

# Proposed Measure A Transportation Expenditure Plan

DRAFT

Version 2.9

(in millions of dollars)

		40-Year Total
Total Estimated Expenditures		8,378.28
Regional Mobility Center (off the top)	0.00%	\$ 20.00
American River Parkway (off the top)	0.00%	\$ 63.00
TMA (off the top)	0.00%	\$ 8.00
Rail Operations (off the top)	0.00%	\$ 120.00
• Commuter Rail Service Enhancements (ACE)		\$ 80.00
• Sacramento Intermodal Transit Facility (Sacramento)		\$ 40.00
Administration (off the top)	1.00%	\$ 83.78
Total off the top		294.78
Total Estimated Revenue to Allocate by percentage		8,083.50
Local Streets & Roads	47.95%	\$ 3,876.00
Local Street/Road Repair & Transformative System Improvements	39.29%	\$ 3,176.00
• Citrus Heights	5.29%	\$ 168.05
• Elk Grove	10.99%	\$ 348.79
• Folsom	5.29%	\$ 168.05
• Galt	1.70%	\$ 53.90
• Isleton (fixed allocation)	Fixed Amount	\$ 2.00
• Rancho Cordova	5.09%	\$ 161.71
• Sacramento	31.27%	\$ 992.47
• Sacramento County	40.36%	\$ 1,281.01
Local Projects of Regional Significance	8.66%	\$ 700.00
• Citrus Heights	3.60%	\$ 25.20
• Elk Grove	10.20%	\$ 71.40
• Folsom	10.50%	\$ 73.50
• Galt	1.20%	\$ 8.40
• Isleton	0.10%	\$ 0.70
• Rancho Cordova	10.50%	\$ 73.50
• Sacramento	30.20%	\$ 211.40
• Sacramento County	33.70%	\$ 235.90
SacRT Maintenance, Operations, and Transformative System Improvements	21.90%	\$ 1,770.00
• Basic State of Good Repair, Bus Replacement, Safety & Security		
• Fare subsidy program for students, seniors, and low-income		
• Low-floor trains systemwide		
• ADA Upgrades for Bus and Rail		\$ 1,770.00
• Zero Emission Vehicle Shuttles		
• Maintenance and Operations of New Light Rail Projects		
• Florin Station TOD Partnership		
• Smart Ride Microtransit Program		
Congestion Relief Improvements	24.86%	\$ 2,010.00
Transit & Rail Congestion Improvement Projects	13.11%	\$ 1,060.00
• LRT Gold Line express service		
• LRT Green Line extension (Township 9–Natomas–Arena Blvd)		\$ 485.00
• LRT extensions to Elk Grove and Folsom		
• BRT Watt Ave, Stockton Blvd and Sunrise Blvd (Citrus Heights and Rancho Cordova)		
• Increased routes and frequencies for both bus and light rail operations		\$ 575.00
Highway Congestion Improvement Projects	11.75%	\$ 950.00
• Capital City Fwy Bus/Carpool Lanes (Interstate 80 – P Street)		
• Interstate 5 Bus/Carpool Lanes (US Highway 50 to Sacramento International Airport)		\$ 650.00
• Interstate 5/Interstate 80 Interchange Complex Improvements		
• Interstate 5/US Highway 50 Interchange Complex Improvements		
• State Route 99/US Highway 50/Business 80 Interchange Complex Improvements		
• Capital Southeast Connector (SR 99 – US 50)		\$ 248.00
• Widen, Rebuild and Extend Kammerer Road (Elk Grove)		\$ 52.00
Senior and Disabled Transportation Services	3.09%	\$ 250.00
Air Quality	2.20%	\$ 177.50

Total Roads 60.13% 100.0%  
Total Rail and Transit 39.87%

**EXHIBIT A**

**The Transportation Maintenance, Safety, and Congestion Relief Act –  
Sacramento County Measure A Transportation Sales Tax Expenditure Plan 2021-2061**

**I. Implementation Guidelines**

- A. Revenue Estimates and Distribution.** Allocation of revenue authorized by Ordinance No. STA 20-01 is established within this Expenditure Plan. Funds shall be allocated to Expenditure Plan categories by percentage of revenue received, except as provided for in Section B. An estimate of revenues and allocations among categories is reflected in this Expenditure Plan. Some category allocations will be sub-allocated by formula to specified local transportation providers for expenditures on specified projects as set forth in this Expenditure Plan. The estimated revenue is based on 2020 value of funds escalated over the period of the measure and is not binding or controlling. Estimated revenues are net of required California Department of Tax and Fee Administration (CDTFA) administrative fees.
- B. “Off the Top” Expenditures.** Revenues available for percentage allocation are also net of the cost of Authority administration (1.0% of total estimated revenues) and fixed program expenditures directly allocated to recipient agencies in the following amounts for the specific purposes indicated:
1. To Sacramento County, the Regional Parks Department, not to exceed \$63 million for the program period for preservation, maintenance and safety of the American River Parkway.
  2. To the City of Sacramento, not to exceed \$20 million for the program period for direct support of the development of a Regional Mobility Center to foster innovation in clean transportation.
  3. To the Sacramento Area Council of Governments, not to exceed \$8 million for the program period for distribution to support the activities of Transportation Management Agencies in Sacramento County.
  4. To the San Joaquin Regional Rail Commission, not to exceed \$80 million for the program period for operations and service enhancements related to the Altamont Corridor Express service that will benefit Sacramento County residents.
  5. To the City of Sacramento, not to exceed \$40 million for the program period for operations related to the Sacramento Intermodal Transfer Facility.

Remaining revenue following these set asides shall be referred to as “net sales tax revenue” for purposes of this Expenditure Plan.

- C. Contribution from New Property Development.** No revenue generated from the tax shall be used to supplant transportation mitigation fees currently imposed on new property development in Sacramento County. The County and each incorporated city must continue to impose transportation impact fee programs as required in Ordinance No. STA 04-01 as a condition for receiving Measure A funds.
- D. Requirement for Annual Financial and Performance Audits of Measure A Funds.** The Authority and each agency receiving an allocation of Measure A revenue authorized by this Expenditure Plan shall undergo an annual financial audit performed in accordance with generally accepted accounting standards and government auditing standards issued by the Comptroller General of the United States. The annual audit shall be supervised by the Authority's Independent Taxpayer Oversight Committee (ITOC). Compliance audits shall also be periodically conducted to ensure that Measure A funds are expended in accordance with the provisions and guidelines established by this Expenditure Plan. In addition, the ITOC shall conduct periodic performance audits to determine progress in meeting program performance standards adopted by the Authority Board, and to make recommendations for improving overall program performance. The Authority Board shall adopt the relevant performance standards no later than April 1, 2021.
- E. Five-Year Programs.** Each recipient agency must prepare and adopt a five-year program on an annual basis that is approved by the Authority. Each agency receiving funding identified in Section II, Subsections A, D, and E shall file with the Authority an annually updated five-year program for expenditure of the sales tax revenue allocations. The first five-year program must be completed by December 31, 2021, and updated thereafter on an annual basis. Section II identifies reporting requirements for specific funding categories. Additional reporting requirements may be adopted by the Authority after consultation with recipient agencies and stakeholders.
- F. "Fix It First" Investment Priority for Years 1-5.** Authority allocations for the first five years following implementation of Ordinance No. STA 20-01 (2021-2026) shall prioritize "Fix It First" road, transit, safety, bicycle, and pedestrian investments. For recipient agencies responsible for maintaining streets and roads, the five-year program and each annual update shall include a pavement and bridge maintenance report that is consistent with the "Maintenance of Effort" requirement in Section IV, Subsection A of the Ordinance No. STA 04-01 Expenditure Plan. For the Sacramento Regional Transit District (SacRT), the five-year program and each annual update shall include performance indicators to assess whether "Fix It First" investment needs are being prioritized and to demonstrate that the agency is adhering to the financial management policies identified in Section II.
- G. Clear Format to Assess Progress.** For all agencies receiving "Fix It First" funding allocations, the five-year programs and annual updates shall be provided in a format to clearly assess progress towards improved maintenance and operations of existing transportation assets.

