
SACRAMENTO TRANSPORTATION AUTHORITY

Measure A Strategic Plan

CAPITAL PARTNERSHIPS INC.

In Association With

David Taussig and Associates, Inc.
Evensen Dodge, Inc.

September 16, 1994

September 1994

Nearly six years ago, you—the voters of Sacramento County—passed Measure A, a ballot initiative authorizing the imposition of a 1/2-cent sales tax for 20 years to help fund transportation projects and programs that will:

- Promote the safe, convenient and efficient utilization of State, County, and City freeways, highways, roads and streets within Sacramento County
- Improve air quality within the County
- Improve and expand public transit and elderly and handicapped transportation (EHT) services within the County.

In the past six years since voter approval of Measure A, a number of things have happened or are happening:

- In 1989, the California Legislature and the Governor enacted the \$18.5 billion Kopp-Katz-Baker-Campbell Transportation Blueprint for the Twenty-First Century (AB 471); the Transportation Blueprint was subsequently approved by California voters as Proposition 111 in June 1990.
- In 1991, Congress and the President enacted the Intermodal Surface Transportation Efficiency Act (ISTEA), landmark legislation that provides more flexible federal transportation funding, calls for increased coordination of transportation planning and programming at the regional and state levels, and requires development and implementation of management systems to guide transportation planning, policy formulation, and decision making.
- During the past several years, the California economy has suffered a significant recession on a statewide basis. The recession has essentially deprived the State of the revenues essential for full funding of the Transportation Blueprint.
- The continuing need to reduce the federal deficit is precluding Congress and the Administration from fully appropriating funds for federal transportation programs authorized by ISTEA.

This Measure A Strategic Plan represents the initial effort of the STA, the eight Measure A entities that receive sales tax funding, the Sacramento Area Council of Governments (SACOG), and the California Department of Transportation (Caltrans) to define a financially viable countywide program of sales tax-funded transportation improvements that (a) reflects the above legislative mandates and financial constraints and (b) maximizes the return on investment of Measure A sales tax dollars.

Sincerely,

Muriel Johnson
Chairperson, Governing Board

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EXECUTIVE SUMMARY

This section of the Measure A Strategic Plan summarizes the key financial provisions of the Measure A County Transportation Expenditure Plan (CTEP) and the accompanying Measure A Transportation Expenditure Agreement (TEA), and it indicates how the Measure A Strategic Plan relates to the CTEP, the TEA and the Sacramento County Transportation Plan (SCTP). This section also presents our recommended Measure A financial program for the next seven years (FY 1994/95 - FY 2000/01) and identifies issues that the Sacramento Transportation Authority (STA) and/or the Measure A entities need to address before the first update of the Measure A Strategic Plan in the next 8-16 months.

MEASURE A COUNTY TRANSPORTATION EXPENDITURE PLAN AND AGREEMENT

Measure A, approved by Sacramento County voters in November 1988, consists of two key components:

- County Transportation Expenditure Plan (CTEP): a “wish list” of 180 transportation improvement projects and another 20 ongoing programs.
- Transportation Expenditure Agreement (TEA): an agreement by and between STA, the County of Sacramento, the four cities—Folsom, Galt, Isleton and Sacramento—in the County, and the Sacramento Regional Transit District (SRTD) regarding the:
 - Purposes of the TEA and the objectives of the sales tax revenues
 - Allocation of net sales tax revenues among STA and Measure A entities
 - * Maximum of 1.0% to STA for program administration
 - * 1.5% for air quality improvements
 - * Allocation to the Cities of Folsom, Galt and Isleton based on their relative shares of the County population
 - * 35% of net remaining sales tax for roadway construction to be split between the City of Sacramento and the County of Sacramento (as well as any future cities)
 - * 28% for roadway maintenance to be split between the City of Sacramento and the County of Sacramento (as well as any future cities)
 - * 35% to SRTD for bus, rail, and facilities improvement projects as well as operating assistance
 - * 2% to the Consolidated Transportation Services Agency (CTSA)—currently Paratransit, Inc.—for provision of additional elderly and handicapped transportation (EHT) services.
 - Requirement to (a) levy a special tax for road improvement purposes in connection with land development on a uniform basis throughout their respective jurisdictions or (b) impose a fee for road improvement purposes in connection with land development within geographical zones throughout their entire jurisdiction in order to relate fee revenue expenditures to traffic generated by the development for which the fee is imposed
 - Maintenance-of-effort requirement for Measure A entities to support the CTSA at amounts at least equal to those paid in FY 1986/87.

Appendices A and B contain the CTEP and the TEA (as revised), respectively.

PURPOSE OF THE MEASURE A STRATEGIC PLAN

As the agency responsible for Measure A implementation, the STA recognized the need for further definition of the CTEP and the TEA, particularly the:

- Scope, schedule, and budget of identified projects/programs, so they can be certified as ready for Measure A funding
- Availability and timing of regional, State and federal funds for which the sales tax revenues serve as local match
- Financial capacity of Measure A entities to build, operate and/or maintain the systems and facilities proposed for Measure A funding
- Readiness of projects and programs for procurement, preliminary engineering or final design, or construction (i.e., their ability to spend sales tax in a timely and efficient manner)
- Feasibility and cost-effectiveness of using lease, debt and other creative financing strategies to accelerate the delivery of Measure A projects or to otherwise make better use of Measure A resources.

What is the Measure A Strategic Plan?

In essence, this Measure A Strategic Plan is both a financial planning and programming document that is intended to guide the STA Governing Board and staff in allocating sales tax revenues over the next seven years.

As a strategic and financial planning tool, this Measure A Strategic Plan:

- Summarizes the goals and objectives of the Measure A program contained in STA's enabling legislation, the Measure A ballot initiative, the CTEP, and the TEA
- Reflects the cost (and prospective funding) of both Measure A and non-Measure A transportation improvement projects and programs that are competing for a limited amount of federal, State and local transportation funding
- Identifies the policy and key financial issues that need to be addressed by the STA, Measure A entities, the Sacramento Area Council of Governments (SACOG) and/or the California Department of Transportation (Caltrans) in prioritizing, selecting, developing and implementing transportation improvement projects and programs within Sacramento County.

As a financial programming document, the Measure A Strategic Plan:

- Projects the amount of Measure A sales tax revenue that is likely to be available in the next seven years as well as the last eight years of the Measure A sales tax
- Documents the key financial assumptions regarding other local, State and federal funding that Measure A sales tax revenue is expected to leverage

- Screens proposed projects and programs to ensure that they are:
 - Eligible under the County Transportation Expenditure Plan
 - Consistent with local agency plans and programs
 - Consistent with regional transportation and air quality plans and programs
- Summarizes the recommended use of Measure A sales tax revenues to fund the capital projects and programs of Measure A implementing agencies based on scoring of the:
 - Priorities—established by Measure A entities—regarding (a) project/program benefits and cost-effectiveness, (b) public acceptance and support, and (c) project/program readiness for funding
 - Leverage of State and federal funds, so that Sacramento County taxpayers get the most “bang for the buck” from sales tax revenues
 - Ability to accelerate project delivery through lease or debt financing
- Identifies both funding and financing issues as well as potential alternatives for dealing with funding and cash flow deficits in Measure A projects
- Identify policy issues to be addressed by the STA Governing Board in allocating Measure A sales tax revenue.

What Does the Measure A Strategic Plan Tell Sacramento County Policy Makers?

The Measure A Strategic Plan essentially communicates four key pieces of information to the elected policy makers on the governing boards of the STA, the Measure A entities, and SACOG (as well as Caltrans officials):

- Program of projects. The recommended Measure A program identifies the projects and programs that Measure A entities are expected to fund, develop and implement over the next seven years. Clearly, there will be changes to the Measure A program in that Measure A entities are likely to add, delete and change the scope of projects and programs. Such changes should be the exception, however. Accordingly, the Measure A program should provide governing board members—and the Sacramento County residents they represent—with a “yardstick” to measure our collective performance in delivering the transportation projects promised to Sacramento County voters.
- Assumptions. The Measure A Strategic Plan highlights the key assumptions on which the seven-year financial program is based. Hopefully, the strategic planning process also provides a venue for the STA, Measure A entities, and SACOG to develop a countywide and regional consensus on these assumptions, so there is consistency with the assumptions used in other local and regional transportation, air quality and land use plans.
- Policy issues. Perhaps the most important information communicated in the Measure A Strategic Plan is the identification of policy and key financial issues that need to be addressed by the STA, Measure A entities, SACOG and/or Caltrans in the coming months (or years). In the face of resource constraints, Measure A entities need to make choices among competing projects and programs. Policy makers cannot simply defer making these choices to the future.

- Financing decisions. The Measure A Strategic Plan identifies several areas where the STA can help accelerate the delivery of regionally significant Measure A projects that are consistent with air quality conformity rules by utilizing Measure A funds to support revenue bond financing (or other types of financing) of construction and acquisition of major equipment, such as buses or light rail vehicles. The decisions regarding whether or not to seek lease and debt financing must be closely coordinated with the individual Measure A entities.

What Does Governing Board Adoption of the Measure A Strategic Plan Mean?

This initial Measure A Strategic Plan raises more questions than it answers. In that sense, there is some question as to what STA Governing Board adoption of the Measure A Strategic Plan really signifies. Adoption means that the STA Governing Board is approving the following:

- Program of projects. The Measure A Strategic Plan contains a seven-year financial program. As in the case of any financial program, we should expect to see Measure A entities requesting the sales tax allocations indicated in this seven-year financial program. Any significant departures from the approved program will need to be justified by the Measure A entity requesting the change. Annual sales tax funding requests that are consistent with the Measure A funding program should be approved without a significant amount of additional time and effort spent on reevaluating proposed projects during each annual funding cycle.
- Financial assumptions. As indicated earlier, the Measure A Strategic Plan documents the key financial assumptions regarding both sales tax and other local, State and federal funding that Measure A revenue is expected to leverage. STA adoption of these assumptions is intended to signify that these assumptions should also be utilized by Measure A entities in other transportation plans and programs.
- Agenda of issues to be addressed. This initial Measure A Strategic Plan essentially sets the agenda of policy and key financial issues to be addressed in the coming 8-16 months. The Plan contains a summary of policy and key financial issues, and it suggests the responsibility, the timetable and the venue for addressing such issues.

How Do We Address the Policy and Financial Issues Identified in the Measure A Strategic Plan?

Measure A entities, STA, SACOG, and Caltrans can and should address the policy, funding and financing issues identified in the Measure A Strategic Plan through one or more of the following venues:

- Local agency plans and programs. Most of the Measure A entities have some type of an existing annual or periodic transportation planning and programming process that can be utilized to address the issues:
 - City of Sacramento’s Transportation Master Plan
 - County of Sacramento’s Five-Year Plan
 - City/County Ten-Year Plan of State highway improvements
 - SRTD’s Short Range Transit Plan or ADA Complementary Paratransit Plan
 - AB 120 Action Plan for the Consolidated Transportation Services Agency

For projects that are essentially within the jurisdiction of a single Measure A entity, this should be the primary venue for addressing issues identified in the Measure A Strategic Plan.

- Sacramento County Transportation Plan (SCTP). Measure A will fund about 25% of the proposed transportation projects and programs in Sacramento County over the next 15-20 years. Measure A entities—under the coordination of the STA and the County Transportation Cabinet—are now beginning to develop a Sacramento County Transportation Plan that will address the scope, cost, projected funding, and priorities for all of the prospective transportation projects and programs in Sacramento County.
- Metropolitan Transportation Plan (MTP) update. During the next 16 months, SACOG will be updating the region’s 20-year MTP. As part of that process, SACOG will be (a) developing and evaluating a number of different transportation, air quality and land use strategies under both financially constrained and unconstrained scenarios and (b) evaluating alternative programs of transportation improvements in the light of regional mobility goals and objectives, funding availability, and conformity with air quality plans and programs for the Sacramento ozone non-attainment area. Sacramento County’s input to the MTP process will be coordinated by the County Transportation Cabinet through development and approval of the SCTP.

As described above, there is an appropriate role for the Measure A entities, the STA, and SACOG at the local, countywide and regional levels. Local planning, by its very nature, is “bottom-up” and project specific. Regional planning, on the other hand, needs to focus on regional policy issues, State and federal funding, and air quality conformity analysis from a broader regional perspective. The SCTP provides a unique forum for local agencies to ensure that Sacramento County needs and priorities are reflected in the regional planning and programming processes.

RECOMMENDED MEASURE A PROGRAM OF PROJECTS

Exhibit A below is a summary of the allocation of sales tax revenues (thousands of 1994 dollars) over the 20-year life of the Measure A program:

Exhibit A
Measure A Program Summary
(thousands of 1994 dollars)

Project/Program	1989/90 - 1993/94	1994/95 - 2000/01	2001/02 - 2008/09	Total 1994 \$'s
Gross Sales Tax Revenue	\$260,131	\$396,184	\$553,179	\$1,209,495
Interest Income to Date*	12,330	0	0	12,330
Total Measure A Program Revenue	272,461	396,184	553,179	1,221,825
State Board of Equalization	4,451	10,737	14,991	30,179
STA Administrative Costs	2,557	3,854	5,382	11,793
Air Quality Improvements	3,930	5,724	7,992	17,646
Cities of Folsom, Galt and Isleton	10,878	20,822	33,501	65,201
Roadway Construction	90,965	124,278	171,959	387,191 ⁺
Roadway Maintenance	69,095	99,413	137,567	306,076
Sacramento Regional Transit District	85,759	124,267	172,959	381,985 ⁺
Elderly & Handicapped Transportation	4,828	7,101	9,826	21,755
Total Measure A Program Expenditures	\$272,462	\$396,184	\$553,179	\$1,221,826

* Plus future interest income accrued in the accounts of Measure A entities
+ Variance due to differences in interest income

Note: All numbers in the Strategic Plan are in thousands of 1994 dollars unless otherwise specified.

The Measure A program consists of six types of sales tax allocations to the STA and the seven Measure A entities:

- Capital projects: sales tax revenues allocated to fund part or all of specific improvements to roadway or public transit systems or facilities.
- Capital programs: sales tax revenues allocated to fund part or all of annual programs to improve the transportation system (e.g., construction of curb ramps to facilitate accessibility, synchronization of traffic signals, or construction of center medians and left-turn lanes).
- Maintenance programs: sales tax revenues allocated to fund part or all of annual programs to maintain the transportation system (e.g., street sealing and overlays, traffic signal maintenance, or bridge maintenance).
- Operating assistance: sales tax revenues allocated to fund part of the operating budgets of Regional Transit and Paratransit, Inc.
- Air quality planning programs: sales tax revenues allocated to fund part or all of ongoing air monitoring, air quality impact analysis of transportation projects, mobile-source rule development, and analysis of transportation control measures (TCM's) to improve air quality.
- Program administration: sales tax revenues allocated to fund the administrative costs of the STA Governing Board and staff (limited to 1% of net sales tax receipts).

Exhibit B below summarizes the proposed use of Measure A funds for each of the above six purposes over the next seven years.

Exhibit B
Use of Measure A Funds in FY 1994/95 - FY 2000/01
 (thousands of 1994 dollars)

Sales Tax Recipient	Capital Projects	Capital Programs	Maintenance Programs	Operating Assistance	Air Quality Planning	Program Administration	Total Measure A
Air Quality District					\$5,560		\$5,560
City of Folsom	\$12,277						12,277
City of Galt	3,838						3,838
City of Isleton			\$304				304
City of Sacramento	42,094	\$3,211	33,909				79,214
County of Sacramento	81,210		63,626				144,836
Regional Transit	39,127	1,217		\$80,965			121,309
CTSA				7,127			7,127
STA						\$3,690	3,690
Total	\$178,546	\$4,428	\$97,839	\$88,092	\$5,560	\$3,690	\$378,155

Exhibit C on the following four pages contains our recommended financial program for Measure A funding of 122 projects and programs over the next seven years. It also indicates SACOG's population projections, which for the Plan are the basis for (a) sales tax allocations to the Cities of Folsom, Galt and Isleton and (b) the split of sales allocations between the City of Sacramento and the County of Sacramento—as well as future cities—for roadway construction and for roadway maintenance.

Exhibit C
Recommended Measure A Programming Commitments, FY 1994/95 - FY 2000/01
(thousands of 1994 dollars)

Project/Program	1989/90 - 1993/94	1994/95 - 2000/01	2001/02 - 2008/09	Total 1994 \$'s	1994/95	1995/96	1996/97	1997/98	1998/99	1999/2000	2000/01
SUMMARY											
Gross Sales Tax Revenue	260,131	396,184	553,179	1,209,495	52,178	53,189	54,813	56,469	58,156	59,877	61,503
Interest Income	12,330	0	0	12,330	0	0	0	0	0	0	0
Total Measure A Program Revenue	272,461	396,184	553,179	1,221,825	52,178	53,189	54,813	56,469	58,156	59,877	61,503
State Board of Equalization	4,451	10,737	14,991	30,179	1,414	1,441	1,485	1,530	1,576	1,623	1,667
STA Administrative Costs	2,557	3,854	5,382	11,793	508	517	533	549	566	583	598
Air Quality Improvements	3,930	5,724	7,992	17,646	754	768	792	816	840	865	889
Cities of Folsom, Galt and Isleton	10,878	20,822	33,501	65,201	2,482	2,620	2,789	2,962	3,137	3,316	3,516
Roadway Construction	90,965	124,267	171,959	387,191	16,457	16,744	17,224	17,714	18,213	18,722	19,192
Roadway Maintenance	69,095	99,413	137,567	306,076	13,166	13,396	13,779	14,171	14,570	14,978	15,353
Sacramento Regional Transit District	85,759	124,267	171,959	381,985	16,457	16,744	17,224	17,714	18,213	18,722	19,192
Elderly & Handicapped Transportation	4,828	7,101	9,826	21,755	940	957	984	1,012	1,041	1,070	1,097
Total Measure A Program Expenditures	272,462	396,184	553,179	1,221,826	52,178	53,189	54,813	56,469	58,156	59,877	61,503
REVENUE											
Gross Sales Tax Receipts	260,131	396,184	553,179	1,209,495	52,178	53,189	54,813	56,469	58,156	59,877	61,503
Less: State Board of Equalization Fee	(4,451)	(10,737)	(14,991)	(30,179)	(1,414)	(1,441)	(1,485)	(1,530)	(1,576)	(1,623)	(1,667)
Less: Statutory Ceiling on STA Admin. Costs	(2,557)	(3,854)	(5,382)	(11,793)	(508)	(517)	(533)	(549)	(566)	(583)	(598)
Equals: Net Sales Tax Receipts	253,124	381,593	532,806	1,167,523	50,256	51,230	52,794	54,389	56,014	57,672	59,238
Plus: Interest Income to STA (@ 5%)	2,394	0	0	2,394							
Equals: Total Measure A Entity Funding	255,517	381,593	532,806	1,169,917	50,256	51,230	52,794	54,389	56,014	57,672	59,238
EXPENDITURES AND PROGRAMMED COMMITMENTS											
Air Quality Improvements											
Annual Sales Tax Allocation	3,912	5,724	7,992	17,628	754	768	792	816	840	865	889
Interest Income (@ 5%)	18	0	0	18							
Transportation Programming Analysis	227	399	456	1,082	57	57	57	57	57	57	57
Mobile-Source Rule Development	266	1,462	1,560	3,288	292	195	195	195	195	195	195
Air Monitoring	217	2,177	2,488	4,882	311	311	311	311	311	311	311
Transportation Control Measures	507	1,644	3,440	5,591	88	199	223	247	271	296	320
Other (Including CMP Reimbursement)	2,713	42	48	2,803	6	6	6	6	6	6	6
Funds Not Programmed	(0)	(0)	0	(0)	(0)	0	(0)	(0)	0	0	(0)
Subtotal - Air Quality Improvements	3,930	5,724	7,992	17,646	754	768	792	816	840	865	889
City of Folsom											
Annual Sales Tax Allocation	7,804	15,351	25,031	48,185	1,837	1,937	2,060	2,185	2,313	2,443	2,577
Interest Income (@ 5%)	355	0	0	355							
American River Crossing	8,158	15,351	25,031	48,540	1,837	1,937	2,060	2,185	2,313	2,443	2,577
Other Folsom Capital Projects		0	0	0							
Folsom Maintenance Program		0	0	0							
Funds Not Programmed	0	0	0	0	0	0	0	0	0	0	0
Subtotal - City of Folsom	8,158	15,351	25,031	48,540	1,837	1,937	2,060	2,185	2,313	2,443	2,577
City of Galt											
Annual Sales Tax Allocation	2,333	5,209	8,124	15,666	609	647	693	739	786	834	900
Interest Income (@ 5%)	159	0	0	159							
Lincoln Way Improvement	2,489	4,545	0	7,034	606	644	690	736	783	831	391
Other Galt Capital Projects	3	21	24	48	3	3	3	3	3	3	3
Galt Maintenance Program		506	8,099	8,605							506
Funds Not Programmed	0	1	1	2	0	0	(0)	0	0	0	(0)
Subtotal - City of Galt	2,492	5,209	8,124	15,689	609	647	693	739	786	834	900
City of Isleton											
Annual Sales Tax Allocation	224	262	347	834	36	36	37	37	38	39	39
Interest Income (@ 5%)	3	0	0	3							
Isleton Maintenance Program	227	262	347	836	36	36	37	37	38	39	39
Funds Not Programmed	(0)	0	0	0	(0)	0	(0)	0	0	0	(0)
Subtotal - City of Isleton	227	262	347	836	36	36	37	37	38	39	39
Amount of Sales Tax Revenue Remaining	241,244	355,047	491,312	1,087,604	47,021	47,841	49,212	50,612	52,037	53,492	54,833

Note: Actual sales tax allocations to the four cities and Sacramento County may vary somewhat, because they are based on the Department of Finance's Population Estimates for California Cities and Counties (Report E-1) rather than SACOG population estimates on page 10.

Exhibit C
Recommended Measure A Programming Commitments, FY 1994/95 - FY 2000/01
(thousands of 1994 dollars)

Project/Program	1989/90 - 1993/94	1994/95 - 2000/01	2001/02 - 2008/09	Total 1994 \$'s	1994/95	1995/96	1996/97	1997/98	1998/99	1999/2000	2000/01
Roadway Construction											
Joint City/County Highway Program											
City of Sacramento Sales Tax Contribution	9,140	15,120	17,280	41,540	2,160	2,160	2,160	2,160	2,160	2,160	2,160
County of Sacramento Sales Tax Contribution	15,090	30,720	30,720	76,530	6,730	4,790	3,840	3,840	3,840	3,840	3,840
Interest Income (@ 5%)		0	0	0							
Treeview Road-Sunrise Road	2,400	1,000	0	3,400	1,000						
Folsom Blvd.& Howe Ave./Power Inn Road		5,500	4,300	9,800						1,500	4,000
Watt Ave.-Treeview Road		0	10,500	10,500							
Murieta Pkwy.-Cosumnes River		0	1,964	1,964							
Hazel Ave. Interchange	4,000	0	0	4,000							
Watt Ave. Interchange		2,900	0	2,900						1,000	1,900
Arden Way-Exposition Blvd.		5,000	3,000	8,000					1,000	2,000	2,000
Madison Ave.-Placer Co. Line		4,000	4,400	8,400					1,000	1,000	2,000
I-5 to SR 51 HOV		0	12,000	12,000							
Elk Grove Blvd. Interchange	300	6,000	0	6,300	2,600	3,400					
Calvine Road/Cosumnes Rd. Interchange	11,300	8,000	0	19,300	5,000	3,000					
Sheldon Road Interchange	200	1,700	0	1,900	300	400	400	600			
Mack Road- Elk Grove Blvd. HOV		700	0	700	700						
Elverta Road Interchange		0	0	0							
Exposition Blvd. Interchange		9,000	0	9,000						4,000	5,000
Richards Blvd. Interchange		0	0	0							
Other	6,030	0	0	6,030							
Funds Not Programmed	0	2,040	11,836	13,876	(710)	150	5,600	5,400	4,000	(3,500)	(8,900)
Subtotal - City/County Highway Program	24,230	45,840	48,000	118,070	8,890	6,950	6,000	6,000	6,000	6,000	6,000
City of Sacramento Street Construction											
Annual Sales Tax Allocation	30,926	44,933	59,403	135,262	6,004	6,092	6,250	6,411	6,575	6,743	6,858
Interest Income (@ 5%)	1,427	0	0	1,427							
State Highway Improvements	9,140	15,120	17,280	41,540	2,160	2,160	2,160	2,160	2,160	2,160	2,160
Arden Garden Connector		1,925	0	1,925	370	340	315	900			
Exposition Blvd. (Tribute - SR 160)	4,780	2,470	0	7,250	1,970			100	400		
I-5/J St. Off-Ramp		0	0	0							
Intermodal Station in SPRR Develop.		0	0	0							
7th Street Northerly Extension	50	1,805	0	1,855	67	71		271	1,396		
Richards Blvd. (I-5 - 12th St.)		0	0	0							
Richards Blvd./I-5 Interchange (I)		0	0	0							
Richards Blvd. (SR 160 - SR 51)		0	0	0							
Northgate Blvd. All Weather		3,435	0	3,435	210		1,515	1,710			
North Market/I-5 Interchange		0	0	0							
Evergreen Extension to SR 160	579	3,025	0	3,604	145	2,375	505				
Folsom/Power Inn Rd. Interchange	506	1,105	0	1,611	100		265	265	475		
Raley Blvd. (Santa Ana - Ascot)	2,213	1,320	0	3,533		120	200		1,000		
Richards Blvd./I-5 Interchange (II)		0	0	0							
SR 51/SR 160/Arden Improvements		0	0	0							
Exposition Blvd./SR 160 Interchange		0	0	0							
Cosumnes River Blvd (I-5 - Franklin)	80	100	0	180					100		
Northgate Blvd/SR 160 Interchange	430	4,660	0	5,090		107	2,492	2,061			
Cosumnes Blvd (Bruceville - SR99)	450	350	0	800	350						
Fair Oaks/Howe Grade Separation		0	0	0							
Freeport & Fruitridge Intersection		300	0	300	300						
Mack Rd. & Franklin Rd. Intersection		350	0	350			275	75			
Traffic Signal Installation	73	630	0	703	80	200	300	50			
Traffic Signal Synchronization	1,336	2,350	2,800	6,486	275	325	350	350	350	350	350
Center Median/Left-Turn Lanes	600	1,036	1,200	2,836	150	140	146	150	150	150	150
Neighborhood Traffic Management	283	1,200	800	2,283	300	400	100	100	100	100	100
Handicapped Access Ramps	350	700	200	1,250	100	100	100	100	100	100	100
Pedestrian Walkways		0	0	0							
Bikeways Program	160	560	160	880	80	80	80	80	80	80	80
Other (Including CMP Reimbursement)	11,323	245	70	11,638	35	35	35	35	35	35	35
Funds Not Programmed	0	2,247	36,893	39,140	(688)	(361)	(2,588)	(1,996)	229	3,768	3,883
Subtotal - City of Sacramento	32,353	44,933	59,403	136,689	6,004	6,092	6,250	6,411	6,575	6,743	6,858

Note: Actual sales tax allocations to the four cities and Sacramento County may vary somewhat, because they are based on the Department of Finance's Population Estimates for California Cities and Counties (Report E-1) rather than SACOG population estimates on page 10.

Exhibit C
Recommended Measure A Programming Commitments, FY 1994/95 - FY 2000/01
(thousands of 1994 dollars)

Project/Program	1989/90 - 1993/94	1994/95 - 2000/01	2001/02 - 2008/09	Total 1994 \$'s	1994/95	1995/96	1996/97	1997/98	1998/99	1999/2000	2000/01
County Of Sacramento Road Construction											
Annual Sales Tax Allocation	53,631	79,334	112,556	245,521	10,453	10,652	10,974	11,303	11,638	11,979	12,334
Interest Income (@ 5%)	4,981	0	0	4,981							
State Highway Improvements	15,090	30,720	30,720	76,530	6,730	4,790	3,840	3,840	3,840	3,840	3,840
Arden Way	175	1,393	0	1,568	750	643					
Auburn Boulevard	20	750	0	770	50	300	400				
Beech Avenue	50	45	0	95	45						
Bell Street	273	0	0	273							
Bridge Projects	861	170	0	1,031	170						
Elk Grove Florin Road	4,167	1,355	0	5,522	10	345	1,000				
Elkhorn Boulevard	2,956	6,590	0	9,546	450	3,310	2,830				
Ethan Way		150	0	150				150			
Fair Oaks Boulevard	405	3,018	0	3,423	85	375	250				2,308
Florin Road	546	0	0	546							
Folsom Boulevard	150	0	0	150							
Greenback Lane	2,266	7,296	0	9,562	140	300	2,310	1,960			2,586
Hazel Avenue	1,670	13,294	0	14,964	985	1,460	1,850	800	8,199		
Left Turn Conversions	100	0	0	100							
Madison Avenue		2,689	0	2,689							2,689
Marconi Avenue	281	510	0	791	170	340					
Marshall-Grant Bike Project	833	0	0	833							
Old Auburn Road	298	1,055	0	1,353							1,055
Pershing Avenue	501	0	0	501							
Q Street	460	90	0	550	90						
SR 16		4,590	0	4,590							4,590
Sunrise Boulevard		2,361	0	2,361							2,361
Wachtel Way	200	525	0	725	525						
Walnut Avenue	1,373	0	0	1,373							
Bikeway Improvements	150	1,325	0	1,475	125	200	200	200	200	200	200
Bridge Projects	540	525	0	1,065	180	345					
Don Julio Boulevard	115	0	0	115							
Greenback Lane	920	0	0	920							
Watt Avenue	100	6,625	0	6,725	125	200	300	4,000	2,000		
SR 16 (Grant Line-Rancho Murietta)		4,019	0	4,019							4,019
Other (Including CMP Reimbursement)	115	805	230	1,150	115	115	115	115	115	115	115
Funds Not Programmed	23,997	(10,566)	81,606	95,037	(292)	(2,071)	(2,121)	238	(2,716)	(9,476)	5,871
Subtotal - Sacramento County	58,612	79,334	112,556	250,502	10,453	10,652	10,974	11,303	11,638	11,979	12,334
		0									
Subtotal - Roadway Construction	90,965	124,267	171,959	387,191	16,457	16,744	17,224	17,714	18,213	18,722	19,192
Roadway Maintenance											
City of Sacramento Street Maintenance											
Annual Sales Tax Allocation	22,560	35,946	47,523	106,029	4,803	4,874	5,000	5,129	5,260	5,394	5,486
Interest Income (@ 5%)	988	0	0	988							
Street Overlays	23,548	30,457	40,947	94,952	4,146	4,152	4,178	4,307	4,438	4,572	4,664
Street Sealing		2,100	2,400	4,500	300	300	300	300	300	300	300
Curb & Gutter Repair		420	480	900	60	60	60	60	60	60	60
Traffic Signal Maintenance		2,200	2,800	5,000	200	250	350	350	350	350	350
Installation of Handicap Ramps (ADA)		685	800	1,485	85	100	100	100	100	100	100
Bridge Maintenance		84	96	180	12	12	12	12	12	12	12
Funds Not Programmed	0	0	(0)	0	0	(0)	(0)	(0)	0	0	0
Subtotal - City of Sacramento	23,548	35,946	47,523	107,017	4,803	4,874	5,000	5,129	5,260	5,394	5,486

Note: Actual sales tax allocations to the four cities and Sacramento County may vary somewhat, because they are based on the Department of Finance's Population Estimates for California Cities and Counties (Report E-1) rather than SACOG population estimates on page 10.

Exhibit C
Recommended Measure A Programming Commitments, FY 1994/95 - FY 2000/01
(thousands of 1994 dollars)

Project/Program	1989/90 - 1993/94	1994/95 - 2000/01	2001/02 - 2008/09	Total 1994 \$'s	1994/95	1995/96	1996/97	1997/98	1998/99	1999/2000	2000/01
County of Sacramento Road Maintenance											
Annual Sales Tax Allocation	45,547	63,467	90,045	199,059	8,362	8,522	8,780	9,042	9,310	9,583	9,867
Interest Income (@.5%)		0	0	0							
Pavement Maintenance	36,600	15,176	21,532	73,308	2,000	2,038	2,099	2,162	2,226	2,292	2,359
Traffic Signal/Street Light Operations		2,997	4,252	7,250	395	402	415	427	440	453	466
Traffic Signal/Street Light Maintenance		8,326	11,812	20,138	1,097	1,118	1,152	1,186	1,221	1,257	1,294
Traffic Signs/Markings Maintenance		10,966	15,558	26,524	1,445	1,472	1,517	1,562	1,609	1,656	1,705
Roadside and Bridge Maintenance		9,422	13,368	22,790	1,241	1,265	1,303	1,342	1,382	1,423	1,465
Drainage Maintenance		357	506	863	47	48	49	51	52	54	55
Landscape and Tree Maintenance		8,849	12,554	21,403	1,166	1,188	1,224	1,261	1,298	1,336	1,376
Maintenance Contracts		7,374	10,462	17,836	972	990	1,020	1,051	1,082	1,113	1,146
Other	8,947	0	0	8,947							
Funds Not Programmed	0	(0)	(0)	(0)	0	0	0	0	0	(0)	0
Subtotal - Sacramento County	45,547	63,467	90,045	199,059	8,362	8,522	8,780	9,042	9,310	9,583	9,867
Subtotal - Roadway Maintenance	69,095	99,413	137,567	306,076	13,166	13,396	13,779	14,171	14,570	14,978	15,353
Sacramento Regional Transit District (SRTD)											
Annual Sales Tax Allocation	84,908	124,267	171,959	381,134	16,457	16,744	17,224	17,714	18,213	18,722	19,192
Interest Income (@.5%)	851	0	0	851							
Operating Assistance	48,454	99,827	137,567	285,848	13,579	13,396	13,779	14,171	14,570	14,978	15,353
ADA Improvements	320	210	120	650	30	45	30	30	30	30	15
Transit Centers	705	1,614	0	2,319	1,095	180	100	239			
Bicycle Lockers & Racks	25	120	10	155		23	23	23	23	23	5
Signal Preemption		30	0	30							
Non-Revenue Vehicles	64	203	200	467	53	25	25	25	25	25	25
Maintenance - Capital Assets	1,476	0	0	1,476							
Information Systems (IS) Expansion	36	238	265	539	45	24	24	30	35	40	40
CMP Reimbursement	101	70	70	241	10	10	10	10	10	10	10
Double Tracking	4,570	3,715	0	8,285	625	590		1,340	1,160		
LRT Stations	1,050	0	0	1,050							
Additional Light Rail Vehicles	2,016	0	0	2,016							
Grade Separations	3,140	1,900	0	5,040		1,000			900		
Fare Vending Machines	105	120	0	225	120						
Associated Capital Maintenance - Rail	185	1,375	1,840	3,400	165	190	190	200	200	215	215
Folsom - Mather Extension	4,010	2,795	0	6,805	1,625	1,155	15				
South Sacramento - MOS-1	2,412	2,480	0	4,892		2,480					
CNG Bus Acquisition	8,185	8,040	1,172	17,397	828	799	2,802	739	1,561	673	638
Associated Capital Maintenance - Bus	0	980	1,600	2,580	120	80	100	140	160	180	200
Other	8,905	0	0	8,905							
Funding Not Programmed	0	550	29,115	29,665	(1,838)	(3,252)	96	767	(461)	2,548	2,690
Subtotal - Sacramento Regional Transit District	85,759	124,267	171,959	381,985	16,457	16,744	17,224	17,714	18,213	18,722	19,192
Consolidated Transportation Services Agency (CTSA)											
Annual Sales Tax Allocation	4,825	7,101	9,826	21,752	940	957	984	1,012	1,041	1,070	1,097
Interest Income (@.5%)	3	0	0	3							
Demand Response Services	4,828	4,533	0	9,361	1,121	1,077	1,136	1,199			
Agency Contract Services		0	0	0							
Funds Not Programmed	(0)	2,568	9,826	12,394	(181)	(120)	(152)	(187)	1,041	1,070	1,097
Subtotal - CTSA	4,828	7,101	9,826	21,755	940	957	984	1,012	1,041	1,070	1,097
Total - Measure A Countywide Transportation Expenditure Plan	265,455	381,593	532,806	1,179,854	50,256	51,230	52,794	54,389	56,014	57,672	59,238
SACOG's Population Projections for Sacramento County											
Folsom					44,000	46,560	49,120	51,680	54,240	56,800	60,020
Galt					14,601	15,560	16,520	17,480	18,440	19,400	20,964
Isleton					860	868	876	884	892	900	920
Sacramento					411,000	418,400	425,800	433,200	440,600	448,000	456,400
Unincorporated					715,539	731,611	747,683	763,755	779,827	795,900	820,878
Total					1,186,000	1,212,999	1,239,999	1,266,999	1,293,999	1,321,000	1,359,182

Note: Actual sales tax allocations to the four cities and Sacramento County may vary somewhat, because they are based on the Department of Finance's Population Estimates for California Cities and Counties (Report E-1) rather than SACOG population estimates on page 10.

FIRST UPDATE OF THE MEASURE A STRATEGIC PLAN

The STA intends to update the Measure A Strategic Plan on an annual basis. Below is a summary of key policy and financial issues that the STA and Measure A entities need to address between now and publication of the first update to the Measure A Strategic Plan in 8-10 months.

Funding Issues

- State highway improvement projects. About two-thirds of the joint State highway projects are slated for implementation in FY 1999/2000 or later. Given (a) the need for \$110 million in non-Measure A funding of these State highway improvements, (b) the limited prospects of additional STIP programming commitments in 1996, and (c) the significant amount of time available before start of construction, the City and the County need to consider whether or not it is possible—and desirable—to increase the financial leverage of Measure A funding and special district financing of these projects. This could range from seeking new State and/or federal sources to reprogramming existing STIP commitments to reflect priorities agreed to by the City, the County and Caltrans.
- City of Sacramento major street construction. The City needs \$132 million in additional funding to pay for seven street improvement projects scheduled for the next 15 years (Exposition Boulevard interchange, Folsom/Power Inn interchange, Garden Highway widening, Power Inn Road widening, Richards Boulevard widening, Richards Boulevard interchange, and Truxel Road interchange). The City is exploring financing three projects—the Truxel Road interchange, the Richards Boulevard widening, and the Folsom/Power Inn grade separation—through revenue bonding against future gas tax subventions. However, the City needs to develop realistic plans for securing additional funding for the other five projects or drop them from the Transportation Master Plan, which identifies major street improvements to be constructed as a part of the buildout of the General Plan by 2016.
- County Roadway and Transit Development Fee program. The County is experiencing a \$12 million funding shortfall in the five County Roadway Development Fee (CDF) districts that are paying for roadway improvements. County staff and the Board of Supervisors should consider (a) the need and ability to adjust funding splits for CDF projects to maximize the use of Measure A revenues to fund roadway improvements and (b) the ability to utilize “surplus” Measure A revenues to help fund revenue shortfalls in CDF programs.
- Regional Transit’s rail extensions program. SRTD intends to use 80% of its Measure A funding for operating assistance. This leaves only \$25 million for capital programs over the next seven years and \$34 million over the following eight years. This means that SRTD will need to (a) delay or cancel some FY 1994/95 - FY 2000/01 capital projects where Measure A funding is the local match or the entire local funding of projects and (b) look to sources of local revenue beyond Measure A to fund the local match on its rail extensions program (beyond the Mather Road extension).
- Paratransit, Inc.’s capital improvement program. At this point, the Strategic Plan is projecting the use of FY 1994/95 - FY 2000/01 Measure A funds for operating assistance in providing elderly and handicapped transportation services. Clearly, Paratransit, Inc. will need additional capital to replace and expand its vehicles and facilities. This is particularly true as Paratransit, Inc. considers broadening its market beyond the Regional Transit and social service agency contracts under which it is currently providing paratransit services.

- Folsom’s development fee program. The City of Folsom has established a transportation impact fee program that is required as a condition of development as well as receipt of Measure A funds. Folsom’s development fee program could raise an estimated \$20-40 million over the sales tax period. However, there is a significant amount of uncertainty regarding the amount and the timing of prospective revenue to be generated by Folsom’s transportation impact fee.

Financing Issues

- Folsom’s American River crossing. The City of Folsom will receive about \$46 million in Measure A funds over the 20-year sales tax period. Folsom could borrow against its future sales tax revenues to cover a significant portion—but not all—of the project construction cost. With the uncertainty regarding the amount and timing of its transportation impact fee revenue, Folsom is not likely to have sufficient revenue to pay the debt service on funds borrowed to accelerate the delivery of the American River crossing. Accordingly, Folsom should consider financing the project through the STA and then paying the debt service with both Measure A and transportation impact fee revenues.
- Galt’s Lincoln Way improvements. The City of Galt will receive about \$15 million in Measure A funds over the 20-year sales tax period. As a result, Galt will have sufficient funding to pay for the \$7 million improvements on a pay-as-you-go basis if the City phases them over the strategic programming period (FY 1994/95 - FY 2000/01). Alternatively, the City could accelerate the delivery of Lincoln Way improvements by debt financing through the STA rather than the City itself. City Council and staff previously decided not to issue the City’s own debt for this project.
- State highway improvement projects. The City and the County of Sacramento are counting on \$80 million in State FCR funding for their \$220 million in joint State highway improvement projects. However, the 1992 STIP only contains \$39 million in FCR commitments. Given the probability of no new STIP commitments in 1994 or 1996, the City and the County may want to explore the possibility of using Measure A funds to accelerate delivery of some of these projects, provided that (a) such projects are ready for final design or construction and (b) they can get California Transportation Commission (CTC) commitments to reimburse the STA through the STIP process. There are at least three State highway improvement projects that could be accelerated through using Measure A funds to “advance” State FCR funding after they are programmed in the STIP:

<u>Facility</u>	<u>Limits</u>	<u>Project Cost</u>	<u>Projected Funding</u>		
			<u>Measure A</u>	<u>FCR</u>	<u>Other</u>
SR 51	Arden Way - Exposition	\$17.6	\$ 8.0	\$ 7.1	\$ 2.5
I-80	Madison Ave. - Placer Co.	16.8	8.4	8.4	0.0
SR 160	Exposition Blvd. Interchange	29.1	9.0	9.0	11.1
Total		<u>\$63.5</u>	<u>\$25.4</u>	<u>\$24.5</u>	<u>\$13.6</u>

It is essential to point out that all three project are regionally significant, which means that they are subject to air quality conformity rules. The conformity rules might well require a revised long-range plan (MTP) and program (FTIP) with a new conformity finding if the construction years for these projects are changed. The particular years being changed will determine whether a new conformity analysis is needed. In short, funding could be accelerated, but this does not by itself ensure that projects will be accelerated.

Measure A Program Administration

- The State Board of Equalization (SBOE) collects, accounts for, and remits to STA the Measure A sales tax revenue generated in Sacramento County. At the end of 1993, SBOE—in response to a recommendation by the Auditor General—increased its fee for collecting sales taxes from 1.49% to 2.47% of gross sales tax receipts, effective with FY 1993/94. This increase will raise STA's fee from \$13 million to \$27 million over the last 16 years of the Measure A program. This means \$14 million less in sales revenue available to the STA and Measure A entities. The STA is working with other self-help counties to try and moderate the fee increase, but this Strategic Plan assumes the 2.47% SBOE fee.

Measure A Data Base Updates

- Addition and verification of transportation project/program data. The Measure A Strategic Plan (and the Sacramento County Transportation Plan) is based on the development and use of two data bases: (a) cost-funding matrices that include the projected cost and funding of all major transportation projects and programs in the County for the next 15-20 years and (b) a Paradox data base that contains the following types of information on all Measure A projects in the Strategic Plan: (1) project identification, (2) project description and justification, (3) project screening and scoring, (4) project schedules, (5) project costs, and (6) project maps or schematics. Staff of the STA and Measure A entities need to compile and enter similar data for non-Measure A projects to be addressed by the Sacramento County Transportation Plan. In addition, Measure A entities need to provide the STA with project schematics or photographs, so they can be scanned into the Paradox data base and be readily available as part of the project documentation.
- Refinement of project schedules and cost estimates. During the next four months, staff of the Measure A entities need to review the cost-funding matrices and to refine the project schedules and cost estimates on which the Plan is based:
 - Project schedules. At present, we have somewhat of a mixed bag of project schedule information. Some of the project schedules actually reflect projected expenditure schedules, while others are actually obligation schedules (i.e., when funds need to be obligated by funding agencies so as to be available when the cash is required). In the first update of the Plan, we want to refine all project schedules to reflect actual expenditure plans. This will:
 - * Enable STA and Measure A entities to develop more precise funding obligation schedules (i.e., specifying when Measure A and other funding need to be allocated) so that funds (a) are available when needed to facilitate schedule adherence and (b) are not allocated prematurely and tie up resources that might otherwise be available for other projects.
 - * Enable STA and Measure A entities to address cash flow needs through short-term financing.
 - Project cost estimates. We also have somewhat of a mixed bag of project cost estimates. Some cost estimates are expressed in terms of year-of-expenditure dollars (including inflationary cost growth), others are expressed in current year dollars (1994 dollars), and still others are expressed in terms of constant dollars (some year other than 1994). We need to have all the Measure A entities review their cost estimates and change them to 1994 dollars so they are all consistent. We can then use our financial planning models to project year-of-expenditure costs that include inflation.

- Time horizon for financially constrained projects and programs. Since creation of the Measure A program, both the City of Sacramento and the County of Sacramento have annually produced Five-Year Plans of their proposed roadway construction projects and maintenance programs to be funded by sales tax revenue. In both cases, the Five-Year Plans only focused on projected sales tax funding of City or County projects and programs. In that sense, the Five-Year Plans were not financially constrained, because they did not show the total cost and funding picture for each project and program. Moreover, the Five-Year Plans did not cover the entire seven-year program now contained in the Measure A Strategic Plan. In the initial strategic planning process, we have tried to reconcile such cost and funding information. Now that we have set the standards for the information required for the Measure A project cost-funding data base, we trust that both the City and the County will adjust their own planning and programming horizons to be synchronized with the seven-year program used in the Measure A Strategic Plan as well as the State Transportation Improvement Program (STIP).
- Documentation of deferred maintenance costs. The 1993 MTP indicated a very significant amount of “deferred maintenance” needs within the region. However, the MTP was really addressing the potential shortfall in future funding of streets and roads maintenance rather than a well-documented backlog of current maintenance needs. Both the City of Sacramento and the County of Sacramento need to fully document and cost out deferred maintenance needs in each of their respective roadway maintenance categories identified on pages 9-10 of this Plan.
- Air quality impact evaluation issues. During the Measure A strategic planning process, there has been considerable discussion regarding the need to evaluate the air quality impacts of Measure A (and non-Measure A) projects. At present, Measure A screening criteria include checking projects for consistency with air quality plans in the Sacramento ozone non-attainment area. This is accomplished by ensuring that all Measure A projects in the first two years of the seven-year financial program are included in a conforming plan (i.e., the MTP) and program (i.e., the FTIP). Beyond that, there is no consensus regarding (a) the need or ability to evaluate air quality impacts at the individual project level and (b) the need to “pre-test” for air quality conformity at the countywide level. This matter needs to be resolved by the County Transportation Cabinet, so that air quality impacts and conformity can be reflected in the Measure A Strategic Plan and/or the SCTP, as appropriate. Regardless of how the Cabinet resolves these air quality impact evaluation issues, it is clear that air quality conformity analysis will be as important as funding and financing analyses in determining if and when Measure A (and non-Measure A) projects will be constructed.
- Ongoing review of Measure A program funding assumptions. Lastly, the STA and Measure A entities need to carefully review all the assumptions developed and used during the strategic planning process, and identify any changes in assumptions that will impact the financial analyses to be conducted as part of the first Measure A Strategic Plan update. Section IV documents all the assumptions associated with the recommended Measure A program.

INTRODUCTION TO THE MEASURE A STRATEGIC PLAN

This section of the Measure A Strategic Plan provides a more detailed introduction to the purpose and nature of the strategic planning process.

MEASURE A GOALS AND OBJECTIVES

Exhibit D on the following page summarizes the purposes and objectives of Measure A as specified in the CTEP and TEA. These goals and objectives provide part of the foundation for the Measure A Strategic Plan.

STRATEGIC PLANNING APPROACH, DELIVERABLES AND TOOLS

Exhibit E on page 17 depicts the Measure A strategic planning approach and deliverables as well as the tools used to support the strategic planning process:

- Approach and deliverables. The strategic planning project involved preparing and reviewing six working papers that have been synthesized into this Strategic Plan.
- Tools. The strategic planning project also produced four computer models for ongoing use by STA and the Measure A entities in updating the Measure A Strategic plan as well as their individual capital improvement programs:
 - Sales tax revenue forecasting model: a financial model to forecast Measure A sales tax revenues for both the strategic programming period (FY 1994/95 - FY 2000/01) and the remainder of the strategic planning period (FY 2001/02 - FY 2008/09). The model uses five key variables to forecast Measure A sales tax revenue: (1) annual population, (2) total income per capita for Sacramento County residents, (3) percent of total income spent on taxable retail sales, (4) net capture and leakage of retail sales, and (5) annual inflation rate. See Appendix D.
 - Cost-funding matrices: linked spreadsheets that (a) indicate the cost and funding for each Measure A and non-Measure A project or program by year and (b) enable users to sum the cost and funding demand associated with roadway projects, transit/paratransit projects, or all projects. See Appendix E.
 - Paradox data base: data base containing the following types of information on all major transportation projects in Sacramento County: (1) project identification, (2) project description and justification, (3) project screening and scoring, (4) project schedules, (5) project costs, and (6) project maps, schematics or photographs. See Appendix F.
 - Financial capacity assessment model: linked spreadsheets used to assess the financial capacity of Measure A entities to build, operate, and/or maintain proposed transportation systems or facilities. See Appendices G and H.

Exhibit D
Measure A Goals and Objectives

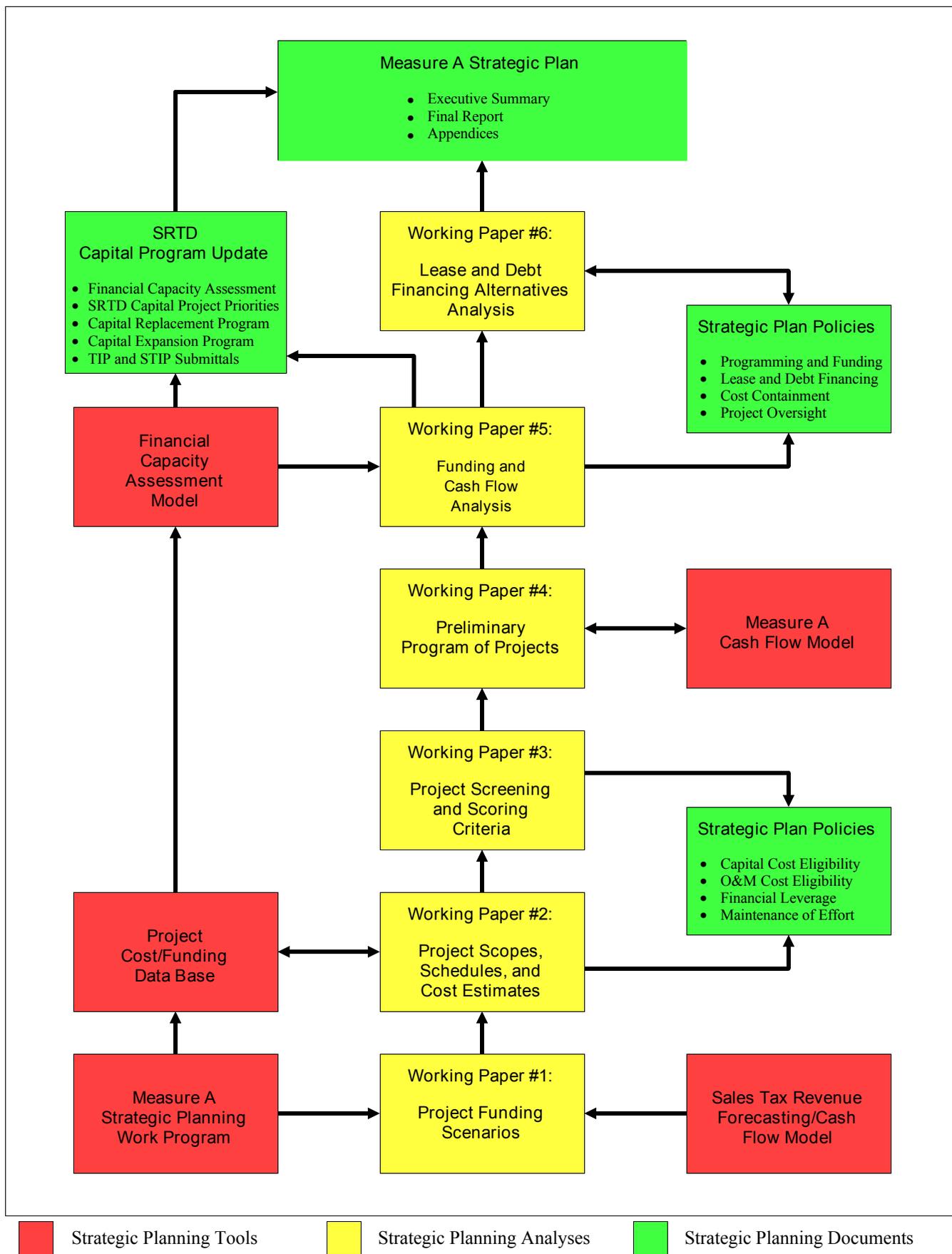
Enabling Legislation (Section 180000 of the Public Utilities Code)

- Permit (a) implementation of local funding programs that go significantly beyond other available revenues for highway and transportation purposes and (b) County voters to raise sales taxes to meet local transportation needs in a timely manner.
- Supplement and not replace other local revenues available for transportation purposes.

Transportation Expenditure Agreement

- Ultimate purposes of the Transportation Expenditure Agreement
 - Promote the safe, convenient and efficient utilization of State, County, and City freeways, highways, roads and streets within Sacramento County
 - Improve air quality within the County
 - Improve and expand public transit and EHT functions within the County.
- Objectives of sales tax allocations and expenditures
 - Assess, plan and finance necessary improvements and maintenance of freeways, highway, road and street systems on a regional basis in a manner which maximizes sales tax expenditures for the greatest public benefit
 - Encourage the utilization of public transportation conveyances by expanding public transportation services, promoting convenient use by private citizens of public transportation resources, and underwriting operating deficit costs
 - Acknowledge the desire of Folsom, Galt and Isleton to participate in the program by way of a guarantee of sales tax revenues based on population
 - Maximize transportation improvement benefits from the sales tax revenue by (a) ensuring that the Authority does not hire professional or technical staff which wastefully duplicates staffing resources within the County and Cities, (b) establishing procedures to ensure that allocated sales tax revenues are expended for the purposes contemplated by the CTEP and the TEA, and (c) facilitating achievement of the mandate of the applicable sections of the Public Utilities Code
 - Improve the vehicular traffic circulation system and mitigate the air quality and other environmental impacts of traffic within the County by:
 - * Facilitating the efficient movement of vehicular traffic to, through, or around cities
 - * Facilitating the efficient movement of commuter traffic from residential areas to centers of employment
 - * Facilitating the efficient movement of shopper vehicular traffic from residential areas to centers of retail commerce
 - * Relieving congestion of roads, streets, and highways by promoting development, expansion, and utilization of public transit
 - * Providing for the known, unmet demand and projected growth in demand for EHT functions by the promotion, expansion, and utilization of specialized paratransit services.

