



A G E N D A

Sacramento Transportation Authority (STA) Sacramento Abandoned Vehicle Service Authority (SAVSA)

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

WEDNESDAY

SEPTEMBER 16, 2020

1:30 PM

Members: Sue Frost, Garrett Gatewood, Eric Guerra, Steve Hansen, Jeff Harris, Kerri Howell, Patrick Hume, Patrick Kennedy, Steve Miller, Don Nottoli (Vice Chair), Susan Peters, Paul Sandhu, Jay Schenirer, Phil Serna, Darrell Steinberg, Darren Suen (Chair)

Alternates: Nick Avdis, Steven Detrick, Shawn Farmer, Rosanna Herber, Mike Kozlowski, Porsche Middleton, Donald Terry

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 streamed and closed to the public. Temporary procedures are subject to change pursuant to guidelines related to social distancing and minimizing person-to-person contact.

Live Meeting comment

Make a verbal public comment during a meeting. The public comment phone line will open 15 minutes prior to the start of the meeting. Refer to the agenda and listen to the live meeting to determine when is the best time to call to be placed in queue to make a public comment. Callers may be on hold for an extended period of time and should plan accordingly. Dial (916) 875-2500 and follow the prompts to be placed in queue for a specific agenda item or off-agenda matter. When the Chair opens public comment for a specific agenda item or off-agenda matter, callers will be transferred from the queue into the meeting to make a verbal comment. Each agenda item 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. Include meeting date and agenda item number or off-agenda item. Contact information is optional.
- Mail a comment to 700 H Street, Suite 2450, Sacramento, CA 95814. Include meeting date and agenda item number or off-agenda item. Contact information is optional.
- Written comments are distributed to members, filed in the record, and will not be read aloud.

Continued on back side →

AGENDA

Sacramento Transportation Authority
Sacramento Abandoned Vehicle Service Authority

September 16, 2020

Page 2

VIEW MEETING

The meeting is videotaped and cablecast live on Metrocable 14 on the Comcast, Consolidated Communications and AT&T U-Verse Systems. It is closed captioned for hearing impaired viewers and webcast live at <http://metro14live.saccounty.net>. There will be a rebroadcast of this meeting on Sunday at 2:00 p.m. A DVD copy is available for checkout through the County Library System seven to ten days following the meeting.

MEETING MATERIAL

The on-line version of the agenda and associated material is available at <https://www.sacta.org/> (click on "Meetings"). Some documents may not be posted on-line because of size or format (maps, site plans, renderings). Contact the Clerk's Office at (916) 874-5411 to obtain copies of documents.

ACCOMMODATIONS

Requests for accommodations pursuant to the Americans with Disabilities Act (ADA) should be made with the Clerk's Office by telephone at (916) 874-5411 (voice) and CA Relay Services 711 (for the hearing impaired) or BoardClerk@saccounty.net prior to the meeting.

CALL TO ORDER / ROLL CALL / PLEDGE OF ALLEGIANCE

COMMENT ITEMS

1. Comments From The Public Regarding Matters Not On The Agenda
2. Executive Director's Report *Will Kempton*

CONSENT ITEMS

3. Action Summary: Approve August 13, 2020 STA Governing Board Meeting ◀ *Jennifer Doll*
4. Sacramento Abandoned Vehicle Service Authority Semiannual Status Report For Fiscal Year 2020 Year End *Jennifer Doll*
5. Sacramento Countywide Transportation Mitigation Fee Program (SCTMFP) Annual Report Fiscal Year 2020 *Timothy Jones*
6. Measure A Ongoing Programs Annual Report Fiscal Year 2020 *Timothy Jones*
7. Measure A Budget-to-Actual Report Fiscal Year 2020 *Timothy Jones*
8. Contract For Financial Advisory Services ◀ *Timothy Jones*
9. STA Pay Rate Schedule ◀ *Will Kempton*

AGENDA

Sacramento Transportation Authority
Sacramento Abandoned Vehicle Service Authority

September 16, 2020

Page 3

SEPARATE ITEMS

- | | |
|---|----------------------|
| 10. Update On Revisions to the Measure A Capital Improvement Program | <i>Will Kempton</i> |
| 11. Approval Of Process For Re-Initiation Of The Measure A
2019 Decennial Review ◀ | <i>Will Kempton</i> |
| 12. Status Report On The Neighborhood Shuttle Program | <i>Timothy Jones</i> |
| 13. Comments From Authority Members | <i>All</i> |

◀ *Denotes items that require Board action*

Staff reports and associated materials are available online at www.sacta.org. For assistance with agenda packets, please contact STA at (916) 323-0080 or info@sacta.org. For questions regarding the agenda or any item on the agenda, please contact Will Kempton at (916) 323-0080 or will@sacta.org.



SEPTEMBER 16, 2020

AGENDA ITEM # 2

EXECUTIVE DIRECTOR'S REPORT

Action Requested: Receive and File

Key Staff: Will Kempton, Executive Director

Revenue Update

Following the onslaught of the COVID-19 pandemic and the attendant downturn in the nation's economy, there was significant concern that government revenues would show a precipitous drop as businesses were shut down, unemployment skyrocketed and economic activity ground to a halt. There was a particular concern that programs funded with sales tax revenue would suffer significant losses reflecting the economic malaise and reduced sales and commercial activities. A few months after the virus struck, Self-Help Counties (counties with local transportation sales tax programs) within the State were predicting revenue losses in the range of 20 to 30 percent for year.

Despite these dire projections, the Authority adopted a "pre-COVID" budget in April of this year which was based on revenue projections developed prior to the pandemic with an assumption that a mid-year budget revision would likely be necessary once we had a better picture of the scope of the financial hit.

We now have some preliminary information from Avenu Insights and Analytics, our revenue forecasting consultant, which indicates that the decline in revenue resulting from the coronavirus economy will be minimal. Earlier this summer, staff had already begun to question initial projections due to the amount of sales tax advances and transfers received from the California Department of Tax and Fee Administration (CDTFA), which were consistent with the prior year levels.

The attached chart, containing data provided by Avenu, shows taxable sales, actual tax revenues and growth ratios for the entire 30-year Measure A Program period. For FY 2019-20, the fiscal year just ended, the decline in tax revenue is just -0.1 percent. For the current fiscal year (FY 2020-21) the decline is -1.8 percent. The actual loss of revenue for the entire program period when compared to our adopted budget estimates is \$38.7 million.

This information is consistent with what is happening to sales tax-funded agencies across the state. At a recent virtual meeting with the Self-Help Counties Coalition, the majority of member agencies were experiencing similar results, with the exception of those counties heavily dependent on tourism activities. There are several explanations for this reduced impact, including distribution changes at the CDTFA and the Wayfair Decision which affects internet sales. However, to provide an additional degree of certainty, the Authority last month engaged the services of Hinderliter, de Llamas and Associates to provide an independent review of our financial forecasts to confirm the more recent

positive results. Staff will report on the results of this additional review at our next meeting and will propose any amendments to the FY 2020-21 Budget if required.

Update on Legislation

The State Legislature adjourned on August 31, 2020, after a session disrupted by COVID-19 restrictions, resulting budget woes, significant social unrest and multiple mega-fires raging across California. Two bills of particular note were approved by the Legislature and sent to the Governor for signature: **SB 1351 (Beall)** would allow for bonding against Transportation Improvement Fee (TIF) dollars provided by Senate Bill 1 to help fund a \$100 billion plan to stimulate the State's economy. Staff presented information on this bill at your August meeting and expressed concern about the impact on local funding for streets and roads due to debt obligations associated with the proposed bonding program. That issue was resolved as debt service was limited to the State share of the TIF funding. **SB 288 (Weiner)** would provide significant CEQA relief for transit related projects in an effort to reduce the delivery timeline for those projects resulting in earlier economic benefits from increased construction activity. Both bills were sent to the Governor.

On the Federal side, the Federal fiscal year ends on September 30, 2020 as Congress reconvenes this month to consider an additional COVID relief package. Congress also needs to consider reauthorization of the FAST (Fixing America's Surface Transportation) Act which expires at the end of the month. It is likely that a continuing resolution will be passed to maintain existing funding levels as negotiations continue. The INVEST in America Act, previously passed by the House, contained relief for the ongoing fuel sales tax dispute with the Federal Aviation Administration, and staff will work with our statewide partners on this issue to ensure a resolution to this problem is included in the ultimate reauthorizing legislation.

Recruitment Status

The final filing date for the STA Executive Director position is September 28, 2020. Following this meeting, Staff will be reconnecting with transportation agencies and infrastructure organizations in California to ensure a second round of job announcements occurs prior to the filing date.

Transit Funding

A coalition of transit advocates has sent a letter to the Governor and Legislative Leadership regarding the need for emergency funding for the State's transit agencies (copy attached). The coalition, consisting of labor, business, environmental and social justice leaders, is asking for action to address a funding shortfall of \$3.1 billion. According to the letter, this shortfall threatens the operational viability of transit agencies across the State.