- H. Complete Streets.** The Authority views transportation projects as opportunities to improve safety, access and mobility for all users of streets, roads and highways in Sacramento County and recognizes bicycle, pedestrian, vehicle and transit modes as integral elements of the transportation system. The term “Complete Streets” describes a comprehensive, integrated transportation network with roadways designed and operated to enable safe and convenient travel for users of all abilities, including motorists, pedestrians, bicyclists, persons with disabilities, seniors, children, movers of commercial goods, operators of public transportation, public transportation users and emergency responders, in a balanced manner that is compatible with an urban, suburban or rural context.

Within one year following the implementation of Ordinance No. STA 20-01, each local jurisdiction in Sacramento County shall adopt or maintain an existing complete streets policy consistent with the California Complete Streets Act of 2008, including Government Code Section 65302 (b) (2), and/or a Bicycle/Pedestrian Master Plan, or a similar document that incorporates design guidelines and standards promoting safe and convenient travel for all users when considering any construction, reconstruction, retrofit, or alteration of streets, roads, highways, bridges, and other elements of the transportation system.

Planning and design of projects affecting the transportation system shall be consistent with any local bicycle, pedestrian, transit, multimodal and other relevant plans and/or the local complete streets policy in order to ensure that all transportation types and users are considered in the expenditure of Measure A funds.

- I. Federal Air Quality Requirements.** Measure A Expenditure Plan funds programmed for a project construction phase shall not impair the ability of the region's Metropolitan Transportation Plan (MTP) and Metropolitan Transportation Improvement Program (MTIP) to meet federal air quality conformity requirements.
- J. Metropolitan Transportation Plan Compliance.** The vast majority of proposed Expenditure Plan projects are already planned or programmed in the Metropolitan Transportation Plan (MTP) requiring that the region meet a 19% per capita GHG reduction target. For any projects not planned or programmed for construction in the adopted MTP, the following requirements will apply;

The parties agree to develop mitigation measures for any highway expansion and transit projects that increase GHG emissions in order to meet the applicable GHG target for the metropolitan transportation and climate plan.

If the parties can mitigate any such impacts to maintain adherence to the then applicable regional greenhouse gas reduction target, and if the projects are included in the metropolitan transportation and climate plan, the projects can be funded with Measure A proceeds.

If the GHG impacts are not mitigated to meet the region's then applicable GHG reduction target, and as a result the region cannot meet its applicable greenhouse gas target, the proceeds of the highway expansion or transit project will be returned to the corresponding jurisdiction for their discretion, for other than the originally intended projects, provided the projects are consistent with the Metropolitan Transportation Plan.



- K. Environmental Review.** All projects funded with Measure A Expenditure Plan funds are subject to the requirements of the California Environmental Quality Act (CEQA). Prior to allocation of funds for any project or program included in the Expenditure Plan, all necessary environmental review required by CEQA shall be completed.
- L. Road Health and Safety.** Each recipient agency shall demonstrate that projects in the five-year program and individual proposed projects incorporate street design elements to quantifiably reduce the risk of traffic-related deaths and severe injuries in the public right-of-way consistent with the principles of this Ordinance. Where applicable, each recipient agency shall also demonstrate that the projects adhere to the principles of "Safe Routes to Schools" to facilitate safer walking and bicycling to and from school.
- M. Revenue Estimate.** Tax revenues generated by this Ordinance No. STA 20-01 during the 40-year term are expected to be \$8,380,000,000 based on escalated dollar values. Approximately \$331 million in mitigation fees from new development is also projected for the period 2039-2061. These fees will be extended as provided for in Section IX of this Ordinance and contributions from new development for the period April 1, 2039, to March 31, 2061, shall be programmed and allocated through the process outlined in Section IX. Revenue estimates are not binding or controlling. The Authority Board shall make periodic allocation adjustments to reflect actual revenues received but may not amend the formula allocations set forth in this Expenditure Plan except as permitted in this Ordinance No. STA 20-01.

## II. Measure A Revenue Percentage Allocations

All sales tax revenues, net of CDTFA administrative fees, the cost of Authority administration, and allocations outlined in Section I, Subsection B shall be expended as follows:

- A. Local Streets and Roads.** 47.95% of annual net sales tax revenues shall be allocated monthly to each incorporated city and the unincorporated county consistent with the following distribution:
  - 1. Local Street and Road Repair and Transformative System Improvements.** 39.29% of all annual net sales tax revenues shall fund project development, right-of-way, construction, and provision of:
    - a. "Fix It First" pavement maintenance, pavement rehabilitation, safety projects, and bridge repair, including complete streets improvements, which consist of the rehabilitation and modification of existing arterial streets to contemporary urban standards sufficient to serve all users of the facilities, such as bicyclists, pedestrians, and transit users.
    - b. New or expanded arterial streets, roads, and bridges, including complete streets improvements, which consist of the rehabilitation and modification of existing arterial streets to contemporary urban standards sufficient to serve all users of the facilities, such as bicyclists, pedestrians, and transit users.
    - c. Intelligent transportation system modifications to the existing street and road system to facilitate improved accessibility, safety, operations, and efficiency.

- d. Improvements to facilitate safe and convenient pedestrian, bicycle, and other non-motorized local trips, safe routes to school, lighting and synchronized signals, vehicle charging stations, trail improvements and other improvements to better facilitate improved mobility and the development of alternative travel options. The allocation of Measure A funds will implement street design elements that quantifiably reduce the risk of traffic-related deaths and severe injuries in the public right-of-way and ensure that the mobility needs of all users are considered in project scope elements.
- e. American River Parkway Trail improvements and maintenance in the jurisdictions through which the parkway passes (County of Sacramento, City of Sacramento, and the City of Rancho Cordova).
- f. Improvements to the Sacramento River Parkway and other regional trails.
- g. Trail improvements to the Folsom Lake State Recreation Area in the city of Folsom.