Exhibit E Measure A Strategic Planning Approach

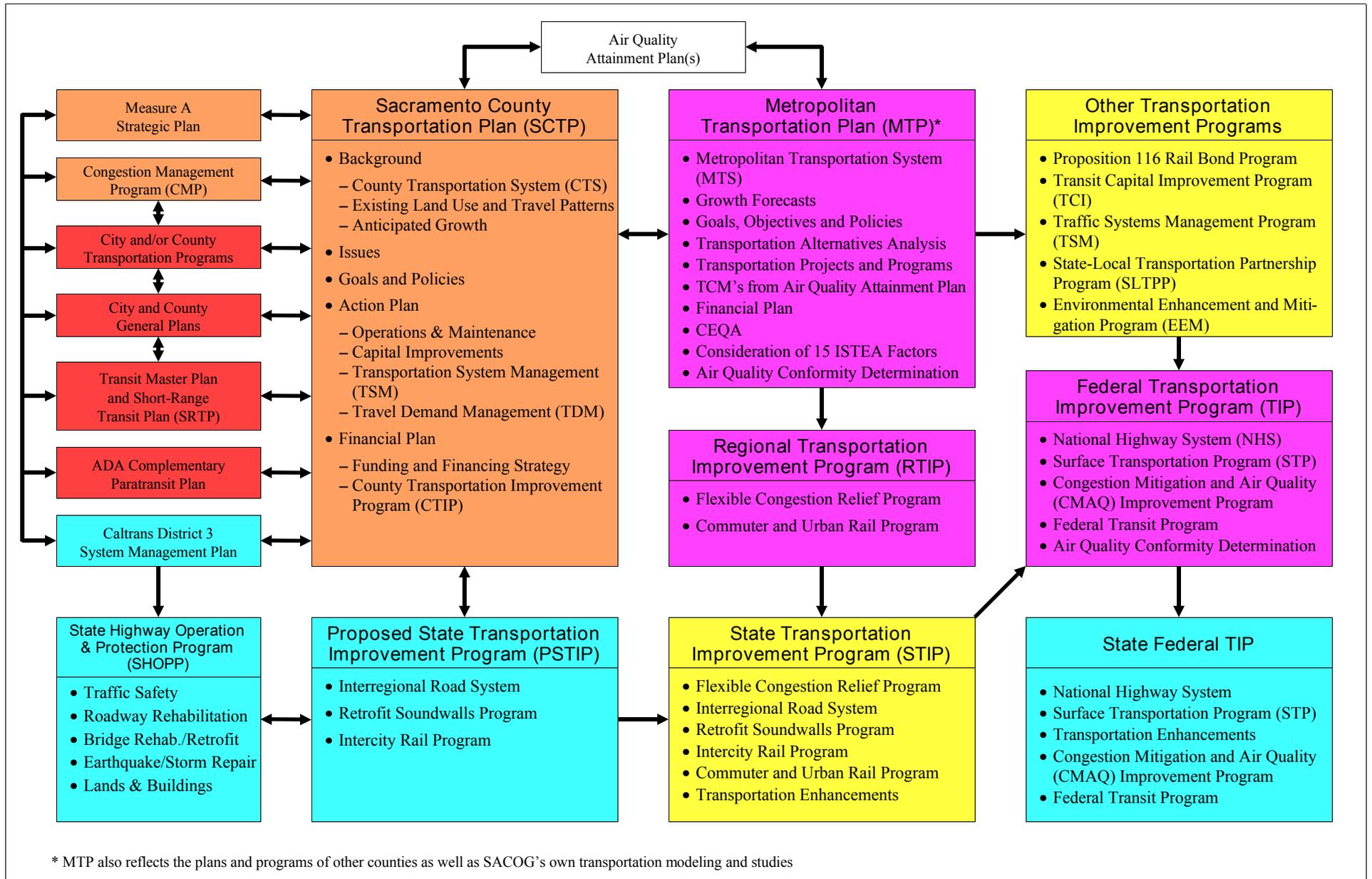


RELATIONSHIP TO OTHER PLANNING AND PROGRAMMING DOCUMENTS

As indicated in Exhibit F on the opposite page, the Measure A Strategic Plan needs to be viewed in the context of other transportation, air quality and land use plans and programs developed by STA, Measure A entities, SACOG and Caltrans:

- Measure A entity plans and programs. There are a number of different plans and programs that are prepared and periodically updated by Measure A entities. These include the joint City and County of Sacramento Ten-Year Plan of State highway improvements, the City's Transportation Programming Guide, the County's Five-Year Plan, the general plans of the County and each city in Sacramento County, as well as SRTD's Transit Master Plan, Short-Range Transit Plan, and ADA Complementary Paratransit Plan.
- Sacramento County Congestion Management Program (CMP). The CMP is a program that (a) defines the CMP transportation system in Sacramento County, (b) establishes traffic level of service (LOS) standards for all State highways and principal arterials in the CMP system, (c) establishes standards for the frequency and routing of public transit service, (d) identifies the impact of current and projected land use decisions on the CMP system, (e) provides policy guidance regarding transportation linkages with land use and air quality, and (f) defines a seven-year capital improvement program to maintain or improve traffic and public transit service relative to adopted standards.
- Sacramento County Transportation Plan (SCTP). The SCTP—currently under development—will be a 20-year plan that contains (a) a comprehensive set of transportation goals and policies, (b) a complete inventory of the Countywide transportation system, (c) an analysis of existing/projected land use and travel patterns throughout the County, (d) an analysis of key issues that will affect the location, type and implementation schedule of transportation improvements over the 20-year planning horizon, (e) an action element of capital and operational improvements needed to address existing and anticipated transportation demands, and (f) a financial element which relates project costs and funding.
- Air Quality Plans. There are a number of federal and State air quality plans that have been prepared by the Sacramento Metropolitan Air Quality Management District (SMAQMD) and other air districts in the Sacramento ozone non-attainment area. To meet the requirements of the 1988 California Clean Air Act, the districts prepared Air Quality Attainment Plans in 1991. These plans, which deal primarily with ozone and carbon monoxide, are due to be revised by December 1994. To meet the requirements of the Federal Clean Air Act Amendments of 1990, the air districts and SACOG completed Rate of Progress Plans for ozone in November 1993. The Rate of Progress Plan documents how the region will achieve a 15 percent reduction in volatile organic compound (VOC) emissions between 1990 and 1996. It is essentially a revision of the 1982 regional State Implementation Plan (SIP), which is the principal planning strategy for achieving the National Ambient Air Quality Standards (NAAQS). By November 1994, the air districts and SACOG must complete another revision of the SIP to document measures needed to achieve a 3 percent annual reduction of emissions of VOCs or oxides of nitrogen for the three-year period from 1996 to 1999. This document is referred to as the "Post-1996 Rate of Progress Plan for Ozone." Along with this plan, the state Air Resources Board will need to submit an "Attainment Demonstration" that uses the Urban Airshed Model to show how the region will reach the NAAQS by 1999. Together, these federal plans provide the basis from which federal transportation conformity is determined.

Exhibit F Relationship Among Transportation Plans and Programs in Sacramento County



State Highway Operation & Protection Program (SHOPP)

- Traffic Safety
- Roadway Rehabilitation
- Bridge Rehab./Retrofit
- Earthquake/Storm Repair
- Lands & Buildings

Proposed State Transportation Improvement Program (PSTIP)

- Interregional Road System
- Retrofit Soundwalls Program
- Intercity Rail Program

Regional Transportation Improvement Program (RTIP)

- Flexible Congestion Relief Program
- Commuter and Urban Rail Program

State Transportation Improvement Program (STIP)

- Flexible Congestion Relief Program
- Interregional Road System
- Retrofit Soundwalls Program
- Intercity Rail Program
- Commuter and Urban Rail Program
- Transportation Enhancements

State Federal TIP

- National Highway System
- Surface Transportation Program (STP)
- Transportation Enhancements
- Congestion Mitigation and Air Quality (CMAQ) Improvement Program
- Federal Transit Program

Measure A Entities
 STA
 SACOG
 Caltrans
 CTC

- Metropolitan Transportation Plan (MTP). The existing MTP is a 20-year comprehensive plan for a six-county region including Sacramento County. The region includes the federal ozone non-attainment area (Sacramento County, Yolo County, southern Sutter County and the portion of El Dorado and Placer Counties west of the Sierra Crest) and all of Sutter and Yuba Counties. The MTP planning process involves problem definition; goal setting; analysis of transportation alternatives from technical and policy standpoints; programs and strategies; a financial plan demonstrating the region's ability to implement the plan; environmental review; and air quality conformity analysis to ensure the plan meets applicable federal air quality standards. SACOG works with the public and with local agencies around the region to develop and update the plan periodically.
- Regional Transportation Improvement Program (RTIP). The RTIP is a seven-year program of transportation improvements prepared biennially by SACOG as the State-designated Regional Transportation Planning Agency (RTPA). The biennial cycle allows SACOG to propose new projects for funding by the California Transportation Commission (CTC) during the biennial STIP cycles. The RTIP is the conduit for projects proposed by Sacramento County jurisdictions and Regional Transit for funding with State flexible congestion relief (FCR) and commuter and urban rail (AB 973) bond funds.
- Caltrans District 3 System Management Plan. This is a policy plan that indicates Caltrans' understanding of transportation needs and priorities in District 3, which includes all of the SACOG region.
- State Highway Operation and Protection Program (SHOPP). The SHOPP is a four-year Caltrans funding plan to operate, maintain and rehabilitate the State highway system. In Sacramento County, this includes I-5, State Route (SR) 16, US 50, SR 51 (Business 80), I-80, SR 99 and SR 160.
- Proposed State Transportation Improvement Program (PSTIP). The PSTIP is a seven-year Caltrans program to the CTC that "bids" improvements to the Interregional Road System (IRRS) in California, to intercity rail service in the State, and for soundwalls on portions of the State highway system.
- State Transportation Improvement Program (STIP). The STIP is a seven-year program compiled and approved by the California Transportation Commission (CTC) that contains funding commitments for the PSTIP as well as the flexible congestion relief (FCR) programs and commuter/urban rail programs of the State's 43 regional transportation planning agencies (e.g., SACOG).
- Federal Transportation Improvement Program (FTIP). The FTIP is prepared by SACOG as the metropolitan planning organization (MPO) for the six-county region (i.e., the federal ozone non-attainment area and Sutter and Yuba Counties). The FTIP must contain a prioritized list of all regionally significant projects scheduled to be implemented in the next three-year period. SACOG is allowed to include additional programs for informational purposes. As part of the FTIP adoption process, SACOG must review the air quality impacts of the FTIP and find that implementation of the FTIP projects is consistent with the State Implementation Plan for attaining federal air quality standards. Inclusion of a project in the first two years of the FTIP constitutes selection of that project for funding.
- State Federal Transportation Improvement Program (State FTIP). The State FTIP prepared by Caltrans incorporates the FTIP's prepared by all MPO's in the State as well as other State and local projects from areas outside the federally designated MPO boundaries and air quality non-attainment areas. Inclusion of the SACOG FTIP in the State FTIP certifies that Caltrans has reviewed and approved the FTIP for subsequent review and approval by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). FHWA and FTA may not approve any regionally significant transportation project, regardless of funding source, unless it is contained in SACOG's federally approved MTP and the State FTIP.

OVERVIEW OF THE MEASURE A PROGRAM OF PROJECTS

This section of the Measure A Strategic Plan summarizes the funding issues related to the following categories of the Measure A sales tax program:

- Air quality improvements
- Small cities (Folsom, Galt and Isleton)
- Roadway improvements (City of Sacramento and/or County of Sacramento)
- Roadway maintenance (City of Sacramento or County of Sacramento)
- Public transit (Regional Transit)
- EHT/ADA services.

AIR QUALITY IMPROVEMENTS

The Sacramento Metropolitan Air Quality Management District (SMAQMD) is currently the recipient of the 1.5% of Measure A funds allocated for air quality improvements. However, the Air District is not a designated recipient per se. In fact, Measure A specifies that “exactly 1.5% (shall be allocated) for air quality improvements.”

Exhibit G below summarizes the estimated cost and funding of the air quality improvement programs currently proposed by the Air District. It is important to point out that Exhibit G is merely an extension of the Air District’s proposed FY 1994/95 budget, because the annual variability of funding sources does not lend itself to any better financial projections.

Exhibit G
Projected Cost & Funding Demand of Air Quality Improvement Programs
(thousands of 1994 dollars)

Project/Program	To Date	FY 94/95	FY 95/96	FY 96/97	FY 97/98	FY 98/99	FY 99/00	FY 00/01	FY 01/02	FY 02/03	After 2003	Total
Cost												
Air Quality Planning	1,791	0	0	0	0	0	0	0	0	0	0	1,791
Urban Airshed Modeling	621	0	0	0	0	0	0	0	0	0	0	621
Air Quality Impact Analysis	227	0	0	0	0	0	0	0	0	0	0	227
Alternative Fuels Program	4	0	0	0	0	0	0	0	0	0	0	4
Mobile Rule Development	266	220	220	220	220	220	220	220	220	220	1,318	3,561
Air Monitoring	508	436	436	436	436	436	436	436	436	436	2,616	7,047
Transportation Control Measures	507	409	409	409	409	409	409	409	409	409	2,455	6,644
CMP Reimbursement	6	455	455	455	455	455	455	455	455	455	2,728	6,827
Subtotal - Program Cost	3,930	1,519	9,117	26,722								
Funding												
EPA/ARB Grants	0	84	84	84	84	84	84	84	84	84	505	1,261
Measure A Sales Tax	3,930	754	768	792	816	840	865	889	912	937	6,143	17,646
Other Local Programs	0	636	636	636	636	636	636	636	636	636	3,814	9,535
Total Funding	3,930	1,474	1,488	1,512	1,536	1,560	1,585	1,609	1,632	1,657	10,462	28,422
Annual Surplus (Deficit)	0	(45)	(31)	(7)	17	41	66	90	113	138	1,345	-
Cumulative Surplus (Deficit)	0	(45)	(76)	(83)	(66)	(25)	41	131	244	382	1,720	1,720

Below are the key points from our funding analysis of the proposed air quality improvement programs:

- Although the Air District has used about \$2.4 million of sales tax revenue to fund its air quality planning, urban airshed modeling, and alternative fuels programs in the past five years, the District is not proposing to use Measure A funding for such programs in the future. Instead, those programs will be funded with revenues generated by the \$4 per year vehicle registration surcharge authorized under AB 4355 and received by the Air District.

- The Air District proposes to spend its FY 1994/95 - FY 2000/01 Measure A funds as follows:

<u>Air Quality Improvement Program</u>	<u>Millions</u>	<u>Percentage</u>
Air monitoring	\$2.1	37%
Development/implementation of mobile source strategies	3.0	55%
CMP reimbursement/other	<u>0.3</u>	<u>8%</u>
Total	<u>\$5.4</u>	<u>100%</u>

In the early years of the program, the development of mobile source strategies will be the primary focus, while in latter years, the actual implementation of mobile source emission reduction projects will be the focus. How quickly this transition occurs is somewhat dependent on the initial success of strategy development and acceptance.

CITIES OF FOLSOM, GALT AND ISLETON

Together, the Cities of Folsom, Galt and Isleton will receive an estimated \$21 million in sales tax revenue in FY 1994/95 - 2000/01 (plus the \$11 million they have received and mostly “bankrolled” to date).

City of Folsom

The City of Folsom has one major transportation improvement project—a new American River Bridge—which is the City’s only crossing of the American River. The existing bridge is experiencing substantial traffic congestion (level of service “F”) during peak traffic hours. Folsom is planning to use its share of Measure A funds to help finance a planned \$50 million American River crossing project that will include bicycle, pedestrian, and six motor vehicle lanes. See Exhibit H- 1 below.

**Projected Cost & Funding Demand of Folsom Programs
(thousands of 1995 dollars)**

Project/Program	To Date	FY 94/95	FY 95/96	FY 96/97	FY 97/98	FY 98/99	FY 99/00	FY 00/01	FY 01/02	FY 02/03	After 2003	Total
Cost												
American River Crossing		1,000	794	3,738	7,156	12,906	12,406	12,000	0	0	0	50,000
Riley Street Signalization		450										450
CMP Reimbursement	12	12	12	12	12	12	12	12	12	12	72	192
Maintenance Programs												0
Total Cost	12	1,462	806	3,750	7,168	12,918	12,418	12,012	12	12	72	50,642
Funding												
Surface Transportation Program		1,406										1,406
Flexible Congestion Relief		1,000			1,000							2,000
Measure A Sales Tax	8,158	1,837	1,937	2,060	2,185	2,313	2,443	2,577	2,713	2,850	19,468	48,541
Total Funding	8,158	4,243	1,937	2,060	3,185	2,313	2,443	2,577	2,713	2,850	19,468	51,947
Annual Surplus (Deficit)	8,146	2,781	1,131	(1,690)	(3,983)	(10,605)	(9,975)	(9,435)	2,701	2,838	19,396	1,305
Cumulative Surplus (Deficit)	8,146	10,927	12,058	10,368	6,385	(4,220)	(14,195)	(23,630)	(20,929)	(18,091)	1,305	1,305

The City of Folsom will receive about \$15 million in Measure A funds over the next seven years. Folsom has received nearly \$8 million of sales tax revenues over the first five years of the Measure A program; virtually all of the funds have been bankrolled for the American River crossing. Thus far, Measure A revenues represent about 46% of the funding needed to pay for the bridge project. Folsom needs another \$27 million in development impact fees and State and/or federal grants to fully fund and deliver the project within the strategic planning period (FY 1994/95 - FY 2000/01). Alternatively, Folsom could borrow against its \$25 million in FY 2001/02 - FY 2008/09 sales tax revenues to cover a significant portion—but not all—of the project construction cost. Folsom would still need an estimated \$10-13 million in non-Measure A revenue over the next 15 years to be able to finance the American River crossing project.

City of Galt

The City of Galt has one major transportation improvement project—Lincoln Way—the main north/south thoroughfare in Galt to the west of SR 99. It currently is a two-lane street carrying more vehicles than it is designed to accommodate. The City Council has programmed Lincoln Way improvements that include widening much of Lincoln Way to four lanes, making parking improvements along it, and upgrading intersection signals. The Lincoln Way project will cost \$7 million. The City Council has yet to determine whether or not to construct Lincoln Way on a pay-as-you-go basis in several phases or to finance the project in a single phase. See Exhibit H-2 below.

Exhibit H-2
Projected Cost & Funding Demand of Galt Programs
(thousands of 1994 dollars)

Project/Program	To Date	FY 94/95	FY 95/96	FY 96/97	FY 97/98	FY 98/99	FY 99/00	FY 00/01	FY 01/02	FY 02/03	After 2003	Total
Cost												
Lincoln Way Improvements	34	2,500	2,500	2,000								7,034
CMP Reimbursement	3	3	3	3	3	3	3	3	3	3	18	48
Maintenance Programs								642	930	963	6,206	8,741
Total Cost	37	2,503	2,503	2,003	3	3	3	645	933	966	6,224	15,823
Funding												
Measure A Sales Tax	2,492	609	647	693	739	786	834	900	933	966	6,224	15,823
Total Funding	2,492	609	647	693	739	786	834	900	933	966	6,224	15,823
Annual Surplus (Deficit)	2,455	(1,894)	(1,856)	(1,310)	736	783	831	255	0	0	0	0
Cumulative Surplus (Deficit)	2,455	561	(1,295)	(2,605)	(1,869)	(1,086)	(255)	0	0	0	0	0

The City of Galt will receive about \$5 million in Measure A funds over the next seven years. Galt has received more than \$2 million of sales tax revenues over the first five years of the Measure A program; virtually all of the funds have been bankrolled for the Lincoln Way improvements. As a result, Galt should have sufficient funding to pay for the \$7 million improvements on a pay-as-you-go basis if the City phases them over the strategic programming period (FY 1994/95 - FY 2000/01). Alternatively, the City of Galt could accelerate the delivery of Lincoln Way improvements through debt financing. Galt will receive an estimated \$8 million over the final eight years of the Measure A program, so the City could pledge a portion of that revenue for debt service. Galt could also have sales tax revenue available for maintenance purposes now (instead of six years from now) if it chooses to finance the Lincoln Way improvements.

City of Isleton

The City of Isleton uses its Measure A funds for maintenance of existing streets and appurtenances thereto. Isleton has completed slurry sealing on E and F Streets with Measure A funds and contemplates doing drainage ditch work with available funds in 1995. See Exhibit H-3 below.

Exhibit H-3
Projected Cost & Funding Demand of Isleton Programs
(thousands of 1994 dollars)

Project/Program	To Date	FY 94/95	FY 95/96	FY 96/97	FY 97/98	FY 98/99	FY 99/00	FY 00/01	FY 01/02	FY 02/03	After 2003	Total
Cost												
Maintenance Programs	224	36	36	37	37	38	39	39	40	41	266	833
Total Cost	224	36	36	37	37	38	39	39	40	41	266	833
Funding												
Measure A Sales Tax	224	36	36	37	37	38	39	39	40	41	266	833
Total Funding	224	36	36	37	37	38	39	39	40	41	266	833
Annual Surplus (Deficit)	0	0	0	0	0	0	0	0	0	0	0	0

There are no funding issues associated with the City of Isleton's maintenance programs funded by Measure A.

ROADWAY IMPROVEMENTS

Measure A roadway improvements fall into three categories: (1) City/County improvements to the State highway system, (2) City street improvements, and (3) County roadway improvements.

City/County Improvements to the State Highway System

This joint highway improvement program consists of 16 projects on seven State and federal roadways (I-5, SR 16, US 50, SR 51, I-80, SR 99 and SR 160). The City and the County are committing to contribute approximately \$93 million (1994 dollars) of their Measure A allocations (in addition to the \$27 million they have contributed to date) to this program of projects which would cost an estimated \$220 million over the next 15 years. Over the next seven years, the City and the County are committing to contribute about \$45 million in Measure A funds to help pay for \$103 million in projects. Exhibit I below breaks down the program costs by roadway and year, and indicates the projected demand for funding by State and local funding sources.

Exhibit I
Projected Cost & Funding Demand of City/County State Highway Program
(thousands of 1994 dollars)

Project/Program	To Date	FY 94/95	FY 95/96	FY 96/97	FY 97/98	FY 98/99	FY 99/00	FY 00/01	FY 01/02	FY 02/03	After 2003	Total
Cost												
State Highway Program of Projects												
I-5 Improvements												
SR 16 Improvements	12,880	1,000				4,990	13,306	12,644			12,464	57,284
US 50 Improvements	8,100						1,000	1,900				11,000
SR 51 Improvements	1,200					1,000	2,000	2,000	8,500	4,100		18,800
I-80 Improvements						1,000	1,000	2,000	6,000	6,800	24,000	40,800
SR 99 Improvements		12,200	12,300	11,100	16,000				3,855	3,855		63,165
SR 160 Improvements											29,100	29,100
Total Cost	22,180	13,200	12,300	11,100	16,000	6,990	17,306	18,544	18,355	14,755	69,419	220,149
Funding												
Flexible Congestion Relief	3,400	700	6,000	15,000			2,495	6,653	14,152	13,000	16,500	77,900
Measure A Sales Tax	20,500	12,620	3,900	600	800	2,540	9,500	15,200	9,300	2,400	12,000	89,360
Gasoline Tax Subvention	20											20
Special Assessment District	300		580				3,895	6,053	6,707	3,855	3,855	25,245
Other Local Programs	1,400						6,100	6,100	2,500			16,100
Total Funding	25,620	13,320	10,480	15,600	800	2,540	21,990	34,006	32,659	19,255	32,355	208,625
Annual Surplus (Deficit)	3,440	120	(1,820)	4,500	(15,200)	(4,450)	4,684	15,462	14,304	4,500	(37,064)	(11,524)
Cumulative Surplus (Deficit)	3,440	3,560	1,740	6,240	(8,960)	(13,410)	(8,726)	6,736	21,040	25,540	(11,524)	(11,524)

Below are the key points from our funding analysis of the proposed Measure A programs proposed by the City of Sacramento and the County of Sacramento:

- The City of Sacramento has committed \$2.16 million (in 1994 dollars) of its annual sales tax revenues to improvements to State highways in Sacramento County; the County of Sacramento has committed \$3.84 million annually. Together, the \$6 million in annual sales tax revenues will pay for \$120 million—or 54%—of the projected \$220 million cost of State highway improvements. The remainder is to be paid for with Flexible Congestion Relief (FCR) funds and special financing district revenues.

- Below is a comparison of projected FCR funding demand—for roadway projects only—with the amounts programmed in the 1994 STIP. It simply indicates where FCR funding for roadway projects currently projected in the cost-funding matrices differs from amounts currently programmed in the STIP. It is important to note that FCR funds are also programmed for transit and bikeway projects. There is also \$2 million in FCR funds programmed for Folsom’s American River crossing project.

Facility	Limits	Estimated Project Cost	Projected FCR Funding		
			10-Year Plan	STIP	Difference(a)
I-5	Laguna - Meadowview	\$ 9.3	\$ 0.0	\$ 7.1	\$ 7.1
SR 16	Treeview-Sunrise	4.1	0.0	0.0	0.0
SR 16	Folsom & Howe/Power Inn	30.9	16.3	(b)	(16.3)
US 50	Bradshaw Rd. Overcrossing	2.9	0.0	1.0	1.0
US 50	Watt Avenue Widening	17.6	10.0	(b)	(10.0)
SR 51	American River - I-80	11.7	0.0	11.7	11.7
SR 51	Arden Way - Exposition	17.6	7.1	(b)	(7.1)
I-80	Madison Ave.-Placer Co.	16.8	8.4	(b)	(8.4)
I-80	I-5 to SR 51 HOV	24.0	12.0	(b)	(12.0)
SR 99	Elk Grove Blvd. Interchange	7.1	5.7	4.5	(1.2)
SR 99	Cosumnes/Calvine Interchange	21.6	0.0	0.0	0.0
SR 99	Sheldon Road Interchange	13.5	0.0	0.0	0.0
SR 99	Mack Rd. Elk Grove HOV	14.7	11.9	14.7	2.8
SR 160	Exposition Blvd. Interchange	29.1	9.0	(b)	(9.0)
Total		<u>\$220.9</u>	<u>\$80.4</u>	<u>\$39.0</u>	<u>(\$41.4)</u>

Note: (a) Difference between projected and programmed funding (not cost versus funding)
(b) Beyond 1992 STIP programming window

Given that only \$39 million of projected \$80 million in FCR funding for the above projects is currently programmed in the 1992 STIP, City and County staff need to work closely with STA, SACOG and Caltrans staff to try to prioritize the above State highway improvements.

- About 80% of the projected \$21 million in Measure A funding to be spent on City/County joint State highway projects in the next five years involves four SR 99 improvements. The City and County are counting on nearly \$18 million in State FCR funds for these projects. Given the shortfall in funding the State’s Transportation Blueprint, the City and the County need to try to ensure that (a) projected FCR funding will be available when the projects are ready for construction and (b) the projects are ready when they are scheduled to receive State funding.
- About two-thirds of the joint State highway projects are slated for implementation in FY 1999/2000 or later. Given (a) the need for \$100 million in non-Measure A funding of these State highway improvements, (b) the limited prospects of additional STIP programming commitments in 1994 and 1996, and (c) the significant amount of time available, the City and the County need to consider whether or not it is possible—and desirable—to increase the financial leverage of Measure A funding and special district financing by obtaining additional federal and/or State funds for the State highway improvements.

City of Sacramento Street Improvement Programs

The City of Sacramento's Measure A street improvement program actually consists of the following programs:

<u>PRIM Category</u>	<u>No. Programs</u>	<u>No. Projects</u>
Major Street Construction	1	30
Street Improvements	1	17
Bridge Replacement/Rehabilitation	1	9
Annual Capital Programs	8	
South Natomas FBA Program	1	8

The projected cost of the City's Measure A street improvement program is \$126 million over the next seven years and another \$114 million over the following eight years. There is another \$6 million in special financing district improvements associated with the South Natomas Facilities Benefit Assessment (FBA) program that is not part of the Measure A program. Exhibit J below breaks down the City's Measure A-related street improvement program costs by year and indicates the projected demand for funding from State and local funding sources.

Exhibit J Projected Cost & Funding Demand of City of Sacramento Measure A-Related Street Improvement Programs (thousands of 1994 dollars)

Project/Program	To Date	FY 94/95	FY 95/96	FY 96/97	FY 97/98	FY 98/99	FY 99/00	FY 00/01	FY 01/02	FY 02/03	After 2003	Total
Cost												
Major Street Construction	4,159	15,951	5,425	6,406	22,120	25,454	12,500	0		0	109,900	201,915
Traffic Signals	64	2,047	1,716	1,045	1,073	737	0	0	0	0	0	6,682
Bikeways Program	109	929	295	251	151	80	80	80	80	80	0	2,135
Street Improvements	11	631	50	2,277	1,432	1,755	50	50	50	50	0	6,356
Bridge Replacement/Rehabilitation	415	3,088	1,774	6,429	300	300	0	0	0	0	0	12,306
Street Landscaping Program	0	0	0	0	0	0	0	0	0	0	0	0
Annual Capital Programs	1,876	2,745	1,592	1,525	1,592	1,525	1,592	1,525	1,592	1,525	200	17,289
Total Cost	6,634	25,391	10,852	17,933	26,668	29,851	14,222	1,655	1,722	1,655	110,100	246,683
Funding												
Transp. Enhancement Activities	0	480	0	0	0	0	0	0	0	0	0	480
Other State Programs	0	0	318	0	0	141	0	0	0	0	0	459
Measure A Sales Tax	32,509	4,595	4,895	4,819	5,221	4,180	813	813	733	733	200	59,514
Gasoline Tax Subvention	4,062	3,234	2,938	2,364	2,364	2,363	475	475	475	475	0	19,225
Major Street Construction Fund	2,541	1,132	1,000	1,712	1,000	1,300	150	150	150	0	0	9,135
Community Service Area (Lighting)	0	250	250	250	250	250	250	250	250	0	0	2,000
Special Assessment District	250	0	0	1,093	2,932	4,680	0	0	0	0	0	8,955
Other Local Programs	756	3,201	225	904	11,144	0	0	0	0	0	0	16,230
Total Funding	40,118	12,412	9,626	11,142	22,911	12,914	1,688	1,688	1,608	1,208	200	115,518
Annual Surplus (Deficit)	33,484	(12,979)	(1,226)	(6,791)	(3,757)	(16,937)	(12,534)	33	(114)	(447)	(109,900)	(131,165)
Cumulative Surplus (Deficit)	33,484	20,505	19,279	12,488	8,731	(8,206)	(20,740)	(20,707)	(20,821)	(21,268)	(131,165)	(131,165)

- The City of Sacramento appears to need nearly \$22 million in additional funding to pay for its street improvement projects scheduled for the next seven years. Projects most in need of additional funding include the Arden Garden Connector, the Folsom Boulevard/Power Inn urban interchange, and the Northgate/SR 160 interchange.
- The City appears to need an additional \$110 million in funding for street improvement projects scheduled for the final eight years of the Measure A sales tax period (FY 2001/02 - FY 2008/09) for five major street construction projects scheduled for that time period (the Power Inn Road widening, the Richards Boulevard/I-5 interchange, the Cosumnes River Boulevard extension, the Fair Oaks/Howe grade separation, and the Garden Highway widening).
- The City has decided to use debt financing of the Truxel Road interchange on I-80, widening of Richards Boulevard, Power Inn/Folsom Boulevard grade separation and various street reconstruction projects over the next three years through bonding of gas tax revenues that are subvented to the City under the following sections of the California Streets & Highway Code:

<u>Cents/Gallon</u>	<u>Recipients</u>	<u>Streets & Highway Code</u>	<u>FY 1993/94</u>
1.035	City of Sacramento	Section 2105	2,095,395
0.070	City of Sacramento	Section 2106	1,777,160
<u>1.315</u>	City of Sacramento	Section 2107	<u>3,144,380</u>
<u>2.420</u>	Total Annual Subventions		<u>\$7,016,935</u>

The City currently uses about \$4.5 million of its gas tax subvention for street improvements and the other \$2.5 million for street maintenance.

- The City Council has expressed an interest in whether or not the City might use Measure A sales tax revenue for debt financing in order to accelerate the delivery of additional street improvement projects. In evaluating whether or not to pursue near-term Measure A debt financing of City street improvements, the City and STA need to consider the following:
 - The City will receive about \$45 million in sales tax revenue for street improvements over the next seven years and another \$63 million over the final eight years of the Measure A program.
 - After subtracting the City’s annual \$2.2 million contribution to State highway improvements, the City will have \$30 million in remaining sales tax revenue over the next seven years for street improvements and \$48 million in the final eight years of the Measure A program for street improvements.
 - The City has already programmed” about \$60 million of the \$78 million in Measure A funds available for its own street improvements on a pay-as-you-go basis.
 - The City could use the \$18 million in unprogrammed Measure A funds to finance (and thereby accelerate the delivery of) some Measure A street improvements over the next seven years. However, that will increase the amount of unfunded projects in the final eight years of the Measure A program.

County of Sacramento Roadway Improvement Programs

The County of Sacramento's road improvement program actually consists of the following programs:

<u>PRIM Category</u>	<u>No. Programs</u>	<u>No. Projects</u>
Measure A Roadway Program	1	47
County Roadway Development Fee Program	5	18
County Road Fund Program	1	9
Special Financing District Programs	6	45

The projected cost of the County's Measure A-related road improvements is \$150 million over the next seven years (or longer).

The County is counting on about \$60 million in sales tax revenue to partially fund its roadway improvements over the next seven years. Exhibit K below breaks down the County's Measure A-related road improvement program costs by year and indicates the projected demand for funding largely by State and local sources.

Exhibit K Projected Cost & Funding Demand of County of Sacramento Measure A-Related Road Improvement Programs (thousands of 1994 dollars)

Project/Program	To Date	FY 94/95	FY 95/96	FY 96/97	FY 97/98	FY 98/99	FY 99/00	FY 00/01	FY 01/02	FY 02/03	After 2003	Total
Cost												
Measure A Program	19,066	15,378	7,295	12,968	4,785	16,685	37,604	1,605	115	115	346	115,961
County Road Fund Projects	582	5,970	2,010	2,440	10,460	0	15,683	0	0	0	0	37,145
CDF District #7	0	0	0	0	0	0	8,706	0	0	0	0	8,706
Total Cost	19,648	21,348	9,305	15,408	15,245	16,685	61,993	1,605	115	115	346	161,816
Funding												
Surface Transportation Program	1,781	800	2,000	4,300	0	0	0	0	0	0	0	8,881
Bridge Replacement/Rehabilitation	0	1,535	0	0	0	0	0	0	0	0	0	1,535
Flexible Congestion Relief	200	0	0	0	0	0	0	0	0	0	0	200
State/Local Transp. Partnership	2,322	396	323	256	0	1,094	4,784	0	0	0	0	9,175
Prop. 116 Rail Bonds	0	210	210	0	375	375	0	0	0	0	0	1,170
Other State Programs	0	70	70	0	175	175	0	0	0	0	0	490
Measure A Sales Tax	19,505	5,080	7,620	9,155	7,625	10,514	19,923	315	115	115	346	80,316
Gasoline Tax Subvention	0	0	350	0	0	0	0	0	0	0	0	350
Roadway & Transit Development Fee	6,938	2,955	2,395	2,470	1,000	5,707	29,422	0	0	0	0	50,887
Other Local Programs	3,024	200	452	0	0	0	0	0	0	0	0	3,676
Total Funding	33,770	11,246	13,420	16,181	9,175	17,865	54,129	315	115	115	346	156,680
Annual Surplus (Deficit)	14,122	(10,102)	4,115	773	(6,070)	1,180	(7,864)	(1,290)	0	0	0	(5,136)
Cumulative Surplus (Deficit)	14,122	4,020	95	678	(5,392)	(4,212)	(12,076)	(13,366)	0	0	0	

- The County will receive about \$79 million in sales tax revenue for road improvements over the next seven years and another \$113 million over the final eight years of the Measure A program.
- After subtracting the County's annual \$3.8 million contribution to State highway improvements, the County will have \$52 million in remaining sales tax revenue over the next seven years for road improvements and \$82 million in the final eight years of the Measure A program for road improvements.

- The County will actually contribute an additional \$4 million of its Measure A funding for road improvements to the joint State highway program over the next seven years, because the County contributed less than the \$3.8 million annually during the first several years of the Measure A program.
- Accordingly, the County of Sacramento appears to have about \$130 million in sales tax revenue for road improvements over the next 15 years compared to a projected \$60 million demand for sales tax funding. This means that the County appears to have sufficient Measure A revenues to (a) accelerate Measure A project delivery through debt financing and/or (b) help fund the \$12 million shortfall in the County Roadway and Transit Development Fee programs.

<u>CDF District/Roadway</u>	<u>Currently-Designated Measure A Roadway</u>	<u>Measure A Funded</u>	
		<u>To-Date</u>	<u>Planned</u>
<u>CDF District No. 1</u>			
Auburn Boulevard	Yes	No	Yes
Elkhorn Boulevard	Yes	Yes	Yes
Elverta Road	No	No	No
Garfield Road	No	No	No
Roseville Road	No	No	No
<u>CDF District No. 2</u>			
Cypress Avenue	No	No	No
Fair Oaks Boulevard	Yes	Yes	Yes
South Watt Avenue	No	No	No
Watt Avenue	Yes	Yes	Yes
<u>CDF District No. 3</u>			
Antelope Road	No	No	No
Auburn Boulevard	Yes	Yes	Yes
Fair Oaks Boulevard	Yes	Yes	Yes
Folsom Boulevard	No	No	No
Hazel Avenue	Yes	Yes	Yes
Old Auburn Road	Yes	Yes	No
Sunrise Boulevard	Yes	No	No
<u>CDF District No. 4</u>			
Calvine Road	No	No	No
Elk Grove Florin Road	Yes	Yes	Yes
Franklin Boulevard	Yes	Yes	No
Grant Line Road	No	No	No
Stockton Boulevard	Yes	No	No
<u>CDF District No. 7</u>			
SR 16	Yes	No	No

- There are County roadway constructions to be funded with both Measure A and developer fees that are considered Measure A projects rather than CDF projects.

ROADWAY MAINTENANCE

Measure A roadway maintenance consists of (a) maintenance of the City of Sacramento street system and (b) maintenance of the County of Sacramento road system.

City of Sacramento Street Maintenance Programs

The City of Sacramento's Measure A street maintenance program actually consists of seven individual programs:

- Street overlays
- Street sealing
- Curb and gutter repair
- Traffic signal maintenance
- Installation of handicap ramps (ADA)
- Bridge maintenance
- Other maintenance force account work (City crews).

The projected cost of the City's Measure A street maintenance program is \$69 million over the next seven years and another \$80 million over the following eight years. Exhibit L below breaks down the City's street maintenance program costs by year and indicates the projected demand for funding by State and local funding sources.

Exhibit L
Projected Cost & Funding Demand of
City of Sacramento Street Maintenance Programs
(thousands of 1994 dollars)

Project/Program	To Date	FY 94/95	FY 95/96	FY 96/97	FY 97/98	FY 98/99	FY 99/00	FY 00/01	FY 01/02	FY 02/03	After 2003	Total
Cost												
Street Overlays	23,500	3,375	3,375	3,375	3,375	3,375	3,375	3,375	3,375	3,375	20,250	74,125
Street Sealing	0	300	300	300	300	300	300	300	300	300	1,800	4,500
Curb & Gutter Repair	0	60	60	60	60	60	60	60	60	60	360	900
Traffic Signal Maintenance	0	200	250	350	350	350	350	350	350	350	2,100	5,000
Installation of Handicap Ramps (ADA)	0	100	100	100	100	100	100	100	100	100	600	1,500
Bridge Maintenance	0	12	12	12	12	12	12	12	12	12	72	180
Other Maintenance Force Account	5,764	5,764	5,764	5,764	5,764	5,764	5,764	5,764	5,764	5,764	34,584	92,224
Total Cost	29,264	9,811	9,861	9,961	59,766	178,429						
Funding												
Surface Transportation Program	0	500	0	0	0	0	0	0	0	0	0	500
Measure A Sales Tax	25,655	5,342	5,342	5,342	5,342	5,342	5,342	5,342	5,342	5,342	32,052	105,785
Gasoline Tax Subvention	3,371	3,631	4,181	4,281	4,281	4,281	4,281	4,281	4,281	4,281	25,686	66,836
Major Street Construction Fund	0	100	100	100	100	100	100	100	100	100	600	1,500
Other Local Programs	238	238	238	238	238	238	238	238	238	238	1,428	3,808
Total Funding	29,264	9,811	9,861	9,961	59,766	178,429						
Surplus (Deficit)	0	0	0	0	0	0	0	0	0	0	0	0

- The City is planning to use sales tax revenue to pay for about 54% of the costs of its street maintenance programs over the next seven years. The City plans to use gas tax subventions to pay for another 43% of maintenance program costs.

County of Sacramento Road Maintenance Programs

The County of Sacramento's Measure A road maintenance program actually consists of eight individual programs:

- Pavement maintenance
- Traffic signal and street light operations
- Traffic signal and street light maintenance
- Traffic signs and markings maintenance
- Roadside and bridge maintenance
- Drainage maintenance
- Landscape and tree maintenance
- Maintenance contracts.

The projected cost of the County's Measure A road maintenance program is \$199 million over the next seven years and another \$228 million over the following eight years. Exhibit M below breaks down the County's road maintenance program costs by year and indicates the projected demand for funding by State and local funding sources.

Exhibit M
Projected Cost & Funding Demand of
County of Sacramento Road Maintenance Programs
(thousands of 1994 dollars)

Project/Program	To Date	FY 94/95	FY 95/96	FY 96/97	FY 97/98	FY 98/99	FY 99/00	FY 00/01	FY 01/02	FY 02/03	After 2003	Total
Cost												
Pavement Maintenance	36,600	8,150	8,150	8,150	8,150	8,150	8,150	8,150	8,150	8,150	48,900	158,850
Traffic Signal/Street Light Operations	0	1,260	1,260	1,260	1,260	1,260	1,260	1,260	1,260	1,260	7,560	18,900
Traffic Signal/Street Light Maintenance	0	3,500	3,500	3,500	3,500	3,500	3,500	3,500	3,500	3,500	21,000	52,500
Traffic Signs/Markings Maintenance	0	4,610	4,610	4,610	4,610	4,610	4,610	4,610	4,610	4,610	27,660	69,150
Roadside and Bridge Maintenance	0	3,961	3,961	3,961	3,961	3,961	3,961	3,961	3,961	3,961	23,766	59,415
Drainage Maintenance	0	150	150	150	150	150	150	150	150	150	900	2,250
Landscape and Tree Maintenance	0	3,720	3,720	3,720	3,720	3,720	3,720	3,720	3,720	3,720	22,320	55,800
Maintenance Contracts	0	3,100	3,100	3,100	3,100	3,100	3,100	3,100	3,100	3,100	18,600	46,500
Total Cost	36,600	28,451	170,706	463,365								
Funding												
Surface Transportation Program	0	2,784	0	0	0	0	0	0	0	0	0	2,784
Measure A Sales Tax	36,600	7,700	8,535	8,535	8,535	8,535	8,535	8,535	8,535	8,535	51,212	163,795
Gasoline Tax Subvention	0	17,967	19,916	19,916	19,916	19,916	19,916	19,916	19,916	19,916	119,494	296,787
Total Funding	36,600	28,451	170,706	463,365								
Surplus (Deficit)	0	0	0	0	0	0	0	0	0	0	0	0

- The State of California currently imposes an 18-cent per gallon tax on gasoline. The State subvenes (directly grants) 3.14-cents per gallon back to County of Sacramento for both construction projects and maintenance programs:

<u>Cents/Gallon</u>	<u>Recipients</u>	<u>Streets & Highway Code</u>	<u>FY 1993/94</u>
2.035	Sacramento County	Section 2104	\$10,904,394
1.035	Sacramento County	Section 2105	5,732,432
<u>0.070</u>	Sacramento County	Section 2106	<u>3,013,769</u>
<u>3.140</u>	Total Annual Subventions		<u>\$19,650,595</u>

The County of Sacramento currently uses nearly all of its gas tax subventions to pay for 70% of the costs of its road maintenance programs.

- The County is planning to use \$63 million in sales tax revenue for roadway maintenance programs over the next seven years.

PUBLIC TRANSIT OPERATIONS AND IMPROVEMENTS

Regional Transit has a \$1.6 billion capital program over the next 15 years (or longer). About \$1.3 billion of the capital program is attributable to SRTD's rail extensions program, which is dependent on an additional 1/2-cent sales tax and additional gas taxes for about \$780 million in capital program funding (plus additional operating assistance). Accordingly, Regional Transit's Measure A program only consists of the following four programs:

- Operating assistance
- General support program of projects
- Rail enhancements program (existing rail system)
- Bus program.

Exhibit N below breaks down SRTD's Measure A program costs by year and indicates the projected demand for funding by federal, State and local funding sources.

Exhibit N
Projected Cost and Funding Demand of SRTD's Measure A Program
 (thousands of 1994 dollars)

Project/Program	To Date	1994/95	1995/96	1996/97	1997/98	1998/99	1999/00	2000/01	2001/02	2002/03	After 2003	Total
Cost												
Operating Assistance	48,454	13,166	13,396	13,779	14,171	14,570	14,978	15,353	15,774	16,146	105,647	285,434
General Support Program												
ADA Improvements	1,270	250	453	300	300	300	300	150	150	150	900	4,523
Transit Centers	2,290	0	900	1,000	1,194	0	0	0	0	0	0	5,384
Bicycle Lockers & Racks	229	0	115	115	115	115	115	25	25	25	0	879
Signal Pre-emption	0	0	0	600	0	0	0	0	0	0	0	600
Non-Revenue Vehicles	55	265	125	125	125	125	125	125	125	125	750	2,070
Maintenance - Capital Assets	1,476	325	350	350	375	375	375	400	400	400	2,400	7,226
Administrative Building	0	0	0	0	2,500	2,500	0	0	0	0	0	5,000
IS Expansion	36	175	120	120	150	175	200	200	200	225	900	2,501
Toxic Remediation Program	0	0	1,000	1,000	1,000	1,000	0	0	0	0	0	4,000
Minor Capital Projects	0	75	75	150	150	150	150	200	200	200	1,200	2,550
Capital Program Consulting	5,565	225	250	250	250	250	250	250	250	250	1,500	9,290
CMP Reimbursement	101	0	101	0	101	0	101	0	101	0	303	807
Rail Enhancements Program												
Double Tracking	9,124	7,770	4,380	0	5,200	1,800	0	0	0	0	0	28,274
LRT Stations	1,370	0	0	0	0	0	0	0	0	0	0	1,370
Intermodal Transit Station	0	0	0	0	1,000	0	0	0	0	0	0	1,000
LRV Maintenance Facilities	1,150	0	0	0	0	0	0	0	0	0	0	1,150
Additional Light Rail Vehicles	20,263	0	0	0	0	0	40,702	40,702	0	0	0	101,667
Grade Separations	2,640	0	4,000	4,000	5,000	4,500	0	0	4,000	0	0	24,140
Fare Vending Machines	105	1,200	0	0	0	0	0	0	0	0	0	1,305
Associated Capital Maintenance - Rail	287	825	950	950	1,000	1,000	1,075	1,075	1,150	1,150	6,900	16,362
Historic Streetcars	0	150	0	1,300	0	0	0	0	0	0	0	1,450
Capital Reserves	0	0	0	0	0	0	0	0	0	0	0	0
LRV Rehabilitation (36)	0	0	0	0	0	0	0	6,000	6,000	6,000	0	18,000
Bus Program												
CNG Bus Acquisition	28,325	4,325	3,997	20,320	3,693	8,547	3,363	3,189	3,017	2,844	0	81,618
Electric Trolley Bus System	175	0	0	0	0	0	0	0	0	0	0	175
Satellite Operations Facility	0	0	0	0	0	0	14,068	0	0	0	0	14,068
Associated Capital Maintenance - Bus	407	600	400	500	700	800	900	1,000	1,000	1,000	6,000	13,307
LRT Extensions - Feeder Buses	0	0	0	0	0	0	21,000	21,000	0	0	0	42,000
Total Operating/Capital Cost	123,321	29,351	30,612	44,859	37,024	36,207	97,702	89,669	32,391	28,515	126,500	676,151
Funding												
Surface Transportation Program	756	225	408	270	270	270	270	135	135	135	810	3,684
Congestion Mitigation/Air Quality	204	40	132	15,497	132	4,657	132	60	60	60	202	21,178
Transp. Enhancement Activities	0	0	0	1,040	0	0	0	0	0	0	0	1,040
FTA Sec. 3 Fixed Guideway	0	2,160	1,200	0	1,200	4,800	0	4,800	4,800	4,800	0	23,760
FTA Sec. 3 Bus and Other	140	0	0	14,825	0	4,514	0	0	0	0	0	19,479
FTA Sec. 9 Formula	41,481	10,303	8,854	6,635	8,909	13,524	54,512	54,513	5,073	4,955	15,720	224,479
Transit Capital Improvement	5,479	745	2,590	0	1,000	0	0	600	600	600	0	11,614
AB 973 Rail Bonds	0	0	0	2,000	2,500	0	4,070	4,070	0	0	0	12,640
State Transit Assistance	0	178	160	175	180	180	180	195	195	195	1,170	2,808
Measure A Sales Tax	72,958	15,094	16,338	19,088	19,421	18,649	16,149	17,076	17,477	17,820	108,547	338,617
Additional County Sales Tax	0	0	0	2,000	3,000	500	8,270	8,270	0	0	0	22,040
Roadway & Transit Development Fee	0	0	0	130	0	0	0	0	0	0	0	130
Other Local Programs	8	150	1,000	260	0	0	0	0	0	0	0	1,418
Total Funding	121,026	28,896	30,681	61,920	36,613	47,095	83,583	89,719	28,341	28,565	126,449	682,888
Surplus (Deficit)	(2,295)	(456)	69	17,060	(411)	10,888	(14,118)	50	(4,051)	51	(51)	6,737

Regional Transit will receive \$124 million in sales tax revenue over the next seven years and \$171 million in the following eight years. SRTD intends to use 80% of its Measure A funding for operating assistance. This leaves only \$25 million for capital programs over the next seven years and \$34 million over the following eight years.

ELDERLY AND HANDICAPPED TRANSPORTATION (EHT) SERVICES

Paratransit, Inc. currently provides two types of elderly and handicapped transportation services:

- **Bus service.** Paratransit, Inc. provides door-to-door bus service using its own vehicles and drivers or subcontracted drivers. This service is a shared-ride, advance-reservation system which offers both subscription (i.e., regularly recurring) and occasional trips, with driver assistance provided as needed. Historically, about 68% of the trips have been subscription, and 32% have been occasional.
- **Taxi service.** Paratransit, Inc. brokers trips to for-profit and not-for-profit transportation providers with local taxi operators to provide rides for eligible citizens.

The Americans with Disabilities (ADA) Act of 1990 requires SRTD to provide paratransit services to individuals who, due to a disability, are unable to use the District's regular bus and light rail services. In essence, the ADA-mandated service must be available in the same areas and at the same times as regular transit services. In 1992, SRTD contracted with Paratransit, Inc. to provide an increased amount of door-to-door paratransit service to meet ADA requirements.

Exhibit O below summarizes the estimated EHT and ADA program costs and indicates the projected demand for funding for the next four years (the timetable covered by the Year Three Update to the ADA Paratransit Service Plan).

Exhibit O Projected Cost and Funding Demand of EHT Services (thousands of 1994 dollars)

Project/Program	To Date	FY 94/95	FY 95/96	FY 96/97	FY 97/98	FY 98/99	FY 99/00	FY 00/01	FY 01/02	FY 02/03	After 2003	Total
Cost												
Demand Response Services	4,078	5,174	5,636	6,615	7,520	0	0	0	0	0	0	29,025
Agency Contract Services	704	717	717	717	717	0	0	0	0	0	0	3,574
CTSA Maintenance Services	(44)	(44)	(44)	(44)	(44)	0	0	0	0	0	0	(221)
Total Cost	4,738	5,848	6,309	7,289	8,194	0	0	0	0	0	0	32,377
Funding												
Surface Transportation Program	0	400	0	0	0	0	0	0	0	0	0	400
FTA Sec. 9 Formula	1,488	2,298	3,302	4,335	5,380	0	0	0	0	0	0	16,803
TDA/Local Transportation Fund	1,147	1,178	1,242	1,311	1,383	0	0	0	0	0	0	6,261
Measure A Sales Tax	4,800	1,121	1,077	1,136	1,199	0	0	0	0	0	0	9,334
Other Local Programs	464	562	658	753	848	0	0	0	0	0	0	3,285
Total Funding	7,900	5,559	6,279	7,535	8,810	0	0	0	0	0	0	36,083
Surplus (Deficit)	3,162	(289)	(30)	247	617	0	0	0	0	0	0	3,706

Note: This matrix only covers the four-year period covered by the Year Three Update to the ADA Paratransit Service Plan.

- EHT services are funded primarily through Transportation Development Act (TDA) Article 4.5 funds, Measure A sales tax revenue, and social services agency contracts on a per-hour basis.
- Paratransit's fare policy requires agencies with public transportation funds to share at least half the cost for providing that transportation if Paratransit is requested to provide recurring trips for the agencies' clients.
- Paratransit will receive about \$7 million in sales tax funds over the next seven years and about \$10 million over the following eight years. Current cost-funding projections call for virtually all of the Measure A funds to be used for operating assistance. However, Paratransit does have unspecified capital needs that could be funded through future Measure A allocations

CONCLUSION

Exhibit P below is a recap of the projected supply of and demand for Measure A sales tax funding for the next 15 years:

Exhibit P
Measure A Program Funding Demand Versus Supply
(millions of 1994 dollars)

Measure A Category/Entity	FY 1994/95 - FY 200/01			FY 2001/02 - FY 2008/09		
	Supply	Demand	Variance	Supply	Demand	Variance
Air Quality Programs (a)	\$ 5.7	\$ 5.7	\$ 0.0	\$ 8.0	\$ 8.0	\$ 0.0
Small Cities						
• City of Folsom	15.4	48.5	(33.1)	25.0	0.0	25.0
• City of Galt	5.2	7.0	(1.8)	8.1	0.0	8.1
• City of Isleton	0.3	0.3	0.0	0.3	0.3	0.0
Road Improvements						
• City/County Highways	45.8	45.2	0.6	48.0	36.2	11.8
• City of Sacramento	29.8	27.6	2.2	42.2	5.2	36.9
• County of Sacramento	48.6	59.2	(10.6)	81.8	0.2	81.6
Road Maintenance						
• City of Sacramento (a)	35.9	35.9	0.0	47.5	47.5	0.0
• County of Sacramento (a)	63.5	63.5	0.0	90.0	90.0	0.0
Public Transit						
• Operating Assistance (a)	99.8	99.8	0.0	137.6	137.6	0.0
• Capital Program	24.4	23.8	0.6	34.4	24.6	9.8
EHT/ADA Services (a)	7.1	7.1	0.0	9.8	9.8	0.0
Total	<u>\$381.6</u>	<u>\$423.6</u>	<u>(\$42.0)</u>	<u>\$532.8</u>	<u>\$359.4</u>	<u>\$173.4</u>

Note: (a) The zero variances do not mean that there are no prospective program funding shortfalls. Rather, it means that annual program "costs" are scaled to the projected availability of Measure A sales tax revenue.

In the aggregate, the Measure A program is "oversubscribed" by 11% over the next seven years and "undersubscribed" by 33% in the following eight years. This reflects a very common tendency to overprogram funding sources in the nearer term and to underprogram funding sources in the longer term. The bottom line is that several Measure A entities and/or the STA Governing Board will need to (a) reprioritize some projects to reschedule their sales tax funding demand and/or (b) seek additional federal and/or State funding so they can better leverage their Measure A funds. However, any rescheduling of regionally significant projects might require a revised long-range plan (MTP) and program (FTIP) with a new air quality conformity finding.

RECOMMENDED MEASURE A PROGRAM OF PROJECTS

This section of the Strategic Plan presents our recommended Measure A program of projects (and programs) for the next seven years. It also documents our financial assumptions underlying the recommended Measure A Program. Finally, it identifies a number of key financial and policy issues associated with the recommended Measure A program.

BASELINE FUNDING SCENARIO

Exhibit Q on the following page summarizes the baseline funding scenario we are using for Measure A strategic planning purposes. Below is a further summary of the baseline funding scenario, which represents the projected “supply of money” for all transportation and air quality improvement projects in Sacramento County for the next 15 years (millions of 1994 dollars).

<u>Funding Program/Agency</u>	<u>1994/95 - 2000/01</u>		<u>2001/02 - 2008/09</u>		<u>1994/95 - 2008/09</u>	
Federal Highway Admin.	\$ 170.0	(9.3%)	\$ 194.4	(9.4%)	\$ 364.4	(9.2%)
Federal Transit Admin.	292.9	(16.0%)	48.8	(2.3%)	341.7	(8.7%)
CTC/Caltrans/SACOG	312.1	(17.0%)	96.3	(4.6%)	408.4	(10.3%)
STA (Measure A)	396.3	(21.6%)	538.9	(25.5%)	935.2	(23.7%)
Air Quality District	21.0	(1.1%)	24.0	(1.1%)	45.0	(1.1%)
City of Sacramento	14.1	(0.8%)	20.0	(0.9%)	34.1	(0.9%)
Gas Tax Subventions	211.5	(11.5%)	461.1	(21.8%)	672.6	(17.0%)
County of Sacramento	37.5	(2.0%)	48.4	(2.3%)	85.9	(2.2%)
Developer Financing	126.0	(6.9%)	144.0	(6.8%)	270.0	(6.8%)
SRTD (Proposed Measure “B”)	249.8	(13.6%)	538.9	(25.5%)	788.7	(20.0%)
Total	<u>\$1,831.2</u>	<u>(100.0%)</u>	<u>\$2,114.8</u>	<u>(100.0%)</u>	<u>\$3,946.0</u>	<u>(100.0%)</u>

KEY FINANCIAL ASSUMPTIONS

Below is a summary of the key assumptions associated with the baseline funding scenario we are suggesting for the Measure A strategic planning process. Assumptions indicated in italics need to be monitored carefully, because the baseline funding scenario is very sensitive to changes in them.

- FHWA funds. Assumes STP, CMAQ, HBBR, interstate maintenance and NHS funds programmed in the FY 1992/93 TIP (as amended through 93-7).
- FTA Section 3 New Starts. Assumes 80% federal funding of the \$381 million South Sacramento Corridor MOS. This is approximately 30% federal funding of the total rail extensions program.
- FTA Section 3 Fixed Guideway. Assumes that SRTD will receive \$1.2 million annually under Tier 3 of the Section 3 fixed guideway formula.
- FTA Section 3 Bus/Alternative Fuels. Assumes that SRTD will get 90% federal funding for the FY 1996/97 and FY 1998/99 acquisition of CNG buses.
- FTA Section 9 Formula. Assumes continuation of the Section 9 formula program at current operating and capital levels.