Attachments

	Taxable Sales (000's)	Taxable Sales Growth Ratio	Tax Revenue (000's)	Tax Revenue Growth Ratio	
2009-10	\$16,638,458		\$81,414		Actual 5.0% Average
2010-11	17,416,097	4.7%	87,299	7.2%	
2011-12	18,608,568	6.8%	92,240	5.7%	
2012-13	19,552,242	5.1%	97,390	5.6%	
2013-14	20,624,371	5.5%	100,063	2.7%	
2014-15	21,536,376	4.4%	105,564	5.5%	
2015-16	22,655,018	5.2%	110,708	4.9%	
2016-17	23,624,106	4.3%	116,878	5.6%	
2017-18	24,919,389	5.5%	119,188	2.0%	
2018-19	26,351,416	5.7%	131,757	10.5%	
2019-20	26,318,200	-0.1%	131,591	-0.1%	
2020-21*	25,856,200	-1.8%	129,281	-1.8%	
2021-22	26,739,400	3.4%	133,697	3.4%	
2022-23	27,639,800	3.4%	138,199	3.4%	
2023-24	28,546,800	3.3%	142,734	3.3%	
2024-25	29,354,400	2.8%	146,772	2.8%	
2025-26	30,156,000	2.7%	150,780	2.7%	
2026-27	31,060,600	3.0%	155,303	3.0%	
2027-28	32,076,200	3.3%	160,381	3.3%	
2028-29	33,265,600	3.7%	166,328	3.7%	
2029-30	34,499,000	3.7%	172,495	3.7%	
2030-31	33,272,800	-3.6%	166,364	-3.6%	
2031-32	32,740,600	-1.6%	163,703	-1.6%	
2032-33	34,416,800	5.1%	172,084	5.1%	
2033-34	35,964,800	4.5%	179,824	4.5%	
2034-35	37,294,800	3.7%	186,474	3.7%	
2035-36	38,670,200	3.7%	193,351	3.7%	
2036-37	40,096,200	3.7%	200,481	3.7%	
2037-38	41,574,800	3.7%	207,874	3.7%	
2038-39	43,108,000	3.7%	215,540	3.7%	
Total/Average		3.4%	\$4,355,757	3.4%	
	* Forecast FY 2020-21 through FY 2038-39		4,394,486	per 20-21 budget	

California Transit Association



CALIFORNIA BLACK CHAMBER OF COMMERCE
"Dedicated to Economic Development"



CALIFORNIA STATE CONFERENCE OF THE NAACP



CRTP
Coalition for Responsible Transportation Priorities



CALIFORNIA ALLIANCE FOR JOBS



California Association of Councils of Governments



BREATHE CALIFORNIA
Sacramento Region



CALIFORNIA ASSOCIATION FOR COORDINATED TRANSPORTATION

LOS ANGELES AREA CHAMBER OF COMMERCE



SILICON VALLEY LEADERSHIP GROUP



Los Angeles Urban League

Empowering communities. Changing lives.



SMART
TRANSPORTATION DIVISION



BAY AREA COUNCIL



SAMCEDA
San Mateo County Economic Development Association



metrochamber
SACRAMENTO METROPOLITAN CHAMBER OF COMMERCE



Members Of The California Chapters



CIRCULATE
SAN DIEGO



VICA
VALLEY INDUSTRY & COUNCILS ASSOCIATION

SAN DIEGO 350
CLIMATE ACTION



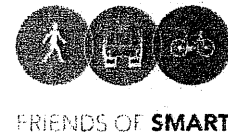
CCA
CENTRAL CITY ASSOCIATION OF LOS ANGELES



The Transit Coalition



Biz Fed
Los Angeles County Business Federation
Strengthening the Voice of Business Since 2008



FRIENDS OF SMART

The Honorable Gavin Newsom, Governor
State of California
State Capitol, Suite 1173
Sacramento, CA 95814

The Honorable Toni Atkins, President pro
Tempore
California State Senate
State Capitol, Room 205
Sacramento, CA 95814

The Honorable Anthony Rendon, Speaker
California State Assembly
State Capitol, Room 209

July 28, 2020

Governor Newsom, President pro Tem Atkins, Speaker Rendon, and Members of the California State Legislature:

Our coalition of labor, business, environmental and social justice leaders respectfully urge you to provide new emergency funding to California's transit agencies to address their funding shortfall of at least \$3.1 billion. Without state funding this year, transit service will be reduced and risks permanent elimination.

Impacts of the COVID-19 pandemic on California's local public transit agencies have been devastating. Transit agencies across the state now face an existential crisis that threatens the availability of transit service in the near-and long-term. Statewide, transit agencies have seen steep declines in ridership and revenues, putting immense strain on agency budgets. As a

result, they have been forced to dramatically reduce or suspend services – limiting mobility options for essential and frontline workers, as well as disadvantaged communities who rely on transit services to commute to work. Many of these people do not have other transportation options.

A recent analysis by the California Transit Association shows the funding shortfall facing transit agencies statewide, after accounting for the federal Coronavirus Aid, Relief and Economic Security Act, now exceeds \$3.1 billion. These funding shortfalls threaten the operational viability of transit agencies of all sizes, operating in rural, suburban and urban communities across the state.

Without additional funding, it could take decades for public transit to recover from today's crisis, resulting in the elimination of important mobility options for millions of Californians and an unnecessary delay to California's economic recovery.

Ensuring California's public transit agencies can continue to provide service is critical to a balanced economic recovery, our quality of life and to achieving our state's ambitious environmental goals.

Please help us save local public transit.

Sincerely,

Joshua W. Shaw, Executive Director
California Transit Association

Alice Huffman, President
California State NAACP

Shane Gusman, Director
California Teamsters Public Affairs Council

Michael Quigley, Executive Director
California Alliance for Jobs

Michael Lawson, President & CEO
Los Angeles Urban League

Colin Parent, Executive Director & General Counsel
Circulate San Diego

Maria S. Salinas, President & CEO
Los Angeles Area Chamber of Commerce

Louie Costa, Director
**SMART – Transportation Division
California State Legislative Board**

Lisa Rapp, Legislative Committee Chair
**The California Chapters of the American
Public Works Association**

Kiana Valentine, Executive Director
Transportation California

Shane Gusman, Legislative Advocate
**California Conference Board of the
Amalgamated Transit Union**

Jacklyn Montgomery, Executive Director
**California Association for Coordinated
Transportation (CalACT)**

Curtis Child, Director of Legislation
Disability Rights California

Jay King, President & CEO
California Black Chamber of Commerce

Bill Higgins, Executive Director
**California Association of Councils of
Government**

Maribel Nunez, Executive Director
**Health and Human Services Network of
California**

Jason Baker, Vice President, Transportation,
Housing & Community Development
Silicon Valley Leadership Group

Stuart Waldman, President
Valley Industry & Commerce Association

Tracey Hernandez, Founding CEO
Los Angeles County Business Federation

Brandon Black, Director of Public Policy
Sacramento Metro Chamber of Commerce

Patrick Guild, Deputy Director
Breathe California Sacramento Region

Gwen Litvak, Senior Vice President
Bay Area Council

Mark Strickert, President
Southern California Transit Advocates

Bart Reed, Executive Director
The Transit Coalition

James Watt McCormick, Chair
Subway to the Sea Coalition

Colin Fiske, Executive Director
**Coalition for Responsible Transportation
Priorities**

Maribel Nunez, Executive Director
Inland Equity Partnership

Rosanne Foust, President and CEO
**San Mateo County Economic Development
Association (SAMCEDA)**

Jessica Lall, President & CEO
Central City Association – Los Angeles

Joyce Lane, Public Policy Co-Chair
San Diego350—Climate Change Action

James Watt McCormick, Chair
Coalition for Rapid Transit

Jack Swearengen, Chair
Friends of SMART

cc: David Kim, Secretary, California State Transportation Agency



SEPTEMBER 16, 2020

AGENDA ITEM # 3

APPROVE ACTION SUMMARY: AUGUST 13, 2020 STA GOVERNING BOARD MEETING

Action Requested: Approve

Key Staff: Jennifer Doll, Special Programs Manager

Recommendation

Approve the attached Action Summary of the August 13, 2020 meeting of the STA Governing Board.

Attachment



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

Thursday

August 13, 2020

1:30 PM

Members: Sue Frost, Garrett Gatewood, Eric Guerra, Steve Hansen, Jeff Harris, Kerri Howell, Patrick Hume, Patrick Kennedy, Steve Miller, Don Nottoli (Vice Chair), Susan Peters, Paul Sandhu, Jay Schenirer, Phil Serna, Darrell Steinberg, Darren Suen (Chair)

(Members Howell and Kennedy were not present)

Alternates: Nick Avdis, Steven Detrick, Shawn Farmer, Rosanna Herber, Mike Kozlowski, Porsche Middleton, Donald Terry

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 the public. Temporary procedures are subject to change pursuant to guidelines related to social distancing and minimizing person-to-person contact.

Live Meeting comment

Make a verbal public comment during a meeting. The public comment phone line will open 15-minutes prior to the start of the meeting. Refer to the agenda and listen to the live meeting to determine when is the best time to call to be placed in queue to make a public comment. Callers may be on hold for up to an extended period of time and should plan accordingly. Dial (916) 875-2500 and follow the prompts to be placed in queue for a specific agenda item or off-agenda matter. When the Chair opens public comment for a specific agenda item or off-agenda matter, callers will be transferred from the queue into the meeting to make a verbal comment. Each agenda item queue will remain open until the public comment period is closed for that specific item.

Written comment

- Send an email comment to BoardClerk@saccounty.net. Include meeting date and agenda item number or off-agenda item. Contact information is optional.

- Mail a comment to 700 H Street, Suite 2450, Sacramento, CA 95814. Include meeting date and agenda item number or off-agenda item. Contact information is optional.
- Written comments are distributed to members, filed in the record, and will not be read aloud.