Distribution among the cities and unincorporated county shall be based 75% on relative population (per most recent annual California Department of Finance estimates) and 25% on relative paved and maintained road mileage (as reported in each entity's automated pavement management system).

***Local Street and Road "Fix It First" Commitment***

For the first five years following the date of implementation of Ordinance No. STA 20-01, not less than 90% of the funds identified in this Local Street and Road Repair and Transformative System Improvements program shall be used exclusively by all cities and the County of Sacramento for "Fix It First" street, road, and bridge preventative maintenance and rehabilitation, including safety improvements, so as to bring these facilities throughout Sacramento County up to a Pavement Condition Index (PCI) of at least 70 at the soonest possible time.

At the end of the five-year period following the date of implementation of Ordinance No. STA 20-01, not less than 50% of the funds identified for the Local Street and Road Repair and Transformative System Improvements Program shall be used exclusively by all cities and the County of Sacramento for "Fix It First" street, road, and bridge preventative maintenance and rehabilitation so as to continue efforts to bring these facilities throughout Sacramento County to a PCI of at least 70.

A 70 PCI is generally defined as safe, reliable, and smooth street surfaces with little to no blemishes, potholes, or substantial cracking. Streets and roads with a 70 PCI are expected to have a comfortable and safe ride for all motorized vehicles and bicycles, with minimum wear and tear on all such users.

The definition of maintenance and rehabilitation shall include as eligible for these funds the non-capacity upgrade of existing streets and roads to a contemporary urban standard (complete streets), including improvements to enhance safety and access for pedestrians, bicycles, and transit users.

Notwithstanding the "Fix It First" requirements for these funds over the program period

following implementation of Ordinance No. STA 20-01, the percentage commitment to “Fix It First” maintenance and rehabilitation may be reduced and any city and the County of Sacramento may direct a higher percentage of those funds to new transformative system improvements, provided the following conditions have been met:

1. The public agency manager responsible for road maintenance has certified in writing to the City Council and City Manager in a city and the Board of Supervisors and the Chief Administrative Officer at the County that the road facilities under their management have met or will meet within the next 12 months a 70 PCI rating.
2. The public agency manager responsible for road maintenance has submitted a written plan to the City Manager or County Chief Administrative Officer clearly demonstrating how the 70 PCI rating will be sustained in the future. Any diversion of funds committed to maintenance and rehabilitation can only continue as long as a jurisdiction maintains an average PCI of 70 or above for its street and road systems.

### ***Accountability***

The objective for Measure A is to assist jurisdictions to achieve—but not require—a local match of at least one-third of total capital project costs. However, a city or the County may direct all or a portion of its formula share of these funds to general street/road pavement maintenance and pavement rehabilitation. The proportional allocation among entities will be recalculated annually to reflect current population and road mileage data. Each recipient entity shall adopt a five-year program for use of these funds.

The five-year programs will be updated annually and submitted to the Authority for approval. For recipient agencies responsible for maintaining streets and roads, the annual updates to the five-year programs shall include pavement and bridge "Maintenance of Effort" reports that are consistent with the requirement under Ordinance No. STA 04-01.

2. **Local Projects of Regional Significance.** 8.66% of all annual net sales tax revenues shall fund projects within the boundaries of local jurisdictions that provide a regional benefit to the overall transportation network. These projects include construction or modifications to interchanges interfacing with state highways, projects that are required for mitigation purposes for new or expanded access to the transportation system, improvements to local arterials or other transportation facilities that provide regional connectivity and improved throughout. Interchange projects funded through this category will require a federal, state, local or developer match of at least one-third the cost of the project. Distribution of these revenues among the cities and the unincorporated county area shall be based on a formula which takes into account population, lane miles, and sales tax generation. Following the implementation of Ordinance No. STA 20-01, this formula shall be reviewed annually by the public works directors of each city and the County based on updated data, and any modifications must be approved by the Authority Board.

### ***Accountability***

Aside from the one-third match requirement for interchange projects, it is the objective of Measure A to assist local jurisdictions to achieve—but not require—a local match of at least a third of any capital project costs from other sources. Funding from this subcategory will be restricted to the high priority projects listed by jurisdiction.

- B. Sacramento Regional Transit District (SacRT) Maintenance, Operations, and Transformative System Improvements.** 21.90% of all annual net sales tax revenues shall be used for light rail and bus vehicle replacement, operations and maintenance of existing services, operations and maintenance for new services partially funded through this Expenditure Plan, improved access for the senior and disabled populations, fare reductions for transit-dependent riders, and the implementation of innovative services that will improve transit connections and encourage increased ridership.

### ***SacRT “Fix It First” Commitment***

For the five years following the date of implementation of Ordinance No. STA 20-01, with the exception of funding for commuter rail service enhancements and the Sacramento Intermodal Transit Facility, not less than one-third of the total funds directly allocated to SacRT shall be used exclusively by SacRT for “Fix It First” bus and light rail vehicle replacement, operations, maintenance, and security for existing services at the soonest possible time. As a federal grantee, SacRT has developed and maintains a Transit Asset Management (TAM) Plan that includes capital asset inventories, condition assessments, lifecycle management, and investment prioritization. The plan addresses the application of asset management across SacRT’s entire diverse portfolio of assets, which includes assets with a range of useful lives, replacement costs, and inter-relationships. Using the five-level condition assessment code recommended by the Federal Transit Administration (FTA), the State of Good Repair (SGR) is defined as those assets that are rated higher than 2.5 (Adequate), on a scale of 1 through 5. Backlog is defined as those assets that have exceeded their useful life and have a condition rating of less than or equal to 2.5 (Substandard). This rating is based on how close an asset or component is to replacement or major overhaul. With a rating of 2.5 an asset would be near overhaul or retirement, but in serviceable condition. With a rating of 5 the asset would be new or like new, 95% to 100% confidence in reliability, with no visible defects, no damage, and cosmetically looks new.

During this period the following performance metrics shall also be met:

1. SacRT will meet or exceed the requirements in the SacRT Transit Asset Management (TAM) Plan for the percentage of buses and light rail vehicles that meet or exceed useful vehicle life or average vehicle age benchmarks.
2. SacRT will meet or exceed performance goals and industry standards, adopted by the SacRT Board of Directors, for miles between road calls, on-time performance, missed trips, and safety/security key performance indicators.
3. SacRT will meet or exceed the California Transportation Development Act (TDA) goals and requirements, which currently include meeting minimum farebox recovery ratio requirements and independent performance audits conducted every three years.

Prior to the end of the five-year period following implementation of Ordinance No. STA 20-01, the one-third commitment to “Fix It First” vehicle replacement, maintenance, operations, and security may be reduced, and SacRT may direct a higher percentage of the funds to new transit capital provided the following conditions have been met:

1. The SacRT Chief Financial Officer has certified in writing to the SacRT General Manager/CEO and the SacRT Board of Directors that the performance metrics above have been met.
2. The Chief Financial Officer has submitted a written five-year expenditure plan to the General Manager/CEO clearly demonstrating how the performance metrics will be sustained in the future in full consideration of the funds recommended for new transit capital purposes over the five-year period.

