-type: none">▫ Traffic level of service standards on an identified network of highways and “principal arterials”;▫ Measures for evaluating multimodal system performance for the movement of people and goods;▫ A program for analyzing the impacts of local land use decisions on the regional transportation system, including an estimate of the costs of mitigating those impacts;▫ A trip reduction and travel demand element;▫ A 7-year capital improvement program of projects to improve traffic level of service and multimodal system performance. |
|---|

All projects proposed for funding via the state FCR, Commuter and Urban Rail, and TSM programs must be included in an adopted CMP capital improvement program before they can be listed in the applicable RTIP. In addition, local jurisdictions must conform to the adopted CMP in order to receive state gas tax subventions and to compete for federal STP and CMAQ monies. The completed CMP is submitted to SACOG to be evaluated for consistency with the Metropolitan Transportation Plan and with CMPs from neighboring counties.

REGIONAL PROGRAMMING DOCUMENTS

Regional Transportation Improvement Program (RTIP)

The RTIP is a 7-year program of transportation improvements within the 4-county SACOG region plus El Dorado and Placer Counties. It includes all projects proposed for funding via the state Flexible Congestion Relief (FCR) and Commuter and Urban Rail programs. Local jurisdictions, RT, and Caltrans District 3 submit candidate projects to SACOG which evaluates their potential for addressing regional transportation problems. By December of each odd-numbered year, SACOG compiles its recommend RTIP project list. The amount of money programmed is based on a regional fund estimate prepared by the CTC. SACOG must submit its adopted RTIP to the CTC, which then selects projects listed in

RTIPs from throughout the state for inclusion in the State Transportation Improvement Program (STIP). RTIP projects not selected by the CTC cannot be programmed for FCR or Urban Rail funding.

Metropolitan Transportation Improvement Program (MTIP)

The MTIP is a 3-year program of transportation improvements within the federally designated Sacramento metropolitan planning area. It is prepared biennially by SACOG, and includes all maintenance, operation, and construction projects to be funded wholly or in part from federal programs. It also includes projects drawn from the State TIP, SHOPP, and TSM Plan as well as local projects of regional significance. Identification in the MTIP assures state and federal decision makers that a project is consistent with the region's long-range transportation plan (MTP) and with its overall strategy for improving air quality. SACOG is required to perform a comprehensive modeling analysis which shows that the MTIP conforms with the vehicle emissions reduction strategy set forth in the State Implementation Plan (SIP) for air quality. The MTIP is submitted to Caltrans by August 1 of even-numbered years, and subsequently to FHWA and FTA by October 1. The document and any subsequent amendments must be approved by the FHWA and/or FTA before any of the listed projects can receive federal funding.

STATE PROGRAMMING DOCUMENTS

Proposed State Transportation Improvement Program (PSTIP)

The PSTIP is a 7-year statewide program of transportation improvements. Despite its name, it is not a comprehensive proposal for the STIP. It is prepared by Caltrans Division of Transportation Programming, and includes projects recommended for funding via the Intercity Rail, Interregional Road System (IRRS), and retrofit soundwall programs, as well as federal TEA projects of statewide significance. Caltrans districts submit candidate projects to headquarters which evaluates their potential for addressing transportation needs within the guidelines of each funding source. By December of each odd year, Caltrans compiles a recommended PSTIP project list. The amount of money programmed is determined by a fund estimate prepared by the CTC for the applicable funding programs.

Caltrans submits its approved PSTIP to the CTC, which then selects individual projects for inclusion in the State Transportation Improvement Program (STIP). PSTIP projects not selected by the CTC cannot be programmed for the applicable funding sources. The PSTIP also includes project proposals for the state's Toll Bridge and Aeronautics programs which are adopted by the CTC independently of the STIP.

State Transportation Improvement Program (STIP)

The STIP is a 7-year statewide program of transportation improvements. It is comprised of projects selected for funding by the CTC from the PSTIP and RTIPs. It also includes TCI projects from the Commission's adopted annual TCI list and Prop. 116 projects which have received formal CTC approval. The STIP is normally adopted in April of even-numbered years. Projects are presented by county, and listed in the following categories:

- | | |
|-------------------------------|---------------------------------------|
| ▫ Rail system improvements | ▫ Waterborne ferry improvements |
| ▫ Enhancement activities | ▫ Bicycle and pedestrian improvements |
| ▫ Non-rail transit | ▫ Local highway system improvements |
| ▫ Retrofit soundwall projects | ▫ State highway system improvements |

The STIP is effectively a statement of intent by the CTC regarding the allocation of funds to specified projects. An individual project listed in the STIP will receive funding during the 7-year programming horizon as long as the CTC fund estimate holds firm and matching funds pledged to the project are obtained. The STIP development process is depicted in Fig. 4-1.