VIEW MEETING

The meeting is videotaped and cablecast live on Metrocable 14 on the Comcast, Consolidated Communications and AT&T U-Verse Systems. It is closed captioned for hearing impaired viewers and webcast live at <http://metro14live.saccounty.net>. There will be a rebroadcast of this meeting on Sunday at 2:00 p.m. A DVD copy is available for checkout through the County Library System seven to ten days following the meeting.

MEETING MATERIAL

The on-line version of the agenda and associated material is available at <https://www.sacta.org/> (click on "Meetings"). Some documents may not be posted on-line because of size or format (maps, site plans, renderings). Contact the Clerk's Office at (916) 874-5411 to obtain copies of documents.

ACCOMMODATIONS

Requests for accommodations pursuant to the Americans with Disabilities Act (ADA) should be made with the Clerk's Office by telephone at (916) 874-5411 (voice) and CA Relay Services 711 (for the hearing impaired) or BoardClerk@saccounty.net prior to the meeting.

PLEDGE OF ALLEGIANCE

COMMENT ITEMS

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

1:35 PM Board Action: Jeffery Taragulia addressed the Board regarding processes to improve roads and the transit system and requested the Authority implement an education process to service the needs of urban and rural areas.

2. Executive Director's Report

1:39 PM Board Action: Executive Director Will Kempton provided an update on the Measure A Capital Improvement Program.

CONSENT ITEMS

1:45 PM Board Action: Patrick Hume/ Don Nottoli - Approved the Consent Matters, Items 3 through 8, as recommended with the exception of Item 9.

AYES: Sue Frost, Garrett Gatewood, Eric Guerra, Jeff Harris, Patrick Hume, Steve Miller, Don Nottoli, Susan Peters, Paul Sandhu, Jay Schenirer, Phil Serna, Darren Suen

NOES: (None)

ABSTAIN: (None)

ABSENT: Steve Hansen, Kerri Howell, Patrick Kennedy, Rosanna Herber

RECUSAL:(None)

(PER POLITICAL REFORM ACT (§ 18702.5.))

Board Action: PLEASE SEE ITEM 9 FOR BOARD ACTION.

3. Approve Action Summary: June 11, 2020 STA Governing Board Meeting

1:45 PM Board Action: Approved as recommended.

4. Approve Action Summary: July 15, 2020 STA Special Governing Board Meeting

1:45 PM Board Action: Approved as recommended.

5. SacMetro Freeway Service Patrol Semiannual Report

1:45 PM Board Action: Received and filed the report.

6. Sacramento Regional Radio Communications System User Licensing Agreement

1:45 PM Board Action: Approved as recommended.

7. Measure A Fiscal Year 2019/20 4th Quarter Capital Projects Status Reports

1:45 PM Board Action: Received and filed the report.

8. Authorization To Examine Sales And Use Tax Records

1:45 PM Board Action: Approved by Resolution No. **STA-20-0004**.

9. Revised Board Meeting Schedule For Calendar Year 2020

1:47 PM Board Action: The meeting scheduled for September 10, 2020 was moved to September 16, 2020, and the October 8, 2020, meeting was moved to October 14, 2020.

SEPARATE ITEMS

10. Approval Of Executive Director Recruitment Process And Appointment Of Selection Committee

1:51 PM Board Action: Susan Peters/ Eric Guerra - Approved the recruitment process. Appointed Directors Darren Suen, Kerri Howell, Steve Miller, Jay Schenirer and Don Nottoli to the Selection Committee.

AYES: Sue Frost, Garrett Gatewood, Eric Guerra, Jeff Harris, Patrick Hume, Steve Miller, Don Nottoli, Susan Peters, Paul Sandhu, Jay Schenirer, Phil Serna, Rosanna Herber, Darren Suen

NOES: (None)

ABSTAIN: (None)

ABSENT: Steve Hansen, Kerri Howell, Patrick Kennedy

RECUSAL:(None)

(PER POLITICAL REFORM ACT (§ 18702.5.))

11. Comments Of Authority Members

2:00 PM Board Action: No comments were made.

Adjourned at 2:00 p.m.

Respectfully Submitted,


Dorelle Johnson, Deputy Clerk



SEPTEMBER 16, 2020

AGENDA ITEM # 4

SACRAMENTO COUNTY ABANDONED VEHICLE ABATEMENT PROGRAM SEMMIANNUAL STATUS REPORT FOR FY 2020 YEAR END

Action Requested: Receive and File

Key Staff: Jennifer Doll, Special Programs Manager

Background Information

The Sacramento Abandoned Vehicle Service Authority (SAVSA) is funded by a \$1 vehicle registration fee collected by the Department of Motor Vehicles (DMV) when a new car is registered in Sacramento County. These revenues are transmitted to the city and county zoning enforcement units which remove abandoned vehicles from streets, parking lots, fields, and private parcels. SAVSA distributes approximately \$1.1 million collected per year to the County and participating cities based on a formula of population and relative number of abatements performed.

Discussion

The combined third and fourth quarter receipts from the State Controller were \$ 669,674.52. Member agencies reported a total of 8,316 abandoned vehicle abatements for the same period.

The individual quarterly receipts, vehicle abatements and the formula-based distributions for each member agency are detailed in the following two tables.

Table with 7 columns: THIRD QUARTER, DISTRIBUTION, 2019 Population, 50% alloc. based on population, Eligible Reported Abatements, 50% alloc. based on abatements, Total Quarterly Distribution. Rows include Citrus Heights, Elk Grove, Folsom, Galt, Rancho Cordova, Sacramento, Sacramento County, and Totals.

Continued on back side ->

FOURTH QUARTER	State Controller Receipts \$ 330,738.22					Vehicle Abatements 3,230	
	2019 Population		50% alloc. based on population	Eligible Reported Abatements		50% alloc. based on abatements	Total Quarterly Distribution
Citrus Heights	88,095	5.70%	\$9,427.40	42	1.30%	\$2,150.31	\$11,577.71
Elk Grove	174,025	11.26%	\$18,623.12	265	8.20%	\$13,567.43	\$32,190.55
Folsom	79,835	5.17%	\$8,543.47	15	0.46%	\$767.97	\$9,311.43
Galt	26,489	1.71%	\$2,834.69	118	3.65%	\$6,041.35	\$8,876.04
Rancho Cordova	74,471	4.82%	\$7,969.44	213	6.59%	\$10,905.15	\$18,874.59
Sacramento	508,172	32.88%	\$54,381.54	2,028	62.79%	\$103,829.27	\$158,210.81
Sacramento County	594,216	38.45%	\$63,589.45	549	17.00%	\$28,107.63	\$91,697.08
Totals	1,545,303	100.00%	\$165,369.11	3,230	100.00%	\$165,369.11	\$330,738.22



SEPTEMBER 16, 2020

AGENDA ITEM # 5

**SACRAMENTO COUNTYWIDE TRANSPORTATION MITIGATION FEE PROGRAM (SCTMFP)
ANNUAL REPORT – FY 2020**

Action Requested: Receive and File

Key Staff: Timothy Jones, Chief Financial Officer

Background

The SCTMFP program was approved by voters in November 2004 as part of the Measure A sales tax program extension which will sunset in 2039. The program was developed to initiate a uniform transportation mitigation fee on all new development in Sacramento County and to assist in funding road and transit system improvements needed to accommodate projected growth and development. Under the Measure A Ordinance, each city and the County were required to adopt a development fee program consistent with program guidelines. Collection of the fees started in April 2009. Fee paying entities include the County of Sacramento, and the Cities of Sacramento, Galt, Elk Grove, Rancho Cordova, Folsom, Citrus Heights, and Isleton. The fees are required to be remitted to the Authority semi-annually within 60-days after each reporting period (June 30 and December 31).

The Ordinance provides guidelines for the use of these funds as summarized below:

- 35% Local streets capital improvements and rehabilitation
- 20% Public transit capital improvements and rehabilitation
- 20% Local interchange upgrades, safety projects, and congestion relief, including bus and carpool lanes
- 15% Smart Growth Incentive Program
- 10% Transportation project environmental mitigation
100%

Additionally, the Sacramento County Transportation Expenditure Plan 2009-2039 (Expenditure Plan) identifies the projects and funding amounts (based on the original program forecasts) designed to carry out the program.

The projects in the plan are slated for construction by the County and cities remitting fees, but also Caltrans, the Sacramento Regional Transit District (SRTD), and the Capital SouthEast Connector Authority. Therefore, some of the revenue generated by the County and cities in the program is destined for projects constructed by non-fee remitting agencies. For example, the expenditure plan identifies bus and carpool lanes on Highway 50 which are under construction

by Caltrans, light rail construction and transit improvements overseen by SRTD, and the Capital SouthEast Connector, each of which includes funding from the SCTMFP.

Discussion

- Total revenues from program inception through June 30, 2020 were \$53.78 million, of which FY 2020 revenues were \$7.55 million. Revenues for FY 2020 increased 13% over FY 2019.
- Total expenditures from program inception through June 30, 2020 were \$37.91 million, of which FY 2020 expenditures were \$11.71 million.
- Fund balance decreased in FY 2020 to \$16.92 million from \$20.97 million in FY 2019 because expenditures were higher than revenues.

The attached summary provides complete revenue and expenditure data from program inception through June 30, 2020. Revenue collected through June 2020 amounts to about 11% of the program estimate included in the voter-approved expenditure plan - \$488 million. The City and County of Sacramento and Elk Grove remitted about 77% of the total revenue thus far - \$20.70 million, \$11.04 million, and \$9.60 million respectively. The City of Galt did not remit any fees in fiscal years 2011 and 2012 because there was not any fee generating development during that time. Isleton has not generated any fees during the life of the program because there has not been any new development subject to the fee; therefore, it is not included in the summary. The program fund balance, including accumulated interest, was \$16.92 million as of June 30, 2020.