### ***Accountability***

SacRT shall develop a five-year program for use of all capital and operations funds, including capital projects funded under Section II, Subsection C1 of this Expenditure Plan, updated annually and submitted to the Authority for approval before allocations are made. SacRT must be in compliance with the financial management provisions of this section before the Authority Board can consider the allocation of these funds.

For SacRT, the five-year program and each annual program update shall include performance indicators to assess if “Fix It First” investment needs are being prioritized and expenditures are consistent with the adopted Metropolitan Transportation Plan, the SacRT Short Range Transit Plan, and the SacRT Transit Asset Management (TAM) Plan.

Funding for light rail extensions will only be available after analyzing ridership potential based on approved general plans and zoning land use designations in proximity to planned stations and inclusion of the project in the Metropolitan Transportation Plan. If these terms are not met for a proposed light rail extension, then funds would be reprogrammed for other transit projects subject to the approval of the Authority.

- C. Congestion Relief Improvements.** 24.86% of all annual net sales tax revenues shall be used for project development, right-of-way, and construction of highway, transit, rail, increased bus and light rail service, and expressway expansion and widening projects affecting multiple local entities, that reduce congestion, improve operations, and enhance access to the overall transportation network. The objective is for Measure A to assist—but not require—agencies, including SacRT, the California Department of Transportation (Caltrans) and the Capital Southeast Connector Joint Powers Authority, to achieve a match of at least a third of the total cost of each of the eligible projects listed for this category in this Expenditure Plan.

- 1. Transit and Rail Congestion Improvement Projects.** 13.11% of all annual net sales tax revenues shall be allocated to SacRT for transit and rail projects that reduce congestion, expand capacity, improve operations and enhance access to the transportation system. The proposed allocation amounts for bus and light rail projects are intended to be flexible to allow for SacRT to best apply the funding to achieve the maximum benefit in matching funds from state and federal resources. Projects funded through this subcategory shall be subject to the same accountability provisions included in Section II, Subsection B of this Expenditure



Plan regarding development of a five-year plan, updated annually and submitted to the Authority before allocations are made.

2. **Highway Congestion Improvement Projects.** 11.75% of all annual net sales tax revenues shall be allocated to Caltrans, the Capital Southeast Connector Joint Powers Authority, and the City of Elk Grove for highway congestion improvement projects, including state highway improvements and the Capital Southeast Connector in Sacramento County. Allocations of funding to Caltrans will be used by the department for both project development and capital expenses associated with the projects included in this category and the funding is intended to provide matching leverage for additional state and federal funding.
- D. **Senior and Disabled Transportation Services.** 3.09% of all annual net sales tax revenues shall be used for planning, design, operational, maintenance, and capital acquisition activities of any designated consolidated transportation services agency (CTSA) and Sac RT to provide demand-responsive transportation services to eligible seniors and disabled residents. Operation funds shall be allocated monthly. Any CTSA and SacRT shall adopt a five-year program for use of these funds. The five-year plan will be updated annually and submitted to the Authority for approval.
  - E. **Air Quality.** 2.20% of all annual net sales tax revenues shall be allocated monthly to the Sacramento Metropolitan Air Quality Management District (SMAQMD) to provide funding for monitoring, planning, emission reduction, and future mobility programs to promote clean air, mitigate climate change and transportation pollution, respond to wildfire smoke impacts, and achieve and maintain health-based air quality standards and low-carbon development goals.
  - F. **Program Administration – Taxpayer Oversight.** 1.0% of all annual sales tax revenues shall be allocated monthly to the Authority for general and financial administration of the Authority and the Measure A program, coordination and consultation with Measure A recipient entities and Sacramento Area Council of Governments (SACOG), facilitation and administration of the Independent Taxpayer Oversight Committee, independent financial and performance audits, and ongoing public information and outreach.
  - G. **Extension of the Sacramento Countywide Transportation Mitigation Fee Program (SCTMFP).** This Ordinance extends the SCTMFP established by Ordinance No. STA 04-01 for the Existing Tax program for the period April 1, 2039, through March 31, 2061. Allocations for funding from the extended fee program are not included in this Expenditure Plan which governs the distribution of revenue resulting from the imposition of a retail transactions and use tax of one-half percent for local transportation purposes for a period of forty (40) years.  
  
Future SCTMFP allocations are subject to validation by a nexus study to be initiated no later than April 1, 2037, as specified in Section IX of this Ordinance and fees collected shall be allocated to specific projects through a process determined by the Authority in coordination with local jurisdictions, and the allocation plan shall be in place prior to April 1, 2039.

**MEASURE A 2020 TRANSPORTATION SALES TAX EXPENDITURE PLAN**

**MARCH 12, 2020**

(All dollar figures are estimates and are stated in millions of dollars)

<b>LOCAL STREETS AND ROADS (47.95%)</b>	<b>\$ 3,876.00</b>
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47.95% of all annual net sales tax revenues shall be allocated to each incorporated city and the unincorporated county for local street and road purposes. Funds for each of the subcategories below will be allocated by formula.

<b>Local Street and Road Repair and Transformative System Improvements (39.29%)</b>	<b>\$ 3,176.00</b>
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39.29% of all annual net sales tax revenues shall be allocated monthly to each incorporated city and the unincorporated county based 75% on relative population and 25% on relative paved and maintained road mileage. These funds are available for the maintenance and rehabilitation of local streets, roads and other transformative improvements to the local system. Transformative improvements include safety projects, complete streets with or without capacity expansion, sidewalk and pedestrian improvements, active transportation improvements, safe routes to schools, Americans with Disabilities Act compliance, intelligent transportation system enhancements, street lighting and synchronized signals, electric vehicle charging stations, trail improvements, major arterial improvements, and other improvements which will help transform the overall system to better facilitate improved mobility and the development of alternative travel options.

For the first five years following implementation of Ordinance No. STA 20-01 (April 1, 2021, to March 31, 2026), not less than 90% of the funds identified for the Local Street and Road Repair and Transformative System Improvements Program shall be used exclusively by all cities and the County of Sacramento for “Fix It First” road and bridge preventative maintenance and rehabilitation, including safety improvements, so as to bring these facilities throughout Sacramento County to a Pavement Condition Index (PCI) of at least 70 at the soonest possible time.

At the end of the five-year period following the date of implementation of Ordinance No. STA 20-01 (after March 31, 2026), not less than 50% of the funds identified for the Local Street and Road Repair and Transformative System Improvements Program shall be used exclusively by all cities and the County of Sacramento for “Fix It First” street, road, and bridge preventative maintenance and rehabilitation so as to continue efforts to bring these facilities throughout Sacramento County to PCI of at least 70.

