



AGENDA

MEASURE A – INDEPENDENT TAXPAYERS OVERSIGHT COMMITTEE

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

THURSDAY

OCTOBER 21, 2010

4:00 P.M.

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

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

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

MEASURE A INDEPENDENT TAXPAYERS OVERSIGHT COMMITTEE

October 21, 2010
Item # 3

Subject: Measure A Entity Expenditure Plans: “How We Spend the Money”

Recommendation

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

Discussion

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

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

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

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

- Transit Congestion Relief Program
- Local Arterial Program

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

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

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

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

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

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

Attachment

Staff Contact: Brian Williams

MEASURE A INDEPENDENT TAXPAYERS OVERSIGHT COMMITTEE

October 21, 2010
Item # 4

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

Recommendation

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

Discussion

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

The status reports attached hereto show revenues and expenditures for on-going Measure A programs for the quarter ended June 30, 2010. The effected funds are distributed to local transportation agencies according to the formula set forth in the Measure A Ordinance. The funds are distributed monthly as they are received from the Board of Equalization. A summary sheet of all related expenditures (green) is followed by individual reports for each of the Measure A entities.

Attachments

Staff Contact: Lisa Chandler

MEASURE A INDEPENDENT TAXPAYERS OVERSIGHT COMMITTEE

October 21, 2010
Item # 5

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

Recommendation

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

Discussion

Status reports of Measure A capital projects currently in progress are attached hereto. The reports provide an overview of the delivery and construction status for each of the “active” Measure A capital projects effective June 30, 2010. The project summaries were prepared by the project managers at the responsible local agencies, and reviewed by STA staff.

The status reports are preceded by a one-page summary (green) of the allocation and expenditure progress of pay-go revenues and Measure A bond proceeds (Series 2009) for all active capital projects. The summary sheet is current through September 30. All remaining proceeds from the Series 2006 & 2007 Measure A Bond Anticipation Notes (BANS) have been expended.

Attachments

Staff Contact: *Lisa Chandler*

MEASURE A INDEPENDENT TAXPAYERS OVERSIGHT COMMITTEE

October 21, 2010
Item # 6

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

Recommendation

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

Discussion

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

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

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

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

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

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

Attachments

Staff Contact: Brian Williams

ATTACHMENT A

Measure A Expenditure Categories DEFINITIONS OF ELIGIBLE EXPENDITURES

Adopted March 8, 2007

City Street and County Road Maintenance Program

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

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

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

Local Arterial Program

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

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

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

Traffic Control & Safety Program

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

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

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

Transit Operations, Maintenance, & Safety

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

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

Rail Transit Improvements

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

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

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

Neighborhood Shuttle System

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

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

Senior & Disabled Transportation Services

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

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

Regional Bus/Carpool Connectors/Extensions

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

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

Local Freeway Interchange Congestion Relief Upgrades

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

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

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

Safety, Streetscaping, Pedestrian and Bicycle Facilities

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

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

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

Transportation-Related Air Quality Program

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

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

Smart Growth Incentive Program

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

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

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

Transportation Project Environmental Mitigation Program

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

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

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

Program Administration

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

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

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

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

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

MFR = RD-10 thru RD-40

MEASURE A Transit Congestion Relief Program

Sacramento Intermodal Facility

Projected Use of Funds, FY 2011 - FY 2015

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

1. Local Transportation Funding

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

Citrus Heights -- \$0	Elk Grove -- \$4,060
Folsom -- \$1,640,003	Galt -- \$0
Isleton -- \$__	Rancho Cordova -- \$157,265
Sacramento -- \$1,602,867	County -- \$10,225,152

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

Citrus Heights -- \$0	Elk Grove -- \$4,060
Folsom -- \$1,640,003	Galt -- \$0
Isleton -- \$__	Rancho Cordova -- \$29,173
Sacramento -- \$1,334,174	County -- \$6,046,668

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

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

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

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

Measure A Performance Standards
Exhibit A – Maintenance of Effort

ATTACHMENT A
Local Transportation Impact Fee Threshold Rates

City of Citrus Heights Road & Transit Fee

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

City of Elk Grove Roadway Impact Fee

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

City of Folsom Road & Light Rail Transit Fee

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

City of Galt Traffic Circulation Fee

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

City of Isleton

City of Rancho Cordova Transportation Impact Fee

Land Use	Area 1	Area 2
Detached Dwelling (unit)	8,899.52	18,915.31
Attached Dwelling (unit)	5,941.40	12,629.18
Mobile Home in park (unit)	4,650.50	9,895.41
Commercial Lodging (unit)	4,681.77	5,896.53
Commercial (sq ft)	8.36	14.04
Office (sq ft)	8.10	10.78
Industrial/Manufacturing (sq ft)	5.49	5.49

City of Sacramento Transportation Fee Programs

North Natomas

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

Downtown

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

County of Sacramento Transportation Development Fee

See attachment.