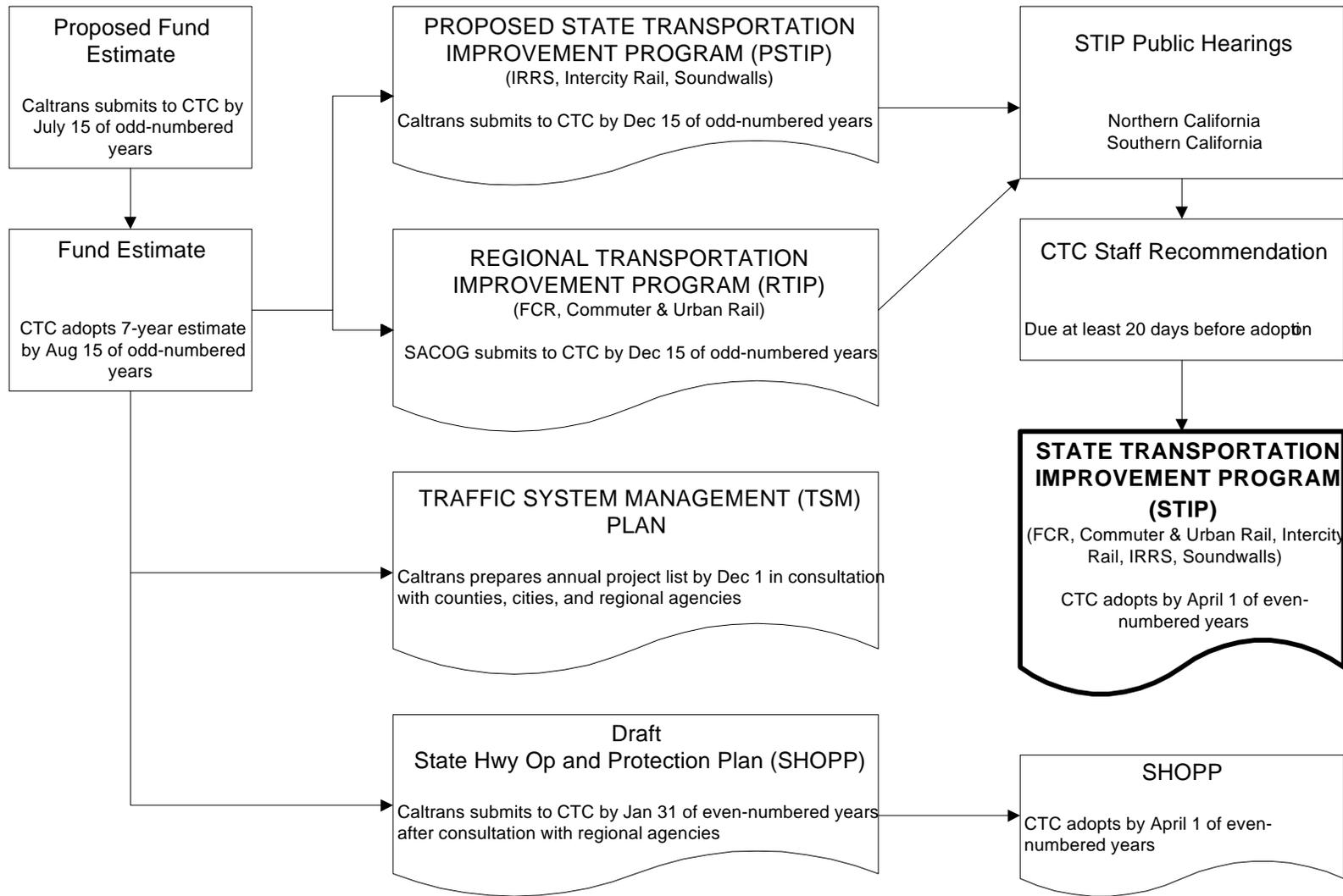
Federal Statewide Transportation Improvement Program (FSTIP)

The FSTIP is a comprehensive 3-year program of projects for the entire state. It consists of the MTIPs prepared by the state's 15 metropolitan planning organizations (MPOs) plus an assortment of rural federal-aid projects identified by Caltrans. The FSTIP is compiled by Caltrans. It includes all highway and transit projects in the state which may be funded wholly or in part with federal money, plus other projects which either require a federal permit or may impact air quality. It is the most comprehensive statewide transportation improvement program.