**LOCAL STREETS AND ROADS****(continued)****Local Street and Road Repair and  
Transformative System Improvements****(continued)**

A 70 PCI is generally defined as safe, reliable and smooth street surfaces with little to no blemishes, potholes or substantial cracking. Streets and roads with a 70 PCI are

expected to have a comfortable and safe ride for all motorized vehicles and bicycles, with minimum wear and tear on all such users.

The definition of maintenance and rehabilitation shall include as eligible for these funds the non-capacity upgrade of existing streets, including improvements to enhance safety and access for pedestrians, bicycles, and transit users.

Notwithstanding these allocation restrictions, the percentage commitments to “Fix It First” maintenance and rehabilitation may be reduced and any city and the County of Sacramento may direct a higher percentage of those funds to new transformative system improvements, provided the following conditions have been met:

1. The public agency manager responsible for road maintenance has certified in writing to the City Council and City Manager in a city and the Board of Supervisors and the Chief Administrative Officer at the County that the road facilities under their management have met or will meet within the next 12 months a 70 PCI rating.
2. The public agency manager responsible for road maintenance has submitted a written plan to the City Manager or County Chief Administrative Officer clearly demonstrating how the 70 PCI rating will be sustained in the future. Any diversion of the funds committed to maintenance and rehabilitation can only continue as long as a jurisdiction maintains an average PCI of 70 or above for its street and road system. In addition, local jurisdictions must maintain current levels of funding for maintenance and rehabilitation and shall not use funds from this allocation to offset existing funding planned or allocated for this purpose.

With the exception of the City of Isleton, which will receive a fixed amount of these funds, the percentage allocation for each jurisdiction is listed and includes eligible projects proposed for funding from this category. In addition to the “Fix It First” Maintenance and Rehabilitation allocation, the jurisdiction lists include safety projects, complete streets projects, improvements to major arterials, local road capacity expansion, bicycle and pedestrian improvements, intelligent transportation system enhancements, and other transformative improvements which will facilitate improved mobility and the development of alternative travel options for the future. Arterial improvements and system access projects may also be included in another category of the Expenditure Plan.

**LOCAL STREETS AND ROADS**

**(continued)**

**Local Street and Road Repair and  
Transformative System Improvements**

**(continued)**

**Citrus Heights (5.29%)**

**\$ 168.05**

- “Fix It First” Street Maintenance and Rehabilitation
- Complete Streets Program:
  - Auburn Blvd Phase II (Rusch Park – I-80)
  - Auburn Blvd Phase III (Sylvan Corners – Greenback Lane)
  - Auburn Blvd Phase IV (Greenback Lane – Manzanita Avenue)
  - Antelope Road (Auburn Blvd – Old Auburn Road)
  - Dewey Drive (Greenback Lane – Connemara Circle)
  - Fair Oaks Blvd (Oak Avenue – Madison Avenue)
  - Greenback Lane (Sunrise Blvd – Fair Oaks Blvd)
  - Oak Avenue (Sunrise Blvd – Wachtel Way)
  - Old Auburn Road (Sylvan Corners – Roseville City Limit)
  - Roseville Road (Butternut Drive – City Limit)
  - San Juan Avenue (Madison Avenue – Sylvan Road)
  - Sunrise Blvd (Sayonara Drive – North City Limit)
  - Sylvan Road (San Juan Avenue – Sylvan Corners)
  - Wachtel Way (Oak Avenue – Auburn Road)
  - Van Maren Lane (Greenback Lane – Garden Gate Drive)
- Antelope Road/I-80 Interchange (Bike, Pedestrian, Americans with Disabilities Act and Congestion Relief Improvements)
- Intelligent Transportation System Improvements
- Bicycle Master Plan Implementation
- Pedestrian Master Plan Implementation
- Americans with Disabilities Act Transition Plan Implementation
- Support of a Local Transportation Management Agency

**LOCAL STREETS AND ROADS**

**(continued)**

**Local Street and Road Repair and  
Transformative System Improvements**

**(continued)**

**Elk Grove (10.99%)**

**\$ 348.79**

- “Fix It First” Street Maintenance and Rehabilitation
- Widen, Rebuild, and Extend Kammerer Road\*
- Construct SR-99 at Whitelock Parkway Interchange\*
- Intelligent Transportation System Improvements
- Signal Maintenance and Rehabilitation
- Citywide Complete Streets Improvements
- Bicycle, Pedestrian, Trails, and Americans with Disabilities Act Master Plan Implementation
- Laguna Creek Trail
- Elk Grove Creek Trail
- Powerline Trail
- Stone Lake Trail
- Trail Maintenance and Rehabilitation
- Congestion Reduction on Elk Grove Blvd
- Congestion Reduction on Laguna Blvd/Bond Road
- Pedestrian Overcrossing of UPRR on Elk Grove Blvd
- Pedestrian Overcrossing of UPRR on Laguna Blvd
- Support of a Local Transportation Management Agency



**LOCAL STREETS AND ROADS****(continued)****Local Street and Road Repair and  
Transformative System Improvements****(continued)****Folsom (5.29%)****\$ 168.05**

- “Fix It First” Street Maintenance and Rehabilitation
- Construct US-50 at Empire Ranch Road Interchange\*
- Construct US-50 at Oak Avenue Parkway Interchange\*
- Widen White Rock Road (Prairie City Road – Empire Ranch Road)\*
- Folsom Blvd Bicycle Overcrossing
- Intelligent Transportation System Improvements
- Bicycle Master Plan Implementation
- Pedestrian Master Plan Implementation
- Americans with Disabilities Act Transition Plan Implementation
- Folsom Lake State Recreation Area Trail Projects
- Support of a Local Transportation Management Agency

**Galt (1.70%)****\$ 53.90**

- “Fix It First” Street Maintenance and Rehabilitation
- Construct SR-99 at Walnut Avenue Interchange\*
- Bicycle Master Plan Implementation
- Pedestrian Master Plan Implementation
- Americans with Disabilities Act Transition Plan Implementation
- Carillion Blvd Complete Streets Improvements
- Support of a Local Transportation Management Agency

**LOCAL STREETS AND ROADS****(continued)****Local Street and Road Repair and  
Transformative System Improvements****(continued)****Isleton (Fixed Amount)****\$ 2.00**

- “Fix It First” Street Maintenance and Rehabilitation
- Community Center Americans with Disabilities Act Ramps and Parking Lot Rehabilitation
- Safety Lights for Tower Park and Ride Lot
- Electric Vehicle Charging Stations
- Dock/Ferry Station Rehabilitation
- Green Streets Plan
- Pilot Shuttle, Isleton to E-Bart Station
- Support of a Local Transportation Management Agency