Exhibit Q
Baseline Funding Scenario - Projected Funding Supply
(millions of 1994 dollars)

Funding Level/Agency/Program	To Date	FY 94/95	FY 95/96	FY 96/97	FY 97/98	FY 98/99	FY 99/00	FY 00/01	FY 94/95- FY 00/01	FY 01/02- FY 08/09	Total	
Federal Funding												
Federal Highway Administration												
1	Surface Transportation Program (STP) (a)	21.9	10.9	8.8	8.8	8.4	8.4	8.4	8.4	62.1	67.2	151.2
2	STP - Transportation Enhancement Activities	1.1	1.2		1.0					2.2		3.3
3	Congestion Mitigation/Air Quality	14.2	7.0	4.7	4.7	5.1	5.1	5.1	5.1	36.8	40.8	91.8
4	Subtotal - FHWA	37.2	19.1	13.5	14.5	13.5	13.5	13.5	13.5	100.1	108.0	246.3
Federal Transit Administration												
5	FTA Sec. 3 New Starts (b)	7.0	9.0	10.0	10.0	67.0	67.0	67.0	67.0	304.0		304.0
6	FTA Sec. 3 Fixed Guideway	2.3	1.2	1.2	1.2	1.2	1.2	1.2	1.2	8.4	9.6	20.3
7	FTA Sec. 3 Bus and Other	12.3	25.5	23.2	6.6	6.6	5.4			67.2		79.5
8	FTA Sec. 9 Capital	14.7	4.9	4.9	4.9	4.9	4.9	4.9	4.9	34.3	39.2	88.2
9	Subtotal - FTA	36.3	40.6	39.3	22.7	79.7	78.5	73.1	73.1	413.9	48.8	499.0
10	Subtotal - Federal Funding	73.5	59.7	52.8	37.2	93.2	92.0	86.6	86.6	514.9	156.8	745.3
State Funding (CTC/Caltrans)												
11	State Highway Ops. & Protection Program	6.7		6.5								13.2
12	Flexible Congestion Relief Program (a)		9.1	25.9			15.9	20.0	20.0	90.9		90.9
13	Commuter & Urban Rail Bonds (c)	0.9			6.1	8.1	6.2	46.4	30.0	96.8	56.3	154.0
14	Prop. 116 Rail Bonds (c)	10.0		10.6	12.5	13.7	36.2	9.7	7.3	90.0		100.0
15	Traffic Systems Management		1.0	1.0	1.0	1.0	1.0	1.0	1.0	7.0	8.0	15.0
16	State/Local Transportation Partnership		1.0	1.0	1.0	1.0	1.0	1.0	1.0	7.0	8.0	15.0
17	Transit Capital Improvement		1.2	1.2	1.2	1.2	1.2	1.2	1.2	8.4	9.6	18.0
18	State Transit Assistance		1.6	1.7	1.7	1.7	1.7	1.8	1.8	12.0	14.4	26.4
19	Subtotal - CTC/Caltrans	17.6	13.9	47.9	23.5	26.7	63.2	81.1	62.3	312.1	96.3	432.5
Local Funding												
Sales Tax Jurisdictions												
20	Measure A Sales Tax	260.1	52.2	53.2	54.8	56.5	58.2	59.9	61.5	396.3	538.9	1,195.3
21	Additional SRTD Sales Tax (d)				13.7	56.5	58.2	59.9	61.5	249.8	538.9	788.7
22	Subtotal - Sales Tax Jurisdictions	260.1	52.2	53.2	68.5	113.0	116.4	119.8	123.0	646.1	1,077.8	1,984.0
City and/or County of Sacramento												
23	Existing Gasoline Tax Subvention		26.7	26.7	26.7	26.7	26.7	26.7	26.7	186.7	213.3	400.0
24	Additional Gasoline Tax Subvention (e)						4.1	8.3	12.4	24.8	247.8	272.6
25	City Street Construction Tax		0.8	0.8	2.5	2.5	2.5	2.5	2.5	14.1	20.0	34.1
26	County Roadway & Transit Development Fee	10.0	2.7	2.8	2.9	3.0	3.1	3.2	3.3	20.7	29.2	59.9
27	Special Financing Districts		18.0	18.0	18.0	18.0	18.0	18.0	18.0	126.0	144.0	270.0
28	County Service Area (Lighting)		2.4	2.4	2.4	2.4	2.4	2.4	2.4	16.8	19.2	36.0
29	DMV Registration Surcharge (AB 4355)		3.0	3.0	3.0	3.0	3.0	3.0	3.0	21.0	24.0	45.0
30	Subtotal - City and/or County	10.0	53.5	53.6	55.4	55.5	59.7	64.0	68.2	410.0	697.5	1,117.5
31	Subtotal - Local Funding	270.1	105.7	106.8	123.9	168.5	176.1	183.8	191.2	1,056.1	1,775.3	3,101.6
32	Total Funding	361.2	179.3	207.5	184.6	288.4	331.3	351.5	340.1	1,883.1	2,028.4	4,158.4

- Notes: (a) FCR program actually includes both State and federal funds.
(b) Assumes 80% federal funding for the South Sacramento Corridor MOS project as agreed to by the Transportation Cabinet.
(c) Assumes that SRTD rail bond funds will be available beyond the deadlines currently stipulated by AB 973 and Proposition 116 based on SRTD staff discussions with CTC staff.
(d) Assumes passage of an additional 1/2-cent sales tax for transit capital and operating programs in November 1996.
(e) Assumes passage of the SACOG gas tax proposal—or its Statewide Consensus Project equivalent—by November 1998.

- FCR funds. Assumes \$35 million in FCR funding for State highway projects and \$16 million in FCR funding for the first leg (i.e., to the intermodal station) of the Downtown-Natomas-Airport (DNA) rail line as currently programmed in the 1992 STIP. Assumes Sacramento County minimum of \$25 million annually less any AB 973 rail bond proceeds and SLTPP funds received in a given year for the third quadrennium (FY 1993/94 - FY 1996/97) and \$12 million annually for the fourth quadrennium (FY 1997/98 - FY 2000/01).
- State/Local Transportation Partnership. Assumes an average of \$1 million annually in SLTPP funding for City and County roadway projects.
- AB 973 Rail Bonds. Assumes availability of \$154 million in AB 973 rail bonds that were programmed in the 1990 and 1992 STIP's.
- Proposition 116 Rail Bonds. Assumes availability of \$100 million in Prop. 116 funds earmarked for SRTD's rail extensions program.
- Annual non-STIP funding. Assumes annual TSM, TCI, and STA funding at an average of the past three years (\$1.0 million, \$1.2 million and \$1.7 million, respectively).
- Measure A sales tax. Assumes low estimate of sales tax revenue projected in Working Paper #1: Funding Scenarios.
- SRTD 1/2-cent sales tax. Assumes County voter approval in November 1996 of an additional 1/2-cent sales tax for SRTD capital and operating purposes.
- Local Transportation Fund. Assumes that all LTF apportionments by SACOG will be used solely for operating purposes. As a practical matter, some LTF funding (i.e., as much as \$5 million) will likely be used for local match of capital projects over the next seven years.
- State gas tax subvention. Assumes continuation of existing gas tax subventions to the City of Sacramento and the County of Sacramento under Sections 2104-2107 of the Streets & Highways Code.
- SACOG gas tax. Assumes California voter approval in November 1998 of (a) a 1-cent-per-year increase in the State sales tax on gasoline and diesel fuel, with all proceeds to be subvented back to the cities and counties or (b) a fiscally equivalent proposal developed by the Transportation Consensus Project.
- Local development fees. Based on (1) County's November 1993 CDF fee schedule and County projections regarding buildout of the General Plan and (2) City's existing surcharge on building permits and City projections regarding construction/reconstruction activities.
- Special financing districts. Based on existing special assessments and developer fees included in the County's Antelope PFFD, Laguna PFFD, Laguna Creek Ranch PFFD, Bradshaw/US 50 IFD, Elk Grove/West Vineyard PFFD, and the City's South Natomas FBA.
- County service areas. Assumes continuation of CSA #1 (street lighting). Does not assume voter approval of CSA 6 (paratransit).
- DMV registration surcharge. Assumes continuation of \$4 per year vehicle registration surcharge authorized by AB 4355. Does not assume passage of additional vehicle registration surcharges (i.e., AB 2247).

MEASURE A FUNDING PLAN SUMMARY

Exhibit R below summarizes all the costs and funding associated with the recommended Measure A program of projects. This includes all the other local, State and federal funding of Measure A projects, but not the funding (or costs) of the non-Measure A projects (i.e., SRTD's rail extensions program, Caltrans programs and projects, the South Natomas FBA program, the County Roadway and Transit Development Fee programs, the Combined Road Fund projects, and the special financing district programs that are included in the SCTP program of projects).

Exhibit R Measure A Program Sources and Uses of Funds (thousands of 1994 dollars)

Category/Agency/Program	To Date	FY 94/95	FY 95/96	FY 96/97	FY 97/98	FY 98/99	FY 99/00	FY 00/01	FY 01/02	FY 02/03	After 2003	Total
Sources of Measure A Program Funds												
Surface Transportation Program	2,537	8,065	2,408	14,570	270	270	270	135	135	135	810	29,604
Congestion Mitigation/Air Quality	204	4,600	8,022	15,557	132	4,647	132	60	60	60	202	33,679
Transp. Enhancement Activities	0	480	0	1,040	0	0	0	0	0	0	0	1,520
Bridge Replacement/Rehabilitation	0	1,535	0	0	0	0	0	0	0	0	0	1,535
FTA Sec. 3 Fixed Guideway	0	2,160	1,200	0	1,200	4,800	0	0	0	0	0	9,360
FTA Sec. 3 Bus and Other	140	0	240	22,025	0	4,514	0	0	0	0	0	26,919
FTA Sec. 9 Formula	41,401	12,601	12,156	10,970	14,290	13,524	21,950	21,951	5,073	4,955	15,720	174,591
Flexible Congestion Relief	13,416	41,085	8,211	39,875	1,000	15,900	2,495	6,653	14,152	13,000	16,500	172,287
State/Local Transp. Partnership	2,322	396	323	256	0	1,094	8,086	0	0	0	0	12,477
Traffic System Management	0	3,722	0	11,000	5,500	4,600	0	0	0	0	0	24,822
Transit Capital Improvement	5,479	745	2,620	1,800	2,680	1,500	1,020	0	0	0	0	15,844
Local Transportation Fund	1,147	1,178	1,242	1,311	1,383	0	0	0	0	0	0	6,261
State Transit Assistance	13	178	160	175	180	180	180	195	195	195	1,170	2,821
Other State Programs	0	70	388	0	175	316	0	0	0	0	0	949
Measure A Sales Tax	271,482	57,869	54,765	53,543	52,293	54,798	61,143	51,075	45,397	39,012	232,214	973,590
Gasoline Tax Subvention	7,453	25,332	27,385	26,561	26,561	26,560	24,672	24,672	24,672	24,672	145,180	383,718
Major Street Construction Fund	2,541	1,232	1,100	1,812	1,100	1,400	250	250	250	100	600	10,635
Roadway & Transit Development Fee	12,746	3,315	2,395	2,600	1,000	5,707	44,177	0	0	0	0	71,940
Developer Fees	413	278	0	0	0	0	0	0	0	0	0	691
Community Service Area (Lighting)	0	250	250	250	250	250	250	250	250	0	0	2,000
Other Local Programs	6,438	4,351	2,573	2,695	12,734	688	6,644	6,338	2,738	238	1,428	46,865
Total - Sources of Funds	367,733	169,442	125,437	206,039	120,748	140,748	171,269	111,578	92,923	82,367	413,824	2,002,108
Uses of Measure A Program Funds												
Air Quality Improvements	3,925	657	767	792	815	840	864	889	911	937	3,393	12,374
Small Cities												
. City of Folsom	1,842	5,538	7,204	12,906	12,454	12,000	48	0	48	0	144	52,184
. City of Galt	34	2,000	2,500	2,500	0	0	0	473	890	914	5,993	15,304
. City of Isleton	227	36	39	37	40	38	42	40	44	42	282	867
Subtotal - Small Cities	2,103	7,574	9,743	15,443	12,494	12,038	90	513	982	956	6,419	68,355
Roadway Construction												
. Joint City/County Highway Program	34,380	13,300	11,100	15,400	600	6,990	17,306	18,544	18,355	14,755	69,419	220,149
. City Of Sacramento Street Construction	6,634	25,391	10,852	17,933	26,668	29,851	14,222	1,655	1,722	1,655	110,100	246,682
. County Of Sacramento Road Construction	27,993	21,348	9,305	15,408	15,245	16,685	60,215	1,605	115	115	115	168,152
Subtotal - Roadway Construction	69,007	60,039	31,257	48,741	42,513	53,526	91,743	21,804	20,192	16,525	179,634	634,983
Roadway Maintenance												
. City of Sacramento Street Maintenance	29,264	9,811	9,861	9,961	9,961	9,961	9,961	9,961	9,961	9,961	59,766	178,429
. County of Sacramento Road Maintenance	36,600	28,451	28,451	28,451	28,451	28,451	28,451	28,451	28,451	28,451	170,706	463,365
Subtotal - Roadway Maintenance	65,864	38,262	38,312	38,412	38,412	38,412	38,412	38,412	38,412	38,412	230,472	641,794
Sacramento Regional Transit District (SRTD)												
. Operating Assistance	85,158	13,166	13,396	13,779	14,171	14,570	14,978	15,362	15,774	16,192	106,206	322,752
. Capital Program	67,956	16,185	17,516	31,080	22,853	21,637	42,022	27,614	10,617	6,369	20,853	284,701
Subtotal - SRTD	153,114	29,351	30,912	44,859	37,024	36,207	57,000	42,976	26,391	22,561	127,059	607,453
Consolidated Transportation Services Agency	4,738	5,848	6,309	7,289	8,194	8,194	8,194	8,194	8,194	8,194	8,194	81,540
Total - Uses of Funds	298,751	141,731	117,301	155,536	139,452	149,216	196,303	112,787	95,083	87,584	555,171	2,046,499
Deficit - Measure A Program	68,982	27,711	8,137	50,503	(18,704)	(8,468)	(25,034)	(1,209)	(2,160)	(5,218)	(141,347)	(44,391)

Below are key highlights regarding the recommended Measure A program for FY 1994/95 - FY 2000/01 indicated in Exhibit S on pages 40-43.

Gross Revenues and Administrative Costs

- The Measure A sales tax revenue forecasting model projects \$396 million in gross receipts for the seven-year period and net revenue of \$382 million (the difference being the 2.47% collection and processing fee paid to the State Board of Equalization).
- We estimate that the Transportation Authority and the Measure A entities will earn an additional \$15-20 million in interest income, depending on the rate in which projects are delivered and funds expended.
- The Transportation Authority will receive up to \$3.9 million in sales tax revenue to administer the Measure A program.

Recommended Measure A Program Expenditures

- All recommended program expenditures are consistent with (a) the percentage allocations specified in the Measure A Transportation Expenditure Agreement and (b) the further split of sales tax revenues based on the relative SACOG population forecasts indicated at the end of Exhibit N.
- In general, annual programs are “sized” to fit the amount of sales tax revenue and other funding available to respective Measure A entities. Such programs include air quality improvements, maintenance programs, and the operating assistance to Regional Transit and Paratransit, Inc. (the Consolidated Transportation Services Agency).
- The City of Sacramento, the County of Sacramento, and Regional Transit all need some rescheduling of projects over the next five years to reflect the amount and timing of their Measure A allocations.
- We still need to work with Paratransit, Inc. to identify and program the capital improvements that are eligible for, and appropriate uses of, Measure A funding.

MEASURE A FUNDING PLAN DETAILS

Exhibit S on the following four pages presents our recommended Measure A program for the next seven years.

Exhibit S
Recommended Measure A Programming Commitments, FY 1994/95 - FY 2000/01
(thousands of 1994 dollars)

No.	Project/Program	Facility	Program	1989/90 - 1993/94	1994/95 - 2000/01	2001/02 - 2008/09	Total 1994 \$'s	1994/95	1995/96	1996/97	1997/98	1998/99	1999/2000	2000/01
	SUMMARY													
	Gross Sales Tax Revenue			260,131	396,184	553,179	1,209,495	52,178	53,189	54,813	56,469	58,156	59,877	61,503
	Interest Income			12,330	0	0	12,330	0	0	0	0	0	0	0
	Total Measure A Program Revenue			272,461	396,184	553,179	1,221,825	52,178	53,189	54,813	56,469	58,156	59,877	61,503
	State Board of Equalization			4,451	10,737	14,991	30,179	1,414	1,441	1,485	1,530	1,576	1,623	1,667
	STA Administrative Costs			2,557	3,854	5,382	11,793	508	517	533	549	566	583	598
	Air Quality Improvements			3,930	5,724	7,992	17,646	754	768	792	816	840	865	889
	Cities of Folsom, Galt and Isleton			10,878	20,822	33,501	65,201	2,482	2,620	2,789	2,962	3,137	3,316	3,516
	Roadway Construction			90,965	124,267	171,959	387,191	16,457	16,744	17,224	17,714	18,213	18,722	19,192
	Roadway Maintenance			69,095	99,413	137,567	306,076	13,166	13,396	13,779	14,171	14,570	14,978	15,353
	Sacramento Regional Transit District			85,759	124,267	171,959	381,985	16,457	16,744	17,224	17,714	18,213	18,722	19,192
	Elderly & Handicapped Transportation			4,828	7,101	9,826	21,755	940	957	984	1,012	1,041	1,070	1,097
	Total Measure A Program Expenditures			272,462	396,184	553,179	1,221,826	52,178	53,189	54,813	56,469	58,156	59,877	61,503
	REVENUE													
	Gross Sales Tax Receipts			260,131	396,184	553,179	1,209,495	52,178	53,189	54,813	56,469	58,156	59,877	61,503
	Less: State Board of Equalization Fee		SBOE	(4,451)	(10,737)	(14,991)	(30,179)	(1,414)	(1,441)	(1,485)	(1,530)	(1,576)	(1,623)	(1,667)
	Less: Statutory Ceiling on STA Admin. Costs		Admin.	(2,557)	(3,854)	(5,382)	(11,793)	(508)	(517)	(533)	(549)	(566)	(583)	(598)
	Equals: Net Sales Tax Receipts			253,124	381,593	532,806	1,167,523	50,256	51,230	52,794	54,389	56,014	57,672	59,238
	Plus: Interest Income to STA (@ 5%)		Interest	2,394	0	0	2,394							
	Equals: Total Measure A Entity Funding			255,517	381,593	532,806	1,169,917	50,256	51,230	52,794	54,389	56,014	57,672	59,238
	EXPENDITURES AND PROGRAMMED COMMITMENTS													
	Air Quality Improvements													
	Annual Sales Tax Allocation			3,912	5,724	7,992	17,628	754	768	792	816	840	865	889
	Interest Income (@ 5%)			18	0	0	18							
AQ-aqd-003	Transportation Programming Analysis		Plan	227	399	456	1,082	57	57	57	57	57	57	57
AQ-aqd-005	Mobile-Source Rule Development		Plan	266	1,462	1,560	3,288	292	195	195	195	195	195	195
AQ-aqd-006	Air Monitoring		Plan	217	2,177	2,488	4,882	311	311	311	311	311	311	311
AQ-aqd-007	Transportation Control Measures		Plan	507	1,644	3,440	5,591	88	199	223	247	271	296	320
AQ-cmp-001	Other (Including CMP Reimbursement)		Plan	2,713	42	48	2,803	6	6	6	6	6	6	6
	Funds Not Programmed			(0)	(0)	0	(0)	(0)	0	(0)	(0)	0	0	(0)
	Subtotal - Air Quality Improvements			3,930	5,724	7,992	17,646	754	768	792	816	840	865	889
	City of Folsom													
	Annual Sales Tax Allocation			7,804	15,351	25,031	48,185	1,837	1,937	2,060	2,185	2,313	2,443	2,577
	Interest Income (@ 5%)			355	0	0	355							
FO-cap-001	American River Crossing	Bridge	CIP	8,158	15,351	25,031	48,540	1,837	1,937	2,060	2,185	2,313	2,443	2,577
FO-cap-002	Other Folsom Capital Projects	Streets	CIP		0	0	0							
FO-ops-001	Folsom Maintenance Program	Streets	Ops		0	0	0							
	Funds Not Programmed			0	0	0	0	0	0	0	0	0	0	0
	Subtotal - City of Folsom			8,158	15,351	25,031	48,540	1,837	1,937	2,060	2,185	2,313	2,443	2,577
	City of Galt													
	Annual Sales Tax Allocation			2,333	5,209	8,124	15,666	609	647	693	739	786	834	900
	Interest Income (@ 5%)			159	0	0	159							
GA-cap-001	Lincoln Way Improvement	Streets	CIP	2,489	4,545	0	7,034	606	644	690	736	783	831	391
GA-cap-002	Other Galt Capital Projects	Streets	CIP	3	21	24	48	3	3	3	3	3	3	3
GA-ops-001	Galt Maintenance Program	Streets	Ops		506	8,099	8,605							506
	Funds Not Programmed			0	1	1	2	0	0	(0)	0	0	0	(0)
	Subtotal - City of Galt			2,492	5,209	8,124	15,689	609	647	693	739	786	834	900
	City of Isleton													
	Annual Sales Tax Allocation			224	262	347	834	36	36	37	37	38	39	39
	Interest Income (@ 5%)			3	0	0	3							
IS-ops-001	Isleton Maintenance Program	Streets	Ops	227	262	347	836	36	36	37	37	38	39	39
	Funds Not Programmed			(0)	0	0	0	(0)	0	(0)	0	0	(0)	0
	Subtotal - City of Isleton			227	262	347	836	36	36	37	37	38	39	39
	Amount of Sales Tax Revenue Remaining			241,244	355,047	491,312	1,087,604	47,021	47,841	49,212	50,612	52,037	53,492	54,833

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Exhibit S
Recommended Measure A Programming Commitments, FY 1994/95 - FY 2000/01
(thousands of 1994 dollars)

No.	Project/Program	Facility	Program	1989/90 - 1993/94	1994/95 - 2000/01	2001/02 - 2008/09	Total 1994 \$'s	1994/95	1995/96	1996/97	1997/98	1998/99	1999/2000	2000/01
	Roadway Construction													
	Joint City/County Highway Program													
	City of Sacramento Sales Tax Contribution			9,140	15,120	17,280	41,540	2,160	2,160	2,160	2,160	2,160	2,160	2,160
	County of Sacramento Sales Tax Contribution			15,090	30,720	30,720	76,530	6,730	4,790	3,840	3,840	3,840	3,840	3,840
	Interest Income (@ 5%)				0	0	0							
CC-shs-002	Treeview Road-Sunrise Road	SR 16	SHS	2,400	1,000	0	3,400	1,000						
CC-shs-003	Folsom Blvd.& Howe Ave./Power Inn Road	SR 16	SHS		5,500	4,300	9,800						1,500	4,000
CC-shs-005	Watt Ave.-Treeview Road	SR 16	SHS		0	10,500	10,500							
CC-shs-006	Murieta Pkwy.-Cosumnes River	SR 16	SHS		0	1,964	1,964							
CC-shs-008	Hazel Ave. Interchange	US 50	SHS	4,000	0	0	4,000							
CC-shs-012	Watt Ave. Interchange	US 50	SHS		2,900	0	2,900						1,000	1,900
CC-shs-014	Arden Way-Exposition Blvd.	SR 51	SHS		5,000	3,000	8,000					1,000	2,000	2,000
CC-shs-015	Madison Ave.-Placer Co. Line	I-80	SHS		4,000	4,400	8,400					1,000	1,000	2,000
CC-shs-016	I-5 to SR 51 HOV	I-80	SHS		0	12,000	12,000							
CC-shs-017	Elk Grove Blvd. Interchange	SR 99	SHS	300	6,000	0	6,300	2,600	3,400					
CC-shs-018	Calvine Road/Cosumnes Rd. Interchange	SR 99	SHS	11,300	8,000	0	19,300	5,000	3,000					
CC-shs-021	Sheldon Road Interchange	SR 99	SHS	200	1,700	0	1,900	300	400	400	600			
CC-shs-022	Mack Road- Elk Grove Blvd. HOV	SR 99	SHS		700	0	700	700						
CC-shs-023	Elverta Road Interchange	SR 99	SHS		0	0	0							
CC-shs-024	Exposition Blvd. Interchange	SR 160	SHS		9,000	0	9,000						4,000	5,000
CC-shs-026	Richards Blvd. Interchange	SR 160	SHS		0	0	0							
	Other			6,030	0	0	6,030							
	Funds Not Programmed			0	2,040	11,836	13,876	(710)	150	5,600	5,400	4,000	(3,500)	(8,900)
	Subtotal - City/County Highway Program			24,230	45,840	48,000	118,070	8,890	6,950	6,000	6,000	6,000	6,000	6,000
	City of Sacramento Street Construction													
	Annual Sales Tax Allocation			30,926	44,933	59,403	135,262	6,004	6,092	6,250	6,411	6,575	6,743	6,858
	Interest Income (@ 5%)			1,427	0	0	1,427							
	State Highway Improvements	Highways	SHS	9,140	15,120	17,280	41,540	2,160	2,160	2,160	2,160	2,160	2,160	2,160
CI-maj-001	Arden Garden Connector	Streets	CIP		1,925	0	1,925	370	340	315	900			
CI-maj-002	Exposition Blvd. (Tribute - SR 160)	Streets	CIP	4,780	2,470	0	7,250	1,970			100	400		
CI-maj-003	I-5/I St. Off-Ramp	Streets	CIP		0	0	0							
CI-maj-004	Intermodal Station in SPRR Develop.	Streets	CIP		0	0	0							
CI-maj-005	7th Street Northerly Extension	Streets	CIP	50	1,805	0	1,855	67	71		271	1,396		
CI-maj-006	Richards Blvd. (I-5 - 12th St.)	Streets	CIP		0	0	0							
CI-maj-007	Richards Blvd./I-5 Interchange (I)	Streets	CIP		0	0	0							
CI-maj-008	Richards Blvd. (SR 160 - SR 51)	Streets	CIP		0	0	0							
CI-maj-010	Northgate Blvd. All Weather	Streets	CIP		3,435	0	3,435	210		1,515	1,710			
CI-maj-011	North Market/I-5 Interchange	Streets	CIP		0	0	0							
CI-maj-013	Evergreen Extension to SR 160	Streets	CIP	579	3,025	0	3,604	145	2,375	505				
CI-maj-014	Folsom/Power Inn Rd. Interchange	Streets	CIP	506	1,105	0	1,611	100		265	265	475		
CI-maj-016	Raley Blvd. (Santa Ana - Ascot)	Streets	CIP	2,213	1,320	0	3,533		120	200		1,000		
CI-maj-017	Richards Blvd./I-5 Interchange (II)	Streets	CIP		0	0	0							
CI-maj-023	SR 51/SR 160/Arden Improvements	Streets	CIP		0	0	0							
CI-maj-024	Exposition Blvd./SR 160 Interchange	Streets	CIP		0	0	0							
CI-maj-025	Consumnes River Blvd (I-5 - Franklin)	Streets	CIP	80	100	0	180					100		
CI-maj-026	Northgate Blvd/SR 160 Interchange	Streets	CIP	430	4,660	0	5,090		107	2,492	2,061			
CI-maj-027	Consumnes Blvd (Bruceville - SR99)	Streets	CIP	450	350	0	800	350						
CI-maj-028	Fair Oaks/Howe Grade Separation	Streets	CIP		0	0	0							
CI-imp-	Freeport & Fruitridge Intersection	Streets	CIP		300	0	300	300						
CI-imp-008	Mack Rd. & Franklin Rd. Intersection	Streets	CIP		350	0	350			275	75			
CI-cap-001	Traffic Signal Installation	Streets	CIP	73	630	0	703	80	200	300	50			
CI-cap-002	Traffic Signal Synchronization	Streets	CIP	1,336	2,350	2,800	6,486	275	325	350	350	350	350	350
CI-cap-003	Center Median/Left-Turn Lanes	Streets	CIP	600	1,036	1,200	2,836	150	140	146	150	150	150	150
CI-cap-004	Neighborhood Traffic Management	Streets	CIP	283	1,200	800	2,283	300	400	100	100	100	100	100
CI-cap-006	Handicapped Access Ramps	Sidewalks	CIP	350	700	200	1,250	100	100	100	100	100	100	100
CI-cap-007	Pedestrian Walkways	Sidewalks	CIP		0	0	0							
CI-cap-008	Bikeways Program	Bikeways	CIP	160	560	160	880	80	80	80	80	80	80	80
CI-cmp-001	Other (Including CMP Reimbursement)	Streets	Plan	11,323	245	70	11,638	35	35	35	35	35	35	35
	Funds Not Programmed			0	2,247	36,893	39,140	(688)	(361)	(2,588)	(1,996)	229	3,768	3,883
	Subtotal - City of Sacramento			32,353	44,933	59,403	136,689	6,004	6,092	6,250	6,411	6,575	6,743	6,858

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Exhibit S
Recommended Measure A Programming Commitments, FY 1994/95 - FY 2000/01
(thousands of 1994 dollars)

No.	Project/Program	Facility	Program	1989/90 - 1993/94	1994/95 - 2000/01	2001/02 - 2008/09	Total 1994 \$'s	1994/95	1995/96	1996/97	1997/98	1998/99	1999/2000	2000/01
	County Of Sacramento Road Construction													
	Annual Sales Tax Allocation			53,631	79,334	112,556	245,521	10,453	10,652	10,974	11,303	11,638	11,979	12,334
	Interest Income (@ 5%)			4,981	0	0	4,981							
	State Highway Improvements	Highways	SHS	15,090	30,720	30,720	76,530	6,730	4,790	3,840	3,840	3,840	3,840	3,840
CO-msa-001	Arden Way	Roads	MSA	175	1,393	0	1,568	750	643					
CO-msa-002	Auburn Boulevard	Roads	MSA	20	750	0	770	50	300	400				
CO-msa-003	Beech Avenue	Roads	MSA	50	45	0	95	45						
CO-msa-004	Bell Street	Roads	MSA	273	0	0	273							
CO-msa-005	Bridge Projects	Bridges	MSA	861	170	0	1,031	170						
CO-msa-006	Elk Grove Florin Road	Roads	MSA	4,167	1,355	0	5,522	10	345	1,000				
CO-msa-007	Elkhorn Boulevard	Roads	MSA	2,956	6,590	0	9,546	450	3,310	2,830				
CO-msa-008	Ethan Way	Roads	MSA		150	0	150				150			
CO-msa-009	Fair Oaks Boulevard	Roads	MSA	405	3,018	0	3,423	85	375	250				2,308
CO-msa-010	Florin Road	Roads	MSA	546	0	0	546							
CO-msa-011	Folsom Boulevard	Roads	MSA	150	0	0	150							
CO-msa-012	Greenback Lane	Roads	MSA	2,266	7,296	0	9,562	140	300	2,310	1,960		2,586	
CO-msa-013	Hazel Avenue	Roads	MSA	1,670	13,294	0	14,964	985	1,460	1,850	800	8,199		
CO-msa-014	Left Turn Conversions	Roads	MSA	100	0	0	100							
CO-msa-015	Madison Avenue	Roads	MSA		2,689	0	2,689						2,689	
CO-msa-016	Marconi Avenue	Roads	MSA	281	510	0	791	170	340					
CO-msa-017	Marshall-Grant Bike Project	Bikeways	MSA	833	0	0	833							
CO-msa-018	Old Auburn Road	Roads	MSA	298	1,055	0	1,353						1,055	
CO-msa-019	Pershing Avenue	Roads	MSA	501	0	0	501							
CO-msa-020	O Street	Roads	MSA	460	90	0	550	90						
CO-msa-021	SR 16	Roads	MSA		4,590	0	4,590						4,590	
CO-msa-022	Sunrise Boulevard	Roads	MSA		2,361	0	2,361						2,361	
CO-msa-023	Wachtel Way	Roads	MSA	200	525	0	725	525						
CO-msa-024	Walnut Avenue	Roads	MSA	1,373	0	0	1,373							
CO-msa-025	Bikeway Improvements	Bikeways	MSA	150	1,325	0	1,475	125	200	200	200	200	200	200
CO-crf-001	Bridge Projects	Bridges	CRF	540	525	0	1,065	180	345					
CO-crf-003	Don Julio Boulevard	Roads	CRF	115	0	0	115							
CO-crf-006	Greenback Lane	Roads	CRF	920	0	0	920							
CO-crf-008	Watt Avenue	Roads	CRF	100	6,625	0	6,725	125	200	300	4,000	2,000		
CO-cd7-001	SR 16 (Grant Line-Rancho Murieta)	Roads	CDF 7		4,019	0	4,019						4,019	
CO-cmp-001	Other (Including CMP Reimbursement)	Roads	Plan	115	805	230	1,150	115	115	115	115	115	115	115
	Funds Not Programmed			23,997	(10,566)	81,606	95,037	(292)	(2,071)	(2,121)	238	(2,716)	(9,476)	5,871
	Subtotal - Sacramento County			58,612	79,334	112,556	250,502	10,453	10,652	10,974	11,303	11,638	11,979	12,334
					0									
	Subtotal - Roadway Construction			90,965	124,267	171,959	387,191	16,457	16,744	17,224	17,714	18,213	18,722	19,192
	Roadway Maintenance													
	City of Sacramento Street Maintenance													
	Annual Sales Tax Allocation			22,560	35,946	47,523	106,029	4,803	4,874	5,000	5,129	5,260	5,394	5,486
	Interest Income (@ 5%)			988	0	0	988							
CI-ops-001	Street Overlays	Streets	Ops	23,548	30,457	40,947	94,952	4,146	4,152	4,178	4,307	4,438	4,572	4,664
CI-ops-002	Street Sealing	Streets	Ops		2,100	2,400	4,500	300	300	300	300	300	300	300
CI-ops-003	Curb & Gutter Repair	Streets	Ops		420	480	900	60	60	60	60	60	60	60
CI-ops-004	Traffic Signal Maintenance	Streets	Ops		2,200	2,800	5,000	200	250	350	350	350	350	350
CI-ops-005	Installation of Handicap Ramps (ADA)	Streets	Ops		685	800	1,485	85	100	100	100	100	100	100
CI-ops-006	Bridge Maintenance	Bridges	Ops		84	96	180	12	12	12	12	12	12	12
	Funds Not Programmed			0	0	(0)	0	0	(0)	(0)	(0)	0	0	0
	Subtotal - City of Sacramento			23,548	35,946	47,523	107,017	4,803	4,874	5,000	5,129	5,260	5,394	5,486

Note: Actual sales tax allocations to the four cities and Sacramento County may vary somewhat, because they are based on the Department of Finance's Population Estimates for California Cities and Counties (Report E-1) rather than SACOG population estimates on page 43.

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(thousands of 1994 dollars)

No.	Project/Program	Facility	Program	1989/90 - 1993/94	1994/95 - 2000/01	2001/02 - 2008/09	Total 1994 \$'s	1994/95	1995/96	1996/97	1997/98	1998/99	1999/2000	2000/01
	County of Sacramento Road Maintenance													
	Annual Sales Tax Allocation			45,547	63,467	90,045	199,059	8,362	8,522	8,780	9,042	9,310	9,583	9,867
	Interest Income (@ 5%)			0	0	0	0							
CO-ops-001	Pavement Maintenance	Roads	Ops	36,600	15,176	21,532	73,308	2,000	2,038	2,099	2,162	2,226	2,292	2,359
CO-ops-002	Traffic Signal/Street Light Operations	Roads	Ops		2,997	4,252	7,250	395	402	415	427	440	453	466
CO-ops-003	Traffic Signal/Street Light Maintenance	Roads	Ops		8,326	11,812	20,138	1,097	1,118	1,152	1,186	1,221	1,257	1,294
CO-ops-004	Traffic Signs/Markings Maintenance	Roads	Ops		10,966	15,558	26,524	1,445	1,472	1,517	1,562	1,609	1,656	1,705
CO-ops-005	Roadside and Bridge Maintenance	Bridges	Ops		9,422	13,368	22,790	1,241	1,265	1,303	1,342	1,382	1,423	1,465
CO-ops-006	Drainage Maintenance	Roads	Ops		357	506	863	47	48	49	51	52	54	55
CO-ops-007	Landscape and Tree Maintenance	Roads	Ops		8,849	12,554	21,403	1,166	1,188	1,224	1,261	1,298	1,336	1,376
CO-ops-008	Maintenance Contracts	Roads	Ops		7,374	10,462	17,836	972	990	1,020	1,051	1,082	1,113	1,146
	Other	Roads	Ops	8,947	0	0	8,947							
	Funds Not Programmed			0	(0)	(0)	(0)	0	0	0	0	0	(0)	0
	Subtotal - Sacramento County			45,547	63,467	90,045	199,059	8,362	8,522	8,780	9,042	9,310	9,583	9,867
	Subtotal - Roadway Maintenance			69,095	99,413	137,567	306,076	13,166	13,396	13,779	14,171	14,570	14,978	15,353
	Sacramento Regional Transit District (SRTD)													
	Annual Sales Tax Allocation			84,908	124,267	171,959	381,134	16,457	16,744	17,224	17,714	18,213	18,722	19,192
	Interest Income (@ 5%)			851	0	0	851							
RT-ops-001	Operating Assistance	Transit	Ops	48,454	99,827	137,567	285,848	13,579	13,396	13,779	14,171	14,570	14,978	15,353
RT-gen-001	ADA Improvements	Transit	General	320	210	120	650	30	45	30	30	30	30	15
RT-gen-002	Transit Centers	Transit	General	705	1,614	0	2,319	1,095	180	100	239			
RT-gen-003	Bicycle Lockers & Racks	Transit	General	25	120	10	155		23	23	23	23	23	5
RT-gen-004	Signal Preemption	Transit	General		30	0	30			30				
RT-gen-005	Non-Revenue Vehicles	Transit	General	64	203	200	467	53	25	25	25	25	25	25
RT-gen-006	Maintenance - Capital Assets	Transit	General	1,476	0	0	1,476							
RT-gen-008	Information Systems (IS) Expansion	Transit	General	36	238	265	539	45	24	24	30	35	40	40
RT-gen-011	CMP Reimbursement	Transit	General	101	70	70	241	10	10	10	10	10	10	10
RT-enh-001	Double Tracking	Transit	Rail	4,570	3,715	0	8,285	625	590		1,340	1,160		
RT-enh-002	LRT Stations	Transit	Rail	1,050	0	0	1,050							
RT-enh-004	Additional Light Rail Vehicles	Transit	Rail	2,016	0	0	2,016							
RT-enh-005	Grade Separations	Transit	Rail	3,140	1,900	0	5,040		1,000			900		
RT-enh-006	Fare Vending Machines	Transit	Rail	105	120	0	225	120						
RT-enh-007	Associated Capital Maintenance - Rail	Transit	Rail	185	1,375	1,840	3,400	165	190	190	200	200	215	215
RT-ext-001	Folsom - Mather Extension	Transit	Rail	4,010	2,795	0	6,805	1,625	1,155	15				
RT-ext-007	South Sacramento - MOS-1	Transit	Rail	2,412	2,480	0	4,892		2,480					
RT-bus-001	CNG Bus Acquisition	Transit	Bus	8,185	8,040	1,172	17,397	828	799	2,802	739	1,561	673	638
RT-bus-004	Associated Capital Maintenance - Bus	Transit	Bus	0	980	1,600	2,580	120	80	100	140	160	180	200
RT-cmp-001	Other	Transit	Bus	8,905	0	0	8,905							
	Funding Not Programmed			0	550	29,115	29,665	(1,838)	(3,252)	96	767	(461)	2,548	2,690
	Subtotal - Sacramento Regional Transit District			85,759	124,267	171,959	381,985	16,457	16,744	17,224	17,714	18,213	18,722	19,192
	Consolidated Transportation Services Agency (CTSA)													
	Annual Sales Tax Allocation			4,825	7,101	9,826	21,752	940	957	984	1,012	1,041	1,070	1,097
	Interest Income (@ 5%)			3	0	0	3							
EH-ght-001	Demand Response Services	Paratransit	Ops	4,828	4,533	0	9,361	1,121	1,077	1,136	1,199			
EH-ght-002	Agency Contract Services	Paratransit	Ops		0	0	0							
	Funds Not Programmed			(0)	2,568	9,826	12,394	(181)	(120)	(152)	(187)	1,041	1,070	1,097
	Subtotal - CTSA			4,828	7,101	9,826	21,755	940	957	984	1,012	1,041	1,070	1,097
	Total - Measure A Countywide Transportation Expenditure Plan													
				265,455	381,593	532,806	1,179,854	50,256	51,230	52,794	54,389	56,014	57,672	59,238
	SACOG's Population Projections for Sacramento County													
	Folsom							44,000	46,560	49,120	51,680	54,240	56,800	60,020
	Galt							14,601	15,560	16,520	17,480	18,440	19,400	20,964
	Isleton							860	868	876	884	892	900	920
	Sacramento							411,000	418,400	425,800	433,200	440,600	448,000	456,400
	Unincorporated							715,539	731,611	747,683	763,755	779,827	795,900	820,878
	Total							1,186,000	1,212,999	1,239,999	1,266,999	1,293,999	1,321,000	1,359,182

Note: Actual sales tax allocations to the four cities and Sacramento County may vary somewhat, because they are based on the Department of Finance's Population Estimates for California Cities and Counties (Report E-1) rather than SACOG population estimates on page 43.

POLICY AND FINANCIAL ISSUES

The remainder of this section of the Strategic Plan identifies both (a) major policy issues for the governing boards of the STA and Measure A entities to address and (b) financial issues for the staff of the STA and Measure A entities to work out between now and publication of the first update to the Measure A Strategic Plan in 8-10 months.

Major Policy Issues

- State highway improvement projects. About two-thirds of the joint State highway projects are slated for implementation in FY 1999/2000 or later. Given (a) the need for \$110 million in non-Measure A funding of these State highway improvements, (b) the limited prospects of additional STIP programming commitments in 1996, and (c) the significant amount of time available before start of construction, the City and the County need to consider whether or not it is possible—and desirable—to increase the financial leverage of Measure A funding and special district financing of these projects. This could range from seeking new State and/or federal sources to reprogramming existing STIP commitments to reflect priorities agreed to by the City, the County and Caltrans.
- City of Sacramento major street construction. The City needs \$132 million in additional funding to pay for seven street improvement projects scheduled for the next 15 years (Exposition Boulevard interchange, Folsom/Power Inn interchange, Garden Highway widening, Power Inn Road widening, Richards Boulevard widening, Richards Boulevard interchange, and Truxel Road interchange). The City is exploring financing three projects—the Truxel Road interchange, the Richards Boulevard widening, and the Folsom/Power Inn grade separation—through revenue bonding against future gas tax subventions. However, the City needs to develop realistic plans for securing additional funding for the other five projects or drop them from the Transportation Master Plan, which identifies major street improvements to be constructed as a part of the buildout of the General Plan by 2016.
- County Roadway and Transit Development Fee program. The County is experiencing a \$12 million funding shortfall in the five County Roadway Development Fee (CDF) districts that are paying for roadway improvements. County staff and the Board of Supervisors should consider (a) the need and ability to adjust funding splits for CDF projects to maximize the use of Measure A revenues to fund roadway improvements and (b) the ability to utilize “surplus” Measure A revenues to help fund revenue shortfalls in CDF programs.
- Regional Transit’s rail extensions program. SRTD intends to use 80% of its Measure A funding for operating assistance. This leaves only \$25 million for capital programs over the next seven years and \$34 million over the following eight years. This means that SRTD will need to look to sources of local revenue beyond Measure A to fund the local match on its rail extensions program (beyond the Mather Road extension).
- Paratransit, Inc.’s capital improvement program. At this point, the Strategic Plan is projecting the use of FY 1994/95 - FY 2000/01 Measure A funds for operating assistance in providing elderly and handicapped transportation services. Clearly, Paratransit, Inc. will need additional capital to replace and expand its vehicles and facilities. This is particularly true as Paratransit, Inc. considers broadening its market beyond the Regional Transit and social service agency contracts under which it is currently providing paratransit services.

- Folsom’s development fee program. The City of Folsom has established a transportation impact fee program that is required as a condition of development as well as receipt of Measure A funds. Folsom’s development fee program will raise an estimated \$20–40 million over the sales tax period. However, there is a significant amount of uncertainty regarding the amount and timing of prospective revenue to be generated by Folsom’s transportation impact fee.

With (a) insufficient Measure A funds to cover all the project construction cost and (b) the uncertainty regarding the amount and timing of its transportation impact fee revenue, Folsom is not likely to have sufficient revenue to pay the debt service on funds borrowed to accelerate the delivery of the American River crossing. Accordingly, Folsom should consider financing the project through the STA and then paying the debt service with both Measure A and transportation impact fee revenues.

Other Financial Issues

- Surface Transportation Program (STP) funds. Measure A entities are currently projecting relatively little demand for STP funding. Current project cost-funding projections only call for \$15 million in STP funds over the next seven years, while the SACOG region might expect to receive about \$88 million in STP funds. Although STP guidelines preclude subregional allocation on a formula basis, Sacramento County could reasonably expect to receive up to an estimated \$62 million in STP funds over the next seven years.
- Congestion Mitigation and Air Quality (CMAQ) improvement funds. Current project cost-funding projections call for \$33 million in CMAQ funds over the next seven years, while the SACOG region might expect to receive about \$50 million in CMAQ funds. Although CMAQ guidelines preclude subregional allocation on a formula basis, Sacramento County could reasonably expect to receive up to an estimated \$37 million in CMAQ funds over the next seven years.
- FTA Section 3 New Starts funding. SRTD is currently projecting \$304 million in new starts funds for the South Sacramento Corridor rail project over the next seven years. However, SRTD currently has only \$26 million earmarked by the Congress for the project. This means that SRTD will need to get a Congressional earmark of \$278 million for the South Sacramento Corridor project from the 1997 reauthorization of ISTEA.
- FTA Section 3 Fixed Guideway funding. SRTD is projecting a need for \$35 million in fixed guideway funds over the next seven years. Our baseline funding scenario assumes that SRTD will receive \$1.2 million annually under Tier 3 of the Section 3 fixed guideway funding formula. This is a potential difference of \$27 million.
- FTA Section 9 formula funds. SRTD is projecting a need for \$124 million in Section 9 formula funds for its capital program. However, SRTD annually receives \$8.4 million in Section 9 formula funds and \$3.5 million is used for operating assistance. This leaves \$4.9 million annually—or \$34 million over the next seven years—for capital purposes. This is a difference of \$90 million.

- Local Transportation Fund (LTF). SRTD is currently projecting the use of \$5 million in LTF revenues for capital purposes, while our baseline funding scenario assumes that all LTF funding will be used for operating purposes.
- State Transit Assistance (STA). SRTD is only projecting the use of \$1 million in STA revenues for capital purposes, while our baseline funding scenario assumes that all STA funding will be used for capital purposes. That amounts to \$12 million over the next seven years.

FINANCING ISSUES AND ALTERNATIVES

This section of the Strategic Plan identifies financing issues associated with the Measure A program of projects as well as lease and debt financing alternatives to accelerate delivery of Measure A projects or to otherwise improve the use of Measure A resources.

POTENTIAL NEED FOR MEASURE A PROJECT FINANCING

Our analysis of Measure A projects, and discussions with staff of the Measure A entities, have identified a number of Measure A projects that are potential candidates for lease or debt financing. They are indicated in Exhibit T below (millions of 1994 dollars).

Exhibit T
Summary of Measure A Project Financing Candidates

<u>Measure A Entity</u>	<u>Project</u>	<u>Project Cost</u>	<u>Measure A Funding</u>
City of Folsom	American River Crossing	\$ 50.0	\$46.3
City of Galt	Lincoln Way Improvements	7.0	7.0
City/County of Sacramento	Watt Avenue Interchange	17.6	2.9
	Arden Way-Exposition	17.6	8.0
	Madison Avenue-Placer HOV	16.8	8.4
	Exposition Blvd. Interchange	<u>29.1</u>	<u>9.0</u>
	Subtotal	81.1	28.3
City of Sacramento	Arden Garden Connector	21.9	1.9
	Exposition Boulevard	7.5	2.7
	7th St. Northerly Extension	3.6	1.9
	Raley Boulevard	4.7	1.3
	Northgate/SR 160 Interchange	<u>12.5</u>	<u>4.7</u>
	Subtotal	50.2	12.5
County of Sacramento	Elk Grove Florin Road	4.6	1.4
	Elkhorn Boulevard	9.9	6.7
	Fair Oaks Boulevard	6.8	3.0
	Greenback Lane	10.9	7.3
	Watt Avenue Widening	14.7	8.9
	Hazel Avenue	<u>21.0</u>	<u>13.7</u>
	Subtotal	67.9	41.0
Regional Transit	Double Tracking	19.2	3.7
	Grade Separations	21.5	1.9
	CNG Bus Acquisition	<u>53.3</u>	<u>9.2</u>
	Subtotal	<u>94.0</u>	<u>14.8</u>
	Total	<u>\$293.2</u>	<u>\$96.6</u>

BASIC LEASE AND DEBT FINANCING ALTERNATIVES

Sales Tax Revenue Bonds

The STA has the option of using several types of debt instruments to finance its program. The most basic form of financing is sales tax revenue bonds. Sales tax revenue bonds are secured solely by the sales tax receipts of the STA and do not constitute any encumbrance on the revenues of any of the Measure A entities. Sales tax revenue bonds are commonly used by transportation agencies to fund capital improvement programs. Within California, the transportation authorities of various counties have issued sales tax revenue bonds in an aggregate amount exceeding \$2.5 billion.

Sales tax revenue bonds are well understood by the rating agencies, credit providers and ultimately by the bond purchasers. Sales tax bonds have traditionally performed well in the municipal market. This is especially true in California where the double tax-exempt nature of sales tax bonds makes them a popular investment, particularly when issued by jurisdictions with strong underlying economics.

While sales tax revenue bonds should form the “backbone” of the STA’s financing program and the sales tax revenue will form the security for the STA’s debt, provisions should be made to allow for additional financing techniques that take advantage of market conditions, borrowing term requirements or investment earnings opportunities. These financing strategies provide flexibility to the STA in the implementation of its financial plan and should be explored in conjunction with the use of sales tax revenue bonds.

Lease Purchase

In lease-financing, the act of borrowing funds is accomplished through the legal framework of a lease, as opposed to the issuance of debt. Essentially a lease-purchase, the lease-financing transaction can be constructed with payments based on:

- Full amortization. The lessees would make equal annual lease payments that include both principal and interest (much like a traditional home mortgage, in which case most of the early payments essentially pay off interest and the latter payments pay off the principal).
- Level principal. In this case, the annual lease payment is structured to include equal amounts of the lease principal, for the term of the lease plus the interest cost on the outstanding amount in the previous year. This essentially creates a stream of lease payments that decline during the term of the lease.

Certificates of Participation

Certificates of Participation (COP’s) are a financing instrument used by hundreds of state and local entities to provide financing for the acquisition or construction of tangible assets or property. COP’s are effectively an installment sale or lease agreement under which the issuer or lessor serves primarily as a financing conduit for the user or lessee of certain equipment or facilities. Holders of the certificates, which are issued by a trust on behalf of the creating governmental entity, evidence the right to receive payment under the lease agreement. COP’s are often used because the debt of the trust is not subject to state constitutional debt limits and does not require voter approval prior to issuance.

In the STA's case, COPs would be subordinate to senior lien debt, and depending on the structure contained in the bond documents, other subordinate sales tax bonds. As with subordinated sales tax bonds, COPs could be used to preserve senior lien financing capability.

Circumstances under which it might make sense for the STA to consider COP's include the financing of light rail equipment or buses.

Equipment Trust Certificates

Equipment trust certificates are structured similarly to COPs. They allow several investors to hold title to equipment (i.e. rail cars or buses), during a period over which the STA (issuer of the certificates) repays the loan. Essentially, equipment trust certificates represent a share in the stream of installment payments. The benefits to the private investor is tax-exempt interest and a fully collateralized loan. This enables the STA to borrow funds at a lower financing rate than a taxable bank loan.

Equipment trust certificates have been used by California entities for transit facilities, notably by the Southern California Rapid Transit District for bus purchases and by the Santa Clara County Transit District for light rail vehicle purchases.

Short-Term Notes

Short-term notes are fixed-rate securities issued for periods of up to five years. Notes can be in the form of Bond Anticipation Notes (BAN's), Revenue Anticipation Notes (RAN's) or Tax and Revenue Anticipation Notes (TRAN's). Notes are sold in a similar process to sales tax revenue bonds. In the case of BAN's, these notes are assumed to be taken out with a future issue of long-term sales tax revenue bonds. Accordingly, the scheduling of the long-term issue becomes important to ensure that funds to defease the BAN's are available. Alternatively, BAN's may be defeased with cash. Due to the fact that BAN's need a takeout at maturity, they often carry credit and liquidity support in the form of a Letter of Credit (LOC).

Unlike commercial paper and variable rate demand bonds, which have variable interest rates, interest rates on notes are established at the time of sale and remain fixed for the term of the note. Notes, however, provide the least flexibility in terms of maturity. If additional funds are needed during the life of the issue, additional notes will need to be issued. Also, notes cannot be quickly converted to long-term debt in the interim period prior to maturity.

MEASURE A PROGRAM FINANCING STRATEGIES

Before proceeding with the use of any of the above financing alternatives, the STA and the Measure A entities need to develop an overall financial strategy that should be adopted by the Governing Board as STA policy. There are at least three financing strategies for consideration by the STA and Measure A entities. They could be used individually or in combinations.

- Pooled sales tax revenue bond financing. The first strategy involves combining the specific capital funding needs of Folsom, Galt and/or SRTD into one sales tax revenue bond issue issued through the STA. This combined financing would benefit all participants by providing:
 - A simple revenue bond structure
 - Lower costs of issuance
 - Strong coverage of debt service by all Measure A sales tax revenues
 - Maximum funding of each Measure A entity's requirements.
- Dedicated revenue financing program. A second strategy involves a dedicated revenue financing program for the public roadway improvements of the City of Sacramento and the County of Sacramento. Again, this financing would be designed as a program leveraging of Measure A revenues to benefit the participants through dedication of bond proceeds and Measure A revenues toward specific priority projects identified by each participant. Although both the City and the County could implement smaller scale dedicated revenue financing programs on their own, a joint financing program through the STA would have the same benefits as outlined above for the SRTD, Folsom and Galt.
- Aggressive Measure A program acceleration. A third strategy is to consider an active program of acceleration of major projects. The City and the County could identify specific major roadway projects with high readiness, high benefits (e.g., congestion relief and safety), and funding leverage which could be accelerated through Measure A sales tax revenue bond financing. If the projects involve federal and State funding, and full funding needs to be assured before the projects can be constructed, Measure A debt financing of the projects may make economic sense if reimbursement agreements with federal and/or State funding sources can be negotiated. This strategy needs to be explored carefully by the STA, the City and the County.

Legal, Financial and Institutional Constraints on Financing

Each Measure A entity has the powers and ability to secure individual financings with their individual expected allocation of Measure A sales tax revenues. The SRTD employed a limited general revenue pledge which included Measure A sales tax revenues in a 1992 COP financing of CNG buses and other equipment. The disadvantages or constraints on individual Measure A entity financings are:

- Uncertainty of annual allocations that vary based on total Measure A sales tax growth and population growth of participant jurisdictions that impact allocation formulas.
- Debt service coverage requirements which would require individual participant financings to establish coverage as a part of security for each financing, which would reduce the bond financing capacity of each financing participant.
- Increased costs of issuance associated with multiple smaller financings.

If the STA is the issuer of Measure A financings, the constraints and disadvantages listed above can be largely overcome. The STA could facilitate agreements between Measure A entities that would expand the bond financing capacity of participants in a financing by creating a system of debits and credits between allocations of Measure A entities, similar to interfund borrowing. This policy, combined with establishment of an STA level debt service coverage requirement, would maximize bond financing capacity of STA participants in a financing. A limited STA financing program should more easily attain high ratings and lower financing interest rate costs, since the debt service coverage at the STA program level will likely be much higher than at the Measure A entity level. A common set of STA bond documentation for a combined or “pooled” financing will also reduce costs of issuance.

No significant legal, financial or institutional constraints to a limited STA financing program exist that would be difficult to overcome.

Trade-Offs Between Pay-As-You-Go and Financing

Exhibit U on the following page summarizes the trade-offs among pay-as-you-go funding, lease financing and debt financing. Below are some key points about Exhibit U:

- The primary advantage of pay-as-you-go funding is that the STA and Measure A entities are spending all of the sales tax revenue on capital projects and operations, rather than spending a portion on financing costs (issuance costs and interest expense).
- The primary advantages of financing are the flexibility in being able to deliver projects according to the most efficient design and construction schedules and the avoidance of inflation of capital costs by accelerating project delivery.
- The key financial trade-off between pay-as-you-go funding and debt financing is to measure the net difference in net present value (i.e., today’s dollars) between:
 - Capital cost savings of accelerated project delivery
 - O&M costs or cost savings of accelerated project delivery
 - Total cost of borrowing less any interest income associated with reinvesting borrowed funds on a short-term basis.

