



## **A G E N D A**

### **Sacramento Transportation Authority Sacramento Abandoned Vehicle Service Authority (SAVSA)**

700 H Street, Suite 1450 • Sacramento, California • 95814  
(Board of Directors may participate via teleconference)

**WEDNESDAY**

**SEPTEMBER 15, 2021**

**1:30 PM**

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Members: Rich Desmond, Sue Frost, Eric Guerra, Jeff Harris, Patrick Kennedy, Mike Kozlowski, Steve Miller, Don Nottoli (Chair), Paul Sandhu, Jay Schenirer, Phil Serna, Bobbie Singh-Allen, Kevin Spease, Donald Terry, Katie Valenzuela (Vice Chair), Mai Vang

Alternates: Nick Avdis, Bret Daniels, Shawn Farmer, Siri Pulipati, Rosario Rodriguez, Darren Suen

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The Governing Boards of the Sacramento Transportation Authority (STA) and the Sacramento Abandoned Vehicle Service Authority (SAVSA) meet concurrently.

#### **PUBLIC COMMENT PROCEDURES**

In compliance with directives of the County, State, and Centers for Disease Control and Prevention (CDC), this meeting is live stream and closed to in-person public attendance. Meeting procedures are subject to change pursuant to guidelines related to social distancing and minimizing person-to-person contact.

#### Live Meeting comment

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*Continued on back side →*

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Sacramento Abandoned Vehicle Service Authority

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queue will remain open until the public comment period is closed for the specific item.

### Written comment

- Send an email comment to [BoardClerk@saccounty.net](mailto:BoardClerk@saccounty.net). Include meeting date and agenda item number or off-agenda item. Contact information is optional.
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### **VIEW MEETING**

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### **MEETING MATERIAL**

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### **ACCOMMODATIONS**

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### CALL TO ORDER / ROLL CALL / PLEDGE OF ALLEGIANCE

### COMMENT ITEMS

1. Comments From The Public Regarding Matters Not On The Agenda

# **A G E N D A**

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2. Executive Director's Report *Sabrina Drago*

## CONSENT ITEMS

3. Approve Action Summary: August 12, 2021 STA Governing Board Meeting ◀ *Jennifer Doll*
4. Measure A FY 2021 Annual Summary Of Ongoing Programs *Timothy Jones*
5. Capital Program Status Reports Q4 FY 2021 *Timothy Jones*

## SEPARATE ITEMS

6. Sacramento County Transportation Measure Survey Results Presentation By FM3 *Dave Metz*
7. STA Governing Board Discussion Of A 2022 Sales Tax Measure ◀ *Sabrina Drago*
8. SouthEast Connector JPA Project Update *Derek Minnema*
9. Comments Of Authority Members *All*

◀ *Denotes items that require Board action*

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Staff reports and associated materials are available online at [www.sacta.org](http://www.sacta.org). For assistance with agenda packets, please contact STA at (916) 323-0080 or [info@sacta.org](mailto:info@sacta.org). For questions regarding the agenda or any item on the agenda, please contact Sabrina Drago at (916) 323-0080 or [sabrina@sacta.org](mailto:sabrina@sacta.org).



**SEPTEMBER 15, 2021**

**AGENDA ITEM # 2**

**EXECUTIVE DIRECTOR'S REPORT**

Action Requested: Receive and File

Key Staff: Sabrina Drago, Executive Director

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**ITOC Committee Member Replacement**

We are still actively searching for a new voting committee member on the Independent Taxpayer Oversight Committee (ITOC). If you know a good candidate, please direct them to the STA or ITOC websites for application information.

**Local Partnership Program (LPP) Cycle III**

The California Transportation Commission (CTC) has officially kicked off Cycle III of the Senate Bill 1 (SB1) Competitive Funding Rounds for three of their programs: Local Partnership Program (LPP), Solutions for Congested Corridors (SCCP) and Trade Corridor Enhancement Program (TCEP). The STA is the Nominating Agency for the LPP Competitive and Formulaic Program, and only Self-Help Agencies (local funding mechanism) are eligible for this program. The CTC will be hosting a series of virtual workshops starting later this month to layout the metrics and make any modifications based on participating agency feedback.

It appears that Performance Metrics will be playing a larger role this cycle, though specifics have not yet been shared. CAPTI will be prevalent in the metrics, and while specifics haven't been released yet, there is concern that any capacity enhancing projects might not be eligible. Equity will also play a larger role in the next round of funding. Details still to be released. Staff will actively participate in the workshops and update partner agencies and the Governing Board as decisions and performance metrics are solidified and released.

The Call for Projects is anticipated for Summer 2022 and Program Adoption in Summer 2023.

**SAVSA**

To date, SAVSA members willing to participate in a tax measure are the Cities of Elk Grove, Folsom and Sacramento. Both the County and City of Rancho Cordova appear to be on board with a tax measure but Staff has not received final confirmation. The City of Citrus Heights previously decided not to participate but with the new lower ballot cost estimates, they may change their position. The only member we have not heard from is the City of Galt. Staff will provide any member participation updates and a task timeline at the next Board meeting.



**SEPTEMBER 15, 2021**

**AGENDA ITEM # 3**

**APPROVE ACTION SUMMARY: AUGUST 12, 2021 STA GOVERNING BOARD MEETING**

Action Requested: Approve

Key Staff: Jennifer Doll, Special Programs Manager

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**Recommendation**

Approve the attached Action Summary of the August 12, 2021 meeting of the STA Governing Board.

*Attachment*



**ACTION SUMMARY**  
**SACRAMENTO TRANSPORTATION AUTHORITY**  
**SACRAMENTO ABANDONED VEHICLE SERVICE AUTHORITY**  
**700 "H" STREET - SUITE 1450**  
**SACRAMENTO, CALIFORNIA 95814**

**THURSDAY**

**AUGUST 12, 2021**

**1:30 PM**

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Members: Rich Desmond, Sue Frost, Eric Guerra, Jeff Harris, Patrick Kennedy, Mike Kozlowski, Steve Miller, Don Nottoli (Chair), Paul Sandhu, Jay Schenirer, Phil Serna, Bobbie Singh-Allen, Kevin Spease, Donald Terry, Katie Valenzuela (Vice Chair), Mai Vang

(Alternate Member Avdis was in attendance for Member Serna and Alternate Member Pulipati for Member Terry)

Alternates: Nick Avdis, Bret Daniels, Shawn Farmer, Rosario Rodriguez, Darren Suen

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### **CALL TO ORDER / ROLL CALL / PLEDGE OF ALLEGIANCE**

### **COMMENT ITEMS**

#### **1. Comments From The Public Regarding Matters Not On The Agenda**

1:34 PM Board Action: No public comments were made.

## 2. Executive Director's Report

1:34 PM Board Action: Executive Director Sabrina Drago provided an update regarding the active phone survey for a potential 2022 ballot measure, selection of Badfish Creative to format and update the STA website, continued search for a new voting committee member on the Independent Taxpayer Oversight Committee, announced that the Climate Action Plan for Transportation Infrastructure (CAPTI) has been released, finalized, and adopted by the California State Transportation Agency (CalSTA) in the amount of \$5 billion and the Senate approval of the Act in the amount of \$550 billion in new spending over the next five years.

### CONSENT ITEMS

1:37 PM Board Action: Jeff Harris/ Mike Kozlowski - Approved the Consent Matters, Items 3 through 8, as recommended.

AYES: Rich Desmond, Sue Frost, Eric Guerra, Jeff Harris, Patrick Kennedy, Steve Miller, Don Nottoli, Paul Sandhu, Jay Schenirer, Nick Avdis, Bobbie Singh-Allen, Kevin Spease, Katie Valenzuela, Mai Vang, Mike Kozlowski, Siri Pulipati

NOES: (None)

ABSTAIN: (None)

ABSENT: (None)

RECUSAL: (None)

(PER POLITICAL REFORM ACT (§ 18702.5.))

## 3. Approve Action Summary: June 17th, 2021 STA Governing Board Meeting

1:37 PM Board Action: Approved as recommended.

## 4. SacMetro Freeway Service Patrol Status Report—4th Quarter Fiscal Year 2021

1:37 PM Board Action: Received and filed the report.

## 5. SacMetro Freeway Service Patrol Tow Vendor Contract Amendments

1:37 PM Board Action: Approved as recommended.

## 6. Budget To Actual Report – 3rd Quarter Fiscal Year 2021

1:37 PM Board Action: Received and filed the report.

**7. STA Pay Rate Schedule**

1:37 PM Board Action: Approved as recommended.

**8. Measure A Definitions of Eligible Expenditures Update**

1:37 PM Board Action: Approved as recommended.

**SEPARATE ITEMS**

**9. Sacramento Abandoned Vehicle Service Authority Sunset 2022 Status Update**

1:40 PM Board Action: Special Programs Manager Jennifer Doll provided an update regarding continuing the SacMetro Abandoned Vehicle Service Authority (SAVSA) program beyond the April 2022 sunset date, cost breakdown for polling and ballot public outreach, and reserve and cost allocation information to place the tax measure on the ballot.

**10. Comments Of Authority Members**

1:47 PM Board Action: Member Jay Schenirer introduced Dave Townsend of Townsend Calkin Tapio Public Affairs to provide a brief overview of the Citizen's Initiative to raise funds for transportation over time and formally requested that this initiative be agendaized for discussion at the next STA Board meeting.

Adjourned at 2:02 p.m.

Respectfully Submitted,

  
DORELLE JOHNSON, Deputy Clerk  
Sacramento Transportation Authority/  
Sacramento Abandoned Vehicle Service Authority



**SEPTEMBER 15, 2021**

**AGENDA ITEM # 4**

**MEASURE A ONGOING PROGRAMS ANNUAL REPORT – JUNE 30, 2021**

Action Requested: Receive and File

Key Staff: Timothy Jones, Chief Financial Officer

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Receive and file the Measure A Ongoing Programs Annual Report for the period ending June 30, 2021.

**Discussion**

The attached table presents Measure A ongoing revenues and expenditures by jurisdiction and program for each quarter of FY 2020-21 and in total. Also attached is a similar table for the prior year 2019-20 for comparison. Ongoing programs are those that receive monthly formulaic allocations as prescribed in the Measure A Ordinance. Total revenues for the Measure A ongoing programs in FY 2020-21 were \$116.7 million and expenditures were \$109.9 million as compared to \$101.2 million in revenues and \$102 million in expenditures in FY 2019-20. Revenues were \$16.5 million higher (16.3%) than the prior year because total Measure A revenues were higher by a similar ratio in FY 2020-21 - \$131.6 million and \$153.6 million respectively. The program's fund balance increased \$8.1 million over the course of the year to \$62 million from \$53.9 million in fiscal year 2019-2020. The fund balance increase includes \$1.2 million in interest income and other adjustments reported by jurisdictions for fiscal year 2020-21.

Several jurisdictions reported negative amounts in the "Other Rev/Exp" column. The predominant cause is related to adjustments to prior period expenditures. This happens when, for example, non-Measure A resources are initially used to pay for Measure A eligible expenditures and subsequently reimbursed with Measure A funds. In each case, STA staff review the adjustments to ensure compliance with the Measure A Ordinance.

Please see the attached summaries for details by jurisdiction and program.

Attachment

**SACRAMENTO TRANSPORTATION AUTHORITY  
MEASURE A ON-GOING PROGRAMS  
July 1, 2020 through June 30, 2021**

Program Category	July 1 2020	Allocations					Total Rev	Expenditures					Other Rev/Exp	June 30, 2021
		1st Qtr FY 2021	2nd Qtr FY 2021	3rd Qtr FY 2021	4th Qtr FY 2021	1st Qtr FY 2021		2nd Qtr FY 2021	3rd Qtr FY 2021	4th Qtr FY 2021	Total Exp			
Citrus Heights	Traffic Safety & Control	506,565	58,482	57,557	57,531	60,300	233,871	(75,459)	6,971	2,752	68,476	2,740	(49,367)	688,328
	Safety and Streetscaping	804,420	84,037	82,544	82,501	87,116	336,199	46,288	40,661	70,277	11,163	168,390	41,893	1,014,121
	Street & Road Maint	1,489,426	584,825	575,569	575,312	603,002	2,338,707	413,239	424,369	461,310	260,162	1,559,079	22,816	2,291,870
	<b>Total</b>	<b>2,800,411</b>	<b>727,344</b>	<b>715,670</b>	<b>715,345</b>	<b>750,418</b>	<b>2,908,777</b>	<b>384,068</b>	<b>472,002</b>	<b>534,338</b>	<b>339,802</b>	<b>1,730,210</b>	<b>-</b>	<b>3,994,319</b>
Elk Grove	Traffic Safety & Control	342,497	121,174	119,707	119,653	125,412	485,946	106,058	170,312	120,612	199,068	596,050	649,478	881,871
	Safety and Streetscaping	1,949,194	174,119	171,676	171,587	181,185	698,567	39,314	113,665	48,588	153,426	354,993	(135,764)	2,157,003
	Street & Road Maint	4,930,938	1,211,736	1,197,069	1,196,534	1,254,123	4,859,462	662,794	1,279,871	1,430,816	698,263	4,071,744	1,379,923	7,098,579
	<b>Total</b>	<b>7,222,629</b>	<b>1,507,029</b>	<b>1,488,451</b>	<b>1,487,774</b>	<b>1,560,720</b>	<b>6,043,974</b>	<b>808,166</b>	<b>1,563,848</b>	<b>1,600,016</b>	<b>1,050,757</b>	<b>5,022,787</b>	<b>-</b>	<b>10,137,453</b>
Folsom	Traffic Safety & Control	1,901	59,035	58,775	58,748	61,576	238,134	2,673	24,645	227	27,640	55,185	-	184,850
	Safety and Streetscaping	267,169	84,827	84,291	84,247	88,960	342,325	-	24,222	47,691	14,918	86,831	-	522,663
	Street & Road Maint	(280,261)	590,353	587,747	587,484	615,760	2,381,344	5,600	439,138	235,805	325,282	1,005,825	-	1,095,258
	<b>Total</b>	<b>(11,191)</b>	<b>734,215</b>	<b>730,813</b>	<b>730,479</b>	<b>766,296</b>	<b>2,961,803</b>	<b>8,273</b>	<b>488,005</b>	<b>283,723</b>	<b>367,840</b>	<b>1,147,841</b>	<b>-</b>	<b>1,802,771</b>
Rancho Cordova	Traffic Safety & Control	624,814	56,281	55,392	55,367	58,032	225,072	13,143	49,570	61,107	36,424	160,244	-	689,642
	Safety and Streetscaping	1,062,007	80,873	79,440	79,399	83,840	323,552	15,355	25,426	22,185	21,418	84,384	-	1,301,175
	Street & Road Maint	6,213,735	562,809	553,921	553,674	580,322	2,250,726	(817,860)	471,981	365,657	1,399,345	1,419,123	-	7,045,338
	<b>Total</b>	<b>7,900,556</b>	<b>699,963</b>	<b>688,753</b>	<b>688,440</b>	<b>722,194</b>	<b>2,799,350</b>	<b>(789,362)</b>	<b>546,977</b>	<b>448,949</b>	<b>1,457,187</b>	<b>1,663,751</b>	<b>-</b>	<b>9,036,155</b>
Sacramento	Traffic Safety & Control	3,299,782	346,000	342,277	342,124	358,591	1,388,992	187,781	229,004	192,074	197,534	806,393	(132,540)	3,749,840
	Safety and Streetscaping	6,356,803	497,176	490,871	490,616	518,060	1,996,724	298,004	364,370	245,525	216,762	1,124,661	(262,749)	6,966,117
	Street & Road Maint	1,310,591	3,459,995	3,422,772	3,421,244	3,585,907	13,889,918	3,325,832	2,692,375	3,810,108	661,080	10,489,395	64,559	4,775,673
	<b>Total</b>	<b>10,967,175</b>	<b>4,303,171</b>	<b>4,255,920</b>	<b>4,253,984</b>	<b>4,462,558</b>	<b>17,275,634</b>	<b>3,811,617</b>	<b>3,285,749</b>	<b>4,247,707</b>	<b>1,075,376</b>	<b>12,420,449</b>	<b>-</b>	<b>15,491,630</b>
County	Traffic Safety & Control	430,608	447,254	441,407	441,210	462,445	1,792,315	-	1,029,450	517,390	130,871	1,677,711	-	545,212
	Safety and Streetscaping	1,504,713	642,678	633,036	632,707	668,100	2,576,521	-	283,931	656,342	1,237,257	2,177,530	-	1,903,704
	Street & Road Maint	-	4,472,544	4,414,066	4,412,095	4,624,448	17,923,153	4,472,544	4,414,066	4,412,095	4,624,448	17,923,153	-	-
	<b>Total</b>	<b>1,935,321</b>	<b>5,562,476</b>	<b>5,488,508</b>	<b>5,486,012</b>	<b>5,754,993</b>	<b>22,291,989</b>	<b>4,472,544</b>	<b>5,727,447</b>	<b>5,585,827</b>	<b>5,992,576</b>	<b>21,778,394</b>	<b>-</b>	<b>2,448,917</b>
Isleton	Total Rev / Exp	(0)	14,763	14,587	14,580	15,277	59,207	2,124	1,521	4,013	285	7,944	-	51,263
Galt	Total Rev / Exp	5,012,147	369,081	364,664	364,502	381,924	1,480,171	23	6,849	10,329	33,641	50,842	(628,893)	5,812,583
SMAQMD	Total Rev / Exp	(4)	544,113	537,557	537,317	563,178	2,182,166	543,974	537,602	536,966	563,576	2,182,117	-	44
Paratransit (CTSA)	Total Rev / Exp	-	1,269,413	483,801	483,585	506,860	2,743,659	1,269,413	483,801	483,585	506,860	2,743,659	-	-
SRTD (CTSA)	Total Rev / Exp	-	362,926	1,128,870	1,128,366	1,182,674	3,802,836	362,926	1,128,870	1,128,366	1,182,674	3,802,836	-	-
SRTD	Total Rev / Exp	-	12,514,602	12,363,815	12,358,295	12,953,097	50,189,809	12,514,602	12,363,815	12,358,295	12,953,097	50,189,809	-	-
Sac Parks	Total Rev / Exp	228,096	250,000	250,000	250,000	250,000	1,000,000	87,699	103,430	73,195	516,923	781,247	-	446,849
Neigh Shuttle	Total Rev / Exp	7,147,224	250,000	250,000	250,000	250,000	1,000,000	66,666	3,496,722	1,462,290	1,318,835	6,344,513	93,591	1,896,302
CTSA	Total Rev / Exp	10,695,167	-	-	-	-	-	-	-	-	-	-	184,018	10,879,185
<b>Total Activity</b>	<b>53,897,531</b>	<b>29,109,097</b>	<b>28,761,410</b>	<b>28,748,679</b>	<b>30,120,189</b>	<b>116,739,375</b>	<b>23,542,733</b>	<b>30,206,639</b>	<b>28,757,598</b>	<b>27,359,428</b>	<b>109,866,398</b>	<b>1,226,965</b>	<b>61,997,471</b>	

**SACRAMENTO TRANSPORTATION AUTHORITY  
MEASURE A ON-GOING PROGRAMS  
July 1, 2019 through June 30, 2020**

Program Category	July 1 2019	Allocations					Expenditures					Other Rev/Exp	June 30, 2020	
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Citrus Heights	Traffic Safety & Control	550,434	51,922	53,769	56,033	41,789	203,514	20,834	154,208	25,497	46,843	247,382		506,565
	Safety and Streetscaping	728,890	73,071	76,156	79,929	56,190	285,346	27,723	76,879	56,108	49,107	209,817		804,420
	Street & Road Maint	1,112,736	519,221	537,692	560,330	417,893	2,035,136	739,872	334,796	372,659	319,765	1,767,092	108,646	1,489,426
	<b>Total</b>	<b>2,392,059</b>	<b>644,214</b>	<b>667,617</b>	<b>696,292</b>	<b>515,872</b>	<b>2,523,995</b>	<b>788,429</b>	<b>565,883</b>	<b>454,264</b>	<b>415,714</b>	<b>2,224,290</b>	-	<b>2,800,411</b>
Elk Grove	Traffic Safety & Control	386,301	107,404	111,213	115,895	86,434	420,946	58,962	212,774	54,812	138,202	464,750		342,497
	Safety and Streetscaping	1,776,860	151,152	157,516	165,320	116,219	590,207	266,362	282,056	(233,152)	102,607	417,873		1,949,194
	Street & Road Maint	4,878,568	1,074,041	1,112,128	1,158,951	864,344	4,209,464	1,720,487	681,627	433,045	1,321,936	4,157,095		4,930,938
	<b>Total</b>	<b>7,041,729</b>	<b>1,332,598</b>	<b>1,380,857</b>	<b>1,440,166</b>	<b>1,066,997</b>	<b>5,220,618</b>	<b>2,045,811</b>	<b>1,176,457</b>	<b>254,705</b>	<b>1,562,745</b>	<b>5,039,718</b>	-	<b>7,222,629</b>
Folsom	Traffic Safety & Control	(41,548)	52,116	53,986	56,259	41,958	204,319	33,736	42,890	58,939	25,305	160,870		1,901
	Safety and Streetscaping	81,105	73,343	76,463	80,252	56,416	286,474	573	3,524	89,000	7,313	100,410		267,169
	Street & Road Maint	(1,404,271)	521,156	539,861	562,590	419,579	2,043,186	-	391,297	69,633	458,246	919,176		(280,261)
	<b>Total</b>	<b>(1,364,714)</b>	<b>646,615</b>	<b>670,310</b>	<b>699,101</b>	<b>517,953</b>	<b>2,533,979</b>	<b>34,309</b>	<b>437,711</b>	<b>217,572</b>	<b>490,864</b>	<b>1,180,456</b>	-	<b>(11,191)</b>
Rancho Cordova	Traffic Safety & Control	688,635	49,980	51,744	53,923	40,216	195,863	27,069	65,385	107,946	59,284	259,684		624,814
	Safety and Streetscaping	959,491	70,337	73,288	76,919	54,074	274,618	54,331	23,321	102,984	(8,534)	172,102		1,062,007
	Street & Road Maint	5,691,668	499,795	517,442	539,227	402,155	1,958,619	103,668	426,294	324,401	582,189	1,436,552		6,213,735
	<b>Total</b>	<b>7,339,794</b>	<b>620,112</b>	<b>642,474</b>	<b>670,069</b>	<b>496,445</b>	<b>2,429,100</b>	<b>185,068</b>	<b>515,000</b>	<b>535,331</b>	<b>632,939</b>	<b>1,868,338</b>	-	<b>7,900,556</b>
Sacramento	Traffic Safety & Control	3,327,879	305,871	317,356	330,717	246,649	1,200,593	346,678	623,668	417,010	122,068	1,509,424	280,734	3,299,782
	Safety and Streetscaping	4,604,772	430,458	449,488	471,757	331,642	1,683,345	273,259	463,572	133,571	(65,891)	804,511	873,197	6,356,803
	Street & Road Maint	2,976,304	3,058,712	3,173,561	3,307,172	2,466,486	12,005,931	2,296,349	6,174,715	3,156,338	2,465,665	14,093,067	421,423	1,310,591
	<b>Total</b>	<b>10,908,954</b>	<b>3,795,041</b>	<b>3,940,405</b>	<b>4,109,646</b>	<b>3,044,777</b>	<b>14,889,869</b>	<b>2,916,286</b>	<b>7,261,955</b>	<b>3,706,919</b>	<b>2,521,842</b>	<b>16,407,002</b>	-	<b>10,967,175</b>
County	Traffic Safety & Control	1,127,855	396,671	410,677	427,967	319,177	1,554,492	(3,765)	303,610	409,184	1,542,710	2,251,739		430,608
	Safety and Streetscaping	1,156,069	558,244	581,663	610,480	429,164	2,179,550	(189,316)	729,507	398,064	892,651	1,830,906		1,504,713
	Street & Road Maint	-	3,966,712	4,106,766	4,279,667	3,191,771	15,544,916	3,966,712	4,106,766	4,279,667	3,191,771	15,544,916		-
	<b>Total</b>	<b>2,283,924</b>	<b>4,921,627</b>	<b>5,099,106</b>	<b>5,318,113</b>	<b>3,940,112</b>	<b>19,278,957</b>	<b>3,773,630</b>	<b>5,139,884</b>	<b>5,086,914</b>	<b>5,627,132</b>	<b>19,627,560</b>	-	<b>1,935,321</b>
Isleton	Total Rev / Exp	4,869	13,089	13,558	14,124	10,559	51,330	15,648	6,790	1,996	31,766	56,200		(0)
Galt	Total Rev / Exp	3,981,112	327,224	338,940	353,104	263,987	1,283,255	2,228	5,367	32	300,048	307,674	55,454	5,012,147
SMAQMD	Total Rev / Exp	-	481,982	499,373	520,397	388,111	1,889,863	429,504	551,888	520,358	388,117	1,889,867		(4)
Paratransit	Total Rev / Exp	-	1,445,946	1,498,118	1,561,191	1,164,334	5,669,589	1,445,946	1,498,118	1,561,191	1,164,334	5,669,589		-
Sac Parks	Total Rev / Exp	305,215	250,000	250,000	250,000	250,000	1,000,000	178,748	265,353	405,424	227,594	1,077,119		228,096
SRTD	Total Rev / Exp	-	11,085,582	11,485,568	11,969,127	8,926,563	43,466,841	11,085,582	11,485,568	11,969,127	8,926,563	43,466,841		-
Neigh Shuttle	Total Rev / Exp	8,841,511	250,000	250,000	250,000	250,000	1,000,000	166,666	509,719	1,254,160	1,262,493	3,193,038	299,731	6,948,204
CTSA	Total Rev / Exp	10,516,247	-	-	-	-	-	-	-	-	-	-	178,920	10,695,167
<b>Total Activity</b>	<b>52,250,701</b>	<b>25,814,029</b>	<b>26,736,326</b>	<b>27,851,330</b>	<b>20,835,711</b>	<b>101,237,396</b>	<b>23,067,855</b>	<b>29,419,693</b>	<b>25,967,993</b>	<b>23,552,151</b>	<b>102,007,691</b>	<b>2,218,105</b>	<b>53,698,511</b>	

check

53,698,511



**SEPTEMBER 15, 2021**

**AGENDA ITEM # 5**

**CAPITAL PROJECT STATUS REPORTS – JUNE 30, 2021**

Action Requested: Receive and File

Key Staff: Timothy Jones, Chief Financial Officer

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The Authority is currently under contract for the following 17 capital projects:

1. US 50 Bus and Carpool Lanes, Phase 2 (California Department of Transportation)
2. Interstate 5 Bus and Carpool Lanes (California Department of Transportation)
3. Greenback Lane – Sunrise Blvd. to Fair Oaks Blvd. (Citrus Heights)
4. Capital SouthEast Connector (Connector JPA)
5. Capital SouthEast Connector Mitigation Program (Connector JPA)
6. Folsom Blvd. Watt Ave. to Bradshaw Rd. (County of Sacramento)
7. Greenback Lane – Fair Oaks Blvd. to Main (County of Sacramento)
8. Hazel Ave. Improvements – US 50 to Folsom Blvd. (County of Sacramento)
9. Hazel Ave. Improvements, Phase 1 – US 50 to Madison Ave. (County of Sacramento)
10. Madison Ave Improvements – Sunrise Blvd. to Hazel Ave. (County of Sacramento)
11. South Watt Ave. Improvements - Route 16 (County of Sacramento)
12. Sunrise Blvd. Jackson Rd. to Grantline Rd. (County of Sacramento)
13. Watt Ave. Improvements – Antelope Road to Business 80 (County of Sacramento)
14. Folsom Blvd. Improvements – Bradshaw Road to Sunrise Blvd. (City of Rancho Cordova)
15. Sunrise Blvd. Improvements – Gold Country to Jackson Roads (City of Rancho Cordova)
16. Downtown Intermodal Station (City of Sacramento)
17. Interstate 5/Richards Blvd. Interchange Upgrade (City of Sacramento)

Attached, you will find a status report for each project under contract with the Authority.

Attachment

# Measure A Capital Projects Quarterly Status Report



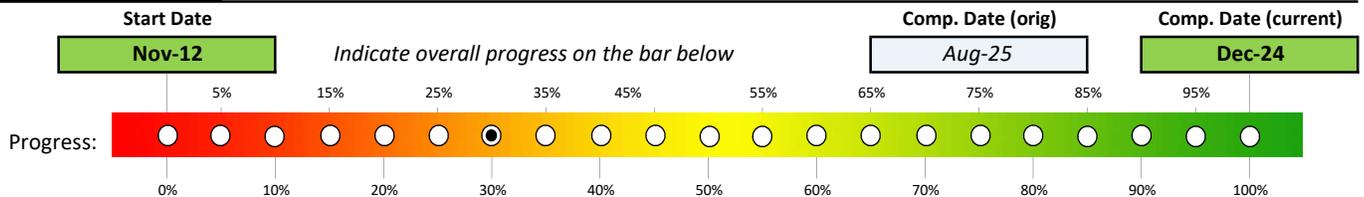
## PROJECT INFO

Quarter Ended:	<b>June 30, 2021</b>	Fiscal Year:	<b>2020-21</b>	Reporting Quarter:	<b>4</b>
Agency:	<b>California Department of Transportation</b>	Project Mgr:	<b>Jim K Rogers</b>		
		Contact Info:	<b>916-826-6052</b>		
Project Name:	<b>US Highway 50 Bus &amp; Carpool Lanes - phase 2</b>				
Sponsor Project ID Number:	<b>03-3F360/03-0H08U</b>	STA Project ID Number:	<b>A-47-CT</b>		
Original Est. Project Cost:	\$ <b>68,315,000.00</b>	Current Est. Project Cost:	\$ <b>147,480,000.00</b>		

## MEASURE A FUNDING

Previous Contract(s) Amount:	\$	<b>15,945,604.00</b>	Projected Spending	1Q:	\$	<b>875,000.00</b>
Previous Contract(s) Spending:		<b>15,310,227.98</b>		2Q:	\$	<b>875,000.00</b>
Current Contract Amount:	\$	<b>12,500,000.00</b>		3Q:	\$	<b>875,000.00</b>
Current Contract Spending:	\$	<b>2,163,758.15</b>		4Q:	\$	<b>875,000.00</b>
Expended This Quarter:	\$	<b>558,234.32</b>				
Total Remaining:	\$	<b>10,413,383.55</b>	Funds leveraged using local match	\$	<b>442,000,000.00</b>	

## PROJECT STATUS



Current Status (as of last day of reporting quarter; check only one):

- |  |  |  |
|--|--|--|
| <input type="checkbox"/> Not Started               | <input type="checkbox"/> Right-of-Way Acquisition    | <input type="checkbox"/> Bidding and/or Contracting    |
| <input type="checkbox"/> Pending or On-Hold        | <input type="checkbox"/> Environmental Review        | <input checked="" type="checkbox"/> Under Construction |
| <input type="checkbox"/> Design and/or Engineering | <input type="checkbox"/> Planning/Financing/Approval | <input type="checkbox"/> Completed                     |

### Explanation of Activities this Quarter and Additional Notes

Caltrans District 3 successfully competed and received State funding from the SB1 Gas/Diesel Tax programs under the Solutions for Congested Corridor Program for construction of this HOV Lanes project. The project is utilizing Design-Build instead of traditional Caltrans delivery method of Design-Bid-Build. This will expedite delivery of the project to the travelling public. The HOV lanes project has been combined with the US 50 Rehabilitation project that has already been funded by State Highway Operation and Protection Program (SHOPP).