Traffic Systems Management (TSM) Plan

The TSM Plan consists of a consolidated priority list of projects proposed for funding via the state TSM Program. It is compiled annually by Caltrans' Division of Transportation Programming, and submitted to the CTC by December 1. The Plan contains TSM projects proposed for implementation by Caltrans and local agencies during the ensuing fiscal year. Listing in the TSM Plan does not guarantee funding, because the cumulative cost of all listed projects significantly exceeds the annual amount of available funds. The CTC may allocate funds to a particular project only if it determines that sufficient TSM funds are available to fund all higher priority projects listed in the Plan.

**Figure 4-1
The STIP Development Process**



source: Caltrans, 1996

State Highway Operation and Protection Plan (SHOPP)

The SHOPP is a 4-year program of rehabilitation, safety, and operational improvements on the state highway system. It is updated in January of even-numbered years by Caltrans' Division of Transportation Programming, and subsequently approved by the CTC in April. Projects are programmed according to rehabilitation need and other program priorities. The current SHOPP document covers the period FY1994/95 through 1997/98.

Transit Capital Improvement (TCI) Program

Caltrans compiles an annual statewide TCI program recommendation. The recommended list is based on projects submitted by local agencies, and approved by their respective regional transportation planning agencies (RTPAs). The CTC reviews Caltrans' recommendation, and adopts the TCI program in March of each year.

**Figure 4-2
Overview of Transportation Programming Documents**

LOCAL PROGRAMMING DOCUMENTS

Programming Document	Effectuated Funding Sources	Responsible Agency	Review Agency	Program Horizon; Update Frequency
Sacramento County Transportation Improvement Plan	Roadway development fee, Special financing districts, Measure A	Sacto County Public Works	none	7/96 - 6/03; annual
City of Sacramento Transportation Programming Guide	all local/state/fed road construction, maintenance, operations sources	City of Sacto Public Works	none	not specified; annual
Regional Transit Capital Improvement Program	all local/state/fed transit capital and operations sources	Regional Transit	none	1996-2003; biennial
Sacramento County Transportation Expenditure Plan (CTEP)	Measure A sales tax	STA	none	1989-2009; annual
Congestion Management Program (CMP) for Sacramento County	FCR, TSM, Urban Rail	STA	SACOG	1996-2003; biennial

REGIONAL PROGRAMMING DOCUMENTS

Programming Document	Effectuated Funding Sources	Responsible Agency	Review Agency	Program Horizon; Update Frequency
Regional Transportation Improvement Program (RTIP)	FCR, Urban Rail	SACOG	CTC	1996-2003; biennial
Metropolitan Transportation Improvement Program (MTIP)	all federal funding sources (plus other projects requiring federal permit or air quality conformity)	SACOG	FHWA, FTA	1994/95 - 98/99; biennial

STATE PROGRAMMING DOCUMENTS

Programming Document	Effectuated Funding Sources	Responsible Agency	Review Agency	Program Horizon; Update Frequency
Proposed State Transportation Improvement Program (PSTIP)	Intercity Rail, IRRS, soundwall, statewide TEA	Caltrans	CTC	1996-2003; biennial
State Transportation Improvement Program (STIP)	FCR, Intercity Rail, IRRS, Prop 116, Soundwalls, TCI, TEA, Urban Rail	CTC	none	1996-2003; biennial
Federal Statewide Transportation Improvement Program (FSTIP)	all federal funding sources (plus other projects requiring federal permit or air quality conformity)	Caltrans	FHWA, FTA	1994-1999; 2 years
Traffic Systems Management (TSM) Plan	TSM	Caltrans	CTC	1995-1996; 1 year
State Highway Operation and Protection Plan (SHOPP)	SHOPP	Caltrans	CTC	1995-1998; 2 years
TCI Program	TCI	Caltrans	CTC	1996/97 annual