Exhibit U
Summary of Trade-Offs Among Financial Approaches

Advantage/Disadvantage	Pay-As-You-Go Approach	Lease Financing Approach	Debt Financing Approach
DELIVERY			
1. Timing	May require Measure A entities to delay projects or to stage them to match the amount of sales tax revenue available in a given period of time.	Would enable Measure A entities to avoid (or at least minimize) short-term delays in project delivery due to shortage of cash flow from sales tax revenue.	Would enable Measure A entities to avoid (or at least minimize) short-term delays in project delivery due to shortage of cash flow from sales tax revenue.
2. Capital Cost	<p>Will likely increase the actual cost of construction of projects by 4-6% a year for each year of delay.</p> <p>Will likely increase the cost of vehicles by inflation plus (minus) any premiums (discounts) charged by manufacturers, depending on their backlog of orders.</p>	<p>Could enable Measure A entities to reduce the inflation in capital project costs by accelerating project delivery.</p> <p>Lease financing candidates include LRV and bus replacement and facilities replacement/-rehabilitation.</p>	<p>Could enable Measure A entities to reduce the inflation in capital project costs by accelerating project delivery.</p> <p>Debt financing candidates include construction of the American River Crossing, Lincoln Way Improvements and City and County Roadway Improvement projects.</p>
FINANCIAL			
3. Issuance Costs	Not applicable	Will reduce the amount of financing proceeds available for capital projects by issuance/transaction costs.	Will reduce the amount of financing proceeds available for capital projects by about 1.1% of the debt issue.
4. Debt Service Costs	Not applicable	Will reduce the amount of sales tax revenue available for capital projects by short-term, tax-exempt rates.	Will reduce the amount of sales tax revenue available for capital projects by long-term, tax-exempt rates.
5. Debt Service Reserve Fund	Does not require any cash reserve except for that required by STA policy to allow for drop-offs in actual sales tax receipts.	Requires lease or COP reserve in amount established in lease or installment purchase agreement.	Requires bond reserve (or surety bond) equivalent to amount established in Bond Indenture.
6. Interest Income	Allows the Measure A entities to earn interest on all funds allocated and not yet claimed for reimbursement by the Participants.	Can generate arbitrage income up to the bond yield by reinvesting bond proceeds until the cash is required for capital projects.	Can generate arbitrage income up to the bond yield by reinvesting bond proceeds until the cash is required for capital projects.

NEAR-TERM MEASURE A FINANCING CANDIDATES

Below is a further description of Measure A projects that are potential financing candidates in the near-term (i.e., next three years).

City of Folsom (American River Crossing)

The City of Folsom's American River crossing project is an ideal candidate for debt financing with Measure A sales tax revenue bonds. Folsom plans to finance the project with Measure A revenues and Transportation Impact Fees associated with future development under the City's General Plan. The problems facing Folsom are that the cost of the project is estimated at \$50 million, sales tax allocations are insufficient to fund the project, and the amount and timing of collections of Transportation Impact Fees are uncertain.

In addition to accumulating Measure A revenues and Transportation Impact Fees to fund project construction on a pay-as-you-go basis, Folsom has at least three financing options:

- Folsom financing option. Folsom could finance on its own a portion of the project costs through sales tax revenue bonds secured by its Measure A allocation, and the balance of project costs through bond financing secured by Transportation Impact Fees or other revenue sources. This alternative, when financing costs and debt service coverage requirements are accounted for, would provide approximately \$12 million of sales tax bond proceeds for construction. The financing secured by Transportation Impact Fees may have difficulty obtaining an investment grade rating and may not provide sufficient funds to complete project construction.
- STA financing option. Folsom could participate in an STA combined financing which could provide that all Measure A sales tax revenue is available for debt service coverage of STA sales tax revenue bonds. This strategy would provide approximately \$16 million of sales tax bond proceeds in FY 1995/96 for the Folsom project. The balance of project costs would have to be financed with Transportation Impact Fees or other revenue sources identified by the City of Folsom.
- Measure A full financing option. Folsom could participate in an STA combined financing that, with agreement with other STA participants, fully funds the American River crossing project. This agreement for full sales tax revenue bond funding, which would lower overall financing costs of the project, would require Folsom to repay bond debt service payments that exceed Folsom's allocation of sales tax revenues with Transportation Impact Fees or other revenue sources. This option, which is the lowest cost most straightforward financing alternative, would require negotiation of a funding agreement with the STA.

City of Galt (Lincoln Way Improvements)

The City of Galt's Lincoln Way improvements project could benefit, to a lesser extent than Folsom, from participation in a combined STA Measure A sales tax bond issue. The project is estimated to cost \$7 million, and the accumulation of sales tax allocations by Galt, investment earnings thereon, plus future allocations of Measure A revenue prior to construction will result in a cash flow problem that precludes 100% pay-as-you-go funding of project construction. Galt could accelerate construction of the project, or make sure that adequate funding exists to complete the project, by funding a portion of the project costs in a combined STA sales tax bond issue. Galt may have sufficient allocation on its own to fully secure any debt financing requirements it may have for the Lincoln Way improvements project. However, financing costs could be higher and credit ratings lower for a stand-alone sales tax financing by the City of Galt. It is important to note that financing of the Lincoln Way improvements would immediately free up some Measure A funding for needed maintenance purposes (the difference between Galt's annual sales tax allocation and its debt service).

City/County Joint State Highway Program of Projects

The City/County joint State highway improvements involve a significant commitment of Measure A funding, in conjunction with State FCR funds, to SR 99. The SR 99 improvements could be considered by the City and County as part of a dedicated revenue financing program. If State FCR funding is not available in a timely manner, the City and the County may want to consider maintaining the project schedule by securing an agreement to initially fund the project 100% with Measure A funds with State reimbursement at a future date.

City Street Improvement Program of Projects

The City street improvement and maintenance programs are funded primarily from Measure A revenues and gasoline tax subventions. The planned program of projects and maintenance expenditures exceeds the program funding sources for the strategic programming period. The lengthy list of City projects makes it difficult to identify specific projects that may benefit from a Measure A sales tax financing program. It is clear, however, that a separate City sales tax program would be constrained by debt service coverage requirements and the uncertainties of future City allocations. The City's program could benefit from a dedicated revenue financing program—in cooperation with the County of Sacramento through the STA—or a project acceleration strategy through bond financing of certain projects with high readiness and/or benefits, such as the Arden Garden Connector project.

County Roadway Improvement Program of Projects

Like the City of Sacramento, the County's roadway improvement and maintenance program are primarily funded from Measure A revenues and gasoline tax subventions. The County also has a significant program of roadway improvements that are funded in part through special financing districts. Again, like the City, the County's planned program of projects and maintenance expenditures exceeds the program funding sources for the strategic programming period. The lengthy list of County projects makes it difficult to identify specific projects that may benefit from a Measure A sales tax financing program. By adherence to a pay-as-you-go program, the County defers roadway improvements and maintenance expenditures from year to year to match program expenditures with actual funding sources. Establishing priorities for certain large projects with high readiness and benefits, and considering bond financing to fully fund and accelerate project construction, is a strategy that the County should evaluate, along with reimbursement agreements with Caltrans for projects such as Watt Avenue widening and Greenback Lane widening.

The County could also achieve benefits through a dedicated revenue financing program, whereby sales tax bond proceeds and other funding sources are programmed toward specific projects in the backlog of major roadway improvements and maintenance, and interim investment of funds helps to alleviate funding shortfalls. Again, the County could either initiate this program on its own, or join with the City in a more efficient and cost effective STA dedicated revenue financing program.

SRTD Transit Improvements

The SRTD capital program represents approximately 50% of the estimated costs of all the transportation improvement and roadway maintenance programs in Sacramento County from FY 1994/95 through FY 1999/2000. The SRTD capital program is heavily dependent on existing federal and state funding sources as well as a proposed additional 1/2-cent County sales tax and additional State gas taxes.

The projected SRTD operating budgets are heavily dependent on federal (Section 9 formula funds) and regional (TDA/LTF) operating assistance, and Measure A sales tax revenues, because fare box revenues only cover 28% of SRTD operating costs. To date, SRTD has used approximately 67% of its Measure A allocation for operating assistance, and SRTD expects to use 80% of its future Measure A allocations for operating assistance. This situation results in a constrained financial capacity to fund the SRTD capital program both on a pay-as-you-go and debt financing basis.

The SRTD is the only Measure A program participant to complete a financing that is secured in part by Measure A revenues. SRTD's \$32,440,000 COP financing in 1992 to purchase buses and other equipment was secured by a general revenue pledge of all legally available funds, including Measure A revenues, FTA Section 9 formula funds, and other general revenues. The SRTD has capacity to fund the next increment of CNG bus acquisitions with its existing funding resources. Near term, the CNG bus acquisition is the primary project which the SRTD expects to fund through financing. Due to operating and capital budget constraints, bus acquisition volume discounts, and delivery and payment schedules, pay-as-you-go funding of the CNG bus acquisition project is not expected to be feasible or cost effective.

The general and program revenue sources of the SRTD are heavily committed to operations and maintenance costs, such that the SRTD has very limited debt capacity, or ability to debt finance major system improvements. Until new federal, State and local funding commitments and revenue sources are established, the SRTD will not be able to finance new rail extensions or LRV acquisitions, or fund the operating costs of such rail extensions.

The SRTD has numerous financing options for the next phase of CNG bus acquisitions:

- COP financing through the California Transit Finance Corporation. The SRTD can replicate the 1992 financing structure for the next phase of CNG bus acquisitions and probably again receive an A1 rating from Moody's Investors Service. The SRTD 1992 financing disclosure documents outlined numerous State and local revenue sources that were available to the SRTD to make lease payments on the 1992 COP's. These same funding sources are still available for the SRTD. Rating agencies recognize that operating costs for transit systems constrain "net" revenues available to pay debt service costs. The SRTD heavily depends on its diverse funding sources for operating assistance, and these operational constraints weaken the additional bonds test in the 1992 lease agreement.

- SRTD revenue bonds. The SRTD could issue sales tax revenue bonds secured on a parity basis with the SRTD's 1992 COP issue. Revenue bond debt service of the SRTD should be subject to the same reimbursement from FTA Section 9 capital grant funding as the 1992 COP issue. This option would further define a credit rating for the SRTD in the municipal market.
- STA sales tax revenue bonds. This option would establish a distinct revenue stream to secure bonds issued to fund the CNG bus acquisition project. The STA could leverage total Measure A revenues to provide coverage for bonds issued for the SRTD bus acquisition. As mentioned above, if combined with other financing requirements of Folsom, Galt or other Measure A entities, savings can be realized in costs of issuance. The STA and the SRTD could enter into a funding agreement that would qualify payments of debt service for bus acquisitions for reimbursement under the FTA Section 9 capital grant program. This funding agreement and structure could be a first lien obligation of the STA Measure A sales tax revenues, while the funding agreement could be a subordinate obligation of the SRTD, which would increase the SRTD's financing capacity for the future.

Glossary

Glossary

ADA Complementary Paratransit Plan (SRTP)	A five-year plan required of all fixed-route transit operators receiving federal funds. It documents the operator’s goals, objectives, policies, and actions for providing complementary paratransit service to patrons who are unable—due to physical disabilities—to use established fixed route services.
Air Quality Attainment Plan (AQAP)	A Countywide plan required by the California Clean Air Act of 1988 to provide for attainment of State-mandated, health-based air quality standards. It is prepared triennially by air quality management districts and air pollution control districts, and it is submitted to the Air Resources Board.
Air Quality Conformity	A federal (EPA) regulation requiring SACOG to determine whether a transportation plan (e.g., the MTP) or program (e.g., the RTIP) conforms to the region’s plans to achieve air quality standards.
Allocation	Action by a funding agency (e.g., STA or CTC) to authorize expenditure of funds for a specific capital project or capital program. It means that the recipient can obligate and expend the funds.
Arbitrage	Interest income earned on the reinvestment of bond proceeds that exceeds the interest expense on the bond (or other type of financing instrument).
Capital Improvement Program (CIP)	A multi-year program of transportation projects to maintain and improve roadway or transit service.
Capital Program	A multi-year program of relatively small and similar projects to acquire, build, rehabilitate or otherwise improve capital assets.
Capital Project	A single, discrete project to acquire, build, rehabilitate or otherwise improve capital assets.
Certificates of Participation (COP)	A financing instrument that allows an issuer to acquire individual or multiple pieces of equipment, rehabilitate existing facilities, or acquire fixed assets through what is essentially an “installment sale.”
Combined Road Program (CRP)	A multi-year program of roadway improvement projects that are funded with a mix of federal, State and local resources.
Commuter and Urban Rail Program	A State funding program that was created as part of the Transportation Blueprint and enacted through AB 973. It provides for capital improvements in specifically identified rail transit corridors.

Congestion Management Program (CMP)	A legislatively-mandated program to analyze traffic congestion and to determine feasible strategies for addressing congestion. Each urban county in the State must prepare and monitor a biennial CMP as a condition of receiving transportation funds generated by the Proposition 111 gas tax increase in 1990.
Congestion Mitigation & Air Quality Improvement Program (CMAQ)	A federal funding program created by ISTEA to support projects designed to relieve congestion and to improve air quality in designated air quality non-attainment areas.
Consolidated Transportation Services Agency (CTSA)	A SACOG-designated agency (or contractor) that is responsible for the operation and maintenance of elderly and handicapped transportation services.
County Transportation Expenditure Plan (CTEP)	A plan—mandated by the California Public Utilities Code—for expenditure of revenues expected to be derived from a retail transactions and use tax (i.e., Measure A sales tax) for the period during which the tax is imposed.
Debt Financing	Financing through the issuance of long-term debt (e.g., revenue bonds, equipment trust certificates, etc.) or short-term notes issued in anticipation of receipt of bond, grant, or tax revenues.
Debt Service	Repayment of the principal plus interest on borrowed funds over a specific time period.
Elderly & Handicapped Transportation Service	Demand-response services provided to patrons over 75 (with or without a disability) and to patrons (regardless of age) with handicaps that preclude them from utilizing established fixed-route service.
Eligible Expenditure	A legal, appropriate and reasonable use of funds provided by a federal, State or local funding agency in accordance with applicable laws, regulations, grant agreements, and contracts.
Eligible Project	A capital project or program that is eligible under a given funding program. In the case of Measure A, an eligible project is one that was named in the Measure A ballot measure, falls into a category or projects identified in the original voter-approved CTEP, or has been subsequently added to the CTEP by the STA Governing Board.
Expenditure Schedule	A specific schedule (i.e., annual or quarterly) to indicate the expenditure of funds and incurrence of costs to implement a capital project or program.
Federal Implementation Plan (FIP)	A federally prepared air quality improvement plan imposed on Sacramento and other metropolitan areas that have not satisfied the requirements of the Federal Clean Air Act of 1982 (amended in 1990).

Federalization	Planning or programming local and/or State resources to leverage federal funding for a capital project or program.
Financial Capacity Assessment	A federal (FTA) regulation that requires transit operators proposing a major capital investment(s) to demonstrate their financial capacity to (a) build, operate, and maintain the proposed investment, (b) maintain the existing transit system, and (c) maintain a financial reserve to cover cost overruns or revenue shortfalls.
Financially Constrained	A federal regulation created by ISTEA that requires a transportation plan or program to be limited to expenditures which can be funded with existing funding sources and sources that can reasonably be expected to be available in time for the proposed expenditures.
Flexible Congestion Relief Program (FCR)	A State funding program that was created as part of the Transportation Blueprint and enacted by voter passage of Proposition 111. It provides for capacity enhancements to congested roadways and urban rail systems.
Funding Demand	A proposed schedule of federal, State and/or local resources to fund capital projects and programs according to their expenditure schedules.
Funding Supply	The projected availability of federal, State and local resources to fund a program of projects. Funding may be available to pay for any eligible projects or it may be project-specific.
Gas Tax Subvention	State gas tax revenues that are directly returned to the cities and/or counties in which the revenues were generated.
General Plan	A comprehensive plan of a city or county that documents the jurisdiction's goals, policies, and constraints regarding the build-out of both public and private developments over a 20- to 30-year period.
ISTEA	The Intermodal Surface Transportation Efficiency Act of 1991 is the current six-year federal legislation that authorizes federal highway and transit programs.
Interregional Road System (IRRS)	Interregional State highway routes, outside the urbanized areas, that provides access to, and links between, the State's economic centers, major recreational areas, and urban areas. Eligible routes are listed in the State Streets and Highways Code.
Lease Financing	Financing through the use of capital leases, operating leases, and installment sales contracts.
Letter of Credit (LOC)	A commitment from a financial institution to provide financing or back-up financing for a particular purpose.

Level of Service (LOS)	A qualitative measure that describes the operating conditions within a traffic stream. LOS generally reflects speed and travel time, freedom to maneuver, and traffic interruptions.
Matching Funds	Use of local resources to match State resources for a given capital project or program at a specified level. Use of local and/or State resources to match federal resources for a given capital project or program at a specified level.
Measure A	The November 1988 Sacramento County ballot measure to impose a 1/2-cent sales tax for 20 years to help fund roadway, transit, paratransit and air quality improvements.
Measure A Categories	Categories of Measure A sales tax allocations specified in the ballot measure. They include program administration, air quality improvements, small cities, roadway construction, roadway maintenance, public transit and EHT services.
Measure A Entity	Recipients of Measure A sales tax allocations. They currently include Sacramento Metropolitan Air Quality Management District; the Cities of Folsom, Galt, Isleton and Sacramento; the County of Sacramento; Sacramento Regional Transit District; and Paratransit, Inc. (CTSA).
Metropolitan Planning Organization (MPO)	County or regional agency designated pursuant to federal law as the entity responsible for programming and allocation of certain federal transportation funds. MPO's may be councils of government, county transportation commissions, or statutorily created agencies.
Metropolitan Transportation Plan (MTP)	A 20-year comprehensive regional transportation plan developed by MPO's to document goals, objectives, policies, and specific transportation improvements.
National Highway System (NHS)	A 155,000 mile system of highways and principal arterial streets created by ISTEA that defines the roadway network on which FHWA will focus federal funding.
Obligation Schedule	A proposed schedule of federal, State and/or local resources to fund capital projects and programs according to their expenditure schedules. It indicates the specific amounts and timing of funding allocations needed to maintain the project schedule.
Operating Assistance	Federal, State or local resources used to subsidize the operating deficits of transit operators.
Paratransit Service	Bus, van or taxi service to patrons who are unable—due to physical disabilities—to use the established fixed-route public transit services.

Proposed State Transportation Improvement Program (PSTIP)	A seven-year program of IRRS, intercity rail, soundwall, toll bridge, and aeronautic projects nominated by Caltrans for federal and State funding by the California Transportation Commission.
Programming Commitment	The commitment of capital project or program funding to be allocated at a future date within a specified period of time. It does not yet convey authority for the recipient to obligate or expend the funds.
Project Scoring	Evaluating, rating, ranking or otherwise prioritizing a group of capital projects for the purpose of allocating limited resources among them.
Project Screening	Evaluating the eligibility of a project(s) for programming or allocation of resources under a given funding program(s).
Public Roadway Improvements	Projects that include “environmental review and mitigation, engineering, design and inspection for; acquisition of rights-of-way or other property interests for; transportation system management measures for; appurtenance and incidental facilities, such as traffic signs, traffic signals, bicycle lanes, medians, landscaping, curbs, gutters, sidewalks and bridges for; and labor, paving and materials and supplies required for the construction of new public roads, streets, highways or freeways, or the addition of lanes to, or other expansion, upgrading, resurfacing, reconstruction, efficiency measures, major road surface maintenance, or other improvements of, existing public roads, streets, highways or freeways....” (Measure A)
Public Roadway Maintenance	Projects that include “the preservation and keeping of rights-of-way, and each type of roadway, structure, safety convenience or device, planting, illumination equipment and other facility, in the safe and usable condition to which it has been improved or constructed, including patching, repairing, surface treating, and joint filling on bituminous or concrete surfaces (further defined); scarifying, reshaping and restoring material losses; repair of traveled way and shoulders; cleaning, painting and repairing bridges and structures; repainting of pavements, stripings and markings to the same standards; patching operations including base restoration; applying dust palliatives; jacking concrete pavements; resealing street or road shoulders and side street and road approaches; reshaping of drainage channels and side slopes; restoration of erosion controls; cleaning culverts and drains; removing slides and restoring facilities damaged by slides; mowing and watering; replacing top soil, sod, shrubs, trees, irrigation facilities on street and roadside; repairing curb, gutter, rip-rap, underdrain and culverts and drains; repainting and repairing of signs, guardrails, traffic signals, lighting standards, etc.; servicing lighting systems and street or road traffic control devices; and furnishing of power for street and road lighting and traffic control devices.” (Measure A)

Rate of Progress Plan	A report prepared by the Air District to document progress toward, and to identify measures for, attaining air quality standards set forth in the California Clean Air Act.
Regional Transportation Improvement Program (RTIP)	A seven-year program of transportation projects nominated by RTPA's for federal and State funding by the California Transportation Commission.
Regional Transportation Planning Agency (RTPA)	Local or regional agency designated pursuant to State law as the entity responsible for programming and allocation of transportation funds. RTPA's may be MPO's county transportation commissions, councils of government, or statutorily created agencies.
Sacramento County Transportation Plan (SCTP)	A proposed 20-year Countywide transportation plan developed by the STA that documents adopted goals and policies, evaluates existing and anticipated transportation needs, and provides a capital improvement program of projects for meeting those needs.
Short Range Transit Plan (SRTP)	A five-year comprehensive plan required of all transit operators receiving federal funds. It documents the operator's goals, objectives, policies, performance, operational and capital improvements.
State & Local Transportation Partnership Program (SLTPP)	A State funding program that was created by SB 300 to fund locally constructed highways and exclusive fixed guideway projects that (a) extend the capacity of the facility, (b) extend service to new areas, or (c) extend the useful life of a local road by at least 10 years.
State Highway Operation and Protection Program (SHOPP)	A four-year State funding program of highway and bridge rehabilitation projects, highway safety, damage repair, and traffic operational improvements.
State Implementation Plan (SIP)	Statewide plan required by the Federal Clean Air Act of 1990 to attain and maintain national ambient air quality standards. Regional planning agencies prepare regional air quality improvement plans that are compiled by the Air Resources Board into the SIP.
State Transportation Improvement Program (STIP)	A seven-year program of projects nominated in the PSTIP and RTIP's that are programmed for funding by the California Transportation Commission in the even-numbered years.
Surface Transportation Program (STP)	A federal funding program created by ISTEA to provide block grants that may be used by states and localities for (a) any roads that are not functionally classified as local or rural minor collectors, (b) bridges on any public roads, and (c) transit capital projects.

Transit Master Plan (TMP)	Sacramento Regional Transit District’s long-range plan to improve rail and bus service. It was approved by the SRTD governing board in October 1993.
Transportation Blueprint	Kopp-Katz-Baker-Campbell Transportation Blueprint for the Twenty-First Century (AB 471) that was created when California voters increased State gas taxes by passing Propositions 108 and 111 in June 1990.
Transportation Control Measure (TCM)	A strategy to reduce the number of vehicle trips or vehicle miles travelled within a planning area.
Transportation Expenditure Agreement (TEA)	An agreement by and between the STA, the County of Sacramento, the four cities—Folsom, Galt, Isleton and Sacramento—in the County, and the Sacramento Regional Transit District (SRTD) regarding the purposes of the TEA, the objectives of the sales tax revenues, the allocation of net sales tax revenues among STA and Measure A entities, and various terms and conditions imposed on recipients of Measure A funds.
Transportation Improvement Program (TIP)	A three-year program of projects prepared by the MPO (SACOG) that contains programming commitments of federal highway and transit funds.
Traffic Systems Management (TSM)	A State funding program for projects in urban areas that improve the operational efficiency of the highway system without increasing its designed capacity. TSM projects are nominated annually by Caltrans for funding by the California Transportation Commission
Transportation Systems Management (TSM)	Measures that enhance the operation and efficiency of the existing transportation system without measurably increasing the system’s physical capacity.

Appendix A

Measure A County
Transportation
Expenditure Plan

Measure A County Transportation Expenditure Plan

The Local Transportation Authority and Improvement Act (Public Utilities Code Sections 180 000, et seq.) mandates preparation of a Sacramento County Transportation Expenditure Plan (“Plan”) for expenditure of revenues expected to be derived from a retail transactions and use tax (sales tax), together with other federal, state, and local funds expected to be available for transportation improvements, for the period during which the tax is to be imposed. The plan shall be approved by the Sacramento County Board of Supervisors and the city councils representing both a majority of the cities in the County and a majority of the population residing in the incorporated areas of the County before it is adopted by the Sacramento Transportation Authority (“Authority”). The Plan shall be adopted by the Authority before the call of the election which places the retail transactions and use tax (sales tax) before the voters for approval.

This document constitutes the Plan mandated by the Local Transportation Authority and Improvement Act. It is the intent of this Plan to ensure that funds generated by the retail transactions and use tax imposed by the Sacramento Transportation Authority shall be used to supplement and not replace existing local revenues used for transportation purposes.

Implementation of this Plan shall be subject to the terms and conditions of an agreement between the Authority, the County of Sacramento, the City of Folsom, the City of Galt, the City of Isleton, the City of Sacramento, and the Sacramento Regional Transit District, entitled “Transportation Expenditure Agreement,” which is attached to this Plan as Exhibit “A” and incorporated herein by reference.

Major provisions of the Transportation Expenditure Agreement include:

- (a) Proceeds of the retail transactions and use tax increase shall be allocated by the Authority as follows:
 - (1) not more than 1% for administration purposes;
 - (2) exactly 1.5% for mitigation of motor vehicle emissions or evaluation of mitigation measures;
 - (3) exclusive of any situs allocation to the Cities of Folsom, Isleton, and Galt, the remaining revenues to be allocated 35% for Public Road Improvement Projects, 28% for maintenance of existing local streets, roads, and highways, 35% to the Sacramento Regional Transit District for Public Transit Functions, and 2% to the Consolidated Transportation Services Agency providing service to Sacramento County for Elderly and Handicapped Transportation Functions.
- (b) The allocations to the Cities of Folsom, Isleton, and Galt shall consist of all sales taxes charged and reported by businesses located in each city, and all sales taxes charged and reported on out-of-county purchases of motor vehicles, aircraft, and undocumented vessels by residents of each city.
- (c) In order to receive sales tax proceeds, each city and the County must first levy a special tax or impose a fee for road improvement purposes in connection with land development.
- (d) In order to receive sales tax proceeds, each city and the County must first commit to the funding of road improvement projects, road maintenance, or public transit functions all revenue from the required special tax or fee and all other non-sales tax revenues available to them for road improvements.
- (e) Allocations shall be consistent with this Plan, as it may be hereafter amended, and shall be made pursuant to contracts between the Authority and each recipient entity.

Reference is made to Exhibit “A” for further detail on the Transportation Expenditure Agreement.

EXPENDITURE PLAN PROJECT LIST

Zone I - West of Watt Avenue/North of Highway 50
Zone II - East of Watt Avenue/North of Highway 50
Zone III - West of Elk Grove-Florin Road/South of Highway 50
Zone IV - East of Elk Grove-Florin Road/South of Highway 50

ZONE I SALES TAX PROJECTS

Freeway Improvements

Business 80 between E Street and Arden way - Widen and improve interchanges including appropriate soundwalls
Business 80 between Arden Way and Madison Avenue - Ramp modifications and auxiliary lanes

New and Improved Interchanges and Grade Separations

Route 99 at Elverta Road
route 50 at Watt Avenue
Route 160 at Richards Boulevard
Route 160 at Northgate Boulevard
Fair Oaks Boulevard at Howe Avenue (partial interchange)
Exposition Boulevard at State Route 160

Major New Street Construction and Extensions

A street extending 7th and 8th Streets to Richards Boulevard
Richards Boulevard to Business 80 extension
Evergreen Street to Way extension
A crossing of the American River between South Natomas and the Central Business District
Exposition Boulevard to State Route 160 extension
Arden Garden Connector (added by STA-94-020 on June 23, 1994)

Street Widening Projects

Howe Avenue between City Limits near Fair Oaks Boulevard to Alta Arden (revised by STA-92-0024 on June 11, 1992)
Watt Avenue - Folsom Boulevard to Fair Oaks Boulevard, including bridge
16th Street between the north City Limits and Elkhorn Boulevard
Elkhorn Boulevard between 6th Street and Walerga Road
Garden Highway between Northgate Boulevard and I-5
Norwood Avenue between Arcade Creek and I-80
Raley Boulevard between Ball avenue and the north City Limits
Northgate Boulevard between State Route 160 and Garden Highway (elevate and widen)

Bridge Replacement and Repair

El Verano Road north of Elverta Road
28th Street at Dry Creek
9th Street south of Elverta Road
Burr Avenue west of Rio Linda Boulevard
26th Street bridge replacement (added by STA-93-0023 on June 10, 1993)

Intersection Improvements

Fulton Avenue and Marconi Avenue
Arden Way and Fulton Avenue
Marconi Avenue and Watt Avenue
Watt Avenue at Arden Way

New Traffic Signals

Silver Eagle Road and Norwood Avenue
San Juan Road and Bridgefore Drive
Elkhorn Boulevard and Spring Drive
Heritage Lane and Response Road
I-80 and Norwood Avenue
21st Street and E Street
H Street and 26th Street
H Street and 47th Street
G Street and 25th Street
G Street and 27th Street
P Street and 28th Street
Howe Avenue and Wyda Way
Hurley Way and Morse Avenue
Ethan Way and Hurley Way
Bell Avenue and Northrop Avenue
Bell Avenue and Cottage Way
Watt Avenue and Silver Fern Drive (added by STA-90-0001 on April 12, 1990)
Elkhorn Boulevard, West of Dry Creek (added by STA-92-0024 on June 11, 1992)
J Street and 48th Street (added by STA-94-020 on June 23, 1994)

Computerized Signal Systems

Arden Way between Exposition Boulevard and Del Paso Boulevard
Del Paso Boulevard between Marysville Boulevard and SR160 Ramp
South Natomas arterial system (Northgate Boulevard, Truxel Road, West El Camino Avenue, Garden Highway)

Bike Lanes/Pedestrian Walkway

Watt Avenue north of Center Joint High School
Rio Linda Boulevard between M Street and Elverta Road
Bicycle locker project (added by STA-93-0023 on June 10, 1993)

Miscellaneous City and County Improvements on Various Major Streets

Upgrade, interconnect, and synchronize signals
Curb, gutter, and drainage
Center medians
Left turn lanes
Bike lanes
Neighborhood traffic control
Flashing beacons (added by STA-91-0002 on March 21, 1991)
Handicapped access program (added by STA-92-0024 on June 11, 1992)

Maintenance

Annual Expenditure Plan to include:
Pavement maintenance
Curb gutter/sidewalk repair
Traffic signals
Improve signing of street name signs
Speed control signing
Bridge and drainage maintenance
Sweeping
Litter control
Landscape maintenance

Sacramento Regional Transit District Projects

Double-track 1987 Light Rail Transit Starter Line

Continue Sacramento Regional Transit District transit service to existing service areas

Provide new Sacramento Regional Transit District transit service in the following areas:

South/North Natomas

North Highlands/Antelope/Citrus Heights

Construct a new Light Rail maintenance facility

Purchase Light Rail vehicles

Purchase buses

Construct Park and Ride facilities and signal preemption

Electric Trolley Bus (added by STA-93-0023 on June 10, 1993)

ZONE II SALES TAX PROJECTS

Freeway Improvements

I-80 between Madison Avenue and Placer County line - Widen
Route 50 between Sunrise Boulevard and Folsom Boulevard - Widen and improve interchanges

New and Improved Interchanges and Grade Separations

Route 50 at Watt Avenue
Route 50 - Widen Mayhew road overcrossing

Street Widening Projects

Watt Avenue - Folsom Boulevard to Fair Oaks Boulevard including bridge
Madison Avenue - Sunrise Boulevard to Hazel Avenue
Old Auburn Road between Fair Oaks Boulevard and Wachtel Way
Hazel Avenue - American River to Madison Avenue
Sunrise Boulevard between Antelope Road and the Placer County line
Sunrise Boulevard - Greenback Lane to Antelope Road
Greenback Lane - Dewey Drive to Merlindale Drive
Greenback Lane between Fair Oaks Boulevard and Hazel Avenue
Greenback Lane - I-80 to Dewey drive
Hazel Avenue at the American River Bridge
Oak Avenue between Sunrise Boulevard and Hazel Avenue
Fair Oaks Boulevard - Marconi Avenue to Manzanita Avenue
Hemlock Avenue, East of Myrtle - reconstruct curves (added by STA-92-0024 on June 11, 1992)
Sunrise Boulevard between Zinfandel and Coloma (added by STA-92-0024 on June 11, 1992)
Old Auburn Boulevard between Wachtel Avenue and North County Line (added by STA-92-0024 on June 11, 1992)
Hazel Avenue at the American River Bridge, widen bridge (added by STA-92-0024 on June 11, 1992)
Fair Oaks Boulevard - Engle Road to Cypress Avenue (added by STA-94-020 on June 23, 1994)

Bridge Replacement and Repair

Cherry Avenue east of Granite Avenue
Woodside Drive west of Sylvan Road

Intersection Improvements

Coloma Road and Sunrise Boulevard
Marconi Avenue and Watt Avenue
Auburn Boulevard and Winding Way
Watt Avenue at Arden Way
Don Julio at Guthrie Street (added by STA-93-0023 on June 10, 1993)

New Traffic Signals

Fair Oaks Boulevard and Sunrise East
Greenback Lane and Filbert Avenue
San Juan Avenue and Sperry Drive
Stollwood Drive and Zelinda Drive and Winding Way
Fair Oaks Boulevard and Treecrest Avenue
Aramon Drive and Folsom Boulevard

New Traffic Signals (continued)

Auburn Boulevard and San Tomas Drive
Antelope Road and Rosswood Drive
Folsom Boulevard and McGregor Drive
Folsom Boulevard and Rod Beaudry Drive
Fair Oaks Boulevard and Sunset Avenue
Barrett Road and Winding Way (added by STA-90-0001 on April 12, 1990)
Bannister Road and Fair Oaks Boulevard (added by STA-91-0002 on March 28, 1991)
Walnut Avenue and Winding Way (added by STA-92-0024 on June 11, 1992)
Greenback Lane and Trajan (added by STA-92-0024 on June 11, 1992)
Fair Oaks Boulevard and Oak Avenue (added by STA-92-0024 on June 11, 1992)
Florin Road between Franklin Boulevard and Elk Grove-Florin - upgrade traffic signal system(added by STA-92-0024 on June 11, 1992)

Left Turn Lanes

Fair Oaks Boulevard between Fairchild Drive and Garfield Avenue
Hazel Avenue between Central Avenue and to Oak Avenue
La Riviera Drive between Waterton Way and Woodman Way
Walnut Avenue between El Camino Avenue and Locust Avenue
Dewey Drive between Coyle Avenue and Greenback Lane
Arden Way between Eastern Avenue and Fair Oaks Boulevard
San Juan Avenue between Walnut Avenue and Winding Way
Folsom Boulevard between Horn Road and Tiffany Lane

Bike Lanes/Pedestrian Walkway

Watt Avenue north of Center Joint High School
Illinois Avenue between Sunset Avenue and Sailor Bar
Van Alstine Avenue between Fair Oaks Boulevard and California Avenue
Hollister Avenue between Grant Avenue and Fair Oaks Boulevard
Grant Avenue between Marshall Avenue and Hollister Avenue
Marshall Avenue between Stanley Avenue and Grant Avenue
Wachtel Way between Oak Avenue and Old Auburn Road
Pershing Avenue between Kenneth Avenue and Hazel Avenue (added by STA-91-0002 on March 21, 1991)
Q Street between Rio Linda Boulevard and 16th Street (added by STA-91-0002 on March 21, 1991)
Bicycle locker project (added by STA-93-0023 on June 10, 1993)

Miscellaneous City and County Improvements on Various Major Streets

Upgrade, interconnect, and synchronize signals
Curb, gutter, and drainage
Center medians
Left turn lanes
Bike lanes
Flashing beacons (added by STA-91-0002 on March 21, 1991)
Handicapped access program (added by STA-92-0024 on June 11, 1992)

Maintenance

Annual Expenditure Plan to include:

- Pavement maintenance
- Curb gutter/sidewalk repair
- Traffic signals
- Improve signing of street name signs
- Speed control signing
- Bridge and drainage maintenance
- Seeping
- Litter control
- Landscape maintenance

Sacramento Regional Transit District Projects

Double-track 1987 Light Rail Transit Starter Line

Extend I-80 Corridor Light Rail transit line to Antelope Road

Continue Sacramento Regional Transit District transit service to existing service areas

Provide new Sacramento Regional Transit District transit service in the following areas:

- Orangevale

- Rancho Cordova

Purchase Light Rail vehicles

Purchase buses

Construct Park and Ride facilities and signal preemption

Widen Sunrise Bridge for light rail (added by STA-92-0024 on June 11, 1992)

Electric Trolley Bus (added by STA-93-0023 on June 10, 1993)

ZONE III SALES TAX PROJECTS

Freeway Improvements

Route 99 between Mack Road and Elk Grove Boulevard - Widen

New and Improved Interchanges and Grade Separations

Route 99 at Calvine Road/Cosumnes River Boulevard

Route 99 at Sheldon Road

Route 99 at Elk Grove Boulevard

Route 50 at Watt Avenue

21st Street at Union Pacific Railroad

Folsom Boulevard at Howe Avenue/Power Inn Road (partial interchange)

Major New Street Construction and Extensions

Cosumnes River Boulevard from US 99 to I-5

Street Widening Projects

Hood Franklin Road and Bridge - Town of Hood

Elk Grove-Florin Road between Bond Road and Jackson Road

Franklin Boulevard between Union House Creek and Big Horn Boulevard (revised by STA-92-0024 on June 11, 1992)

Power Inn Road between Folsom Boulevard and Fruitridge Road

Franklin Boulevard between Sutterville Road and Fruitridge Road

Kiefer Boulevard between Florin-Perkins Road and South Watt Avenue

47th Avenue between Franklin Boulevard and Route 99 (added by STA-92-0024 on June 11, 1992)

Bridge Replacement and Repair

Twin Cities Road west of Bruceville Road

Bruceville Road north of Eschinger Road

Lambert Road east of Herzog Road

Intersection Improvements

Florin Road and Stockton Boulevard

Stockton Boulevard at McMahon Drive and Jansen Drive

Freeport Boulevard and Florin Road

Freeport Boulevard and Fruitridge Road

Mack Road and Franklin Boulevard

Stockton Boulevard and Broadway

Freeport Boulevard and Meadowview Road

Franklin Boulevard and Fruitridge Road

New Traffic Signals

Windbridge Drive and Rush River Drive
Windbridge Drive and Pocket Road
Pocket Road and Greenhaven Drive
Mack Road and Route 99
I-5 and Pocket Road
Ehrhardt Avenue and Franklin Boulevard
Land Park Drive and 2nd Avenue
Cucamonga Avenue and Power Inn Road
Del Norte Boulevard and 42nd Street and Fruitridge Road
Elder Creek Road and Sunrise South/Cougar

Computerized Signal Systems

Stockton Boulevard between Broadway and south City Limits
Florin Road between Riverside Boulevard and Franklin Boulevard
Mack Road between I-5 and Route 99
Franklin Boulevard between Sutterville Road and south City Limits
Fruitridge Road between Stockton Boulevard and east City limits

Bike Lanes/Pedestrian Walkway

Elk Grove/Florin - at Elk Grove Park
Stevenson Avenue between Route 99 and Power Inn Road
Bicycle locker project (added by STA-93-0023 on June 10, 1993)

Miscellaneous City and County Improvements on Various Major Streets

Upgrade, interconnect, and synchronize signals
Curb, gutter, and drainage
Center medians
Left turn lanes
Bike lanes
Neighborhood traffic control
Flashing beacons (added by STA-91-0002 on March 21, 1991)
Handicapped access program (added by STA-92-0024 on June 11, 1992)

Maintenance

Annual Expenditure Plan to include:

- Pavement maintenance
- Curb gutter/sidewalk repair
- Traffic signals
- Improve signing of street name signs
- Speed control signing
- Bridge and drainage maintenance
- Seeping
- Litter control
- Landscape maintenance

Sacramento Regional Transit District Projects

Continue Sacramento Regional Transit District transit service to existing service areas
Provide new Sacramento Regional Transit District transit service in the following areas:
 Pocket/Meadowview
 Valley Hi/Laguna/Elliott Ranch
Purchase Light Rail vehicles
Purchase buses
Construct Park and Ride facilities and signal preemption
Construct Florin Transit Center (added by STA-92-0024 on June 11, 1992)
Electric Trolley Bus (added by STA-93-0023 on June 10, 1993)

ZONE IV SALES TAX PROJECTS

Freeway Improvements

Route 50 between Sunrise Boulevard and Folsom Boulevard - Widen and improve interchanges

New and Improved Interchanges and Grade Separations

Route 50 at Watt Avenue

Route 50 - Widen Mayhew Road overcrossing

Street Widening Projects

Jackson Road between Treeview Road and Rancho Murieta

Elk Grove-Florin Road between Bond Road and Jackson Highway

Bridge Replacement and Repair

Lee School Road north of Tavernor Road

Excelsior Road south of Calvine Road

Clay Station Road south of Montfort Avenue

Cherokee Lane at Deadman Gulch

Eagles Nest Road north of Grantline Road

Lacey Road south of Arno Road

McKenzie Road south of Mingo Road

Scott Road north of Latrobe Road

Bike Lanes/Pedestrian Walkway

Elk Grove/Florin - at Elk Grove Park

Bicycle locker project (added by STA-93-0023 on June 10, 1993)

Miscellaneous City and County Improvements on Various Major Streets

Upgrade, interconnect, and synchronize signals

Curb, gutter, and drainage

Center medians

Left turn lanes

Bike lanes

Flashing beacons (added by STA-91-0002 on March 21, 1991)

Handicapped access program (added by STA-92-0024 on June 11, 1992)

Maintenance

Annual Expenditure Plan to include:

- Pavement maintenance

- Curb gutter/sidewalk repair

- Traffic signals

- Improve signing of street name signs

- Speed control signing

- Bridge and drainage maintenance

- Sweeping

- Litter control

- Landscape maintenance

Sacramento Regional Transit District Projects

Double-track 1987 Light Rail Transit Starter Line

Extend Folsom Corridor Light Trail transit line to Hazel Avenue

Continue Sacramento Regional Transit District transit service to existing service areas

Provide new Sacramento Regional Transit District transit service in the following areas:

- Rancho Cordova

- Vineyard (western portion)

- Elk Grove (western portion)

Purchase Light Rail vehicles

Purchase buses

Construct Park and Ride facilities and signal preemption

Electric Trolley Bus (added by STA-93-0023 on June 10, 1993)

SALES TAX PROJECTS

Major Projects - City of Folsom

New bridge crossing of the American River

Major Projects - City of Galt

Lincoln Way - Reconstruct

Phase I - A Street to C Street

Phase II - C Street to Caroline Avenue

Phase III - Myrtle to A Street, traffic signals at C Street and A Street

Phase IV - Myrtle to Wendy Hope

Phase V - Improve intersection and Lincoln Way/Walnut

Major Projects - City of Isleton

Maintenance programs on existing facilities

Elderly and Handicapped Transportation Projects

Continue transportation service to elderly and disabled populations

Provide new transportation service to elderly and disabled populations

Purchase new vehicles

Construct a maintenance facility

Purchase a communications system

Purchase system software (added by STA-92-0024 on June 11, 1992)

Countywide

Congestion Management Program (added by STA-93-0023 on June 10, 1993)

Freeway Service Patrol (added by STA-93-0023 on June 10, 1993)

Projects listed in this Plan may be funded entirely from retail transactions and use tax (sales tax) proceeds, or may be funded by a combination of tax proceeds, federal, state, and other local revenue sources, including developer fees and construction taxes.

Projects to be funded from tax proceeds will be solicited annually by the Authority based upon Entity Annual Expenditure Plans submitted by the County, the cities, Sacramento Regional transit District, and the consolidated Transportation Services Agency, and on the Authority's assessment of transportation needs throughout the region. Projects are not necessarily listed in order of priority, and the Authority will reassess regional transportation priorities on an annual basis.

Projects may be funded in their entirety or may be funded in phases.

Under the terms of the Local Transportation Authority and Improvement Act, the Authority may annually review and propose amendments to this Plan to provide for the use of additional federal, state, and local funds, to account for unexpected revenues, or to take into consideration unforeseen circumstances. Unforeseen circumstances may include, without limitation, actual revenues exceeding the costs of implementing the adopted Plan and needs for other projects revealed by the results of environmental analysis undertaken during the term of the sales tax, including the updating of General Plans. The Authority must give notice of proposed amendments to the Board of Supervisors and to the city council of each city in the County. The proposed amendments take effect forty-five (45) days after notice is given.

At the time of Plan preparation, approval, and adoption, only estimates of sales tax revenues over a 20-year period and estimates of projects costs are available. Whether fewer than all of the projects listed in the Plan can be funded during the 20-year life of the sales tax, or whether funds will be available to undertake additional projects will depend upon many factors, including the actual amount of tax proceeds, the accuracy of cost projections, and changes in project cost over a 20-year period.

Accomplishment of some of the listed projects is contingent upon the fulfillment of certain legal or other requirements (e.g., environmental analysis of specific project designs, receipt of matching funds from non-sales tax sources).

As mandated by the Local Transportation Authority and Improvement Act, the Authority shall consult with and coordinate its actions to secure funding for the completion and improvement of the priority regional highways with the cities in the County, the Sacramento County Board of Supervisors, and the California Department of Transportation for the purpose of integrating its planned highway improvements with the highway and other transportation improvements plans and operations of other transportation agencies impacting the County.

Appendix B

Measure A
Transportation
Expenditure Agreement

Measure A Transportation Expenditure Agreement

This AGREEMENT is made and entered in this 1st day of September, 1990 by an between the Sacramento Transportation Authority, a public entity formed under the provisions of Division 19, commencing with Section 180000 of the Public Utilities Code, hereinafter called “Authority”; the Sacramento Regional Transit District, a district formed for the local performance of governmental functions under the provisions of the Sacramento Regional Transit District Act, hereinafter called “District”; the City of Sacramento, a chartered municipal corporation hereinafter called “Sacramento”; the Cities of Folsom, Galt and Isleton, general law municipal corporation, hereinafter called “Folsom”, “Galt”, and “Isleton”, respectively; and the County of Sacramento, a chartered county constituting a political subdivision of the State of California, hereinafter called “County”.

WITNESSETH

RECITALS

1. Definitions. Unless the context dictates a different common usage meaning, as used in this Agreement, the following terms shall be ascribed the following meanings:
 - a. “Act”—shall mean the provisions of the Local Transportation Authority and Improvement Act embodied in Division 19, commencing at Section 180000 of the Public Utilities Code, added by Statues 1987, Chapter 786, as said enactment may be hereafter amended.
 - b. “Consolidated Transportation Services Agency” or “CTSA”—shall mean that agency designated pursuant to subdivision (a) of Section 15975 of the Government Code providing service to the geographical area of Sacramento County.
 - c. “County Transportation Expenditure Plan”—shall mean that Plan adopted by the Authority and approved by Cities and County pursuant to Section 180206 of the Act, subject to amendment by the Authority under Section 180207 thereof.
 - d. “Elderly and Handicapped Transportation Functions” or “EHT Functions”—shall mean all activities associated with operating, maintaining, and acquiring vehicles, real property, or other property and the construction of buildings or other improvements for, or reasonably associated with, specialized paratransit operations for the elderly and disabled.
 - e. “Entity shall mean the County, Sacramento, Folsom, Galt, Isleton, Future Cities, the District, and the Consolidated Transportation Services Agency, either individually or collectively.
 - f. “Entity Annual Expenditure Plan”—means those plans formulated and filed by the District, Sacramento, Folsom, Galt, Isleton, Future cities, the County and the Consolidated Transportation Services Agency pursuant to Paragraphs 18 and 19 below.
 - g. “Future City”—shall mean any municipal corporation that is established within Sacramento County following the date of this Agreement.

- h. “Maintenance”—shall mean the preservation and keeping of rights-of-way and each type of roadway, structure, safety convenience or device, planting, illumination equipment and other facility, in the safe and usable condition to which it has been improved or constructed, including patching, repairing, surface treating, and joint filling on bituminous surfacing with added materials to provide a total thickness of less than three (3) inches; scarifying, reshaping and restoring material losses; repair of traveled way and shoulders; cleaning, painting and repairing bridges and structures; repainting of pavements, stripings and markings to the same standards; patching operations including base restoration; applying dust palliatives; jacking concrete pavements; resealing street or road shoulders and side street and road approaches; reshaping of drainage channels and side slopes; restoration of erosion controls; cleaning culverts and drains; removing slides and restoring facilities damaged by slides; mowing and watering; replacing top soil, sod, shrubs, trees, irrigation facilities on street and roadside; repairing curb, gutter, rip-rap, underdrain and culverts and drains; repainting and repairing of signs, guardrails, traffic signals, lighting standards, etc.; servicing lighting systems and street or road traffic control devices; and furnishing of power for street and road lighting and traffic control devices.
 - i. “Public Road Improvements”—shall mean environmental review and mitigation, engineering, design and inspection for; acquisition of rights-of-way or other property interests for; transportation system management measures for; appurtenance and incidental facilities, such as traffic signs, traffic signals, bicycle lanes, medians, landscaping, curbs, gutters, sidewalks and bridges for; and labor, paving and materials and supplies required for the construction of new public roads, streets, highways or freeways, or the addition of lanes to, or other expansion, upgrading, resurfacing, reconstruction, efficiency measures, major road surface maintenance, or other improvements of, existing public roads, streets, highways or freeways. Transportation System Management means all activities associated with the planning, design, implementation, and evaluation of measure to improve the efficiency and effectiveness of the transportation system.
 - j. “Public Transit Functions”—means all activities authorized to be carried out by Chapter 5 (commencing with Section 102200) of Part 14, Division 10 of the Public Utilities Code, including operating, maintaining, and acquisition of vehicles, land, or other property, and the construction of buildings, fixed guideway, light rail, or other improvements for, or reasonably associated with, public transit operations.
 - k. “Sales Tax”—means that Retail Transactions and Use Tax increase imposed within incorporated and unincorporated areas of Sacramento County by the Authority following voter approval pursuant to the provisions of Chapter 5, Division 19, commencing with Section 180200 of the Act.
2. Purposes. Under Section 180001 of the Act, it is the legislative intent to permit implementation of local funding programs that go significantly beyond other available revenues for highway and transportation purposes; and to permit voters of the County to raise Sales Taxes to meet local transportation needs in a timely manner.

The primary purposes of this Agreement are: (i) to express the following objectives relating to transportation planning and revenue expenditures in the implementation thereof to govern allocation of the Sales Taxes during the entire twenty-year term thereof; and (ii) to inalterably prescribe the basic allocation apportionments as defined by Paragraphs 10 and 13 below, by which those objective will be achieved during the twenty-year term.

These purposes are expressed by contract in order to offer for community consensus through voter approval of the Sales Tax an integrated program for transportation improvement and management during the entire twenty-year term. This Agreement is made in contemplation of the requirements imposed by Sections 1800051, 180206, 180201, and 180203(c) of the Act that City approval of the overall local program concept be given before the voters have an opportunity to approve or defeat the Sales Tax. The ultimate purposes of this Agreement are to:

- a. Promote the safe, convenient and efficient utilization of State, County and City freeways, highways, roads and streets within Sacramento County; and
 - b. Improve air quality within the County.
 - c. To improve and expand Public Transit and EHT functions within Sacramento County.
3. Objectives. The objectives of allocations and expenditures of Sales Tax revenues shall be to:
- a. Assess, plan and finance necessary improvements and maintenance of freeways, highway, road and street systems on a regional basis in a manner that maximizes Sales Tax expenditures for the greatest public benefit;
 - b. Encourage the utilization of public transportation conveyances by expanding public transportation services, promoting convenient use by private citizens of public transportation resources, and underwriting operating deficit costs;
 - c. Respect the desire of Folsom, Galt and Isleton to participate in the program by way of a guarantee of Sales Tax revenues based on population, to be expended for public road improvements and maintenance that are primarily of local benefit; and
 - d. Maximize transportation improvement benefits from the Sales Tax revenue by: (i) insuring that the Authority does not hire professional or technical staff that wastefully duplicates staffing resources available within the County and Cities; and (ii) establishing procedures to ensure that allocated Sales Tax revenues are expended for purposes contemplated by the County Transportation Expenditure Plan and this Agreement; and (iii) facilitating achievement of the mandate prescribed by Sections 180001(e) and 180200 of the Act that Sales Tax revenues be expended to supplement and not replace other local revenues available for transportation purposes.

AGREEMENT

FOR AND IN CONSIDERATION OF THE PROMISES, TERMS AND CONDITIONS SET FORTH HEREIN, THE PARTIES HERETO DO MUTUALLY AGREE AS FOLLOWS;

4. Staffing. The Authority shall be authorized to expend Sales Tax revenues as follows:
 - a. Subject to the expenditure limitations imposed by Section 180109(b) of the Act and Paragraph 10-a below, the Authority shall: (i) employ administrative and clerical staff to manage the governmental affairs of the Authority; (ii) appoint the County Treasurer, County Auditor-Controller, and Clerk of the County Board of Supervisors to serve, respectively, as ex officio Treasurer, Auditor-Controller and Clerk of the Authority, and shall reimburse the County for the direct and indirect costs of services rendered to the Authority by those officials; (iii) pay costs of space for its operations, for office equipment, and for office operations; and (iv) incur such other administrative expenses as the Governing body deems appropriate;
 - b. The Authority shall be empowered to contract for the services of retained legal counsel;
5. Technical Services. The Authority shall be empowered to: (i) contract with the County or Sacramento for the delivery of expert consulting services necessary for the conduct and preparation of environmental analysis that is legally required to be undertaken by the Authority in connection with discretionary decision-making by the Authority; and (ii) contract with the County or Sacramento for engineering, traffic surveying, land use planning, air quality monitoring and transportation emissions estimating, transportation systems management planning, and other similar expert services required by the Authority to assist it in the formulation of discretionary decisions concerning the prioritization for funding allocation purposes of Public Road Improvement projects that are regional in character. In the event County and Sacramento decline to contract with the Authority to deliver such services, the Authority may retain such services through contracts with other public or private providers.
7. Allocation of Sales Taxes. Except as hereinafter provided by Paragraph 8 below, and subject to the limitations prescribed by Paragraphs 10 through 25 below, Sales Tax revenues and all Federal or State grants, funding and other revenues received by the Authority for transportation purposes, shall be expended for implementation of the purposes and objectives of the Act, the County Transportation Expenditure Plan, and this Agreement through annual allocations by the Authority to the County, District, Sacramento, Folsom, Galt, Isleton, Future cities and the Consolidated Transportation Services Agency. The revenues shall be expended by the recipient Entities for specific purposes approved by the Authority. Expenditures by recipient Entities for purposes approved by the Authority shall be guaranteed by contracts between the Authority and each recipient Entity made pursuant to the provisions of Paragraphs 22 through 25 below. All expenditures of revenues for Public Road Improvements and Maintenance, Public Transit Functions, EHT Functions, and mitigation of air contaminant emissions or evaluation of the effectiveness of mitigation shall be made by the recipient Entities, including but not limited to expenditures for environmental review, planning and design of projects, system operations, the purchase of equipment, materials, supplies and labor, acquisition of right-of-way and other property interests, and the letting and supervision of contracts for construction projects. Except as provided by Paragraph 8 below, the Authority shall not be empowered to make purchases of equipment, materials, supplies or labor; to acquire by eminent domain negotiated acquisition or otherwise interests in real property; to engage in planning and design activities; or to let or supervise construction contracts.

8. Independent Project Selection and Implementation. By, in each instance, the affirmative votes of not less than nine of the members of the Governing Body of the Authority, the Authority shall be empowered to:
- a. Select for funding with Sales Tax or other revenues Public Road Improvement Projects that have not been proposed by the County or any City pursuant to the procedures prescribed by Paragraphs 14 through 22 below, and allocate to the County or to any City within whose territorial jurisdiction the Project would be located funds with which to undertake and complete the Project pursuant to a contract let under paragraphs 22 through 25 below; and
 - b. Acquire by eminent domain, negotiated purchase or otherwise rights-of-way or other property interests necessary for; purchase materials, supplies and labor for; and let contracts for and supervise the construction of Public Road Improvement Projects that are regional in character in circumstances under which the Authority has allocated Sales Tax or other revenues for the Project and the County or City within whose territorial jurisdiction the Project would be located has refused to execute a contract with the Authority to undertake and complete the Project pursuant to Paragraphs 22 through 25 below.
 - c. The Authority shall not select or construct any major road improvement project pursuant to this paragraph unless the Authority certifies that the project conforms to the mandated requirements of any then-applicable locally adopted Air Quality Maintenance Plan as approved or amended under Section 110 of the Clean Air Act. For the purposes of this section, a “major road improvement project” is defined as construction of new bridges, interchanges, streets, or highways, and any improvements on existing bridges, interchanges, streets or highways that increase the vehicle capacity of the existing facility by 20% or more. If the Authority is unable to certify that the project conforms to the local Air Quality Maintenance Plan, the Authority shall reject or modify the project to achieve conformity, or shall make a determination of overriding public necessity.