- Coordination continued with Union Pacific Rail Road and Sacramento Regional Transit.
- Coordination continued with City of Sacramento on adjacent projects, parking impacts and utility work.
- Flatiron West Inc. with their design partner WSP are developing plans for the project.
- Design work is nearing completion at a rapid pace.
- Unsheltered camps were moved from under the W-X Freeway and a Safe Camping area was provided at parking lot between 6th Street and 8th Street.
- Construction work on soundwalls, retaining walls, bridge widening and traffic staging are ongoing.

# Measure A Capital Projects Quarterly Status Report



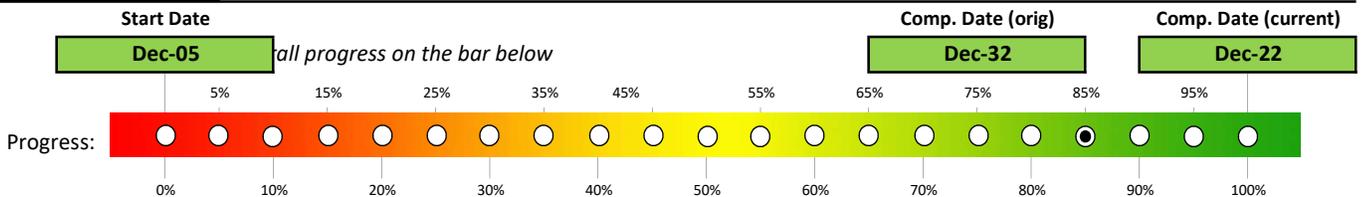
## PROJECT INFO

Quarter Ended:	<b>June 30, 2021</b>	Fiscal Year:	<b>2020-21</b>	Reporting Quarter:	<b>4</b>
Agency:	<b>California Department of Transportation</b>	Project Mgr:	<b>Jess Avila</b>		
		Contact Info:	<b>530-741-4533</b>		
Project Name:	<b>Interstate 5 Bus &amp; Carpool Lanes</b>				
Sponsor Project ID Number:	<b>03-3C000 and 03-3C001</b>	STA Project ID Number:	<b>A-45-CT</b>		
Original Est. Project Cost:	\$ <b>188,479,000.00</b>	Current Est. Project Cost:	\$ <b>125,530,000.00</b>		

## MEASURE A FUNDING

Previous Contract(s) Amount:	\$ <b>3,185,454.00</b>	Projected Spending	1Q:	\$ <b>2,000,000.00</b>
Previous Contract(s) Spending:	\$ <b>3,185,454.00</b>		2Q:	\$ <b>2,000,000.00</b>
Current Contract Amount:	\$ <b>30,000,000.00</b>		3Q:	\$ <b>1,500,000.00</b>
Current Contract Spending:	\$ <b>16,074,922.59</b>		4Q:	\$ <b>500,000.00</b>
Expended This Quarter:	\$ <b>2,499,813.26</b>			
Total Remaining:	\$ <b>11,425,264.15</b>	Funds leveraged using local match	\$ <b>332,000,000.00</b>	

## PROJECT STATUS



Current Status (as of last day of reporting quarter; check only one):

- |  |  |  |
|--|--|--|
| <input type="checkbox"/> Not Started               | <input type="checkbox"/> Right-of-Way Acquisition    | <input type="checkbox"/> Bidding and/or Contracting    |
| <input type="checkbox"/> Pending or On-Hold        | <input type="checkbox"/> Environmental Review        | <input checked="" type="checkbox"/> Under Construction |
| <input type="checkbox"/> Design and/or Engineering | <input type="checkbox"/> Planning/Financing/Approval | <input type="checkbox"/> Completed                     |

Explanation of Activities this Quarter and Additional Notes

Completed concrete barrier work on Beach Lake Bridge and Route 5/160 Separations (Freeport Blvd.). Casilada Pedestrian Overcrossing is 95% complete.

Completed concrete barrier upgrade between Route 5/160 Separation and I5/US 50 Interchange. Continue drainage work in the median at various locations. Continue outside widening of roadway between Pocket Road and Broadway. Continue retaining wall construction at overcrossing locations between Pocket Road and Broadway. Started final paving between Broadway and Pocket Rd.

# Measure A Capital Projects Quarterly Status Report



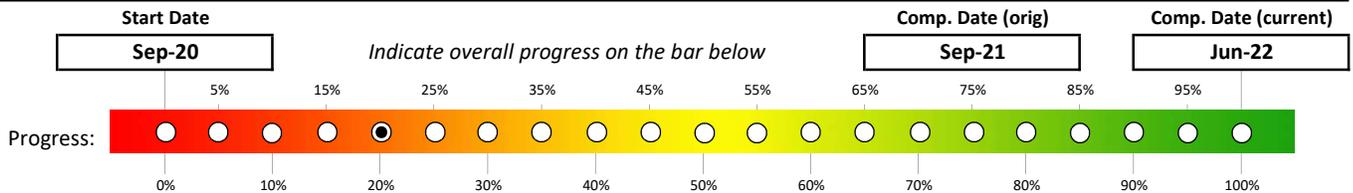
## PROJECT INFO

Quarter Ended:	<b>June 30, 2021</b>	Fiscal Year:	<b>2020-21</b>	Reporting Quarter:	<b>4</b>
Agency:	<b>Citrus Heights</b>	Project Mgr:	<b>Regina Cave</b>		
		Contact Info:	<a href="mailto:rcave@citrusheights.net">rcave@citrusheights.net</a>		
Project Name:	<b>Geenback Lane/Sunrise Blvd. to Fair Oaks Blvd.</b>				
Sponsor Project ID Number:	<b>45-20-002</b>	STA Project ID Number:	<b>A-18-CH</b>		
Original Est. Project Cost:	\$ <b>1,500,000.00</b>	Current Est. Project Cost:	\$ <b>2,200,000.00</b>		

## MEASURE A FUNDING

Previous Contract(s) Amount:	\$ -	Projected Spending	1Q:	\$ -
Previous Contract(s) Spending:	\$ -		2Q:	\$ -
Current Contract Amount:	\$ <b>600,000.00</b>		3Q:	\$ -
Current Contract Spending:	\$ -		4Q:	\$ -
Expended This Quarter:	\$ -			
Total Remaining:	\$ <b>600,000.00</b>	Funds leveraged using local match	\$ <b>1,600,000.00</b>	

## PROJECT STATUS



Current Status (as of last day of reporting quarter; check only one):

- |   |  |   |
|---|--|---|
| <input type="checkbox"/> Not Started                          | <input type="checkbox"/> Right-of-Way Acquisition    | <input type="checkbox"/> Bidding and/or Contracting |
| <input type="checkbox"/> Pending or On-Hold                   | <input type="checkbox"/> Environmental Review        | <input type="checkbox"/> Under Construction         |
| <input checked="" type="checkbox"/> Design and/or Engineering | <input type="checkbox"/> Planning/Financing/Approval | <input type="checkbox"/> Completed                  |

### Explanation of Activities this Quarter and Additional Notes

PS&E is at 90% and currently under review. Advertising for CON tentatively scheduled for November 2021, with construction planned for early 2022. Current expenditure for PS&E are local, non-measure A funds.

# Measure A Capital Projects Quarterly Status Report



## PROJECT INFO

Quarter Ended: **June 30, 2021**

Fiscal Year: **2020-21**

Reporting Quarter: **4**

Agency: **Capital SouthEast Connector**

Project Mgr: **Matt Lampa**

Contact Info: [LampaM@SacCounty.net](mailto:LampaM@SacCounty.net)

Project Name: **Capital SouthEast Connector**

Sponsor Project ID Number: **N/A**

STA Project ID Number: **A-16-JP**

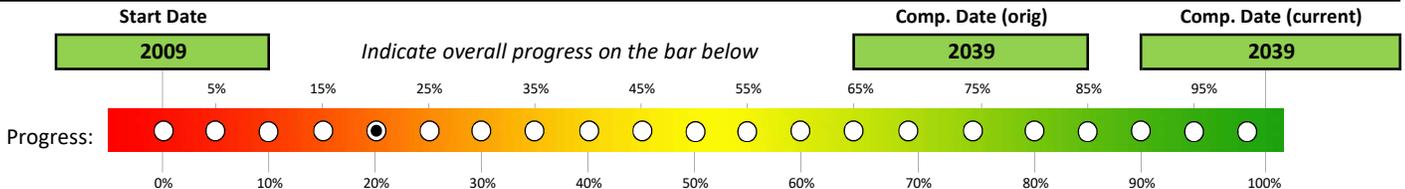
Original Est. Project Cost: \$ **1,006,014,000**

Current Est. Project Cost: \$ **588,190,000**

## MEASURE A FUNDING

Previous Contract(s) Amount:	\$	<b>12,788,762.00</b>	Projected	1Q:	\$	<b>1,555,545</b>	
Previous Contract(s) Spending:	\$	<b>12,788,762.00</b>		2Q:	\$	<b>912,500</b>	
Current Contract Amount:	\$	<b>25,640,000.00</b>	Spending	3Q:	\$	<b>912,500</b>	
Current Contract Spending:	\$	<b>20,263,819.89</b>		4Q:	\$	<b>912,500</b>	
Expended This Quarter:		<b>843,898.14</b>	Funds leveraged using local match				\$ <b>150,300,000.00</b>
Total Remaining:		<b>4,532,281.97</b>					

## PROJECT STATUS



Current Status (as of last day of reporting quarter; check only one):

- |  |  |  |
|--|--|--|
| <input type="checkbox"/> Not Started               | <input type="checkbox"/> Right-of-Way Acquisition    | <input type="checkbox"/> Bidding and/or Contracting    |
| <input type="checkbox"/> Pending or On-Hold        | <input type="checkbox"/> Environmental Review        | <input checked="" type="checkbox"/> Under Construction |
| <input type="checkbox"/> Design and/or Engineering | <input type="checkbox"/> Planning/Financing/Approval | <input type="checkbox"/> Completed                     |

Explanation of Activities this Quarter and Additional Notes

### Explanation of activities:

- **Segment A:** A2 Project construction is ongoing.
- **Segment B:** B2 Project construction is ongoing.
- **Segment C:** Continued coordination w/ the City of Elk Grove on conceptual intersection designs and traffic study work for various intersections along the alignment.
- **Segment D2:** Coordination with SACOG on programming and MTIP amendment.
- **Segment D3:** D3a Project construction is ongoing. D3b rail crossing planning is ongoing. Preparation of grant funding application. Preparation of final design construction documents for the Scott Rd realignment.

# Measure A Capital Projects Quarterly Status Report



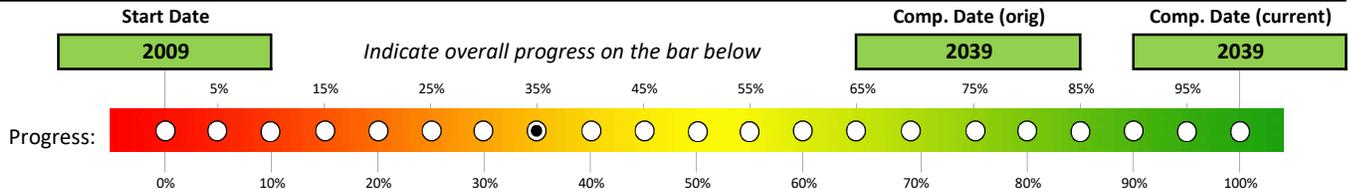
## PROJECT INFO

Quarter Ended:	<b>June 30, 2021</b>	Fiscal Year:	<b>2020-21</b>	Reporting Quarter:	<b>4</b>
Agency:	<b>Capital SouthEast Connector</b>	Project Mgr:	<b>Derek Minnema</b>		
		Contact Info:	<a href="mailto:minnemad@saccounty.net">minnemad@saccounty.net</a>		
Project Name:	<b>Capital SouthEast Connector</b>				
Sponsor Project ID Number:	<b>N/A</b>	STA Project ID Number:	<b>A-16-JP</b>		
Original Est. Project Cost:	\$ <b>1,006,014,000</b>	Current Est. Project Cost:	\$ <b>588,190,000</b>		

## MEASURE A FUNDING

Previous Contract(s) Amount:	\$ -	Projected Spending	1Q:	\$ 1,000,025
Previous Contract(s) Spending:	\$ -		2Q:	\$ 1,000,025
Current Contract Amount:	\$ 5,000,000.00		3Q:	\$ 1,000,025
Current Contract Spending:	\$ 4,909,227.00		4Q:	\$ 1,000,025
Expended This Quarter:	90,773.00			
Total Remaining:	-	Funds leveraged using local match	\$	-

## PROJECT STATUS



Current Status (as of last day of reporting quarter; check only one):

- |  |  |   |
|--|--|---|
| <input type="checkbox"/> Not Started               | <input type="checkbox"/> Right-of-Way Acquisition    | <input type="checkbox"/> Bidding and/or Contracting |
| <input type="checkbox"/> Pending or On-Hold        | <input type="checkbox"/> Environmental Review        | <input type="checkbox"/> Under Construction         |
| <input type="checkbox"/> Design and/or Engineering | <input type="checkbox"/> Planning/Financing/Approval | <input type="checkbox"/> Completed                  |

Explanation of Activities this Quarter and Additional Notes

### Explanation of activities:

Project environmental mitigation purchased through the South Sacramento Habitat Conservation Plan.

The Consumnes Open Space Allocation and Expenditure Contract for Environmental Mitigation was fully expended as of June 30, 2021.

The projected spending identified in 1Q - 4Q is based on the newly awarded Smart Growth Incentive Allocation and Expenditure Contract for Environmental Mitigation.

# Measure A Capital Projects Quarterly Status Report



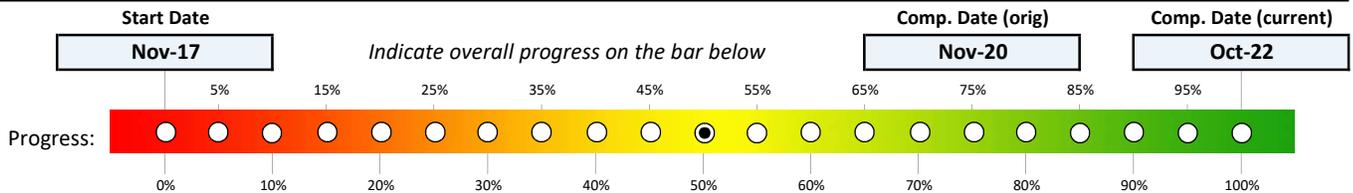
## PROJECT INFO

Quarter Ended:	<b>June 30, 2021</b>	Fiscal Year:	<b>2020-21</b>	Reporting Quarter:	<b>4</b>
Agency:	<b>County of Sacramento</b>	a	<b>Spencer Ord, Senior Civil Engineer</b>		
		Contact Info:	<b>(916) 874-2816</b>		
Project Name:	<b>Folsom Blvd. Watt Ave. to Bradshaw Road</b>				
Sponsor Project ID Number:	<b>RFODGE</b>	STA Project ID Number:	<b>A-13-SC</b>		
Original Est. Project Cost:	\$ <b>40,698,159.00</b>	Current Est. Project Cost:	\$ <b>40,698,159.00</b>		

## MEASURE A FUNDING

Previous Contract(s) Amount:	\$ -	Projected Spending	1Q:	\$ <b>250,000.00</b>
Previous Contract(s) Spending:	\$ -		2Q:	\$ <b>321,115.00</b>
Current Contract Amount:	\$ <b>1,303,000.00</b>		3Q:	\$ -
Current Contract Spending:	\$ <b>656,884.74</b>		4Q:	\$ -
Expended This Quarter:	\$ <b>353,024.74</b>			
Total Remaining:	\$ <b>293,090.52</b>	Funds leveraged using local match	\$ <b>555,462.81</b>	

## PROJECT STATUS



Current Status (as of last day of reporting quarter; check only one):

- |   |  |   |
|---|--|---|
| <input type="checkbox"/> Not Started                          | <input type="checkbox"/> Right-of-Way Acquisition    | <input type="checkbox"/> Bidding and/or Contracting |
| <input type="checkbox"/> Pending or On-Hold                   | <input type="checkbox"/> Environmental Review        | <input type="checkbox"/> Under Construction         |
| <input checked="" type="checkbox"/> Design and/or Engineering | <input type="checkbox"/> Planning/Financing/Approval | <input type="checkbox"/> Completed                  |

### Explanation of Activities this Quarter and Additional Notes

The California Environmental Quality Act (CEQA) approval for the Mayhew Road to Bradshaw Road segment on Folsom Boulevard was issued in January 2019. The project is currently in the right-of-way and final design phases of work for a Phase 1 complete streets improvement project. All right of way acquisition are from Sacramento Regional Transit (SacRT). The Board of Supervisors approved the easement agreements which were recently approved and executed by RT. The right of way certification was in April with allocation received in June 2021. The project is scheduled to be bid in fall 2021 with construction scheduled to begin in early 2022. An additional contract will be needed to fully fund the construction work.

# Measure A Capital Projects Quarterly Status Report



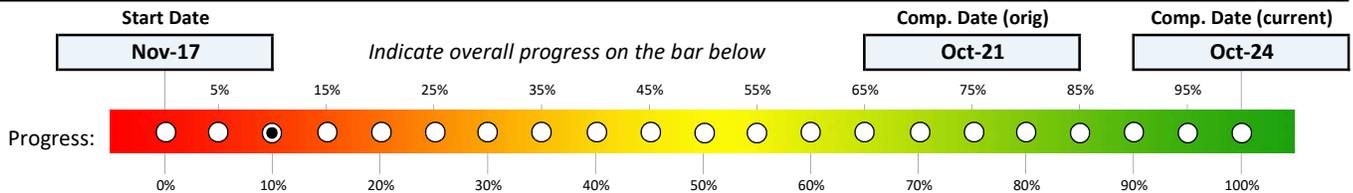
## PROJECT INFO

Quarter Ended:	<b>June 30, 2021</b>	Fiscal Year:	<b>2020-21</b>	Reporting Quarter:	<b>4</b>
Agency:	<b>County of Sacramento</b>	a	<b>Tim Stevens, Senior Civil Engineer</b>		
		Contact Info:	<b>(916) 874-6291</b>		
Project Name:	<b>Greenback Lane Phase I - Fair Oaks Blvd. to Main Street</b>				
Sponsor Project ID Number:	<b>STOXEB</b>	STA Project ID Number:	<b>A-17-SC</b>		
Original Est. Project Cost:	\$ <b>41,716,000.00</b>	Current Est. Project Cost:	\$ <b>41,716,000.00</b>		

## MEASURE A FUNDING

Previous Contract(s) Amount:	\$ <b>116,829.91</b>	Projected Spending	1Q:	\$ <b>100,000.00</b>
Previous Contract(s) Spending:	\$ <b>116,829.91</b>		2Q:	\$ <b>100,000.00</b>
Current Contract Amount:	\$ <b>2,900,000.00</b>		3Q:	\$ <b>250,000.00</b>
Current Contract Spending:	\$ <b>252,022.09</b>		4Q:	\$ <b>250,000.00</b>
Expended This Quarter:	\$ <b>5,044.86</b>			
Total Remaining:	\$ <b>2,642,933.05</b>	Funds leveraged using local match	\$	<b>-</b>

## PROJECT STATUS



Current Status (as of last day of reporting quarter; check only one):

- |  |  |   |
|--|--|---|
| <input type="checkbox"/> Not Started               | <input type="checkbox"/> Right-of-Way Acquisition        | <input type="checkbox"/> Bidding and/or Contracting |
| <input type="checkbox"/> Pending or On-Hold        | <input checked="" type="checkbox"/> Environmental Review | <input type="checkbox"/> Under Construction         |
| <input type="checkbox"/> Design and/or Engineering | <input type="checkbox"/> Planning/Financing/Approval     | <input type="checkbox"/> Completed                  |

### Explanation of Activities this Quarter and Additional Notes

The project limits are Greenback Lane from Chestnut Ave to the Folsom City/Sacramento County Boundary. The project includes sidewalk infill, ADA improvements (curb ramps and bus stops), Class II bike lanes and streetscape design and environmental review are underway.

Public outreach and community input on the proposed alignment will be solicited through public meetings. The project was presented to the Sacramento County Bicycle Advisory Committee (SacBAC) in March 2021 and obtained CEQA in January 2021.

Funding was applied for and a grant received for Phase 1 of this project, installing improvements between Chestnut and Walnut. Design is underway and right-of-way acquisition to begin after preliminary design is complete.

# Measure A Capital Projects Quarterly Status Report



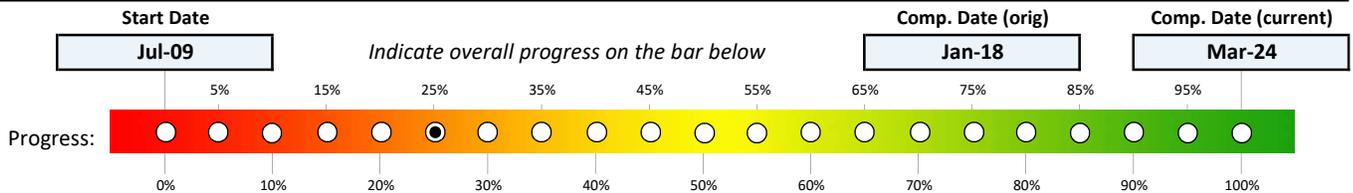
## PROJECT INFO

Quarter Ended:	<b>June 30, 2021</b>	Fiscal Year:	<b>2020-21</b>	Reporting Quarter:	<b>4</b>
Agency:	<b>County of Sacramento</b>	a	<b>Tim Stevens, Senior Civil Engineer</b>		
		Contact Info:	<b>(916) 874-6291</b>		
Project Name:	<b>Hazel Avenue Improvements – US Highway 50 to Folsom Blvd</b>				
Sponsor Project ID Number:	<b>STRL41</b>	STA Project ID Number:	<b>A-23-SC</b>		
Original Est. Project Cost:	\$ <b>61,268,182.00</b>	Current Est. Project Cost:	\$ <b>82,735,257.00</b>		

## MEASURE A FUNDING

Previous Contract(s) Amount:	\$ <b>1,679,031.22</b>	Projected Spending	1Q:	\$ <b>250,000.00</b>
Previous Contract(s) Spending:	\$ <b>1,679,031.22</b>		2Q:	\$ <b>500,000.00</b>
Current Contract Amount:	\$ <b>10,750,000.00</b>		3Q:	\$ <b>1,000,000.00</b>
Current Contract Spending:	\$ <b>253,172.30</b>		4Q:	\$ <b>1,000,000.00</b>
Expended This Quarter:	\$ <b>-</b>			
Total Remaining:	\$ <b>10,496,827.70</b>	Funds leveraged using local match	\$ <b>-</b>	

## PROJECT STATUS



Current Status (as of last day of reporting quarter; check only one):

- |   |  |   |
|---|--|---|
| <input type="checkbox"/> Not Started                          | <input type="checkbox"/> Right-of-Way Acquisition    | <input type="checkbox"/> Bidding and/or Contracting |
| <input type="checkbox"/> Pending or On-Hold                   | <input type="checkbox"/> Environmental Review        | <input type="checkbox"/> Under Construction         |
| <input checked="" type="checkbox"/> Design and/or Engineering | <input type="checkbox"/> Planning/Financing/Approval | <input type="checkbox"/> Completed                  |

### Explanation of Activities this Quarter and Additional Notes

Caltrans approved the Finding of No Significant Impact (FONSI) on 7/2/2020.

The project was on the County Board agenda for certification of the FEIR/EA and the Board found the FEIR/EA adequate and complete on 9/22/2020.

The Notice of Determination was filed on 10/5/2020 and CEQA/NEPA completed in 2021.

The Project Report has been completed and approved by Caltrans.

A Request For Qualifications (RFQ) for engineering services was released and one proposal was received. Attempts were made, including re-advertisement, to seek out more candidates, but ultimately only the one bidder proposed and proceeding with a sole-source contract that was approved by Caltrans. Negotiations are underway, and next steps will be to begin Rights-of-way acquisitions once a consultant is under contract.

# Measure A Capital Projects Quarterly Status Report



## PROJECT INFO

Quarter Ended: **June 30, 2021** Fiscal Year: **2020-21** Reporting Quarter: **4**

Agency: **County of Sacramento** a **Tim Stevens, Senior Civil Engineer**  
Contact Info: **(916) 874-6291**

Project Name: **Hazel Avenue Improvements, Phase 1 – US Highway 50 to Madison Avenue**

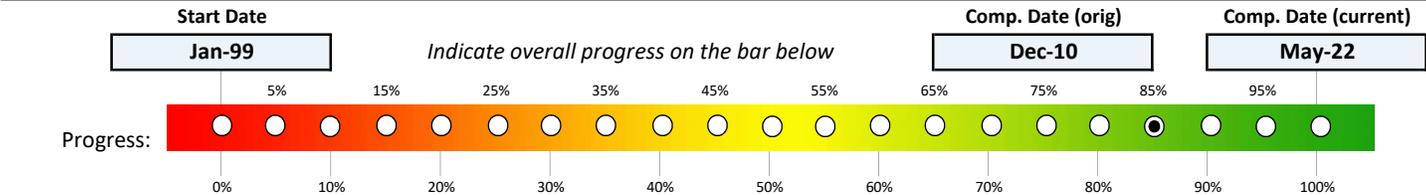
Sponsor Project ID Number: **ST0XCC;ST0XCJ;DV2L43;STRL43** STA Project ID Number: **A-21-SC**

Original Est. Project Cost: \$ **79,292,680.00** Current Est. Project Cost: \$ **110,000,000.00**

## MEASURE A FUNDING

Previous Contract(s) Amount:	\$	<b>33,999,043.75</b>	Projected Spending	1Q:	\$	<b>158,829.74</b>	
Previous Contract(s) Spending:	\$	<b>33,999,043.75</b>		2Q:	\$	-	
Current Contract Amount:	\$	<b>6,900,000.00</b>		3Q:	\$	-	
Current Contract Spending:	\$	<b>4,223,248.70</b>		4Q:	\$	-	
Expended This Quarter:	\$	<b>2,517,953.82</b>	Funds leveraged using local match				\$ <b>12,903,777.41</b>
Total Remaining:	\$	<b>158,797.48</b>					

## PROJECT STATUS



- Current Status (as of last day of reporting quarter; check only one):
- Not Started
  - Pending or On-Hold
  - Design and/or Engineering
  - Right-of-Way Acquisition
  - Environmental Review
  - Planning/Financing/Approval
  - Bidding and/or Contracting
  - Under Construction
  - Completed

Explanation of Activities this Quarter and Additional Notes

Hazel Avenue Widening Phase 1, US 50 to Curragh Downs Drive: Construction completed in Spring 2011.  
(Current Status : Completed)

Hazel Avenue Widening Phase 2, Curragh Downs Drive to Sunset Avenue: Construction Completed in July 2018.  
(Current Status: Completed)

Hazel Avenue Widening Phase 3, Sunset Avenue to Madison Avenue: Right of way acquisition is complete for the Phase 3 project. The project opened bids on August 20, 2020, and the contract was awarded to Teichert. Construction began on November 16, 2020 and joint trench construction for utility relocation and sound wall installation has been completed. Utility undergrounding is underway and scheduled to be complete by November 2021, followed by roadway improvements.

# Measure A Capital Projects Quarterly Status Report



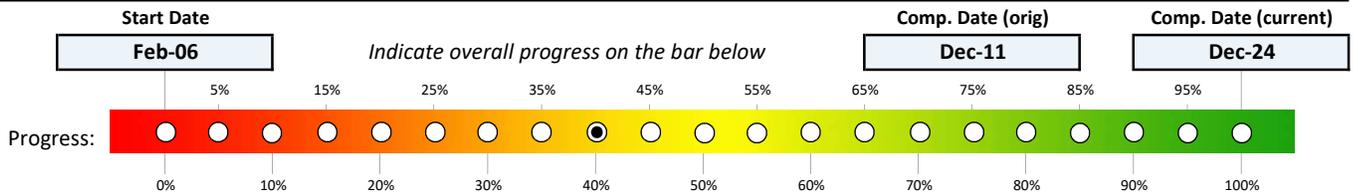
## PROJECT INFO

Quarter Ended:	<b>June 30, 2021</b>	Fiscal Year:	<b>2020-21</b>	Reporting Quarter:	<b>4</b>
Agency:	<b>County of Sacramento</b>	a	<b>Jenny Singh, Senior Civil Engineer</b>		
		Contact Info:	<b>(916)874-6291</b>		
Project Name:	<b>Madison Avenue Improvements, Phase 1 – Sunrise Blvd to Hazel Avenue</b>				
Sponsor Project ID Number:	<b>STOXAG</b>	STA Project ID Number:	<b>A-24-SC</b>		
Original Est. Project Cost:	\$ <b>19,929,143.00</b>	Current Est. Project Cost:	\$ <b>28,872,280.00</b>		

## MEASURE A FUNDING

Previous Contract(s) Amount:	\$ <b>1,280,274.94</b>	Projected Spending	1Q:	\$ <b>250,000.00</b>
Previous Contract(s) Spending:	\$ <b>1,280,274.94</b>		2Q:	\$ <b>250,000.00</b>
Current Contract Amount:	\$ <b>3,000,000.00</b>		3Q:	\$ <b>250,000.00</b>
Current Contract Spending:	\$ <b>699,356.43</b>		4Q:	\$ <b>250,000.00</b>
Expended This Quarter:	\$ <b>62,928.87</b>			
Total Remaining:	\$ <b>2,237,714.70</b>	Funds leveraged using local match	\$ <b>342,845.99</b>	

## PROJECT STATUS



Current Status (as of last day of reporting quarter; check only one):

- |   |  |   |
|---|--|---|
| <input type="checkbox"/> Not Started                          | <input type="checkbox"/> Right-of-Way Acquisition    | <input type="checkbox"/> Bidding and/or Contracting |
| <input type="checkbox"/> Pending or On-Hold                   | <input type="checkbox"/> Environmental Review        | <input type="checkbox"/> Under Construction         |
| <input checked="" type="checkbox"/> Design and/or Engineering | <input type="checkbox"/> Planning/Financing/Approval | <input type="checkbox"/> Completed                  |

### Explanation of Activities this Quarter and Additional Notes

The project is currently in the environmental review stage for the hybrid alternative. The hybrid alternative consists of widening Madison Avenue to five or six lanes with some portions of Madison Avenue remaining at four lanes. This alternative is the preferred alternative due to less right-of-way and tree impacts than associated with the six lane project. The traffic study for the hybrid has been completed.

A public outreach and community input process will be conducted as the environmental review state continues. This public outreach process is expected to move forward in fall 2021. We are currently in preliminary design stage of work.