Appendix A Agency Contacts

LOCAL FUNDING PROGRAMS

Funding Source	Agency Contact	Address	Telephone
DEVELOPMENT FEES			
County Roadway & Transit Development Fee	Mike Penrose, County Public Works	906 G Street, #510 Sacramento, CA 95814	440-9655
City of Sacto Major Street Construction Tax	Ann Olson, City of Sacto Public Works	1023 J Street, #208 Sacramento, CA 95814	264-7934
Folsom Transportation Improvement Fee	Rich Lorenz, Folsom Public Works	50 Natoma Street Folsom, CA 95630	355-9265
Galt Traffic Impact Fee	Bob Kawasaki, Galt Public Works	380 Civic Drive Galt, CA 95632	209-745-0575
Galt NE Specific Plan Development Fee	Bob Kawasaki, Galt Public Works	380 Civic Drive Galt, CA 95632	209-745-0575
Isleton Capital Facilities Fee	Linda Gonzalez, Isleton City Clerk	P.O. Box 716 Isleton, CA 95641	777-7770
SPECIAL FINANCING DISTRICTS			
Antelope Public Facilities Financing District	Rich Blackmarr, County Public Works	827 7th Street, #304 Sacramento, CA 95814	440-6525
Bradshaw/US 50 Infrastructure Financing District	Rich Blackmarr, County Public Works	827 7th Street, #304 Sacramento, CA 95814	440-6525
Sunrise/US 50 Corridor Assessment District	Rich Blackmarr, County Public Works	827 7th Street, #304 Sacramento, CA 95814	440-6525
Laguna Community Facilities District	Rich Blackmarr, County Public Works	827 7th Street, #304 Sacramento, CA 95814	440-6525
Laguna Roadway Development Fee District	Rich Blackmarr, County Public Works	827 7th Street, #304 Sacramento, CA 95814	440-6525
Laguna Creek Ranch/Elliott Ranch CFD #1	Rich Blackmarr, County Public Works	827 7th Street, #304 Sacramento, CA 95814	440-6525
Elk Grove / West Vineyard PFFD	Rich Blackmarr, County Public Works	827 7th Street, #304 Sacramento, CA 95814	440-6525
SP RailyardsRichards Blvd Redevelopment Area	Ann Olson, City of Sacto Public Works	1023 J Street, #208 Sacramento, CA 95814	264-7934
North Natomas Community Plan Area	Ann Olson, City of Sacto Public Works	1023 J Street, #208 Sacramento, CA 95814	264-7934
Jacinto Creek Planning Area	Ann Olson, City of Sacto Public Works	1023 J Street, #208 Sacramento, CA 95814	264-7934
COMMUNITY SERVICE AREA (CSA #1)			
	Bob Wise, County Public Works	4135 Traffic Way Sacramento, CA 95827	366-2227
MEASURE A SALES TAX			
	Jeff Schneider, Sacto TransportationAuth	980 9th Street, #1780 Sacramento, CA 95814	323-0080
TRANSIT PASSENGER FARES			
	Jim Jeary, RT (Prog Control & Procurement)	P.O. Box 2110 Sacramento, CA 95812	321-2968
DMV SURCHARGES			
Sacramento Metro Air Quality Management District	Tim Taylor, SMAQMD	8475 Jackson Road, #200 Sacramento, CA 95826	386-6640
Capitol Valley Regional SAFE	David Young, SACOG	3000 S Street, #300 Sacramento, CA 95816	457-2264
SAVSA	Jeff Schneider, Sacto TransportationAuth	980 9th Street, #1780 Sacramento, CA 95814	323-0080