A determination of overriding public necessity shall include a finding that the project incorporates measure that offset, to the maximum extent feasible, the additional emissions associated with the project that cause it to be inconsistent with the local Air Quality Maintenance Plan. The sole discretion for making such findings or determination of overriding public necessity shall rest with the Authority.

In connection with the selection or construction of any Public Road Improvement Project authorized by subparagraphs “a” and “b” above, the Authority shall be empowered to conduct environmental analyses therefor, planning and design, and otherwise empowered to make all expenditures necessary to accomplish the objects thereof.

10. Allocation for Administration, Air Quality and Local Projects. Subject to the terms, conditions and restrictions prescribed by Paragraphs 7 and 8 above and Paragraphs 16 through 25 below, the Authority shall allocate estimated revenues from the Sales Tax for an initial period of fifteen calendar months and thereafter on a fiscal year basis, as follows:
- a. Not to exceed 1% of the gross estimated revenues for administrative purposes, as defined by Paragraph 4-a above;

- b. Exactly 1.5% of gross estimated revenues to implement mitigation of the regional impacts of motor vehicle emissions or to evaluate the effectiveness of mitigation, the allocation to be made to the Sacramento County Air Pollution Control District for direct expenditure or reallocation pursuant to procedures and contracts that insure that the funds are expended solely for the purposes prescribed herein;
- c. A reasonable reserve for contingencies to cover litigation costs, monetary liability risks, and normal operating uncertainties such as revenue overestimates.
- d. For local Public Road Improvement/Maintenance Projects that are of benefit primarily to its citizens, the Authority shall allocate to Folsom, Isleton, and Galt a percentage of the gross estimated revenues remaining after allocations pursuant to subparagraph “a”, “b”, and “c” equal to the ratio that the population of the municipality bears to the total incorporated and unincorporated area populations of the County, as such populations are shown in the latest population estimates by the State of California Department of Finance pursuant to Section 2227 of the Revenue and Taxation Code received by the County on or before that March 1 preceding the beginning of the fiscal year during which the allocations are made for any allocation period during which Public Transit Functions are not performed within its municipal boundaries. For any allocation period during which Public Transit Functions are performed within its municipal boundaries, 2.0% of the amount that the City would otherwise receive shall be allocated to the Consolidated Transportation services Agency for EHT functions and 35.0% of the amount that the City would otherwise receive shall be allocated to the District for Public Transit Functions.

Currently the allocations to Folsom, Galt and Isleton constitute a relatively low percentage of the total revenues from the Sales Tax. However, the allocation provisions of subparagraph “d” shall be applicable regardless of how high a percentage of total revenues from the Sales Tax might be allocable to Folsom, Galt and Isleton during the term of this Agreement.

- 12. Public Transit Services. Within the meaning of subparagraph “d” of Paragraph 10 above, the District shall not be deemed to “perform Public Transit Functions” within the municipal boundaries of either Folsom, Galt or Isleton unless: (i) the City has adopted a resolution inviting the District to perform Public Transit Functions within the boundaries thereof; and (ii) the District actually performs Public Transit Functions within such boundaries. For purposes of the allocations prescribed by subparagraph “d” of Paragraph 10 above, Public Transit Functions shall not be deemed to be performed within the City until that fiscal year (commencing July 1st) following the fiscal year during which the last of the conditions prescribed by conditions (i)” and “(ii)” above for the particular City has been fulfilled.
- 13. Allocations for Transit and Regional Projects. The balance of estimated revenues from the Sales Tax remaining following application of the allocation priorities prescribed by Paragraph 10 above shall, subject to the terms, conditions and restrictions prescribed by Paragraphs 7 and 8 above and Paragraphs 16 through 25 below, be allocated by the Authority for an initial period of fifteen (15) calendar months and thereafter on a fiscal year basis as follows:
 - a. Exactly 2.0% of such remaining balance to the Consolidated Transportation Services Agency for EHT functions;

- b. Exactly 35.0% of such remaining balance to the District for Public Transit Functions;
- c. Exactly 35.0% of such remaining balance for Public Road Improvement Projects that are regional in character and of primary benefit to the metropolitan population of the County, whether situated within incorporated or unincorporated areas.
- d. Exactly 28.0% of such remaining balance for Maintenance of existing local streets, roads, and highways.

14. Objectives of Allocations. The Authority shall allocate revenue derived from the levy of the Sales Tax and other revenues to the county, Cities, the District, and the CTSA for the cost of Public Road Improvements, Maintenance of existing local streets, roads, and highways, Public Transit Functions, and EHT Functions in a manner that improves the vehicular traffic circulation system and mitigates the air quality and other regional environmental impacts of traffic within the County by:

- a. Facilitating the efficient movement of vehicular traffic to, through, or around cities;
- b. Facilitating the efficient movement of commuter vehicular traffic from residential areas to centers of employment;
- c. Facilitating the efficient movement of shopper vehicular traffic from residential areas to centers of retail commerce;
- d. Relieving congestion of roads, streets, and highways by promoting development, expansion, and utilization of public transit;
- e. Providing for the known, unmet demand the projected growth in demand for EHT Functions by the promotion, development, expansion, and utilization of specialized paratransit services.

15. Allocation Considerations. In selecting Public Road Improvement Projects and Maintenance Projects, the Authority shall consider all of the following:

- a. The objects of vehicular traffic circulation system improvement prescribed by Paragraph 14; and
- b. The annual revenue derived by each City and the County from levy by that jurisdiction of the special tax or imposition of the fee for road improvement purposes described by Paragraph 16 below, and the Projects or other objects upon which such taxes or fees will be expended by that jurisdiction during each year the Authority selects Public Road Improvement Projects; and
- c. The revenue available to each jurisdiction for Road Improvements and Maintenance Projects from all other sources, including revenues derived from the Highway Users Tax Account in the Transportation Tax Fund pursuant to Chapter 3 (commencing with Section 2100) of Division 3 of the Streets and Highways Code.

The Authority shall select Public Road Improvement Projects and Maintenance Projects in a manner that maximizes the efficient and effective expenditure of all revenues available to the Cities and the County for Road Improvement and Maintenance Projects and ensures that each jurisdiction lawfully expends all revenues available to it for those purposes.

16. Minimum Qualifications—Road Taxes or Fees. Notwithstanding the provisions of Paragraphs 7 through 15 above, the Authority shall not allocate any Sales Tax revenues for expenditure by Folsom, Galt, or Isleton for the 1990-91 or following fiscal years unless the recipient Entity has, not later than July 1, 1990, and for the year for which the allocation is made, at a rate and in amounts that the Authority determines to be reasonable, either: (i) levied a special tax for road improvement purposes in connection with land development on a uniform basis throughout the entire jurisdiction; or (ii) imposed a fee for road improvement purposes in connection with land development within geographical zones throughout the entire jurisdiction established in order to relate fee revenue expenditures to traffic generated by the development for which the fee is imposed.

Notwithstanding the provisions of Paragraphs 7 through 15 above, the authority shall not allocate any Sales Tax revenues for expenditure by the County, Sacramento, or any Future City unless the County and Sacramento has, for the year for which the allocation is made and the Future City has, not later than two years following its effective date of incorporation and thereafter, at a rate and in amounts that the Authority determines to be reasonable; either: (i) levied a special tax for road improvement purposes in connection with land development on a uniform basis throughout the entire jurisdiction; or (ii) imposed a fee for road improvement purposes in connection with land development within geographical zones throughout the entire jurisdiction established in order to relate fee revenue expenditures to traffic generated by the development for which the fee is imposed.

16. Same - Financial Commitments. Notwithstanding the provisions of Paragraphs 7 through 15 above, the Authority shall not allocate any Sales Tax revenues for expenditure by the County or Sacramento unless each such recipient entity has, for the year for which the allocation is made, paid to the consolidated Transportation Services Agency for EHT Functions an amount at least equal to that paid by the Entity for the 1986-87 fiscal years.

The County, Sacramento, Folsom, Galt, Isleton and Future Cities shall, except to the extent of any transfer of such funds by those Entities to the District for Public Transit Functions or to the CTSA for EHT Functions, commit to the combined funding of Road Improvement Projects and Maintenance Projects all revenue for such purposes derived from the special tax or road improvement fees described above, and all revenue available to the Entity exclusively for road improvements and road maintenance from all other sources including, but not limited to, revenues derived from the Highway Users Tax Account in the Transportation Tax Fund pursuant to Chapter 3 (commencing with Section 2100), Division 3 of the Streets and Highways Code. Any Sales Tax allocations for expenditure by the Entity for such purposes shall be applied solely to Public Road Improvement Projects and Maintenance Projects for which such revenues, following any such transfers, are not sufficient.

18. Annual Allocations. Allocation of Sales Tax and other revenues received by the Authority shall be made by the Authority on a fiscal year basis, commencing each July 1 and ending the next succeeding June 30; provided that the first allocation shall be for a fifteen-month period commencing April 1, 1989 and ending June 30, 1990.

The gross amount of Sales Tax available for allocation for any particular allocation period shall equal the revenue estimates for that period made by the Executive Director of the Authority. Allocations shall be adjusted during the next succeeding allocation period to account for differences between actual revenue receipts and estimates during the immediately preceding allocation period.

Allocations shall be made to:

- a. The CTSA for EHT Functions in accordance with Paragraph 13-a above, pursuant to an Entity Annual Expenditure Plan filed by the CTSA;
- b. The District for Public Transit Functions in accordance with Paragraph 13-b above, pursuant to an Entity Annual Expenditure Plan filed by the District;
- c. To Folsom, Isleton and Galt in accordance with subparagraph “d” of Paragraph 10 above, pursuant to Entity Annual Expenditure Plans filed by those Cities;
- d. To the county, Sacramento, Folsom, Isleton, and Galt and future cities in accordance with Paragraph 13-c above, pursuant to Entity Annual Expenditure Plans files by those Entities; to County, Sacramento and future cities in accordance with Paragraph 13-d; and
- e. To the Authority, pursuant and subject to the limitations contained in Paragraphs 8 and 13-c above.

The Governing Body of the Authority shall make for each allocation period those allocations prescribed by subparagraph “d” of Paragraphs 10 and subparagraphs “a” and “b” of Paragraph 13 above, if Entity Annual Expenditure Plans filed by the recipient Entities provide for the expenditure of the allocations for purposes authorized by the Act. The Governing Body of the authority shall be vested with discretion not to allocate all estimated revenues for an allocation period available for purposes prescribed by Paragraphs 8, 13-c, and 13-d above. Notwithstanding any provision to the contrary contained in paragraphs 10 or 13 above, the Authority shall not be empowered to allocate any amount to the County, Sacramento, Folsom, Isleton, Galt, Future Cities, the District or CTSA that is not identified for expenditure by the recipient Entity in an Entity Annual Expenditure Plan filed by the recipient Entity, except pursuant to the provisions of Paragraph 8 above.

19. Procedural Regulations. Pursuant to the provisions of Section 180105(b) of the Act, the Governing Body of the Authority shall include within its administrative code procedural regulations that require and require the following:

- a. Transmittal of and notice to the County, Sacramento, Folsom, Isleton, Galt, Future cities, the District and CTSA by a prescribed date certain of the gross amount of revenues that the Executive Director estimates will be received by the Authority for the ensuing allocation period;
- b. The date by which the County, Sacramento, Folsom, Isleton, Galt, Future Cities, the District and CTSA must file Entity Annual Expenditure Plans for an ensuing allocation period;

- c. The types of information, data and other contents that each Entity Annual Expenditure Plan is required to include;
- d. The preparation and issuance following filing of Entity Annual Expenditure Plans of a written analysis by the Executive Director of the Authority containing his or her recommendations to the Governing Body of allocations for each ensuing allocation period, by recipient Entity, by Public Road Improvement Project, and for other purposes; and
- e. Such other and further procedural regulations as the governing Body, in its discretion, may deem appropriate.

20. Public Hearing. Not later than February 1, 1989, May 1, 1990, and the first day of May of each year thereafter, the Authority shall commence a public hearing on the respective Entity Annual Expenditure Plans filed by the Entities and with respect to the allocation of Sales Tax and other revenues for the ensuing period. Notice of the time, place and purpose of the hearing shall be published in a newspaper of general circulation within the county, and mailed to each filing Entity not later than ten calendar days preceding the date of commencement of the hearing.

Not later than ten calendar days in advance of the commencement of the hearing, the Executive Director of the Authority shall formulate and file as a public record his or her written recommendations concerning allocation of Sales Tax revenues and all other revenues available to the Authority for the applicable allocation period.

21. Allocation Determinations. Not later than March 31, 1989, June 30, 1990, and the 30th day of each June thereafter, the Authority shall allocate estimated Sales Tax revenues and all other revenues available to the Authority for the applicable period. The allocations shall be made in accordance with the percentage requirements prescribed by Paragraphs 10 and 13 above; provided that:

- a. No allocation shall be made for expenditure by the county or a City that has failed to fulfill any of the conditions prescribed by Paragraphs 16 and 17 above;
- b. No allocation shall be made for an expenditure that would not be consistent with the County Transportation Expenditure Plan, as the same may be hereafter amended;
- c. Except as authorized by Paragraph 8 above, no allocation shall be made to a recipient Entity for an expenditure that is not included within that Entity's Entity Annual Expenditure Plan; nor shall any allocation be made to the County, District, a City or CTSA that has not filed an Entity Annual Expenditure Plan in compliance with regulations adopted by the Authority;
 - (i) No allocation shall be made for a major road improvement project unless the recipient Entity certifies that the project conforms to the mandated requirements of any then-applicable locally adopted Air Quality Maintenance Plan as approved or amended under Section 110 of the Clean Air Act. For the purposes of this section, a "major road improvement project" is defined as construction of new bridge, interchanges, streets, or highways, and any improvements on existing bridges, interchanges, streets or highways that increase the vehicle capacity of the existing facility by 20% or more. If the recipient Entity is unable to certify that the project conforms to the local Air quality Maintenance Plan, the Entity shall reject or modify the project to achieve conformity, or shall make a determination of overriding public necessity.

A determination of overriding public necessity shall include a finding that the project incorporates measures that offset, to the maximum extent feasible, the additional emissions associated with the project that cause it to be inconsistent with the local air Quality Maintenance Plan. The sole discretion for making such findings or determination of overriding public necessity shall rest with the agency originating the project.

- d. Allocations for expenditure by recipient Entities shall be made subject to such conditions, limitations, and affirmative obligations as may be prescribed by the Authority to ensure that the funds allocated by expended for the purposes, objects, projects, and services for which the allocations are made.

22. Contracts. All allocations for expenditure by recipient Entities shall be made pursuant to contracts between the Authority and each Entity. The contracts shall provide for all of the following:

- a. Require the County and each City to undertake, construct and complete those Public Road Improvement Projects and Maintenance Projects for which the allocation is made within times certain;
- b. Require the Consolidated Transportation services Agency to expend the allocation for EHT Functions within the boundaries of the Authority;
- d. Embody any other conditions, limitations or affirmative obligations prescribed by the Authority; provided that the Authority shall not be empowered to impose conditions, limitations or affirmative obligations that in any manner limit the legislative discretion of an Entity to exercise its power to zone and otherwise regulate land use;
- e. Provide for the dates of progress or other payments by the Authority to the recipient Entity of the annual allocations; and
- f. Contain any other provisions determined by the Authority to be necessary to promote the purposes and objects of the Act, the County Transportation Expenditure Plan or this Agreement.

23. Contract Terms. Contracts between the Authority and recipient Entities shall be for the following terms and provide for fund disbursements in the following manners;

- a. Contracts with Folsom, Isleton and Galt shall be for a term that is coextensive with the allocation period, and shall either provide for fund disbursements on a progress payment basis in relation to specific Public Road Improvement Projects or Maintenance Projects or provide for fund disbursements on a quarterly basis, the first disbursement being made at the beginning of the fourth month following commencement of the term of the contract, or provide for a combination of progress payments in relation to specific Projects and quarterly payments.
- b. Contracts with the District and CTSA that fund operations shall be for a term that is coextensive with the allocation period, and shall provide for fund disbursements on a quarterly basis, the first disbursement being made at the beginning of the fourth month following the commencement of the contract term.

- c. Contracts with the District and CTSA to fund capital acquisitions or capital improvements shall be for a term that is either coextensive with the period of the acquisition or improvement or with the period of the debt financing thereof, and shall provide for fund disbursements on either a progress payment basis or other basis related to obligations incurred by the Entity.
- d. Contracts with the County, Sacramento, and Future Cities shall be for a term that is either coextensive with the period of the Public Road Improvement Project or Maintenance Project for which the allocation is made or coextensive with the term of the debt financing thereof, and fund disbursements shall be made on a progress payment basis or otherwise in relation to obligations incurred by the recipient Entity.

25. Refusal to Contract. If a recipient Entity is unwilling to enter into a contract offered by the Authority pursuant to Paragraph 23 or such contract is not executed by the recipient Entity within thirty days following the date upon which it is presented to the Entity by the Authority, the Authority may reallocate the funds for any other purpose authorized by this Agreement; provided that: (i) if the refusal of the recipient Entity to execute the contract pertains to a Public Road Improvement Project for which the Authority has allocated funding, that project may, at the election of the Authority, be removed from the contract, the contract executed with the project omitted, and, pursuant to the provisions of Paragraph 8 above, the Authority may undertake and complete the project; and (ii) any allocation to the District or CTSA for which the District or CTSA has declined to sign a contract shall be reserved for future allocation to those Entities.

27. Amendment of Expenditure Plan. It is understood that the terms and conditions contained in this Agreement have constituted a material inducement to the County and City signatories to this Agreement in approving the county Transportation Expenditure Plan pursuant to the provisions of Section 180206(b) of the Act. A breach by the Authority of the terms of this Agreement shall be deemed to vitiate the consent by the County and signatory Cities of the Plan.

It is further that the authority shall be empowered, from time to time, to amend the County Transportation Expenditure Plan for the reasons and in accordance with the procedures prescribed by Section 180207 of the Act; provided that it is understood and agreed that there is no unforeseen circumstance or other lawful reason permitting an amendment of the Plan that would be inconsistent with the purposes and objects of this Agreement prescribed by Paragraphs 2 and 3 above, or revision or alteration of the functional allocation percentages prescribed by “a” or “b” of Paragraph 10 or Paragraph 13 above; and no such amendment shall relieve the Authority from the obligation to allocate Sales Tax revenues in accordance with said percentages.

28. Sales Tax Term. The effectiveness of the first Sales Tax imposed following voter approval shall commence pursuant to Section 180204 of the Act on the first day of the first calendar quarter commencing more than 120 days after adoption of the Ordinance, and shall continue until and terminate on the earlier of the following two alternative dates;

- a. The date twenty years following the one on which the Sales Tax became effective; or

- b. The date on which a judgment by a Court of competent jurisdiction becomes final that either adjudicated the invalidity of subparagraph “a” or “b” or both of Paragraph 13 above, or declines enforcement relief because of the invalidity thereof; provided that the governing body of the Authority shall be empowered to levy the Sales Tax following the date of such a final adjudication or declination at the voter-approved rate so long as necessary to accumulate revenues sufficient to fulfill the obligations of the Authority under any contract made pursuant to Paragraphs 5, 8, 22 and 23 above, or any bonds or other instrument of indebtedness issued in the name of the Authority that is in effect on the date of such a final adjudication or declination.

The Ordinance enacted by the Governing Body of the Authority pursuant to Section 180201 of the Act shall prescribe the period of effectiveness of the Sales Tax in accordance with the provisions of this Paragraph.

29. Ordinance and Ballot Measure. The Sales Tax Ordinance enacted by the Governing Body of the Authority pursuant to the provisions of Section 180201 of the Act and the ballot measure by which the proposition for the Sales Tax is submitted to the voters under Section 180203 of the Act shall, on any short form of ballot card, label or other device, regardless of the system of voting utilized, read substantially as follows:

SACRAMENTO TRANSPORTATION IMPROVEMENT PROGRAM. To help relieve traffic congestion, improve air quality, construct new and repair existing highways, local streets and roads, expand public transit, and increase public safety by providing essential county wide transportation improvement, including:

- 1.5% of the total revenues for air quality improvements;
- Air quality impact shall be considered as a major part of project approval;
- Reduced traffic congestion by widening and improving area highways;
- Expanded commuter and public transit services, including light rail extensions and purchase of new/additional buses;
- Expanded transportation service to senior citizens and handicapped people;
- Construction, repair, and widening of bridges;
- Construct new and repair existing highways, local streets and roads;
- A spending limit of no more than 1% for administration of the program;
- A mandate for collection of separate Developer fees or taxes for new construction that impacts streets and roads.

Shall a one-half of one percent transactions and use tax be approved for a period of twenty years, with no more than 35% for construction of highways, streets, and roads, 28% for maintenance of existing local streets, roads, and highways, 35% for increased bus and light rail services, and 2% for increased transportation services to senior citizens and handicapped persons, with the proceeds placed in a special fund solely for use on transportation purposes, including authorization to issue bonds payable from the proceeds of the tax, with an appropriations limit not to exceed \$69 million? The tax shall terminate in less than twenty years, continuing only so long as necessary to pay off then-existing obligations if the percentage allocations are found by a court to be unenforceable.

30. Agreement Term. The term of this Agreement shall commence July 26, 1988 and this Agreement shall continue in full force and effect until it terminates on the earlier of the following two alternative dates:
- a. The effective date of dissolution of that Authority that is created by Resolution No. 88-200, adopted by the Board of Supervisors of the County on July 26, 1988: or
 - b. Termination of the Sales Tax following voter approval.
31. Amendment. This writing constitutes the sole embodiment of the agreement of the parties hereto. There are no conditions precedent to the effectiveness thereof that are not expressed herein.

This Agreement shall not be amended, modified, or revised except by a writing duly executed in behalf of all of the parties to this Agreement. the allocations prescribed by subparagraphs “a” and “b” of Paragraph 13 above, shall not be subject to amendment by mutual agreement of the parties or otherwise.

IN WITNESS WHEREOF the parties hereto have executed this Agreement as of the day, month and year first above written.

CITY OF SACRAMENTO

COUNTY OF SACRAMENTO

By /s/ Walter J. Slipe

By /s/ Grantland Johnson

Title City Manager

Title Chair, Board of Supervisors

CITY OF FOLSOM

CITY OF ISLETON

By /s/ John E. Kipp

By /s/ Fred A. Himebauch

Title Mayor

Title Mayor

CITY OF GALT

SACRAMENTO REGIONAL TRANSIT DISTRICT

By /s/ Steve Silesky

By /s/ Kim Mueller

Title Mayor

Title Chair, Board of Directors

SACRAMENTO TRANSPORTATION AUTHORITY

By /s/ Kim Mueller

Title Chair, Board of Directors

Appendix C

Measure A Project Screening and Scoring Criteria

MEASURE A PROJECT SCREENING AND SCORING CRITERIA

This appendix summarizes the criteria and processes used to screen and score Measure A projects and programs during the strategic planning process.

MEASURE A PROJECT SCREENING CRITERIA

We utilized three basic criteria for screening Measure A projects and programs and determining their eligibility for Measure A funding and their consistency with applicable plans and programs. Each of these project screening criteria were applied on a pass/fail basis.

- Measure A eligibility. The first screening criterion is a project's eligibility for Measure A funding. To be eligible, a project must pass one of three tests:
 - Be specifically identified in the County Transportation Expenditure Plan (CTEP)
 - Be considered an eligible portion of a project identified in the CTEP
 - Be added to the CTEP list of projects through formal adoption by the implementing agency's governing board and the STA's governing board.

In addition, proposed project expenditures must be consistent with the provisions of the CTEP, the corresponding Transportation Expenditure Agreement (TEA), and the terms and conditions of the Transportation Authority's funding contract with implementing agencies.

- Consistency with agency plans and programs. The second screening criterion is a project's consistency with the plans and programs of the implementing agency. These include the:
 - General Plan for the four cities and the County of Sacramento, or
 - Transit Master Plan and the Short Range Transit Plan for the Sacramento Regional Transit District (SRTD), and
 - Elderly & handicapped transportation and ADA complementary paratransit plans
 - Capital improvement program (each Measure A entity)
- Consistency with regional plans and programs. The third screening criterion is a project's consistency with regional transportation and air quality plans and programs. These include the:
 - SACOG's Metropolitan Transportation Plan and Federal Transportation Improvement Program (regionally significant projects—regardless of funding source—and all federally funded projects in the Measure A seven-year financial program must be included in a conformed MTP/FTIP and have consistent construction schedules in order to ensure air quality conformity)
 - Caltrans' Proposed State Transportation Improvement Program (PSTIP) and State Highway Operation & Protection Program (SHOPP)
 - Air quality plans for the Sacramento ozone non-attainment area.

There are two additional criteria for screening annual programs that are candidates for Measure A funding:

- Adoption of the annual program by the implementing agency's governing board and/or
- Adoption of priority-setting criteria or process by the implementing agency's governing board.

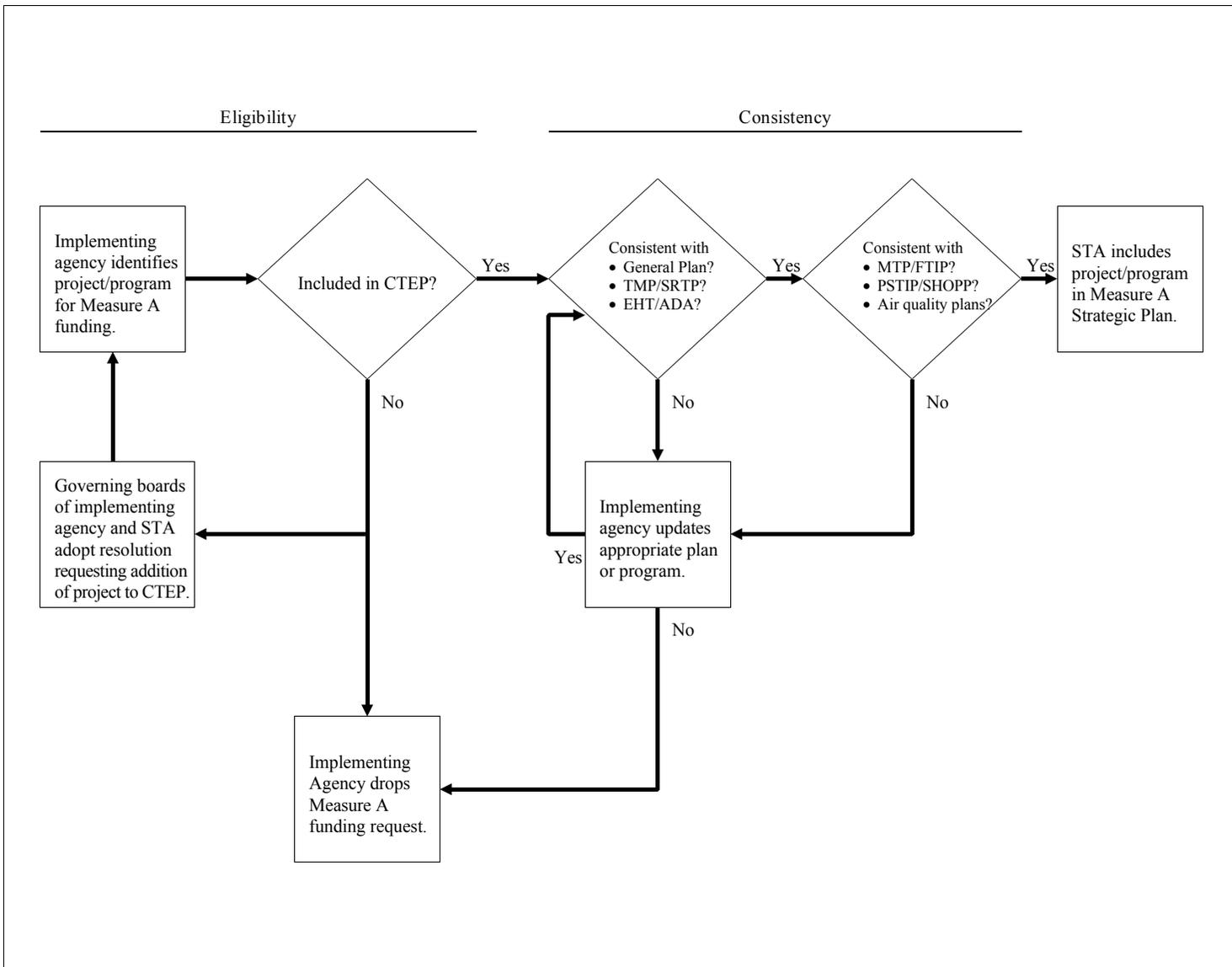
PROJECT/PROGRAM SCREENING PROCESSES

Exhibit V-1 below depicts the process used to screen Measure A projects. Projects are defined as stand-alone planning, design/construction, and procurement projects that, in general, cost \$ 100,000 or more.

Exhibit V-1 Measure A Process for Screening Projects

In general, Measure A-funded projects are screened through the current strategic planning process or the annual updates to the Measure A Strategic Plan, because they tend to have significant lead times and tend to go through a funding “pipeline.” Unlike the State Transportation Improvement Program (STIP) programming process, however, the Measure A programming process does not limit implementing agencies to adding projects to “outyears” (i.e., years 8-9 of the STIP). Rather, projects may be proposed for funding within the 7-year Strategic Plan or they may be proposed as “outyear” candidates for Measure A programming during annual updates of the Strategic Plan .

Exhibit V-1 Measure A Process for Screening Projects



ADA = Americans with Disabilities Act
CTEP = County Transportation Expenditure Plan
EHT = Elderly & Handicapped Transportation

FTIP = Federal Transportation Improvement Program
MTP = Metropolitan Transportation Program
PSTIP = Proposed State Transportation Improvement Program

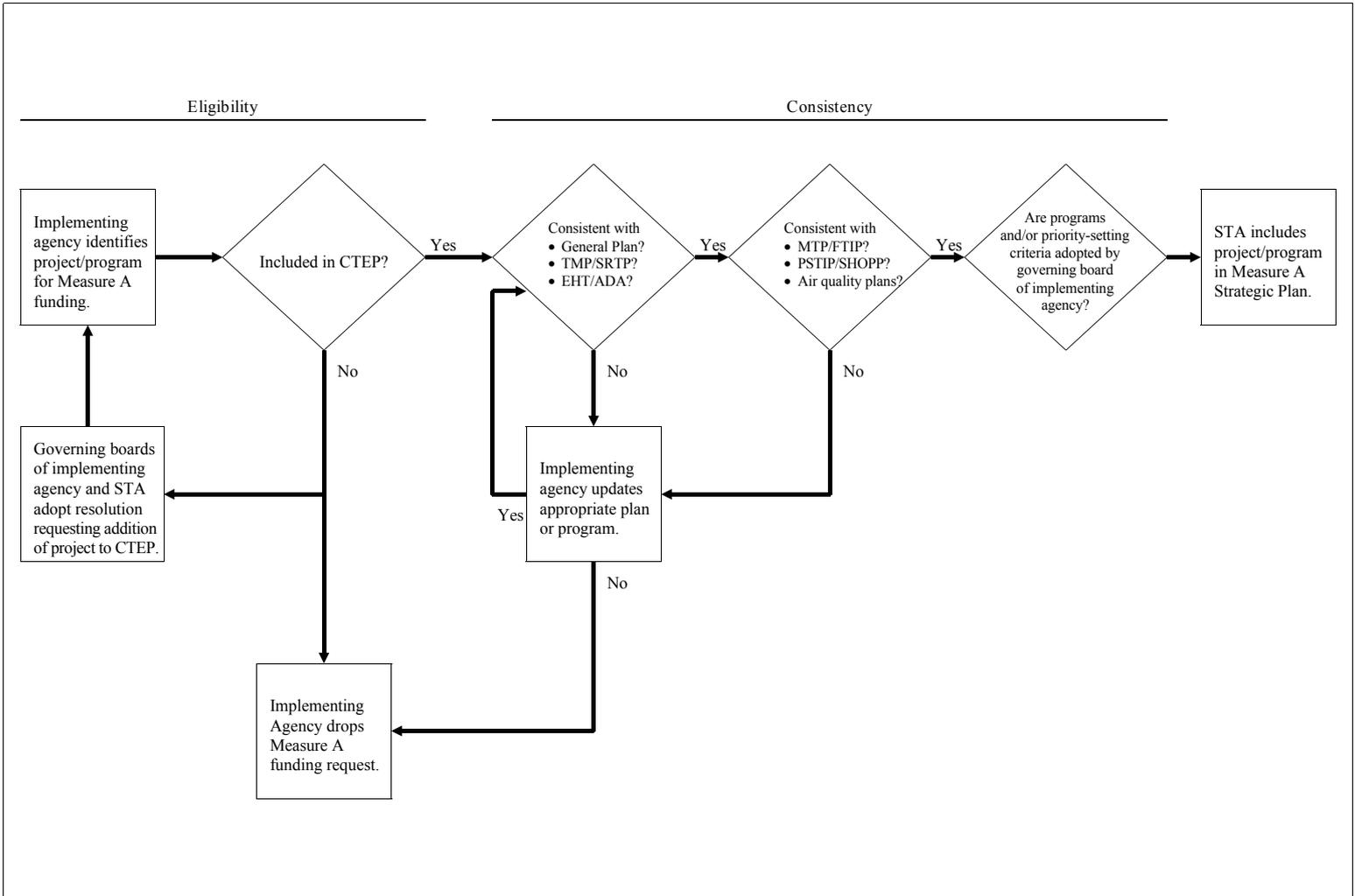
SHOHP = State Highway Operation & Protection Program
SRTP = Short Range Transit Plan
TMP = Transit Master Plan

Exhibit V-2 below depicts the process used to screen Measure A annual programs. Annual programs include capital programs that are groups of projects (e.g., the City of Sacramento’s traffic signal improvements program) as well as ongoing planning (e.g., SMAQMD’s urban airshed modeling), operating (SRTD or CTSA operating subsidies), or maintenance (the County of Sacramento’s pavement maintenance) programs.

Exhibit V-2
Measure A Process for Screening Annual Programs

During development of the initial Measure A Strategic Plan, annual programs will be treated as a “placeholder” for implementing agencies to establish a targeted level of funding for the 7-year Strategic Plan as well as the two “outyears.” Actual Measure A-funded annual programs will be screened when implementing agencies submit their annual requests for Measure A funding.

Exhibit V-2 Measure A Process for Screening Annual Programs



ADA = Americans with Disabilities Act
CTEP = County Transportation Expenditure Plan
EHT = Elderly & Handicapped Transportation

FTIP = Federal Transportation Improvement Program
MTP = Metropolitan Transportation Program
PSTIP = Proposed State Transportation Improvement Program

SHOPP = State Highway Operation & Protection Program
SRTP = Short Range Transit Plan
TMP = Transit Master Plan

MEASURE A PROJECT SCORING CRITERIA

We utilized five basic criteria for scoring Measure A projects and programs and determining their scoring for Measure A programming and funding allocation purposes. Each of these project screening criteria was scored on a relative basis within the appropriate category of Measure A sales tax allocations.

- Project benefits. Project benefits were evaluated through two different sets of measures, one for roadway projects and another for both public transit projects and elderly and handicapped transportation (EHT) projects. The greater the project benefit, the higher the project priority.

Roadway Projects/Programs

Congestion relief (at time of project completion)
Safety and other operational improvements
Air quality improvement

Public Transit/EHT Projects/Programs

System coverage/capacity improvements
Overall and net ridership gains
Accessibility improvements (EHT/ADA)
System safety/reliability improvements
Operational efficiency improvements
Financial capacity to operate and maintain
Air quality improvement

In the case of air quality, both Measure A and non-Measure A projects need to be evaluated at the countywide “portfolio” level to determine the net air quality impacts of the entire program of projects in Sacramento County—rather than at the individual project level. Moreover, such air quality impact analysis is only a “pre-testing,” because air quality conformity is actually determined at a regional level.

- Project acceptance and support. Public acceptance and support is indicated by the actions of the implementing agency’s governing board. Such actions may be based on staff recommendations, the recommendations of other government agencies, or they may be based directly on public input. In any case, the higher the degree of public acceptance and support, the higher the project priority.
- Project readiness. As in the case of project screening, project readiness for priority-setting was evaluated based on the type of design, construction or procurement project for which Measure A funding is being sought. The greater the project readiness, the higher the project priority.
- Financial leverage of Measure A funds. Financial leverage is the project’s use of Measure A funds to match other local, State and/or federal funds to pay for the capital improvements. Projects should be scored relative to the combined amount of local, State and/or federal funds that Measure A funding can leverage. The higher the leverage of Measure A funds, the higher the project priority.
- Ability to accelerate delivery through cost-effective financing. In some cases, project delivery can be accelerated through cost-effective financing—either lease or debt financing. In the case of lease financing, project delivery is accelerated by spreading out the project costs over all or part of the useful life of the resultant capital improvement. In the case of debt financing, project delivery is accelerated by borrowing against future Measure A sales tax revenues to advance project design, construction and/or procurement. In either case, financing enables the implementing agency to accelerate project benefits—including the economic development benefits—associated with construction. All other things being equal, the higher the financing potential of the project, the higher the project priority.

PROJECT SCORING PROCESS

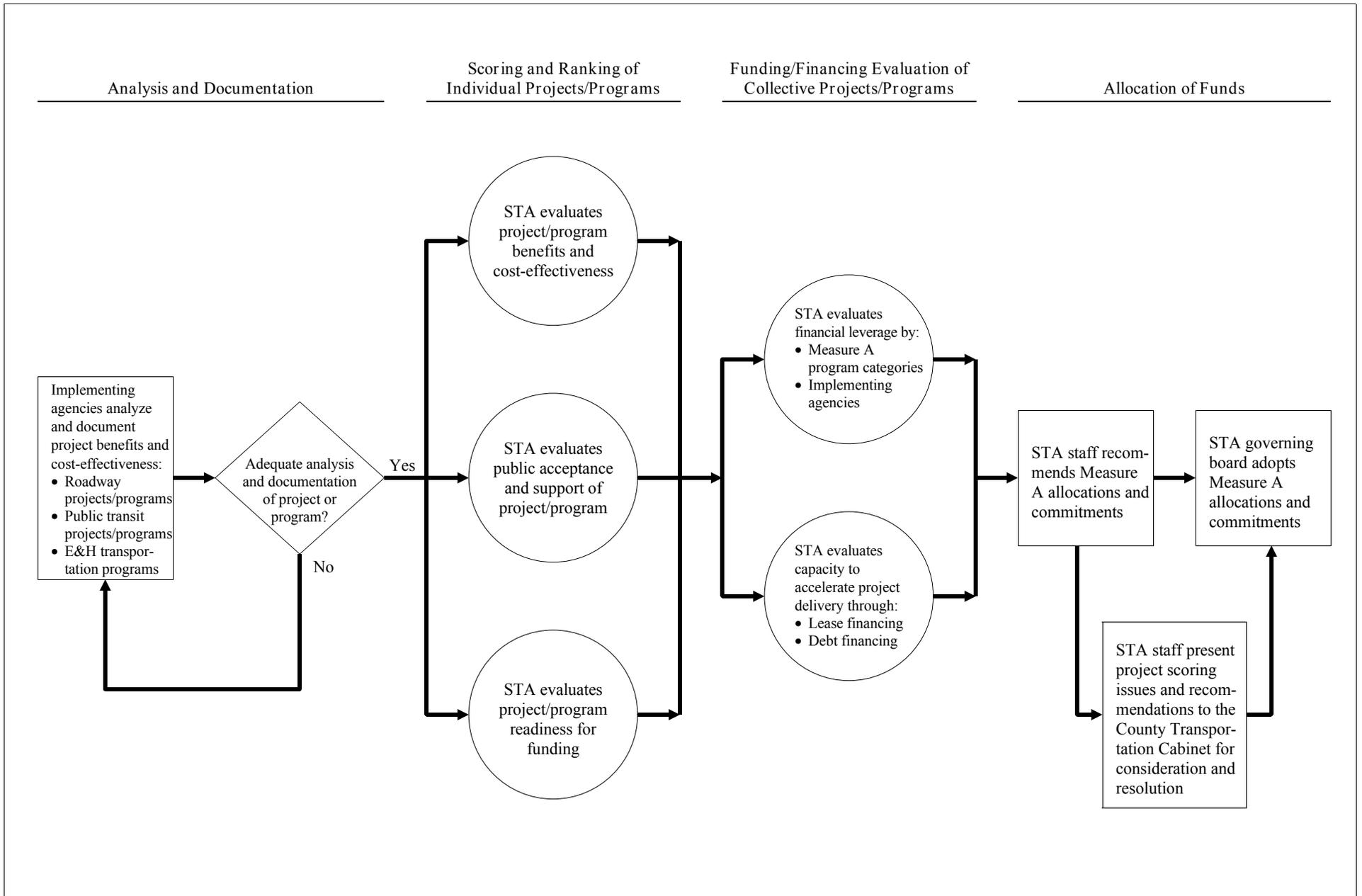
Exhibit W on the following page depicts the process used to score Measure A projects and programs. In essence, we used a four-step scoring process:

- Analysis and documentation. Implementing agencies are responsible for the analysis and documentation of projects and programs they are proposing for programming in the Measure A Strategic Plan and/or annual Measure A funding. During development of the initial Strategic Plan, STA consultants entered the Measure A (and other) project/program data into the Strategic Plan data bases. Thereafter, implementing agencies will simply need to (a) update the information in the Paradox data base when they are changing Measure A programming or funding requests, (b) provide such information for new projects/programs that are candidates for Measure A programming or funding, and (c) provide the project cost and funding data for the financial model.
- Scoring and ranking. STA staff (and/or consultants) evaluated Measure A programming and funding candidates in terms of the four priority-setting criteria listed below. The evaluation consists of scoring (i.e., high, medium or low) projects/programs against the four criteria listed below in the following sequence:
 - Project/program benefits
 - Public acceptance and support
 - Project/program readiness
 - Financial leverage and/or capacity to accelerate delivery through lease or debt financing.

Implementing agencies and STA staff (and/or consultants) assigned an overall score (i.e., high, medium or low) to each project or program that is a candidate for Measure A programming or funding. If there is disagreement, implementing agencies may “appeal” project scoring through the County Transportation Cabinet and/or the STA Governing Board.

- Funding/financing analyses. STA staff (and/or consultants) utilized the Authority’s two financial models to determine the “fundability” of the Measure A programming or funding candidates on (a) a pay-as-you-go basis and (b) a financing basis:
 - Cost-funding model. The Agency utilizes its cost-funding model to determine the reasonableness of any matching funds projected by the implementing agencies for the candidate project/program in light of competing demands for resources from various funding programs.
 - Financial capacity model. The Agency utilizes its financial capacity model to evaluate SRTD’s financial capacity to build, operate and maintain rail or bus projects.
- Recommended programming commitments/funding allocations. STA staff (and/or consultants) utilized the results of the project/program scoring and the funding/financing analyses to develop Measure A programming and funding recommendations to the STA governing board.

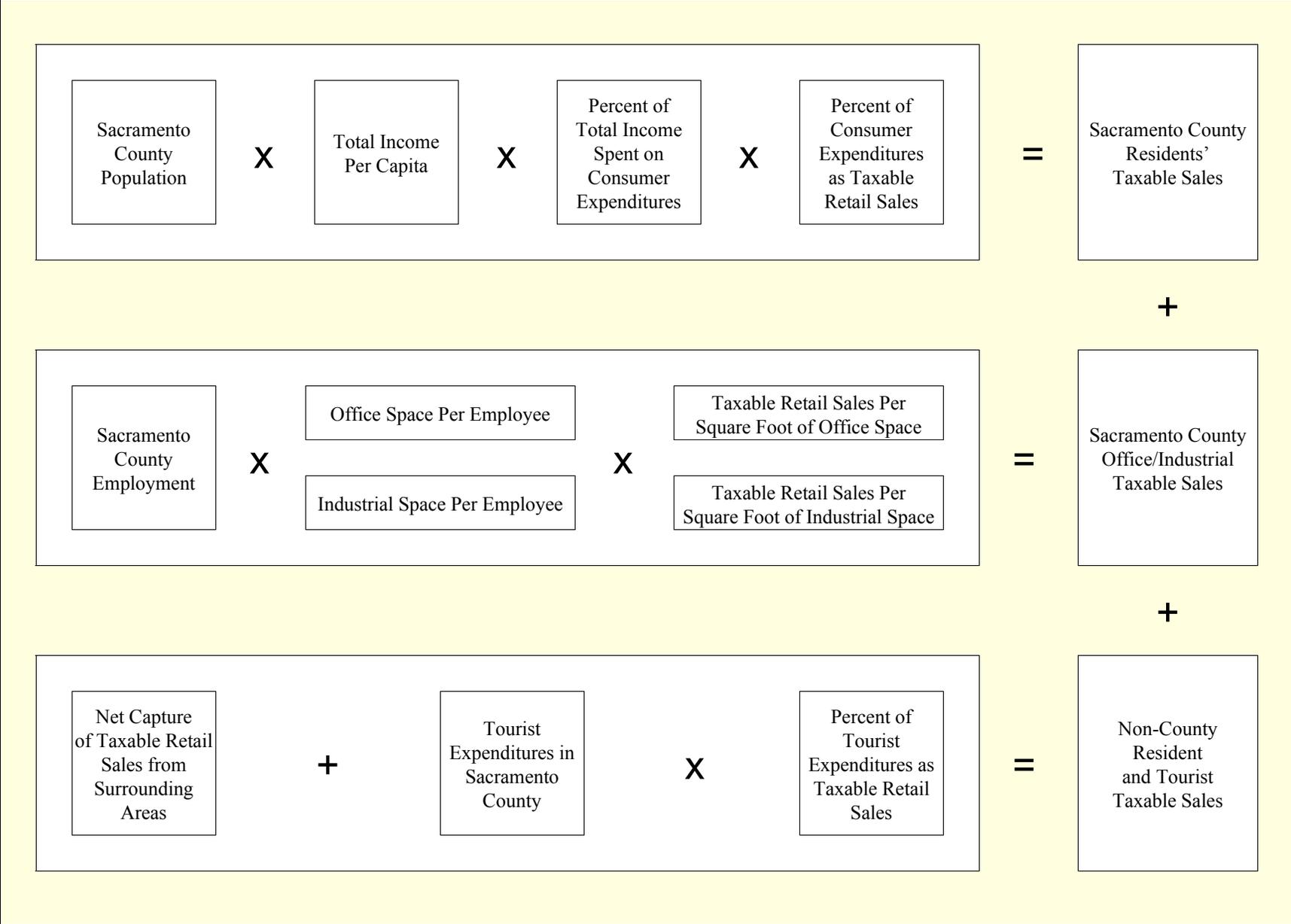
Exhibit W Measure A Process for Scoring Projects/Programs



Appendix D

Sales Tax Revenue
Forecasting Model

Measure A Sales Tax Revenue Forecasting Model



Appendix E

Project/Program
Cost-Funding Matrices

Appendix F

Paradox Data Base
of Measure A Projects

Appendix G

PRIM Financial Capacity Assessment Model

PRIM FINANCIAL CAPACITY ASSESSMENT

This appendix summarizes the results of our evaluation of the City of Sacramento's and the County of Sacramento's financial capacity to build and maintain its proposed streets and roads improvement projects while maintaining the existing streets and roadway system.

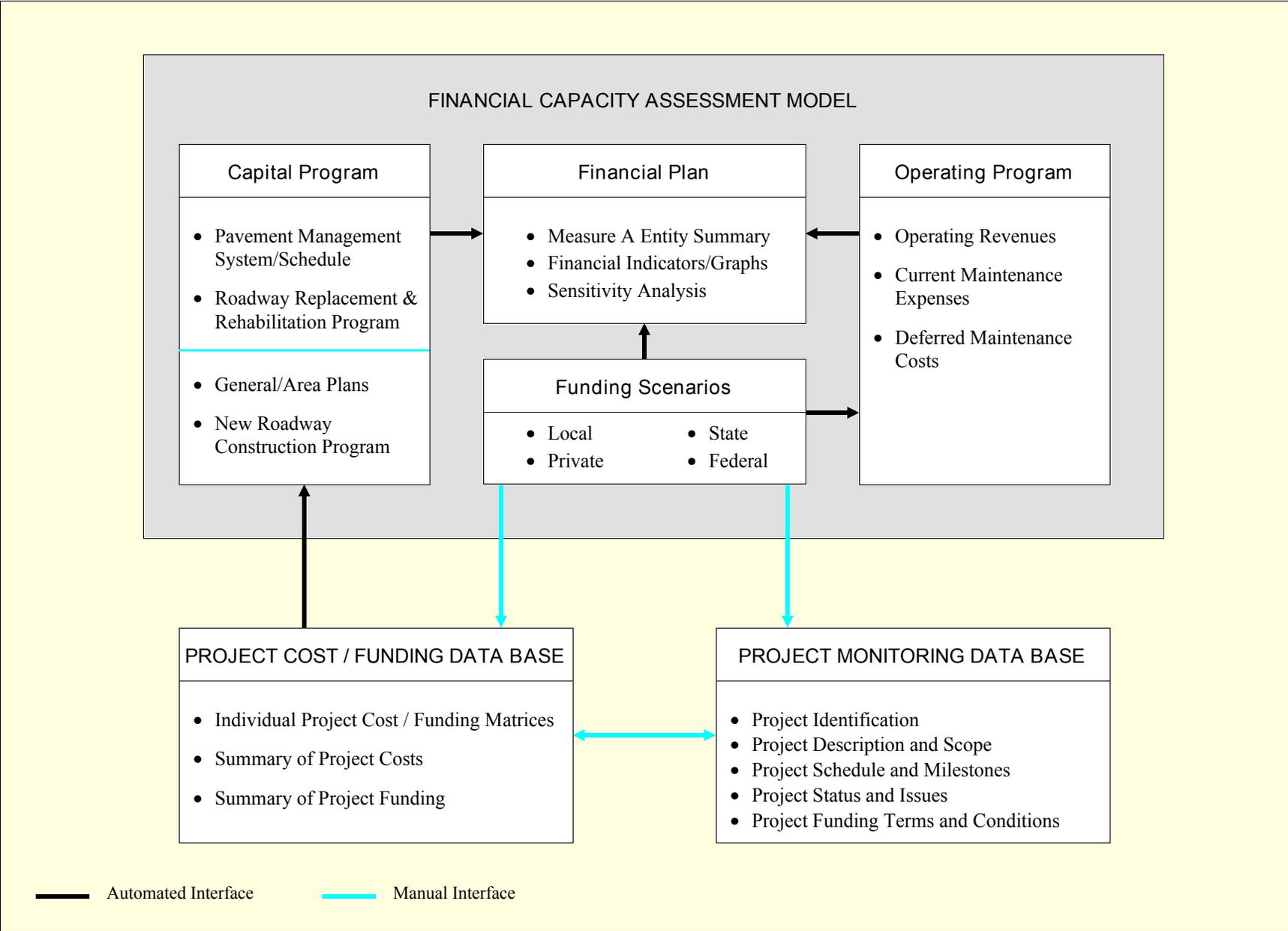
OVERVIEW OF PRIM FINANCIAL CAPACITY ASSESSMENT

The purpose of this financial capacity assessment is to evaluate the financial capacity of the City of Sacramento and the County of Sacramento to (a) build the projects in their individual and joint roadway programs, (b) eliminate deferred maintenance on existing roadways, (c) fully maintain existing and new (or expanded) roadways in the future, and (d) maintain a reserve to cover cost overruns or revenue shortfalls.

Exhibit Z below depicts our approach to the financial capacity assessment of the public roadway improvement and maintenance program (PRIM) envisioned in the Measure A Countywide Transportation Expenditure Plan (CTEP).

Exhibit Z Financial Capacity Assessment of PRIM Programs

Exhibit N Financial Capacity Assessment of PRIM Programs



PROPOSED PROGRAM OF PROJECTS

Exhibit AA below summarizes the projected cost and funding of the Public Roadway Improvement and Maintenance Program of projects sponsored individually or jointly by the City of Sacramento and the County of Sacramento.

Exhibit AA Projected Cost and Funding Demand of PRIM Programs

Project/Program	To Date	FY 94/95	FY 95/96	FY 96/97	FY 97/98	FY 98/99	FY 99/00	FY 00/01	FY 01/02	FY 02/03	After 2003	Total
Joint Highway Program												
I-5 Improvements	5,320	0	0	0	0	0	0	0	0	0	0	5,320
SR 16 Improvements	13,464	1,206	0	0	0	4,990	13,306	12,644	0	0	12,464	58,074
US 50 Improvements	8,100	0	0	0	0	0	6,069	11,531	0	0	0	25,700
SR 51 Improvements	1,200	0	0	0	0	0	0	0	0	0	0	1,200
I-80 Improvements	0	0	0	0	0	2,000	2,000	4,000	4,000	4,800	24,000	40,800
SR 99 Improvements	12,200	17,535	28,047	4,447	6,671	0	0	0	0	0	24,000	92,900
SR 160 Improvements	0	0	0	0	0	0	0	0	0	0	32,800	32,800
Subtotal	40,284	18,741	28,047	4,447	6,671	6,990	21,375	28,175	4,000	4,800	93,264	256,794
City Street Programs												
Major Street Construction	4,159	15,951	5,425	6,406	22,120	25,454	12,500	0	0	0	109,900	201,915
Traffic Signals	64	2,047	1,716	1,045	1,073	737	0	0	0	0	0	6,682
Bikeways	109	929	295	251	151	80	80	80	80	80	0	2,135
Street Improvements	11	631	50	2,277	1,432	1,755	50	50	50	50	0	6,356
Bridge Replacement/Rehabilitation	415	3,088	1,774	6,429	300	300	0	0	0	0	0	12,306
Street Landscaping	0	0	0	0	0	0	0	0	0	0	0	0
Annual Capital Programs	1,809	2,745	1,525	1,525	1,525	1,525	1,525	1,525	1,525	1,525	0	16,754
Annual Maintenance Programs	29,264	9,811	9,861	9,961	9,961	9,961	9,961	9,961	9,961	9,961	59,766	178,429
CMP Reimbursement	67	0	67	0	67	0	67	0	67	0	200	534
Subtotal	35,898	35,202	20,713	27,894	36,629	39,812	24,183	11,616	11,683	11,616	169,866	425,111
County Road Programs												
Measure A Program	18,951	15,263	7,180	12,853	4,670	16,570	37,489	0	0	0	0	174,466
CMP Reimbursement	115	115	115	115	115	115	115	115	115	115	115	1,268
County Road Fund Projects	582	5,970	2,010	2,440	10,460	0	15,683	0	0	0	0	37,145
CDF District #1	0	0	0	0	0	0	21,608	0	0	0	0	21,608
CDF District #2	0	0	0	0	0	0	4,660	0	0	0	0	4,660
CDF District #3	0	5,590	0	0	0	0	21,126	0	0	0	0	26,716
CDF District #4	7,184	0	0	0	0	0	17,608	0	0	0	0	24,792
CDF District #7	0	0	0	0	0	0	17,412	0	0	0	0	17,412
Annual Maintenance Programs	36,600	28,451	28,451	28,451	28,451	28,451	28,451	28,451	28,451	28,451	170,706	463,365
Subtotal	63,432	55,390	37,756	43,860	43,696	45,136	164,152	30,056	28,566	28,566	170,821	711,433
Total Cost	139,614	109,333	86,516	76,201	86,996	91,938	209,710	69,847	44,249	44,982	433,951	1,393,338
Funding												
Surface Transportation Program	1,781	4,084	2,000	4,300	0	0	0	0	0	0	0	12,165
Transp. Enhancement Activities	0	480	0	0	0	0	0	0	0	0	0	480
Bridge Replacement/Rehabilitation	0	1,535	0	0	0	0	0	0	0	0	0	1,535
State Highway Account	3,400	0	1,400	0	0	1,000	8,500	10,800	2,000	2,400	12,000	41,500
Flexible Congestion Relief	200	2,600	15,000	0	0	888	4,270	8,428	9,815	0	12,000	53,201
State/Local Transp. Partnership	2,322	396	323	256	0	1,094	7,783	0	0	0	0	12,174
Prop. 116 Rail Bonds	0	210	210	0	375	375	0	0	0	0	0	1,170
Other State Programs	0	70	388	0	175	316	0	0	0	0	0	949
Measure A Sales Tax	135,275	36,118	30,293	28,452	27,524	31,112	45,614	34,206	27,326	20,126	119,579	535,625
Gasoline Tax Subvention	7,453	25,332	27,385	26,561	26,561	26,560	24,672	24,672	24,672	24,672	145,180	383,718
Major Street Construction Fund	2,541	1,232	1,100	1,812	1,100	1,400	250	250	250	100	600	10,635
Roadway & Transit Development Fee	12,746	3,315	2,395	2,470	1,000	5,707	46,589	0	0	0	0	74,222
Community Service Area (Lighting)	0	250	250	250	250	250	250	250	250	0	0	2,000
Special Assessment District	250	3,035	6,347	5,140	9,003	4,680	3,895	6,053	2,852	0	0	42,145
Other Local Programs	5,639	3,639	915	1,142	11,382	238	6,338	6,338	238	238	1,428	37,535
Subtotal - Capital Funding	171,607	82,295	88,006	70,383	77,370	73,620	148,161	90,997	67,403	47,536	290,787	1,208,162
Measure A Sales Tax												
Additional County Sales Tax												
Subtotal - O&M Funding												
Subtotal - Funding	171,607	82,295	88,006	70,383	77,370	73,620	148,161	90,997	67,403	47,536	290,787	1,208,162
Surplus (Deficit)												
Capital	31,993	(27,038)	1,490	(5,818)	(9,626)	(18,318)	(61,549)	21,149	23,154	2,553	(143,164)	(185,176)
O&M	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal - Surplus (Deficit)	31,993	(27,038)	1,490	(5,818)	(9,626)	(18,318)	(61,549)	21,149	23,154	2,553	(143,164)	(185,176)
Total - Funding/Surplus (Deficit)	139,614	109,333	86,516	76,201	86,996	91,938	209,710	69,847	44,249	44,982	433,951	1,393,338

PRIM FINANCIAL CAPACITY

This section summarizes our findings and conclusions regarding the financial capacity of the City of Sacramento and the County of Sacramento to implement their individual and/or joint roadway improvement and maintenance programs. As such, it highlights key issues for City or County staff and governing boards to address between now and the first update of the Measure A Strategic Plan and/or completion of the Sacramento County Transportation Plan.