# Measure A Capital Projects Quarterly Status Report



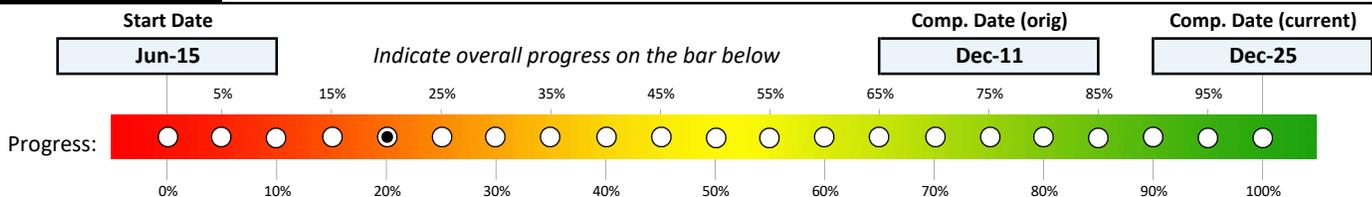
## PROJECT INFO

Quarter Ended:	<b>June 30, 2021</b>	Fiscal Year:	<b>2020-21</b>	Reporting Quarter:	<b>4</b>
Agency:	<b>County of Sacramento</b>	a	<b>Heather Yee, Senior Civil Engineer</b>		
		Contact Info:	<b>(916) 874-9182</b>		
Project Name:	<b>South Watt Ave/Elk Grove-Florin Rd Improvements, Florin Rd to State Route 16</b>				
Sponsor Project ID Number:	<b>ST0XDG</b>	STA Project ID Number:	<b>A-27-SC</b>		
Original Est. Project Cost:	\$ <b>10,873,412.00</b>	Current Est. Project Cost:	\$ <b>30,182,360.00</b>		

## MEASURE A FUNDING

Previous Contract(s) Amount:	\$ <b>3,159,720.99</b>	Projected Spending	1Q:	\$ <b>100,000.00</b>
Previous Contract(s) Spending:	\$ <b>3,159,720.99</b>		2Q:	\$ <b>250,000.00</b>
Current Contract Amount:	\$ <b>7,030,000.00</b>		3Q:	\$ <b>250,000.00</b>
Current Contract Spending:	\$ <b>230,512.11</b>		4Q:	\$ <b>250,000.00</b>
Expended This Quarter:	\$ <b>-</b>	Funds leveraged using local match		
Total Remaining:	\$ <b>6,799,487.89</b>		\$	<b>-</b>

## PROJECT STATUS



Current Status (as of last day of reporting quarter; check only one):

- |  |  |   |
|--|--|---|
| <input type="checkbox"/> Not Started               | <input type="checkbox"/> Right-of-Way Acquisition        | <input type="checkbox"/> Bidding and/or Contracting |
| <input type="checkbox"/> Pending or On-Hold        | <input checked="" type="checkbox"/> Environmental Review | <input type="checkbox"/> Under Construction         |
| <input type="checkbox"/> Design and/or Engineering | <input type="checkbox"/> Planning/Financing/Approval     | <input type="checkbox"/> Completed                  |

### Explanation of Activities this Quarter and Additional Notes

The project is currently in the preliminary engineering phase of work. Grant awards in 2020 allowed the extension of the project limits south (from Fruitridge to Florin), tripling its length and cost. An engineering consultant has been under contract since December 2019. Environmental studies for CEQA are complete. The GAD for the ultimate 6-lane configuration is 95% complete. Refinement of the project design is on-going including coordination with the City of Sacramento, the Central Valley Flood Protection Board, and Union Pacific Railroad Company. Hydromodification and alternatives on the project are being coordinated.

This project has significant grant funding for the design phase and matching bond funds so the Measure A expenses are minimal at this time, despite substantial work progress. Measure A funds a substantial share of the rights-of-way and construction costs.

# Measure A Capital Projects Quarterly Status Report



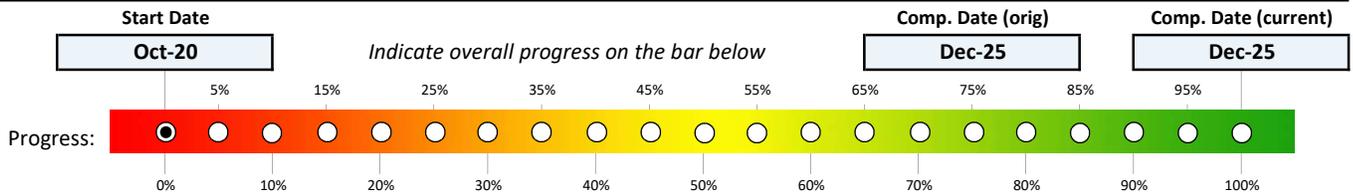
## PROJECT INFO

Quarter Ended:	<b>June 30, 2021</b>	Fiscal Year:	<b>2020-21</b>	Reporting Quarter:	<b>4</b>
Agency:	<b>County of Sacramento</b>	a	<b>Melissa Wright, Principal Civil Engineer</b>		
		Contact Info:	<b>(916) 874-6291</b>		
Project Name:	<b>Sunrise Blvd. Jackson Road to Grant Line Road</b>				
Sponsor Project ID Number:	<b>Not Assigned</b>	STA Project ID Number:	<b>A-31-SC</b>		
Original Est. Project Cost:	\$ <b>79,763,000.00</b>	Current Est. Project Cost:	\$ <b>79,763,000.00</b>		

## MEASURE A FUNDING

Previous Contract(s) Amount:	\$ -	Projected Spending	1Q:	\$ 50,000.00
Previous Contract(s) Spending:	\$ -		2Q:	\$ 75,000.00
Current Contract Amount:	\$ 2,400,000.00		3Q:	\$ 75,000.00
Current Contract Spending:	\$ -		4Q:	\$ 100,000.00
Expended This Quarter:	\$ -			
Total Remaining:	\$ 2,400,000.00	Funds leveraged using local match	\$ -	

## PROJECT STATUS



Current Status (as of last day of reporting quarter; check only one):

- |   |  |   |
|---|--|---|
| <input type="checkbox"/> Not Started                          | <input type="checkbox"/> Right-of-Way Acquisition    | <input type="checkbox"/> Bidding and/or Contracting |
| <input type="checkbox"/> Pending or On-Hold                   | <input type="checkbox"/> Environmental Review        | <input type="checkbox"/> Under Construction         |
| <input checked="" type="checkbox"/> Design and/or Engineering | <input type="checkbox"/> Planning/Financing/Approval | <input type="checkbox"/> Completed                  |

### Explanation of Activities this Quarter and Additional Notes

The Phase 1 Project includes widening of Sunrise Boulevard between Jackson Hwy and Kiefer Road in the City of Rancho Cordova and includes intersection improvements at Jackson Road at Sunrise Boulevard by the County. The tentative completion date shown in the "Project Status" section of this report is for the Phase 1 Project. The Project is needed by, and requires coordination with the City of Rancho Cordova. The City and County met in February and April 2021 to discuss the City leading the design work at the intersection with their roadway segment and using the County's Measure A funding; Rancho Cordova is developing a reimbursement agreement for this purpose. The City of Rancho Cordova's consultant has begun preliminary design efforts.

# Measure A Capital Projects Quarterly Status Report



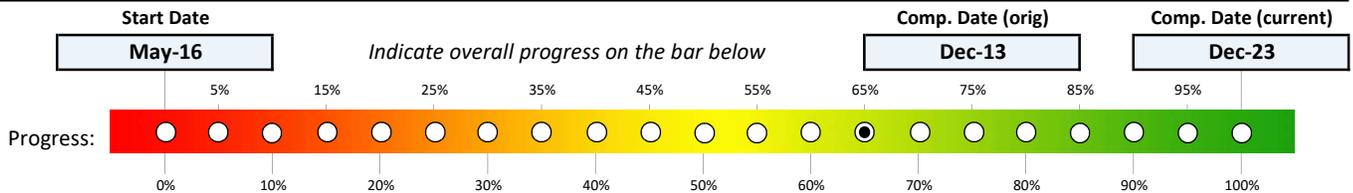
## PROJECT INFO

Quarter Ended:	<b>June 30, 2021</b>	Fiscal Year:	<b>2020-21</b>	Reporting Quarter:	<b>4</b>
Agency:	<b>County of Sacramento</b>	a	<b>Heather Yee, Senior Civil Engineer</b>		
		Contact Info:	<b>(916) 874-6291</b>		
Project Name:	<b>Watt Avenue Improvements – Antelope Road to Business Interstate 80</b>				
Sponsor Project ID Number:	<b>STOXdN</b>	STA Project ID Number:	<b>A-37-SC</b>		
Original Est. Project Cost:	\$ <b>40,825,817.00</b>	Current Est. Project Cost:	\$ <b>40,825,817.00</b>		

## MEASURE A FUNDING

Previous Contract(s) Amount:	\$ <b>263,377.50</b>	Projected Spending	1Q:	\$ <b>100,000.00</b>
Previous Contract(s) Spending:	\$ <b>263,377.50</b>		2Q:	\$ <b>250,000.00</b>
Current Contract Amount:	\$ <b>3,345,000.00</b>		3Q:	\$ <b>250,000.00</b>
Current Contract Spending:	\$ <b>484,618.26</b>		4Q:	\$ <b>250,000.00</b>
Expended This Quarter:	\$ <b>190,801.02</b>			
Total Remaining:	\$ <b>2,669,580.72</b>	Funds leveraged using local match	\$ <b>808,145.06</b>	

## PROJECT STATUS



Current Status (as of last day of reporting quarter; check only one):

- |  |  |   |
|--|--|---|
| <input type="checkbox"/> Not Started               | <input checked="" type="checkbox"/> Right-of-Way Acquisition | <input type="checkbox"/> Bidding and/or Contracting |
| <input type="checkbox"/> Pending or On-Hold        | <input type="checkbox"/> Environmental Review                | <input type="checkbox"/> Under Construction         |
| <input type="checkbox"/> Design and/or Engineering | <input type="checkbox"/> Planning/Financing/Approval         | <input type="checkbox"/> Completed                  |

### Explanation of Activities this Quarter and Additional Notes

Project improvements on this corridor are for a segment of Watt Avenue from Interstate 80 to Roseville Road. (Additional funding was secured in November 2020 extending the limits north from Wynona Way to Roseville Road and lengthening the schedule). The preliminary design for this project will evaluate and coordinate a preferred alternative for a complete streets concept that will include sidewalk infill, Americans With Disabilities Act (ADA) improvements (curb ramps and bus stops), Class II bike lanes, and streetscape enhancements.

The California Environmental Quality Act (CEQA) clearance for the entire project area was completed in March 2020. National Environmental Policy Act (NEPA) clearance for the entire project was completed in July 2020. Project remains in right-of-way phase and the design team is refining aspects of roadway design.

# Measure A Capital Projects Quarterly Status Report



## PROJECT INFO

Quarter Ended: **June 30, 2021** Fiscal Year: **2020-21** Reporting Quarter: **4**

Agency: **City of Rancho Cordova** Project Mgr: **Edgar Medina**  
Contact Info: [emedina@cityofranhocordova.org](mailto:emedina@cityofranhocordova.org)

Project Name: **Folsom Blvd Improvements – Bradshaw Road to Sunrise Blvd**

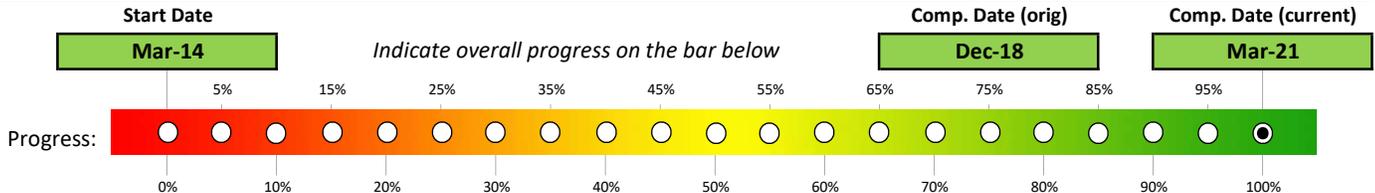
Sponsor Project ID Number: **P14-2129/CP14-2139/CP16-217** STA Project ID Number: **A-14-RC**

Original Est. Project Cost: \$ **10,155,200.00** Current Est. Project Cost: \$ **13,129,135.00**

## MEASURE A FUNDING

Previous Contract(s) Amount:	\$	<b>5,304,219.29</b>	Projected Spending	1Q:	\$	-		
Previous Contract(s) Spending:	\$	<b>5,304,219.29</b>		2Q:	\$	-		
Current Contract Amount:	\$	<b>4,539,232.20</b>		3Q:	\$	-		
Current Contract Spending:	\$	<b>4,841,048.78</b>		4Q:	\$	-		
Expended This Quarter:	\$	<b>(301,816.58)</b>						
Total Remaining:	\$	<b>(0.00)</b>				Funds leveraged using local match	\$	<b>10,777,920.00</b>

## PROJECT STATUS



Current Status (as of last day of reporting quarter; check only one):

- Not Started
- Right-of-Way Acquisition
- Bidding and/or Contracting
- Pending or On-Hold
- Environmental Review
- Under Construction
- Design and/or Engineering
- Planning/Financing/Approval
- Completed

Explanation of Activities this Quarter and Additional Notes

The work performed during this quarter was the Monument Sign. The project is complete.

# Measure A Capital Projects Quarterly Status Report



## PROJECT INFO

Quarter Ended: **June 30, 2021** Fiscal Year: **2020-21** Reporting Quarter: **4**

Agency: **City of Rancho Cordova** Project Mgr: **Edgar Medina**  
Contact Info: [emedina@cityofranhocordova.org](mailto:emedina@cityofranhocordova.org)

Project Name: **Sunrise Blvd – Gold Country Road to Jackson Road**

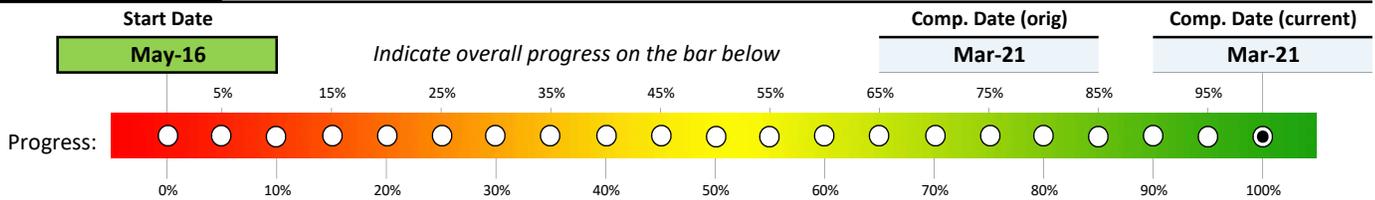
Sponsor Project ID Number: **CP15-2145/CP18-2187** STA Project ID Number: **A-32-RC**

Original Est. Project Cost: \$ **4,035,000.00** Current Est. Project Cost: \$ **8,160,300.00**

## MEASURE A FUNDING

Total Measure A Funding:	\$	<b>10,948,037.80</b>	Projected Spending	1Q:	\$	-
Current Contract Amount:	\$	<b>2,600,863.40</b>		2Q:	\$	-
Total Previously Expended:	\$	<b>8,537,533.19</b>		3Q:	\$	-
Expended This Quarter:	\$	<b>2,410,504.61</b>		4Q:	\$	-
Total Remaining:	\$	-		Funds leveraged using local match	\$	<b>6,886,000.00</b>

## PROJECT STATUS



Current Status (as of last day of reporting quarter; check only one):

- |  |  |   |
|--|--|---|
| <input type="checkbox"/> Not Started               | <input type="checkbox"/> Right-of-Way Acquisition    | <input type="checkbox"/> Bidding and/or Contracting |
| <input type="checkbox"/> Pending or On-Hold        | <input type="checkbox"/> Environmental Review        | <input type="checkbox"/> Under Construction         |
| <input type="checkbox"/> Design and/or Engineering | <input type="checkbox"/> Planning/Financing/Approval | <input checked="" type="checkbox"/> Completed       |

Explanation of Activities this Quarter and Additional Notes

Project activities during this quarter were punchlist items such as concrete replacement. Project is complete.

# Measure A Capital Projects Quarterly Status Report



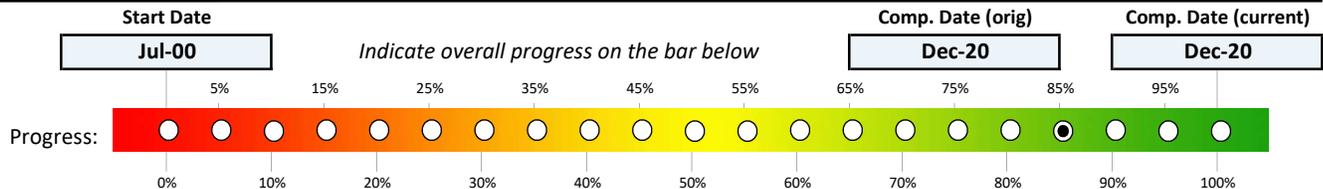
## PROJECT INFO

Quarter Ended:	<b>June 30, 2021</b>	Fiscal Year:	<b>2020-21</b>	Reporting Quarter:	<b>4</b>
Agency:	<b>City of Sacramento</b>	Project Mgr:	<b>Greg Taylor, Supervising Architect</b>		
		Contact Info:	<b>916-808-5268</b>		
Project Name:	<b>Downtown Intermodal Facility</b>				
Sponsor Project ID Number:	<b>T15029000</b>	STA Project ID Number:	<b>A-38-CS</b>		
Original Est. Project Cost:	\$ <b>200,000,000.00</b>	Current Est. Project Cost:	\$ <b>200,000,000.00</b>		

## MEASURE A FUNDING

Previous Contract(s) Amount:	\$ <b>70,272,500.00</b>	Projected Spending	1Q:	\$ <b>75,000.00</b>
Previous Contract(s) Spending:	\$ <b>70,272,500.00</b>		2Q:	\$ <b>75,000.00</b>
Current Contract Amount:	\$ <b>19,823,000.00</b>		3Q:	\$ <b>75,000.00</b>
Current Contract Spending:	\$ <b>13,193,411.81</b>		4Q:	\$ <b>75,000.00</b>
Expended This Quarter:	\$ <b>89,614.72</b>			
Total Remaining:	\$ <b>6,539,973.47</b>	Funds leveraged using local match	\$	<b>101,988,786.00</b>

## PROJECT STATUS



Current Status (as of last day of reporting quarter; check only one):

- |  |   |  |
|--|---|--|
| <input type="checkbox"/> Not Started               | <input type="checkbox"/> Right-of-Way Acquisition               | <input checked="" type="checkbox"/> Bidding and/or Contracting |
| <input type="checkbox"/> Pending or On-Hold        | <input checked="" type="checkbox"/> Environmental Review        | <input type="checkbox"/> Under Construction                    |
| <input type="checkbox"/> Design and/or Engineering | <input checked="" type="checkbox"/> Planning/Financing/Approval | <input type="checkbox"/> Completed                             |

### Explanation of Activities this Quarter and Additional Notes

Phase 3 – Site Master Planning completed and accept by City Council in early April 2021. Consultants have since worked to finalize the public draft document. Spending for city staff administrative and management costs.

Phase 2 - Final completion of certifications is complete. Project Closeout is pending.

Minor Capital Improvements - A small capital project for access control to Amtrak restrooms and requirements imposed County Health Dept. Construction neared completion, with final punchlist remaining.

Northbound I-5 Ramp Relocation Study (CIP T15029061) was established for the Interstate 1-5 Northbound Ramp/ 3<sup>rd</sup> Street Access study. This project was funded with 2020 TIRCP for a Project Study Report for relocating the I-5 Northbound Ramp for improved bus and transit access and lower VMT at SVS. TIRCP funds in the amount of \$500,000 with \$200,000 STA match. Project staff have commenced work on the RFP and consultant selection process will be complete in early FY22

# Measure A Capital Projects Quarterly Status Report



## PROJECT INFO

Quarter Ended: **June 30, 2021** Fiscal Year: **2020-21** Reporting Quarter: **4**

Agency: **City of Sacramento** Project Mgr: **William Shunk, Senior Engineer**

Contact Info: **916-808-2986**

Project Name: **Interstate 5/Richards Blvd Interchange Upgrade**

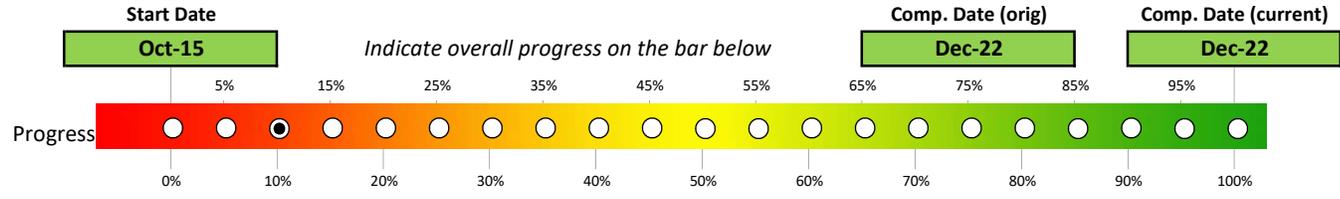
Sponsor Project ID Number: **T15165100** STA Project ID Number: **A-52-CS**

Original Est. Project Cost: \$ **90,000,000.00** Current Est. Project Cost: \$ **90,000,000.00**

## MEASURE A FUNDING

Previous Contract(s) Amount:	\$ -	Projected Spending	1Q:	\$ 50,000.00
Previous Contract(s) Spending:	\$ -		2Q:	\$ 50,000.00
Current Contract Amount:	\$ 3,115,861.73		3Q:	\$ 50,000.00
Current Contract Spending:	\$ 391,873.30		4Q:	\$ 50,000.00
Expended This Quarter:	\$ -	Funds leveraged using local match		
Total Remaining:	\$ 2,723,988.43	\$ 3,098,000.00		

## PROJECT STATUS



Current Status (as of last day of reporting quarter; check only one):

- Not Started
- Right-of-Way Acquisition
- Bidding and/or Contracting
- Pending or On-Hold
- Environmental Review
- Under Construction
- Design and/or Engineering
- Planning/Financing/Approval
- Completed

### Explanation of Activities this Quarter and Additional Notes

The project team has selected two alternatives to carry through the environmental process: Alternative 1 which will convert the existing tight-diamond interchange configuration into a diverging diamond configuration, and Alternative 3 which will convert the interchange to a diverging diamond and add braided ramps to the east side of Interstate 5. The project team has drafted a purpose and need statement and is working on the technical studies for the environmental document.



**SEPTEMBER 15, 2021**

**AGENDA ITEM # 6**

**SACRAMENTO COUNTY VOTER SURVEY RESULTS FOR A TRANSPORTATION SALES TAX**

Action Requested: Receive and File

Key Staff: Sabrina Drago, Executive Director

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**Background Information**

Traffic levels have reached near pre-pandemic levels and the public is once again determining how and when they will travel in, to and through Sacramento County. Vehicular traffic is up, transit ridership is increasing, and walking and biking are proving to be better options for some. For many, this is the first time in over a year they have considered travel as part of their daily life.

During the March 11, 2021 STA Governing Board Meeting, the Board approved the release of a Request for Proposal (RFP) to allow Staff to hire a consultant to conduct a public survey. Through the RFP process, Fairbank, Maslin, Metz & Associates (FM3) was selected, approved and placed under contract. FM3 has been providing research for the Sacramento Transportation Authority for over three decades, starting with the original Measure A effort in 1988.

**Discussion**

FM3 conducted an online QualBoard to engage directly with members of the public over a period of three days to discuss their thoughts and opinions about transportation in Sacramento County. Based on that feedback FM3 and STA Staff developed a 15-minute survey conducted during August 14-24, which engaged 932 residents in Sacramento County.

During the June 17, 2021 Governing Board meeting, the Board requested that Staff add questions to the survey regarding the Sacramento Abandoned Vehicle Service Authority (SAVSA). In response, FM3 added two questions focused on the SAVSA program.

The results of the poll have been compiled and analyzed, and, while a majority of voters support a proposed sales tax measure to address traffic congestion, improve roads and expand public transit, support falls short of the two-thirds vote necessary to secure passage of such a measure.

Dave Metz, FM3 Partner and President, led the effort for the Authority and will be presenting to the Board. Upon completion of his presentation, he will also address any questions by Board Members.

*Attachments*



# Sacramento County Voter Support for a Transportation Sales Tax

*Key Findings of a Countywide Voter Survey  
Conducted August 14-24, 2021*



OPINION  
RESEARCH  
& STRATEGY

# Research Methodology

<b>Dates</b>	August 14-24, 2021
<b>Survey Type</b>	Dual-mode Voter Survey
<b>Research Population</b>	Likely November 2022 Voters in Sacramento County
<b>Total Interviews</b>	932
<b>Margin of Sampling Error</b>	(Full Sample) $\pm 3.5\%$ at the 95% Confidence Level
<b>Data Collection Modes</b>	 Telephone Interviews  Online Interviews
<b>Qualitative Research</b>	The survey was preceded by a three-day online QualBoard with a diverse group of 25 voters countywide, covering the same material but in more open-ended fashion.

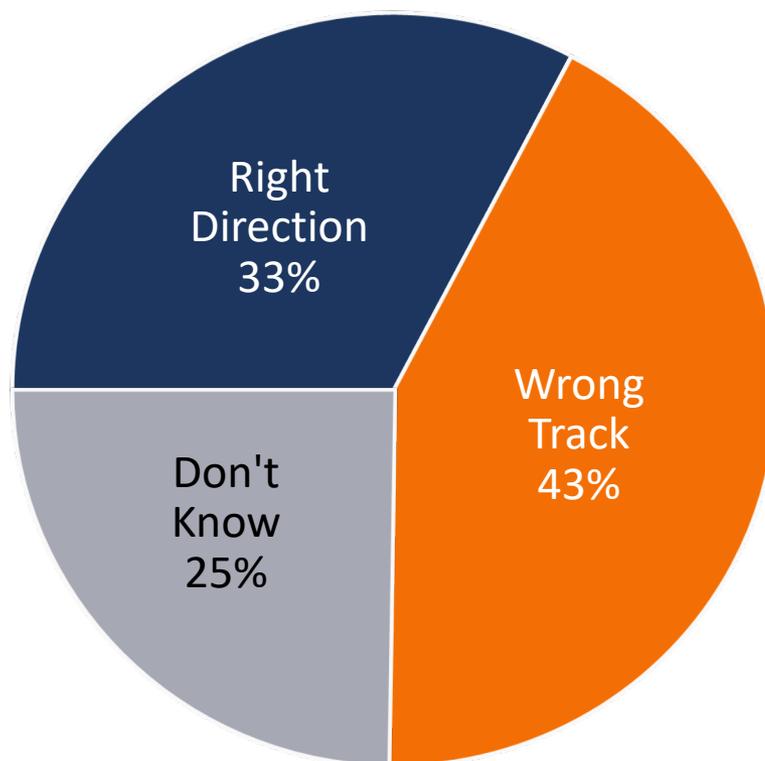
*(Note: Not All Results Will Sum to 100% Due to Rounding)*



# Issue Context

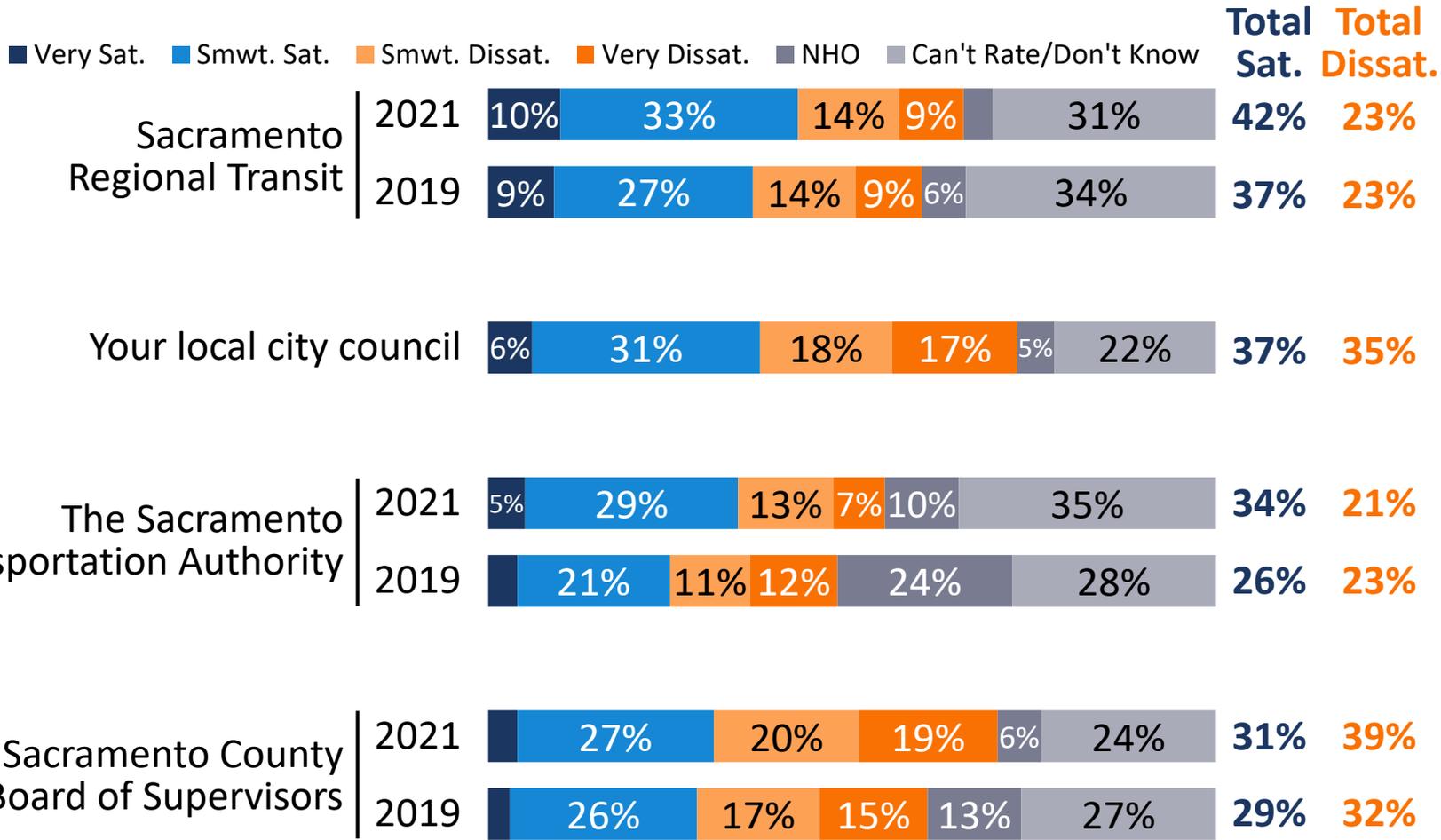
# A plurality of voters think the County is on the wrong track.