Total expenditures were \$37.91 million. Only four of the seven agencies remitting fee revenue received reimbursements using this funding source. To date, the City of Sacramento submitted reimbursable claims of \$12.41 million, followed by the County of Sacramento at \$7.51 million, Rancho Cordova at \$3.99 million, and an immaterial amount to Citrus Heights. The reason that three agencies – Elk Grove, Galt, and Folsom – have not received any funding from this source so far is that each city constructed capital projects at a time when the Authority was paying claims with bond proceeds. When bond funding was exhausted, the Authority began using a mix of SCTMFP and pay-go money to pay claims – at which time the three agencies' capital projects were completed.

Attachment

**Sacramento Countywide Transportation Mitigation Fee Program (SCTMFP)
Program Summary Through June 30, 2020**

Entity	Sacramento	County	RC	EG	Galt	Folsom	CH	Caltrans	SRTD	CSCA	Total
<u>Revenue</u>											
FY 2009	\$140,644	\$75,381	\$92,800	\$51,729	\$784	\$388,909	\$1,452	\$0	\$0	\$0	\$751,700
FY 2010	774,416	540,256	259,378	539,123	32,697	160,098	15,989	-	-	-	2,321,958
FY 2011	549,987	476,898	204,379	860,663	-	235,420	7,091	-	-	-	2,334,437
FY 2012	587,824	864,400	302,467	990,421	-	151,321	60,930	-	-	-	2,957,362
FY 2013	871,942	925,576	378,345	588,839	17,152	372,038	22,491	-	-	-	3,176,382
FY 2014	601,826	768,585	360,591	665,916	629,402	504,350	9,872	-	-	-	3,540,542
FY 2015	1,628,337	901,922	352,981	835,144	246,253	563,908	95,594	-	-	-	4,624,139
FY 2016	1,330,694	1,053,408	428,758	920,723	127,781	387,388	114,898	-	-	-	4,363,650
FY 2017	4,433,942	1,709,179	708,906	408,227	188,900	309,544	89,477	-	-	-	7,848,174
FY 2018	3,871,298	1,009,173	400,807	1,434,011	52,510	833,234	20,720	-	-	-	7,621,753
FY 2019	2,707,448	1,233,164	471,078	1,338,725	80,266	782,022	71,335	-	-	-	6,684,037
FY 2020	3,198,236	1,479,587	916,239	964,492	96,852	878,685	17,465	-	-	-	7,551,556
Total	\$20,696,594	\$11,037,529	\$4,876,729	\$9,598,011	\$1,472,596	\$5,566,918	\$527,314	\$0	\$0	\$0	\$53,775,690
<u>Expenditures</u>											
FY 2009	-	-	-	-	-	-	-	-	-	-	-
FY 2010	-	-	-	-	-	-	-	-	-	-	-
FY 2011	-	-	-	-	-	-	-	-	-	-	-
FY 2012	371,690	382,219	-	-	-	-	59,275	-	-	-	813,184
FY 2013	-	-	-	-	-	-	-	-	-	-	-
FY 2014	1,471,903	1,084,917	-	-	-	-	-	-	-	-	2,556,820
FY 2015	-	-	-	-	-	-	-	-	-	-	-
FY 2016	-	-	-	-	-	-	-	-	-	-	-
FY 2017	8,578,391	1,872,358	666,782	-	-	-	-	-	-	-	11,117,531
FY 2018	1,076,989	614,425	434,878	-	-	-	-	-	-	-	2,126,292
FY 2019	716,073	1,689,048	1,322,520	-	-	-	-	1,193,987	-	4,659,492	9,581,120
FY 2020	193,614	1,867,750	1,569,163	-	-	-	-	937,911	-	7,144,332	11,712,770
Total	12,408,660	7,510,716	3,993,343	-	-	-	59,275	2,131,899	-	11,803,824	37,907,717
Fund Balance	\$8,287,934	\$3,526,813	\$883,386	\$9,598,011	\$1,472,596	\$5,566,918	\$468,040	(\$2,131,899)	\$0	(\$11,803,824)	\$15,867,973
										Interest program to date	1,054,130
										Fund balance	\$16,922,103



SEPTEMBER 16, 2020

AGENDA ITEM # 6

MEASURE A ONGOING PROGRAMS ANNUAL REPORT – JUNE 30, 2020

Action Requested: Receive and File

Key Staff: Timothy Jones, Chief Financial Officer

Receive and file the Measure A Ongoing Programs Annual Report for the period ending June 30, 2020.

Discussion

Total fiscal year 2019-20 revenue for the Measure A ongoing programs was \$101.24 million and expenditures were \$102.01 million. The program's fund balance increased \$1.41 million over the course of the year to \$53.70 million from \$52.29 million in FY 2019. The fund balance increased even though expenditures for the year exceeded revenues because of a year-over-year increase in interest income of \$1.90 million.

The City of Folsom reported a *negative* fund balance in their Street and Road Maintenance program. According to agency staff, the City completed some projects that required funding in excess of the available Measure A funding. Therefore, General Fund resources were used to complete them, and the negative balances represent the Measure A funding shortfall. As Measure A revenue comes in, the money will be transferred to the General Fund thereby reducing the negative fund balance.

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

Attachment

**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
			1st Qtr FY 2020	2nd Qtr FY 2020	3rd Qtr FY 2020	4th Qtr FY 2020	Total Rev	1st Qtr FY 2020	2nd Qtr FY 2020	3rd Qtr FY 2020	4th Qtr FY 2020	Total Exp		
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
	Total	2,392,059	644,214	667,617	696,292	515,872	2,523,995	788,429	565,883	454,264	415,714	2,224,290	-	2,800,411
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
	Total	7,041,729	1,332,598	1,380,857	1,440,166	1,066,997	5,220,618	2,045,811	1,176,457	254,705	1,562,745	5,039,718	-	7,222,629
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)
	Total	(1,364,714)	646,615	670,310	699,101	517,953	2,533,979	34,309	437,711	217,572	490,864	1,180,456	-	(11,191)
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
	Total	7,339,794	620,112	642,474	670,069	496,445	2,429,100	185,068	515,000	535,331	632,939	1,868,338	-	7,900,556
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
	Total	10,908,954	3,795,041	3,940,405	4,109,646	3,044,777	14,889,869	2,916,286	7,261,955	3,706,919	2,521,842	16,407,002	-	10,967,175
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	-	-
	Total	2,283,924	4,921,627	5,099,106	5,318,113	3,940,112	19,278,957	3,773,630	5,139,884	5,086,914	5,627,132	19,627,560	-	1,935,321
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
	Total Activity	52,250,701	25,814,029	26,736,326	27,851,330	20,835,711	101,237,396	23,067,855	29,419,693	25,967,993	23,552,151	102,007,691	2,218,105	53,698,511



SEPTEMBER 16, 2020

AGENDA ITEM # 7

MEASURE A BUDGET-TO-ACTUAL REPORTS – 3RD QUARTER AND 4TH QUARTER OF FISCAL YEAR 2020

Action Requested: Receive and File

Key Staff: Timothy Jones, Chief Financial Officer

Each quarter staff prepare analyses summarizing budget-to-actual revenue and expenditures for the Sacramento Transportation Authority's General Fund, SacMetro FSP, Sacramento Abandoned Vehicle Service Authority (SAVSA) and the Administration Fund. The attached reports summarize financial information for the 3rd and 4th quarters of fiscal year 2020.

Notable variances for the period ending March 31, 2020:

1. Sales tax revenue was lower than expected by \$1.3 million. The decrease was caused by reduced revenues in March because of the COVID.
2. Measure A allocations were lower than expected by \$1.1 million because the pass-through allocations parallel the sales tax revenue stream – as it decreases so do the allocations.
3. Capital program expenditures were lower than expected by \$5.5 million but are expected to increase later in the fiscal year.

Notable variances for the period ending June 30, 2020:

1. Interest income was \$511,000 million more than expected because of higher than expected fund balance
2. Capital program expenditures came in \$1.6 million less than expected. Increased activity is anticipated in fiscal year 2021.