City/County State Highway Improvements

- The City and the County of Sacramento have a \$46 million shortfall in the funding of their joint improvements to the State highway system in Sacramento County. That amount is what they are counting on in FCR funding for the following highway improvement projects:

<u>Facility</u>	<u>Limits</u>	<u>Project Cost</u>	<u>Project Funding</u>	<u>Shortfall</u>
US 50	Watt Ave. Widening	\$ 17.6	\$10.3	\$ 7.3
SR 51	Arden Way-Exposition	17.6	10.5	7.1
I-80	I-5 to SR 51 HOV	24.0	12.0	12.0
I-80	Madison Ave.-Placer HOV	16.8	8.4	8.4
SR 99	Calvine/Cosumnes Interchange	23.1	21.6	1.7
SR 99	Elk Grove Interchange	12.0	11.5	0.5
SR 160	Exposition Blvd. Interchange	29.1	20.1	9.0
Total		<u>\$140.2</u>	<u>\$94.4</u>	<u>\$45.8</u>

City of Sacramento

- Deferred maintenance.** The City has not adequately documented any significant deferred street maintenance costs that need to be addressed in the next seven years. (Note that deferred maintenance is previous maintenance not performed rather than future maintenance that would not be performed due to a funding shortfall, as SACOG indicated in the 1993 MTP).
- Current maintenance.** The City appears to have sufficient gas tax subventions and Measure A revenues to fund its routine street maintenance.
- Major street construction.** The City appears to need nearly \$22 million in additional funding to pay for its street improvement projects scheduled for the next seven years. The City also appears to need an additional \$110 million in funding for street improvement projects scheduled for the final eight years of the Measure A sales tax period. The following projects account for most of the funding shortfall:

<u>Street/Limits</u>	<u>Project Cost</u>	<u>Project Funding</u>	<u>Shortfall</u>
Exposition Blvd. Interchange	\$ 21.0	\$0.7	\$ 20.3
Folsom/Power Inn Interchange	32.0	1.6	30.4
Garden Highway Widening	28.8	2.0	26.8
Power Inn Rd. Widening	10.0	0.1	9.9
Richard Blvd. (I-5 to 12th St.)	4.5	1.6	2.9
Richards Blvd. Interchange	25.0	0.0	25.0
Truxel Road Interchange	14.5	0.3	14.2
Total	<u>\$135.8</u>	<u>\$6.3</u>	<u>\$129.5</u>

- Other street improvements.** The City appears to be about \$8 million short of the funding needed for its bridge replacement and rehabilitation projects.

- Annual capital programs. The City has a dozen annual capital programs (i.e., traffic signals, bikeways, street landscaping, curb ramps for handicap access, etc.) that are essentially “sized” to fit the amount of Measure A sales tax and gas tax subventions that are available to the City.

County of Sacramento

- Deferred maintenance. The County has not documented any significant deferred roadway maintenance costs that need to be addressed in the next seven years. (Note that deferred maintenance is previous maintenance not performed rather than future maintenance that would not be performed due to a funding shortfall, as SACOG indicated in the 1993 MTP).
- Current maintenance. The County appears to have sufficient gas tax subventions and Measure A revenues to fund its routine roadway maintenance.
- Major roadway construction. The County’s roadway construction actually consists of four separate programs that need to be evaluated on an individual basis:
 - Measure A program. The County’s Measure A program of projects is about \$1 million short of being fully funded (i.e., projected revenues of \$113.5 million versus projected costs of \$114.5 million).
 - County Roadway and Transit Development Fee program. The County is experiencing funding shortfalls in all five CDF districts that are paying for roadway improvements, as indicated below:

<u>CDF District</u>	<u>Funding Shortfall (millions)</u>
1	\$ 5.3
2	0.4
3	6.4
4	6.6
7	<u>0.9</u>
Total	<u>\$19.6</u>

This raises two policy issues for the County staff and the governing board to address during the next six months: (a) the need/feasibility of unifying its five CDF districts to fund their roadway improvements and (b) the ability to utilize “surplus” Measure A revenues to help fund the above revenue shortfalls in CDF programs.

- Special financing district programs. The County has six active special financing districts that generate special assessments and developer fee to pay for new road construction, widening and traffic signals. Each of the districts has its own public facilities financing plan and dedicated revenues to fund projects on a pay-as-you-go and/or financing basis. Together, the six districts are funding \$228 million in roadway improvements, about half of which have been completed.
- Combined road fund. The County appears to be about \$4 million short of revenue in its County road fund program, which uses sales tax revenue to leverage State and federal funding for about 10 projects.

Appendix H

SRTD Financial Capacity Assessment Model

SRTD FINANCIAL CAPACITY ASSESSMENT

This appendix summarizes the results of our evaluation of SRTD's financial capacity to build, operate and maintain its proposed capital program of projects while maintaining the existing transit system.

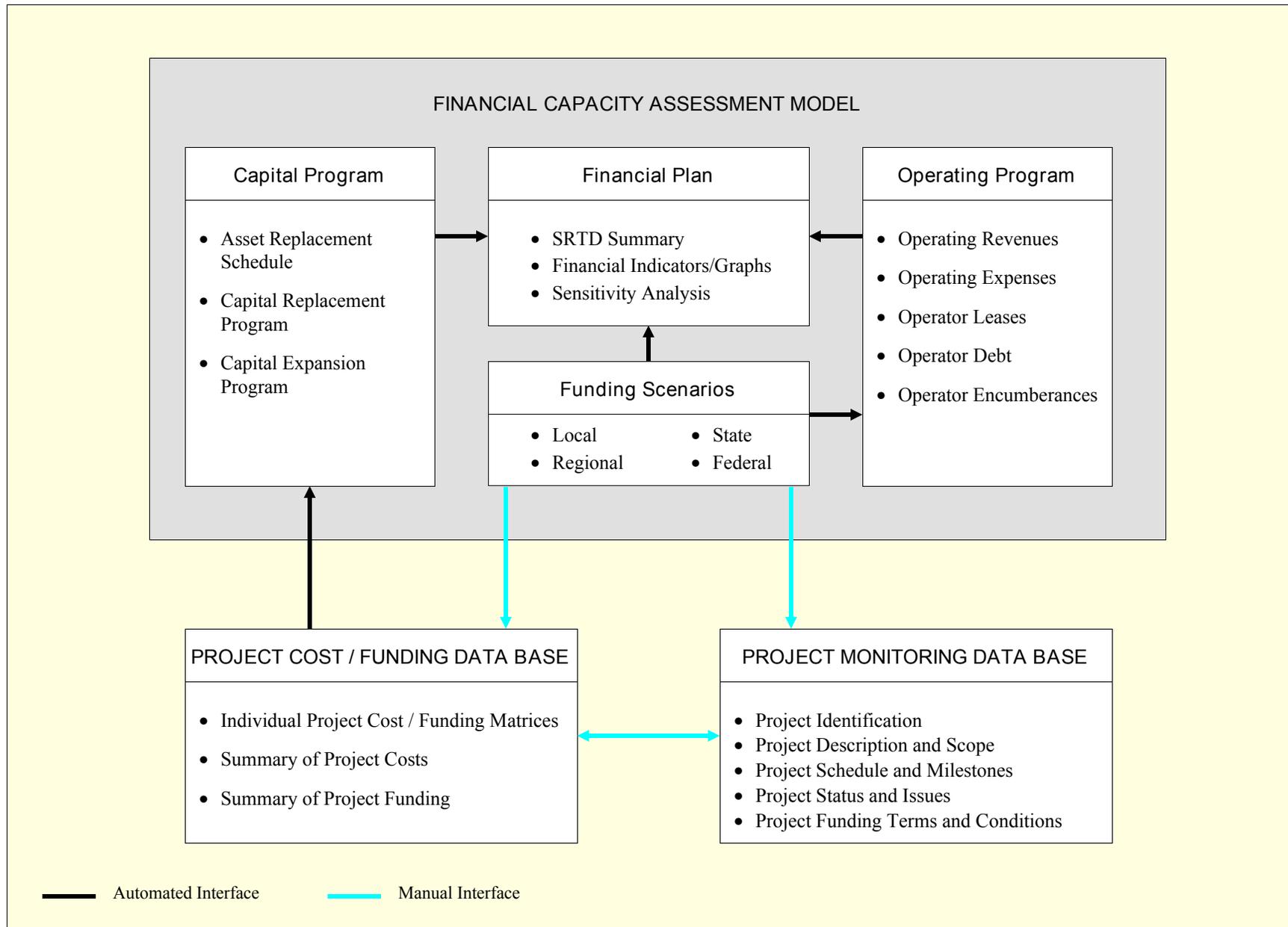
OVERVIEW OF SRTD FINANCIAL CAPACITY ASSESSMENT

The purpose of this financial capacity assessment is to evaluate Regional Transit's financial capacity to (a) build, operate and maintain the projects in the District's capital program and (b) maintain the existing bus and rail system and (c) maintain a reserve to cover cost overruns or revenue shortfalls.

Exhibit AB below depicts our approach to the financial capacity assessment of the SRTD capital improvement program envisioned in the Measure A County Transportation Expenditure Plan (CTEP).

Exhibit AB Financial Capacity Assessment of SRTD Capital/Operating Programs

Exhibit AB Financial Capacity Assessment of SRTD Capital/Operating Programs



PROPOSED CAPITAL PROGRAM OF PROJECTS

Exhibit AC below summarizes the projected cost and funding of SRTD capital projects over the next 15 years. This exhibit is different from Exhibit N in Section III in that it (a) includes the \$1.3 billion rail extensions program and (b) excludes the Measure A operating assistance costs and revenues. The latter are reflected in Exhibit AC on the opposite page.

Exhibit AC Projected Cost and Funding Demand of SRTD Capital Program

Project/Program	To Date	FY 94/95	FY 95/96	FY 96/97	FY 97/98	FY 98/99	FY 99/00	FY 00/01	FY 01/02	FY 02/03	After 2003	Total
Cost												
General Support Program												
ADA Improvements	970	250	453	300	300	300	300	150	150	150	900	4,223
Transit Centers	1,512		900	1,000	1,194	0	0	0	0	0	0	4,606
Bicycle Lockers & Racks	229		115	115	115	115	115	25	25	25	0	879
Signal Pre-emption	0	0	0	600	0	0	0	0	0	0	0	600
Non-Revenue Vehicles	64	265	125	125	125	125	125	125	125	125	750	2,079
Maintenance - Capital Assets	1,476	325	350	350	375	375	375	400	400	400	2,400	7,226
Administrative Building	0	0	0	0	2,500	2,500	0	0	0	0	0	5,000
IS Expansion	36	175	120	120	150	175	200	200	200	225	900	2,501
Toxic Remediation			1,000	1,000	1,000	1,000						4,000
Minor Capital Projects	0	75	75	150	150	150	150	200	200	200	1,200	2,550
Capital Program Consulting	2,882	225	250	250	250	250	250	250	250	250	1,500	6,607
CMP Reimbursement	101	0	101	0	101	0	101	0	101	0	303	807
Rail Enhancements Program												
Double Tracking	6,993	7,770	4,380	0	5,200	1,800	0	0	0	0	0	26,143
LRT Stations	710	0	0	0	0	0	0	0	0	0	0	710
Intermodal Transit Station	0	0	0	0	1,000	0	0	0	0	0	0	1,000
LRV Maintenance Facilities	1,150	0	0	0	0	0	0	0	0	0	0	1,150
Additional Light Rail Vehicles	20,163	0	0			0	40,702	40,702	0	0	0	101,567
Grade Separations	2,640	0	4,000	4,000	5,000	4,500	0	0	4,000	0	0	24,140
Fare Vending Machines	105	1,200	0	0	0	0	0	0	0	0	0	1,305
Associated Cap. Maint. - Rail	185	825	950	950	1,000	1,000	1,075	1,075	1,150	1,150	6,900	16,260
Historic Streetcars	0	150	1,300		0	0	0	0	0	0	0	1,450
Rail Extensions Program												
Folsom Corridor	0	15,280	18,420	100	2,012	12,363	92,708	60,055	0	0	260,709	461,647
Roseville Corridor	0	0	0	0	0	16,576	65,922	76,573	35,541	0		194,612
South Corridor (MOS-1)	3,600		8,000	13,462	50,000	158,238	96,100	51,600	0	0	0	381,000
Downtown/Natromas/Airport Corridor	0	0	0	0	0	0	30,790	0	0	0	192,673	223,463
Bus Program												
CNG Bus Acquisition	28,325	4,325	3,997	20,320	3,693	8,547	3,363	3,189	3,017	2,844	0	81,618
Electric Trolley Bus System	175		300	18,000	16,800	15,000	10,200	0	0	0	0	60,475
Satellite Operations Facility	0	0	0	0	0	0	14,068	0	0	0	0	14,068
Associated Cap. Maint. - Bus	240	600	400	500	700	800	900	1,000	1,000	1,000	6,000	13,140
LRT Extensions - Feeder Buses							21,000	21,000				42,000
Total Cost	71,556	31,465	45,236	61,342	91,665	223,814	378,443	256,544	46,158	6,369	474,235	1,686,827
Funding												
Surface Transportation Program	756	225	408	270	270	270	270	135	135	135	810	3,684
Congestion Mitigation/Air Quality	204	4,600	8,022	22,757	6,852	10,646	4,212	60	60	60	202	57,676
Transp. Enhancement Activities	0	0	0	1,040	0	0	0	0	0	0	0	1,040
FTA Sec. 3 New Starts	1,800		4,000	6,731	25,000	94,009	48,050	25,800	0	0	0	205,390
FTA Sec. 3 Fixed Guideway		2,160	1,200	7,200	7,920	10,800	4,080	0	0	0	0	33,360
FTA Sec. 3 Bus and Other	140		240	22,025	0	4,514	0	0	0	0	0	26,919
FTA Sec. 9 Formula	39,913	10,303	8,854	6,635	8,909	13,524	54,512	54,513	5,073	4,955	15,720	222,911
Flexible Congestion Relief	0	0	0	0	0	15,900	0	0	0	0	0	15,900
Transit Capital Improvement	5,480	745	2,620	1,800	2,680	1,500	1,020				0	15,845
AB 973 Rail Bonds	0	0	0	2,000	3,506	6,182	50,424	34,098		0	14,392	110,602
Prop. 116 Rail Bonds	684	7,640	10,750	2,558	9,500	30,065	18,259	9,804	0	0	0	89,260
State Transit Assistance	13	178	160	175	180	180	180	195	195	195	1,170	2,821
Measure A Sales Tax	22,558	5,028	6,606	6,659	6,427	5,129	1,885	1,123	1,103	1,074	2,900	60,492
Additional County Sales Tax	0	0	0	6,173	19,006	71,811	150,337	130,866	35,541	0	438,991	852,725
Roadway & Transit Development Fee	0	0	0	130	0	0	0	0	0	0	0	130
Other Local Programs	8	150	1,000	800	504	450	306	0	0	0	0	3,218
Total Funding	71,556	31,029	43,860	86,953	90,754	264,980	333,535	256,594	42,107	6,419	474,185	1,701,972
Surplus (Deficit)	(0)	(436)	(1,376)	25,611	(911)	41,166	(44,908)	51	(4,051)	51	(50)	15,146

PROJECTED OPERATING PROGRAM

Exhibit AD below summarizes the projected cost and funding of the SRTD operating program for the next seven years.

Exhibit AD Projected Cost & Funding Demand of SRTD Operating Program

Operating Revenues/Expense	1994/95	1995/96	1996/97	1997/98	1998/99	1999/00	2000/01	1994/95 - 2000/01
OPERATING REVENUE								
Operating Revenues								
. Farebox Revenue	\$15,600	\$16,908	\$17,177	\$17,588	\$17,952	\$18,271	\$18,629	\$122,125
. Advertising/Investments/Other	825	825	825	825	825	825	825	5,775
Subtotal - Operating Revenues	16,425	17,733	18,002	18,413	18,777	19,096	19,454	127,900
Operating Assistance								
. Section 8 Planning Grants	50	50	50	50	50	50	50	350
. Section 9 Operating Grants	3,440	3,440	3,440	3,440	3,440	3,440	3,440	24,080
Subtotal - Federal Operating Assistance	3,490	3,490	3,490	3,490	3,490	3,490	3,490	24,430
. TDA/Local Transportation Fund	22,059	22,633	23,221	23,825	24,444	25,080	25,732	166,993
. Measure A Sales Tax (80% Operating)	13,166	13,396	13,779	14,171	14,570	14,978	15,362	99,422
Subtotal - Local Operating Assistance	34,925	35,721	36,684	37,672	38,682	39,717	40,744	264,144
Subtotal - Total Operating Assistance	38,715	39,519	40,490	41,486	42,504	43,548	44,584	290,845
Total - Operating Revenue	54,140	57,252	58,492	59,899	61,281	62,644	64,038	418,745
OPERATING EXPENSE								
. Labor & Fringe Benefits	40,634	42,829	45,141	47,579	50,148	52,856	55,710	334,898
. Workers Compensation	1,796	1,893	1,995	2,103	2,216	2,336	2,462	14,800
. Contract/Professional Services	4,060	4,280	4,511	4,754	5,011	5,282	5,567	33,465
. ADA Support	2,298	3,190	4,047	4,853	5,115	5,391	5,682	30,577
. Materials & Supplies	4,737	4,993	5,263	5,547	5,847	6,162	6,495	39,045
. Utilities	2,089	2,202	2,321	2,446	2,579	2,718	2,865	17,220
. Casualty & Liability	1,500	1,581	1,666	1,756	1,851	1,951	2,057	12,363
. Travel/Training/Registration	88	93	98	103	109	114	121	725
. Miscellaneous	841	887	935	985	1,038	1,095	1,154	6,935
. Lease & Rental	104	110	116	122	129	136	143	859
. Capitalization/Cost Allocation	(1,789)	(1,886)	(1,988)	(2,095)	(2,208)	(2,327)	(2,453)	(14,747)
. Insurance Premiums	812	855	902	950	1,002	1,056	1,113	6,688
. Contingency	300	316	333	351	370	390	411	2,473
Total - Operating Expense	57,471	61,342	65,340	69,455	73,206	77,159	81,326	485,299
OPERATING SURPLUS (DEFICIT)	(\$2,331)	(\$4,091)	(\$6,848)	(\$9,557)	(\$11,925)	(\$14,515)	(\$17,288)	(\$66,534)

- Notes: (a) Fare revenue is increased at 1.0% per annum.
 (b) LTF subsidy in increased at 2.6% per annum.
 (c) Measure A operating assistance is 80% of Measure A allocation to SRTD based on our sales tax revenue forecasts.
 (d) All other operating revenue is held constant in 1994 dollars.
 (e) ADA is increased per SRTD's Year 3 Update to the ADA Paratransit Service Plan through FY 1997/98 and then at 5.4% per annum thereafter.
 (f) All other operating expense is increased at 5.4% per annum.

SRTD FINANCIAL CAPACITY

This section summarizes our findings and conclusions regarding SRTD's financial capacity to implement its proposed capital program and to support its existing and projected operating programs. As such, it highlights key issues for SRTD staff and the governing board to address between now and the first update of the Measure A Strategic Plan and/or completion of the Sacramento County Transportation Plan.

Operating Assistance

Below is a very high-level summary of SRTD need for operating assistance over the next seven years:

<u>Operating Revenue/Expense</u>	<u>1994 Dollars</u>
Existing fare/related revenue	\$118.3
Additional revenue (ridership increase)	9.6
Federal operating assistance	24.4
Local operating assistance	<u>266.4</u>
Total operating revenue	418.7
Existing operating costs	402.3
Additional bus service	71.4
ADA-mandated service increase	<u>11.6</u>
Total operating expense	<u>485.3</u>
Operating surplus (deficit)	<u>(\$66.6)</u>

Following are some key points from our analysis of SRTD's operating program:

- FY 1994/95 operating budget differences. There are several differences between our SRTD operating revenue projections and those in SRTD's proposed FY 1994/95 budget (thousands of 1994 dollars):

<u>Operating Revenue</u>	<u>Exhibit R</u>	<u>SRTD Budget</u>	<u>Difference</u>
Measure A Sales Tax	\$13,840	\$14,300	(\$460)
FY 1993/94 Carryover	0	1,163	(1,163)
Total	<u>\$13,840</u>	<u>\$15,463</u>	<u>(\$1,623)</u>

Even though SRTD may be able to secure all of the above funds to balance its FY 1994/95 budget, we do not believe it is appropriate to include them in the base or to project them over the seven-year period of the Measure A Strategic Plan. Accordingly, there is an \$11 million cumulative difference in projected SRTD operating revenue between Exhibit AC and extending SRTD's proposed FY 1994/95 over the next seven years.

- Additional O&M costs. According to the financial analysis conducted as part of SRTD's South Sacramento Corridor AA/DEIS/DEIR, the District will experience annual bus operating cost increases of 6.1% (10.3% with inflation) and rail operating cost increases of 2.7% (6.9% with inflation). The increase in bus operating costs reflects the additional bus service to be added in FY 1994/95 and FY 1996/97 to maintain present service levels.

- ADA compliance. SRTD compliance with ADA requirements indicated in the Year 3 Update to the ADA Paratransit Service Plan will increase SRTD's operating costs by an additional \$12 million over the next seven years.
- LRV 15-year rehabilitation. According to the financial analysis conducted as part of SRTD's South Sacramento Corridor AA/DEIS/DEIR, the District will need to rehabilitate its existing 36 light rail vehicles at a cost of \$500,000 (1994 dollars) each in FY 2001/02 (the first year after the Measure A Strategic Plan's seven-year programming horizon). SRTD has not yet established a capital project to pay for this \$18 million LRV rehabilitation cost. We are assuming that SRTD will establish a three-year project to do so.

Existing Capital Improvement Program

- SRTD has a \$218 million capital improvement program over the next seven years just to maintain or enhance the existing transit system, as indicated below:

<u>Capital Improvement Program</u>	<u>1994 Dollars</u>	
Additional LRV's	\$ 81.4	Note: the additional LRV's will be switched from the rail enhancements program to the rail extensions program, which is not going to be considered part of the remaining Measure A program.
Bus replacements (CNG)	47.4	
Double tracking/grade separations	36.7	
Capitalized maintenance	14.3	
Satellite operations facility	14.1	
Other	<u>24.1</u>	
Total existing CIP	<u>\$218.0</u>	

- SRTD can reasonably count on about \$187 million in funding for its existing capital improvement program, as indicated below:

<u>CIP Funding</u>	<u>1994 Dollars</u>	
Section 3 bus program	\$ 67.2	Note: projected Section 3 bus funding and CMAQ funding will each be reduced by \$24 million to reflect the SRTD Governing Board's 5/16/94 decision to cancel the District's electric trolley bus project.
Section 3 fixed guideway	8.4	
Section 9 formula program	34.3	
STP/CMAQ funds	28.0	
State Transit Assistance	14.4	
Transit Capital Improvement	9.6	
Measure A sales tax	<u>24.9</u>	
Total CIP funding	<u>\$186.8</u>	

- This means that SRTD still needs an existing \$31 million over the next seven years to fully fund its existing capital improvement program to maintain or enhance the existing transit system.

Proposed Rail Extensions Program

- Below is a very high-level summary of the capital costs and funding of SRTD's proposed rail extensions over the next seven years:

<u>Capital/Operating Cost</u>	<u>1994 Dollars</u>
Mather extension (FY 1996/97)	\$ 33.8
Downtown extension (FY 2000/01)	30.8
South Corridor MOS (FY 2001/02)	381.0
Sunrise extension (FY 2001/02)	167.1
Antelope extension (FY 2001/02)	129.9
Roseville extension (FY 2002/03)	64.7
Additional feeder bus service	42.0
Additional O&M facilities	28.8
Electric trolley bus lines	<u>60.3</u>
Total rail extensions program	<u>\$938.4</u>

- To date, SRTD has a total of \$296 million in capital program funding commitments for the rail extensions program (\$26 million in Section 3 new starts, \$16 million in FCR, \$154 million in AB 973 rail bonds, and \$100 million in Proposition 116 rail bond funding).
- SRTD is counting on an additional \$240 million in federal funding and \$402 million in local funding (additional 1/2-cent sales tax and/or additional gas tax subventions) to provide the additional capital needed for the rail extensions program.
- SRTD estimates that its operating budget would increase from \$81 million in FY 2000/01 (without rail extensions) to \$136 million in FY 2001/02 (with all six rail extensions and the additional feeder bus service). This means that SRTD will need about 70% of the proposed additional 1/2-cent sales tax for increased operating costs, beginning in FY 2001/02 (assuming the additional \$10 million, in 1994 dollars, in additional fare revenues projected in the April 7, 1994 Final Draft Financial Analysis Results Report for the South Sacramento Corridor project).

SACRAMENTO TRANSPORTATION AUTHORITY

Draft

Measure A Strategic Plan Update

CAPITAL PARTNERSHIPS INC.

November 1, 1995

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Davis R. Schwartz
Senior Principal

November 1, 1995

Mr. Jeff Schneider
Executive Director
Sacramento Transportation Authority
980 Ninth Street, Suite 1780
Sacramento, California 95814

Dear Jeff:

We are pleased to submit this final draft version of our 1995 update to the Measure A Strategic Plan adopted by the Authority's Governing Board in September 1994. The purpose of the 1995 update of the Strategic Plan is to:

- Identify Measure A programming, funding, financing and investment management issues as well as alternatives for dealing with such issues
- Identify policy and strategy issues to be addressed by the Authority's Governing Board and/or the Measure A entities
- Summarize the recommended use of Measure A sales tax revenues to fund the combined capital projects and programs of Measure A sponsors.

Below is a very brief summary of the key changes contained in this Strategic Plan update:

- Revises Measure A sales tax revenue estimates to reflect enhancements made to the Authority's revenue forecasting model; projects \$440 million (in 1995 dollars) for the FY 1996/97 - FY 2002/03 period.
- Reflects a commitment of \$40.4 million of Folsom's sales tax revenues to Regional Transit in exchange for the "swap" of \$32.7 million in FCR funds to build the American River crossing.
- Reflects Regional Transit's downsizing of its light rail transit extensions program as well as its proposed reprogramming of State commuter and urban rail funds for the 1996 State Transportation Improvement Program (STIP).
- Provides a prioritized program of State highway improvement projects to be jointly funded by the City of Sacramento and the County of Sacramento; identifies candidates for reprogramming of State funds if any are freed up due to the inability of any Measure A entities to deliver programmed projects within the next seven years.
- Reflects the development of seven-year capital improvement programs by the City of Sacramento and the County of Sacramento (versus the previous five-year programs).

We look forward to presenting the Strategic Plan update to the Authority's Governing Board on November 9th.

Sincerely,

Davis R. Schwartz
Project Executive

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Section I

Executive Summary

EXECUTIVE SUMMARY

PURPOSE OF THE MEASURE A STRATEGIC PLAN UPDATE

The purpose of this 1995 update to the Measure A Strategic Plan is threefold:

- Identify Measure A programming, funding, financing and investment management issues as well as alternatives for dealing with such issues
- Identify policy and strategy issues to be addressed by the Authority's Governing Board and/or the Measure A entities
- Summarize the recommended use of Measure A sales tax revenues to fund the combined capital projects and programs of Measure A sponsors.

This update focuses on Measure A financial and policy issues that have arisen since adoption of the initial Measure A Strategic Plan by the Authority's Governing Board in September 1994. Once this update has been reviewed by the Measure A sponsors and participating jurisdictions (i.e., SACOG and Caltrans) and approved by the Authority's Governing Board, we will merge the update information with the original document and prepare a revised Measure A Strategic Plan for final adoption by the Authority's Governing Board.

PROJECTED MEASURE A REVENUES AND ALLOCATIONS

Below is a summary of projected sales tax revenues to date as well as for the next seven years and the final six years of the Measure A program.

Exhibit A Measure A Revenues and Allocations (1995 dollars)

CTEP Allocation/Agency	FY 89/90-95/96	FY 96/97-02/03	FY 02/03-08/09	Total
Sacramento Transportation Authority (1%)	\$3,654,631	\$4,402,592	\$4,531,780	\$12,589,003
Air Quality Improvements (1.5%)	5,541,982	6,537,850	6,729,693	18,809,525
City of Folsom	11,844,621	18,622,024	23,693,266	54,159,911
City of Galt	3,678,737	6,298,628	8,095,880	18,073,245
City of Isleton	301,097	292,836	278,379	872,312
Roadway Construction (35%)				
• City of Sacramento	43,877,733	50,769,532	50,166,487	144,813,752
• County of Sacramento	76,229,478	90,667,329	93,280,657	260,177,464
Roadway Maintenance (28%)				
• City of Sacramento	32,921,386	40,615,626	40,133,190	113,670,202
• County of Sacramento	63,625,782	72,533,863	74,624,526	210,784,171
Sacramento Regional Transit District (35%)	120,458,211	141,436,861	143,447,144	405,342,216
Consolidate Transportation Services Agency (2%)	6,856,441	8,082,106	8,196,980	23,135,527
Total Sales Tax Revenue Allocations	\$368,990,099	\$440,259,248	\$453,177,980	\$1,262,427,327

PROGRAMMING, FUNDING, FINANCING AND INVESTMENT MANAGEMENT ISSUES

During the past 12 months since adoption of the Measure A Strategic Plan, the Authority and its Measure A sponsors and participating jurisdictions have encountered a number of key financial and policy issues related to programming, funding and financing Measure A projects and investing unspent sales tax funds.

Project Programming and Funding Issues

There are three key Measure A programming and funding issues addressed in this Measure A Strategic Plan update:

- Swap of City of Folsom's sales tax revenue for SRTD's FCR funds. Earlier this year, Regional Transit, SACOG, the Metropolitan Transportation Commission (Bay Area), and the California Transportation Commission (CTC) approved a "swap" of \$39.3 million of SRTD's Tier 3 commuter and urban rail bond funds for \$32.7 million of the San Francisco Municipal Railway's Tier 1 FCR funds, both of which can only be used for capital purposes. Regional Transit, the City of Folsom, the Authority and SACOG, in turn, approved a "swap" of the \$32.7 million in FCR funds received by SRTD for \$40.4 million of the City of Folsom's Measure A sales tax revenues (which can be used for capital and/or operating purposes) over an 11-year period. This "swap" enabled Regional Transit to obtain sufficient operating revenues to demonstrate to the Federal Transit Administration (FTA) that SRTD has adequate financial capacity to build, operate and maintain the South Corridor light rail extension (MOS-1) as well as operate and maintain the existing bus and light rail system. As a result, the City of Folsom has committed its Measure A sales tax revenues for FY 1996/97 through 2006/07 (or until it has paid Regional Transit the \$40.4 million) in exchange for the \$32.7 million it now has for the American River Crossing project. Folsom's commitment of its sales tax revenue stream needs to be reflected in the Measure A Strategic Plan.
- Prioritizing of City- and County-funded improvements to State highway system. As part of the Measure A program, the City and the County of Sacramento have agreed to pool \$120 million (1995 dollars) of their sales tax revenues over 20 years to fund improvements to the State highway system. The City commits \$2.16 million annually, while the County commits \$3.84 million annually. Initially, the \$120 million in sales tax revenues was expected to pay for about 54% of a projected \$220 million in State highway improvements. By the end of FY 1995/96, the City and County will have spent approximately \$41 million of their combined sales tax funding on 15 Measure A projects costing nearly \$69 million. That will essentially complete the delivery of their joint Measure A projects that are currently programmed in the Strategic Plan and the 1994 STIP.

Accordingly, staff of the City, the County, Caltrans, the Authority and SACOG have spent the past six months identifying and evaluating additional State highway improvement projects that are candidates for sales tax funding in the final 13 years of the Measure A program. At this point, they have identified 25 potential projects for consideration by the City Council, the Board of Supervisors and the Authority's Governing Board. In essence, the 25 projects fall into four categories of projects:

- Interchange construction: 11 projects that involve interchange construction, reconstruction or other types of modification.

- Traffic operations system: three projects that involve implementation of closed-circuit television, changeable message signs, highway advisory radio, ramp meters, inductive loop detectors, and traffic management teams—all of which are designed to help reduce traffic congestion on I-5, SR 50, and SR 51/I-80/SR 160 within Sacramento County.
- HOV and auxiliary lanes: nine projects to build high occupancy vehicle (HOV) lanes on SR 50 (downtown Sacramento to the El Dorado County line), HOV lanes on I-80 (I-5 to Placer County line), and auxiliary lanes on I-5 between the Garden Highway and Richards Boulevard.
- Others: two safety-related projects involving Arden Way and Mayhew Road.

These 25 projects will cost an estimated \$745 million (1995 dollars) to design and construct. There is approximately \$79 million in sales tax revenues available to be programmed for these projects over the final 13 years of the Measure A program. Accordingly, the Authority, the sponsoring agencies, and Caltrans need to determine how best to use Measure A funds for leveraging other local, private, State and federal funding for these projects.

- Reprogramming State FCR and C&UR programs. In August of this year, CTC adopted the 1996 STIP Fund Estimate, which is a seven-year estimate of all the federal and State funds reasonably expected to be available annually in each county for programming in the upcoming STIP. In essence, there is still a \$500-770 million shortfall between 1996 STIP revenues and the projects programmed in the 1992 STIP. This essentially means that there is no new money for programming additional projects in the 1996 STIP.

In either case, Caltrans is also recommending an aggressive review of the STIP to identify projects that cannot be delivered within the seven-year period (FY 1996/97 - FY 2002/03) based on the following criteria:

- Projects must be fully funded within the STIP programmed level, and required local funding (including local match for federal funding) must be available.
- Completed projects must result in an operable segment and the necessary operating funds must be secured.
- Projects must be ready for construction within the STIP period.

Finally, Caltrans is recommending a consolidation of the funding source for the Commuter and Urban Rail Transit Program with the funding source for the Flexible Congestion Relief Program. This would allow regional transportation planning agencies, such as SACOG, to reassess the priorities of currently programmed projects and to reprogram funding for the highest priority projects.

At this point, Regional Transit has approximately \$115 million in C&UR funds programmed for its Folsom and Roseville LRT extensions and another \$16 million in FCR funds programmed for the Downtown-Natomas-Airport LRT extension. However, Regional Transit is currently proposing to reprogram about \$23 million in C&UR funds for the South Corridor extension from 16th Street to Meadowview Road and another \$92 million in C&UR funds for the Folsom Corridor extension from Mather Field Road to Sunrise Boulevard.

Project Financing Issues

The initial Measure A Strategic Plan identified 20 Measure A projects, costing an estimated \$300 million (1995 dollars), as candidates for nearly \$100 million in sales tax-backed financing. Authority staff and consultants have met with each of the Measure A project sponsors to discuss financing needs and issues related to the 20 projects identified on page 21 of this Strategic Plan update. To date, none of the Measure A sponsors have taken advantage of such financing. The opportunity for such financing will likely come to an end within the next 2-3 years, because at that time there will only be 10-year stream of sales tax revenue against which Measure A sponsors and the Authority can borrow.

Investment Management Issues

There are two Measure A investment management issues addressed in this Measure A Strategic Plan update:

- Trust fund accounting for City of Folsom sales tax revenues to SRTD. Beginning next fiscal year, the City of Folsom will transfer \$40.4 million of its Measure A sales tax allocations from the Authority to Regional Transit in exchange for receiving SRTD's \$32.7 million in FCR funds. Because such funds are to be used for operating the South Corridor LRT extension, Regional Transit will not begin to utilize the funds until 2001 or later. As a result, Regional Transit will accumulate approximately \$10-13 million of Folsom's sales tax revenues that should be held in trust until the South Corridor LRT extension is operational.
- Trust fund accounting for joint City/County revenues and expenditures. To date, the Authority has allocated to the City and the County all their sales tax revenues for public roadway improvements and maintenance programs, including the State highway improvement program. They in turn have billed each other for costs incurred on each State highway improvement project, because either the City or the County serves as lead agency on each project. In the future, it might be more efficient for the Authority to allocate the \$6 million annually into a joint trust fund, from which the Authority would pay for all eligible expenditures, regardless of whether the City or the County is lead agency on the projects.

Given the increased need for investing Measure A resources, the Authority needs to explore alternatives for increasing its yield on the investment of unspent funds.

RECOMMENDED MEASURE A PROGRAM OF PROJECTS

Exhibit B on the following four pages summarizes the recommended Measure A program of projects for the next seven years.

Exhibit B
Recommended Measure A Programming Commitments, FY 1996/97 - FY 2002/03
(thousands of 1995 dollars)

Project/Program	89/90-95/96	96-97-02/03	03/04-08/09	Total (95 \$\$\$)	1996/97	1997/98	1998/99	1999/2000	2000/01	2001/02	2002/03
SUMMARY											
Gross Sales Tax Revenue	376,269	450,157	461,662	1,288,088	58,774	60,579	62,432	64,333	66,144	67,999	69,897
Interest Income	12,330	0	0	12,330	0	0	0	0	0	0	0
Total Measure A Program Revenue	<u>388,599</u>	<u>450,157</u>	<u>461,662</u>	<u>1,300,418</u>	<u>58,774</u>	<u>60,579</u>	<u>62,432</u>	<u>64,333</u>	<u>66,144</u>	<u>67,999</u>	<u>69,897</u>
State Board of Equalization	7,279	9,898	8,484	25,661	1,414	1,414	1,414	1,414	1,414	1,414	1,414
STA Administrative Costs	3,690	4,403	4,532	12,624	574	592	610	629	647	666	685
Air Quality Improvements	5,560	6,538	6,730	18,827	852	879	906	934	961	989	1,017
Cities of Folsom, Galt, and Isleton	16,420	25,142	28,436	69,997	3,000	3,190	3,383	3,581	3,804	3,995	4,189
Roadway Construction	126,515	141,462	144,718	412,695	18,527	19,077	19,641	20,221	20,761	21,328	21,907
Roadway Maintenance	97,535	113,170	115,775	326,479	14,822	15,261	15,713	16,177	16,609	17,062	17,526
Sacramento Regional Transit District	121,309	141,462	144,718	407,489	18,527	19,077	19,641	20,221	20,761	21,328	21,907
Elderly and Handicapped Transportation	7,127	8,084	8,270	23,480	1,059	1,090	1,122	1,155	1,186	1,219	1,252
Total Measure A Program Expenditures	<u>385,434</u>	<u>450,157</u>	<u>461,662</u>	<u>1,297,254</u>	<u>58,774</u>	<u>60,579</u>	<u>62,432</u>	<u>64,333</u>	<u>66,144</u>	<u>67,999</u>	<u>69,897</u>
REVENUE											
Gross Sales Tax Receipts	376,269	450,157	461,662	1,288,088	58,774	60,579	62,432	64,333	66,144	67,999	69,897
Less: State Board of Equalization Fee	-7,279	-9,898	-8,484	-25,661	-1,414	-1,414	-1,414	-1,414	-1,414	-1,414	-1,414
Less: Statutory Limit on STA Costs	-3,690	-4,403	-4,532	-12,624	-574	-592	-610	-629	-647	-666	-685
Equals: Net Sales Tax Receipts	<u>365,300</u>	<u>435,857</u>	<u>448,646</u>	<u>1,249,803</u>	<u>56,786</u>	<u>58,573</u>	<u>60,407</u>	<u>62,290</u>	<u>64,083</u>	<u>65,909</u>	<u>67,798</u>
Plus: Interest Income to STA (@ 5%)	12,330	0	0	12,330	0	0	0	0	0	0	0
Equals: Total Measure A Program	<u>377,630</u>	<u>435,857</u>	<u>448,646</u>	<u>1,262,133</u>	<u>56,786</u>	<u>58,573</u>	<u>60,407</u>	<u>62,290</u>	<u>64,083</u>	<u>65,919</u>	<u>67,798</u>
EXPENDITURES & PROGRAMMED COMMITMENTS											
Air Quality Improvements											
Annual Sales Tax Allocation	5,542	6,538	6,730	18,810	852	879	906	934	961	989	1,017
Interest Income (@ 5%)	18	0	0	18	0	0	0	0	0	0	0
Air Monitoring	2,104	1,453	1,866	5,423	184	191	199	207	215	224	233
Mobile-Source Control Evaluation	900	180	120	1,200	50	30	20	20	20	20	20
Mobile-Source Rule Development	522	0	0	522	0	0	0	0	0	0	0
Mobile-Source Control Implementation	1,382	2,775	2,739	6,896	341	368	387	401	413	426	439
Mobile-Source Technology Demonstration	58	1,388	1,369	2,815	171	184	194	200	207	213	219
Community Projects	99	700	600	1,399	100	100	100	100	100	100	100
Other (Including CMP Reimbursement)	495	42	36	573	6	6	6	6	6	6	6
Funds Not Programmed	0	0	0	0	0	0	0	0	0	0	0
Subtotal - Air Quality Improvements	<u>5,560</u>	<u>6,538</u>	<u>6,730</u>	<u>18,827</u>	<u>852</u>	<u>879</u>	<u>906</u>	<u>934</u>	<u>961</u>	<u>989</u>	<u>1,017</u>
City of Folsom											
Annual Sales Tax Allocation	11,923	18,524	21,326	51,773	2,216	2,353	2,494	2,638	2,787	2,940	3,095
Interest Income (@ 5%)	355	0	0	355	0	0	0	0	0	0	0
American River Crossing	12,278	0	0	12,278	0	0	0	0	0	0	0
Regional Transit (FCR Swap)	0	18,524	12,476	31,000	2,216	2,353	2,494	2,638	2,787	2,940	3,095
Funds Not Programmed	0	0	8,850	8,850	0	0	0	0	0	0	0
Subtotal - City of Folsom	<u>12,277</u>	<u>18,524</u>	<u>21,326</u>	<u>52,128</u>	<u>2,216</u>	<u>2,353</u>	<u>2,494</u>	<u>2,638</u>	<u>2,787</u>	<u>2,940</u>	<u>3,095</u>
City of Galt											
Annual Sales Tax Allocation	3,679	6,324	6,819	16,821	745	796	848	901	974	1,011	1,049
Interest Income (@ 5%)	159	0	0	159	0	0	0	0	0	0	0
Lincoln Way Improvement	3,829	3,278	0	7,107	742	793	845	898	0	0	0
Other Galt Capital Projects	9	21	18	48	3	3	3	3	3	3	3
Galt Maintenance Program	0	3,025	6,801	9,826	0	0	0	0	971	1,008	1,046
Funds Not Programmed	0	0	0	1	0	0	0	0	0	0	0
Subtotal - City of Galt	<u>3,838</u>	<u>6,324</u>	<u>6,819</u>	<u>16,981</u>	<u>745</u>	<u>796</u>	<u>848</u>	<u>901</u>	<u>974</u>	<u>1,011</u>	<u>1,049</u>
City of Isleton											
Annual Sales Tax Allocation	302	294	294	886	40	40	41	42	43	44	45
Interest Income (@ 5%)	3	0	0	3	0	0	0	0	0	0	0
Isleton Maintenance Program	304	294	291	889	40	40	41	42	43	44	45
Funds Not Programmed	0	0	0	0	0	0	0	0	0	0	0
Subtotal - City of Isleton	<u>304</u>	<u>294</u>	<u>291</u>	<u>889</u>	<u>40</u>	<u>40</u>	<u>41</u>	<u>42</u>	<u>43</u>	<u>44</u>	<u>45</u>
Amount of Sales Tax Remaining	356,186	382,222	537,008	1,275,415	52,934	54,505	56,118	57,774	59,318	60,936	65,592

Exhibit B
Recommended Measure A Programming Commitments, FY 1996/97 - FY 2002/03
(thousands of 1995 dollars)

Project/Program	89/90-95/96	96-97-02/03	03/04-08/09	Total (95 \$\$\$)	1996/97	1997/98	1998/99	1999/2000	2000/01	2001/02	2002/03
ROADWAY CONSTRUCTION											
Joint City/County Highway Program											
City of Sacramento Sales Tax Contribution	15,120	15,120	12,960	43,200	2,160	2,160	2,160	2,160	2,160	2,160	2,160
County of Sacramento Sales Tax Contribution	26,880	26,880	23,040	76,800	3,840	3,840	3,840	3,840	3,840	3,840	3,840
Interest Income @ 5%	0	0	0	0							
Richards Blvd Interchange	0	10,300	0	10,300					2,100	8,200	
Treeview Rd - Sunrise Rd	3,400	0	0	3,400							
Folsom Blvd & Howe Ave/Power Inn Rd	2,000	0	0	2,000							
Bradshaw/Grantline/Sunrise Signal Installations	600	0	0	600							
Hazel Ave Interchange	4,000	0	0	4,000							
Bradshaw Rd Overcrossing	0	4,100	0	4,100	4,100						
Watt Ave Interchange	0	8,800	0	8,800		900	900	7,000			
Sunrise Blvd Interchange	0	5,100	0	5,100		510	510	4,080			
Traffic Operations System	0	1,850	0	1,850	1,850						
Arden Way-Exposition Blvd Braided Ramps	0	1,180	10,540	11,720							1,180
Exposition Blvd Signal Installation	300	0	0	300							
Arden Way Underpass	0	800	7,200	8,000							800
Traffic Operations System	0	2,200	0	2,200	2,200						
Elkhorn-Greenback Lane Interchange	0	5,000	0	5,000	500	500	4,000				
Madison Ave Interchange	0	2,000	0	2,000		200	200	1,600			
Northgate Blvd Interchange	0	330	2,970	3,300							330
Elk Grove Blvd Interchange	7,100	0	0	7,100							
Calvin Rd/Consumnes Rd Interchange	16,812	0	0	16,812							
Sheldon Road Interchange	300	6,800	0	7,100		6,800					
Mack Rd - Elk Grove Blvd HOV	700	0	0	700							
Elverta Road Interchange	0	6,700	0	6,700		670	670	5,360			
Other	1,600	0	0	1,600							
Funds Not Programmed	5,188	-13,160	15,290	7,318	-2,650	3,220	-7,080	-12,040	3,900	-2,200	3,690
Subtotal - City/County Highway Program	42,000	42,000	36,000	120,000	6,000	6,000	6,000	6,000	3,900	-2,200	6,000
City of Sacramento Street Construction											
Annual Sales Tax Allocation	43,878	50,695	49,649	144,222	6,723	6,904	7,091	7,283	7,418	7,563	7,713
Interest Income @ 5%	1,427	0	0	1,427							
State Highway Improvements	15,120	15,120	12,960	43,200	2,160	2,160	2,160	2,160	2,160	2,160	2,160
Arden-Garden Connection	696	1,984	0	2,680	867	950	167				
Exposition Blvd (Tribute - SR 160)	6,750	500	0	7,250		100	400				
7th Street Northerly Extension	510	5,159	0	5,669	100	400	1,627	3,032			
Northgate Blvd All Weather	430	4,057	0	4,487		1,700	2,252	105			
Evergreen Extension to SR 160	724	0	0	724							
Folsom/Power Inn Rd Interchange	506	3,737	0	4,243		185	250	185	1,617	1,500	
Raley Blvd (Santa Ana - Ascot)	1,663	1,237	0	2,900			1,237				
Exposition Blvd/SR 160 Interchange	5	500	0	505				100	400		
Consumnes River Blvd (I-5 - Franklin)	80	100	0	180			100				
Northgate Blvd/SR 160 Interchange	537	4,553	0	5,090	2,492	2,061					
Consumes Blvd ((Bruceville Rd-SR 99)	800	0	0	800							
Freeport & Fruitridge Interchange	0	400	0	400				400			
Mack Rd & Franklin Rd Intersection	0	350	0	350	275	75					
Midtown Traffic Improvements	500	350	0	850	275	75					
Traffic Signal Installations	0	350	0	350	300		50				
Traffic Signal Synchronization	1,961	2,450	2,100	6,511	350	350	350	350	350	350	350
Center Median/Left-Turn Lanes	300	1,400	1,200	2,900	200	200	200	200	200	200	200
Neighborhood Traffic Control	200	700	600	1,500	100	100	100	100	100	100	100
Handicapped Access Ramps	540	700	600	1,840	100	100	100	100	100	100	100
Bikeways Program	210	700	600	1,510	100	100	100	100	100	100	100
Other (Including CMP Reimbursement)	0	245	210	455	35	35	35	35	35	35	35
Funds Not Programmed	13,772	6,103	31,379	51,254	-631	-1,687	-2,037	416	2,356	3,018	4,668
Subtotal - City of Sacramento	45,305	50,695	49,649	145,649	6,723	6,904	7,091	7,283	7,418	7,563	7,713

Exhibit B
Recommended Measure A Programming Commitments, FY 1996/97 - FY 2002/03
(thousands of 1995 dollars)

Project/Program	89/90-95/96	96-97-02/03	03/04-08/09	Total (95 \$\$\$)	1996/97	1997/98	1998/99	1999/2000	2000/01	2001/02	2002/03
County of Sacramento Road Construction											
Annual Sales Tax Allocation	76,229	90,767	95,070	262,066	11,804	12,173	12,550	12,938	13,343	13,764	14,194
Interest Income @ 5%	4,981	0	0	4,981							
State Highway Improvements	26,880	26,880	23,040	76,800	3,840	3,840	3,840	3,840	3,840	3,840	3,840
Arden Way	1,976	598	0	2,574	598						
Auburn Boulevard	100	661	0	761	261	400					
Beech Avenue	174	0	0	174							
Bell Street	273	0	0	273							
Bradshaw Road	170	2,340	0	2,510		200	1,000	1,140			
Bridge Projects	914	0	0	914							
Elk Grove-Florin Road	4,374	1,541	0	5,915	890	651					
Elkhorn Boulevard	3,553	6,960	0	10,513	2,500	710	1,600	1,300	850		
Ethan Way	85	150	0	235				150			
Fair Oaks Boulevard	455	2,550	0	3,005	250		300	800	1,200		
Florin Road	546	0	0	546							
Folsom Boulevard	140	0	0	140							
Greenback Lane	8,731	3,477	0	12,208	2,677	800					
Hazel Avenue	1,795	11,720	0	13,515	60	200	2,260	4,148	5,052		
Left Turn Conversions	300	0	0	300							
Madison Avenue	170	2,689	0	2,859				2,689			
Marconi Avenue	921	0	0	921							
Old Auburn Road	0	1,836	0	1,836			1,250	586			
O Street	550	0	0	550							
SR 16	0	4,590	0	4,590				4,590			
Sunrise Boulevard	0	1,643	0	1,643			1,643				
Wachtel Way	861	0	0	861							
Walnut Avenue	427	0	0	427							
Bikeway Improvements	325	1,000	0	1,325	200	200	200	200	200		
Watt Avenue	200	5,391	0	5,591	124	340	400	4,527			
Other (Including CMP Reimbursement)	230	805	0	1,035	115	115	115	115	115	115	115
Funds Not Programmed	27,060	15,936	72,030	115,026	289	4,717	-58	-11,147	2,086	9,809	10,239
Subtotal - Sacramento County	81,210	90,767	95,070	267,047	11,804	12,173	12,550	12,938	13,343	13,764	14,194
Subtotal - Roadway Construction	126,515	141,462	144,718	412,695	18,527	19,077	19,641	20,221	20,761	21,328	21,907
ROADWAY MAINTENANCE											
City of Sacramento Street Maintenance											
Annual Sales Tax Allocation	32,921	40,556	39,719	113,197	5,378	5,523	5,673	5,826	5,935	6,051	6,170
Interest Income (@ 5%)	988	0	0	988							
Street Overlays	5,721	20,818	17,844	44,383	2,974	2,974	2,974	2,974	2,974	2,974	2,974
Street Sealing	2,493	9,482	9,000	20,975	1,301	1,317	1,336	1,355	1,372	1,391	1,410
Other	1,125	10,256	12,875	24,256	1,103	1,232	1,363	1,497	1,589	1,686	1,786
Funds Not Programmed	24,570	0	0	24,571	0	0	0	0	0	0	0
Subtotal - City of Sacramento	33,909	40,556	39,719	114,185	5,378	5,523	5,673	5,826	5,935	6,051	6,170
County of Sacramento Road Maintenance											
Annual Sales Tax Allocation	63,626	72,613	76,056	212,295	9,444	9,738	10,040	10,351	10,674	11,011	11,355
Interest Income (@ 5%)	0	0	0	0							
Pavement Maintenance	40,923	17,363	18,187	76,473	2,258	2,329	2,401	2,475	2,552	2,633	2,715
Traffic Signal/Street Light Operations	854	3,429	3,592	7,875	446	460	474	489	504	520	536
Traffic Signal/Street Light Maintenance	2,372	9,525	9,977	21,874	1,239	1,277	1,317	1,358	1,400	1,444	1,490
Traffic Signs/Markings Maintenance	3,124	12,546	13,141	28,811	1,632	1,683	1,735	1,788	1,844	1,903	1,962
Roadside and Bridge Maintenance	2,684	10,780	11,291	24,755	1,402	1,446	1,491	1,537	1,585	1,635	1,686
Drainage Maintenance	102	408	428	937	53	55	56	58	60	62	64
Landscape and Tree Maintenance	2,521	10,124	10,604	23,249	1,317	1,358	1,400	1,443	1,488	1,535	1,583
Maintenance Contracts	2,101	8,437	8,837	19,374	1,097	1,131	1,167	1,203	1,240	1,279	1,319
Other	8,947	0	0	8,947	0	0	0	0	0	0	0
Funds Not Programmed	0	0	0	0	0	0	0	0	0	0	0
Subtotal - Sacramento County	63,626	72,613	76,056	212,295	9,444	9,738	10,040	10,351	10,674	11,011	11,355
Subtotal - Roadway Maintenance	97,535	113,170	115,775	326,479	14,822	15,261	15,713	16,177	16,609	17,062	17,526

Exhibit B
Recommended Measure A Programming Commitments, FY 1996/97 - FY 2002/03
(thousands of 1995 dollars)

Project/Program	89/90-95/96	96-97-02/03	03/04-08/09	Total (95 \$\$\$)	1996/97	1997/98	1998/99	1999/2000	2000/01	2001/02	2002/03
Sacramento Regional Transit District (SRTD)											
Annual Sales Tax Allocation	120,458	141,462	144,718	406,638	18,527	19,077	19,641	20,221	20,761	21,328	21,907
Interest Income (@ 5%)	851	0	0	851							
Operating Assistance	80,965	120,220	121,930	323,115	15,748	16,215	16,695	17,188	17,657	18,122	18,595
ADA Improvements	210	165	90	465	30	30	30	30	15	15	15
Transit Centers	481	339	0	820	100	239	0	0	0	0	0
Bicycle Locker & Racks	48	107	30	185	23	23	23	23	5	5	5
Signal Preemption	0	30	0	30	30	0	0	0	0	0	0
Information Systems (IS) Expansion	101	254	180	535	24	30	35	40	40	40	45
Environmental Remediation	524	0	0	524	0	0	0	0	0	0	0
CMP Reimbursement	303	707	606	1,616	101	101	101	101	101	101	101
Double Tracking	4,466	2,500	0	6,966	0	1,340	1,160	0	0	0	0
LRT Stations	660	0	0	660	0	0	0	0	0	0	0
Associated Capital Maintenance - Rail	385	420	360	1,165	60	60	60	60	60	60	60
Folsom-Mather Extension	7,593	15	0	7,608	15	0	0	0	0	0	0
South Sacramento - MOS-1	1,750	0	0	1,750	0	0	0	0	0	0	0
CNG Bus Acquisition	10,499	6,051	300	16,850	820	789	1,759	723	688	653	619
Associated Capital Maintenance - Bus	170	590	600	1,360	50	70	80	90	100	100	100
Other	13,154	0	0	13,154	0	0	0	0	0	0	0
Funds Not Programmed	0	10,064	20,622	30,686	1,526	180	-302	1,966	2,095	2,232	2,367
Subtotal - Sacramento Regional Transit District	121,309	141,462	144,718	407,489	18,527	19,077	19,641	20,221	20,761	21,328	21,907
Consolidated Transportation Services Agency (CTSA)											
Annual Sales Tax Allocation	7,124	8,084	8,270	23,477	1,059	1,090	1,122	1,155	1,186	1,219	1,252
Interest Income (@ 5%)	3	0	0	3							
Demand Response Services	7,127	8,084	8,270	23,480	1,059	1,090	1,122	1,155	1,186	1,219	1,252
Funds Not Programmed	0	0	0	0	0	0	0	0	0	0	0
Subtotal - CTSA	7,127	8,084	8,270	23,480	1,059	1,090	1,122	1,155	1,186	1,219	1,252
Total - Measure A Countywide Transportation Expenditure	374,466	435,857	448,646	1,258,968	56,786	58,573	60,407	62,290	64,083	65,919	67,798
SACOG's Population Projections for Sacramento County											
Folsom					49,120	51,680	54,240	56,800	60,020	63,240	66,460
Galt					16,520	17,480	18,440	19,400	20,964	21,747	22,529
Isleton					876	884	892	900	920	940	960
Sacramento					425,800	433,200	440,600	448,000	456,400	464,800	473,200
Unincorporated					747,683	763,755	779,827	795,900	820,878	845,856	870,833
Total					1,239,999	1,266,999	1,293,999	1,321,000	1,359,182	1,396,583	1,433,982

Section II

Measure A Sales Tax Revenue Forecasting Update

MEASURE A SALES TAX REVENUE FORECASTING UPDATE

This section of the Measure A Strategic Plan update summarizes the Authority’s sales tax receipts and allocations for the first seven years of the Measure A program. It also projects sales tax revenues and allocations for each of the 13 years remaining in the Measure A program.