*Would you say things in Sacramento County are going in the right direction, or are they off on the wrong track?*



# Most voters are unable to offer an opinion about STA, although satisfaction has increased since 2019.

Are you satisfied or dissatisfied with how \_\_\_\_\_ is performing their job?



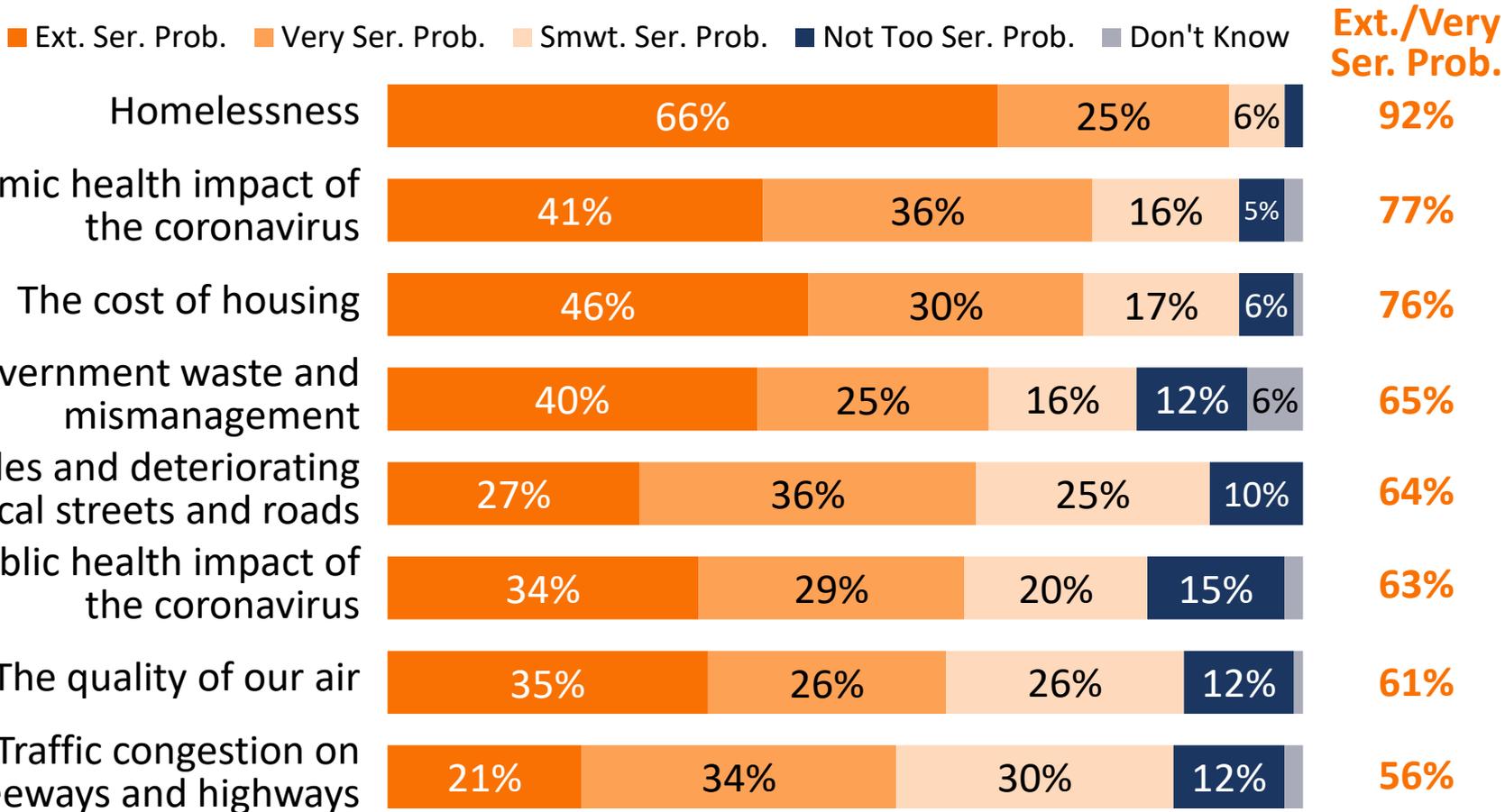
# There is little geographic variation in perceptions of key public entities.

(Total Satisfied)

Organization	All Voters	Supervisorial District				
		SD 1: Phil Serna	SD 2: Patrick Kennedy	SD 3: Rich Desmond	SD 4: Sue Frost	SD 5: Don Nottoli
Sacramento Regional Transit	<b>42%</b>	47%	42%	38%	36%	49%
Your local city council	<b>37%</b>	38%	40%	25%	36%	48%
*The Sacramento Transportation Authority	<b>34%</b>	35%	40%	32%	30%	36%
The Sacramento County Board of Supervisors	<b>31%</b>	27%	34%	29%	28%	37%

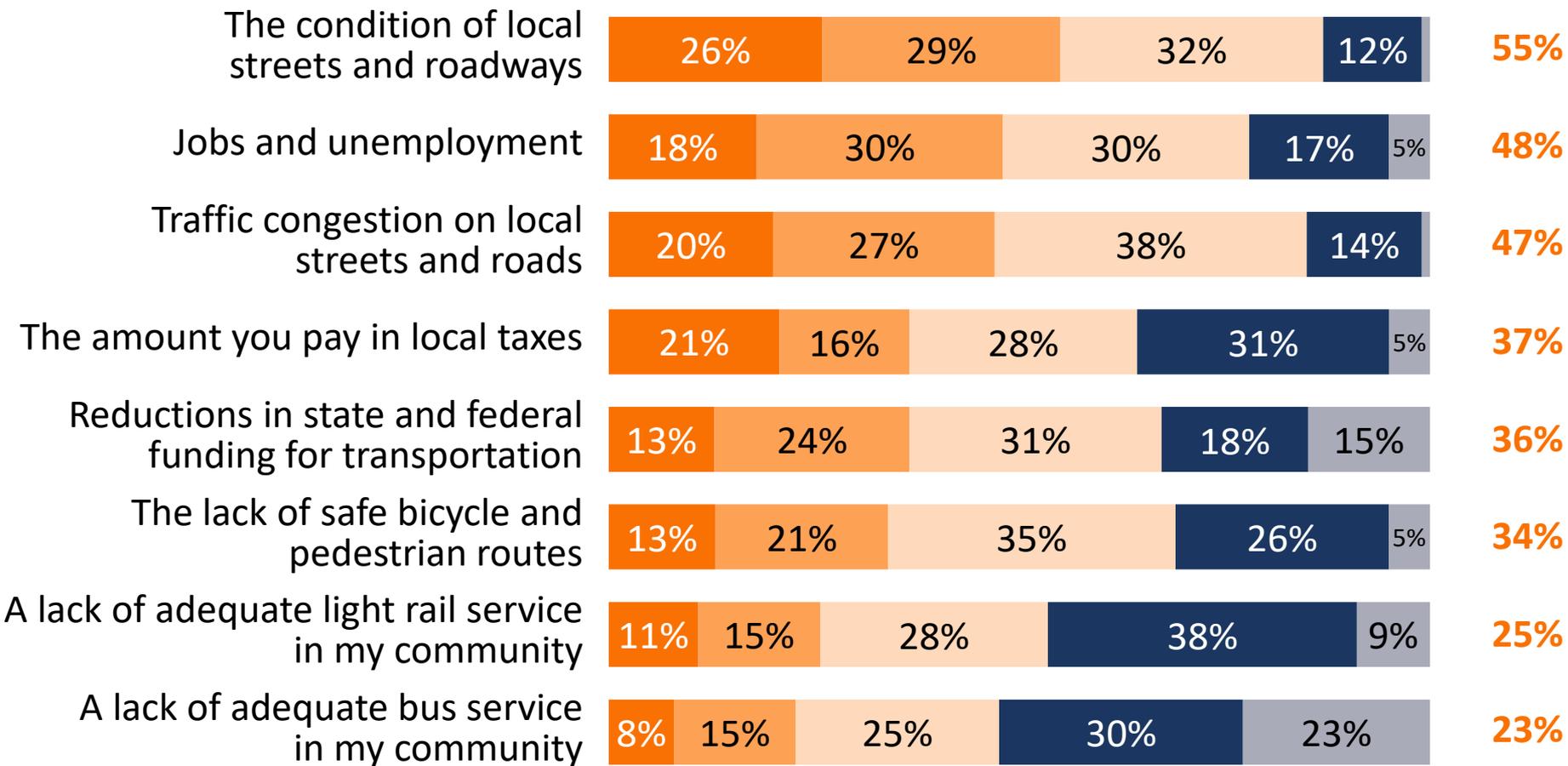
# Homelessness, the economic impact of COVID and housing costs are viewed as key concerns.

*I'd like to read you a brief list of issues that could be problems for people living in Sacramento County. Please tell me whether you personally consider it to be an extremely serious problem, a very serious problem, a somewhat serious problem, or not too serious a problem at all for people living in your area.*



# A lack of bus services and rail service is seen as the least pressing problem.

■ Ext. Ser. Prob. 
 ■ Very Ser. Prob. 
 ■ Smwt. Ser. Prob. 
 ■ Not Too Ser. Prob. 
 ■ Don't Know 
 Ext./Very Ser. Prob.



Q5. I'd like to read you a brief list of issues that could be problems for people living in Sacramento County. Please tell me whether you personally consider it to be an extremely serious problem, a very serious problem, a somewhat serious problem, or not too serious a problem at all for people living in your area. Split Sample

# When asked what frustrates or bothers them the most about transportation in the County, QualBoard respondents mentioned traffic and road conditions.

“Over-reliance on two main highways - we need an inner/outer loop like most cities have. Our public transit is bad and it’s kinda smelly, and I don't feel safe on it.”

“Sacramento has the most outdated traffic lights I have ever seen! They are unbelievably long and make little sense. There are 4-way lights on slow and lightly traveled-streets. The traffic lights need to be updated to keep traffic flowing smoothly and quickly.”

“Traffic has increased, roads have been deteriorating (potholes, etc.), public transportation isn't very convenient (bus lines/light rail only go certain places), and it doesn't feel very safe to bike around, even streets that have dedicated bike lanes. I would love to use alternative modes of transportation, but the safest and most consistent is driving myself.”

“Some of the things that frustrate me are [...] construction during the most inconvenient times. I am sure they need to work during the day too but closing down a whole lane on the freeway/highway can back up traffic at least 30 minutes. I do not feel there is adequate [...] information ahead of time and not enough alternate routes to take since most housing construction is also occurring in the alternate routes.”

# Concerns about traffic have diminished notably since 2019.

*(Extremely/Very Serious Problem)*

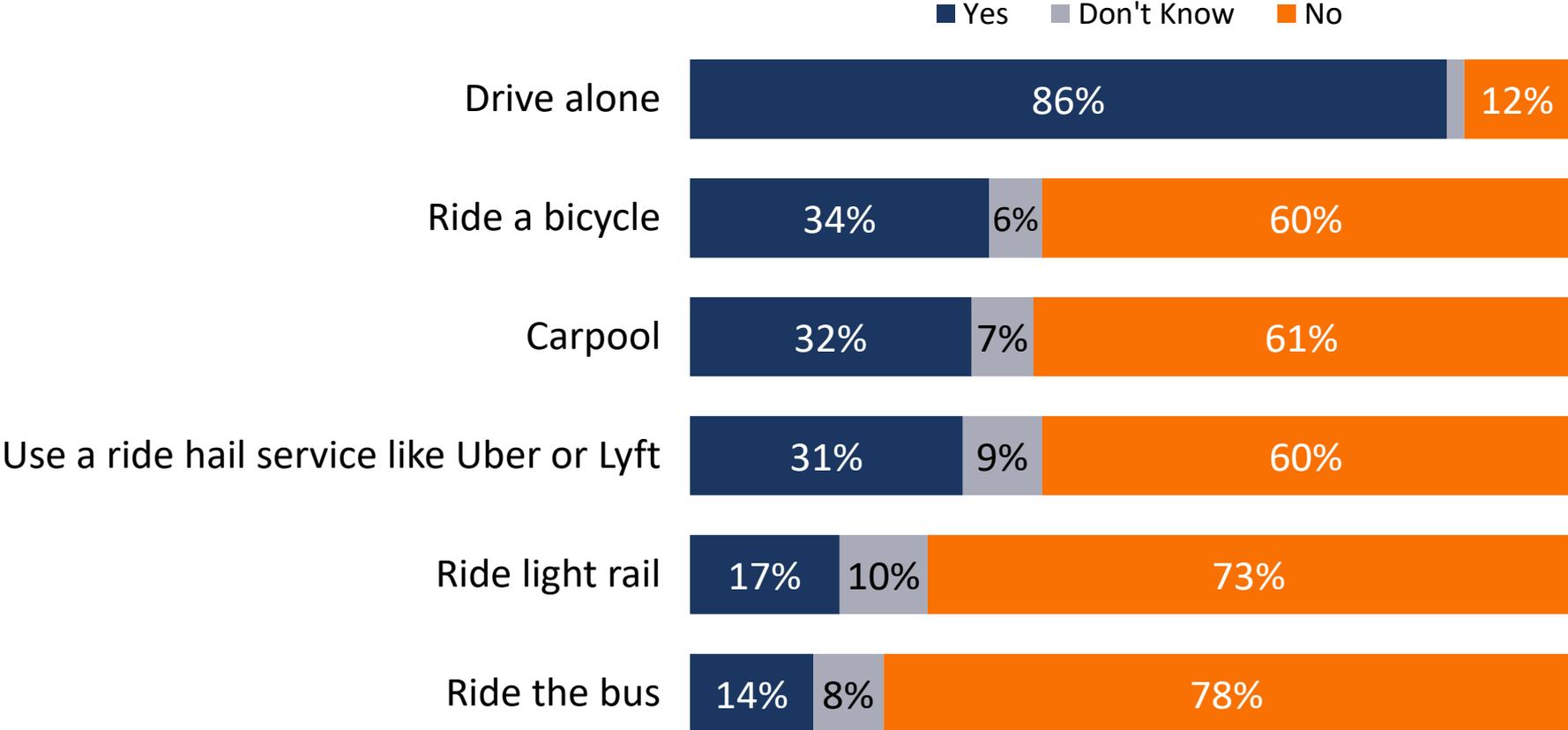
Issue	2019	2021	Difference
Jobs and unemployment	33%	48%	+15%
The quality of our air	47%	61%	+14%
The cost of housing	66%	76%	+10%
Homelessness	87%	92%	+5%
^Government waste and mismanagement	63%	65%	+2%
Potholes and deteriorating local streets and roads	63%	64%	+1%
The condition of local streets and roadways	54%	55%	+1%
The lack of safe bicycle and pedestrian routes	33%	34%	+1%
A lack of adequate bus service in my community	25%	23%	-2%
A lack of adequate light rail service in my community	28%	25%	-3%
The amount you pay in local taxes	44%	37%	-7%
Traffic congestion on local streets and roads	55%	47%	-8%
Reductions in state and federal funding for transportation	44%	36%	-8%
Traffic congestion on local freeways and highways	67%	56%	-11%

Q5. I'd like to read you a brief list of issues that could be problems for people living in Sacramento County. Please tell me whether you personally consider it to be an extremely serious problem, a very serious problem, a somewhat serious problem, or not too serious a problem at all for people living in your area.

^Not Part of Split Sample

# Most respondents say that when the pandemic is over they will be primarily driving alone.

*When the pandemic is over, do you think you will regularly use any of the following modes of transportation at least two to three times per week? By that I mean for any purpose, including commuting to school or work, running errands, or recreation.*



# Compared to 2019, there is little difference in respondents' modes of transportation, including use of public transit.

Mode	2019	2021	Difference
Ride a bicycle	27%	34%	+7%
Carpool	27%	32%	+5%
Ride the bus	11%	14%	+3%
Ride light rail	15%	17%	+2%
Use a ride hail service like Uber or Lyft	30%	31%	+1%
Drive alone	87%	86%	-1%

Q13. When the pandemic is over, do you think you will regularly use any of the following modes of transportation at least two to three times per week? By that I mean for any purpose, including commuting to school or work, running errands, or recreation.

# Most do not plan on changing the way they commute or travel after the pandemic is over.

“Yes I’ll drive more for work. I’ve been driving much less due to work trips postponed. Once ends I’ll be driving much more to complete work visits and trips upcoming in the near immediate future. I will also be flying more.”

“No, I have to use a car to travel to my job because I travel between 2 school sites and also do home visits. Also public transportation isn't very convenient for getting around.”

“I think my commute will take longer. There will be more traffic as people are going back to work and school.”

“I do not think it will change. Will continue using my personal vehicle and rideshare apps the same way I do today (just without a mask in the Uber!)”

“My commute will not change after end of pandemic, unless a light rail system was installed.”

“I doubt it will change because of culture. California in particular is a very personal-vehicle culture and that would be hard to change. I can't see it changing and while I do believe it may have to or should, I also don't have enough of an opinion on whether any form of government has the right to request a certain mode of transportation.”



# Introducing the Proposed Measure

# Ballot Language Tested

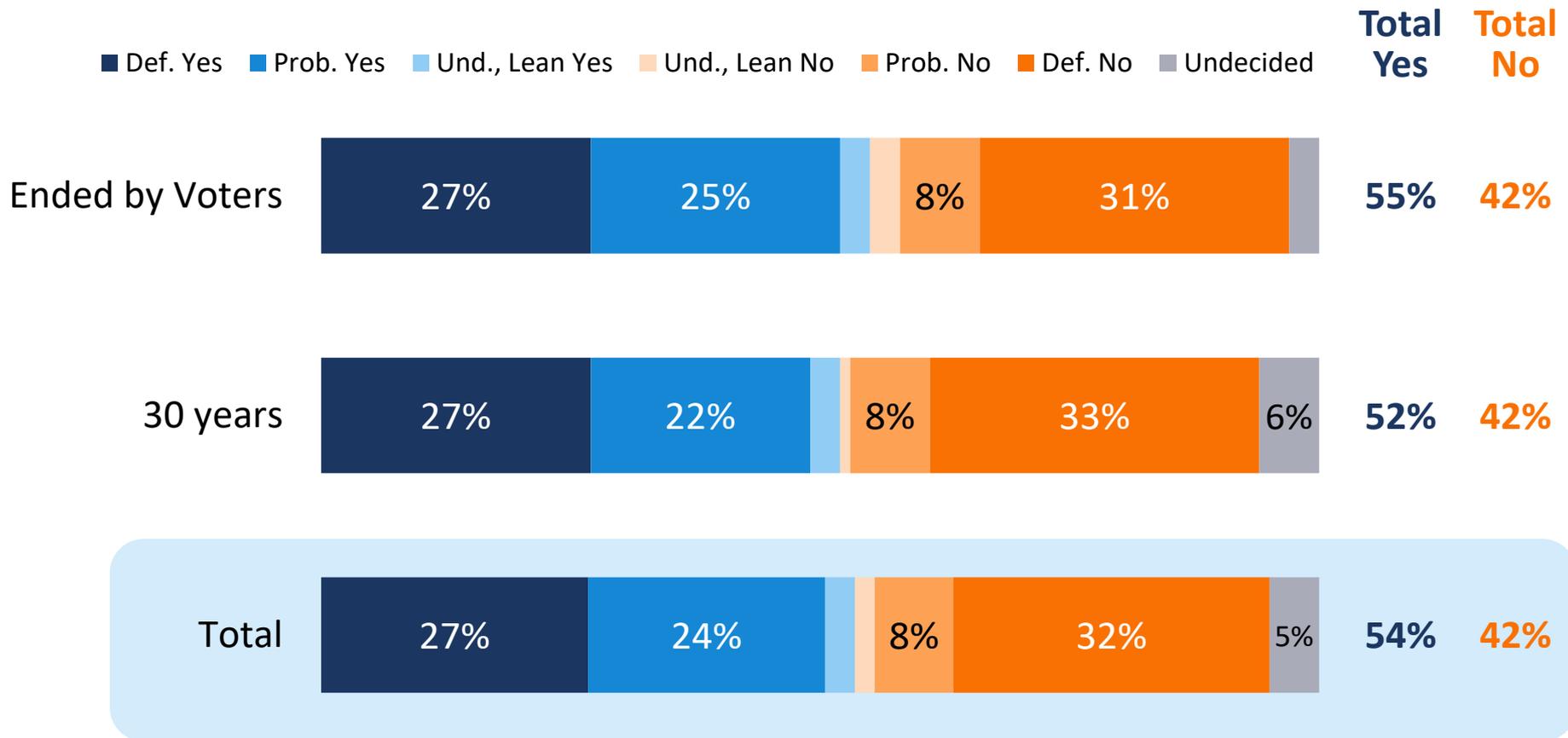
“To significantly reduce traffic congestion, eliminate bottlenecks and improve emergency response times; fix potholes and repair damaged streets; provide safe routes to school; expand affordable senior and disabled transit services; and improve air quality; shall the ordinance enacting a ½ cent sales tax

**(HALF SAMPLE:)** until ended by voters

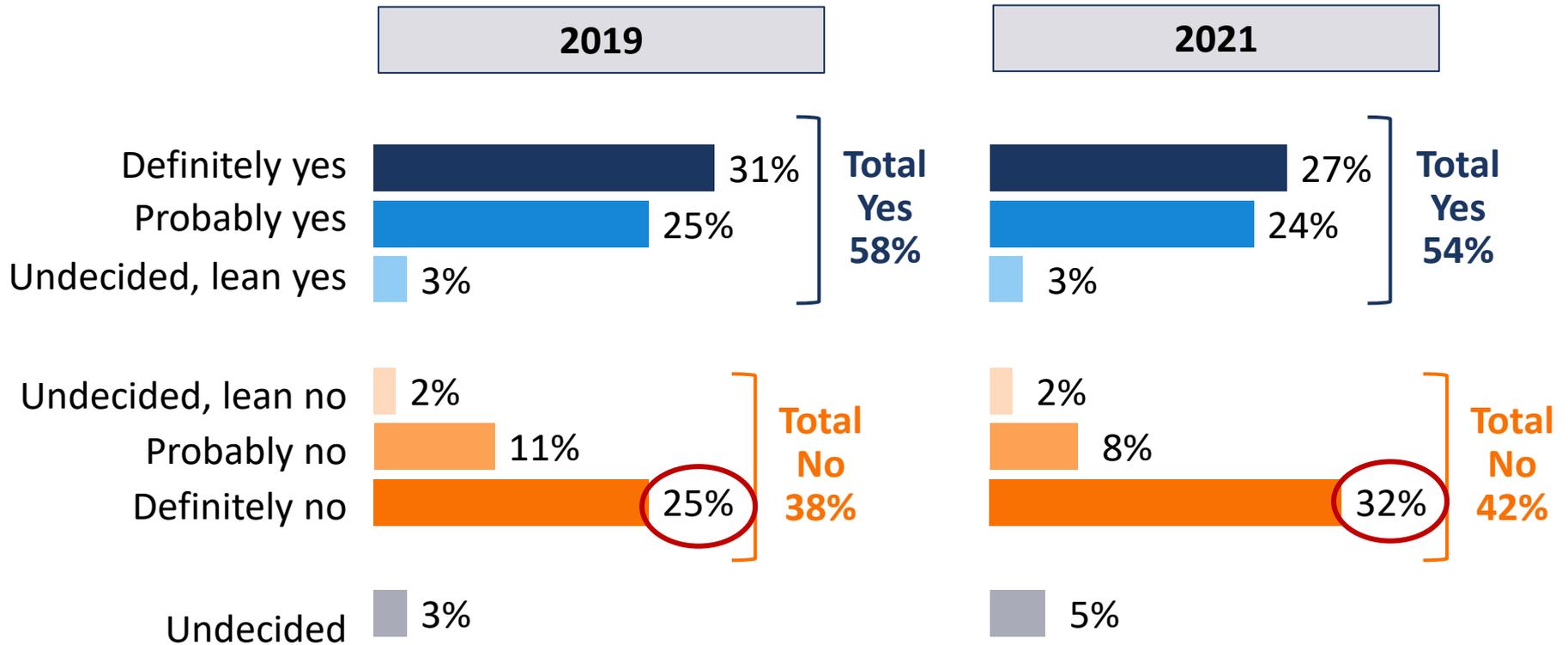
**(HALF SAMPLE:)** for 30 years

raising approximately \$130 million annually be adopted, with a 1% limit on administrative spending, required annual independent audits, and oversight by a citizens committee to guarantee funds are used as promised?”

# A majority of voters supports the proposed measure, but short of two-thirds; presence or absence of a sunset provision makes little difference.

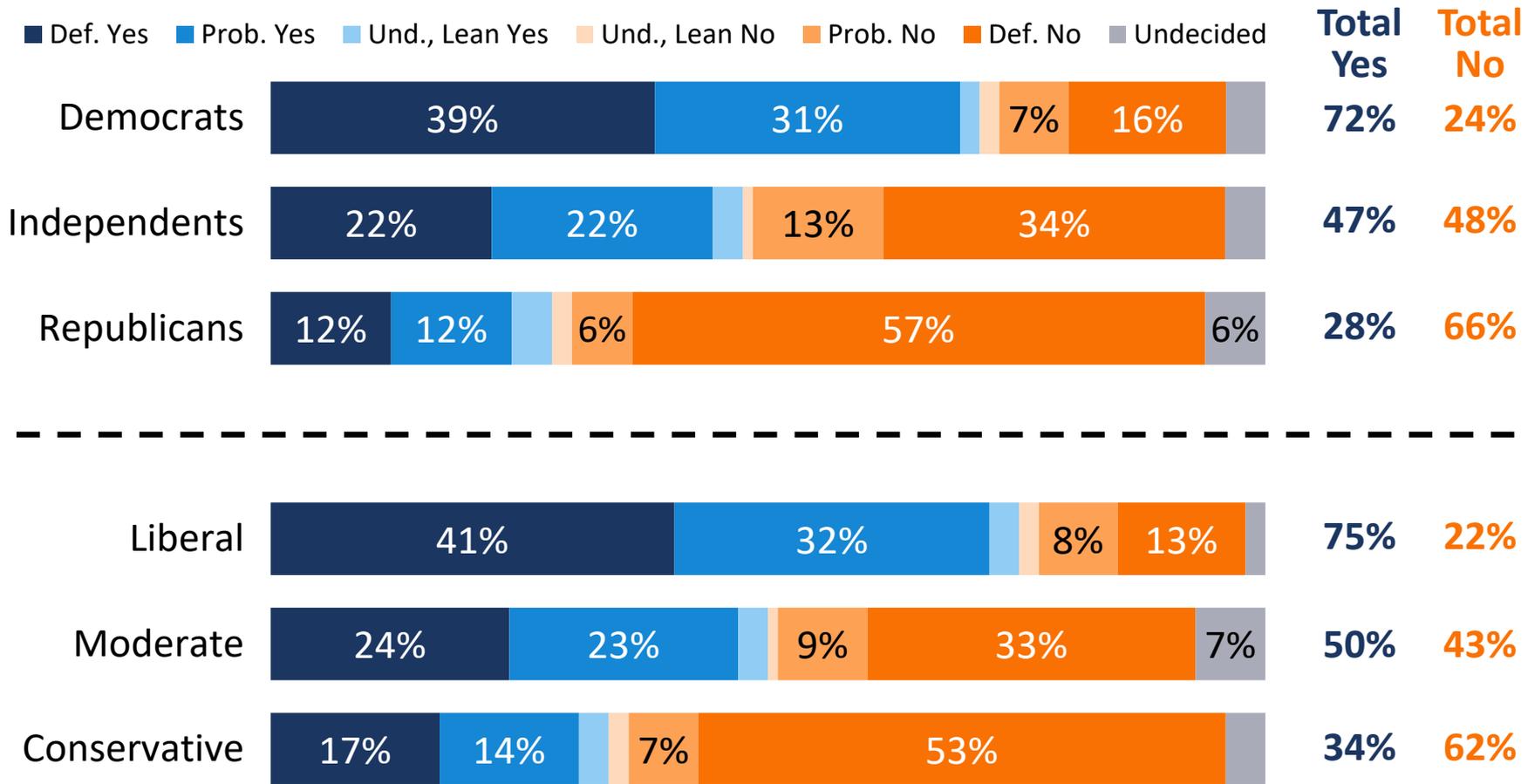


# Support for the proposed sales tax is comparable to 2019, with an increase in the intensity of opposition sentiment.



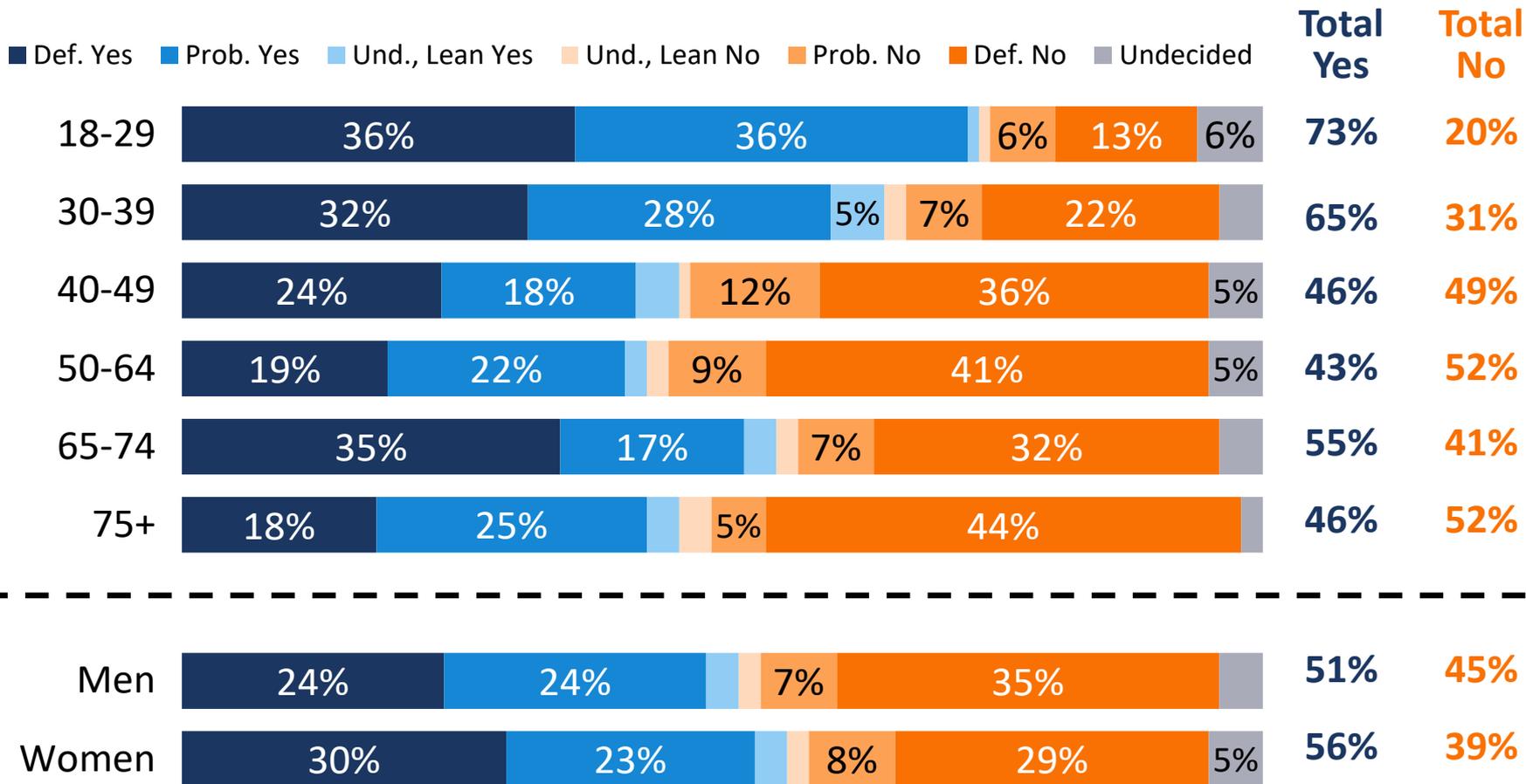
# Views of the measure vary by party, with Democrats most supportive and independents divided.