Attachments

BUDGET TO ACTUAL ANALYSIS
STA General Fund
Quarter Ending March 31, 2020 (accrual basis)

	FY 20 Budget	Expected Amount	Actual Amount	Expected/Actual Variance	Comments
Revenue:					
Sales Tax	\$131,773,144	\$98,829,858	\$97,475,391	(\$1,354,467)	slight drop during March due to COVID
Mitigation Fees	7,000,000	3,500,000	4,109,583	609,583	good
Interest	4,500,000	3,375,000	3,080,506	(294,494)	good
Total Revenue	143,273,144	105,704,858	104,665,480	(1,039,378)	See above
Beginning Fund Balance	48,655,679	52,136,617	52,136,617	-	actual beginning fund balance - June 30, 2019 audited financial statements
Total Revenue and Beginning Fund Balance	\$191,928,823	\$157,841,475	\$156,802,097	(\$1,039,378)	See above
Appropriations:					
Ongoing allocations to Measure A Entities	\$103,951,563	\$77,963,672	\$76,897,387	\$1,066,285	allocations are a percentage of sales tax - which is lower so allocations are too
Capital Improvement Program	22,488,454	16,866,341	11,328,037	5,538,304	expecting increased expenditures later in the fiscal year
Total Appropriations	\$126,440,017	\$94,830,013	\$88,225,424	\$6,604,589	see above
Other Financing Sources (Uses):					
Transfers out (to the Debt Service Fund)	(\$23,640,000)	(\$17,730,000)	(\$17,753,875)	(\$23,875)	good
Total Financing Sources (Uses)	(\$23,640,000)	(\$17,730,000)	(\$17,753,875)	(\$23,875)	see above
Ending Fund Balance	\$41,848,806	\$45,281,462	\$50,822,798	-	

BUDGET TO ACTUAL ANALYSIS
SacMetro Freeway Service Patrol (FSP)
Quarter Ending March 31, 2020 (accrual basis)

	FY 20 Budget	Expected Amount	Actual Amount	Expected/Actual Variance	Comments
Revenue:					
State Allocation	\$2,201,222	827,395	827,395	\$0	good
CVR-SAFE*	688,000	748,000	748,000	-	good
Total Revenue	2,889,222	1,575,395	1,575,395	-	see above
Beginning Fund Balance	47,739	388,196	388,196	-	actual beginning fund balance - June 30, 2019 audited financial statements
Total Revenue and Beginning Fund Balance	\$2,936,961	\$1,963,591	\$1,963,591	\$0	see above
Appropriations:					
Salaries and Benefits	\$141,176	\$105,882	\$107,063	(\$1,181)	good
Overhead	45,046	33,785	28,072	5,712	good
Conferences and Travel	1,650	-	44	(44)	in-person conference cancelled due to COVID
Communications	50,210	50,210	71,435	(21,225)	new radios for tow trucks were more expensive than expected
Other Operating Expenditures	4,350	4,350	6,663	(2,313)	good
Contractors	2,676,317	2,007,238	1,504,020	503,218	FSP vendor lost contract, reducing costs
Total Appropriations	\$2,918,749	\$2,201,464	\$1,717,297	\$484,168	see above
Ending Fund Balance	\$18,212	(\$237,873)	\$246,294	-	

* Capitol Valley Regional Service Authority for Freeways and Expressways

BUDGET TO ACTUAL ANALYSIS
Sacramento Abandoned Vehicle Service Authority (SAVSA)
Quarter Ending March 31, 2020 (accrual basis)

Revenue:

	FY 20 Budget	Expected Amount	Actual Amount	Expected/Actual Variance	Comments
Vehicle License Fees	\$1,259,939	\$944,954	\$988,428	\$43,474	good
Interest	400	300	1,480	1,180	fund balance higher than projected creating additional interest income
Total Revenue	1,260,339	945,254	989,908	44,654	See above
Beginning Fund Balance	85,919	167,490	167,490		Actual beginning fund balance - June 30, 2019 audited financial statements
Total Revenue and Beginning Fund Balance	\$1,346,258	\$1,112,744	\$1,157,398	\$44,654	

Appropriations:

Contributions to SAVSA Entities	\$1,237,439	\$928,079	\$977,955	(\$49,876)	Good
Salaries and Overhead	22,896	17,172	10,473	6,699	Overhead administration charges will be allocated later in the fiscal year
Total Appropriations	\$1,260,335	\$945,251	\$988,428	(\$43,177)	See above
Ending Fund Balance	\$85,923	\$167,493	\$168,970	-	

BUDGET TO ACTUAL ANALYSIS

STA Administration

Quarter Ending March 31, 2020 (accrual basis)

Revenue:

	FY 20 Budget	Expected Amount	Actual Amount	Expected/Actual Variance	Comments
Sales Tax	\$970,520	\$727,890	\$717,837	(\$10,053)	Good
Other	50	38	41	4	Good
Total Revenue	970,570	727,928	717,878	(10,049)	See above
Beginning Fund Balance	837,864	861,894	861,894	-	Actual beginning fund balance - June 30, 2019 audited financial statements
Total Revenue and Beginning Fund Balance	\$1,808,434	\$1,589,822	\$1,579,772	(\$10,049)	See above

Appropriations:

Salaries and Benefits	\$484,327	\$363,245	\$447,077	(\$83,831)	Overhead allocations to SacMetro FSP and SAVSA later in the fiscal year will reduce this cost
Rent	24,635	18,476	22,840	(4,364)	Overhead allocations to SacMetro FSP and SAVSA later in the fiscal year will reduce this cost
Conferences and Travel	6,950	5,213	2,104	3,108	no in-person conferences due to COVID
Insurance	7,066	7,066	7,022	44	good
Professional Services	263,450	197,588	327,937	(130,349)	Unplanned additional contract for outreach and education consultant for November 2020 Measure
I/TOC	101,850	101,850	102,050	(200)	good
Other Operating Expenditures	11,050	8,288	9,742	(1,454)	Good
Total Appropriations	\$899,328	\$701,725	\$918,771	(\$217,046)	see above
Ending Fund Balance	\$909,106	\$888,097	\$661,001	-	

BUDGET TO ACTUAL ANALYSIS
STA General Fund
Quarter Ending June 30, 2020 (accrual basis)

	FY 20 Budget	Expected Amount	Actual Amount	Expected/Actual Variance	Comments
Revenue:					
Sales Tax	\$131,773,144	\$131,773,144	\$131,591,165	(\$181,979)	good
Mitigation Fees	7,000,000	7,000,000	7,551,556	551,556	good
Interest	4,500,000	3,375,000	3,886,569	511,569	higher than expected fund balance during the year produced extra interest
Total Revenue	143,273,144	142,148,144	143,029,289	881,145	See above
Beginning Fund Balance	48,655,679	52,136,617	52,136,617	-	actual beginning fund balance - June 30, 2019 audited financial statements
Total Revenue and Beginning Fund Balance	\$191,928,823	\$194,284,761	\$195,165,906	\$881,145	See above
Appropriations:					
Ongoing allocations to Measure A Entities	\$103,951,563	\$103,951,563	\$103,808,302	\$143,261	allocations are a percentage of sales tax - which is lower so allocations are too
Capital Improvement Program	22,488,454	22,488,454	20,898,187	1,590,267	some project expenditures delayed until FY 21
Total Appropriations	\$126,440,017	\$126,440,017	\$124,706,489	\$1,733,528	see above
Other Financing Sources (Uses):					
Transfers out (to the Debt Service Fund)	(\$23,640,000)	(\$23,640,000)	(\$22,290,456)	\$1,349,544	good
Total Financing Sources (Uses)	(\$23,640,000)	(\$23,640,000)	(\$22,290,456)	\$1,349,544	see above
Ending Fund Balance	\$41,848,806	\$44,204,744	\$48,168,961	-	

BUDGET TO ACTUAL ANALYSIS
SacMetro Freeway Service Patrol (FSP)
Quarter Ending June 30, 2020 (accrual basis)

	FY 20 Budget	Expected Amount	Actual Amount	Expected/Actual Variance	Comments
Revenue:					
State Allocation	\$2,201,222	2,201,222	1,901,542	(\$299,680)	the remaining grant funding will carry over into FY 21
CVR-SAFE*	688,000	748,000	748,000	-	good
Total Revenue	2,889,222	2,949,222	2,649,542	(299,680)	see above
Beginning Fund Balance	47,739	388,196	388,196	-	actual beginning fund balance - June 30, 2019 audited financial statements
Total Revenue and Beginning Fund Balance	\$2,936,961	\$3,337,418	\$3,037,738	(\$299,680)	see above
Appropriations:					
Salaries and Benefits	\$141,176	\$141,176	\$140,718	\$458	good
Overhead	45,046	\$45,046	84,392	(39,346)	professional services and financial audit costs higher than expected
Conferences and Travel	1,650	\$1,650	44	1,606	in-person conference cancelled due to COVID
Communications	50,210	\$50,210	85,694	(35,484)	new radios for tow trucks were more expensive than expected
Other Operating Expenditures	4,350	\$4,350	7,663	(3,313)	office equipment and supplies higher than expected - buy out copier lease
Contractors	2,676,317	\$2,676,317	2,340,273	336,044	FSP vendor lost contract, reducing costs
Total Appropriations	\$2,918,749	\$2,918,749	\$2,658,784	\$259,965	see above
Ending Fund Balance	\$18,212	\$418,669	\$378,955	-	

* Capitol Valley Regional Service Authority for Freeways and Expressways

BUDGET TO ACTUAL ANALYSIS
Sacramento Abandoned Vehicle Service Authority (SAVSA)
Quarter Ending June 30, 2020 (accrual basis)

Revenue:

	FY 20 Budget	Expected Amount	Actual Amount	Expected/Actual Variance	Comments
Vehicle License Fees	\$1,259,939	\$1,259,939	\$1,319,166	\$59,227	good
Interest	400	400	6,317	5,917	fund balance higher than projected creating additional interest income
Total Revenue	1,260,339	1,260,339	1,325,483	65,144	See above
Beginning Fund Balance	85,919	167,490	167,490		Actual beginning fund balance - June 30, 2019 audited financial statements
Total Revenue and Beginning Fund Balance	\$1,346,258	\$1,427,829	\$1,492,973	\$65,144	

Appropriations:

Contributions to SAVSA Entities	\$1,237,439	\$1,237,439	\$1,308,693	(\$71,254)	good
Salaries and Overhead	22,896	22,896	25,054	(2,158)	good
Total Appropriations	\$1,260,335	\$1,260,335	\$1,333,747	(\$73,412)	See above
Ending Fund Balance	\$85,923	\$167,494	\$159,226	-	

BUDGET TO ACTUAL ANALYSIS

STA Administration

Quarter Ending June 30, 2020 (accrual basis)

Revenue:

	FY 20 Budget	Expected Amount	Actual Amount	Expected/Actual Variance	Comments
Sales Tax	\$970,520	\$970,520	\$969,170	(\$1,350)	Good
Other	50	50	55	5	Good
Total Revenue	970,570	970,570	969,225	(1,345)	See above
Beginning Fund Balance	837,864	861,894	861,894	-	Actual beginning fund balance - June 30, 2019 audited financial statements
Total Revenue and Beginning Fund Balance	\$1,808,434	\$1,832,464	\$1,831,119	(\$1,345)	See above

Appropriations:

Salaries and Benefits	\$484,327	\$484,327	\$511,904	(\$27,577)	good
Rent	24,635	24,635	18,507	6,128	good
Conferences and Travel	6,950	6,950	2,104	4,846	no in-person conferences due to COVID
Insurance	7,066	7,066	7,022	44	good
Professional Services	263,450	263,450	467,236	(203,786)	Unplanned contract for additional outreach and education consultant for November 2020 Measure
I/TOC	101,850	101,850	92,826	9,024	good
Other Operating Expenditures	11,050	11,050	8,989	2,061	Good
Total Appropriations	\$899,328	\$899,328	\$1,108,589	(\$209,261)	see above
Ending Fund Balance	\$909,106	\$933,136	\$722,530	-	



SEPTEMBER 16, 2020

AGENDA ITEM # 8

AGREEMENT FOR FINANCIAL ADVISORY SERVICES

Action Requested: Authorize Staff

Key Staff: Timothy Jones, Chief Financial Officer

Recommendation

Authorize the Executive Director to execute the attached financial consulting services agreement with PFM Financial Advisors LLC (PFM)

Background Information

In April 2017 your Board authorized an extension of an agreement with PFM for financial advisory services. PFM has provided high quality consulting services to the STA for more than 10 years. Past services have included determining capital program cash flow requirements, identifying types and scheduling of financing mechanisms, and assisting with debt program management such as negotiating credit facilities and remarketing agreements, as well as identifying cost saving opportunities such as refunding existing debt.

Discussion

Recently it was brought to the attention of staff that the existing agreement expired in December 2019. However, PFM has been providing consultation services over the course of this year. Staff desire to continue working with PFM to provide financial advisory services, in particular, an upcoming extension of our credit facility with US Bank for the Series 2009C bonds which expires in November 2020.

Staff are asking that the attached agreement which has been reviewed by STA legal counsel be effective retroactively to January 2020 to cover and include services provided since that time. The proposed agreement expires in December 2022.

Compensation for ongoing advisory services identified in Exhibit A: Task 4 of the agreement will be limited to \$5,000 per month and \$50,000 per year without prior written approval of the Executive Director. Compensation for specific transactions is set per Exhibit B of the agreement. All compensation is paid for with administration funds or capital program funds in the case of transactional type services.

Attachment

AGREEMENT FOR FINANCIAL CONSULTING SERVICES

THIS AGREEMENT is made and entered into this ___ day of _____, by and between the **SACRAMENTO TRANSPORTATION AUTHORITY** (hereinafter called "AUTHORITY"), and **PFM Financial Advisors LLC** (hereinafter called "CONSULTANT").

Recitals:

WHEREAS, the AUTHORITY, a California local transportation authority, exists under the authority of Section 180000 et seq. of the California Public Utilities Code; and

WHEREAS, the AUTHORITY requires the services of a **consulting financial advisor** to refine Measure A revenue projections and determine cash flow requirements; facilitate and implement a preferred financing strategy; and provide on-going advisory services; and

WHEREAS, the AUTHORITY has determined that CONSULTANT is best qualified to perform the required services; and

WHEREAS, CONSULTANT is able and willing to perform these services under the terms and conditions of this Agreement; and

WHEREAS, CONSULTANT has been providing these services to AUTHORITY since January 1, 2020, and this Agreement is intended to retroactively cover and include those services.

NOW, THEREFORE, for the consideration hereinafter stated, the parties agree as follows:

1. SCOPE OF SERVICES

AUTHORITY hereby engages CONSULTANT, and CONSULTANT agrees to complete the scope of services attached hereto as Exhibit A, and incorporated herein by reference, in accordance with the terms of this Agreement.

2. COMPENSATION

Compensation for updating/amending the Measure A Capital Allocation Plan and providing on-going advisory services (Exhibit A: Tasks 1-5) shall be determined using the labor rates shown in the project cost estimate attached hereto as Exhibit B: "Hourly Rate Schedule" and incorporated herein by reference. Compensation for ongoing advisory services (Exhibit A: Task 4) shall not exceed five thousand dollars (\$5,000) per month or \$50,000 per year without prior written approval of the Executive Director. Consultant shall also be compensated for actual costs incurred for reimbursable expenses including communication, reproduction, and travel.

Compensation for facilitation and management of specific financing transactions (Exhibit A: Task 5), if any, is set forth in Exhibit B: "Bond Transactions Fee Schedule."

3. PAYMENT

Upon submission of invoices by CONSULTANT and upon approval by the Executive Director, AUTHORITY shall pay CONSULTANT in arrears for work performed. Invoices submitted by CONSULTANT shall itemize costs incurred in relation to work tasks. Each invoice shall be accompanied by a progress report of work performed during the period for which payment is claimed.

Payment shall be made on the following schedule:

For on-going advice CONSULTANT will be paid no more frequently than monthly and no less frequently than quarterly. CONSULTANT shall submit all receipts and documentation for reimbursable expenses with its invoice.

For successful sale of securities and/or execution of a related financial transaction, CONSULTANT will be paid a single lump sum from bond proceeds or other available funds at closing. CONSULTANT will submit an itemized report of costs incurred and work performed in support of the issuance for review and approval by the Executive Director.

4. TIME OF COMMENCEMENT AND COMPLETION OF WORK

The contract period covers services provided as of **January 1, 2020** and continuing until December 31, 2022.

5. MODIFICATION OR TERMINATION

This Agreement may be modified or amended only by written instrument signed by both parties hereto. CONSULTANT'S compensation and the time of performance of the Agreement shall be adjusted by mutual written agreement of the parties if they are materially affected by such modifications or amendment.

This Agreement may be terminated, without cause, by either party upon thirty (30) days written notice to the other party. Upon termination and upon compliance with Clause 16, Ownership of Work Product, CONSULTANT will be paid for all costs incurred in good faith in accordance with the terms of this Agreement that are unpaid on the effective date of termination.

6. DISPUTES

If a question of fact in connection with the work described herein cannot be resolved between CONSULTANT and the Executive Director, the question shall be submitted to the AUTHORITY'S Governing Board for resolution.

7. BEST EFFORTS OF CONSULTANT

CONSULTANT agrees to assign primary responsibility for managing the work performed under this Agreement to Peter Shellenberger, Managing Director – San Francisco. CONSULTANT further agrees that assigned personnel, including subcontractors, will at all times faithfully, industriously, and to the best of their ability, experience, and talent, perform all of the duties that may be required of or from them, pursuant to the express and implicit terms of this Agreement, to the reasonable satisfaction of the AUTHORITY. AUTHORITY may reject the assignment of any tasks performed under this Agreement to a subcontractor it deems inadequate or otherwise inappropriate for this project.

8. STANDARD OF CARE

AUTHORITY has relied upon the professional ability and training of CONSULTANT as represented by CONSULTANT as a material inducement to enter into this Agreement. CONSULTANT hereby agrees that all of its work will be performed, at a minimum, in accordance with generally accepted professional practices and standards.

9. INDEMNITY AND HOLD HARMLESS

CONSULTANT will indemnify, hold harmless and assume defense of, in any actions at law or in equity, the AUTHORITY, its officers, directors, employees, agents, and member jurisdictions from claims, losses, actions, causes of action, damage, including property damage, personal injury, including death, and liability of every kind, nature, and description, including reasonable attorney's fees, consultant and expert witness fees, and cost of litigation, to the extent arising from the negligent acts, errors, or omissions of CONSULTANT or of any persons directly or indirectly employed by or acting on behalf of, or as agent for CONSULTANT, in its performance of work hereunder or its failure to comply with any obligations contained in the Agreement, but not including the negligence or willful misconduct of the AUTHORITY. This indemnification shall extend to claims, losses, actions, causes of actions, damages, injury, death, and any type of liability occurring after completion of but arising out of the aforementioned operations. Acceptance of insurance certificates required under this Agreement does not relieve CONSULTANT from liability under this indemnification and hold harmless clause. This indemnification and hold harmless clause shall apply to all damages and claims for damages of every kind suffered by reason of any of CONSULTANT'S operations regardless of whether or not such insurance policies shall have been determined to be applicable to any of such damages or claims for damages.

10. INSURANCE REQUIREMENTS FOR CONSULTANT

CONSULTANT shall procure and maintain for the duration of the contract, insurance against claims for injuries to person or damages to property which may arise from or in connection with the performance of work hereunder by the CONSULTANT, his agents, representatives or employees.

A. Minimum Scope of Insurance:

Coverage shall be at least as broad as:

- 1.) Insurance Services Office Commercial General Liability coverage (“occurrence” form CG 0001).
- 2.) Insurance Services Office form number CA 0001 covering Automobile Liability.
- 3.) Workers’ Compensation insurance as required by the State of California and Employer’s Liability insurance.