SALES TAX RECEIPTS AND ALLOCATIONS TO DATE

Below is a summary of the Authority’s sales tax receipts and allocations for the first seven years of the Measure A program:

Exhibit C
Measure A Sales Tax Receipts and Allocations to Date
 (thousands of 1995 dollars)

Sales Tax Recipient	Capital Projects	Capital Programs	Maintenance Programs	Operating Assistance	Air Quality Planning	Program Administration	Total Measure A
Air Quality District					\$5,560		\$5,560
City of Folsom	\$12,277						12,277
City of Galt	3,838						3,838
City of Isleton			\$304				304
City of Sacramento	42,094	\$3,211	33,909				79,214
County of Sacramento	81,210		63,626				144,836
Regional Transit	39,127	1,217		\$80,965			121,309
CTSA				7,127			7,127
STA						\$3,690	3,690
Total	\$178,546	\$4,428	\$97,839	\$88,092	\$5,560	\$3,690	\$378,155

SALES TAX REVENUE FORECASTING PARAMETERS AND ASSUMPTIONS

The Authority uses a personal computer-based financial model to forecast Measure A sales tax revenues.

Forecasting Parameters

The sales tax revenue forecasting model uses five key variables to forecast Measure A sales tax revenue:

- Annual population
- Total income per capita for Sacramento County residents
- Percent of total income spent on taxable retail sales
- Net capture and leakage of retail sales
- Annual inflation rate.

Sources of Data

The sales tax revenue forecasting model uses three different sources of demographic and economic data for the above variables:

- Woods & Poole Economics, Inc.
- California Department of Finance
- Center for the Continuing Study of the California Economy.

Key Financial Assumptions

The sales tax forecasting model uses the following key assumptions in projecting Measure A revenues and allocations:

- Inflation rate of 3.0% in FY 1994/95 and 3.5% thereafter (consistent with the 1996 STIP Fund Estimate)
- State Board of Equalization (SBOE) collection fee of \$1,414,000 is annually increased by the rate of inflation (zero increase when revenue projections are indicated in 1995 dollars).
- Maximum allocation of Measure A revenue for program administration is 1.0% of net sales tax receipts (Measure A ordinance).
- 1.5% of net sales tax receipts for air quality improvements currently goes to Sacramento Metropolitan Air Quality Management District (SMAQMD)—but could be allocated to other agencies (Measure A ordinance).
- Allocations of net sales tax receipts to the Cities of Folsom, Galt and Isleton are based on their relative population, using SACOG’s March 24, 1993 population projections for the years 1995, 2000 and 2005 (and interpolating for the other relevant years in between them).
- Percentage sales tax allocations for roadway construction, roadway maintenance, SRTD and elderly & handicapped projects/programs are based on net sales tax receipts after SBOE fee and sales tax allocations for program administration and air quality improvements and to the Cities of Folsom, Galt, and Isleton (Measure A ordinance).
- 35% allocation of net remaining sales tax for roadway construction is split between the City and the County of Sacramento based on their relative population. Future cities that incorporate in Sacramento County are eligible for a proportional share of these roadway construction funds (Measure A Transportation Expenditure Agreement).
- 28% allocation of net remaining sales tax for roadway maintenance is split between the City and the County of Sacramento based on their relative population. Future cities that incorporate in Sacramento County are eligible for a proportional share of these roadway maintenance funds (Measure A Transportation Expenditure Agreement).
- 35% allocation of net remaining sales tax to Sacramento Regional Transit District (SRTD) for bus, rail, and facilities improvement projects as well as operating assistance was intended to be split 2/3’s for capital projects/programs and 1/3 for operating assistance. Current split is about 15% for capital improvements and 85% for operating assistance.
- 2% allocation of net remaining sales tax to Consolidated Transportation Services Agency (CTSA)—currently Paratransit, Inc.—is for operating assistance for additional elderly & handicapped (E&H) paratransit services and capital improvements.

SALES TAX REVENUE FORECAST AND PROJECT ALLOCATIONS

Exhibit D on the opposite page breaks out the forecasted Measure A revenues and indicates the projected allocations of Measure A revenues for the next seven years.

Exhibit D
Projected Measure A Sales Tax Revenues and Allocations
(1995 dollars)

CTEP Allocation/Agency	1997	1998	1999	2000	2001	2002	2003	Total
Sacramento Transportation Authority (1%)	573,600	591,648	610,175	629,188	647,301	665,853	684,827	4,402,592
Air Quality Improvements (1.5%)	851,796	878,597	906,111	934,344	961,242	988,792	1,016,968	6,537,850
City of Folsom	2,215,735	2,353,319	2,494,089	2,638,137	2,788,983	2,969,933	3,161,829	18,622,024
City of Galt	745,194	795,976	847,917	901,054	937,808	1,001,478	1,069,202	6,298,628
City of Isleton	39,515	40,254	41,016	41,801	42,750	43,416	44,082	292,836
Roadway Construction (35%)								
• City of Sacramento	6,722,535	6,904,223	7,090,955	7,282,744	7,422,728	7,589,097	7,757,249	50,769,532
• County of Sacramento	11,804,428	12,172,518	12,550,428	12,938,250	13,350,469	13,731,458	14,119,778	90,667,329
Roadway Maintenance (28%)								
• City of Sacramento	5,378,028	5,523,379	5,672,764	5,826,195	5,938,182	6,071,278	6,205,799	40,615,626
• County of Sacramento	9,443,543	9,738,015	10,040,342	10,350,600	10,680,375	10,985,167	11,295,822	72,533,863
Sacramento Regional Transit District (35%)	18,526,964	19,076,741	19,641,383	20,220,995	20,773,196	21,320,555	21,877,027	141,436,861
Consolidate Transportation Services Agency (2%)	1,058,684	1,090,100	1,122,365	1,155,485	1,187,040	1,218,317	1,250,116	8,082,106
Total Sales Tax Revenue Allocations	57,360,022	59,164,769	61,017,544	62,918,794	64,730,073	66,585,345	68,482,701	440,259,248

Section III

Programming and Funding Issues

PROGRAMMING AND FUNDING ISSUES

This section of the Measure A Strategic Plan update describes in greater detail the three Measure A programming and funding issues summarized in the Executive Summary:

- City of Folsom’s American River Crossing project
- City/County improvements to State highway system
- Light rail transit extensions program.

CITY OF FOLSOM’S AMERICAN RIVER CROSSING PROJECT

The City of Folsom has one major Measure A project—a new American River Bridge—to replace the City’s only existing crossing of the American River. The existing bridge is experiencing substantial traffic congestion (level of service “F”) during peak traffic hours. The City of Folsom is planning to build a bridge that will include bicycle, pedestrian and four motor vehicle lanes.

Below is the project cost and funding that was projected at the time of the initial Measure A Strategic Plan:

Projected Cost & Funding Demand of Folsom Programs
(thousands of 1995 dollars)

Project/Program	To Date	FY 94/95	FY 95/96	FY 96/97	FY 97/98	FY 98/99	FY 99/00	FY 00/01	FY 01/02	FY 02/03	After 2003	Total
Cost												
American River Crossing		1,000	794	3,738	7,156	12,906	12,406	12,000	0	0	0	50,000
Riley Street Signalization		450										450
CMP Reimbursement	12	12	12	12	12	12	12	12	12	12	72	192
Maintenance Programs												0
Total Cost	12	1,462	806	3,750	7,168	12,918	12,418	12,012	12	12	72	50,642
Funding												
Surface Transportation Program		1,406										1,406
Flexible Congestion Relief		1,000			1,000							2,000
Measure A Sales Tax	8,158	1,837	1,937	2,060	2,185	2,313	2,443	2,577	2,713	2,850	19,468	48,541
Total Funding	8,158	4,243	1,937	2,060	3,185	2,313	2,443	2,577	2,713	2,850	19,468	51,947
Annual Surplus (Deficit)	8,146	2,781	1,131	(1,690)	(3,983)	(10,605)	(9,975)	(9,435)	2,701	2,838	19,396	1,305
Cumulative Surplus (Deficit)	8,146	10,927	12,058	10,368	6,385	(4,220)	(14,195)	(23,630)	(20,929)	(18,091)	1,305	1,305

Swap of City of Folsom’s Sales Tax Revenue for SRTD’s FCR funds

Earlier this year, Regional Transit, SACOG, the Metropolitan Transportation Commission (Bay Area), and the CTC approved a “swap” of \$39.3 million of SRTD’s Tier 3 commuter and urban rail bond funds for \$32.7 million of the San Francisco Municipal Railway’s Tier 1 FCR funds, both of which can only be used for capital purposes. Regional Transit, the City of Folsom, the Authority and SACOG, in turn, approved a “swap” of the \$32.7 million in FCR funds received by SRTD for \$40.4 million of the City of Folsom’s Measure A sales tax revenues (which can be used for capital and/or operating purposes) over an 11-year period. This “swap” enabled Regional Transit to obtain sufficient operating revenues to demonstrate to the Federal Transit Administration that SRTD has adequate financial capacity to build, operate and maintain the South Corridor light rail extension (MOS-1) as well as operate and maintain the existing bus and light rail system. As a result, the City of Folsom has committed its Measure A sales tax revenues for FY 1996/97 through 2006/07 (or until it has paid Regional Transit the \$40.4 million) in exchange for the \$32.7 million it now has for the American River Crossing project.

Below is an update of the estimated cost and funding of the American River crossing project. To provide a complete financial picture of the project, Exhibit E also includes as project funding all the sales tax revenues accruing to the City of Folsom, and it includes as a project cost the transfer of Folsom's sales tax revenue to Regional Transit. Netting out such amounts, the American River crossing is currently an estimated \$53 million project (1995 dollars).

Exhibit E
Estimated Cost & Funding of American River Crossing Project
(thousands of 1995 dollars)

Project/Program	To Date	FY 94/95	FY 95/96	FY 96/97	FY 97/98	FY 98/99	FY 99/00	FY 00/01	FY 01/02	FY 02/03	After 2003	Total
Project Cost												
DEIR/DEIS	1,243	599										1,842
4F/Supplemental EIR	551											551
Community Involvement Program		406	406	406	406							1,624
Roadway					1,208	1,208	1,208					3,624
Structures					7,869	7,869	7,869					23,607
Mobilization				3,323								3,323
Right-of-Way Acquisition				6,920								6,920
Utilities Relocation				835								835
Construction Contingencies (20%)				1,916	1,915	1,915	1,915					7,661
Engineering/Project Development (10%)				1,179	1,179	1,179	1,179					4,716
Construction Administration												0
Folsom-SRTD Funding Exchange				2,270	2,394	2,518	2,645	2,776	2,935	3,102	12,361	31,000
Total Project Cost	1,794	1,005	406	16,849	14,971	14,689	14,816	2,776	2,935	3,102	12,361	85,703
Project Funding												
Surface Transportation Program					5,000							5,000
Flexible Congestion Relief		1,000	31,000		1,000							33,000
Measure A Sales Tax	9,841		2,148	2,270	2,394	2,518	2,645	2,776	2,935	3,102	22,582	53,210
Total Project Funding	9,841	1,000	33,148	2,270	8,394	2,518	2,645	2,776	2,935	3,102	22,582	91,210
Surplus (Deficit)	8,047	(5)	32,742	(14,579)	(6,577)	(12,171)	(12,171)	0	0	0	10,221	5,507
Cumulative Surplus (Deficit)	8,047	8,042	40,784	26,205	19,628	7,457	(4,714)	(4,714)	(4,714)	(4,714)	5,507	0

As indicated by the above exhibit, the City of Folsom still needs about \$5 million to fully fund the project.

CITY/COUNTY IMPROVEMENTS TO THE STATE HIGHWAY SYSTEM

As part of the Measure A program, the City and the County of Sacramento agreed to pool \$120 million (1995 dollars) of their sales tax revenues over 20 years to fund improvements to the State highway system. The City commits \$2.16 million annually, while the County commits \$3.84 million annually. Initially, the \$120 million in sales tax revenues was expected to pay for about 54% of a projected \$220 million in State highway improvements.

At the time of the initial Measure A Strategic Plan, the joint highway improvement program consisted of 16 projects on seven State and federal roadways (I-5, SR 16, US 50, SR 51, I-80, SR 99, and SR 160). Below is the State highway program cost and funding that was projected at the time of the initial Measure A Strategic Plan:

Projected Cost & Funding Demand of City/County State Highway Program (thousands of 1995 dollars)

Project/Program	To Date	FY 94/95	FY 95/96	FY 96/97	FY 97/98	FY 98/99	FY 99/00	FY 00/01	FY 01/02	FY 02/03	After 2003	Total
Cost												
State Highway Program of Projects												
I-5 Improvements												
SR 16 Improvements	12,880	1,000				4,990	13,306	12,644			12,464	57,284
US 50 Improvements	8,100						1,000	1,900				11,000
SR 51 Improvements	1,200					1,000	2,000	2,000	8,500	4,100		18,800
I-80 Improvements						1,000	1,000	2,000	6,000	6,800	24,000	40,800
SR 99 Improvements		12,200	12,300	11,100	16,000				3,855	3,855	3,855	63,165
SR 160 Improvements											29,100	29,100
Total Cost	22,180	13,200	12,300	11,100	16,000	6,990	17,306	18,544	18,355	14,755	69,419	220,149
Funding												
Flexible Congestion Relief	3,400	700	6,000	15,000			2,495	6,653	14,152	13,000	16,500	77,900
Measure A Sales Tax	20,500	12,620	3,900	600	800	2,540	9,500	15,200	9,300	2,400	12,000	89,360
Gasoline Tax Subvention	20											20
Special Assessment District	300		580				3,895	6,053	6,707	3,855	3,855	25,245
Other Local Programs	1,400						6,100	6,100	2,500			16,100
Total Funding	25,620	13,320	10,480	15,600	800	2,540	21,990	34,006	32,659	19,255	32,355	208,625
Annual Surplus (Deficit)	3,440	120	(1,820)	4,500	(15,200)	(4,450)	4,684	15,462	14,304	4,500	(37,064)	(11,524)
Cumulative Surplus (Deficit)	3,440	3,560	1,740	6,240	(8,960)	(13,410)	(8,726)	6,736	21,040	25,540	(11,524)	(11,524)

By the end of FY 1996/97, the City and County will have spent approximately \$41 million of their combined sales tax funding on 15 Measure A projects costing nearly \$70 million. That will essentially complete the delivery of their joint Measure A projects that are currently programmed in the Strategic Plan and the 1994 STIP. Exhibit F on the following page summarizes the status, cost, and Measure A funding of the 15 projects in the City/County-funded State highway program.

Exhibit F
City-County Funded Highway Improvements to Date
(millions of 1995 dollars)

Route	Project	Lead Agency	Status	Project Cost	Measure A Funding	Measure A Expenditures*
16	Bradshaw Road signal installation	County	PSR/Design	\$ 0.2	\$ 0.2	\$ 0.0
16	Grantline Road signal installation	Caltrans	PSR/Design	0.1	0.1	0.1
16	Power Inn Road grade separation	City/SRTD	Design	5.8	2.9	0.3
16	Sunrise Blvd. signal installation	County	Complete	0.3	0.3	0.3
16	Treeview - Sunrise realignment	Caltrans	Construction	3.4	3.4	1.6
50	Bradshaw Road O/C widening	County	PSR/Design	5.2	4.1	0.0
50	Hazel Ave. I/C modification	County	Complete	8.1	4.0	4.0
51	American River to I-80 study	City	Complete	1.2	1.2	1.2
51	Exposition Blvd. signal installation	City	Construction	0.3	0.3	0.0
99	Calvine Road I/C construction	County	Complete	16.5	15.5	15.5
99	Elk Grove Blvd. park-and-ride lot	City	Complete	0.2	0.2	0.2
99	Elk Grove Blvd. I/C modification	Caltrans	Construction	12.0	7.1	3.5
99	Mack Rd. - Elk Grove Blvd. HOV lanes	Caltrans	Design	15.7	0.7	0.3
99	Mack Rd. - Elk Grove Blvd. (other)	City	Complete	0.4	0.4	0.4
n/a	State highway programs	City	Complete	0.1	0.1	0.1
	Total			<u>\$69.5</u>	<u>\$40.5</u>	<u>\$27.5</u>

* As of March 1, 1996

Prioritizing of City- and County-Funded Improvements to State Highway System

Given the coming completion of the above highway improvements, staff of the City, the County, Caltrans, the Authority and SACOG have spent the past year identifying and evaluating additional State highway improvement projects that are candidates for sales tax funding in the final 13 years of the Measure A program. At this point, they have identified 25 potential projects for consideration by the City Council, the Board of Supervisors and the Authority's Governing Board. In essence, the 25 projects fall into four categories of projects:

- City interchange construction: eight projects that involve interchange construction, reconstruction or other types of modification as well as two safety-related projects involving Arden Way.
- County interchange construction: six projects that involve interchange construction, reconstruction or other types of modification.
- Traffic operations system: three projects that involve implementation of closed-circuit television, changeable message signs, highway advisory radio, ramp meters, inductive loop detectors, and traffic management teams—all of which are designed to help reduce traffic congestion on I-5, SR 50, and SR 51/I-80/SR 160 within Sacramento County.
- HOV lanes: nine projects to build high occupancy vehicle (HOV) lanes on SR 50 (downtown Sacramento to the El Dorado County line) and on I-80 (I-5 to Placer County line).

As indicated by Exhibit G on the opposite page, these 25 projects would cost an estimated \$730 million (1995 dollars) to design and construct. There is approximately \$79 million in sales tax revenues available to be programmed for these projects over the final 13 years of the Measure A program. Accordingly, the Authority, the sponsoring agencies, and Caltrans needed to determine how best to use Measure A funds for leveraging other local, private, State and federal funding for these projects. Note that there is an estimated \$27 million in special financing district (SFD) funding available for two of the projects.

Exhibit G
Current Estimated Cost and Existing Funding of State Highway Improvements
(millions of 1995 dollars)

Line	Route	Project Limits	Project Type	Sponsor	Project Development Years (a)	Capital Cost	Support Cost (b)	Total Cost	State Share		%	Local Share		%	Un-funded Share
									FCR (c)	Other		MSA (d)	SFD (e)		
Potential Projects															
1	5	Richards Blvd.	IC construction	City	7	\$11.0	\$3.6	\$14.6					\$13.2	90%	\$1.4
2	5	w/i Sacramento County	Traffic ops. system	Caltrans	2	4.7	1.6	6.3							6.3
3	5	Garden Hwy.-Richards Blvd.	Auxiliary lanes	City	7	2.1	0.7	2.8					2.4	86%	0.4
4	16	Power Inn Rd.	Urban interchange	City	15	22.5	7.5	30.0							30.0
5	50	Watt Ave.	IC modification/lanes	County	4	13.7	3.9*	17.6							17.6
6	50	Sunrise Blvd.	IC modification	County	4	4.0	1.1*	5.1							5.1
7	50	Downtown - Mayhew Rd.	HOV lanes	Caltrans	5	54.1	17.9	72.0							72.0
8	50	Mayhew Rd.-Sunrise Blvd.	HOV lanes	Caltrans	4	76.8	25.3	102.1							102.1
9	50	Sunrise Blvd.-Prairie City	HOV lanes	Caltrans	4	31.9	10.5	42.4							42.4
10	50	Prairie City-El Dorado Co. line	HOV lanes	Caltrans	4	18.9	6.2	25.1							25.1
11	50	w/i Sacramento County	Traffic ops. system	Caltrans	2	2.8	0.9	3.7							3.7
12	51	Arden Way - Exposition Blvd.	Braided ramp/aux. lanes	City	6	13.0	5.2	18.2							18.2
13	51	Capital Corridor HOV-way	HOV lanes	County	8	88.0	29.0	117.0							117.0
14	51	Arden Way Underpass	Bridge supports	City	9	5.0	3.0*	8.0							8.0
15	51/ 80/ 160	w/i Sacramento County	Traffic ops. system	Caltrans	2	3.3	1.1	4.4							4.4
16	80	Elkhorn-Greenback Ln.	IC reconstruction	County	3	4.1	0.9*	5.0		\$3.2	64%	1.8		36%	
17	80	Madison Ave.	IC reconstruction	County	4	1.5	0.5	2.0							2.0
18	80	Northgate Blvd.	IC reconstruction	City	9	2.5	0.8	3.3							3.3
19	80	Madison Ave. - Placer Co. line	HOV lanes	Caltrans	5	16.8	6.0	22.8							22.8
20	80	I-5 to Longview Drive	HOV lanes	Caltrans	5	24.0	8.0	32.0							32.0
21	80	Longview to Madison	HOV lanes	Caltrans	5	100.0	33.3	133.3							133.3
22	99	Sheldon Rd.	IC reconstruction	County	3	15.6	2.8*	18.4					11.6	63%	6.8
23	99	Elverta Rd.	IC construction	County	4	6.0	2.0	8.0							8.0
24	160	Northgate Blvd.	IC modification	City	11	12.0	4.0	16.0							16.0
25	160	Exposition Blvd.	IC modification	City	9	15.0	5.0	20.0							20.0
Total						\$549.3	\$180.8	\$730.1	\$0.0	\$3.2	<1%	\$1.8	\$27.2	4%	\$697.9

- (a) Project development time to advertisement for bids
- (b) Support costs are 33% of capital costs, unless noted by an asterisk (*)
- (c) State Flexible Congestion Relief funding commitments to date
- (d) Measure A sales tax funding commitments to date
- (e) Special financing district funding commitments to date

To facilitate prioritizing the 25 projects, staff of the City, the County, Caltrans, and the Authority screened and scored them using the methodology and criteria described in Appendix B. City and County staff then ranked their own respective projects based on local priorities, the availability of other funding, and their abilities to deliver the projects. Exhibit H below provides a summary of the relative ranking of projects in the four different categories identified on page 16. The numbers refer to the project numbers in Exhibit G on page 17.

Exhibit H
State Highway Improvement Projects that Are Candidates for
Measure A Funding by the City and County of Sacramento

Line	City Projects	Line	County Projects
18.	I-80 & Northgate Blvd. I/C Reconstr.	n/a	US 50 & Bradshaw Road I/C Constr.?
25.	SR 160 & Exposition Blvd. I/C Constr.	16.	I-80 & Elkhorn-Greenback I/C Reconstr.
24.	SR 160 & Northgate Blvd. I/C Mod.	5.	US 50 & Watt I/C Mod.
4.	I-5 & Power Inn Road Urban I/C	17.	I-80 & Madison I/C Reconstr.
1.	I-5 & Richards Blvd. I/C Constr.	22.	SR 99 & Sheldon I/C Reconstr.
14.	SR 51 & Arden Way Underpass	6.	SR 50 & Sunrise I/C Mod.
3.	I-5 (Garden Hwy-Richards Blvd.) Aux. Lanes	23.	SR 99 & Elverta I/C Constr.
12.	SR 51 & Arden Way Braided Ramps		
Line	Caltrans TOS Projects	Line	Caltrans HOV Projects
11.	SR 50 (within Sacramento Co.)	7.	SR 50 HOV (Downtown-Mayhew Rd.)
15.	SR 51/80/160 (within Sacramento Co.)	19.	I-80 HOV (Madison Ave.-Co. Line)
2.	I-5 (within Sacramento Co.)	9.	SR 50 HOV (Sunrise-Prairie City)
		21.	I-80 HOV Longview Dr.-Madison Ave.)
		10.	SR 50 HOV (Prairie City-Co. Line)
		8.	SR 50 HOV (Mayhew Rd.-Sunrise Blvd.)
		10.	I-80 HOV (I-5 - Longview Dr.)
		13.	SR 51 (Capital Corridor HOV-way)

In essence, the City and the County are only considering projects in the top two boxes for Measure A funding at this time, for reasons indicated below:

- Caltrans TOS projects. Caltrans is set to begin a 12-18 month feasibility study of its proposed regional transportation management center. The City and the County would like the study to analyze (a) the likelihood of TOS shunting traffic from State highways onto local streets and roads and (b) the nature of Caltrans control over ramp metering. Pending the results of such analyses, the City and the County want to defer any decisions regarding potential Measure A funding of TOS projects being proposed by Caltrans.
- Caltrans HOV projects. There is not sufficient Measure A revenues to have any appreciable impact on the funding of \$242 million of HOV projects on US 50 and/or \$188 million of HOV projects on I-80 (as well as a potential \$117 million HOV-way on SR 51).

Financial Considerations in Programming State Highway Improvements

There are a number of financial issues for the City, the County, and the Authority to consider in developing recommendations for Measure A funding of the above projects:

- **Deliverability:** ability of the City or the County to deliver the projects (i.e., completion of project study reports, environmental analyses, preliminary engineering, and final design). Three City projects will not be ready for design until after the expiration of the Measure A sales tax. They include the I-5 & Power Inn Road urban interchange, I-5 & Richards Boulevard interchange construction, and SR 51 & Arden Way braided ramps.
- **Leverage of local funding:** availability of other funding (i.e., federal grants or through special financing districts). Four projects are currently programmed to receive such funding. They include I-5 & Richards Boulevard interchange construction, I-5 (Garden Highway to Richard Boulevard) auxiliary lanes, I-80 & Elkhorn-Greenback Lane interchange reconstruction, and SR 99 & Sheldon Road interchange reconstruction.
- **STIP funding:** use of Measure A funds to leverage State funding for several of the above projects through development of the 1998 STIP. Three projects (US 50 & Watt Avenue interchange modifications, SR 160 & Northgate Boulevard interchange modification, and SR 160 & Exposition Boulevard interchange modification) appear to be good candidates for State FCR funding in the 1998 STIP.
- **AB 3090 agreements:** ability of the City and/or the County to obtain CTC approval of AB 3090 agreements that would allow them to (a) accelerate project delivery through “front-funding” with Measure A sales tax revenues and (b) receive State reimbursement in the years for which such projects are programmed in the STIP to receive State funding.
- **City/County funding equity:** mix of City and County projects receiving Measure A funding relative to their 36%/64% pooling of sales tax revenues for joint highway improvement projects.

Exhibit I
Currently Estimated Cost and Recommended Funding of State Highway Improvements
(millions of 1995 dollars)

Line	Route	Project Limits	Project Type	Sponsor	Project Development Years (a)	Capital Cost	Support Cost (b)	Total Cost	State Share		%	Local Share		%	Un-funded Share
									FCR (c)	Other		MSA (d)	SFD (e)		
Potential Projects															
1	5	Richards Blvd.	IC construction	City	7	\$11.0	\$3.6	\$14.6					\$13.2	90%	\$1.4
2	5	w/i Sacramento County	Traffic ops. system	Caltrans	2	4.7	1.6	6.3							6.3
3	5	Garden Hwy.-Richards Blvd.	Auxiliary lanes	City	7	2.1	0.7	2.8				\$0.4	2.4	100%	
4	16	Power Inn Rd.	Urban interchange	City	15	22.5	7.5	30.0							30.0
5	50	Watt Ave.	IC modification/lanes	County	4	13.7	3.9*	17.6	\$8.8		50%	8.8		50%	
6	50	Sunrise Blvd.	IC modification	County	4	4.0	1.1*	5.1				5.1		100%	
7	50	Downtown - Mayhew Rd.	HOV lanes	Caltrans	5	54.1	17.9	72.0							72.0
8	50	Mayhew Rd.-Sunrise Blvd.	HOV lanes	Caltrans	4	76.8	25.3	102.1							102.1
9	50	Sunrise Blvd.-Prairie City	HOV lanes	Caltrans	4	31.9	10.5	42.4							42.4
10	50	Prairie City-El Dorado Co. line	HOV lanes	Caltrans	4	18.9	6.2	25.1							25.1
11	50	w/i Sacramento County	Traffic ops. system	Caltrans	2	2.8	0.9	3.7							3.7
12	51	Arden Way - Exposition Blvd.	Braided ramp/aux. lanes	City	6	13.0	5.2	18.2							18.2
13	51	Capital Corridor HOV-way	HOV lanes	County	8	88.0	29.0	117.0							117.0
14	51	Arden Way Underpass	Bridge supports	City	9	5.0	3.0*	8.0							8.0
15	51/ 80/ 160	w/i Sacramento County	Traffic ops. system	Caltrans	2	3.3	1.1	4.4							4.4
16	80	Elkhorn-Greenback Ln.	IC reconstruction	County	3	4.1	0.9*	5.0		\$3.2	64%	1.8		36%	
17	80	Madison Ave.	IC reconstruction	County	4	1.5	0.5	2.0				2.0		100%	
18	80	Northgate Blvd.	IC reconstruction	City	9	2.5	0.8	3.3				3.3		100%	
19	80	Madison Ave. - Placer Co. line	HOV lanes	Caltrans	5	16.8	6.0	22.8							22.8
20	80	I-5 to Longview Drive	HOV lanes	Caltrans	5	24.0	8.0	32.0							32.0
21	80	Longview to Madison	HOV lanes	Caltrans	5	100.0	33.3	133.3							133.3
22	99	Sheldon Rd.	IC reconstruction	County	3	15.6	2.8*	18.4				6.8	11.6	100%	
23	99	Elverta Rd.	IC construction	County	4	6.0	2.0	8.0				8.0		100%	
24	160	Northgate Blvd.	IC modification	City	11	12.0	4.0	16.0				16.0		100%	
25	160	Exposition Blvd.	IC modification	City	9	15.0	5.0	20.0	10.0		50%	10.0		50%	21.0
Total						\$549.3	\$180.8	\$730.1	\$18.8	\$3.2	3%	\$62.2	\$27.2	13%	\$618.7

(a) Project development time to advertisement for bids
(b) Support costs are 33% of capital costs, unless noted by an asterisk (*)
(c) State Flexible Congestion Relief funding recommendations
(d) Measure A sales tax funding recommendations (assumes \$4.1 million in 1996/97 Measure A funding for US 50 & Bradshaw Road interchange construction)
(e) Special financing district funding commitments to date

Section IV

Financing and Investment Management Issues

FINANCING AND INVESTMENT MANAGEMENT ISSUES

FINANCING OF MEASURE A PROJECTS

The initial Measure A Strategic Plan identified 20 Measure A projects, costing an estimated \$300 million (1995 dollars), as candidates for nearly \$100 million in sales tax-backed financing, as indicated in Exhibit J below:

Exhibit J
Summary of Measure A Project Financing Candidates
(millions of 1995 dollars)

Measure A Entity	Project	Project Cost	Measure A Funding
City of Folsom	American River Crossing	\$ 50.0	\$46.3
City of Galt	Lincoln Way Improvements	7.0	7.0
City/County of Sacramento	Watt Avenue Interchange	17.6	2.9
	Arden Way-Exposition	17.6	8.0
	Madison Avenue-Placer HOV	16.8	8.4
	Exposition Blvd. Interchange	<u>29.1</u>	<u>9.0</u>
	Subtotal	81.1	28.3
City of Sacramento	Arden Garden Connector	21.9	1.9
	Exposition Boulevard	7.5	2.7
	7th St. Northerly Extension	3.6	1.9
	Raley Boulevard	4.7	1.3
	Northgate/SR 160 Interchange	<u>12.5</u>	<u>4.7</u>
Subtotal	50.2	12.5	
County of Sacramento	Elk Grove Florin Road	4.6	1.4
	Elkhorn Boulevard	9.9	6.7
	Fair Oaks Boulevard	6.8	3.0
	Greenback Lane	10.9	7.3
	Watt Avenue Widening	14.7	8.9
	Hazel Avenue	<u>21.0</u>	<u>13.7</u>
Subtotal	67.9	41.0	
Regional Transit	Double Tracking	19.2	3.7
	Grade Separations	21.5	1.9
	CNG Bus Acquisition	<u>53.3</u>	<u>9.2</u>
	Subtotal	<u>94.0</u>	<u>14.8</u>
	Total	<u><u>\$293.2</u></u>	<u><u>\$96.6</u></u>

Authority staff and consultants have met with each of the Measure A project sponsors to discuss financing needs and issues related to the 20 projects identified on page 21 of this Strategic Plan update. To date, none of the Measure A sponsors have taken advantage of such financing. The opportunity for such financing will likely come to an end within the next 2-3 years, because at that time there will only be 10-year stream of sales tax revenue against which Measure A sponsors and the Authority can borrow.

INVESTMENT MANAGEMENT OF MEASURE A TRUST FUNDS

There are three Measure A investment management issues addressed in this Measure A Strategic Plan update:

- Trust fund accounting for City of Folsom sales tax revenues to SRTD. Beginning next fiscal year, the City of Folsom will transfer \$40.4 million of its Measure A sales tax allocations from the Authority to Regional Transit in exchange for receiving SRTD's \$30 million in FCR funds. Because such funds are to be used for operating the South Corridor LRT extension, Regional Transit will not begin to utilize the funds until 2001 or later. As a result, Regional Transit will accumulate approximately \$10-13 million of Folsom's sales tax revenues that will be held in trust until the South Corridor LRT extension is operational.
- Trust fund accounting for joint City/County revenues and expenditures. To date, the Authority has allocated to the City and the County all their sales tax revenues for public road way improvements and maintenance programs, including the State highway improvement program. They in turn have billed each other for costs incurred on each State highway improvement project, because either the City or the County serves as lead agency on each project. In the future, it might be more efficient for the Authority to allocate the \$6 million annually into a joint trust fund, from which the Authority would pay for all eligible expenditures, regardless of whether the City or the County is lead agency on the projects.
- Investment management of unspent Measure A funds. Given the increased need for investing Measure A resources, the Authority needs to explore alternatives for increasing the total return on the investment of unspent funds, especially funds that are either held in trust or are not expected to be disbursed in the next 1-2 years. At present, the Authority invests its unspent resources through the County of Sacramento investment pool. Although the County of Sacramento has historically obtained a relatively good return on its investments, we believe that it would be prudent to evaluate other investment management alternatives—with Governing Board-approved investment management guidelines—such as managing its own investments, contracting with a professional money manager, or some combination of the above (including continued participation in the County's investment pool).

Section V

Recommended Measure A
Program of Projects

RECOMMENDED MEASURE A PROGRAM OF PROJECTS

This section of the measure A Strategic Plan update presents our recommended Measure A program of projects (and programs) for the next seven years (FY 1996/97 - FY 2002/03).

MEASURE A FUNDING PLAN SUMMARY

Exhibit K below summarizes all the costs and funding associated with the recommended Measure A program of projects. This includes all the other local, State and federal funding of Measure A projects, but not the funding (or costs) of the non-Measure A projects (i.e., SRTD's rail extensions program, Caltrans programs and projects, the South Natomas FBA program, the County Roadway and Transit Development Fee programs, the Combined Road Fund projects, and the special financing district programs that are included in the SCTP program of projects).

Exhibit K
Measure A Program Sources and Uses of Funds
 (thousands of 1995 dollars)

Category/Agency/Program	To Date	FY 94/95	FY 95/96	FY 96/97	FY 97/98	FY 98/99	FY 99/00	FY 00/01	FY 01/02	FY 02/03	After 2003	Total
Sources of Measure A Program Funds												
Surface Transportation Program	2,537	8,065	2,408	14,570	270	270	270	135	135	135	810	29,604
Congestion Mitigation/Air Quality	204	4,600	8,022	15,557	132	4,647	132	60	60	60	202	33,679
Transp. Enhancement Activities	0	480	0	1,040	0	0	0	0	0	0	0	1,520
Bridge Replacement/Rehabilitation	0	1,535	0	0	0	0	0	0	0	0	0	1,535
FTA Sec. 3 Fixed Guideway	0	2,160	1,200	0	1,200	4,800	0	0	0	0	0	9,360
FTA Sec. 3 Bus and Other	140	0	240	22,025	0	4,514	0	0	0	0	0	26,919
FTA Sec. 9 Formula	41,401	12,601	12,156	10,970	14,290	13,524	21,950	21,951	5,073	4,955	15,720	174,591
Flexible Congestion Relief	13,416	41,085	8,211	39,875	1,000	15,900	2,495	6,653	14,152	13,000	16,500	172,287
State/Local Transp. Partnership	2,322	396	323	256	0	1,094	8,086	0	0	0	0	12,477
Traffic System Management	0	3,722	0	11,000	5,500	4,600	0	0	0	0	0	24,822
Transit Capital Improvement	5,479	745	2,620	1,800	2,680	1,500	1,020	0	0	0	0	15,844
Local Transportation Fund	1,147	1,178	1,242	1,311	1,383	0	0	0	0	0	0	6,261
State Transit Assistance	13	178	160	175	180	180	180	195	195	195	1,170	2,821
Other State Programs	0	70	388	0	175	316	0	0	0	0	0	949
Measure A Sales Tax	271,482	57,869	54,765	53,543	52,293	54,798	61,143	51,075	45,397	39,012	232,214	973,590
Gasoline Tax Subvention	7,453	25,332	27,385	26,561	26,561	26,560	24,672	24,672	24,672	24,672	145,180	383,718
Major Street Construction Fund	2,541	1,232	1,100	1,812	1,100	1,400	250	250	250	100	600	10,635
Roadway & Transit Development Fee	12,746	3,315	2,395	2,600	1,000	5,707	44,177	0	0	0	0	71,940
Developer Fees	413	278	0	0	0	0	0	0	0	0	0	691
Community Service Area (Lighting)	0	250	250	250	250	250	250	250	250	0	0	2,000
Other Local Programs	6,438	4,351	2,573	2,695	12,734	688	6,644	6,338	2,738	238	1,428	46,865
Total - Sources of Funds	367,733	169,442	125,437	206,039	120,748	140,748	171,269	111,578	92,923	82,367	413,824	2,002,108
Uses of Measure A Program Funds												
Air Quality Improvements	3,925	657	767	792	815	840	864	889	911	937	3,393	12,374
Small Cities												
. City of Folsom	1,842	5,538	7,204	12,906	12,454	12,000	48	0	48	0	144	52,184
. City of Galt	34	2,000	2,500	2,500	0	0	0	473	890	914	5,993	15,304
. City of Isleton	227	36	39	37	40	38	42	40	44	42	282	867
Subtotal - Small Cities	2,103	7,574	9,743	15,443	12,494	12,038	90	513	982	956	6,419	68,355
Roadway Construction												
. Joint City/County Highway Program	34,380	13,300	11,100	15,400	600	6,990	17,306	18,544	18,355	14,755	69,419	220,149
. City Of Sacramento Street Construction	6,634	25,391	10,852	17,933	26,668	29,851	14,222	1,655	1,722	1,655	110,100	246,682
. County Of Sacramento Road Construction	27,993	21,348	9,305	15,408	15,245	16,685	60,215	1,605	115	115	115	168,152
Subtotal - Roadway Construction	69,007	60,039	31,257	48,741	42,513	53,526	91,743	21,804	20,192	16,525	179,634	634,983
Roadway Maintenance												
. City of Sacramento Street Maintenance	29,264	9,811	9,861	9,961	9,961	9,961	9,961	9,961	9,961	9,961	59,766	178,429
. County of Sacramento Road Maintenance	36,600	28,451	28,451	28,451	28,451	28,451	28,451	28,451	28,451	28,451	170,706	463,365
Subtotal - Roadway Maintenance	65,864	38,262	38,312	38,412	38,412	38,412	38,412	38,412	38,412	38,412	230,472	641,794
Sacramento Regional Transit District (SRTD)												
. Operating Assistance	85,158	13,166	13,396	13,779	14,171	14,570	14,978	15,362	15,774	16,192	106,206	322,752
. Capital Program	67,956	16,185	17,516	31,080	22,853	21,637	42,022	27,614	10,617	6,369	20,853	284,701
Subtotal - SRTD	153,114	29,351	30,912	44,859	37,024	36,207	57,000	42,976	26,391	22,561	127,059	607,453
Consolidated Transportation Services Agency	4,738	5,848	6,309	7,289	8,194	8,194	8,194	8,194	8,194	8,194	8,194	81,540
Total - Uses of Funds	298,751	141,731	117,301	155,536	139,452	149,216	196,303	112,787	95,083	87,584	555,171	2,046,499
Deficit - Measure A Program	68,982	27,711	8,137	50,503	(18,704)	(8,468)	(25,034)	(1,209)	(2,160)	(5,218)	(141,347)	(44,391)

Note: This table is still being updated.

MEASURE A FUNDING PLAN DETAILS

Below is a summary of key changes in the Measure A program sources and uses of funds in this Strategic Plan update.

Sources of Funds

- Federal funding: update of STP, TEA, CMAQ, and funding assumes that Congressional appropriations provide obligation authority equal to 90% of ISTEA funding authorizations (consistent with 1996 STIP Fund Estimate); this results in a net decrease of \$ _ million from the 1994 Strategic Plan.
- State funding: update of FCR, SLTPP, TSM and TCI funding is consistent with the 1996 STIP fund estimate; this results in a net decrease of \$ _ million from the 1994 Strategic Plan.
- Measure A funding: update of sales tax projections is based on refinements to the Measure A sales tax revenue forecasting model; this results in a net increase of \$ _ million from the 1994 Strategic Plan.

Uses of Funds

- Air quality improvements: update reflects the Air District's agreement to focus Measure A expenditures in three areas: air monitoring, mobile source reduction (through evaluation, rule development, technology demonstration and other implementation activities), and community projects.
- Small cities: update reflects the latest estimates in the total cost—including the SRTD-Folsom funding swap and likely project financing costs.
- Joint City/County highway improvements: update reflects the cost estimates and funding recommendations in Exhibit G on page 17; in essence, it recommends programming \$71 million of the remaining \$79 million in joint City/County funding for 12 of the 26 potential State highway improvements.
- City street construction and maintenance: update reflects the seven-year Transportation Master Program adopted by the Sacramento City Council in May 1995.
- County road construction and maintenance: update reflects the seven-year Transportation Program dated December 13, 1994 and adopted by the Sacramento County Board of Supervisors in February 1995.
- Regional Transit operating and capital programs: update reflects (a) continued use of 80% of sales tax revenues for operating subsidy; (b) latest priorities for existing bus and rail system improvements, and (c) addition of the South Corridor LRT extension as a Measure A project due to the SRTD-Folsom funding swap.
- Consolidated Transportation Services Agency: update reflects elderly and handicapped (E&H) transportation services program of Regional Transit, which has replaced Paratransit, Inc. as the CTSA designated by SACOG.

Exhibit L
Recommended Measure A Programming Commitments, FY 1996/97 - FY 2002/03
(thousands of 1995 dollars)

Project/Program	89/90-95/96	96-97-02/03	03/04-08/09	Total (95 \$\$\$)	1996/97	1997/98	1998/99	1999/2000	2000/01	2001/02	2002/03
SUMMARY											
Gross Sales Tax Revenue	376,269	450,157	461,662	1,288,088	58,774	60,579	62,432	64,333	66,144	67,999	69,897
Interest Income	12,330	0	0	12,330	0	0	0	0	0	0	0
Total Measure A Program Revenue	<u>388,599</u>	<u>450,157</u>	<u>461,662</u>	<u>1,300,418</u>	<u>58,774</u>	<u>60,579</u>	<u>62,432</u>	<u>64,333</u>	<u>66,144</u>	<u>67,999</u>	<u>69,897</u>
State Board of Equalization	7,279	9,898	8,484	25,661	1,414	1,414	1,414	1,414	1,414	1,414	1,414
STA Administrative Costs	3,690	4,403	4,532	12,624	574	592	610	629	647	666	685
Air Quality Improvements	5,560	6,538	6,730	18,827	852	879	906	934	961	989	1,017
Cities of Folsom, Galt, and Isleton	16,420	25,142	28,436	69,997	3,000	3,190	3,383	3,581	3,804	3,995	4,189
Roadway Construction	126,515	141,462	144,718	412,695	18,527	19,077	19,641	20,221	20,761	21,328	21,907
Roadway Maintenance	97,535	113,170	115,775	326,479	14,822	15,261	15,713	16,177	16,609	17,062	17,526
Sacramento Regional Transit District	121,309	141,462	144,718	407,489	18,527	19,077	19,641	20,221	20,761	21,328	21,907
Elderly and Handicapped Transportation	7,127	8,084	8,270	23,480	1,059	1,090	1,122	1,155	1,186	1,219	1,252
Total Measure A Program Expenditures	<u>385,434</u>	<u>450,157</u>	<u>461,662</u>	<u>1,297,254</u>	<u>58,774</u>	<u>60,579</u>	<u>62,432</u>	<u>64,333</u>	<u>66,144</u>	<u>67,999</u>	<u>69,897</u>
REVENUE											
Gross Sales Tax Receipts	376,269	450,157	461,662	1,288,088	58,774	60,579	62,432	64,333	66,144	67,999	69,897
Less: State Board of Equalization Fee	-7,279	-9,898	-8,484	-25,661	-1,414	-1,414	-1,414	-1,414	-1,414	-1,414	-1,414
Less: Statutory Limit on STA Costs	-3,690	-4,403	-4,532	-12,624	-574	-592	-610	-629	-647	-666	-685
Equals: Net Sales Tax Receipts	<u>365,300</u>	<u>435,857</u>	<u>448,646</u>	<u>1,249,803</u>	<u>56,786</u>	<u>58,573</u>	<u>60,407</u>	<u>62,290</u>	<u>64,083</u>	<u>65,909</u>	<u>67,798</u>
Plus: Interest Income to STA (@ 5%)	12,330	0	0	12,330	0	0	0	0	0	0	0
Equals: Total Measure A Program	<u>377,630</u>	<u>435,857</u>	<u>448,646</u>	<u>1,262,133</u>	<u>56,786</u>	<u>58,573</u>	<u>60,407</u>	<u>62,290</u>	<u>64,083</u>	<u>65,919</u>	<u>67,798</u>
EXPENDITURES & PROGRAMMED COMMITMENTS											
Air Quality Improvements											
Annual Sales Tax Allocation	5,542	6,538	6,730	18,810	852	879	906	934	961	989	1,017
Interest Income (@ 5%)	18	0	0	18	0	0	0	0	0	0	0
Air Monitoring	2,104	1,453	1,866	5,423	184	191	199	207	215	224	233
Mobile-Source Control Evaluation	900	180	120	1,200	50	30	20	20	20	20	20
Mobile-Source Rule Development	522	0	0	522	0	0	0	0	0	0	0
Mobile-Source Control Implementation	1,382	2,775	2,739	6,896	341	368	387	401	413	426	439
Mobile-Source Technology Demonstration	58	1,388	1,369	2,815	171	184	194	200	207	213	219
Community Projects	99	700	600	1,399	100	100	100	100	100	100	100
Other (Including CMP Reimbursement)	495	42	36	573	6	6	6	6	6	6	6
Funds Not Programmed	0	0	0	0	0	0	0	0	0	0	0
Subtotal - Air Quality Improvements	<u>5,560</u>	<u>6,538</u>	<u>6,730</u>	<u>18,827</u>	<u>852</u>	<u>879</u>	<u>906</u>	<u>934</u>	<u>961</u>	<u>989</u>	<u>1,017</u>
City of Folsom											
Annual Sales Tax Allocation	11,923	18,524	21,326	51,773	2,216	2,353	2,494	2,638	2,787	2,940	3,095
Interest Income (@ 5%)	355	0	0	355	0	0	0	0	0	0	0
American River Crossing	12,278	0	0	12,278	0	0	0	0	0	0	0
Regional Transit (FCR Swap)	0	18,524	12,476	31,000	2,216	2,353	2,494	2,638	2,787	2,940	3,095
Funds Not Programmed	0	0	8,850	8,850	0	0	0	0	0	0	0
Subtotal - City of Folsom	<u>12,277</u>	<u>18,524</u>	<u>21,326</u>	<u>52,128</u>	<u>2,216</u>	<u>2,353</u>	<u>2,494</u>	<u>2,638</u>	<u>2,787</u>	<u>2,940</u>	<u>3,095</u>
City of Galt											
Annual Sales Tax Allocation	3,679	6,324	6,819	16,821	745	796	848	901	974	1,011	1,049
Interest Income (@ 5%)	159	0	0	159	0	0	0	0	0	0	0
Lincoln Way Improvement	3,829	3,278	0	7,107	742	793	845	898	0	0	0
Other Galt Capital Projects	9	21	18	48	3	3	3	3	3	3	3
Galt Maintenance Program	0	3,025	6,801	9,826	0	0	0	0	971	1,008	1,046
Funds Not Programmed	0	0	0	1	0	0	0	0	0	0	0
Subtotal - City of Galt	<u>3,838</u>	<u>6,324</u>	<u>6,819</u>	<u>16,981</u>	<u>745</u>	<u>796</u>	<u>848</u>	<u>901</u>	<u>974</u>	<u>1,011</u>	<u>1,049</u>
City of Isleton											
Annual Sales Tax Allocation	302	294	294	886	40	40	41	42	43	44	45
Interest Income (@ 5%)	3	0	0	3	0	0	0	0	0	0	0
Isleton Maintenance Program	304	294	291	889	40	40	41	42	43	44	45
Funds Not Programmed	0	0	0	0	0	0	0	0	0	0	0
Subtotal - City of Isleton	<u>304</u>	<u>294</u>	<u>291</u>	<u>889</u>	<u>40</u>	<u>40</u>	<u>41</u>	<u>42</u>	<u>43</u>	<u>44</u>	<u>45</u>
Amount of Sales Tax Remaining	356,186	382,222	537,008	1,275,415	52,934	54,505	56,118	57,774	59,318	60,936	65,592

Exhibit L
Recommended Measure A Programming Commitments, FY 1996/97 - FY 2002/03
(thousands of 1995 dollars)

Project/Program	89/90-95/96	96-97-02/03	03/04-08/09	Total (95 \$\$\$)	1996/97	1997/98	1998/99	1999/2000	2000/01	2001/02	2002/03
ROADWAY CONSTRUCTION											
Joint City/County Highway Program											
City of Sacramento Sales Tax Contribution	15,120	15,120	12,960	43,200	2,160	2,160	2,160	2,160	2,160	2,160	2,160
County of Sacramento Sales Tax Contribution	26,880	26,880	23,040	76,800	3,840	3,840	3,840	3,840	3,840	3,840	3,840
Interest Income @ 5%	0	0	0	0							
Richards Blvd Interchange	0	10,300	0	10,300					2,100	8,200	
Treeview Rd - Sunrise Rd	3,400	0	0	3,400							
Folsom Blvd & Howe Ave/Power Inn Rd	2,000	0	0	2,000							
Bradshaw/Grantline/Sunrise Signal Installations	600	0	0	600							
Hazel Ave Interchange	4,000	0	0	4,000							
Bradshaw Rd Overcrossing	0	4,100	0	4,100	4,100						
Watt Ave Interchange	0	8,800	0	8,800		900	900	7,000			
Sunrise Blvd Interchange	0	5,100	0	5,100		510	510	4,080			
Traffic Operations System	0	1,850	0	1,850	1,850						
Arden Way-Exposition Blvd Braided Ramps	0	1,180	10,540	11,720							1,180
Exposition Blvd Signal Installation	300	0	0	300							
Arden Way Underpass	0	800	7,200	8,000							800
Traffic Operations System	0	2,200	0	2,200	2,200						
Elkhorn-Greenback Lane Interchange	0	5,000	0	5,000	500	500	4,000				
Madison Ave Interchange	0	2,000	0	2,000		200	200	1,600			
Northgate Blvd Interchange	0	330	2,970	3,300							330
Elk Grove Blvd Interchange	7,100	0	0	7,100							
Calvin Rd/Consumnes Rd Interchange	16,812	0	0	16,812							
Sheldon Road Interchange	300	6,800	0	7,100		6,800					
Mack Rd - Elk Grove Blvd HOV	700	0	0	700							
Elverta Road Interchange	0	6,700	0	6,700		670	670	5,360			
Other	1,600	0	0	1,600							
Funds Not Programmed	5,188	-13,160	15,290	7,318	-2,650	3,220	-7,080	-12,040	3,900	-2,200	3,690
Subtotal - City/County Highway Program	42,000	42,000	36,000	120,000	6,000	6,000	6,000	6,000	3,900	-2,200	6,000
City of Sacramento Street Construction											
Annual Sales Tax Allocation	43,878	50,695	49,649	144,222	6,723	6,904	7,091	7,283	7,418	7,563	7,713
Interest Income @ 5%	1,427	0	0	1,427							
State Highway Improvements	15,120	15,120	12,960	43,200	2,160	2,160	2,160	2,160	2,160	2,160	2,160
Arden-Garden Connection	696	1,984	0	2,680	867	950	167				
Exposition Blvd (Tribute - SR 160)	6,750	500	0	7,250		100	400				
7th Street Northerly Extension	510	5,159	0	5,669	100	400	1,627	3,032			
Northgate Blvd All Weather	430	4,057	0	4,487		1,700	2,252	105			
Evergreen Extension to SR 160	724	0	0	724							
Folsom/Power Inn Rd Interchange	506	3,737	0	4,243		185	250	185	1,617	1,500	
Raley Blvd (Santa Ana - Ascot)	1,663	1,237	0	2,900			1,237				
Exposition Blvd/SR 160 Interchange	5	500	0	505				100	400		
Consumnes River Blvd (I-5 - Franklin)	80	100	0	180			100				
Northgate Blvd/SR 160 Interchange	537	4,553	0	5,090	2,492	2,061					
Consumes Blvd ((Bruceville Rd-SR 99)	800	0	0	800							
Freeport & Fruitridge Interchange	0	400	0	400				400			
Mack Rd & Franklin Rd Intersection	0	350	0	350	275	75					
Midtown Traffic Improvements	500	350	0	850	275	75					
Traffic Signal Installations	0	350	0	350	300		50				
Traffic Signal Synchronization	1,961	2,450	2,100	6,511	350	350	350	350	350	350	350
Center Median/Left-Turn Lanes	300	1,400	1,200	2,900	200	200	200	200	200	200	200
Neighborhood Traffic Control	200	700	600	1,500	100	100	100	100	100	100	100
Handicapped Access Ramps	540	700	600	1,840	100	100	100	100	100	100	100
Bikeways Program	210	700	600	1,510	100	100	100	100	100	100	100
Other (Including CMP Reimbursement)	0	245	210	455	35	35	35	35	35	35	35
Funds Not Programmed	13,772	6,103	31,379	51,254	-631	-1,687	-2,037	416	2,356	3,018	4,668
Subtotal - City of Sacramento	45,305	50,695	49,649	145,649	6,723	6,904	7,091	7,283	7,418	7,563	7,713

Exhibit L
 Recommended Measure A Programming Commitments, FY 1996/97 - FY 2002/03
 (thousands of 1995 dollars)

Project/Program	89/90-95/96	96-97-02/03	03/04-08/09	Total (95 \$\$\$)	1996/97	1997/98	1998/99	1999/2000	2000/01	2001/02	2002/03
County of Sacramento Road Construction											
Annual Sales Tax Allocation	76,229	90,767	95,070	262,066	11,804	12,173	12,550	12,938	13,343	13,764	14,194
Interest Income @ 5%	4,981	0	0	4,981							
State Highway Improvements	26,880	26,880	23,040	76,800	3,840	3,840	3,840	3,840	3,840	3,840	3,840
Arden Way	1,976	598	0	2,574	598						
Auburn Boulevard	100	661	0	761	261	400					
Beech Avenue	174	0	0	174							
Bell Street	273	0	0	273							
Bradshaw Road	170	2,340	0	2,510		200	1,000	1,140			
Bridge Projects	914	0	0	914							
Elk Grove-Florin Road	4,374	1,541	0	5,915	890	651					
Elkhorn Boulevard	3,553	6,960	0	10,513	2,500	710	1,600	1,300	850		
Ethan Way	85	150	0	235				150			
Fair Oaks Boulevard	455	2,550	0	3,005	250		300	800	1,200		
Florin Road	546	0	0	546							
Folsom Boulevard	140	0	0	140							
Greenback Lane	8,731	3,477	0	12,208	2,677	800					
Hazel Avenue	1,795	11,720	0	13,515	60	200	2,260	4,148	5,052		
Left Turn Conversions	300	0	0	300							
Madison Avenue	170	2,689	0	2,859				2,689			
Marconi Avenue	921	0	0	921							
Old Auburn Road	0	1,836	0	1,836			1,250	586			
O Street	550	0	0	550							
SR 16	0	4,590	0	4,590				4,590			
Sunrise Boulevard	0	1,643	0	1,643			1,643				
Wachtel Way	861	0	0	861							
Walnut Avenue	427	0	0	427							
Bikeway Improvements	325	1,000	0	1,325	200	200	200	200	200		
Watt Avenue	200	5,391	0	5,591	124	340	400	4,527			
Other (Including CMP Reimbursement)	230	805	0	1,035	115	115	115	115	115	115	115
Funds Not Programmed	27,060	15,936	72,030	115,026	289	4,717	-58	-11,147	2,086	9,809	10,239
Subtotal - Sacramento County	81,210	90,767	95,070	267,047	11,804	12,173	12,550	12,938	13,343	13,764	14,194
Subtotal - Roadway Construction	126,515	141,462	144,718	412,695	18,527	19,077	19,641	20,221	20,761	21,328	21,907
ROADWAY MAINTENANCE											
City of Sacramento Street Maintenance											
Annual Sales Tax Allocation	32,921	40,556	39,719	113,197	5,378	5,523	5,673	5,826	5,935	6,051	6,170
Interest Income (@ 5%)	988	0	0	988							
Street Overlays	5,721	20,818	17,844	44,383	2,974	2,974	2,974	2,974	2,974	2,974	2,974
Street Sealing	2,493	9,482	9,000	20,975	1,301	1,317	1,336	1,355	1,372	1,391	1,410
Other	1,125	10,256	12,875	24,256	1,103	1,232	1,363	1,497	1,589	1,686	1,786
Funds Not Programmed	24,570	0	0	24,571	0	0	0	0	0	0	0
Subtotal - City of Sacramento	33,909	40,556	39,719	114,185	5,378	5,523	5,673	5,826	5,935	6,051	6,170
County of Sacramento Road Maintenance											
Annual Sales Tax Allocation	63,626	72,613	76,056	212,295	9,444	9,738	10,040	10,351	10,674	11,011	11,355
Interest Income (@ 5%)	0	0	0	0							
Pavement Maintenance	40,923	17,363	18,187	76,473	2,258	2,329	2,401	2,475	2,552	2,633	2,715
Traffic Signal/Street Light Operations	854	3,429	3,592	7,875	446	460	474	489	504	520	536
Traffic Signal/Street Light Maintenance	2,372	9,525	9,977	21,874	1,239	1,277	1,317	1,358	1,400	1,444	1,490
Traffic Signs/Markings Maintenance	3,124	12,546	13,141	28,811	1,632	1,683	1,735	1,788	1,844	1,903	1,962
Roadside and Bridge Maintenance	2,684	10,780	11,291	24,755	1,402	1,446	1,491	1,537	1,585	1,635	1,686
Drainage Maintenance	102	408	428	937	53	55	56	58	60	62	64
Landscape and Tree Maintenance	2,521	10,124	10,604	23,249	1,317	1,358	1,400	1,443	1,488	1,535	1,583
Maintenance Contracts	2,101	8,437	8,837	19,374	1,097	1,131	1,167	1,203	1,240	1,279	1,319
Other	8,947	0	0	8,947	0	0	0	0	0	0	0
Funds Not Programmed	0	0	0	0	0	0	0	0	0	0	0
Subtotal - Sacramento County	63,626	72,613	76,056	212,295	9,444	9,738	10,040	10,351	10,674	11,011	11,355
Subtotal - Roadway Maintenance	97,535	113,170	115,775	326,479	14,822	15,261	15,713	16,177	16,609	17,062	17,526

Exhibit L
Recommended Measure A Programming Commitments, FY 1996/97 - FY 2002/03
(thousands of 1995 dollars)

Project/Program	89/90-95/96	96-97-02/03	03/04-08/09	Total (95 \$\$\$)	1996/97	1997/98	1998/99	1999/2000	2000/01	2001/02	2002/03
Sacramento Regional Transit District (SRTD)											
Annual Sales Tax Allocation	120,458	141,462	144,718	406,638	18,527	19,077	19,641	20,221	20,761	21,328	21,907
Interest Income (@ 5%)	851	0	0	851							
Operating Assistance	80,965	120,220	121,930	323,115	15,748	16,215	16,695	17,188	17,657	18,122	18,595
ADA Improvements	210	165	90	465	30	30	30	30	15	15	15
Transit Centers	481	339	0	820	100	239	0	0	0	0	0
Bicycle Locker & Racks	48	107	30	185	23	23	23	23	5	5	5
Signal Preemption	0	30	0	30	30	0	0	0	0	0	0
Information Systems (IS) Expansion	101	254	180	535	24	30	35	40	40	40	45
Environmental Remediation	524	0	0	524	0	0	0	0	0	0	0
CMP Reimbursement	303	707	606	1,616	101	101	101	101	101	101	101
Double Tracking	4,466	2,500	0	6,966	0	1,340	1,160	0	0	0	0
LRT Stations	660	0	0	660	0	0	0	0	0	0	0
Associated Capital Maintenance - Rail	385	420	360	1,165	60	60	60	60	60	60	60
Folsom-Mather Extension	7,593	15	0	7,608	15	0	0	0	0	0	0
South Sacramento - MOS-1	1,750	0	0	1,750	0	0	0	0	0	0	0
CNG Bus Acquisition	10,499	6,051	300	16,850	820	789	1,759	723	688	653	619
Associated Capital Maintenance - Bus	170	590	600	1,360	50	70	80	90	100	100	100
Other	13,154	0	0	13,154	0	0	0	0	0	0	0
Funds Not Programmed	0	10,064	20,622	30,686	1,526	180	-302	1,966	2,095	2,232	2,367
Subtotal - Sacramento Regional Transit District	121,309	141,462	144,718	407,489	18,527	19,077	19,641	20,221	20,761	21,328	21,907
Consolidated Transportation Services Agency (CTSA)											
Annual Sales Tax Allocation	7,124	8,084	8,270	23,477	1,059	1,090	1,122	1,155	1,186	1,219	1,252
Interest Income (@ 5%)	3	0	0	3							
Demand Response Services	7,127	8,084	8,270	23,480	1,059	1,090	1,122	1,155	1,186	1,219	1,252
Funds Not Programmed	0	0	0	0	0	0	0	0	0	0	0
Subtotal - CTSA	7,127	8,084	8,270	23,480	1,059	1,090	1,122	1,155	1,186	1,219	1,252
Total - Measure A Countywide Transportation Expenditure	374,466	435,857	448,646	1,258,968	56,786	58,573	60,407	62,290	64,083	65,919	67,798
SACOG's Population Projections for Sacramento County											
Folsom					49,120	51,680	54,240	56,800	60,020	63,240	66,460
Galt					16,520	17,480	18,440	19,400	20,964	21,747	22,529
Isleton					876	884	892	900	920	940	960
Sacramento					425,800	433,200	440,600	448,000	456,400	464,800	473,200
Unincorporated					747,683	763,755	779,827	795,900	820,878	845,856	870,833
Total					1,239,999	1,266,999	1,293,999	1,321,000	1,359,182	1,396,583	1,433,982

Appendix A

Measure A Sales Tax
Revenue Projections

MEASURE A SALES TAX REVENUE PROJECTIONS

This appendix to the Measure A Strategic Plan update contains the annual sales tax revenue projections and allocations by Measure A entity.