STATE FUNDING PROGRAMS

Funding Source	Agency Contact	Address	Telephone
STATE HIGHWAY ACCOUNT			
Flexible Congestion Relief (FCR)	Gary Keill, SACOG	3000 S Street, #300 Sacramento, CA 95816	457-2264
Interregional Road System (IRRS)	Peter Steinert, Caltrans-HQ (Transp Programming)	1120 N Street Sacramento, CA 94274	654-4447
Traffic System Management (TSM) Program	Walt Pfeiffer, Caltrans-3 (TrafficOps)	P.O. Box 911 Marysville, CA 95901	741-4023
State Highway Operation and Protection Plan (SHOPP)	Peter Steinert, Caltrans-HQ (Transp Programming)	1120 N Street Sacramento, CA 94274	654-4447
Highway-Railroad Grade Separation Program	Roger Brown, Caltrans-3 (Local Assist)	P.O. Box 911 Marysville, CA 95901	741-5452
State/Local Transportation Partnership Program (SLTPP)	Steve Menefee, Caltrans-3 (Local Assist)	P.O. Box 911 Marysville, CA 95901	741-5453
Environmental Enhancement and Mitigation Program	Roger Brown, Caltrans-3 (Local Assist)	P.O. Box 911 Marysville, CA 95901	741-5452
STATE GAS TAX SUBVENTION			
	Mike Havey, State Controller (Loc Govt Fiscal Affairs)	300 Capitol Mall, 6th Floor Sacramento, CA 95814	322-9891
TRANSPORTATION PLANNING & DEVELOPMENT ACCOUNT			
State Transit Assistance (STA)	Carl Kuhn, SACOG	3000 S Street, #300 Sacramento, CA 95816	457-2264
Transit Capital Improvement (TCI)	John Mason, Caltrans-3 (Planning)	P.O. Box 942874, M.S. 41 Sacramento, CA 94274	323-3728
LOCAL TRANSPORTATION FUND			
	Carl Kuhn, SACOG	3000 S Street, #300 Sacramento, CA 95816	457-2264
STATE PASSENGER RAIL BONDS			
Commuter and Urban Rail Program	Gary Keill, SACOG	3000 S Street, #300 Sacramento, CA 95816	457-2264
Proposition 116 Rail Bonds	Steve Menefee, Caltrans-3 (Local Assist)	P.O. Box 911 Marysville, CA 95901	741-5452
OTHER			
Petroleum Violation Escrow Account (PVEA)	Steve Menefee, Caltrans-3 (Local Assist)	P.O. Box 911 Marysville, CA 95901	741-5452

FEDERAL FUNDING PROGRAMS

Funding Source	Agency Contact	Address	Telephone
FEDERAL-AID HIGHWAY PROGRAM			
National Highway System	Steve Propst, Caltrans-3 (Local Assist)	P.O. Box 911 Marysville, CA 95901	741-5455
Interstate System	Steve Propst, Caltrans-3 (Local Assist)	P.O. Box 911 Marysville, CA 95901	741-5455
Surface Transportation Program (STP)	Gary Keill, SACOG	3000 S Street, #300 Sacramento, CA 95816	457-2264
Highway/Railroad Grade Crossing Safety Improvement Program	Roger Brown, Caltrans-3 (Local Assist)	P.O. Box 911 Marysville, CA 95901	741-5452
Hazard Elimination and Safety (HES)	Roger Brown, Caltrans-3 (Local Assist)	P.O. Box 911 Marysville, CA 95901	741-5452
Transportation Enhancement Activities (TEA)	Gary Keill, SACOG	3000 S Street, #300 Sacramento, CA 95816	457-2264

FEDERAL FUNDING PROGRAMS (continued)

Funding Source	Agency Contact	Address	Telephone
Congestion Mitigation and Air Quality (CMAQ)	Gary Keill, SACOG	3000 S Street, #300 Sacramento, CA 95816	457-2264
Highway Bridge Replacement and Rehabilitation	Bob Froehlich, Caltrans-3 (Local Assist)	P.O. Box 911 Marysville, CA 95901	741-5451
FEDERAL-AID TRANSIT PROGRAM			
Sec 5309 Discretionary & Formula Capital	Lynn White, SACOG	3000 S Street, #300 Sacramento, CA 95816	457-2264
Sec 5307 Formula	Lynn White, SACOG	3000 S Street, #300 Sacramento, CA 95816	457-2264
Sec 5310 Transit Capital & Operating	Lynn White, SACOG	3000 S Street, #300 Sacramento, CA 95816	457-2264
Section 5311 Transit Capital & Operating	Dan Shoeman, County Public Works	906 G Street, #510 Sacramento, CA 95814	440-8222
DEMONSTRATION PROJECTS			
Agencies propose specific projects to elected federal representatives.			

Appendix B

Glossary of Transportation Terms

Article XIX (of State Constitution): requires motor fuel tax revenues to be used for development, construction, improvement, maintenance, and operations of public streets and highways; allows such revenues to be allocated for development, construction, and improvement (not maintenance and operations) of public transit guideways if approved by voters of effected county(es).

Benefit Assessment: a special property assessment based on the premise that a specified transportation improvement(s) enhances the value of affected property; assessments are imposed in a benefit zone and may be based on a property's proximity to the improvement, size of area or street frontage, or anticipated value enhancement.

California Public Utilities Commission (CPUC) an independent state agency which regulates utility and transportation rates within the state; maintains a priority list of needed roadway/railway grade separation and improvement projects. Commission members are appointed by the Governor.