**Rancho Cordova (5.09%)****\$ 161.71**

- “Fix It First” Street Maintenance and Rehabilitation
- Construct US-50 at Rancho Cordova Parkway Interchange, including the Interchange at US-50 to White Rock Road\*
- Widen White Rock Road (Sunrise Blvd – Grant Line Road)
- Widen Douglas Road (Sunrise Blvd – Western City Limit with Bridge over Folsom South Canal)
- Sunrise Blvd Complete Streets Improvements (Folsom Blvd – Jackson Highway)
- Mather Field Road Complete Streets
- Coloma Road Complete Streets
- Zinfandel Bicycle and Pedestrian US-50 Overcrossing
- Bicycle Master Plan Implementation
- Pedestrian Master Plan Implementation
- Americans with Disabilities Act Transition Plan Implementation
- American River Parkway
- Support of a Local Transportation Management Agency

**LOCAL STREETS AND ROADS**

**(continued)**

**Local Street and Road Repair and  
Transformative System Improvements**

**(continued)**

**Sacramento (31.27%)**

**\$ 992.47**

- “Fix It First” Maintenance and Rehabilitation (to include complete streets and safety elements whenever feasible)
- Intelligent Transportation System Master Plan Implementation
- Vision Zero Action Plan (Safety Improvements) Implementation
  - High Injury Networks
  - Safe Routes to School
- Complete Streets (to include at a minimum currently identified efforts):
  - Stockton Blvd
  - Franklin Blvd
  - Fruitridge Road
  - Northgate Blvd
  - Meadowview Road/24<sup>th</sup> Street
  - Broadway
- Active Transportation Implementation
  - Bikeway Master Plan
  - Pedestrian Master Plan
- Accessibility Improvements
- Pedestrian and Bicycle Safety Improvements
- 14th Avenue Extension
- 67th Street Bike/Pedestrian Tunnel to CSUS
- Operations and Security
- Support of Strategic Local Transportation Management Agency Initiatives
- Parking Facilities

**LOCAL STREETS AND ROADS**

**(continued)**

**Local Street and Road Repair and  
Transformative System Improvements**

**(continued)**

**County of Sacramento (40.36%)**

**\$ 1,281.01**

- “Fix It First” Street Maintenance and Rehabilitation
- Bicycle Master Plan Implementation
- Pedestrian Master Plan Implementation
- Americans with Disabilities Act Transition Plan Implementation
- Hazel Avenue/US-50 Interchange\*
- North Watt Avenue at UPRR/Capitol Corridor Overcrossing
- American River Parkway
- Arterial Corridor Rehabilitation with Complete Streets, Intelligent Transportation System Improvements and Streetscape:
  - Arden Way (Ethan Way – Watt Avenue)
  - Auburn Blvd (Fulton Avenue – Manzanita Avenue)
  - Cypress Avenue (Edison Avenue – Manzanita Avenue)
  - El Camino Avenue (Ethan Way – Fair Oaks Blvd)
  - Elverta Road (Watt Avenue – Antelope Road)
  - Fair Oaks Blvd (Howe Avenue – Madison Avenue)
  - Folsom Blvd (Watt Avenue – Bradshaw Road)
  - Fulton Avenue (Auburn Blvd – Fair Oaks Blvd)
  - Garfield Avenue (Greenback Lane – Winding Way)
  - Greenback Lane (Hazel Avenue – Madison Avenue)
  - Howe Avenue (Auburn Blvd – Fair Oaks Blvd)
  - Madison Avenue (Watt Avenue – Sunrise Blvd)
  - Manzanita Avenue (Auburn Blvd – Fair Oaks Blvd)
  - Marconi Avenue (Howe Avenue – Fair Oaks Blvd)
  - Oak Avenue (Hazel Avenue – Folsom City Limit)

**LOCAL STREETS AND ROADS**

**(continued)**

**Local Street and Road Repair and  
Transformative System Improvements**

**(continued)**

**County of Sacramento**

**(continued)**

- Pasadena Avenue (Cypress Avenue – Winding Way)
- Power Inn Road (Florin Road – Calvin Road)
- San Juan Avenue (Madison Avenue – Fair Oaks Blvd)
- Stockton Blvd (North of 65th Street – Power Inn Road)
- Sunrise Blvd (Madison Avenue – Coloma Road)
- Watt Avenue (Capital City Freeway – Fair Oaks Blvd)
- 47th Avenue (Franklin Blvd – Stockton Blvd)
- Road Capacity Expansion with Complete Streets and Intelligent Transportation System Improvements:
  - Antelope Road (Watt Avenue – Roseville Road)
  - Bradshaw Road (Old Placerville Road – Calvin Road)
  - Calvin Road (Power Inn Road – Grant Line Road)
  - Douglas Road (Rancho Cordova City Limit – Kiefer Blvd)
  - Elkhorn Blvd (Rio Linda Blvd – I-80)
  - Elverta Road (SR-99 – Watt Avenue)
  - Greenback Lane (Fair Oaks Blvd – Hazel Avenue)
  - Hazel Avenue (Placer County Line to Madison Avenue)
  - Jackson Highway (Watt Avenue – Grant Line Road)
  - Madison Avenue (Sunrise Blvd – Greenback Lane)
  - North Watt Avenue (Antelope Road – Capital City Freeway)
  - Roseville Road (Airbase Drive – Placer County Line)
  - South Watt Avenue/Elk Grove-Florin Road (Kiefer Blvd – Calvin Road)
  - Sunrise Blvd (Jackson Highway – Grant Line Road)
- Support of a Local Transportation Management Agency



**LOCAL STREETS AND ROADS****(continued)****Local Projects of Regional Significance (8.66%)** **\$700.00**

8.66% of all annual net sales tax revenues shall be allocated to the local jurisdiction listed in this category to fund projects within the boundaries of these local jurisdictions that provide a regional benefit to the overall transportation network. These projects include construction or modifications to interchanges interfacing with state highways, projects that are required for mitigation purposes for new or expanded access to the system improvements to local arterials that promote regional connectivity. The interchange projects listed will require a federal, state, local and/or developer match of at least one-third of the cost of the improvement. Allocations are based on a formula which takes into account population, lane miles and sales tax generation, and funding will be provided to local jurisdictions for expenditure on these specific projects only. Recipient agencies are shown for each project.