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

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

2. **Five-Year Programming**

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

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

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

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

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

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

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

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

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

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

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

1. **Pavement and Bridge Maintenance Report.** Every two years upon request by STA, the County and each city will submit a pavement and bridge system maintenance report. The report will list all street/road segments and bridges on which maintenance treatments funded wholly or partially with Measure A funds have been applied during the prior two-year reporting period. The biennial report will include the following information for each affected bridge or street/road segment:

- Functional Classification
- Construction year
- Length, width, area, and number of lanes
- Type(s) of maintenance treatment applied
- Cost of project and proportional contribution from Measure A
- Pavement Condition Index (PCI) before and after treatment

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

2. **Quarterly Status Report – Capital Projects.** Each affected Measure A recipient entity shall submit a quarterly status report of its progress delivering Measure A *capital* projects. The report will be submitted to STA within 30 days of each fiscal quarter, and will include the following information for each project:

- General description of the project
- Total anticipated project cost and proportional contribution from Measure A
- Amount of Measure A funds expended on project to date and during the reporting period
- Amount of unexpended Measure A funds remaining
- Current project implementation phase
- Statement of how the project's design & construction will provide for routine accommodation of bicyclists and pedestrians

3. **Quarterly Status Report – On-going Operations & Maintenance Programs.** Each affected Measure A recipient entity shall submit a quarterly status report of its progress delivering the *on-going annual Measure A programs*. The report will be submitted to STA within 30 days of each fiscal quarter, and will include the following information for each affected Measure A program:

- Amount of Measure A funds received
- Amount of interest earned
- Amount of Measure A funds expended
- Listing of specific expenditures (type of expenditure and location, if applicable)

Measure A
Transit Congestion Relief Program
 Five-Year Spending Program, FY 2011-2015

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

*Professional Services: Security, Purchased Transportation, Facilities Maintenance, & Other

MEASURE A INDEPENDENT TAXPAYERS OVERSIGHT COMMITTEE

October 21, 2010
Item # 7

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

Recommendation

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

Discussion

The monthly Measure A sales tax revenue and distribution report for September is attached. September completes the first quarter of the STA's fiscal year, so this report also provides cumulative first quarter revenue and distribution figures. At the top half of the page, the first two columns show the proportional allocation of sales tax revenue to each Measure A program. The first two columns at the bottom half of the page break out the allocations among the County and cities for the *Traffic Control & Safety*; *Streetscaping, Bike, Ped*; and *Road Maintenance* programs. The far right column shows the distribution of Measure A revenues for the month of September, while the second column from the right depicts cumulative distributions through the end of the prior month. Lastly, cumulative FY 2011 Measure A distributions to date are shown in the middle column.

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

Attachments

Staff Contact: Lisa Chandler

MEASURE A INDEPENDENT TAXPAYERS OVERSIGHT COMMITTEE

October 21, 2010
Item # 8

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

Recommendation

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

Discussion

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

California Government Code Section 66006 requires that a public agency prepare an annual statement for each such capital facilities account under its purview. The information below is intended to satisfy that reporting requirement for the SCTMFP account during FY 2009-10:

Brief Description of the SCTMFP Fee

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

Beginning & Ending Balance of the SCTMFP Account

- July 1, 2009: \$0.⁰⁰
- June 30, 2010: \$3,100,360.²⁵

Amount of Fees Collected and Interest Earnings

- Fees Collected: \$3,073,657.⁹⁸ (See attachment for collections by entity)
- Interest Earnings: \$ 26,702.²⁷

Fee Schedule

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

List of SCTMFP Expenditures by Project

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

Forecasted Date for Commencement of SCTMFP Expenditures

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

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

List of Interfund Transfers or Loans

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

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

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

Attachment

Staff Contact: Brian Williams