California Transportation Commission (CTC) an independent state board which reviews regional and state funding applications, sets transportation investment priorities, and has final approval authority for various state transportation programs. Commission members are appointed by the Governor and confirmed by the Legislature.

Call box: telephones installed alongside state highways to provide stranded motorists with a direct link to a California Highway Patrol dispatcher.

Capital improvement program (CIP): see *"transportation program"*

Capitol Valley Regional Service Authority for Freeways and Expressways (SAFE) independent agency charged with installing and maintaining highway call boxes. The SAFE is governed by the same representatives as the SACOG Board plus two representatives of San Joaquin County and its incorporated cities.

Clean Air and Transportation Improvement Act of 1990 see *"Proposition 116"*

Community Service Area (CSA): specially formed district in which property owners are assessed a fee to pay for specific public improvements from which they benefit; the County's CSA #1 provides for installation, operation, and maintenance of street and safety lighting.

Commuter rail: passenger rail operations between an urban area and surrounding communities using heavy-duty railroad cars on traditional track; as defined in state statute, there are no commuter rail corridors in the Sacramento area.

Congestion Management Agency (CMA) the agency charged with preparing and monitoring the state mandated Congestion Management Program in urban counties.

Congestion Management Program (CMP) countywide program designed to enhance inter-agency cooperation in transportation decision-making and to maintain traffic congestion within adopted standards. Urban counties are required by state statute to adopt a CMP as a prerequisite to obtaining specified state and federal funds.

Consolidated Transportation Service Agency (CTSA) agencies designated by SACOG to conduct and consolidate the transportation services of local social service organizations; Paratransit, Inc. is the CTSA for the Sacramento urban area.

Development fee district: an area in which a development impact fee is imposed to finance the provision of specified public facilities and services made necessary by property development.

Development impact fee: a fee imposed on property development to finance transportation and/or other public facilities and services; the fee must be for improvements made necessary by the development and at a level consistent with the magnitude of the anticipated impact. The fee is usually collected at the time a building permit is issued.

Federal Highway Administration (FHWA) agency within the U.S. Dept. of Transportation which provides oversight of federal highway funding programs and coordinates with state and regional agencies to ensure development and maintenance of an effective national road and highway system; has final approval authority for the allocation of federal highway funds.

Federal Highway Trust Fund: federal budget account dedicated to highway and roadway construction and maintenance; revenues are generated from federal fuel taxes and tire, truck, and trailer sales and use taxes; some transit improvements and planning activities are also funded from the Trust Fund.

Federal Transit Administration (FTA) agency within the U.S. Dept. of Transportation which provides oversight of federal transit funding programs and coordinates with state and regional agencies and transit operators to promote development and maintenance of effective public transit service; has final approval authority for the allocation of federal transit funds.

Fiscal Year: July 1 to June 30 for local and state governments; October 1 to September 30 for the federal government.

Folsom Stage Line: the public transit system operated by the City of Folsom; provides local service within the City and direct connections to both the SRTD light rail system and downtown Sacramento.

General obligation bond: bond issued to finance acquisition, construction, or improvement of specified public facilities; the bonds are backed by the taxing power of the issuer and must be approved by majority of voters in effected jurisdiction.

Intercity rail: daily passenger rail service between urban areas using heavy-duty equipment on traditional track (e.g. the "Capitols" service between Roseville-Sacramento-Bay Area).

Intermodal Surface Transportation Efficiency Act (ISTEA) the current federal surface transportation authorization covering the period Oct. 1, 1991 to Sept. 30, 1997; mandates federal planning processes and authorizes various transportation funding programs.

Mello-Roos district: financing district formed to levy a special property tax(es) to fund the costs of public facilities and services or to pay debt service on bonds issued for such facilities and services; per state law, the special tax requires two-thirds vote of residents or landowners in proposed district prior to its formation.

Metropolitan Planning Organization (MPO) federally-designated agency charged with implementing federal transportation mandates at the regional level. SACOG is the MPO for Sacramento, Sutter, Yolo, and Yuba Counties and portions of Placer and El Dorado Counties.

Municipal Improvement Act of 1911:Section of the state Streets and Highways Code which authorizes municipal governments to establish assessment districts and issue bonds for transportation and other public facilities.

Municipal Improvement Act of 1913:Section of the state Streets and Highways Code which provides for the formation of assessment districts and levying of assessments to finance public improvements authorized under 1911 Act.