**Citrus Heights (3.60%)** **\$25.20**

- Auburn Blvd Phase II (Rusch Park – I-80)
- Madison Avenue Corridor (Fair Oaks Blvd – San Juan Avenue)
- Sunrise Blvd (Sayonara Drive – Madison Avenue)
- Antelope Road/I-80 Interchange (Bike, Pedestrian, Americans with Disabilities Act, and Congestion Relief Improvements)

**Elk Grove (10.20%)** **\$71.40**

- Whitelock Parkway/SR-99 Interchange
- Elk Grove Blvd Congestion Relief
- Laguna Blvd/Bond Road Congestion Relief

**Folsom (10.50%)** **\$73.50**

- Empire Ranch Road/US-50 Interchange
- Oak Avenue Parkway/US-50 Interchange
- Oak Avenue Parkway (Folsom-Auburn Road – American River Canyon Drive)
- Folsom-Auburn Road at Folsom Lake Crossing
- Folsom Blvd/Blue Ravine Road Rail/Trail Grade Separation

**LOCAL STREETS AND ROADS****(continued)****Local Projects of Regional Significance****(continued)****Galt (1.20%)****\$8.40**

- Walnut Avenue/SR-99 Interchange

**Isleton (0.10%)****\$0.70**

- Local Street and Road Repair
- SR-160 Safety Plan

**Rancho Cordova (10.50%)****\$73.50**

- Rancho Cordova Parkway/US-50 Interchange, including the Interchange at US-50 to White Rock Road
- White Rock Road Complete Streets (Sunrise Blvd – East City Limit)
- Widen Douglas Road (Sunrise Blvd – West City Limit)

**Sacramento (30.20%)****\$211.40**

- Richards Blvd/I-5 Interchange (Implement River District Specific Plan/Railyards Specific Plan)
- Mack Road/SR-99 Interchange (Safety Improvements)
- 65th Street/US-50 Interchange (65th Street Transit Area Plan Improvements)
- I Street Bridge Replacement (Railyards Blvd) over Sacramento River
- American River Bridge to South Natomas
- Broadway Bridge over Sacramento River
- Cosumnes River Blvd Improvements (SR-99 – Franklin Blvd)
- West El Camino Avenue/I-80 Interchange (North Natomas Freeway Agreement)
- Northgate Blvd/I-80 Interchange (North Natomas Freeway Agreement)

**LOCAL STREETS AND ROADS**

**(continued)**

**Local Projects of Regional Significance**

**(continued)**

**Sacramento**

**(continued)**

- Sacramento River/American River/Regional Bike Trails (Development, Patrol, and Maintenance for Those Areas Not Covered by Sacramento County Parks)
- Intermodal Transportation Facility Development (Phase 3 Implementation Capital Costs)

**County of Sacramento (33.70%)**

**\$235.90**

- Arden Way (Ethan Way – Watt Avenue)
- Bradshaw Road (Old Placerville Road – Calvine Road)
- Elverta Road (SR-99 – Antelope Road)
- Fair Oaks Blvd (Howe Avenue – Madison Avenue)
- Folsom Blvd (Watt Avenue – Bradshaw Road)
- Hazel Avenue/US-50 Interchange
- Madison Avenue (Watt Avenue – Greenback Lane)
- Rural Road Shoulder and Safety Improvements
- South Watt Avenue/Elk Grove-Florin Road (Kiefer Blvd – Calvine Road)
- Sunrise Blvd (Jackson Highway – Grant Line Road)
- Watt Avenue (Capital City Freeway – Fair Oaks Blvd)
- 47<sup>th</sup> Avenue (Franklin Blvd – Stockton Blvd)

*\*Project may also be included in another category*

**SACRAMENTO REGIONAL TRANSIT DISTRICT (SacRT) MAINTENANCE, OPERATIONS, AND TRANSFORMATIVE SYSTEM IMPROVEMENTS (21.90%)**

**\$1,770.00**

21.90% of all annual net sales tax revenues shall be allocated to SacRT in funding for the transit equivalent of “Fix It First” along with needed operational and other transformative improvements. For the first five years following implementation of Ordinance No. STA 20-01, not less than one-third of these funds must be spent on achieving a state of good repair of the transit system, bus and light rail vehicle replacement, safety, security, and fare assistance for senior, disabled, student, and low-income passengers. During this period, the following performance metrics service shall also be met:

1. SacRT will meet or exceed the requirements in the SacRT Transit Asset Management (TAM) Plan for the percentage of buses and light rail vehicles that meet or exceed useful vehicle life or average vehicle age benchmarks.
2. SacRT will meet or exceed performance goals and industry standards, adopted by the SacRT Board of Directors, for miles between road calls, on-time performance, missed trips, and safety/security key performance indicators.
3. SacRT will meet or exceed the California Transportation Development Act (TDA) goals and requirements, which currently include meeting minimum farebox recovery ratio requirements and independent performance audits conducted every three years.

Notwithstanding this allocation restriction, prior to the end of the five-year period following implementation of Ordinance No. STA 20-01, the one-third commitment to “Fix It First” vehicle replacement, maintenance, operations and security may be reduced and SacRT may direct a higher percentage of the funds to other activities included in this category, provided the following conditions have been met:

1. The SacRT Chief Financial Officer has certified in writing to the SacRT General Manager/CEO and the SacRT Board of Directors that the performance metrics above have been met.
2. The Chief Financial Officer has submitted a written five-year expenditure plan to the General Manager/CEO clearly demonstrating how the performance metrics will be sustained in the future.

Other investments with these funds are intended to provide for improved access for the senior and disabled populations, fare subsidies for transit-dependent riders, financial support for expanded light rail operations, and the implementation of innovative services that will improve transit connections and encourage increased ridership. The following projects will be eligible for funding through this category:

- Basic State of Good Repair, Bus Replacement, Safety, and Security
- Fare Subsidy Program for Students, Seniors, and Low-income Passengers
- Low-floor Trains Systemwide
- Americans with Disabilities Act Upgrades for Bus and Rail
- Zero Emission Vehicle Shuttles
- Maintenance and Operations of New Light Rail Projects

**SACRAMENTO REGIONAL TRANSIT DISTRICT (SacRT) MAINTENANCE, OPERATIONS, AND TRANSFORMATIVE SYSTEM IMPROVEMENTS** **(continued)**

- Florin Station TOD Partnership (\$1.0 million)
- SmaRT Ride Microtransit Program

**CONGESTION RELIEF IMPROVEMENTS (24.86%)** **\$2,010.00**

24.86% of all annual net sales tax revenues shall be allocated to the agencies indicated for highway, transit or rail projects that reduce congestion, expand capacity, improve operations, and enhance access to the transportation system. Allocations of funding to Caltrans for highway congestion improvements will be used by the department for both project development and capital expenses associated with the projects listed and will provide matching leverage for additional state and federal dollars. Proposed allocation amounts for SacRT bus and light rail projects included as transit and rail congestion improvements are intended to be flexible to allow for the transit agency to best apply the available funding to achieve the maximum benefit in matching funds from state and federal sources.

**Transit and Rail Congestion Improvement Projects (13.11%)** **\$1,060.00**

13.11% of all annual net sales tax revenues shall be allocated to SacRT for transit and rail projects that reduce congestion, expand capacity, improve operations and enhance access to the transportation system. The proposed allocation amounts for bus and light rail projects are intended to be flexible to allow for SacRT to best apply the funding to achieve the maximum benefit in matching funds from state and federal resources.