*Sales Tax Initial Vote by Party & Ideology*



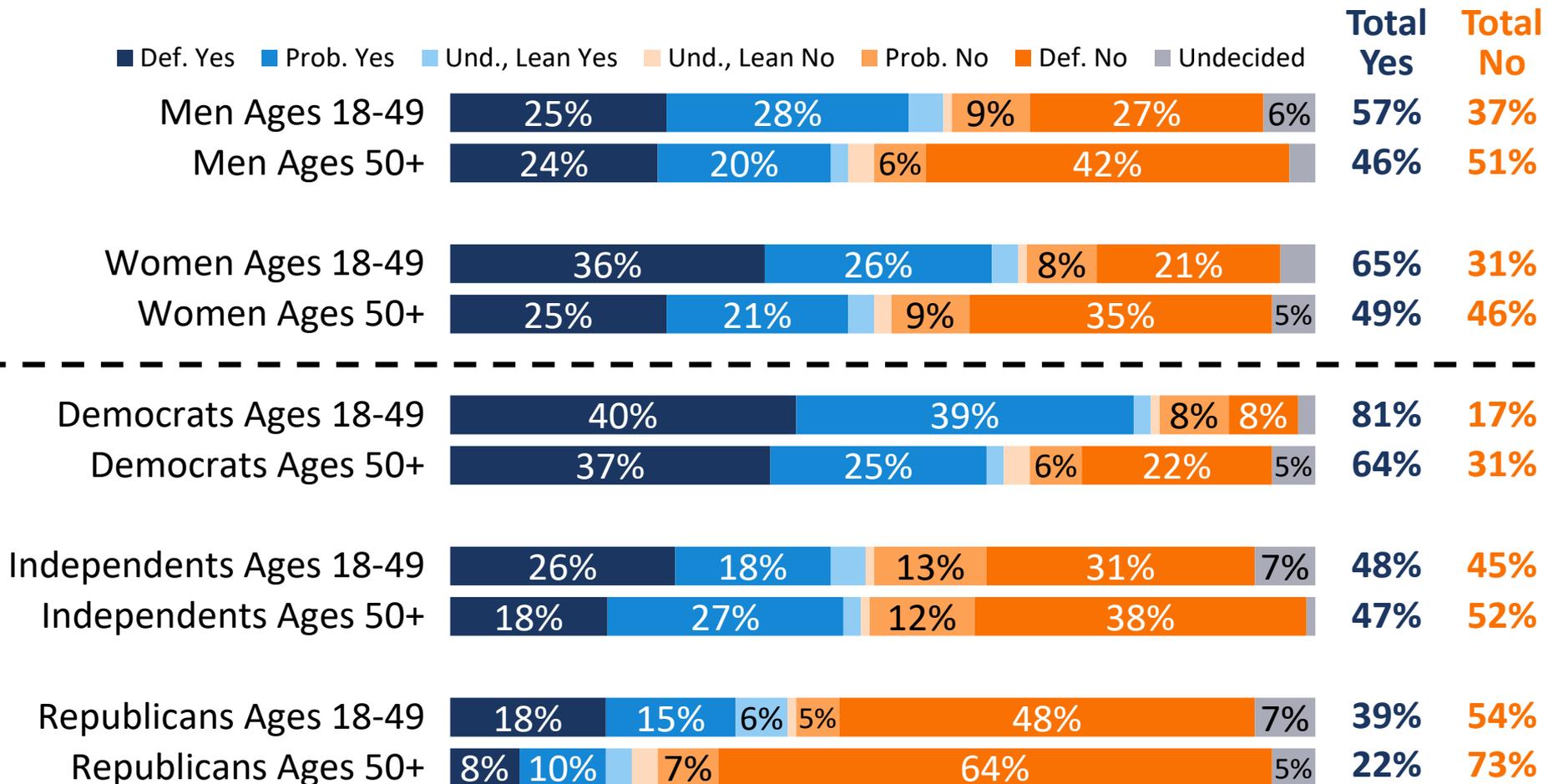
# Support for the measure is strongest among voters under age 40.

Sales Tax Initial Vote by Age & Gender



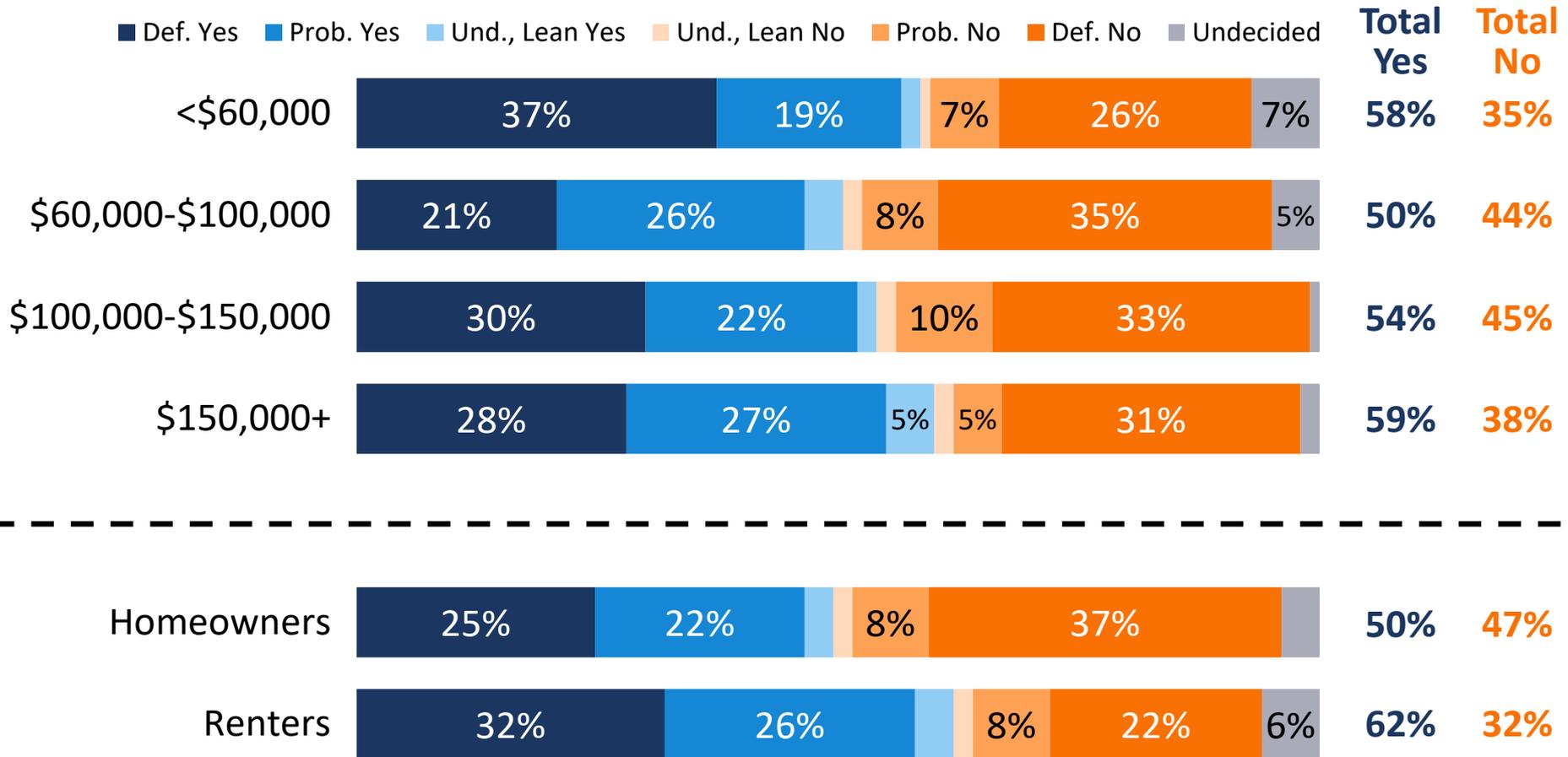
# Democrats under age 50 are especially supportive of the proposal.

Sales Tax Initial Vote by Gender by Age & Party by Age



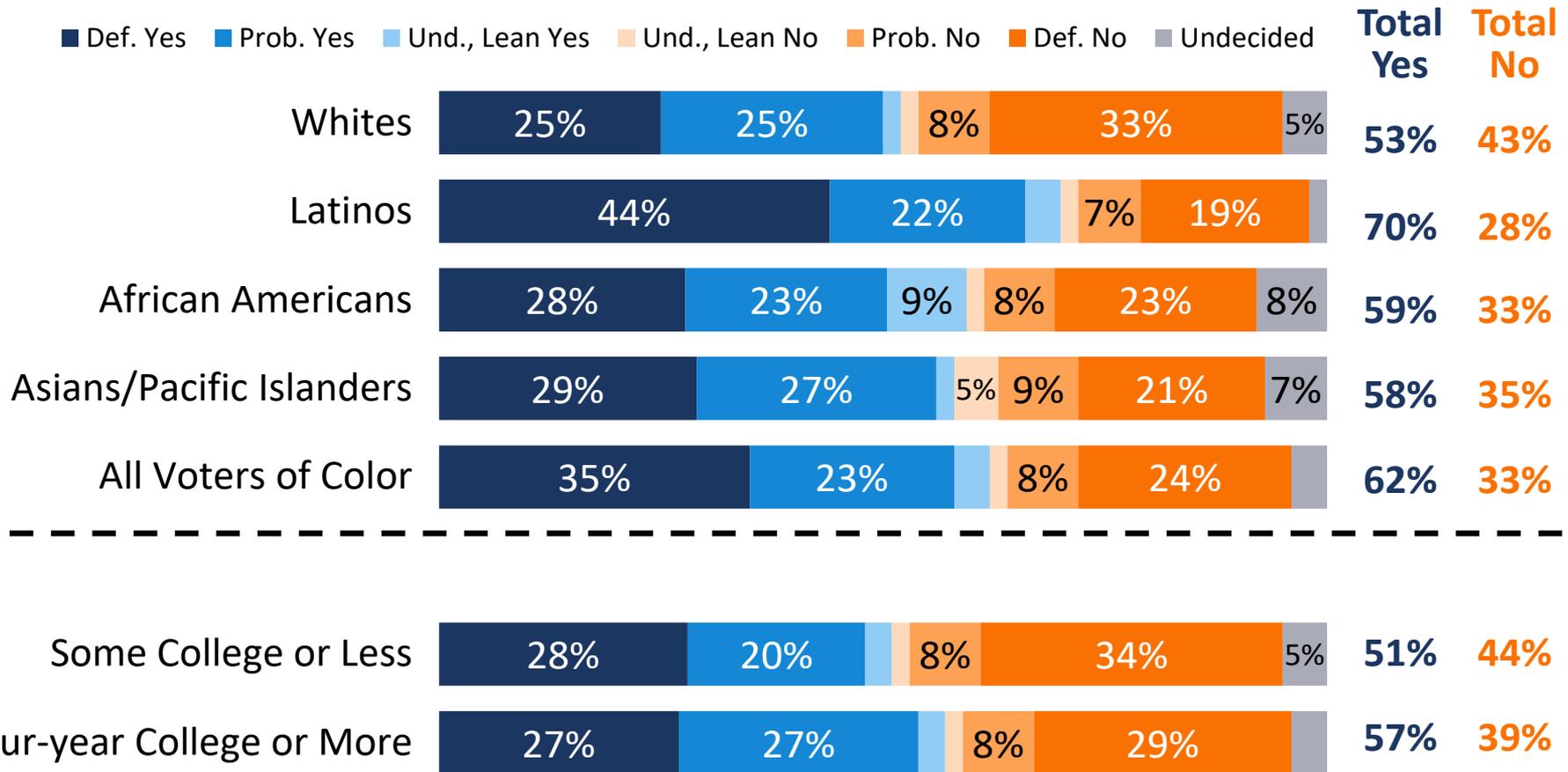
# Renters are more likely to vote "yes" than are homeowners.

Sales Tax Initial Vote by Household Income & Residence



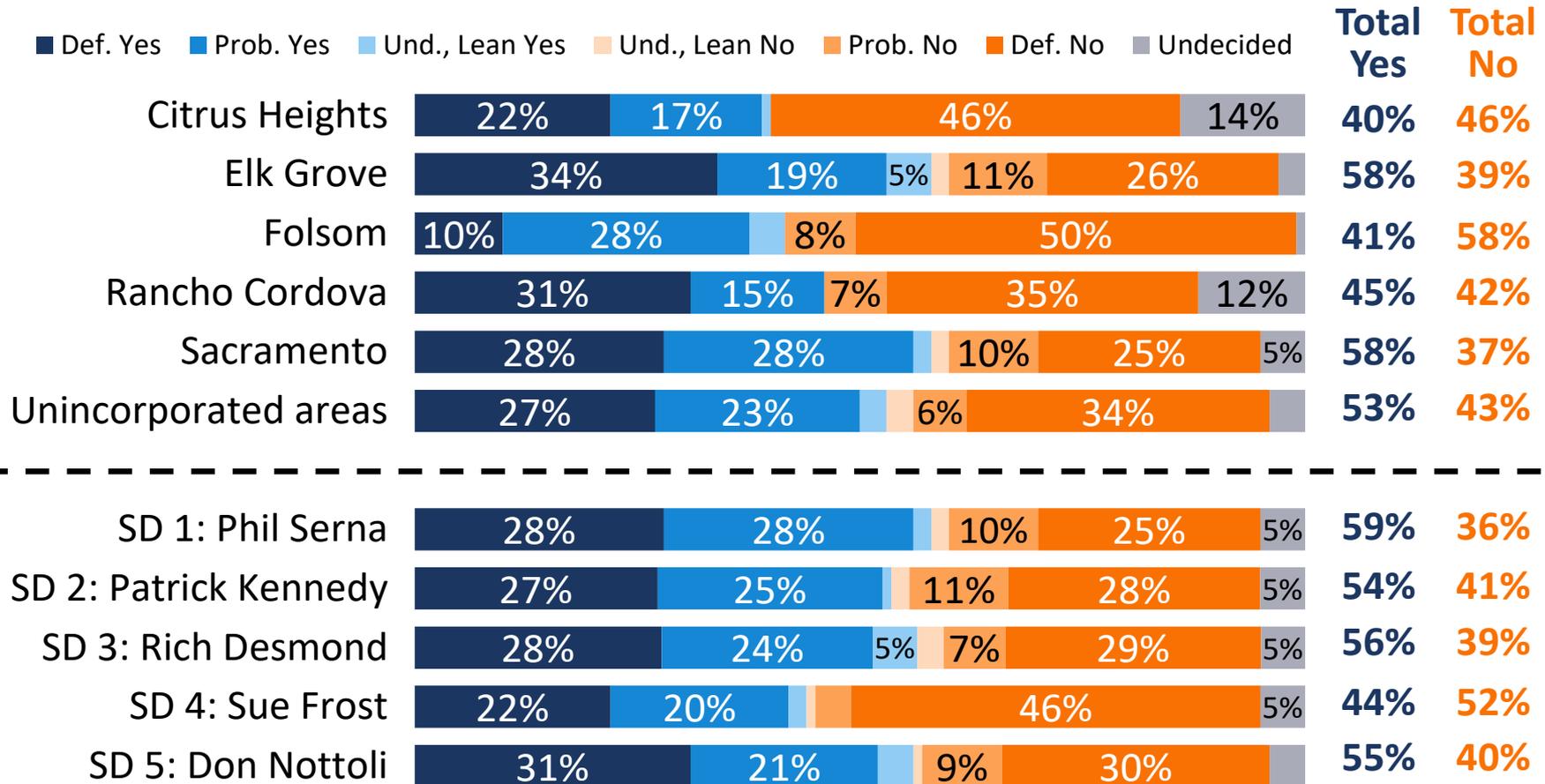
# Latino voters are particularly likely to vote "yes."

*Sales Tax Initial Vote by Race/Ethnicity & Education*



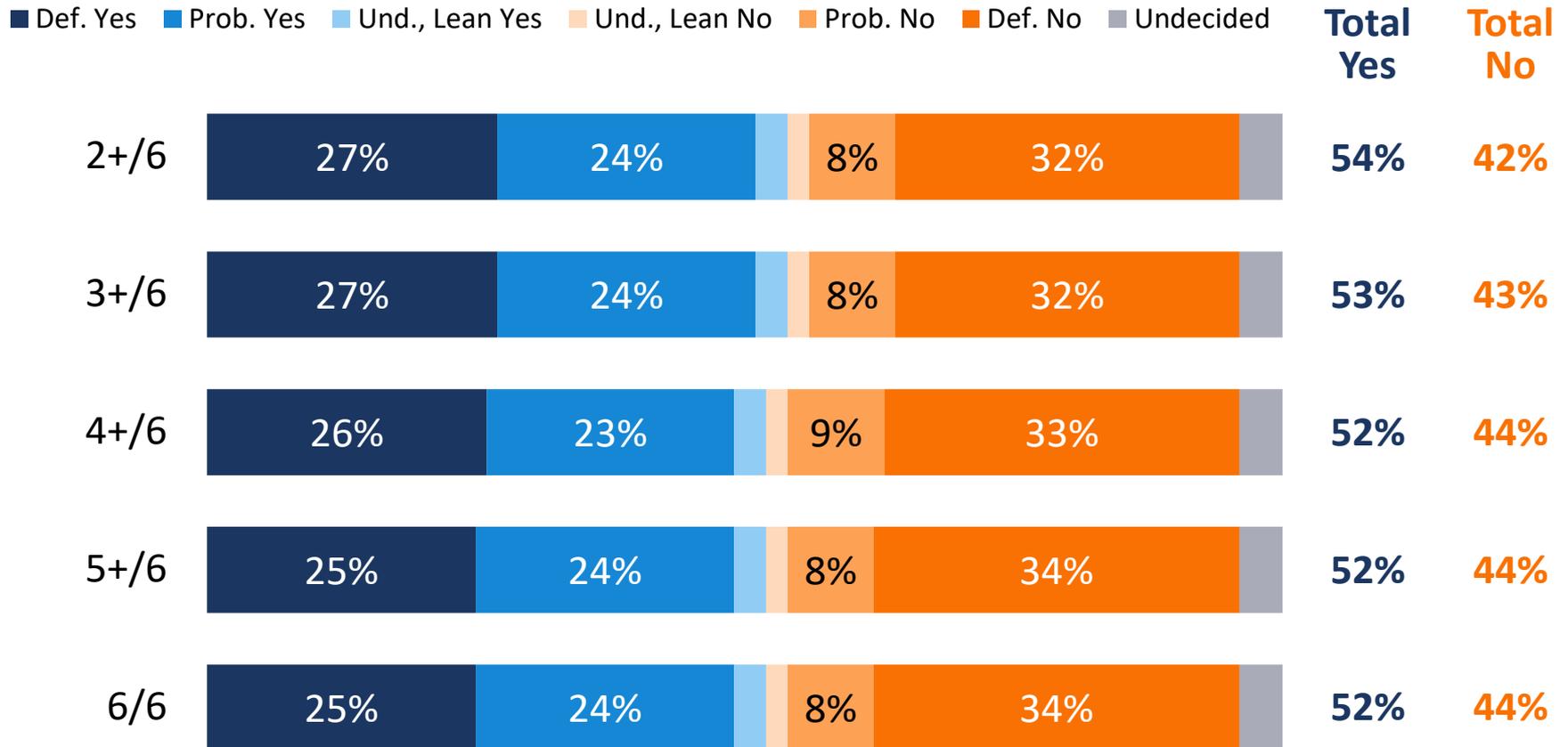
# Support is broadest in the cities of Sacramento and Elk Grove.

Sales Tax Initial Vote by City & Supervisorial District



# The level of support is comparable among the highest- and lowest-turnout voters.

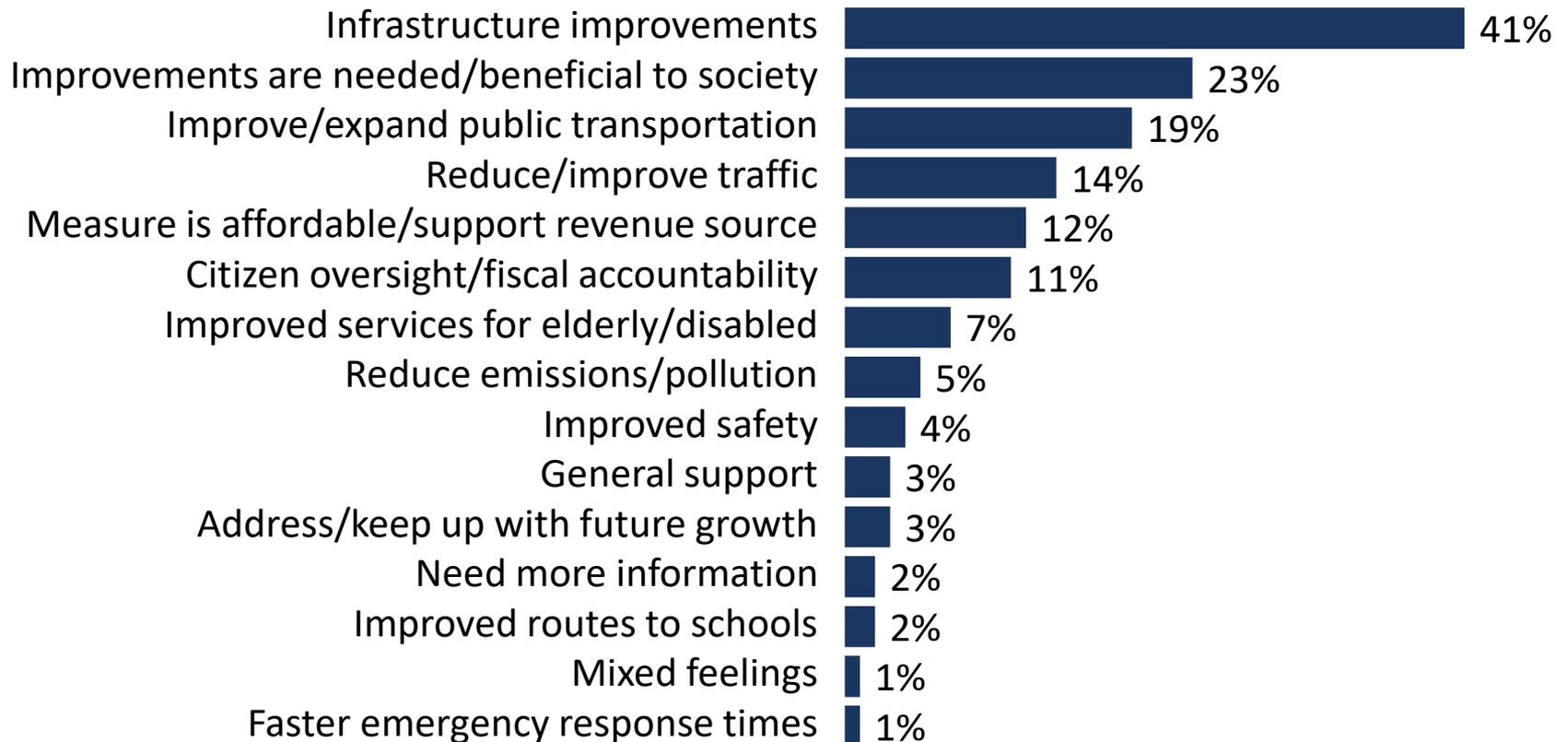
*Sales Tax Initial Vote by Participation in the Last 6 Statewide Elections*



# A general desire to improve transportation infrastructure motivates the “yes” vote.

*In a few words of your own, why would you vote **YES** on this measure?*

*(Open-ended; Asked of Yes Voters Only, n=501)*



# Verbatim Responses from Supporters

Generally support infrastructure improvement initiatives when properly scoped and funded.

I commute to work and am on the city roads frequently. This measure would help with the longevity of my car.

Because I support investing back into our community, and transportation and roadways are an important part of that.

It seems like for a small amount of money for citizens, it will have a great impact on our County roads and transportation services.

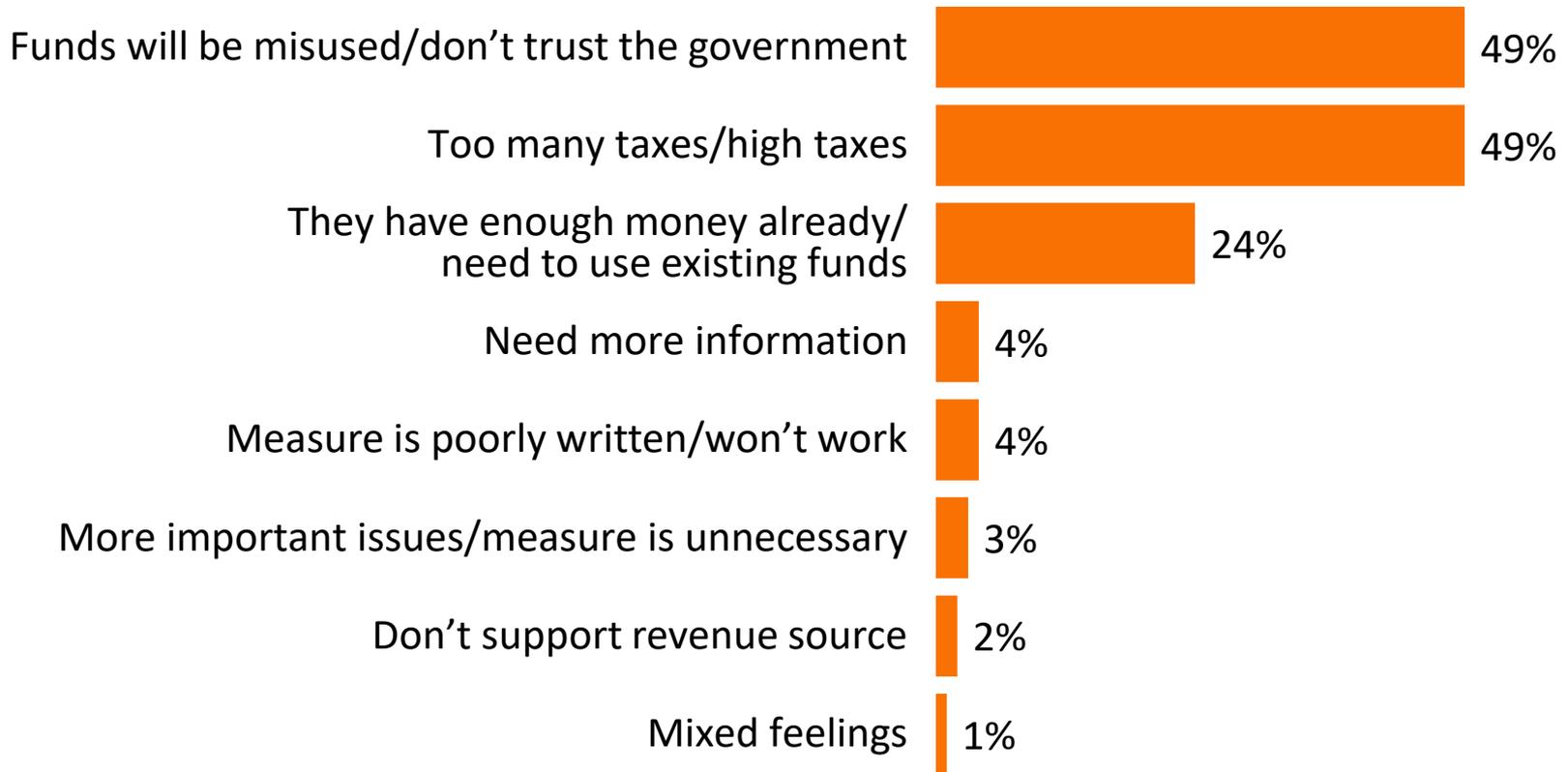
Our road and transportation systems are inadequate. Potholes and traffic jams have become standard and we need better.

I would love to have cleaner public transportation services along with reduced traffic throughout the county and surrounding areas. Expanding public transit (trains and light rail) within and out of the city would be crucial in reducing traffic, particularly if extended up to Tahoe.

To improve the neighborhood streets and public transit system in Sacramento.

# Opposition is driven by mistrust of government and dissatisfaction with taxes.

*In a few words of your own, why would you vote **NO** on this measure?  
(Open-ended; Asked of No Voters Only, n=388)*



# Verbatim Responses from Opponents

They already have plenty of money to fix the roads. They need to stop wasting the money they have and prioritize roads over their other pet projects.

The sales tax is already too high and it hits the poor the hardest.

Too many taxes. Need to do a better job of managing their budget.

We get taxed all the time and money goes to other things instead of fixing the roads. Been years and now with all the new housing developments traffic is insane. No one thinks of that impact.

We have voted numerous times for gas taxes that were supposed to be used only for roads and infrastructure. They have been misappropriated. Too many lies and no accountability.

We have the heaviest taxes amongst all states with the longest history of irresponsible fiscal management, lack of oversight, and lack of accountability.

Sounds good. However, based on past performance I think the money will probably be wasted.

# Although many prefer to have a sunset, thirty years is too long for some.

“Having an ‘until ended’ does not give me hope that the sales tax will end. Funding is also approved from a citizen's committee. This makes me question who is on the committee and what interest they have. Can the funds be allocated elsewhere if the citizen's committee approves it? Where are the checks and balances on funding approval and authority if granted.”

“It would make a difference if there was an automatic end date. 30 years is too long. People who had no say would be dealing with the setbacks.”

“I think a limit on how long the tax lasts is a good idea, but 30 years is too long because I hope that the roads and other options would be fixed before that amount of time.”

“They are both, more or less, the same. Forever and 30 years are both really far away. Both sound like a way to say ‘permanent tax’ without saying it.”