B. Minimum Limits of Insurance:

Consultant shall maintain limits no less than:

- 1.) General Liability: \$1,000,000 per occurrence for bodily injury, personal injury, and property damage. If Commercial General Liability Insurance or other form with a general aggregate limit is used, either the general aggregate limit shall apply separately to this location or the general aggregate limit shall be twice the required occurrence limit.
- 2.) Automobile Liability: \$1,000,000 per accident for bodily injury and property damage.
- 3.) Employer’s Liability: \$1,000,000 per accident for bodily injury or disease.

C. Deductibles and Self-Insurance Retentions:

Any deductibles or self-insured retention must be declared to and approved by the AUTHORITY. At the option of the AUTHORITY, either: the insurer shall reduce or eliminate such deductibles or self-insured retention as respects the AUTHORITY, its officers, officials, employees and volunteers; or the CONSULTANT shall provide a financial guarantee satisfactory to the AUTHORITY guaranteeing payment of losses and related investigations, claim administration, and defense expenses.

D. Other Insurance Provisions:

The general liability policies are to contain, or be endorsed to contain, the following provisions:

- 1.) The AUTHORITY, its officers, officials, employees and volunteers are to be covered as insureds with respect to liability arising out of automobiles

hired or borrowed by or on behalf of the CONSULTANT, and with respect to liability arising out of work or operations by or on behalf of the CONSULTANT including materials, parts or equipment furnished in connection with such work or operations. General liability coverage can be provided in the form of an endorsement to the CONSULTANT'S insurance or as a separate owner's policy.

- 2.) For any claims related to this project, the CONSULTANT'S insurance coverage shall be primary insurance as respects the AUTHORITY, its officers, officials, employees, and volunteers. Any insurance or self-insurance maintained by the AUTHORITY, its officers, officials, employees and volunteers shall be excess of the CONSULTANT'S insurance and shall not contribute with it.
- 3.) Each insurance policy required by this clause shall be endorsed to state that coverage shall not be canceled, except after thirty (30) days' prior written notice by certified mail, return receipt requested, has been given to the AUTHORITY.

E. Acceptability of Insurers:

All insurance, with the exception of workers' compensation coverage, is to be placed with insurers currently admitted in California with a current A.M. Best's rating of no less than A: VII. Workers' compensation coverage is to be placed with insurers currently admitted in California.

F. Verification of Coverage:

CONSULTANT shall furnish the AUTHORITY with original certificate and amendatory endorsements effecting coverage required by this clause. The endorsements should be on forms provided by the AUTHORITY or on other than AUTHORITY'S forms, provided those endorsements or policies conform to the requirements stated in this clause. All certificates and endorsements are required to be received and approved by the AUTHORITY before work commences. The AUTHORITY reserves the right to require complete, certified copies of all required insurance policies, including endorsements effecting coverage required by these specifications at any time.

All insurance documents shall be submitted to:

Timothy Jones
Chief Financial Officer
Sacramento Transportation Authority
801 12th Street Floor 5
Sacramento, CA 95814

G. Subcontractors

CONSULTANT shall provide to the Authority separate certificates and endorsements delivered to CONSULTANT by each subcontractor. All coverages for subcontractors shall be subject to all requirements stated above.

11. DISCRIMINATION

Services under this Agreement shall be rendered without discrimination on the basis of age, ancestry, color, gender, marital status, medical condition, national origin, physical or mental disability, race, religion or sexual orientation. Further, there shall be no discrimination against any employee who is employed in the work covered by this Agreement because of age, ancestry, color, gender, marital status, medical condition, national origin, physical or mental disability, race, religion or sexual orientation. This includes, but is not limited to employment upgrading, demotion or transfer, recruitment or recruitment advertising, layoff or termination, rates of pay or other forms of compensation, and selection for training, including apprenticeship.

12. COMPLIANCE WITH THE LAW

CONSULTANT shall be subject to and comply with all federal, state, and local laws and regulations applicable with respect to its performance under this agreement, including but not limited to, licensing, employment, and purchasing practices; and wages, hours, and conditions of employment.

13. INSPECTION

CONSULTANT'S performance, place of business, and records pertaining to this Agreement are subject to monitoring, inspection, review, and audit by authorized representatives of AUTHORITY.

14. RECORDS

CONSULTANT shall keep and make available for inspection and copying by authorized representatives of AUTHORITY, the CONSULTANT'S regular business and financial records and such additional records pertaining to this Agreement for at least three years after final payment to CONSULTANT.

15. SUBCONTRACT AND ASSIGNMENT

This Agreement binds the heirs, successors, assigns, and representatives of CONSULTANT. CONSULTANT shall not enter into subcontracts for any work contemplated under this Agreement except as shown in Exhibit B (Project Cost Estimate)

and shall not assign this Agreement or monies due or to become due, without the prior written consent of the AUTHORITY.

16. OWNERSHIP OF WORK PRODUCT

AUTHORITY shall be the owner of the copyright with respect to, and shall be entitled to possession of any computations, plans, correspondence, and other pertinent data and information gathered by, computed by, or prepared by CONSULTANT pursuant to this Agreement and prior to termination of this Agreement by either party or upon completion of the work pursuant to this Agreement.

17. INDEPENDENT CONTRACTOR STATUS

This Agreement is by and between two independent entities and is not intended to, and shall not be construed to, create the relationship of agent, servant, employee, partnership, joint venture, or association between and among the parties hereto.

18. NOTIFICATION

Any notices hereunder and communications regarding interpretation of the terms of this Agreement or changes thereto, shall be effected by the mailing thereof by registered or certified mail, return receipt requested, postage pre-paid, and addressed as follows:

AUTHORITY

Will Kempton
Executive Director
Sacramento Transportation Authority
801 12th Street Floor 5
Sacramento, CA 95814

CONSULTANT

Peter Shellenberger
Managing Director
PFM Financial Advisors LLC
50 California Street, Suite 2300
San Francisco, CA 94111

19. COMPONENT PARTS OF THE AGREEMENT

The Agreement entered into consists of the following contract documents, all of which are component parts of the contract and which are incorporated herein by reference:

- A. This Agreement.
- B. Scope of Services, attached hereto as Exhibit A
- C. Project Costs, attached hereto as Exhibit B.

20. NON-WAIVER OF BREACH

CONSULTANT agrees that any waiver of any breach or violation of any term or condition of this Agreement, or failure to enforce any term or condition of this Agreement, shall not be deemed to be a waiver of any other term or condition contained herein, or a waiver of

any subsequent breach or violation of the same or any other term or condition. The acceptance by the AUTHORITY of the performance of any work or services by CONSULTANT shall not be deemed to be a waiver of any term or condition of this Agreement.

21. GOVERNING LAW

The validity of this Agreement and of any of its terms or provisions, as well as the rights and duties of the parties hereunder, shall be governed by the laws of the State of California.

22. COUNTERPARTS TO AGREEMENT

This Agreement may be executed simultaneously or in any number of counterparts, each of which shall be deemed an original, equally admissible in evidence, but all of which together shall constitute one and the same Agreement, notwithstanding that the signatures of each party or their respective representatives do not appear on the same page of this agreement.

23. SEVERABILITY

If any provision or any part of any provision of this Agreement is, for any reason, held to be invalid, unenforceable, or contrary to any public policy, law, statute, regulation or ordinance, the remainder of this agreement shall not be affected thereby and shall remain valid and fully enforceable.

24. ENTIRE AGREEMENT

This Agreement, and any attachments or documents incorporated herein by inclusion or by reference, constitutes the complete and entire Agreement between the parties hereto, and there are no inducements, promises, terms, conditions, or obligations made or entered into by the AUTHORITY or CONSULTANT other than those contained herein. The foregoing provisions are understood and agreed to by CONSULTANT.

25. REGISTERED MUNICIPAL ADVISOR; REQUIRED DISCLOSURES

CONSULTANT is a registered municipal advisor with the Securities and Exchange Commission (the "SEC") and the Municipal Securities Rulemaking Board (the "MSRB"), pursuant to the Securities Exchange Act of 1934 Rule 15Ba1-2. If the AUTHORITY has designated CONSULTANT as its independent registered municipal advisor ("IRMA") for purposes of SEC Rule 15Ba1-1(d)(3)(vi) (the "IRMA exemption"), then services provided pursuant to such designation shall be the services described in Exhibit A hereto, subject to any limitations described thereon. Verification of independence (as is required under the IRMA exemption) shall be the responsibility of such third party seeking to rely on such IRMA exemption. CONSULTANT shall have the right to review and approve in advance any representation of CONSULTANT's role as IRMA to the AUTHORITY.

MSRB Rule G-42 requires that municipal advisors make written disclosures to their clients of all material conflicts of interest, certain legal or disciplinary events and certain regulatory requirements. Such disclosures are provided in CONSULTANT's Disclosure Statement delivered to Client prior to or together with this Agreement.

26. AFFILIATE SERVICES

Upon request of the AUTHORITY, CONTRACTOR or an affiliate of CONTRACTOR may agree to additional services to be provided by CONTRACTOR or an affiliate of CONTRACTOR, by a separate writing, including separate scope and compensation, between the AUTHORITY and CONTRACTOR or its respective affiliate. For the sake of clarity, any separate agreement between THE AUTHORITY and an affiliate of CONTRACTOR shall not in any way be deemed an amendment or modification of this Agreement.

27. INFORMATION TO BE FURNISHED TO CONTRACTOR

All information, data, reports, and records in the possession of the AUTHORITY or any third party necessary for carrying out any services to be performed under this Agreement ("Data") shall be furnished to CONTRACTOR. CONTRACTOR may rely on the Data in connection with its provision of the services under this Agreement and the provider thereof shall remain solely responsible for the adequacy, accuracy or completeness of such Data.