- Capital Improvement Projects \$485.00
  - LRT Gold Line Express Service
  - LRT Green Line Extension (Township 9 – Natomas – Toward SMF)
  - LRT Extensions to Elk Grove and Folsom
  - BRT to Citrus Heights, Stockton Blvd, and Sunrise in Rancho Cordova
- Increased Routes and Frequencies for Both Bus and Light Rail Operations \$575.00



**CONGESTION RELIEF IMPROVEMENTS****(continued)****Highway Congestion Improvement Projects (11.75%)** **\$950.00**

11.75% of all annual net sales tax revenues shall be allocated to Caltrans, Capital Southeast Connector Joint Powers Authority, and the City of Elk Grove for highway congestion improvement projects, including state highway improvements and the Capital Southeast Connector project in Sacramento County. Allocations of funding to Caltrans will be used by the department for both project development and capital expenses associated with the projects included in this category and the funding is intended to provide matching leverage for additional state and federal dollars to ultimately complete the identified projects.

- Caltrans \$650.00
  - Capital City Freeway Bus/Carpool Lanes (I-80 – P Street)
  - I-5 Bus/Carpool Lanes (US-50 – SMF)
  - I-5/I-80 Interchange Complex Improvements
  - I-5/US-50 Interchange Complex Improvements
  - SR-99/US-50/Bus-80 Interchange Complex Improvements
- Capital Southeast Connector (SR-99 – US-50) \$248.00
- Widen, Rebuild, and Extend Kammerer Road (City of Elk Grove) \$52.00

**SENIOR AND DISABLED TRANSPORTATION SERVICES (3.09%)** **\$250.00**

3.09% of all annual net sales tax revenues shall be allocated to SacRT and any designated consolidated transportation services agency to provide transit services for the county's senior and disabled populations, including vehicle acquisition, operations of Americans with Disabilities Act and Non-Americans with Disabilities Act demand response service and maintenance, development and implementation of scheduling, communications, and service delivery technology to improve customer interface, senior and disabled low-fare discount programs, planning and implementation of new services to accommodate growing customer base, such as SacRT's SmartRide service, or other similar services, for senior and disabled populations, maintenance and delivery of social services transportation, mobility training, and other innovative mobility management programs designed for elderly and disabled populations.

**AIR QUALITY (2.20%)****\$ 177.50**

2.20% of all annual net sales tax revenues shall be allocated to the Sacramento Metropolitan Air Quality Management District (SMAQMD) to provide funding for monitoring, planning, emission reduction, and future mobility programs to promote clean air, mitigate climate change and transportation pollution, respond to wildfire smoke impacts, and achieve and maintain health-based air quality standards and low-carbon development goals. Meeting these standards as demonstrated in an approved State Implementation Plan for Sacramento Region is a legally binding requirement for the region to receive federal funds for road widening, new roads, and other infrastructure projects. The funds will also leverage millions in State dollars to support other regional efforts for active transportation and land use, electrification of the transportation sector, and future mobility options, including deployment of electric school buses, electric transit for first- and last-mile trips, charging and hydrogen fueling infrastructure, and micro-mobility shared uses.

**REGIONAL MOBILITY CENTER****\$ 20.00**

\$500,000 in annual net sales tax revenues, not to exceed \$20 million for the program period, shall be available to the City of Sacramento for a Regional Mobility Center to provide funding in collaboration with other public and private entities, for a center to foster innovation in clean transportation, including electric and automated vehicle technology, to develop future smart mobility solutions for the region. The center will provide a platform for industry innovators, educational institutions and clean tech regulators to conduct research and development work to create new technology and hardware, and provide a supportive regional environment to attract and grow transformative mobility startup businesses in the area, adding new jobs and stimulating investment in clean and innovative mobility solutions. The center will also contribute to machinery and equipment costs that will be used to train a future workforce for the clean mobility sector.

**COMMUTER RAIL SERVICE ENHANCEMENTS****\$ 80.00**

\$2 million in annual sales tax revenues, not to exceed \$80 million for the program period, shall be available to the San Joaquin Regional Rail Commission for operations and serve enhancements related to the Altamont Corridor Express (ACE) service that benefit Sacramento County residents. Determination of that benefit shall be based on the route-miles of ACE service and the number of stations served by ACE in Sacramento County.

**SACRAMENTO INTERMODAL TRANSIT FACILITY****\$ 40.00**

\$1 million in annual sales tax revenues, not to exceed \$40 million for the program period, shall be available to the City of Sacramento for support of operations related to the Sacramento Intermodal Transfer Facility.

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**TRANSPORTATION MANAGEMENT AGENCIES** **\$ 8.00**


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\$200,000 in annual sales tax revenues, not to exceed \$8 million for the program period, shall be available to the Sacramento Area Council of Governments (SACOG) and Sacramento Metropolitan Air Quality Management District (SMAQMD) to support the activities of Transportation Management Agencies in Sacramento County. Allocation details and program performance metrics will be developed by SACOG and SMAQMD in coordination with county Transportation Management Agencies prior to April 1, 2021, and subject to approval of the Authority.

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**AMERICAN RIVER PARKWAY** **\$ 63.00**


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Not more than \$63 million in sales tax revenues will be dedicated to the County of Sacramento, Department of Regional Parks, for the American River Parkway. The available funds will be allocated as follows: \$1 million per year from April 1, 2021, through March 31, 2039, and \$2 million per year for the remaining period of Measure A through March 31, 2061. Activities funded through this program will be coordinated with the appropriate jurisdictions in which the Parkway is located and projects eligible for funding shall include trail maintenance and rehabilitation, habitat preservation, and safety programs for trail segments where crime and safety conditions are an identified problem so as to preserve and enhance active transportation use.

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**PROGRAM ADMINISTRATION – INDEPENDENT TAXPAYER OVERSIGHT (1.00%)** **\$ 83.78**


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Not more than 1.00% of all annual sales tax revenues shall be available for Measure A program administration. The 1% limitation applies to administrative expenditures and support for Independent Taxpayer Oversight.

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**EXTENSION OF THE SACRAMENTO COUNTYWIDE TRANSPORTATION  
MITIGATION FEE PROGRAM (SCTMFP)** **\$331.00**


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The amount of revenue to be delivered through contributions from new development through the extension of the SCTMFP for the period April 1, 2039, through March 31, 2061, is estimated to be approximately \$331 million. The intended program allocation for the fees collected by this program is 35% (\$115.9 million) for Local Streets and Roads; 30% (\$99.3 million) for Transit and Road Congestion Improvement Projects and SacRT Maintenance and Operations; 10% (\$33.1 million) for Highway Congestion Improvement Projects on the local freeway system; and 25% (\$82.8 million) for transportation project environmental mitigation.

Allocations for funding from the extension of the SCTMFP are not included in this Expenditure Plan which governs the distribution of revenue resulting from the imposition of all retail transaction and use tax of one-half percent for local transportation purposes for a period of forty (40) years.

Future SCTMFP allocations are subject to validation by a nexus study to be initiated no later than April 1, 2037, as specified in Section IX of this Ordinance and fees collected shall be allocated to specific projects through a process as determined by the Authority in coordination with local jurisdictions and an allocation plan shall be in place prior to April 1, 2039.

*Percentages may not add to 100% due to rounding.*