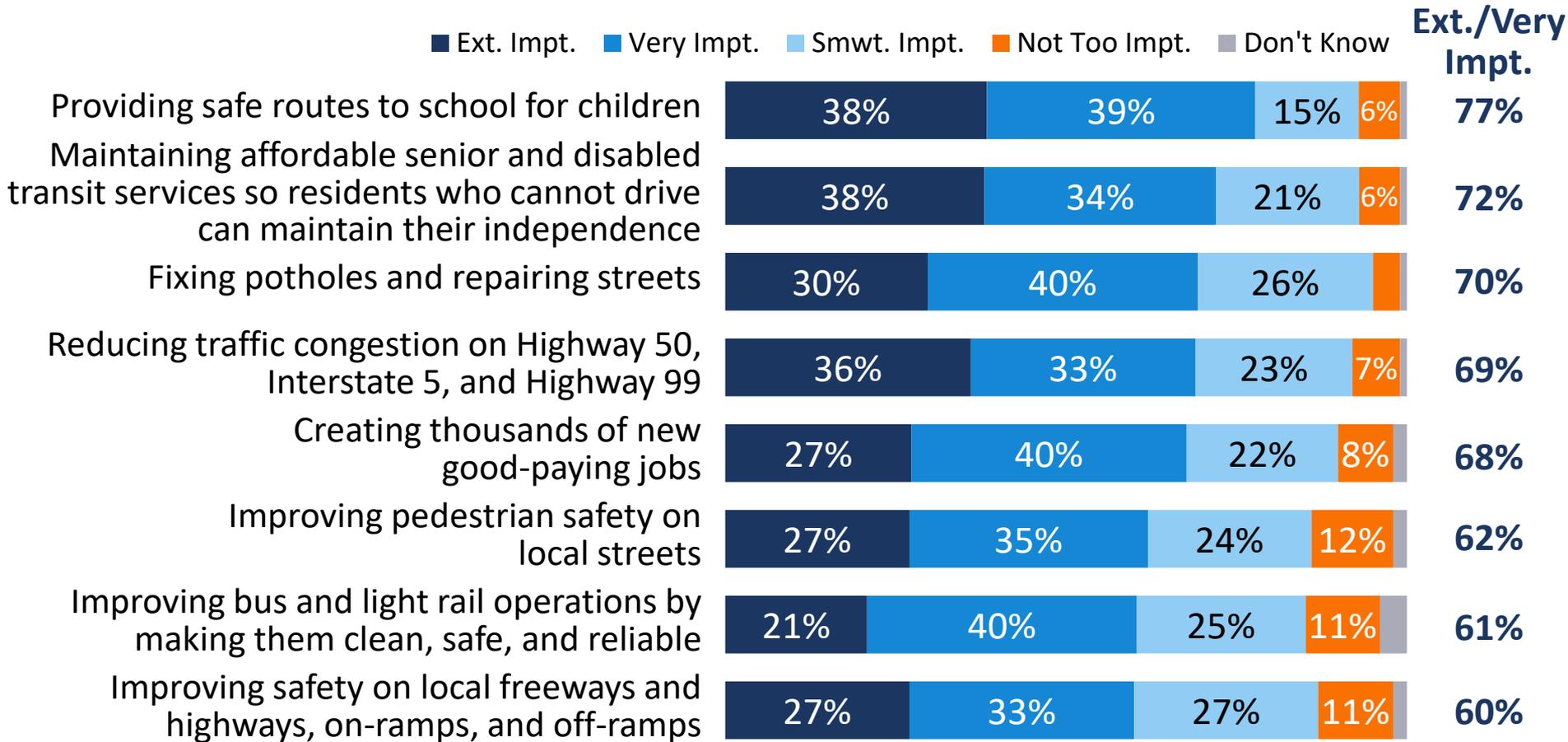
“That's actually much longer than I was anticipating, but I guess that it might be necessary to be that long. I think if it needs to be longer than 30 years, it should be voted on again, because the city will look very different by then. That would be in the 2050s!”



# Structural Elements of the Measure

# Safe routes to school, affordable transit for seniors and those with disabilities, and repairing streets are seen as the most important projects.

Thinking back about the measure we discussed earlier, I'm going to read you a list of projects and benefits that may be built or implemented if this measure passes. Please tell me how important each project is to you personally: extremely important, very important, somewhat important, or not important.



# Bus lanes, an on-demand bus system, and improved metering systems are least important to voters.

■ Ext. Impt. ■ Very Impt. ■ Smwt. Impt. ■ Not Too Impt. ■ Don't Know **Ext./Very Impt.**



Q6. Thinking back about the measure we discussed earlier, I'm going to read you a list of projects and benefits that may be built or implemented if this measure passes. Please tell me how important each project is to you personally: extremely important, very important, somewhat important, or not important. Split Sample

# The prioritization of projects that were also tested in 2019 has not changed much.

*(Extremely/Very Important)*

Project/Benefit	2019	2021	Difference
Providing safe routes to school for children	73%	77%	+4%
Reducing traffic congestion on Highway 50, Interstate 5, and Highway 99	65%	69%	+4%
Maintaining affordable senior and disabled transit services so residents who cannot drive can maintain their independence	71%	72%	+1%
*Fixing potholes and repairing streets	69%	70%	+1%
Improving bus and light rail operations by making them clean, safe, and reliable	62%	61%	-1%

Q6. Thinking back about the measure we discussed earlier, I'm going to read you a list of projects and benefits that may be built or implemented if this measure passes. Please tell me how important each project is to you personally: extremely important, very important, somewhat important, or not important. Split Sample, \*Wording is different than that in 2019

# QualBoard respondents elaborated on their reasons for prioritizing some projects.

“Since I first lived in Sacramento County decades ago, Highways 5, 99, and 80 have deteriorated every year with regards to traffic and road condition. And its almost assumed that they will be backed up every day at rush hour in the AM and PM.”

“I am very concerned about climate change, especially with all of the fires last year and other natural disasters that have a connection to climate change. It's very much at the forefront of my mind.”

“I feel [increasing innovative technology use] is most important because it addresses both the issues of improving public transportation and also reducing traffic. With growing technology changes it is important to stay advanced.”

“I feel [creating an on-demand bus system] is something people would use a lot, because what people don't want to do is wait for a bus at a stop that far away and they miss it. But an app like Uber for public buses is so convenient.”

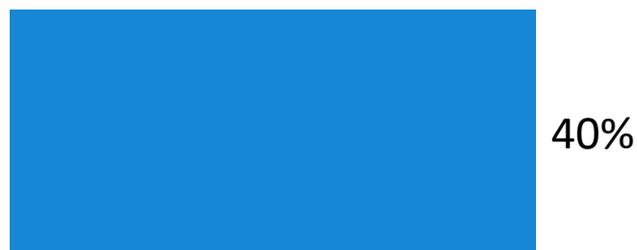
# Voters are divided on whether this measure should be focused on a 21<sup>st</sup> century transportation system or centered on basic improvements.

*Which of the following statements about this measure comes closest to your opinion:*

This measure should focus on creating a 21st century transportation system that recognizes our changing transportation needs and is built around high-speed transit, ride sharing, and better integration of bike and pedestrian options to meet our growing region's needs for years to come.



This measure should focus on the basic transportation improvements that will make life better for Sacramento County now: getting more cars off the road by expanding the transit system, and making our existing roads and highways more efficient.



Both/Neither/Don't know



# Democrats are slightly more likely than others to favor a forward-looking approach.

Demographic Group	Future	Now
All Voters	43%	40%
<b>Party</b>		
Democrats	53%	37%
Independents	45%	39%
Republicans	23%	45%
<b>Ideology</b>		
Liberal	59%	34%
Moderate	40%	41%
Conservative	25%	46%
<b>City</b>		
Citrus Heights	43%	40%
Elk Grove	45%	46%
Folsom	35%	33%
Rancho Cordova	44%	51%
Sacramento	48%	40%
Unincorporated areas	40%	38%

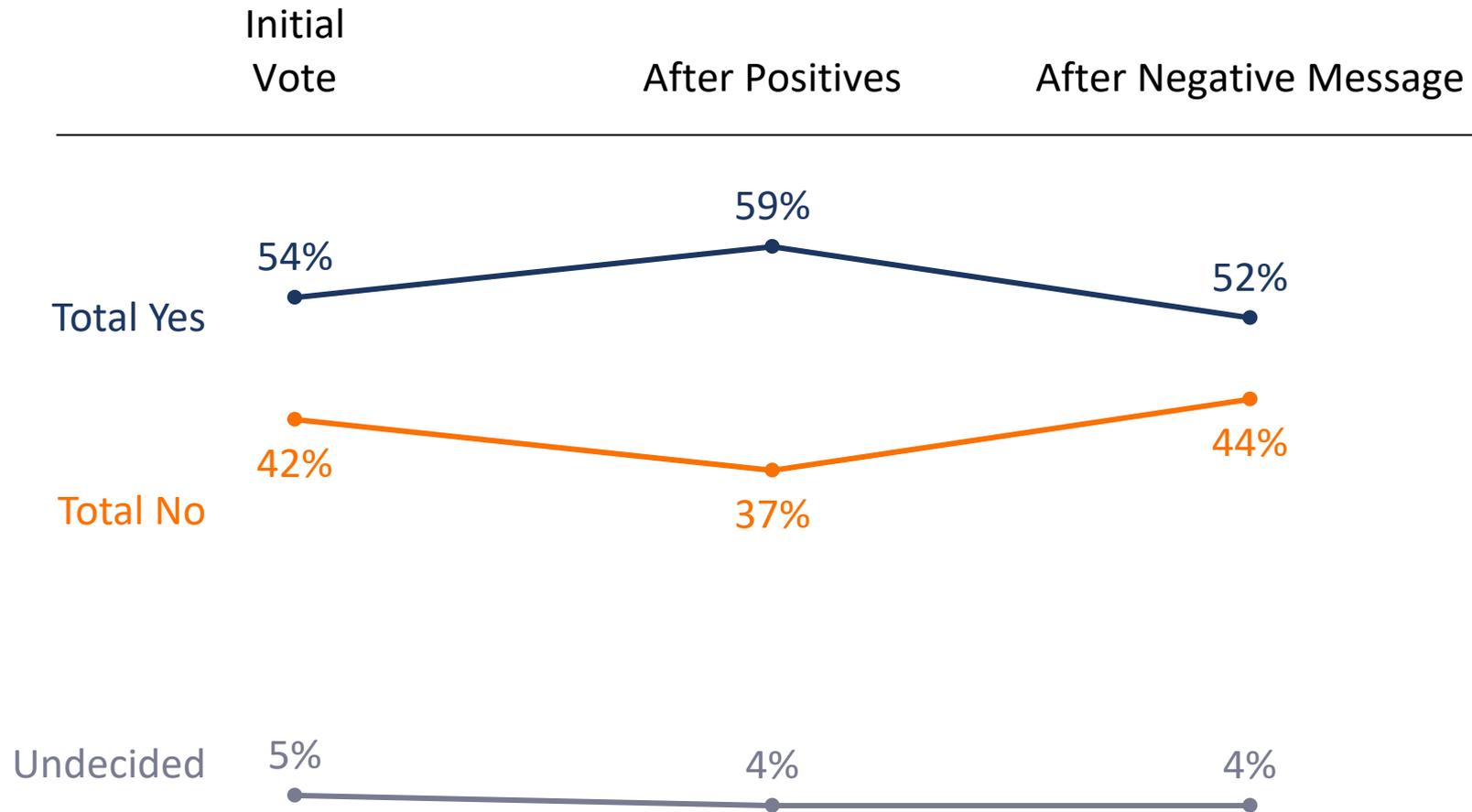
# Voters in most supervisorial districts are divided on which approach they prefer.

Demographic Group	Future	Now
<b>Supervisorial District</b>		
SD 1: Phil Serna	44%	44%
SD 2: Patrick Kennedy	57%	31%
SD 3: Rich Desmond	44%	38%
SD 4: Sue Frost	36%	37%
SD 5: Don Nottoli	40%	47%



# The Impact of Messaging

# Support for the measure fluctuates with messaging, but does not reach two-thirds.



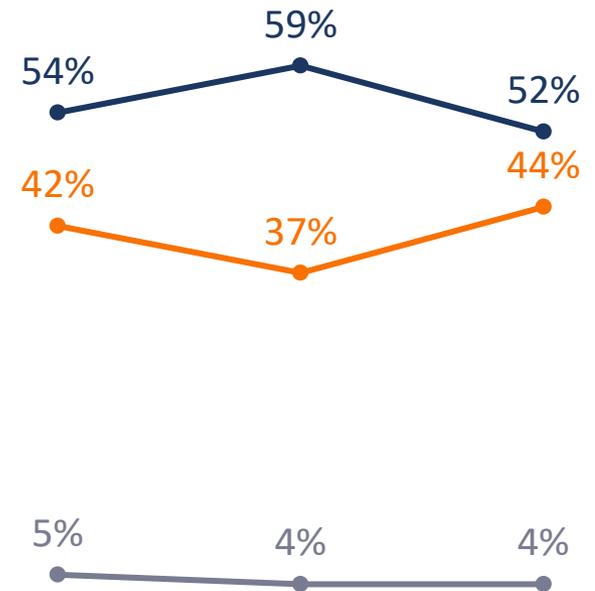
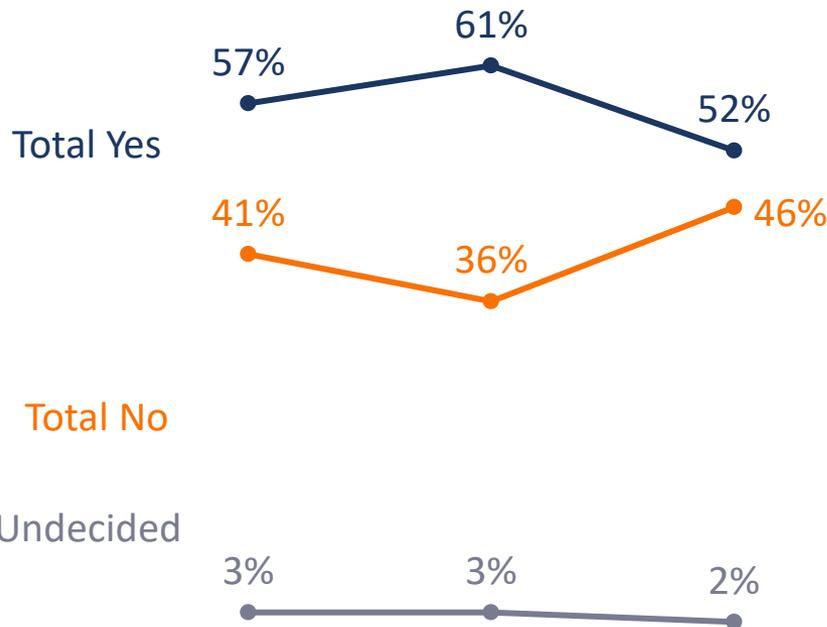
# Overall, support for the measure continues to remain below two-thirds across the study, as it did in 2019.

2019

2021

Initial Vote    After Educational Statements    After Critical Message

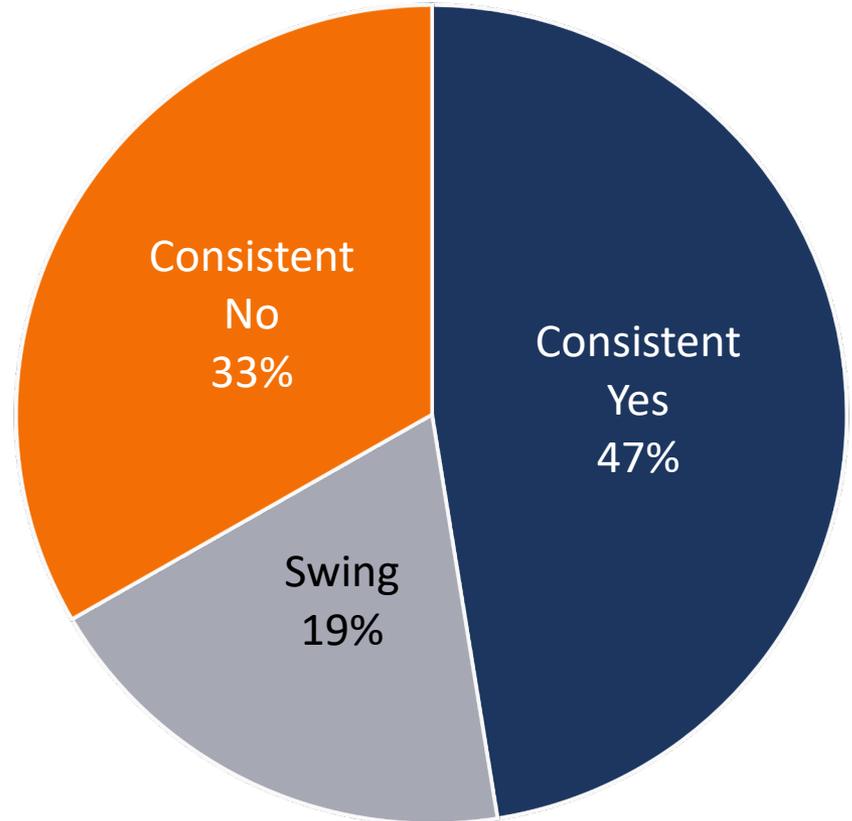
Initial Vote    After Educational Statements    After Critical Message



# Segmenting the Electorate by Consistency of Support for a Measure

- ❖ **Consistent Yes:** Voters who consistently indicated they would vote “yes” on the measure
- ❖ **Consistent No:** Voters who consistently indicated they would vote “no” on the measure
- ❖ **Swing:** Voters who do not fall into any of the other categories – remaining consistently undecided or switching positions

The following slide shows demographic groups that *disproportionately* fall into one category or the other.



# Demographic Profile of the Segments

Consistent Yes	Swing	Consistent No
<b>47% of the Electorate</b>	<b>19% of the Electorate</b>	<b>33% of the Electorate</b>
Democratic Women Ages 18-49	Asians/Pacific Islanders	Republicans Ages 50+
Liberal Democrats	Rancho Cordova	Republican Men
Democrats Ages 18-49	Republican Women	2+ Republican Households
Liberals	High School Educated	Conservative Republicans
Single-Democrat Households	Renters	Smaller Cities
Democratic Women	Independents Ages 18-49	Republicans
Latinos	Single Republican Households	Conservative Independents
2+ Democrat Households	Non-College Educated Men	Conservatives
Ages 18-29	2+ Republican Households	Republican Women
Democratic Men Ages 18-49	Citrus Heights	Republicans Ages 18-49
Democrats	African Americans	Single Republican Households
Democratic Men	Some College or Less	Liberal/Moderate Republicans
Democrats Ages 50+	HH Income \$60,000-\$100,000	Folsom
Women Ages 18-49	HH Income <\$60,000	Independents Ages 50+
Democratic Men Ages 50+	Supervisorial District 4: Frost	Ages 75+
Ages 30-39	Independent Men	Men Ages 50+
Democratic Women Ages 50+	Ages 50-64	Mixed Partisan Households



# Messaging

# Messages in Favor of the Measure

*Ranked by % Very Convincing*

**^(TRAFFIC)** Traffic congestion and gridlock threaten our quality of life. Time stuck in traffic takes away from time better spent at home with family and friends. Plus, as our population grows, the number of cars will increase, leading to greater traffic gridlock. If we don't invest now in projects to better manage traffic flow and improve transportation, the problem will only get worse.

**(GET WORSE)** If we do not make these improvements to eliminate bottlenecks and reduce traffic congestion, the condition of our roads will only get worse over time and become more expensive to fix.

**(SAFE ROUTES TO SCHOOL)** Unfortunately, many intersections near our local schools are dangerous. This measure will build new sidewalks and bike lanes and improve crosswalks and lighting near schools to ensure that students can safely walk or bike to school.

**(VULNERABLE POPULATIONS)** This measure will help maintain vital and affordable transit services for seniors, veterans, students, and disabled persons. It will ensure these vulnerable residents who cannot drive have access to the transportation they need in order to maintain their mobility and independence.

**(ECONOMY/TRANSPORTATION)** A properly functioning and well-maintained transportation system is a key component of a strong economy. We need to invest in our roads and infrastructure to protect existing businesses and encourage new ones to locate here.

**(LOCAL REPAIRS)** This measure will require fixes to major potholes and other local road repairs and safety improvements countywide. This significant increase would allow repairs like repaving; repairing curbs and sidewalks; building new bike lanes; and maintaining medians, lighting, and signage, for local streets and roads.

**(ACCOUNTABILITY)** This measure has strong taxpayer safeguards to ensure the money is spent as promised, including annual independent audits; and an annual public report to taxpayers. Additionally, 99% of the funds must be spent directly on transportation projects.

Q8. Here are some statements from people who support this measure. Please tell me whether you find it very convincing, somewhat convincing, or not convincing as a reason to vote yes on the measure. ^Not Part of Split Sample

# Messages in Favor of the Measure (Continued)

*Ranked by % Very Convincing*

**^(EQUITY)** This measure will improve to make it easier for all residents of Sacramento County - including low-income residents and communities of color who often live far from job centers - to get where they need to go quickly and reliably.

**(BOTTLENECK FIX)** This measure will dedicate funds to fix some of our community's worst bottlenecks and prevent future ones from developing. These include improvements to freeways and interchanges on Business 80, Highway 50, I-5, Jackson Highway, and Highway 99.

**(CLIMATE)** Our transportation system in California is the single biggest contributor to climate change. This measure will help us make necessary changes in our transportation system to fight climate change - like more zero-emission transit vehicles and more convenient and frequent public transportation as an alternative to driving.

**(ECONOMY/QUALITY OF LIFE)** A properly functioning and well-maintained transportation system is a key component of our high quality of life. We need this to ensure that Sacramento County is an attractive place to live, and for businesses and new jobs to locate here.

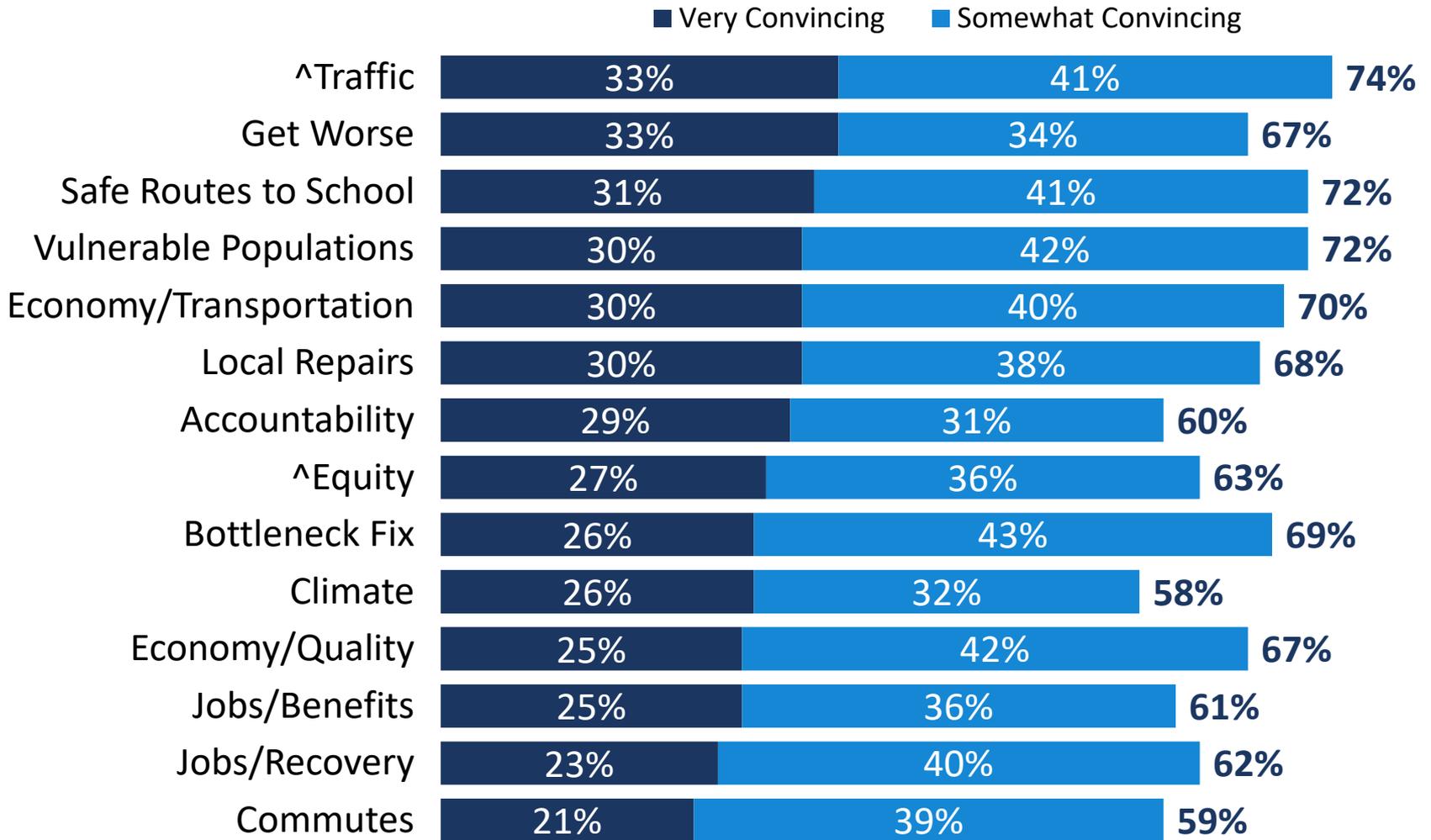
**(JOBS/BENEFITS)** The economic benefits of this measure include creating thousands of good paying jobs in transportation, construction and related businesses, improving our economy and making our County eligible for up to billions in state and federal matching funds over the life of the measure.

**(JOBS/RECOVERY)** This measure will support thousands of good paying jobs annually in the County. As we come out of the economic crisis of the past year, it is more important than ever to make investments that stimulate our economy and keep Sacramento County residents working.

**(COMMUTES)** These investments in our transportation system will significantly help relieve congestion during morning and evening commutes in and out of our area's largest job centers.

Q8. Here are some statements from people who support this measure. Please tell me whether you find it very convincing, somewhat convincing, or not convincing as a reason to vote yes on the measure. ^Not Part of Split Sample

# Messages focused on traffic, safe routes to school and transit-dependent populations are most convincing.



Q8. Here are some statements from people who support this measure. Please tell me whether you find it very convincing, somewhat convincing, or not convincing as a reason to vote yes on the measure. ^Not Part of Split Sample

# The effectiveness of messaging varies across the County.

(Very Convincing)

Statement	All Voters	Supervisorial District				
		SD 1: Phil Serna	SD 2: Patrick Kennedy	SD 3: Rich Desmond	SD 4: Sue Frost	SD 5: Don Nottoli
^Traffic	33%	34%	33%	33%	31%	36%
Get Worse	33%	29%	30%	39%	26%	39%
Safe Routes to School	31%	28%	30%	34%	32%	31%
Vulnerable Populations	30%	28%	22%	35%	26%	38%
Economy/Transportation	30%	30%	28%	26%	28%	38%
Local Repairs	30%	33%	26%	42%	26%	24%
Accountability	29%	37%	30%	29%	20%	31%
^Equity	27%	26%	25%	37%	22%	25%
Bottleneck Fix	26%	23%	31%	25%	21%	30%
Climate	26%	29%	32%	22%	24%	25%
Economy/Quality	25%	22%	31%	24%	21%	29%
Jobs/Benefits	25%	24%	30%	25%	23%	24%
Jobs/Recovery	23%	18%	29%	22%	18%	28%
Commutes	21%	17%	22%	20%	18%	26%

Q8. Here are some statements from people who support this measure. Please tell me whether you find it very convincing, somewhat convincing, or not convincing as a reason to vote yes on the measure. ^Not Part of Split Sample

# QualBoard respondents gravitated to messages that addressed traffic congestion and its impact on quality of life.

“This sticks out the most to me due to the fact that it affects me the most directly. [I have had] less and less time being able to spend with my family.”

“I think this lays out what the problem is what and what these taxes will do to fix it. It is very good.”

“I could certainly choose a couple [statements] but I think [messaging about traffic] has the broadest appeal and has an emotional tie to it that makes it more persuasive.”

“Those who are most likely to vote right now do care about family time and work/life balance. Also, those who are elderly would like that it mentions traditional values such as spending more time with family and hopefully leads them to believe it will lessen crime.”

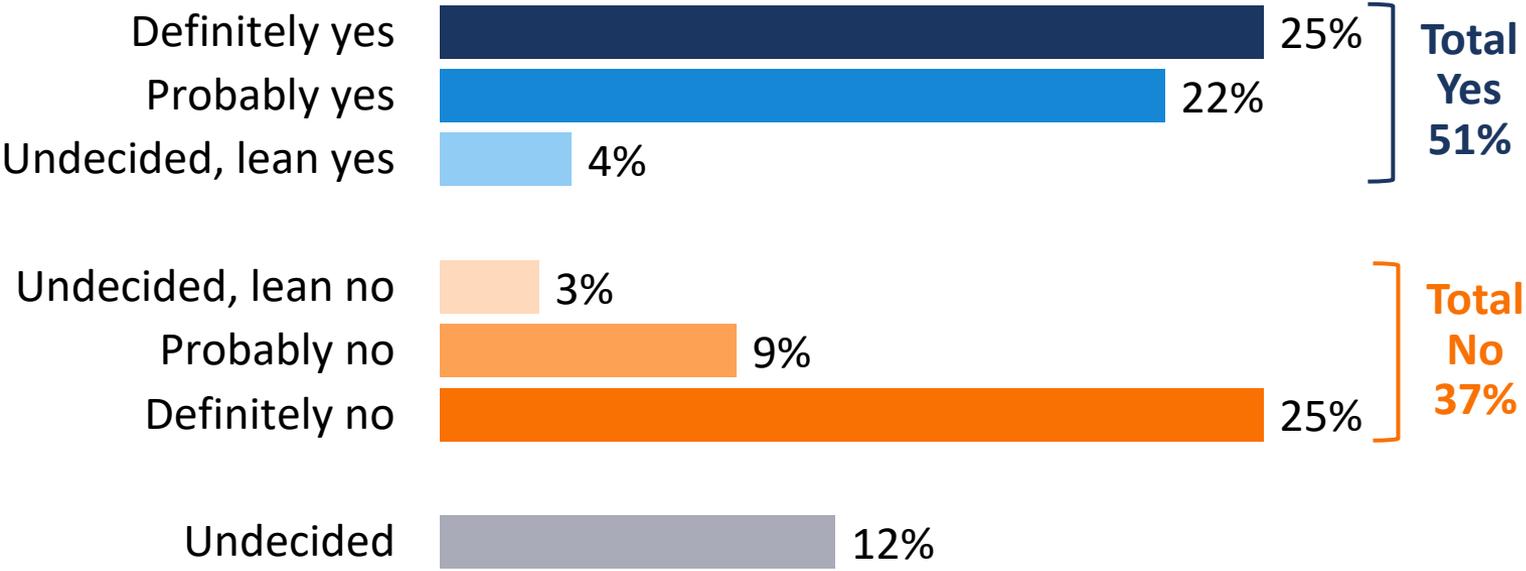
“This one stuck out to me because it is a true statement. I would rather spend time with family and friends than stuck in traffic.”