Forecasting Parameters

The Authority uses a personal computer-based financial model to forecast Measure A sales tax revenues. The model uses five key variables to forecast Measure A sales tax revenue:

- Annual population. The model tracks three different sources of annual population projections (Woods & Poole Economic, Inc., the California Department of Finance, and Center for the Continuing Study of the California Economy—all described below).
- Total income per capita for Sacramento County residents. The model tracks three different sources of per capita income projections (Woods & Poole Economic, Inc., the California Department of Finance, and Center for the Continuing Study of the California Economy—all described below).
- Percent of total income spent on taxable retail sales. The model currently uses 32.6%, which is the 35.6% of total consumer expenditures spent on taxable items multiplied by the 92% of total income spent on consumer expenditures (as reported in the U.S. Department of Labor's Consumer Expenditure Survey).
- Net capture and leakage of retail sales. The model reflect David Taussig & Associate's analysis of (a) the existing net capture/leakage of retail sales between Sacramento County and the surrounding area and (b) the likely impact on Sacramento County of the implementation land use plans by surrounding jurisdictions. The DTA analysis concluded that (a) Sacramento County will likely experience a net capture of retail sales ranging from \$752 million in 1995 to \$1.04 billion in 2001 and (b) there is no significant impact on Sacramento County that is apparent from DTA's review of proposed land use plans.
- Annual inflation rate. The model currently uses an inflation rate of 3.5%, which is consistent with the 1996 STIP Fund Estimate.

Sources of Data

The sales tax revenue forecasting model uses three different sources of demographic and economic data for the above variables:

- Woods & Poole Economics, Inc.: a national econometric firm that forecasts economic and demographic data for any geographic area in the country and annually publishes the results in "data pamphlets" by geographic area, such as Sacramento County.
- California Department of Finance: a State agency whose Financial and Economic Research Unit compiles social, economic and physical data submitted by various governmental agencies into an annually published California Statistical Abstract.
- Center for the Continuing Study of the California Economy: a not-for-profit organization that analyzes and provides long-term projections of economic and demographic variables for each county in the State and annually publishes them in California County Projections.

The sales tax revenue forecasting model uses the CCSCE projections as the basis for the Measure A revenue projections and allocations contained in this update.

Exhibit M Projected Measure A Sales Tax Receipts and Allocations

	Fiscal Year 1990-1994	-1 1994	0 1995	1 1996	2 1997	3 1998	4 1999	5 2000	6 2001	7 2002	8 2003	9 2004	10 2005	11 2006	12 2007	13 2008	14 2009	Total
Sacramento County Population Projections																		
Woods and Poole Economics, Inc. (1.08%)		1,130,400	1,142,608	1,154,948	1,167,422	1,180,030	1,192,774	1,205,656	1,218,677	1,231,839	1,245,143	1,258,591	1,272,183	1,285,923	1,299,811	1,313,849	1,328,038	
California Department of Finance (2.08%)		1,130,400	1,153,912	1,177,914	1,202,414	1,227,425	1,252,955	1,279,016	1,305,620	1,332,777	1,360,499	1,388,797	1,417,684	1,447,172	1,477,273	1,508,000	1,539,367	
Center for the Continuing Study of California Economy (2.005%)		1,130,400	1,153,065	1,176,183	1,199,766	1,223,821	1,248,359	1,273,388	1,298,920	1,324,963	1,351,529	1,378,627	1,406,268	1,434,464	1,463,225	1,492,563	1,522,489	
Sacramento County Per Capita Annual Income																		
Woods and Poole Economics, Inc. (1.02%)		\$21,818	\$22,041	\$22,266	\$22,493	\$22,722	\$22,954	\$23,188	\$23,425	\$23,664	\$23,905	\$24,149	\$24,395	\$24,644	\$24,895	\$25,149	\$25,406	
California Department of Finance (1.067%)		\$21,256	\$21,483	\$21,712	\$21,944	\$22,178	\$22,415	\$22,654	\$22,896	\$23,140	\$23,387	\$23,637	\$23,889	\$24,144	\$24,401	\$24,662	\$24,925	
Center for the Continuing Study of California Economy (1.00%)		\$20,492	\$20,697	\$20,904	\$21,113	\$21,324	\$21,537	\$21,753	\$21,970	\$22,190	\$22,412	\$22,636	\$22,862	\$23,091	\$23,322	\$23,555	\$23,790	
FIXED PERCENTAGE OF INCOME SPENT AND INFLATION:																		
Fixed Percent of Income Spent On Taxable Retail Sales	32.6%																	
Fixed Annual Inflation Rate	0.0%																	
Total Retail Sales From Sacramento Residents (\$000)																		
Woods and Poole Economics, Inc.		\$8,040,270	\$8,210,002	\$8,383,316	\$8,560,289	\$8,740,998	\$8,925,522	\$9,113,941	\$9,306,338	\$9,502,797	\$9,703,402	\$9,908,242	\$10,117,407	\$10,330,987	\$10,549,076	\$10,771,769	\$10,999,162	
California Department of Finance		\$7,833,209	\$8,081,458	\$8,337,575	\$8,601,809	\$8,874,417	\$9,155,665	\$9,445,825	\$9,745,182	\$10,054,026	\$10,372,657	\$10,701,387	\$11,040,534	\$11,390,430	\$11,751,415	\$12,123,840	\$12,508,068	
Center for the Continuing Study of California Economy		\$7,551,475	\$7,779,910	\$8,015,257	\$8,257,722	\$8,507,522	\$8,764,879	\$9,030,021	\$9,303,184	\$9,584,610	\$9,874,549	\$10,173,259	\$10,481,005	\$10,798,061	\$11,124,708	\$11,461,236	\$11,807,944	
Total Taxable Sales From Office and Industrial (\$000)																		
Low Estimate		\$2,392,648	\$2,427,546	\$2,461,284	\$2,495,010	\$2,529,678	\$2,565,287	\$2,602,618	\$2,643,228	\$2,684,823	\$2,727,394	\$2,770,925	\$2,815,414	\$2,860,919	\$2,907,428	\$2,954,941	\$3,003,419	
Medium Estimate (currently using this estimate for all scenarios)		\$2,438,547	\$2,487,318	\$2,537,064	\$2,587,805	\$2,639,561	\$2,692,353	\$2,746,200	\$2,801,124	\$2,857,146	\$2,914,289	\$2,972,575	\$3,032,026	\$3,092,667	\$3,154,520	\$3,217,611	\$3,281,963	
High Estimate		\$2,475,207	\$2,543,747	\$2,606,937	\$2,670,668	\$2,735,937	\$2,802,738	\$2,871,874	\$2,948,230	\$3,066,343	\$3,166,173	\$3,267,639	\$3,370,768	\$3,487,542	\$3,606,075	\$3,726,278	\$3,848,147	
Taxable Sales From Tourists and Visitors (\$000)																		
Taxable Retail Sales		\$621,539	\$633,970	\$646,649	\$659,582	\$672,774	\$686,229	\$699,954	\$713,953	\$728,232	\$742,797	\$757,653	\$772,806	\$788,262	\$804,027	\$820,108	\$836,510	
Sacramento County Retail Sales Capture From Surrounding Counties (\$000)																		
Taxable Retail Sales		\$225,415	\$213,671	\$204,381	\$249,695	\$295,896	\$342,848	\$390,384	\$410,554	\$429,881	\$447,705	\$464,201	\$479,344	\$491,270	\$500,788	\$508,008	\$511,845	
Total Sacramento County Taxable Sales (\$000)																		
Woods and Poole Economics, Inc.		\$11,325,771	\$11,544,960	\$11,771,410	\$12,057,372	\$12,349,230	\$12,646,952	\$12,950,479	\$13,231,969	\$13,518,056	\$13,808,193	\$14,102,671	\$14,401,583	\$14,703,186	\$15,008,411	\$15,317,495	\$15,629,480	
California Department of Finance		\$11,118,709	\$11,416,417	\$11,725,669	\$12,098,892	\$12,482,649	\$12,877,094	\$13,282,363	\$13,670,813	\$14,069,285	\$14,477,448	\$14,895,816	\$15,324,711	\$15,762,629	\$16,210,750	\$16,669,567	\$17,138,386	
Center for the Continuing Study of California Economy		\$10,836,975	\$11,114,869	\$11,403,351	\$11,754,804	\$12,115,754	\$12,486,309	\$12,866,559	\$13,228,815	\$13,599,869	\$13,979,340	\$14,367,688	\$14,765,182	\$15,170,260	\$15,584,043	\$16,006,962	\$16,438,262	
Gross STA Revenues (In constant 1993 dollars if no inflation is applied)																		
Woods and Poole Economics, Inc. (W&P)	\$263,678,000		\$57,724,802	\$58,857,051	\$60,286,858	\$61,746,149	\$63,234,759	\$64,752,396	\$66,159,845	\$67,590,278	\$69,040,966	\$70,513,357	\$72,007,917	\$73,515,930	\$75,042,056	\$76,587,476	\$78,147,401	\$1,278,885,240
California Department of Finance (DOF)	\$263,678,000		\$57,082,085	\$58,628,347	\$60,494,458	\$62,413,243	\$64,385,471	\$66,411,815	\$68,354,063	\$70,346,424	\$72,387,241	\$74,479,078	\$76,623,553	\$78,813,146	\$81,053,751	\$83,347,834	\$85,691,930	\$1,324,190,437
Center for the Continuing Study of CA Economy (CCSCE)	\$263,678,000		\$55,574,346	\$57,016,753	\$58,774,022	\$60,578,769	\$62,431,544	\$64,332,794	\$66,144,073	\$67,999,345	\$69,896,701	\$71,838,440	\$73,825,908	\$75,851,299	\$77,920,214	\$80,034,811	\$82,191,308	\$1,288,088,327
SBOE Collection Fee	\$4,451,000		\$1,414,000	\$1,414,000	\$1,414,000	\$1,414,000	\$1,414,000	\$1,414,000	\$1,414,000	\$1,414,000	\$1,414,000	\$1,414,000	\$1,414,000	\$1,414,000	\$1,414,000	\$1,414,000	\$1,414,000	\$25,661,000
Net STA Revenues (In constant 1993 dollars if no inflation is applied)																		
Woods and Poole Economics, Inc. (W&P)	\$259,227,000		\$56,310,802	\$57,443,051	\$58,872,858	\$60,332,149	\$61,820,759	\$63,338,396	\$64,745,845	\$66,176,278	\$67,626,966	\$69,099,357	\$70,593,917	\$72,101,930	\$73,628,056	\$75,173,476	\$76,733,401	\$1,253,224,240
California Department of Finance (DOF)	\$259,227,000		\$55,668,085	\$57,214,347	\$59,080,458	\$60,999,243	\$62,971,471	\$64,997,815	\$66,940,063	\$68,932,424	\$70,973,241	\$73,065,078	\$75,209,553	\$77,399,146	\$79,639,751	\$81,933,834	\$84,277,930	\$1,298,529,437
Center for the Continuing Study of CA Economy (CCSCE)	\$259,227,000		\$54,160,346	\$55,602,753	\$57,360,022	\$59,164,769	\$61,017,544	\$62,918,794	\$64,730,073	\$66,585,345	\$68,482,701	\$70,424,440	\$72,411,908	\$74,437,299	\$76,506,214	\$78,620,811	\$80,777,308	\$1,262,427,327

Exhibit M Projected Measure A Sales Tax Receipts and Allocations

	Fiscal Year 1990-1994	-1 1994	0 1995	1 1996	2 1997	3 1998	4 1999	5 2000	6 2001	7 2002	8 2003	9 2004	10 2005	11 2006	12 2007	13 2008	14 2009	Total
CTEP Allocation of Sales Tax Revenues - Based on W&P																		
Sacramento Transportation Authority (1%)	\$2,557,000		\$563,108	\$574,431	\$588,729	\$603,321	\$618,208	\$633,384	\$647,458	\$661,763	\$676,270	\$690,994	\$705,939	\$721,019	\$736,281	\$751,735	\$767,334	\$12,496,972
Air Quality Improvements (1.5%)	\$3,912,000		\$836,215	\$853,029	\$874,262	\$895,932	\$918,038	\$940,575	\$961,476	\$982,718	\$1,004,260	\$1,026,125	\$1,048,320	\$1,070,714	\$1,093,377	\$1,116,326	\$1,139,491	\$18,672,859
City of Folsom	\$7,804,000		\$2,037,188	\$2,150,114	\$2,274,173	\$2,399,752	\$2,526,920	\$2,655,731	\$2,789,662	\$2,951,687	\$3,122,320	\$3,302,033	\$3,491,271	\$3,690,030	\$3,898,968	\$4,118,600	\$4,349,127	\$53,561,575
City of Galt	\$2,333,000		\$676,022	\$718,552	\$764,848	\$811,681	\$859,078	\$907,063	\$938,037	\$995,325	\$1,055,842	\$1,119,771	\$1,187,294	\$1,258,436	\$1,333,452	\$1,412,550	\$1,495,833	\$17,866,784
City of Isleton	\$224,000		\$39,818	\$40,084	\$40,557	\$41,048	\$41,556	\$42,080	\$42,761	\$43,150	\$43,531	\$43,906	\$44,273	\$44,628	\$44,972	\$45,306	\$45,627	\$867,297
Roadway Construction (35%)																		
City of Sacramento	\$30,926,000		\$6,660,216	\$6,762,514	\$6,899,838	\$7,040,450	\$7,184,298	\$7,331,312	\$7,424,536	\$7,542,473	\$7,660,317	\$7,778,154	\$7,895,952	\$8,012,659	\$8,128,722	\$8,244,191	\$8,358,461	\$143,850,096
County of Sacramento	\$53,631,000		\$11,595,242	\$11,824,880	\$12,115,763	\$12,412,694	\$12,715,637	\$13,024,535	\$13,353,721	\$13,647,099	\$13,943,342	\$14,242,631	\$14,544,935	\$14,848,327	\$15,153,630	\$15,460,945	\$15,769,135	\$258,283,517
Roadway Maintenance (28%)																		
City of Sacramento	\$22,560,000		\$5,328,173	\$5,410,011	\$5,519,871	\$5,632,360	\$5,747,439	\$5,865,050	\$5,939,629	\$6,033,979	\$6,128,254	\$6,222,523	\$6,316,762	\$6,410,128	\$6,502,978	\$6,595,353	\$6,686,769	\$112,899,277
County of Sacramento	\$45,547,000		\$9,276,193	\$9,459,904	\$9,692,610	\$9,930,155	\$10,172,510	\$10,419,628	\$10,682,977	\$10,917,679	\$11,154,674	\$11,394,105	\$11,635,948	\$11,878,662	\$12,122,904	\$12,368,756	\$12,615,308	\$209,269,014
Sacramento Regional Transit District (35%)	\$84,908,000		\$18,255,458	\$18,587,395	\$19,015,601	\$19,453,145	\$19,899,936	\$20,355,847	\$20,778,258	\$21,189,573	\$21,603,660	\$22,020,785	\$22,440,887	\$22,860,986	\$23,282,352	\$23,705,136	\$24,127,596	\$402,484,613
Consolidate Transportation Services Agency (2%)	\$4,825,000		\$1,043,169	\$1,062,137	\$1,086,606	\$1,111,608	\$1,137,139	\$1,163,191	\$1,187,329	\$1,210,833	\$1,234,495	\$1,258,331	\$1,282,336	\$1,306,342	\$1,330,420	\$1,354,579	\$1,378,720	\$22,972,235
Total Sales Tax Revenue Allocations	\$259,227,000		\$56,310,802	\$57,443,051	\$58,872,858	\$60,332,149	\$61,820,759	\$63,338,396	\$64,745,845	\$66,176,278	\$67,626,966	\$69,099,357	\$70,593,917	\$72,101,930	\$73,628,056	\$75,173,476	\$76,733,401	\$1,253,224,240
CTEP Allocation of Sales Tax Revenues - Based on DOF																		
Sacramento Transportation Authority (1%)	\$2,557,000		\$556,681	\$572,143	\$590,805	\$609,992	\$629,715	\$649,978	\$669,401	\$689,324	\$709,732	\$730,651	\$752,096	\$773,991	\$796,398	\$819,338	\$842,779	\$12,950,024
Air Quality Improvements (1.5%)	\$3,912,000		\$826,671	\$849,633	\$877,345	\$905,839	\$935,126	\$965,218	\$994,060	\$1,023,646	\$1,053,953	\$1,085,016	\$1,116,862	\$1,149,377	\$1,182,650	\$1,216,717	\$1,251,527	\$19,345,641
City of Folsom	\$7,804,000		\$2,013,936	\$2,141,553	\$2,282,193	\$2,426,287	\$2,573,955	\$2,725,309	\$2,884,203	\$3,074,620	\$3,276,817	\$3,491,542	\$3,719,540	\$3,961,131	\$4,217,317	\$4,488,986	\$4,776,739	\$55,858,127
City of Galt	\$2,333,000		\$668,306	\$715,691	\$767,545	\$820,656	\$875,069	\$930,827	\$969,827	\$1,036,779	\$1,108,086	\$1,184,037	\$1,264,922	\$1,350,891	\$1,442,328	\$1,539,581	\$1,642,905	\$18,650,450
City of Isleton	\$224,000		\$39,363	\$39,924	\$40,700	\$41,502	\$42,330	\$43,183	\$44,210	\$44,947	\$45,685	\$46,426	\$47,168	\$47,906	\$48,644	\$49,380	\$50,113	\$895,481
Roadway Construction (35%)																		
City of Sacramento	\$30,926,000		\$6,584,198	\$6,735,590	\$6,924,169	\$7,118,297	\$7,318,025	\$7,523,387	\$7,676,152	\$7,856,606	\$8,039,360	\$8,224,554	\$8,412,213	\$8,601,337	\$8,792,428	\$8,985,592	\$9,180,276	\$148,898,184
County of Sacramento	\$53,631,000		\$11,462,896	\$11,777,801	\$12,158,486	\$12,549,942	\$12,952,322	\$13,365,768	\$13,806,275	\$14,215,481	\$14,633,278	\$15,060,038	\$15,495,925	\$15,939,210	\$16,390,917	\$16,851,349	\$17,319,577	\$267,610,266
Roadway Maintenance (28%)																		
City of Sacramento	\$22,560,000		\$5,267,358	\$5,388,472	\$5,539,335	\$5,694,637	\$5,854,420	\$6,018,710	\$6,140,921	\$6,285,285	\$6,431,488	\$6,579,643	\$6,729,770	\$6,881,070	\$7,033,943	\$7,188,473	\$7,344,221	\$116,937,747
County of Sacramento	\$45,547,000		\$9,170,317	\$9,422,240	\$9,726,789	\$10,039,953	\$10,361,858	\$10,692,614	\$11,045,020	\$11,372,385	\$11,706,623	\$12,048,030	\$12,396,740	\$12,751,368	\$13,112,734	\$13,481,079	\$13,855,662	\$216,730,412
Sacramento Regional Transit District (35%)	\$84,908,000		\$18,047,094	\$18,513,391	\$19,082,654	\$19,668,238	\$20,270,347	\$20,889,155	\$21,482,427	\$22,072,087	\$22,672,639	\$23,284,592	\$23,908,138	\$24,540,547	\$25,183,345	\$25,836,941	\$26,499,853	\$416,859,450
Consolidate Transportation Services Agency (2%)	\$4,825,000		\$1,031,263	\$1,057,908	\$1,090,437	\$1,123,899	\$1,158,306	\$1,193,666	\$1,227,567	\$1,261,262	\$1,295,579	\$1,330,548	\$1,366,179	\$1,402,317	\$1,439,048	\$1,476,397	\$1,514,277	\$23,793,654
Total Sales Tax Revenue Allocations	\$259,227,000		\$55,668,085	\$57,214,347	\$59,080,458	\$60,999,243	\$62,971,471	\$64,997,815	\$66,940,063	\$68,932,424	\$70,973,241	\$73,065,078	\$75,209,553	\$77,399,146	\$79,639,751	\$81,933,834	\$84,277,930	\$1,298,529,437
CTEP Allocation of Sales Tax Revenues - Based on CCSC																		
Sacramento Transportation Authority (1%)	\$2,557,000		\$541,603	\$556,028	\$573,600	\$591,648	\$610,175	\$629,188	\$647,301	\$665,853	\$684,827	\$704,244	\$724,119	\$744,373	\$765,062	\$786,208	\$807,773	\$12,589,003
Air Quality Improvements (1.5%)	\$3,912,000		\$804,281	\$825,701	\$851,796	\$878,597	\$906,111	\$934,344	\$961,242	\$988,792	\$1,016,968	\$1,045,803	\$1,075,317	\$1,105,394	\$1,136,117	\$1,167,519	\$1,199,543	\$18,809,525
City of Folsom	\$7,804,000		\$1,959,390	\$2,081,231	\$2,215,735	\$2,353,319	\$2,494,089	\$2,638,137	\$2,788,983	\$2,969,933	\$3,161,829	\$3,365,354	\$3,581,181	\$3,809,549	\$4,051,381	\$4,307,472	\$4,578,329	\$54,159,911
City of Galt	\$2,333,000		\$650,206	\$695,532	\$745,194	\$795,976	\$847,917	\$901,054	\$937,808	\$1,001,478	\$1,069,202	\$1,141,245	\$1,217,870	\$1,299,196	\$1,385,577	\$1,477,328	\$1,574,664	\$18,073,245
City of Isleton	\$224,000		\$38,297	\$38,800	\$39,515	\$40,254	\$41,016	\$41,801	\$42,750	\$43,416	\$44,082	\$44,748	\$45,413	\$46,073	\$46,730	\$47,384	\$48,032	\$872,312
Roadway Construction (35%)																		
City of Sacramento	\$30,926,000		\$6,405,869	\$6,545,864	\$6,722,535	\$6,904,223	\$7,090,955	\$7,282,744	\$7,422,728	\$7,589,097	\$7,757,249	\$7,927,311	\$8,099,295	\$8,272,188	\$8,446,478	\$8,622,256	\$8,798,958	\$144,813,752
County of Sacramento	\$53,631,000		\$11,152,430	\$11,446,048	\$11,804,428	\$12,172,518	\$12,550,428	\$12,938,250	\$13,350,469	\$13,731,458	\$14,119,778	\$14,515,755	\$14,919,508	\$15,329,262	\$15,745,994	\$16,169,959	\$16,600,180	\$260,177,464
Roadway Maintenance (28%)																		
City of Sacramento	\$22,560,000		\$5,124,695	\$5,236,691	\$5,378,028	\$5,523,379	\$5,672,764	\$5,826,195	\$5,938,182	\$6,071,278	\$6,205,799	\$6,341,849	\$6,479,436	\$6,617,750	\$6,757,182	\$6,897,805	\$7,039,166	\$113,670,202
County of Sacramento	\$45,547,000		\$8,921,944	\$9,156,838	\$9,443,543	\$9,738,015	\$10,040,342	\$10,350,600	\$10,680,375	\$10,985,167	\$11,295,822	\$11,612,604	\$11,935,606	\$12,263,409	\$12,596,795	\$12,935,967	\$13,280,144	\$210,784,171
Sacramento Regional Transit District (35%)	\$84,908,000		\$17,558,299	\$17,991,912	\$18,526,964	\$19,076,741	\$19,641,383	\$20,220,995	\$20,773,196	\$21,320,555	\$21,877,027	\$22,443,066	\$23,018,803	\$23,601,450	\$24,192,472	\$24,792,215	\$25,399,138	\$405,342,216
Consolidate Transportation Services Agency (2%)	\$4,825,000		\$1,003,331	\$1,028,109	\$1,058,684	\$1,090,100	\$1,122,365	\$1,155,485	\$1,187,040	\$1,218,317	\$1,250,116	\$1,282,461	\$1,315,360	\$1,348,654	\$1,382,427	\$1,416,698	\$1,451,379	\$23,135,527
Total Sales Tax Revenue Allocations	\$259,227,000		\$54,160,346	\$55,602,753	\$57,360,022	\$59,164,769	\$61,017,544	\$62,918,794	\$64,730,073	\$66,585,345	\$68,482,701	\$70,424,440	\$72,411,908	\$74,437,299	\$76,506,214	\$78,620,811	\$80,777,308	\$1,262,427,327

Appendix B

Screening and Scoring of
State Highway Improvement
Projects That Are Candidates
for Measure A Funding

SCREENING AND SCORING OF STATE HIGHWAY IMPROVEMENT PROJECTS THAT ARE CANDIDATES FOR MEASURE A FUNDING

This appendix to the Measure A Strategic Plan update documents the recently completed screening and scoring—by staff of the City, the County, Caltrans, and the Authority—of State highway improvement projects that are candidates for sales tax funding by the City and County during the final 13 years of the Measure A program.

Project Screening and Scoring Methodology

In the spring of this year, staff of the City, the County, Caltrans, and the Authority developed a methodology for screening and scoring of State highway improvement projects that are candidates for sales tax funding by the City and County. Exhibit N on pages B-2 and B-3 contains the form used to rate projects.

Project Screening and Scoring Results

Exhibit O on pages B-4 and B-5 is a summary of the screening and scoring of 26 State highway improvement projects that are candidates for sales tax funding:

- Project screening indicates whether or not each project is consistent with the City’s or County’s General Plan and included in the Authority’s Congestion Management Program (CMP), SACOG’s Metropolitan Transportation Program (MTP), the State Transportation Improvement Program (STIP), and the federal Transportation Improvement Program (TIP).
- Congestion relief scoring indicates a relative combination of existing and future (2015) congestion in the vicinity of the prospective project.
- Safety scoring indicates the relative combination of actual and expected accident rates in the vicinity of the prospective project.
- AQ/TCM scoring indicates the degree of consistency between each project and air quality objectives and transportation control measures adopted by SACOG and the Sacramento Metropolitan Air Quality Management District (SMAQMD).
- MTP scoring indicates the degree of consistency between each project and the Metropolitan Transportation Plan adopted by SACOG.
- General Plan scoring indicates the degree of consistency between each project and the General Plan adopted by the City or the County.
- Delivery time indicates the time required to “deliver” each project (i.e., until advertisement for bids).
- Measure A (MSA) leverage scoring indicates the extent of non-Measure A funding already committed to each project.
- Development impact scoring indicates the extent of site-specific economic development benefits associated with each project.
- Community support scoring indicates the degree of governmental and community support or opposition to each project.

Exhibit N
State Highway Improvement Project Rating Form

Rater: _____

Date: _____

PROJECT INFORMATION

Project Name: _____

Project Responsibility: _____

Project Description: _____

Project Limits: _____

TRAFFIC INFORMATION

Existing V/C _____ Improvement to projected V/C ratio _____

Comments _____

ACCIDENT INFORMATION

Actual accident rate _____ Expected accident rate _____

Comments _____

PROJECT SCORING

1. CONGESTION RELIEF (60 points maximum)

Congestion Index = Existing V/C score + 2015 V/C score

$$\text{Existing V/C score} = \frac{\text{Existing V/C of project being scored}}{\text{Highest V/C of projects considered}} \quad \times 40$$

$$\text{2015 V/C score} = \frac{\text{Projected V/C without project}}{\text{Highest V/C of projects considered}} \quad \times 20$$

Congestion Index = _____

2. SAFETY (40 points maximum)

$$\text{Accident Score} = \frac{\text{Actual accident rate}}{\text{Expected accident rate}}$$

$$\text{Safety Index} = \frac{\text{Accident score of project being rated}}{\text{Highest accident score of projects considered}} \quad \times 40$$

Safety Index = _____

3. TRANSPORTATION SYSTEM BENEFITS (40 points maximum)

a. Consistent with Air Quality Goals and Policies (in MTP). Check one:

- 1) Yes (20 points) _____
- 2) No (0 points) _____

b. Consistent with financially constrained Metropolitan Transportation Plan (MTP).
Check one:

- 1) Yes (10 points) _____
- 2) No (0 points) _____

c. Consistent with General Plan. Check one:

- 1) Yes (10 points) _____
- 2) No (0 points) _____

Total (40 points max) _____

4. IMPLEMENTABILITY (30 points maximum)

a. Estimated Project Delivery Time. Check one:

- 1) Within 7 years (10 points) _____
- 2) Between 8 and 14 years (5 points) _____
- 3) Over 14 years (0 points) _____

b. Potential to Leverage Measure A Funds. Check one:

- 1) One point for each 5% of project funded with non-Measure A revenues _____
- 2) No non-Measure A funding (0 points) _____

Total (30 points max) _____

5. PUBLIC/GOVERNMENTAL ACCEPTANCE (30 points maximum)

a. Economic Development Impacts. Check one:

- 1) Major economic benefits (15 points) _____
- 2) Minor economic benefits (5 points) _____
- 3) No significant benefits (0 points) _____

b. Governmental/Community Support. Check one:

- 1) Strong evidence of governmental/community support (15 points) _____
- 2) Neither strong support nor major controversy evident (5 points) _____
- 3) Environmental opposition or significant controversy evident (0 points) _____

Total (30 points max) _____

TOTAL PROJECT SCORE (200 points max) _____

Exhibit O
State Highway Improvement Project Screening and Scoring Summary

Line	Route	Project Limits	Project Type	Project Screening						Project Scoring										Rank	
				Gen. Plan	CTEP	CMP	MTP	STIP	TIP	Congestion (60)	Safety (40)	AQ/TSM (20)	MTP (10)	Gen. Plan (10)	Delivery Time (10)	MSA Lev. (20)	Develop. Impact (15)	Comm. Support (15)	Total (200)		
Potential Projects																					
1	5	Richards Blvd.	IC construction	✓			✓				42.7	31.4	0	10	10	10	20	15	15	154.1	1
2	5	w/i Sacramento County	Traffic ops. system	✓							16.5	13.7	20	0	10	10	0	0	5	75.2	23
3	5	Garden Hwy.-Richards Blvd.	Auxiliary lanes	✓							17.4	20.0	0	0	10	10	5	15	15	92.4	18
4	16	Power Inn Rd.	Urban interchange	✓		✓	✓				28.7	10.9	0	10	10	0	0	5	5	69.6	25
5	50	Watt Ave.	IC modification	✓	✓	✓	✓				57.4	28.0	0	10	10	10	0	0	0	115.4	3
6	50	Sunrise Blvd.	IC modification	✓	✓						51.4	27.4	0	0	10	10	0	0	5	103.8	6
7	50	Downtown - Mayhew Rd.	HOV lanes	✓		✓	✓				22.9	40.0	20	10	10	10	0	0	5	117.9	2
8	50	Mayhew Rd.-Sunrise Blvd.	HOV lanes	✓	✓	✓	✓				20.9	17.7	20	10	10	10	0	0	5	93.6	16
9	50	Sunrise Blvd.-Prairie City	HOV lanes	✓		✓	✓				20.6	24.0	20	10	10	10	0	0	5	99.6	13
10	50	Prairie City - El Dorado Co. line	HOV lanes	✓			✓				15.0	24.0	20	10	10	10	0	0	5	94.0	15
11	50	w/i Sacramento County	Traffic ops. system	✓		✓	✓				22.4	28.6	20	10	10	10	0	0	5	106.0	4
12	51	Arden Way - Exposition Blvd.	Braided ramp/aux. lanes	✓		✓	✓				26.7	40.0	0	10	10	10	0	0	5	101.7	10
13	51	Capital Corridor HOV-way	HOV lanes	(a)							21.3	32.6	20	0	0	5	0	0	0	78.9	22

Exhibit O State Highway Improvement Project Screening and Scoring Summary

Line	Route	Project Limits	Project Type	Project Screening						Project Scoring										Rank
				Gen. Plan	CTEP	CMP	MTP	STIP	TIP	Congestion (60)	Safety (40)	AQ/TSM (20)	MTP (10)	Gen. Plan (10)	Delivery Time (10)	MSA Lev. (20)	Develop. Impact (15)	Comm. Support (15)	Total (200)	
14	51	Arden Way Underpass	Bridge supports	✓			✓			24.1	16.9	0	10	10	5	0	0	5	71.0	24
15	51/ 80/ 160	w/i Sacramento County	Traffic ops. system	✓		✓	✓			24.0	24.0	20	10	10	10	0	0	5	103.0	7
16	80	Elkhorn-Greenback Ln.	IC reconstruction	✓						43.9	30.9	0	0	10	10	0	0	5	99.8	12
17	80	Madison Ave.	IC reconstruction	✓		✓				42.6	34.6	0	0	10	10	0	0	5	102.2	8
18	80	Northgate Blvd.	IC reconstruction	✓						20.8	18.9	0	0	10	5	0	15	15	84.7	20
19	80	Madison Ave. - Placer Co. line	HOV lanes	✓		✓	✓			27.8	17.1	20	10	10	5	10	0	5	104.9	5
20	80	I-5 to Longview Drive	HOV lanes	✓		✓	✓			18.6	13.7	20	10	10	5	10	0	5	92.3	19
21	80	Longview to Madison	HOV lanes	✓		✓	✓			23.6	13.7	20	10	10	5	10	0	5	97.3	14
22	99	Sheldon Rd.	IC reconstruction	✓	✓	✓	✓			21.1	27.4	0	0	10	5	18	5	15	101.5	11
23	99	Elverta Rd.	IC construction	✓	✓		✓			7.0	40.0	0	10	10	5	20	5	5	102.0	9
24	160	Northgate Blvd.	IC modification	✓	✓					17.5	31.1	0	10	10	5	14	0	5	92.6	17
25	160	Exposition Blvd.	IC construction	✓	✓	✓	✓			22.1	27.1	0	10	10	5	0	5	5	84.2	21

(a) This is an alternative alignment
n/a = not available

Congestion Relief Scoring Methodology

A congestion relief score has been assigned to each project based on its existing and anticipated need. Need is determined by the existing (1993) and 2015 volume/capacity (V/C) ratios at the project site prior to construction. For high occupancy vehicle and traffic operations system projects, V/C was calculated at the project termini and at several sites within the project corridor and then averaged. Higher relative V/C ratios are equated with a higher assumed need for the project.

Existing volumes for affected project sites and corridors were gathered from the following sources:

City streets:	City Public Works staff
County streets:	Sacramento County Traffic Volume Flow Map
State Highways:	Caltrans 1993 Traffic Volumes on California State Highways

Year 2015 volumes for the appropriate street and highway links were extracted from the regional SACMET travel demand forecasting model. SACOG has prepared 1993, 2000, and 2015 SACMET model runs for Sacramento County in association with the STA's Sacramento County Transportation Plan and Congestion Management Program (SCTP/CMP) effort. The 2015 volumes for each link were subsequently adjusted based on how well the 1993 modeling forecast replicates actual 1993 ground counts provided by the sources identified above. For example, if the 1993 forecast over-estimates a particular link volume by 10 percent, the forecasted 2015 volume for that link was subsequently reduced by approximately 10 percent using the following formula:

$$\text{actual 1993 volume} \div \text{forecasted 1993 volume} * \text{forecasted 2015 volume.}$$

Lastly, capacities for City and County streets were determined using the generalized segment capacities table set forth on page 3-2 of the 1993 Congestion Management Program for Sacramento County. State highway capacities were calculated from the following formula:

$$2,000 * (\text{number of through lanes}) * 10.$$

The existing and 2015 V/C figures for each link were then "normalized" by dividing each by the highest existing and 2015 V/C figure, respectively, among all of the projects considered. The highest existing and 2015 V/C figures are 2.47 and 3.86, respectively. Finally, each normalized existing V/C figure was multiplied by 40 and each normalized 2015 V/C figure was multiplied by 20. This step essentially "weights" the calculation to provide a higher priority to existing congestion problems over anticipated congestion. The resulting figures were then summed to create the project's congestion relief score. A maximum of 60 points is possible.

Exhibit P
Calculation of Congestion Relief Scores

#	Rte.	Project	Mainline or Surface?	Volume			Actual V/C		Normalized V/C		Congestion Relief Score		
				Existing	2015	Capacity	Existing	2015	Existing	2015	Existing	2015	Total
1	5	Richards Blvd. Interchange Construction	Surface	42,000	115,747	30,000	1.40	3.86	0.6	1.0	22.7	20.0	42.7
2	5	Traffic Operations System	Mainline	94,167	152,044	140,000	0.67	1.09	0.3	0.3	10.9	5.6	16.5
		Pocket/Meadowview Roads		64,000	121,952	120,000	0.53	1.02	0.2	0.3			
		43rd Avenue		108,000	154,113	160,000	0.68	0.96	0.3	0.2			
		US Highway 50		119,000	185,865	160,000	0.74	1.16	0.3	0.3			
		Richards Boulevard		116,000	182,551	160,000	0.73	1.14	0.3	0.3			
		Interstate 80		106,000	178,822	160,000	0.66	1.12	0.3	0.3			
		Yolo County Line		52,000	88,961	80,000	0.65	1.11	0.3	0.3			
3	5	Garden Hwy. to Richards Blvd. Aux. Lanes	Mainline	112,000	186,149	160,000	0.70	1.16	0.3	0.3	11.3	6.0	17.4
4	16	Power Inn Road Urban Interchange	Surface	42,000	67,901	36,000	1.17	1.89	0.5	0.5	18.9	9.8	28.7
5	50	Watt Avenue Interchange Modification	Surface	98,960	133,894	40,000	2.47	3.35	1.0	0.9	40.1	17.3	57.4
6	50	Mayhew Road Overcrossing Widening	Surface	11,280	16,305	18,000	0.63	0.91	0.3	0.2	10.1	4.7	14.8
7	50	Sunrise Blvd. Interchange Modification	Surface	81,750	101,928	36,000	2.27	2.83	0.9	0.7	36.8	14.7	51.4
8	50	Downtown to Mayhew HOV Lanes	Mainline	168,750	223,667	170,000	0.99	1.32	0.4	0.3	16.1	6.8	22.9
		15th/16th Streets		187,000	248,104	200,000	0.94	1.24	0.4	0.3			
		Routes 51/99		184,000	244,816	160,000	1.15	1.53	0.5	0.4			
		Howe Avenue		156,000	208,199	160,000	0.98	1.30	0.4	0.3			
		Watt Avenue		148,000	193,548	160,000	0.93	1.21	0.4	0.3			
9	50	Mayhew Road to Sunrise Blvd. HOV Lanes	Mainline	135,000	182,638	150,000	0.90	1.22	0.4	0.3	14.6	6.3	20.9
		Watt Avenue		148,000	193,548	160,000	0.93	1.21	0.4	0.3			
		Bradshaw Road		145,000	194,189	160,000	0.91	1.21	0.4	0.3			
		Zinfandel Drive		132,000	189,837	160,000	0.83	1.19	0.3	0.3			
		Sunrise Boulevard		115,000	152,978	120,000	0.96	1.27	0.4	0.3			
10	50	Sunrise Blvd. to Prairie City HOV Lanes	Mainline	78,750	112,133	90,000	0.88	1.25	0.4	0.3	14.2	6.5	20.6
		Sunrise Boulevard		115,000	152,978	120,000	0.96	1.27	0.4	0.3			
		Hazel Avenue		87,000	120,196	80,000	1.09	1.50	0.4	0.4			
		Folsom Boulevard		61,000	92,734	80,000	0.76	1.16	0.3	0.3			
		Prairie City Road		52,000	82,624	80,000	0.65	1.03	0.3	0.3			

Exhibit P
Calculation of Congestion Relief Scores

#	Rte.	Project	Mainline or Surface?	Volume			Actual V/C		Normalized V/C		Congestion Relief Score		
				Existing	2015	Capacity	Existing	2015	Existing	2015	Existing	2015	Total
11	50	Prairie City to El Dorado County HOV Lanes	Mainline	50,250	74,484	80,000	0.63	0.93	0.3	0.2	10.2	4.8	15.0
		Prairie City Road		52,000	82,624	80,000	0.65	1.03	0.3	0.3			
		El Dorado County Line		48,500	66,344	80,000	0.61	0.83	0.2	0.2			
12	50	Traffic Operations Sytem	Mainline	122,417	164,431	126,667	0.97	1.30	0.4	0.3	15.7	6.7	22.4
		Interstate 5		178,000	236,163	160,000	1.11	1.48	0.5	0.4			
		State Routes 51/99		184,000	244,816	160,000	1.15	1.53	0.5	0.4			
		Watt Avenue		148,000	193,548	160,000	0.93	1.21	0.4	0.3			
		Sunrise Boulevard		115,000	152,978	120,000	0.96	1.27	0.4	0.3			
		Folsom Boulevard		61,000	92,734	80,000	0.76	1.16	0.3	0.3			
		El Dorado County Line		48,500	66,344	80,000	0.61	0.83	0.2	0.2			
13	51	Arden-Exposition Braided Ramp/Aux. Lanes	Mainline	137,000	190,372	120,000	1.14	1.59	0.5	0.4	18.5	8.2	26.7
		Exposition Boulevard		117,000	163,919	120,000	0.98	1.37	0.4	0.4			
		Arden Way		157,000	216,825	120,000	1.31	1.81	0.5	0.5			
14	51	Capitol Corridor HOV-Way	Mainline	120,700	166,016	132,000	0.91	1.26	0.4	0.3	14.8	6.5	21.3
		Richards Boulevard		116,000	182,551	160,000	0.73	1.14	0.3	0.3			
		Interstate 5		88,000	122,630	120,000	0.73	1.02	0.3	0.3			
		Northgate Boulevard		90,000	127,611	120,000	0.75	1.06	0.3	0.3			
		Raley Boulevard		97,000	132,929	120,000	0.81	1.11	0.3	0.3			
		Longview Road		107,000	148,453	120,000	0.89	1.24	0.4	0.3			
		Madison Avenue		194,000	250,700	160,000	1.21	1.57	0.5	0.4			
		State Route 160		117,000	133,121	120,000	0.98	1.11	0.4	0.3			
		Arden Way		157,000	216,825	120,000	1.31	1.81	0.5	0.5			
		Marconi Avenue		130,000	183,574	120,000	1.08	1.53	0.4	0.4			
		Watt Avenue		111,000	161,764	160,000	0.69	1.01	0.3	0.3			
15	51	Arden Way Underpass	Surface	32,400	38,150	30,000	1.08	1.27	0.4	0.3	17.5	6.6	24.1
16	51/80	Traffic Operations System	Mainline	142,857	189,930	137,143	1.04	1.38	0.4	0.4	16.9	7.2	24.0
		State Routes 51/160		117,000	133,121	120,000	0.98	1.11	0.4	0.3			
		Arden Way		157,000	216,825	120,000	1.31	1.81	0.5	0.5			

Exhibit P
Calculation of Congestion Relief Scores

#	Rte.	Project	Mainline or Surface?	Volume			Actual V/C		Normalized V/C		Congestion Relief Score		
				Existing	2015	Capacity	Existing	2015	Existing	2015	Existing	2015	Total
		Marconi Avenue		130,000	183,574	120,000	1.08	1.53	0.4	0.4			
		Watt Avenue		111,000	161,764	120,000	0.93	1.35	0.4	0.3			
		Madison Avenue		194,000	250,700	160,000	1.21	1.57	0.5	0.4			
		Greenback Lane		169,000	219,821	160,000	1.06	1.37	0.4	0.4			
		Placer County Line		122,000	163,708	160,000	0.76	1.02	0.3	0.3			
17	80	Elkhorn/Greenback Interchange Construction	Surface	66,900	95,671	36,000	1.86	2.66	0.8	0.7	30.1	13.8	43.9
18	80	Madison Avenue Interchange Construction	Surface	66,610	87,915	36,000	1.85	2.44	0.7	0.6	30.0	12.7	42.6
19	80	Northgate Boulevard Interchange Constr.	Surface	30,100	50,651	36,000	0.84	1.41	0.3	0.4	13.5	7.3	20.8
20	80	Madison Ave. to Placer Co. HOV Lanes	Mainline	154,500	201,806	160,000	1.21	1.57	0.5	0.4	19.6	8.1	27.8
		Madison Avenue		194,000	250,700	160,000	1.06	1.37	0.4	0.4			
		Greenback Lane		169,000	219,821	160,000	0.83	1.08	0.3	0.3			
		Antelope Lane		133,000	172,995	160,000	0.76	1.02	0.3	0.3			
		Placer County Line		122,000	163,708	160,000	0.80	1.11	0.3	0.3			
21	80	Interstate 5 to Longview Drive HOV Lanes	Mainline	95,500	132,906	120,000	0.80	1.11	0.3	0.3	12.9	5.7	18.6
		Interstate 5		88,000	122,630	120,000	0.73	1.02	0.3	0.3			
		Northgate Boulevard		90,000	127,611	120,000	0.75	1.06	0.3	0.3			
		Raley Boulevard		97,000	132,929	120,000	0.81	1.11	0.3	0.3			
		Longview Drive		107,000	148,453	120,000	0.89	1.24	0.4	0.3			
22	80	Longview Dr. to Madison Ave. HOV Lanes	Mainline	164,000	215,325	160,000	1.03	1.35	0.4	0.3	16.6	7.0	23.6
		Longview Drive		107,000	148,453	120,000	0.89	1.24	0.4	0.3			
		State Route 51		191,000	246,823	200,000	0.96	1.23	0.4	0.3			
		Madison Avenue		194,000	250,700	160,000	1.21	1.57	0.5	0.4			
24	99	Sheldon Road Interchange Construction	Surface	14,560	27,779	18,000	0.81	1.54	0.3	0.4	13.1	8.0	21.1
25	99	Elverta Road Interchange Construction	Surface	4,000	11,860	18,000	0.22	0.66	0.1	0.2	3.6	3.4	7.0
26	160	Northgate Blvd. Interchange Modification	Surface	14,500	22,357	20,000	0.73	1.12	0.3	0.3	11.7	5.8	17.5
27	160	Exposition Blvd. Interchange Modification	Surface	32,500	52,275	36,000	0.90	1.45	0.4	0.4	14.6	7.5	22.1

Exhibit Q Calculation of Safety Scores

Line	Route	Project Limits	Project Type	Actual			Adjusted (a)				
				Accident Score	Safety Index	Safety Score	Accident Score	Safety Index	Safety Score		
1	5	Richards Blvd.	IC reconstruction	1.10	0.32	12.9	1.10	0.79		31.4	
2	5	w/i Sacramento County	Traffic Operations System	0.48	0.14	5.6	0.48	0.34		13.7	
3	5	Garden Hwy. - Richards Blvd.	Auxiliary lanes	0.70	0.20	8.2	0.70	0.50		20.0	
4	16	Power Inn Road.	Urban interchange	0.38	0.11	4.4	0.38	0.27		10.9	
5	50	Watt Ave.	IC modification	0.98	0.29	11.5	0.98	0.70		28.0	
6	50	Mayhew Road	OC widening	0.00	0.00	0.0	0.00	0.00		0.0	
7	50	Sunrise Blvd.	IC modification	0.96	0.28	11.2	0.96	0.69		27.4	
8	50	Downtown-Mayhew Road	HOV lanes	1.40	0.41	16.4	1.40	1.00		40.0	
9	50	Mayhew Road-Sunrise Blvd.	HOV lanes	0.62	0.18	7.3	0.62	0.44		17.7	
10	50	Sunrise Blvd. - Prairie City	HOV lanes	0.84	0.25	9.8	0.84	0.60		24.0	
11	50	Prairie City-El Dorado Co. Line	HOV lanes	0.84	0.25	9.8	0.84	0.60		24.0	
12	50	w/i Sacramento County	Traffic Operations System	1.00	0.29	11.7	1.00	0.71		28.6	
13	51	Arden Way-Exposition Blvd.	Braided ramps/aux. lanes	1.92	0.56	22.5	1.44	1.00	(b)	40.0	(b)
14	51	Capital Corridor HOV-way	HOV lanes	1.14	0.33	13.3	1.14	0.81		32.6	
15	51	Arden Way Underpass	Bridge supports	0.59	0.17	6.9	0.59	0.42		16.9	
16	51*	w/i Sacramento County	Traffic Operations System	0.84	0.25	9.8	0.84	0.60		24.0	
17	80	Elkhorn-Greenback Lane	IC reconstruction	1.08	0.32	12.6	1.08	0.77		30.9	
18	80	Madison Avenue	IC reconstruction	1.21	0.35	14.2	1.21	0.86		34.6	
19	80	Northgate Blvd.	IC reconstruction	0.66	0.19	7.7	0.66	0.47		18.9	
20	80	Madison Ave. - Placer Co. Line	HOV lanes	0.60	0.18	7.0	0.60	0.43		17.1	
21	80	I-5 to Longview Drive	HOV lanes	0.48	0.14	5.6	0.48	0.34		13.7	
22	80	Longview Drive-Madison	HOV lanes	0.48	0.14	5.6	0.48	0.34		13.7	
23	99	Sheldon Road	IC reconstruction	0.96	0.28	11.2	0.96	0.69		27.4	
24	99	Elverta Road	IC reconstruction	3.42	1.00	40.0	2.22	1.00	(b)	40.0	(b)
25	160	Northgate Blvd.	IC reconstruction	1.09	0.32	12.7	1.09	0.78		31.1	
26	160	Exposition Blvd.	IC reconstruction	0.95	0.28	11.1	0.95	0.68		27.1	

Notes:

(a) Adjusted to use project #8 as the base rather than project # 13 or project #24.

(b) Safety scores adjusted to maximum of two points.