Municipal Improvement Act of 1915:Section of the state Streets and Highways Code which provides for issuance of bonds secured by assessments levied pursuant to the 1911 and 1913 Acts to finance transportation and other public facilities.

National Ambient Air Quality Standards (NAAQS):national health-based standards for the concentration of various pollutants in ambient air; the NAAQS are set forth in the federal Clean Air Act and are enforced by the federal Environmental Protection Agency (EPA).

Obligate: the formal earmarking of specified public funds for a particular project or activity.

Ozone nonattainment area:federally-designated area which fails to meet the national standard for ambient ozone concentrations. The Sacramento ozone nonattainment area includes all of Sacramento and Yolo Counties plus portions of El Dorado, Placer,Solano, and Sutter Counties.

Paratransit, Inc.: primary provider of door-to-door, dial-a-ride service for elderly and handicapped persons in Sacramento County;Paratransit, Inc. is the CTSA for Sacramento County.

Proposition 116 (Clean Air and Transportation Improvement Act of 1990):\$1.99 billion bond measure approved by California voters in 1990 to fund urban, commuter, andintercity rail projects throughout the state.

Project Information Report:a comprehensive report of the need for a particular transportation improvement, including a detailed project description, identification of responsible agency(es), cost estimate, and unique design and construction issues.

Regional Transit (RT): see *Sacramento Regional Transit District (SRTD)*

Regional Transportation Planning Agency (RTPA)state-designated agency charged with implementing state transportation mandates at the regional level. SACOG is the RTPA for Sacramento, Sutter, Yolo, and Yuba Counties and for the incorporated cities of southern Placer County.SACOG's RTPA area is different from its MPO area.

Resources Agency: state agency responsible for statewide programs to manage and preserve water, air, land, natural life, and recreational resources; reviews application for funding via the Environmental Enhancement and Mitigation (EEM) program.

Sacramento Abandoned Vehicle Service Authority (SAVSA)independent agency which administers and distributes to local jurisdictions the \$1 annual vehicle registration surcharge earmarked for vehicle abatement in Sacramento County. STA Board members serve as the SAVSA Board.

Sacramento Area Council of Governments (SACOG)A consortium of elected city and county representatives from Sacramento, Sutter, Yolo, Yuba, and southern Placer Counties organized to cooperate on regional planning issues (e.g. transportation, air quality, data collection and research).

Sacramento Metropolitan Air Quality Management District (SMAQMD) independent County-wide agency charged with developing, implementing, and enforcing air pollution regulations in Sacramento County.

Sacramento Regional Transit District (SRTD) the primary provider of bus and light rail service in Sacramento County.

Sacramento Transportation Authority (STA) agency charged with administering the County's Measure A ½-percent transportation sales tax; also administers a Freeway Service Patrol program and prepares and monitors the County's biennial Congestion Management Program (CMP).

Short Range Transit Plan (SRTP): a 5-year capital, operations, and financial plan prepared periodically by (or for) public transit operators which receive federal funds.

Special financing district: an area in which a special tax or assessment is imposed on property to finance specified public facilities and services made necessary by anticipated development.

Special financing plan: a listing of specific facilities and services to be financed by the special property tax or assessment imposed within a special financing district; the plan includes estimated project costs and implementation schedules.

Specific Plan: a detailed land use plan for a specific development tract which includes a precise infrastructure plan, cost analysis, and a listing of the development fees associated with each parcel.

State Highway Account (SHA): portion of state budget dedicated to highway and roadway construction and maintenance; revenues are generated from the state fuel tax, truck weight fees, and federal aid subventions; some transit improvements are also funded from the SHA.

Subvention: a direct grant of transportation funds from one entity to another (e.g. state gas tax subventions to cities and counties).

Transit Rural Area County of Sacramento (TRACS) public transit system under contract to Sacramento County to provide fixed-route and dial-a-ride service in the County's southern portion.

Transportation Blueprint for the 21st Century comprehensive statewide policy guide and planning program for expanding and maintaining the state's transportation infrastructure; provided for an increase in the state gas tax and created a variety of funding programs for specific transportation purposes; legislation adopted in 1989 and ratified as Prop. 111 by state's voters in 1990.

Transportation Development Act (TDA) state legislation approved in 1972 which created the Local Transportation Fund (LTF) and the State Transit Assistance Fund (STA) to provide for local public transit improvements.

Transportation Expenditure Agreement inter-agency agreement among Measure A entities regarding the purpose, administration, qualifications, and distribution of transportation sales tax revenues in Sacramento County.