# Abandoned Vehicle Proposal

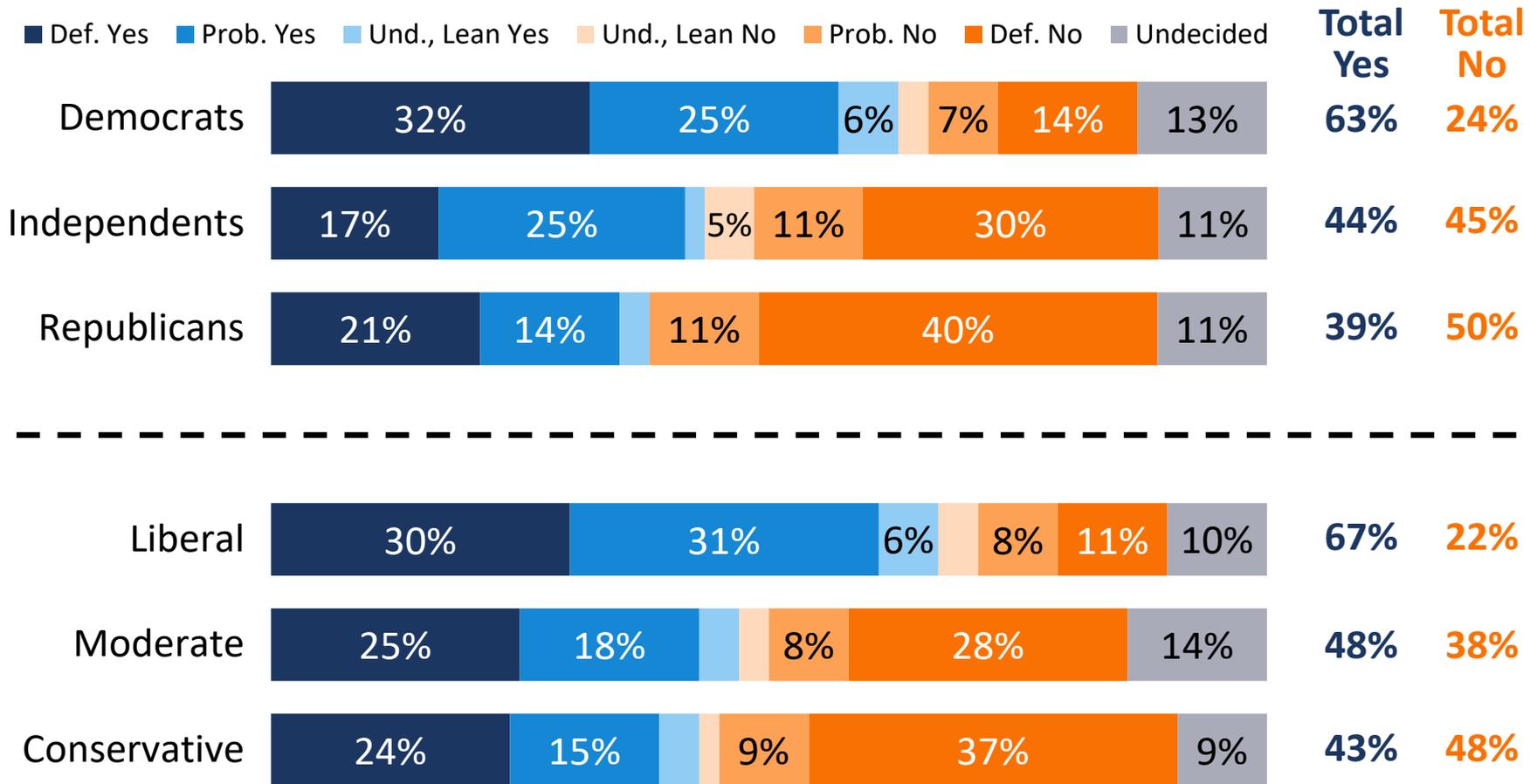
# A slim majority initially supports the abandoned vehicle measure, with many uncertain.

“Should the Sacramento Abandoned Vehicle Service Authority and associated vehicle registration fees (\$1 per vehicle and an additional \$2 for certain commercial vehicles) be renewed for a 10-year term under the California Vehicle Code, or any successor statutes thereto, for the purposes of removal and disposal of abandoned, wrecked, dismantled, or inoperative vehicles?”



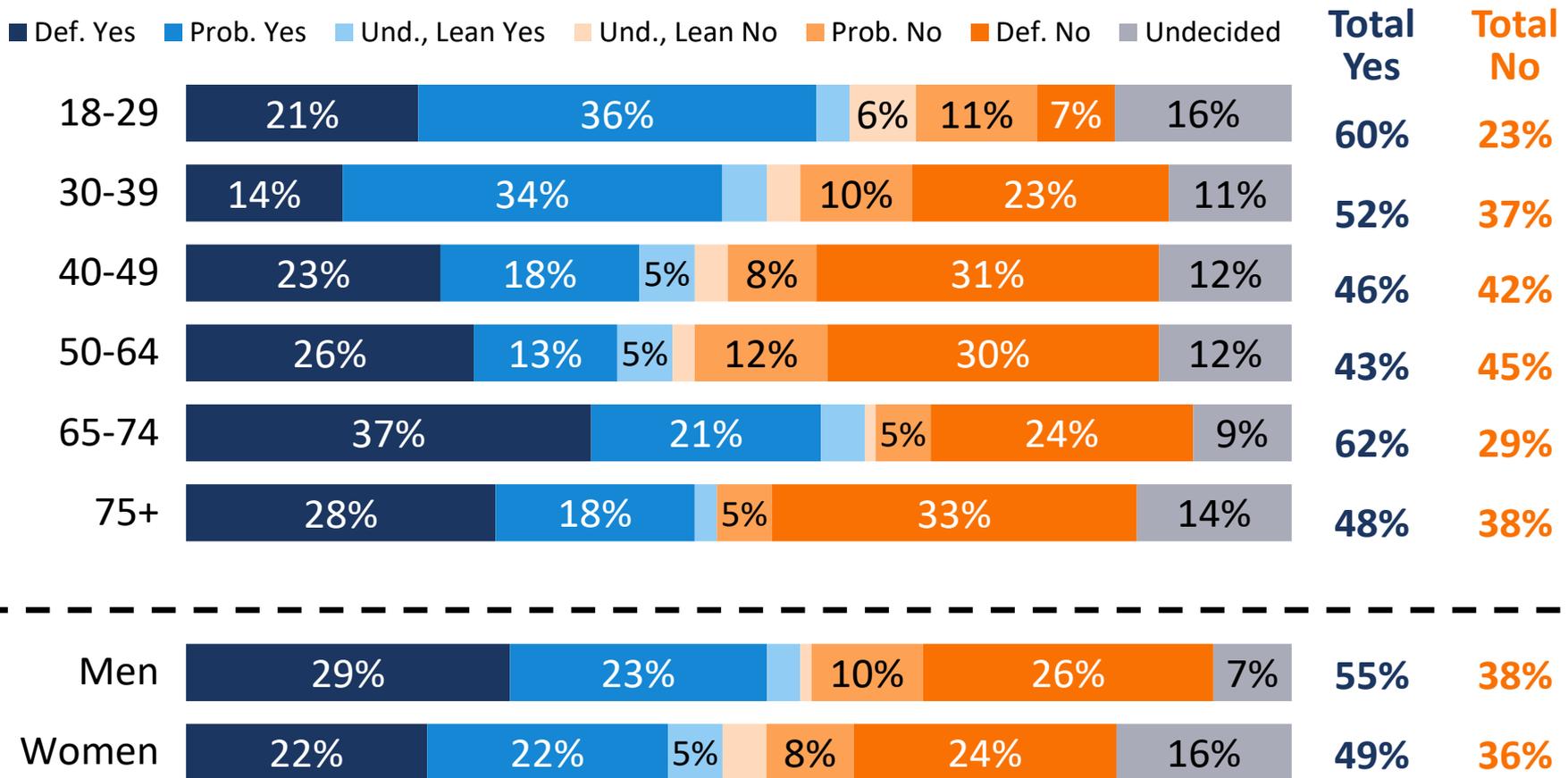
# Democrats offer majority support, while independents and Republicans are divided.

*by Party & Ideology*



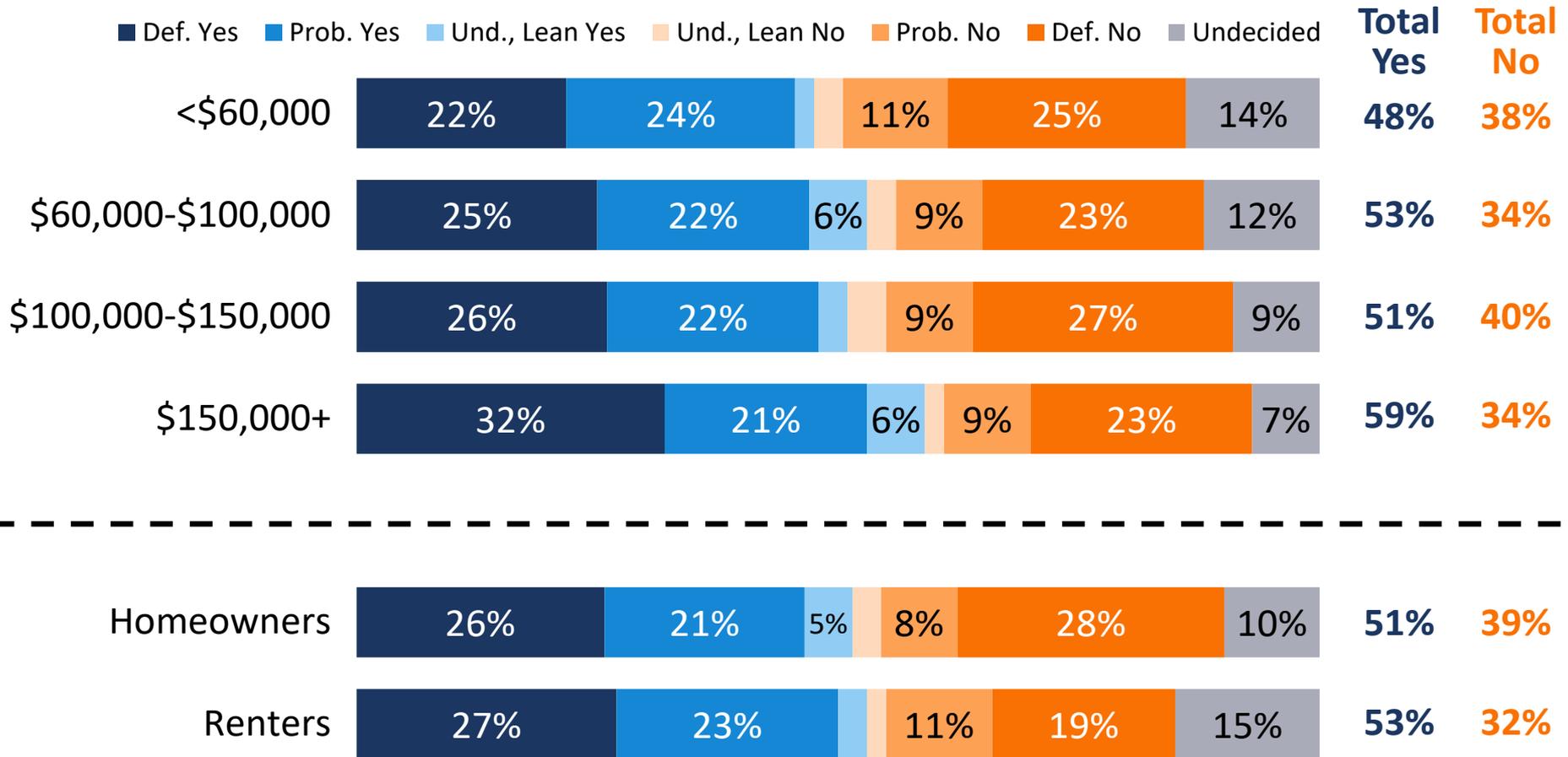
# Voters under 30 and ages 65-74 are most likely to vote "yes" on the renewal.

by Age & Gender



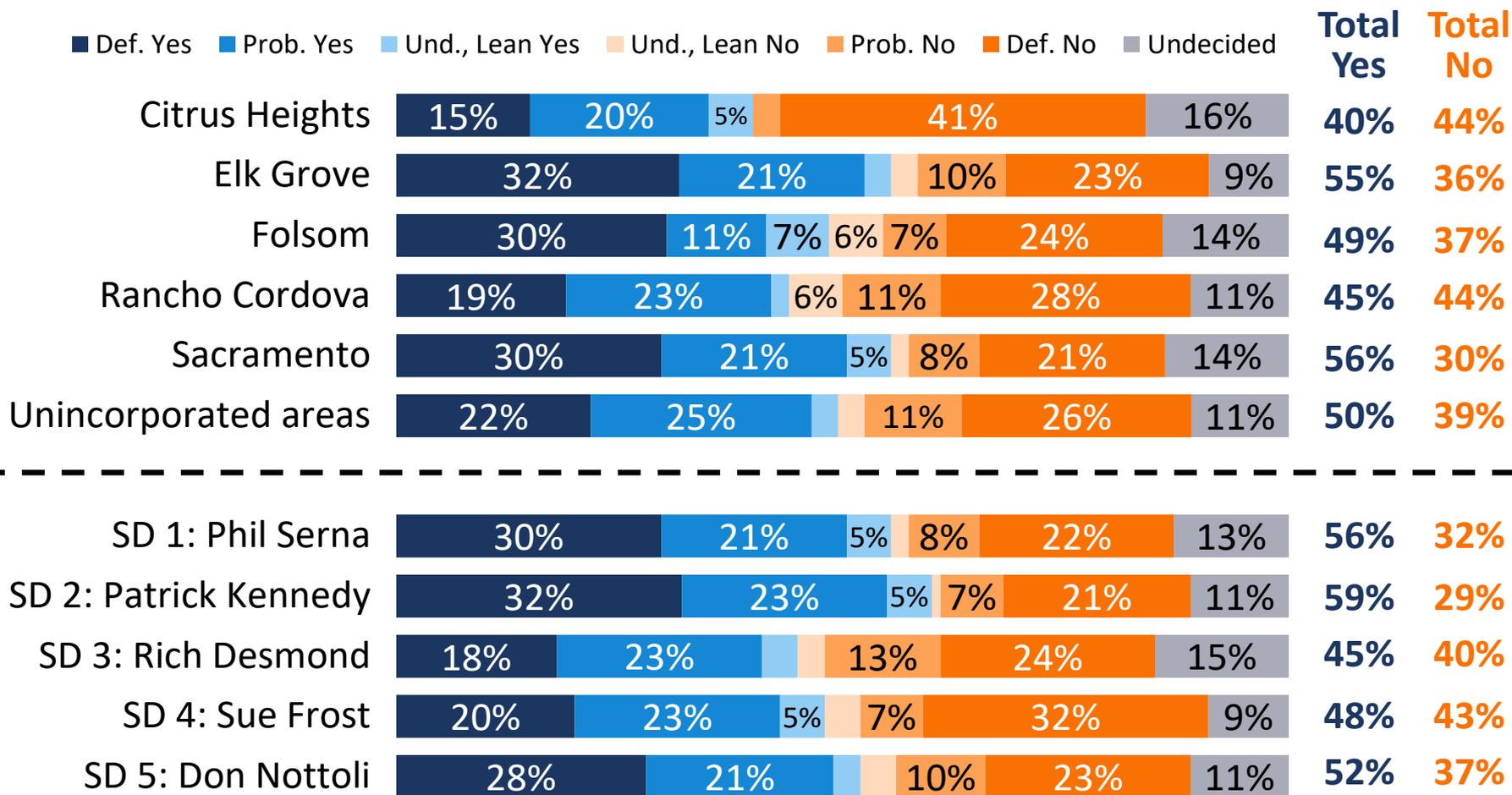
# Support increases with voters' household income.

by Household Income & Residence



# Geographic variations in support are generally minor.

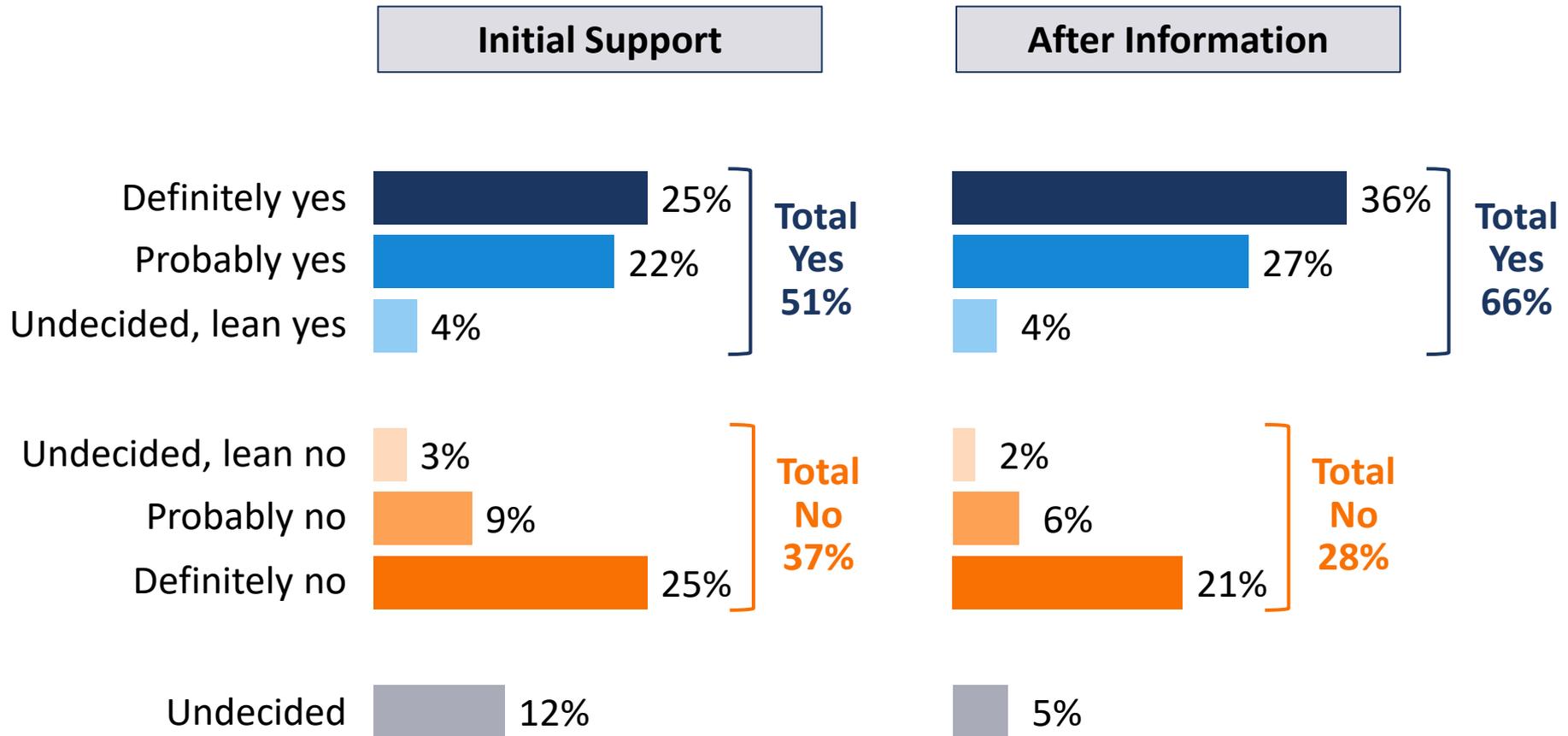
by City & Supervisorial District



# Additional Background Provided

The Sacramento Abandoned Vehicle Service Authority was created in 1991 to combat the growing problem of abandoned vehicles on both private and public property. Since then, the Authority has removed more than 20,000 abandoned vehicles in across every community in the County. By promptly removing abandoned vehicles, the Authority removes hazardous waste; prevents pollution from damaged or broken engines; helps reduce crime; and helps maintains the quality-of-life Sacramento residents expect and deserve. This measure would renew the Authority, and the \$1 per year vehicle registration fee that funds it, for another 10 years, with no increase in taxes or fees.

# Once voters learn more about the proposal, support grows to nearly two-thirds.



Q11. Would you vote yes or no on this measure?

Q12. Having heard more about it, let me ask you again: would you vote yes or no on this measure?



# Conclusions

# Conclusions

- A slim but consistent majority of Sacramento County voters continues to back a transportation sales tax measure, but support does not approach a two-thirds supermajority – either initially or after messaging.
- Support for a proposed sales tax and most core perceptions of transportation issues have remained remarkably consistent in the past two years – with an understandable and likely temporary dip in concern about traffic.
- Voters are divided over whether the measure should focus on making core improvements to the transportation system or re-imagining it for the 21<sup>st</sup> century.
- The inclusion of a sunset provision does not yield an increase in support for the measure.
- Safe routes to school, affordable transit for seniors and the disabled, and road repairs are the top priorities for investment.
- Messages focused on core concerns like traffic, the potential for it to worsen over time, and safe routes to school resonate most strongly.
- While voters are initially uncertain about a measure to extend the abandoned vehicle fee, nearly two-thirds support it after hearing a simple explanation.

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**SACRAMENTO COUNTY  
TRANSPORTATION MEASURE SURVEY  
220-6111-WT  
N=932  
A/B & C/D SPLITS  
MARGIN OF SAMPLING ERROR ±3.5% (95% CONFIDENCE LEVEL)**

Hello, I'm \_\_\_\_\_ from \_\_\_\_\_, a public opinion research company. We are conducting an opinion survey about some important issues that concern residents of your area. I am definitely not trying to sell you anything, and we are only interested in your opinions. May I speak to \_\_\_\_\_? **(YOU MUST SPEAK TO THE VOTER LISTED. VERIFY THAT THE VOTER LIVES AT THE ADDRESS LISTED, OTHERWISE TERMINATE.)**

A. Before we begin, I need to know if I have reached you on a cell phone, and if so, are you in a place where you can talk safely?

- Yes, cell and can talk safely----- 75%
- Yes, cell but cannot talk safely ----- **TERMINATE**
- No, not on cell----- 25%
- (DON'T READ) DK/NA/REFUSED----- TERMINATE**

1. **(T)** First, would you say things in Sacramento County are going in the right direction, or are they off on the wrong track?

- Right direction-----33%
- Wrong track -----43%
- (DON'T KNOW/NA)-----25%**

2. Next, are you satisfied or dissatisfied with how \_\_\_\_\_ is performing their job? If you have never heard of them, please tell me that too. **(IF SATISFIED/DISSATISFIED, ASK:)** “Is that very **SATISFIED/DISSATISFIED** or just somewhat?” **(RANDOMIZE)**

	<u>VERY SAT</u>	<u>SMWT SAT</u>	<u>SMWT DISSAT</u>	<u>VERY DISSAT</u>	<u>NEVER HEARD OF</u>	<u>(CAN'T RATE/DK)</u>	<u>TOTAL SAT</u>	<u>TOTAL DISSAT</u>
[ ]a. <b>(T)</b> The Sacramento County Board of Supervisors -----	4%	27%	20%	19%	6%	24%	31%	39%
[ ]b. <b>(T)</b> The Sacramento Transportation Authority-----	5%	29%	13%	7%	10%	35%	34%	21%
[ ]c. <b>(T)</b> Sacramento Regional Transit-----	10%	33%	14%	9%	4%	31%	42%	23%
[ ]d. Your local city council -----	6%	31%	18%	17%	5%	22%	37%	35%

**NOW I WOULD LIKE TO ASK YOU A FEW QUESTIONS ABOUT A POTENTIAL BALLOT MEASURE YOU MAY BE ASKED TO VOTE ON IN A FUTURE ELECTION.**

3. First, let me share with you the possible language for this measure as it may appear on the ballot. It may read as follows:

“To significantly reduce traffic congestion, eliminate bottlenecks and improve emergency response times; fix potholes and repair damaged streets; provide safe routes to school; expand affordable senior and disabled transit services; and improve air quality; shall the ordinance enacting a one-half cent sales tax

**(SPLIT SAMPLE C ONLY:)** until ended by voters  
**(SPLIT SAMPLE D ONLY:)** for 30 years

raising approximately 130 million dollars annually be adopted, with a 1 percent limit on administrative spending, required annual independent audits, and oversight by a citizens committee to guarantee funds are used as promised?”

If the election were held today, would you vote yes in favor of it, or no to oppose it? **(IF YES/NO, ASK:)** “Will you definitely vote **(YES/NO)** or just probably?” **(IF UNDECIDED, ASK:)** “Are you leaning toward voting yes or no?”)

	<b>SPLIT C: ENDED BY VOTERS</b>	<b>SPLIT D: 30 YEARS</b>	<b>TOTAL</b>
<b>TOTAL YES</b> -----	<b>55%</b>	<b>52%</b>	<b>54%</b>
Definitely yes -----	27%	27%	27%
Probably yes -----	25%	22%	24%
Undecided, lean yes -----	3%	3%	3%
 <b>TOTAL NO</b> -----	 <b>42%</b>	 <b>42%</b>	 <b>42%</b>
Undecided, lean no -----	3%	1%	2%
Probably no -----	8%	8%	8%
Definitely no -----	31%	33%	32%
 <b>(DON'T READ) DK/NA</b> -----	 3%	 6%	 5%

**(ASK IF CODES 1-6 IN Q3)**

4. In a few words of your own, why would you vote **YES/NO** on this measure? **(OPEN-ENDED, RECORD VERBATIM RESPONSE BELOW -- PROBE FOR A SPECIFIC RESPONSE, NOT JUST “SOUNDS GOOD” / “SOUNDS BAD”)**

**a. Yes (n=501)**

Transportation infrastructure improvements-----	41 %
Improvements are needed/beneficial to County-----	23 %
Improve/expand public transportation-----	19 %
Reduce/improve traffic-----	14 %
Measure is affordable/support revenue source-----	12 %
Citizen oversight/fiscal accountability-----	11 %
Improved services for elderly/disabled-----	7 %
Reduce emissions/pollution-----	5 %
Improved safety-----	4 %
General support-----	3 %
Address/keep up with future growth-----	3 %
Need more information-----	2 %
Improved routes to schools-----	2 %
Mixed feelings-----	1 %
Faster emergency response times-----	1 %
Other-----	0 %
Don't know-----	0 %
Refused-----	2 %

**b. No (n=388)**

Funds will be misused/don't trust the government-----	49 %
Too many taxes/high taxes-----	49 %
They have enough money already/need to use existing funds-----	24 %
Need more information-----	4 %
Measure is poorly written/won't work-----	4 %
More important issues/measure is unnecessary-----	3 %
Don't support revenue source-----	2 %
Mixed feelings-----	1 %
General oppose-----	0 %
Other-----	1 %
Don't know-----	0 %
Refused-----	1 %

**(RESUME ASKING ALL RESPONENTS)**

**NOW I WOULD LIKE TO ASK YOU ABOUT SOME MORE GENERAL ISSUES.**

5. I'd like to read you a brief list of issues that could be problems for people living in Sacramento County. After you hear each one, please tell me whether you personally consider it to be an extremely serious problem, a very serious problem, a somewhat serious problem, or not too serious a problem at all for people living in Sacramento County. **(RANDOMIZE)**

	<u>EXT SER PROB</u>	<u>VERY SER PROB</u>	<u>SMWT SER PROB</u>	<u>NOT TOO SER A PROB</u>	<u>(DON'T READ) DK/ NA</u>	<u>EXT/ VERY SER</u>
[ ]a. <b>(T)</b> Government waste and mismanagement-----	40%	25%	16%	12%	6%	65%
<b>(SPLIT SAMPLE A ONLY)</b>						
[ ]b. <b>(T)</b> Potholes and deteriorating local streets and roads-----	27%	36%	25%	10%	0%	64%
[ ]c. <b>(T)</b> Reductions in state and federal funding for transportation-----	13%	24%	31%	18%	15%	36%
[ ]d. <b>(T)</b> Traffic congestion on local freeways and highways-----	21%	34%	30%	12%	2%	56%
[ ]e. <b>(T)</b> A lack of adequate bus service in my community-----	8%	15%	25%	30%	23%	23%
[ ]f. <b>(T)</b> Jobs and unemployment-----	18%	30%	30%	17%	5%	48%
[ ]g. <b>(T)</b> The cost of housing-----	46%	30%	17%	6%	1%	76%
[ ]h. The public health impact of the coronavirus-----	34%	29%	20%	15%	2%	63%
<b>(SPLIT SAMPLE B ONLY)</b>						
[ ]i. <b>(T)</b> The condition of local streets and roadways-----	26%	29%	32%	12%	1%	55%
[ ]j. <b>(T)</b> The amount you pay in local taxes-----	21%	16%	28%	31%	5%	37%
[ ]k. <b>(T)</b> The lack of safe bicycle and pedestrian routes-----	13%	21%	35%	26%	5%	34%
[ ]l. <b>(T)</b> Traffic congestion on local streets and roads-----	20%	27%	38%	14%	1%	47%
[ ]m. <b>(T)</b> A lack of adequate light rail service in my community-----	11%	15%	28%	38%	9%	25%
[ ]n. <b>(T)</b> Homelessness-----	66%	25%	6%	2%	0%	92%
[ ]o. <b>(T)</b> The quality of our air-----	35%	26%	26%	12%	1%	61%
[ ]p. The economic health impact of the coronavirus-----	41%	36%	16%	5%	2%	77%

**(RESUME ASKING ALL RESPONDENTS)**

6. Now, thinking back about the measure we discussed earlier, I'm going to read you a list of projects and benefits that may be built or implemented if this measure passes. After you hear each one, please tell me how important each project is to you personally: extremely important, very important, somewhat important, or not important. **(RANDOMIZE)**

	<u>EXT</u> <u>IMP</u>	<u>VERY</u> <u>IMP</u>	<u>SMWT</u> <u>IMP</u>	<u>NOT</u> <u>IMP</u>	<u>(DON'T</u> <u>READ)</u> <u>DK/NA</u>	<u>EXT/</u> <u>VERY</u> <u>IMP</u>
<b>(SPLIT SAMPLE A ONLY)</b>						
[ ]a. Creating thousands of new, good-paying jobs -----	27%	40%	22%	8%	2%	68%
[ ]b. <b>(T)</b> Providing safe routes to school for children-----	38%	39%	15%	6%	1%	77%
[ ]c. <b>(T*)</b> Fixing potholes and repairing streets -----	30%	40%	26%	4%	1%	70%
[ ]d. Adding and improving dedicated bicycle lanes -----	15%	27%	34%	22%	2%	42%
[ ]e. <b>(T)</b> Improving bus and light rail operations by making them clean, safe, and reliable -----	21%	40%	25%	11%	4%	61%
[ ]f. Creating an on-demand bus system where you can request to be picked up at any time and location through an app -----	11%	20%	28%	34%	7%	31%
[ ]g. Improving metering systems on freeway on-ramps and off-ramps to reduce traffic congestion -----	9%	20%	44%	25%	2%	29%
[ ]h. Addressing climate change by investing in low-polluting transit vehicles-----	32%	23%	22%	20%	2%	56%
<b>(SPLIT SAMPLE B ONLY)</b>						
[ ]i. <b>(T)</b> Maintaining affordable senior and disabled transit services so residents who cannot drive can maintain their independence -----	38%	34%	21%	6%	1%	72%
[ ]j. Addressing climate change by investing in more frequent transit-----	33%	21%	17%	25%	4%	54%
[ ]k. Reconfiguring lanes on local streets to widen pedestrian sidewalks -----	13%	21%	32%	31%	3%	35%
[ ]l. Adding dedicated bus lanes -----	12%	20%	26%	36%	6%	32%
[ ]m. Increasing the use of innovative technology to improve public transportation and reduce traffic -----	27%	31%	28%	11%	3%	58%
[ ]n. <b>(T)</b> Reducing traffic congestion on Highway 50, Interstate 5, and Highway 99 -----	36%	33%	23%	7%	1%	69%
[ ]o. Improving safety on local freeways and highways, on-ramps, and off-ramps -----	27%	33%	27%	11%	2%	60%
[ ]p. Creating dynamic speed limits that would automatically adjust with the flow of traffic -----	14%	24%	29%	26%	7%	38%