Transportation plan: a comprehensive strategy for improving transportation conditions in a planning area during a specified time period (up to 20 years); includes an analysis of anticipated conditions and available resources, policy guidance, and a set of actions for addressing anticipated needs.

Transportation Planning & Development Account (TP&D) portion of state budget dedicated to public transit facilities and operations and to transportation planning; revenues are generated from the state sales tax on fuels.

Transportation program: listing of specific transportation improvements proposed for implementation in an identified area during a specified time period (up to 7 years); includes project descriptions, responsible agency(es), implementation schedules, cost estimates, and proposed funding source(s).

Urban rail: passenger rail service within an urban area or between an urban area and its suburbs using light-duty equipment on a dedicated rail guideway (e.g. RT Metro light rail service).

Appendix C Guide to Acronyms

ADA:	Americans with Disabilities Act
CAD:	corridor assessment district
CEQA:	California Environmental Quality Act
CFD:	community facilities district
CIP:	capital improvement program
CMA:	congestion management agency
CMAQ:	Congestion Mitigation and Air Quality Program
CMP:	Congestion Management Program
CNG:	compressed natural gas
CPUC:	California Public Utilities Commission
CSA:	County service area
CTC:	California Transportation Commission
CTEP:	County Transportation Expenditure Program
DMV:	California Department of Motor Vehicles
EEM:	Environmental Enhancement and Mitigation Program
FCR:	Flexible Congestion Relief Program
FHWA:	Federal Highway Administration
FSTIP:	Federal Statewide Transportation Improvement Program
FTA:	Federal Transit Administration

FY:	fiscal year
HBRR:	Highway Bridge Replacement and Rehabilitation Program
HES:	Hazard Elimination and Safety Program
HOV:	high occupancy vehicle
IFD:	integrated financing district
IRRS:	Interregional Road System Program
ISTEA:	Intermodal Surface Transportation Efficiency Act of 1991
LRT:	light rail transit
LTF:	Local Transportation Fund
MPO:	Metropolitan Planning Organization
MTC:	Bay Area Metropolitan Transportation Commission
MTIP:	Metropolitan Transportation Improvement Program
NAAQS:	National Ambient Air Quality Standards
NHS:	National Highway System
PFFD:	public facilities financing district
PSTIP:	Proposed State Transportation Improvement Program
PVEA:	Petroleum Violation Escrow Account
RDF:	roadway development fee
RT:	Regional Transit
RTIP:	Regional Transportation Improvement Program
RTPA:	Regional Transportation Planning Agency
SACOG:	Sacramento Area Council of Governments

SAFE: Service Authority for Freeways and Expressways

SAVSA:	Sacramento Abandoned Vehicle Service Authority
SHA:	State Highway Account
SHOPP:	State Highway Operation and Protection Program
SIP:	State Implementation Plan
SLTPP:	State/Local Transportation Partnership Program
SMAQMD:	Sacramento Metropolitan Air Quality Management District
SR:	State Route
SRTD:	Sacramento Regional Transit District
SRTP:	Short Range Transit Plan
STA:	Sacramento Transportation Authority
STA:	State Transit Assistance Program
STIP:	State Transportation Improvement Program
STP:	Surface Transportation Program
TCI:	Transit Capital Improvement Program
TDA:	Transportation Development Act of 1972
TEA:	Transportation Enhancement Activities
TP&D:	Transit Planning and Development Account
TRACS:	Transit Rural Area County of Sacramento
TSM:	Traffic Systems Management Program

SACRAMENTO TRANSPORTATION AUTHORITY

GOVERNING BOARD

Don Nottoli, Chair, Sacramento County
Rob Kerth, Vice Chair, City of Sacramento

Steve Cohn, City of Sacramento
Illa Collin, Sacramento County
Dave Cox, Sacramento County
Christina De La Cruz, City of Galt
Roger Dickinson, Sacramento County
Muriel Johnson, Sacramento County
Sam Pannell, City of Sacramento
William Porter, Member-at-Large
Jimmie Yee, City of Sacramento

Heather Fargo, Alternate, City of Sacramento
Bob Giannoni, Alternate, Sacramento County
Robert Holderness, Alternate, City of Folsom/Sacramento County
Peter Rooney, Alternate, Sacramento County

J.F. Schneider, Executive Director

980 Ninth Street, Suite 1780, Sacramento, CA, 95814
916-323-0080
<http://www.ns.net/sta>