	<u>EXT IMP</u>	<u>VERY IMP</u>	<u>SMWT IMP</u>	<u>NOT IMP</u>	<u>(DON'T READ) DK/NA</u>	<u>EXT/ VERY IMP</u>
<b>(SPLIT SAMPLE B ONLY CON'T)</b>						
[ ]q. Improving pedestrian safety on local streets-----	27%	35%	24%	12%	2%	62%

**(RESUME ASKING ALL RESPONDENTS)**

7. Next, which of the following statements about this measure comes closest to your opinion: **(ROTATE)**

[ ] This measure should focus on the basic transportation improvements that will make life better for Sacramento County now: getting more cars off the road by expanding the transit system, and making our existing roads and highways more efficient. -----40%

**OR**

[ ] This measure should focus on creating a twenty-first century transportation system that recognizes our changing transportation needs and is built around high-speed transit, ride sharing, and better integration of bike and pedestrian options to meet our growing region's needs for years to come. -----43%

**(DON'T READ)** Both----- 1%

**(DON'T READ)** Neither ----- 3%

**(DON'T READ)** Don't know/NA ----- 13%

8. Next, here are some statements from people who support this measure. After hearing each statement, please tell me whether you find it very convincing, somewhat convincing, or not convincing as a reason to vote yes on the measure. If you do not believe the statement, please tell me that too. **(RANDOMIZE)**

	<u>VERY CONV</u>	<u>SMWT CONV</u>	<u>NOT CONV</u>	<u>DON'T BEL</u>	<u>(DON'T READ) DK/NA</u>	<u>VERY/ SMWT CONV</u>
[ ]a. <b>(TRAFFIC)</b> Traffic congestion and gridlock threaten our quality of life. Time stuck in traffic takes away from time better spent at home with family and friends. Plus, as our population grows, the number of cars will increase, leading to greater traffic gridlock. If we don't invest now in projects to better manage traffic flow and improve transportation, the problem will only get worse. -----	33%	41%	17%	7%	2%	74%
[ ]b. <b>(EQUITY)</b> This measure will improve to make it easier for all residents of Sacramento County – including low-income residents and communities of color who often live far from job centers – to get where they need to go quickly and reliably. -----	27%	36%	21%	14%	2%	63%

	<u>VERY CONV</u>	<u>SMWT CONV</u>	<u>NOT CONV</u>	<u>DON'T BEL</u>	<u>(DON'T READ) DK/NA</u>	<u>VERY/ SMWT CONV</u>
<b>(SPLIT SAMPLE A ONLY)</b>						
[ ]c. <b>(ECONOMY/TRANSPORTATION)</b> A properly functioning and well-maintained transportation system is a key component of a strong economy. We need to invest in our roads and infrastructure to protect existing businesses and encourage new ones to locate here. -----	30%	40%	20%	8%	2%	70%
[ ]d. <b>(ACCOUNTABILITY)</b> This measure has strong taxpayer safeguards to ensure the money is spent as promised, including annual independent audits; and an annual public report to taxpayers. Additionally, 99 percent of the funds must be spent directly on transportation projects. -----	29%	31%	16%	21%	3%	60%
[ ]e. <b>(JOBS/RECOVERY)</b> This measure will support thousands of good paying jobs annually in the County. As we come out of the economic crisis of the past year, it is more important than ever to make investments that stimulate our economy and keep Sacramento County residents working -----	23%	40%	21%	13%	4%	62%
[ ]f. <b>(VULNERABLE POPULATIONS)</b> This measure will help maintain vital and affordable transit services for seniors, veterans, students, and disabled persons. It will ensure these vulnerable residents who cannot drive have access to the transportation they need in order to maintain their mobility and independence. -----	30%	42%	15%	10%	3%	72%
[ ]g. <b>(GET WORSE)</b> If we do not make these improvements to eliminate bottlenecks and reduce traffic congestion, the condition of our roads will only get worse over time and become more expensive to fix. -----	33%	34%	22%	9%	2%	67%
[ ]h. <b>(SAFE ROUTES TO SCHOOL)</b> Unfortunately, many intersections near our local schools are dangerous. This measure will build new sidewalks and bike lanes and improve crosswalks and lighting near schools to ensure that students can safely walk or bike to school. -----	31%	41%	15%	10%	2%	72%

	<u>VERY CONV</u>	<u>SMWT CONV</u>	<u>NOT CONV</u>	<u>DON'T BEL</u>	<u>(DON'T READ) DK/NA</u>	<u>VERY/ SMWT CONV</u>
<b>(SPLIT SAMPLE B ONLY)</b>						
[ ]i. <b>(JOBS/BENEFITS)</b> The economic benefits of this measure include creating thousands of good paying jobs in transportation, construction and related businesses, improving our economy and making our County eligible for up to billions in state and federal matching funds over the life of the measure. -----	25%	36%	24%	13%	3%	61%
[ ]j. <b>(ECONOMY/QUALITY OF LIFE)</b> A properly functioning and well-maintained transportation system is a key component of our high quality of life. We need this to ensure that Sacramento County is an attractive place to live, and for businesses and new jobs to locate here. -----	25%	42%	23%	9%	1%	67%
[ ]k. <b>(CLIMATE)</b> Our transportation system in California is the single biggest contributor to climate change. This measure will help us make necessary changes in our transportation to system to fight climate change – like more zero-emission transit vehicles and more convenient and frequent public transportation as an alternative to driving. -----	26%	32%	19%	21%	2%	58%
[ ]l. <b>(COMMUTES)</b> These investments in our transportation system will significantly help relieve congestion during morning and evening commutes in and out of our area’s largest job centers. -----	21%	39%	24%	15%	1%	59%
[ ]m. <b>(BOTTLENECK FIX)</b> This measure will dedicate funds to fix some of our community’s worst bottlenecks and prevent future ones from developing. These include improvements to freeways and interchanges on Business 80, Highway 50, I-5, Jackson Highway, and Highway 99. -----	26%	43%	17%	12%	2%	69%

	<u>VERY CONV</u>	<u>SMWT CONV</u>	<u>NOT CONV</u>	<u>DON'T BEL</u>	<u>(DON'T READ) DK/NA</u>	<u>VERY/ SMWT CONV</u>
<b>(SPLIT SAMPLE B ONLY CON'T)</b>						
[ ]n. <b>(LOCAL REPAIRS)</b> This measure will require fixes to major potholes and other local road repairs and safety improvements countywide. This significant increase would allow repairs like repaving; repairing curbs and sidewalks; building new bike lanes; and maintaining medians, lighting, and signage, for local streets and roads. -----	30%	38%	20%	11%	1%	68%

**(RESUME ASKING ALL RESPONDENTS)**

9. Now that you have heard more about it, let me ask you again about the measure we have been discussing to reduce traffic congestion, fix potholes and repair damaged streets, and improve transit services, including services for seniors and the disabled, through a one-half cent sales tax. Would you vote “yes” in favor of it, or “no” to oppose it? **(IF YES/NO, ASK: “Is that definitely or just probably?”)** **(IF “UNDECIDED” OR “DON’T KNOW,” ASK: “Well, do you lean toward voting yes or no?”)**

**TOTAL YES-----59%**  
 Definitely yes-----34%  
 Probably yes-----21%  
 Undecided, lean yes-----4%

**TOTAL NO-----37%**  
 Undecided, lean no-----2%  
 Probably no-----8%  
 Definitely no-----27%

**(DON'T READ) DK/NA-----4%**

10. Next, here is a statement from people who oppose this measure. Opponents say we already pay millions of dollars in gas taxes, in addition to an existing Sacramento one-half cent sales tax for our transportation. The cost of living is already too high for middle-income residents struggling to recover from the pandemic, and this additional tax would add an increased burden. If we need to improve transportation, the Transportation Authority should tighten its belt and make better use of the funding they already receive – plus hundreds of millions more they expect to receive from the federal government. **(SPLIT SAMPLE C:** Plus, this ballot measure establishes a tax that will go on forever – we should not vote for any tax that our children and grandchildren will end up still having to pay.) **(SPLIT SAMPLE D:** Plus, after the pandemic many workers are likely to keep working from home – which means our traffic problems won’t be as bad as they were before the pandemic.)

Having heard this, let me ask you one last time about the measure we have been discussing to reduce traffic congestion, fix potholes and repair damaged streets, and improve transit services, including services for seniors and the disabled, through a one-half cent sales tax. Would you vote “yes” in favor of it, or “no” to oppose it? **(IF YES/NO, ASK: “Is that definitely or just probably?”)** **(IF “UNDECIDED” OR “DON’T KNOW,” ASK: “Well, do you lean toward voting yes or no?”)**

	<b>SPLIT C: FOREVER TAX</b>	<b>SPLIT D: WORK FROM HOME</b>	<b>TOTAL</b>
<b>TOTAL YES</b> -----	<b>53%</b>	<b>52%</b>	<b>52%</b>
Definitely yes -----	29%	27%	28%
Probably yes -----	21%	21%	21%
Undecided, lean yes -----	3%	4%	3%
 <b>TOTAL NO</b> -----	 <b>43%</b>	 <b>44%</b>	 <b>44%</b>
Undecided, lean no -----	1%	3%	2%
Probably no -----	9%	10%	9%
Definitely no -----	33%	32%	33%
 <b>(DON’T READ) DK/NA</b> -----	 4%	 4%	 4%

**NOW I’D LIKE TO ASK YOU ABOUT A COMPLETELY DIFFERENT MEASURE THAT MAY BE ON A FUTURE BALLOT.**

11. This measure may read as follows:

“Should the Sacramento Abandoned Vehicle Service Authority and associated vehicle registration fees (one dollar per vehicle and an additional two dollars for certain commercial vehicles) be renewed for a 10-year term under the California Vehicle Code, or any successor statutes thereto, for the purposes of removal and disposal of abandoned, wrecked, dismantled, or inoperative vehicles?”

Would you vote yes or no on this measure? (IF YES/NO, ASK:) “Will you definitely vote (YES/NO) or just probably?” (IF UNDECIDED, ASK: “Are you leaning toward voting yes or no?”)

**TOTAL YES-----51%**  
 Definitely yes-----25 %  
 Probably yes-----22 %  
 Undecided, lean yes----- 4 %

**TOTAL NO -----37%**  
 Undecided, lean no ----- 3 %  
 Probably no ----- 9 %  
 Definitely no-----25 %

**(DON'T READ) DK/NA ----- 12%**

12. Let me tell you a little more about this proposed measure. The Sacramento Abandoned Vehicle Service Authority was created in 1991 to combat the growing problem of abandoned vehicles on both private and public property. Since then, the Authority has removed more than 20,000 abandoned vehicles in across every community in the County. By promptly removing abandoned vehicles, the Authority removes hazardous waste; prevents pollution from damaged or broken engines; helps reduce crime; and helps maintains the quality-of-life Sacramento residents expect and deserve. This measure would renew the Authority, and the one-dollar per year vehicle registration fee that funds it, for another ten years, with no increase in taxes or fees.

Having heard more about it, let me ask you again: would you vote yes or no on this measure? (IF YES/NO, ASK:) “Will you definitely vote (YES/NO) or just probably?” (IF UNDECIDED, ASK: “Are you leaning toward voting yes or no?”)

**TOTAL YES-----66%**  
 Definitely yes-----36 %  
 Probably yes-----27 %  
 Undecided, lean yes----- 4 %

**TOTAL NO -----28%**  
 Undecided, lean no ----- 2 %  
 Probably no ----- 6 %  
 Definitely no-----21 %

**(DON'T READ) DK/NA ----- 5%**

**HERE ARE MY LAST QUESTIONS, AND THEY ARE FOR STATISTICAL PURPOSES ONLY.**

13. When the pandemic is over, do you think you will regularly use any of the following modes of transportation at least two to three times per week? By that I mean for any purpose, including commuting to school or work, running errands, or recreation. **(RANDOMIZE)**

	<u>YES</u>	<u>NO</u>	<u>(DK/ NA)</u>
[ ]a. Ride a bicycle-----	34%	60%	6%
[ ]b. Ride light rail-----	17%	73%	10%
[ ]c. Ride the bus-----	14%	78%	8%
[ ]d. Carpool-----	32%	61%	7%
[ ]e. Drive alone-----	86%	12%	2%
[ ]f. Use a ride hail service like Uber or Lyft-----	31%	60%	9%

14. Do you own or rent your home or apartment?

Own-----	67%
Rent-----	27%
<b>(DON'T READ) DK/NA/REFUSED</b> --	6%

15. What was the last level of school you completed?

High school graduate or less-----	11%
Less than four years of college-----	25%
Business/vocational school-----	6%
College graduate (4)-----	32%
Post-graduate work/professional school-----	24%
<b>(DON'T READ) DK/Refused</b> -----	2%

16. With which racial or ethnic group do you identify yourself: Hispanic or Latino, White or Caucasian, Black or African American, Asian or Pacific Islander, or some other ethnic or racial background?

Hispanic/Latino-----	14%
White/Caucasian-----	66%
Black/African American-----	4%
Asian/Pacific Islander-----	5%
Other ( <b>SPECIFY</b> _____)-----	6%
<b>(DON'T READ) DK/NA/REFUSED</b> --	5%

17. I don't need to know the exact amount, but I'm going to read you some categories for household income. Would you please stop me when I have read the category indicating the total combined income for all the people in your household before taxes in 2020?

\$30,000 and under-----	9%
\$30,001 - \$60,000-----	14%
\$60,001 - \$75,000-----	10%
\$75,001 - \$100,000-----	17%
\$100,001 to \$150,000-----	17%
More than \$150,000-----	21%
<b>(DON'T READ) Refused</b> -----	12%

18. How would you describe yourself politically: are you very liberal, somewhat liberal, moderate, or somewhat conservative or very conservative? (n=847)

Very liberal-----	18%
Somewhat liberal-----	21%
Moderate-----	25%
Somewhat conservative-----	15%
Very conservative-----	12%
<b>(DON'T READ) DK/NA/Refused</b> -----	9%

**THANK AND TERMINATE**

**GENDER (BY OBSERVATION):**

Male-----48%  
 Female -----51%  
 Non-binary ----- 1%

**PARTY REGISTRATION:**

Democrat -----48%  
 Republican -----28%  
 No Party Preference-----17%  
 Other ----- 7%

**FLAGS**

P12-----37%  
 G12 -----58%  
 P14-----34%  
 G14 -----49%  
 P16-----58%  
 G16 -----77%  
 P18-----60%  
 G18 -----82%  
 P20-----72%  
 G20 -----100%

**CITY/TOWN**

Citrus Heights----- 5%  
 Elk Grove-----12%  
 Folsom ----- 5%  
 Galt ----- 2%  
 Isleton ----- 0%  
 Rancho Cordova----- 3%  
 Sacramento -----32%  
 Unincorporated areas -----41%

**PERMANENT ABSENTEE**

Yes -----87%  
 No -----13%

**HOUSEHOLD PARTY TYPE**

Dem 1 -----24%  
 Dem 2 + -----16%  
 Rep 1-----11%  
 Rep 2 + -----12%  
 Ind 1 + -----15%  
 Mix-----22%

**BOARD OF SUPERVISORS**

1 -----21%  
 2 -----15%  
 3 -----21%  
 4 -----21%  
 5 -----22%

**AGE**

18-24----- 6%  
 25-29----- 8%  
 30-34----- 9%  
 35-39----- 7%  
 40-44----- 7%  
 45-49----- 8%  
 50-54-----10%  
 55-59----- 8%  
 60-64-----10%  
 65-74-----18%  
 75+ ----- 9%  
 BLANK ----- 0%



**SEPTEMBER 15, 2021**

**AGENDA ITEM # 7**

**STA GOVERNING BOARD DISCUSSION OF 2022 MEASURE**

Action Requested: Determine not to move forward with 2022 sales tax measure **OR** form sub-committee to further assess polling results

Key Staff: Sabrina Drago, Executive Director

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**Recommendation**

Based upon the discussion from Item #6, determine that 2022 is not an appropriate time to move forward with an STA-led Transportation Sales Tax Measure and formalize that decision with a vote, or;

Conversely, if the Board would like more time to discuss, approve the formation of an ad-hoc committee to discuss the Sacramento County Voter Survey Results (membership to be selected by Board Chair) and present a recommendation to the Governing Board during the October Board meeting

**Background Information**

Late in 2018, based on persistent and growing transportation needs facing Sacramento County, political leaders, transportation professionals, and members of the general public began discussions regarding the potential for a proposed transportation sales tax measure to help meet those needs. The Sacramento Transportation Authority took a leadership role in this effort, funding outreach efforts and ultimately the development of an expenditure plan to address the County's transportation needs. On May 14, 2020, the Authority adopted Ordinance No. STA 20-001 which included the 2020 Measure A Transportation Expenditure Plan that was developed through this effort and requested that the measure be placed on the November 2020 ballot for consideration by the voters of Sacramento County. However, due to economic uncertainty stemming from the on-going global pandemic, in July 2020 the STA Board voted to repeal the Measure A Sales Tax Ordinance slated for the November 2020 General Election.

As the region began entering a new phase of the pandemic in the spring of 2021, it looked like there was light on the horizon and there had been requests by our partner agencies to consider putting a sales tax measure on the November 2022 ballot. To best understand where the public stood, Staff issued an RFP and selected FM3 to conduct a public survey. FM3 presents its polling results in Item #6 today.

## **Discussion**

Due to many factors, including the surge of the COVID-19 Delta variant and uncertainty regarding the economic recovery, voters in the County do not have transportation improvements as a top-of-mind need. Instead, the survey results show their focus is on homelessness, the economic recovery after the pandemic and housing costs. Additionally, traffic concerns have dropped since our last poll in 2019.

The positive support remains consistent as compared to our last polling, but even with positive messaging, favorability never reached above 59%, short of the two-thirds required. Conversely, those not in favor, ranged from the mid-thirtieth percentile to low fortieth.

While there maintains a large delta between transportation funding and needs, given the two-thirds threshold required for passage, a transportation measure does not seem to be a viable option for the Sacramento Transportation Authority at this time. Staff recommends not moving forward with an STA-led Sales Tax Measure in 2022 and that the Board formalizes tabling the discussion until after the November 2022 election.

However, considering that after reviewing the results, receiving the FM3 presentation and discussion at the Board level, the Board is not yet inclined to determine whether to move forward with a sales tax measure for 2022, Staff requests the formation of an ad-hoc committee (to be selected by Board Chair Don Nottoli) to discuss the findings and make a recommendation to the Governing Board at a future date.



**SEPTEMBER 15, 2021**

**AGENDA ITEM # 8**

**SOUTHEAST CONNECTOR JOINT POWERS AUTHORITY UPDATE**

Action Requested: Receive and File

Key Staff: Sabrina Drago, Executive Director

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Executive Director of the JPA, Derek Minnema, will provide an update on the project.

**Background Information**

The Connector Project consists of a 34-mile multi-modal 4-lane roadway connecting I-5, SR 99, SR 16, and U.S. Hwy 50. Measure A funding for the Connector was approved by voters in the 2004 Measure A Transportation Expenditure Plan. The Connector was one of five major objectives presented to voters for consideration in the 2004 election for Measure A.

Relating to mitigation, the Measure A ordinance allocates to the Connector JPA at least \$5 million each from the Sacramento Countywide Transportation Mitigation Fee Program, Smart Growth Incentive Program ("SGIP"), and Local Arterial Program, totaling a minimum \$15 million. The funding is available for environmental mitigation needed to offset project impacts.

In August 2019, STA created the Cosumnes River Permanent Open Space Conservation Fund to provide Measure A funding to the JPA for mitigation purposes. In June 2021, STA allocated \$5 million through FY 2024 to fund the Cosumnes River Permanent Open Space Preserve using the SGIP.

**Discussion**

The Connector JPA is a Plan Partner and Implementing Agency in the South Sacramento Habitat Conservation Plan (SSHCP). In 2019, the SSHCP became final through a series of actions - the South Sacramento Conservation Agency Joint Powers Authority was created, Implementing Agreements were adopted, and permits were issued to Plan Partners.

Under the SSHCP, 36,282 acres would become part of an interconnected preserve system, including approximately 1,000 acres of vernal pool habitat. The SSHCP will help protect 28 plant and wildlife species.

As part of the Connector JPA's ongoing mitigation work, the agency analyzes, evaluates, assesses, and purchases mitigation benefitting the Connector. Mitigation occurs through the SSHCP in-lieu fee program or the acquisition of land with habitat or species value. The Connector JPA and its member agencies develop a framework to guide planning, processing, implementation, and compliance of SSHCP requirements for each construction phase.

To date, several purchases and mitigation agreements have occurred, resulting in a preserve system that will protect habitat, open space, and agricultural lands in south Sacramento County, including the Cosumnes River watershed.



Update on  
Measure A  
Environmental  
Mitigation with the  
Capital SouthEast  
Connector

Presented by:

Derek Minnema,  
Executive Director  
Connector JPA

## Gill Ranch

Acreage: 1481  
Date Protected: 01/24/2018  
SVC's Role: Manage, Monitor

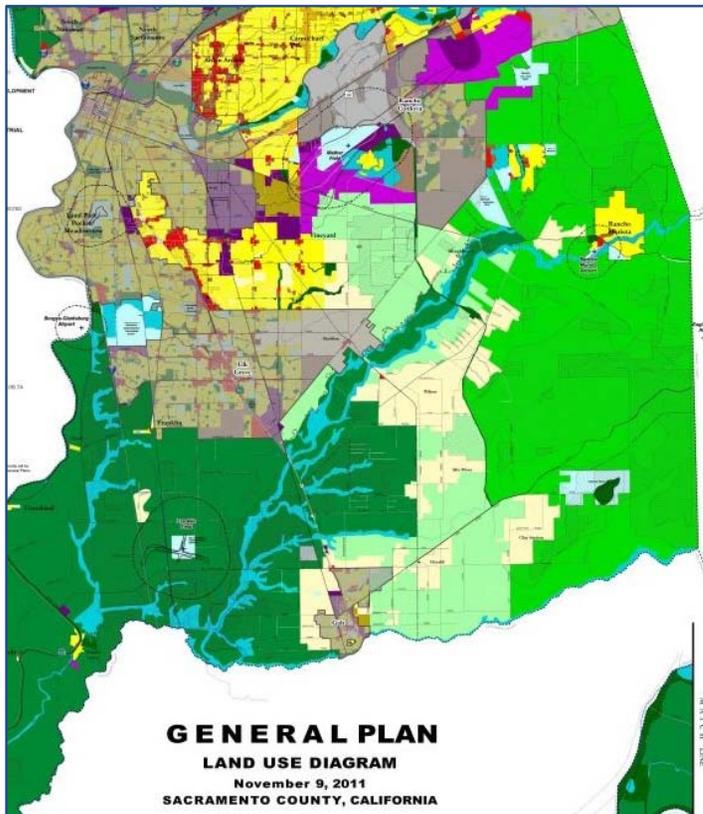
Property Attributes



*Photo: Gill Ranch, purchased by Connector JPA, with Measure A funds, December 2017*



## Background related to Measure A



- 2004 Measure A Expenditure Plan
- Ordinance allocates at least \$5 million each from
  - Sacramento Countywide Transportation Mitigation Fee Program
  - Smart Growth Incentive Program
  - Local Arterial Program
- Totaling a minimum \$15 million
- Focus within south east County
  - Conservation and Restoration
  - Cosumnes River watershed
  - Agriculture
  - Ranching



## Conservation and Restoration



Why we invest in conservation and restoration

- Sustainable strategy to balance developed land uses with the natural landscape
- Well-being of our communities and economic sustainability are interconnected with our natural and resources
- Natural and working lands sustain our economy, support our unique biodiversity, contribute to the global food supply, support outdoor heritage and provide clean water and air

## Transportation Mitigation

- Civil Engineering is a profession that incorporates environmental stewardship into transportation project delivery
  - By its very definition, mitigation is meant to offset the impact on an existing environment
  - For transportation projects, some types of mitigation are required by regulation
- Connector JPA has ongoing mitigation work. JPA analyzes, evaluates, assesses, and purchases easements, title, or credits



*Photo: Construction of Wildlife Crossing at Alder Creek, / White Rock Rd*



## South Sacramento Habitat Conservation Plan

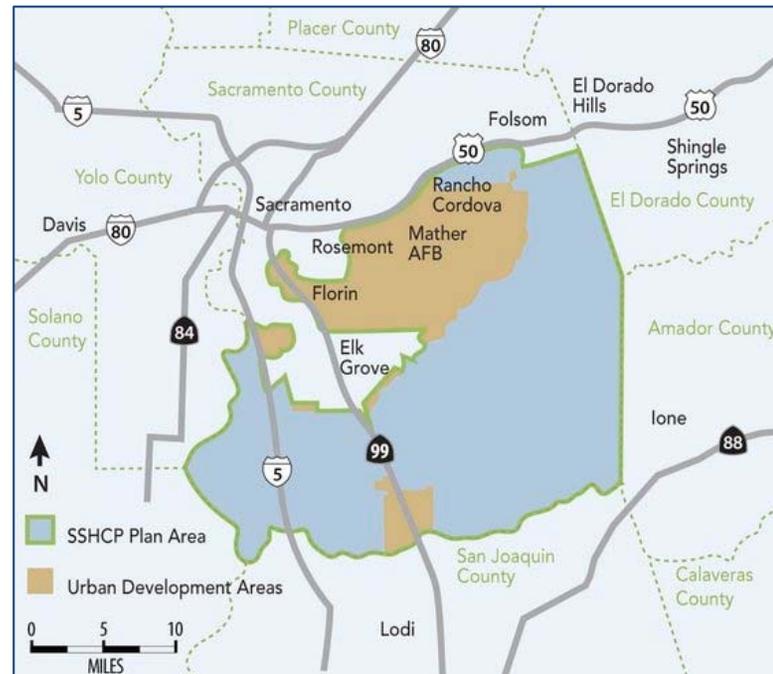
- As a Plan Partner the Connector JPA mitigates through the South Sacramento Habitat Conservation Plan (SSHCP)
- SSHCP streamlines federal and state permitting processes for development and infrastructure projects
- Inclusive multi-jurisdiction collaborative that includes five agencies
- The SSHCP is managed by a Joint Powers Authority called the South Sacramento Conservation Agency (SSCA)
- 50-year permits under the Clean Water Act and Endangered Species Act
- Moves decision making to local level





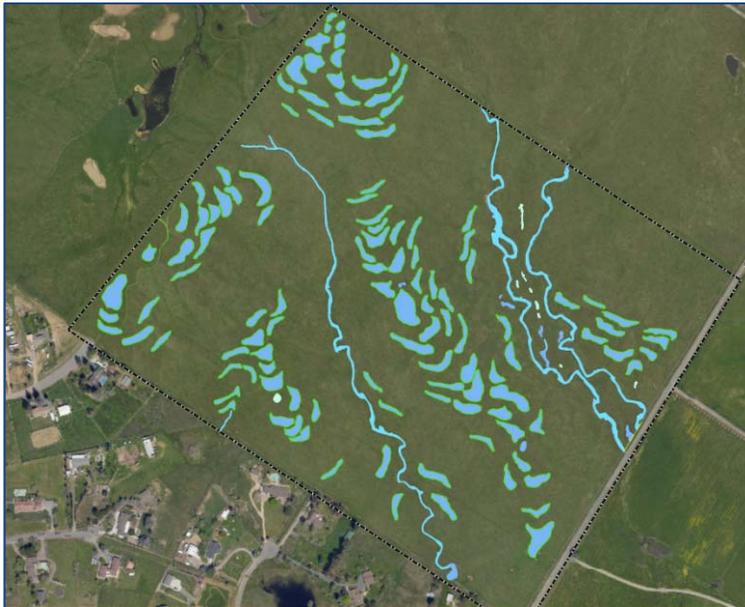
## South East County Plan Area

- Improves species and aquatic preservation on a regional scale
- 33,796 ac will become part of the preserve system
- Approximately 1,000 acres of vernal pool habitat.
- Will help protect 28 plant and wildlife species.
- Provides for the protection and enhancement of stream, riparian, and aquatic resources, which are expected to help maintain water quality throughout the region



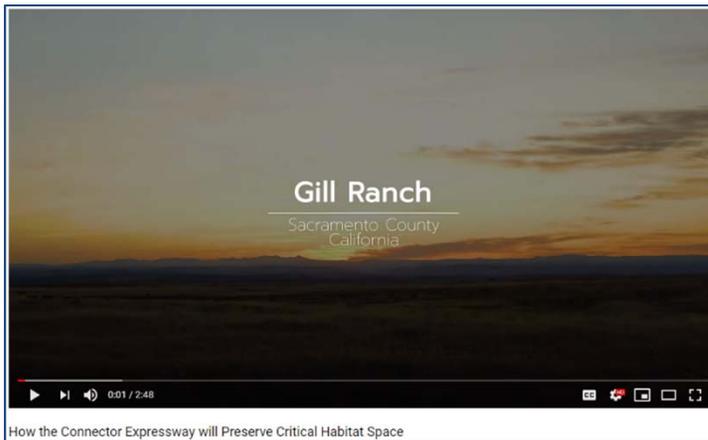
*Plan area is total 317,656 ac*

## Sample of Funded Acquisitions



*Rooney 2 Vernal Pool Creation Site adjacent to Grant Line Road*

- Zoning alone does not withstand the economic and political pressures that change land use
- Fee Title and Conservation Easement acquisitions ensure permanent land rights
- Gill Ranch
  - Conservation of approximately 160 acres of valley grassland
- Van Vleck Ranch
  - Conservation of approximately 380 acres of valley grassland and vernal pool habitat
- Rooney Ranch
  - Creation of approximately 10 acres of vernal pools



Visit [www.ConnectorJPA.net](http://www.ConnectorJPA.net) to view videos on our open space strategy

## Summary

- 2004 voters prioritized open space conservation and restoration with Measure A
- The well-being of our communities and economic sustainability are interconnected with our natural resources
- Sacramento County’s regional conservation approach is innovative and streamlined
- Connector JPA proud to advance efforts to conserve biodiversity on a broad range of landscapes, including natural areas and working lands



Thank You

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