IN WITNESS, WHEREOF, the parties hereto have executed this AGREEMENT the day and year first above written.

Sacramento Transportation Authority

PFM Financial Advisors LLC

BY _____
Will Kempton
Executive Director

BY _____
Peter Shellenberger,
Managing Director

APPROVED AS TO FORM:

AUTHORITY COUNSEL

Exhibit A

SCOPE OF SERVICES

1. **Refine Measure A Revenue Projections and Assumptions:** Consultant will review projections for Measure A sales tax and development fee revenues for each year of the sales tax term.
2. **Determine Cash Flow Requirements:** Consultant will review cash flow projections and project delivery schedules developed by STA staff as revenue and other assumptions change over time. Consultant will perform a financial capacity analysis of the capital improvement categories set forth in the Expenditure Plan.
3. **Identify Types and Scheduling of Financing Mechanisms:** Based on the cash flow requirements and on the revenue projections and assumptions developed per Task #2, Consultant will prepare a matrix of alternate financing mechanisms for accelerating Measure A and other revenues. The matrix will include the costs and benefits of each alternative approach. Consultant will prepare a financing strategy that sets forth the most appropriate financing mechanism(s) and schedules relative to the cash flow requirements and the STA’s financial outlook, credit quality, and other relevant circumstances. Consultant will also identify those projects that should be funded “pay-as-you-go.”
4. **Provide On-Going Financial Advice:** Consultant will provide on-going financial advice to STA as requested by the Executive Director.
5. **Implement Financing Strategy and Facilitate Financial Transactions:** Consultant will advise and assist the Authority in implementing the preferred financing strategy(ies) identified in Task #3 and will facilitate specific financing transactions as approved by the Authority’s Governing Board.

Exhibit B

PROJECT COSTS

HOURLY RATE SCHEDULE	
Capital Allocation Plan & Financial Advisory Services	
<i>PFM Financial Advisors LLC</i>	<i>Hourly Fee</i>
Managing Director	\$325
Director	\$300
Senior Managing Consultant	\$280
Senior Analyst	\$235
Analyst	\$200

BOND TRANSACTIONS FEE SCHEDULE	
<i>Transaction Type</i>	<i>Fee</i>
Notes – transaction fee	\$55,000
Sales Tax Bond – transaction fee	\$67,000



SEPTEMBER 16, 2020

AGENDA ITEM # 9

STA PAY RATE SCHEDULE

Action Requested: Approve

Key Staff: Will Kempton, Executive Director

Recommendation

Approve an official Pay Rate Schedule for STA.

Background Information

California Code of Regulations Section 570.5 states:

- (a) For purposes of determining the amount of "compensation earnable" pursuant to Government Code Sections 20630, 20636, and 20636.1, payrate shall be limited to the amount listed on a pay schedule that meets all of the following requirements:
(1) Has been duly approved and adopted by the employer's governing body in accordance with requirements of applicable public meetings laws;
(2) Identifies the position title for every employee position;
(3) Shows the payrate for each identified position, which may be stated as a single amount or as multiple amounts within a range;
...
(8) Does not reference another document in lieu of disclosing the payrate.

The salaries of STA's three staff positions are indexed to comparable classifications at the County of Sacramento. Under California Code of Regulations Section 570.5(a)(8), STA must regularly update and adopt its pay rate schedule. No changes in salaries or benefits are requested.

Discussion

The STA's three staff positions are indexed to County of Sacramento classifications as follows:

Table with 2 columns: STA and County of Sacramento. Rows include Executive Director, Chief Financial Officer, and Special Programs Manager with their corresponding County of Sacramento classifications and class codes.

STA employees receive the same salaries as County employees in comparable classifications as shown in the Official Pay Rate Schedule on the next page.

**Sacramento Transportation Authority
Official Pay Rate Schedule
Fiscal Year 2020/21**

Position	Equivalent County Class	Minimum Pay (Monthly)	Maximum Pay (Monthly)
Executive Director	28904	15,155.42	16,707.50
Chief Financial Officer	28901	10,932.42	12,053.00
Special Programs Manager	27605	9,025.42	9,949.33



SEPTEMBER 16, 2020

AGENDA ITEM # 10

UPDATE ON REVISIONS TO THE MEASURE A CAPITAL IMPROVEMENT PROGRAM

Action Requested: Receive and File

Key Staff: Will Kempton, Executive Director

Recommendation

Receive a presentation on the status of revisions to the Measure A Capital Improvement Program (CIP) which are necessary to reflect past revenue reductions and debt interest costs. The importance of this effort to the ongoing capital program warrants this detailed update for the Governing Board as staff and program recipients work on recommendations for a solution to the reduced funding available.

Background

The Measure A Expenditure Plan approved by Sacramento County voters in November of 2004, included revenue estimates of \$4.74 billion in sales tax receipts and \$488 million in anticipated developer fees through the Sacramento County Transportation Mitigation Fee Program (SCTMFP) for a total of \$5.23 billion over the 30-year life of the program (2009-2039). Based on these revenue estimates and consistent with more than 30 projects listed in the Expenditure Plan, a \$1.4 billion Capital Improvement Program was developed.

The CIP established allocation amounts to ten recipient agencies for the program period. For most of the Measure A Program (79.25%), allocations of annual sales tax revenue to recipient agencies are based on specific percentages and whatever revenue is received each year is distributed according to those percentages for spending on street and road maintenance, transit operations, and other eligible funding categories and special programs per the voter-approved Expenditure Plan. The capital portion of the program is different in terms of identifying specific projects to be funded.

The existing \$1.4 billion CIP was developed based on projected revenues with specific dollar allocations to 53 identified capital projects. As a result, any reduction in expected sales tax and mitigation fee revenue has an impact on the ability to fully fund all the projects in the program. To the extent staff can confirm, the CIP was never formally adopted by the STA Governing Board, but it has served to guide capital program expenditures for the existing Measure. However, changed circumstances and early impacts on projected program revenue have decreased the dollars available for the CIP.

Measure A was approved by the electorate in 2004, four years ahead of the start of the 30-year program period. After development of a proposed CIP and to accelerate project delivery prior to program inception, a decision was made to bond against anticipated revenue to pay for capital projects that were ready to go at the time. The resulting debt service and the cost of additional

bonding since that time has reduced available project funding. Compounding this problem, at the start of the program period, a severe recession contributed to a drop in projected sales tax revenue and less than expected developer fees have added to the shortfall. The net impact of these changes is that there is only 54 percent of the original program amount, or \$761.2 million, available to pay for all the planned projects in the CIP which total more than \$1.4 billion. To date, \$524 million has been committed to the program through recipient agency contracts.

In spite of these problems, CIP allocations to date have generally continued as originally programmed and contracts for funding commitments with most recipient agencies run through the end of this fiscal year. Caltrans and the County have contracts which extend beyond the end of FY 2020-21, but all contractual obligations for the CIP to date have or will be met. However, meeting these obligations through the end of the contracted timeframes will reduce the amount of funding expected to be available for the rest of the program to an estimated \$236.5 million.

Moreover, the remaining CIP dollars are extremely constrained when considering the demands on this relatively small pot of money. In addition to the significant capital expenses for the program, there are also potential compliance issues in terms of dollar limitations on Expenditure Plan categories and the need to implement additional programs as required by the Expenditure Plan, such as the Smart Growth and Environmental Mitigation Programs. Solutions to address any compliance and program implementation issues will be presented to you in the next few months.

Discussion

STA staff has been working with a CIP Ad Hoc committee of the Professional Advisory Group, including representatives from Elk Grove, the County, Citrus Heights, the Connector JPA, Caltrans, the City of Sacramento and SACOG, to develop recommendations to address some of these issues. The main objective of the Ad Hoc committee has been to reach consensus on a proposed distribution of the remaining CIP funding to recipient agencies based on dollars spent to date, projects completed and the timing of proposed allocations, among other considerations.

The Ad Hoc Committee has made some progress in efforts to determine how remaining capital funding (after revenue adjustments and consideration of debt interest costs) should be distributed to recipient agencies:

1. A recommended set of principles for ultimate Authority approval (attached) has been developed to govern future CIP allocations with a focus on the remaining years of the second decennial program period which runs through 2029. It is proposed that the status of the CIP should be reassessed in 2029 to determine if modifications are warranted, and staff will annually assess remaining CIP funding through the budget process as revenue projections are updated.
2. There is agreement on the total CIP amount of funding available for the entire program period from 2009 to 2039. The estimated amount is \$761.2 million.
3. There is agreement on the total amount of project contracts for the program period to date. The amount is \$524.7 million.
4. There is tentative agreement on the amount of allocation capacity remaining for the remainder of the program period through 2039. The estimated amount is \$236.5 million.
5. There is agreement that agencies which have received 100% or more of their "adjusted" allocation amount (considering debt interest costs and the reduced funding available) should not receive additional CIP funding through 2029.

6. There is agreement that jurisdictions under 100,000 population (Citrus Heights, Folsom, Galt, Rancho Cordova) should receive as close to 100% of their adjusted allocation amount as possible.
7. There is agreement that the Connector JPA will receive \$5 million from the Smart Growth Incentive Program and \$5 million from the Transportation Project Environmental Mitigation Program off the top of CIP funds remaining for allocation as specified in the Expenditure Plan.
8. There is general agreement that the allocation of remaining CIP funds will go to recipient agencies who have not received the full amount of their adjusted allocation.

Unfortunately, there is no final agreement among members of the CIP Ad Hoc Committee on a recommendation for the allocation of remaining funds at this time. Discussions are continuing and various recommendations from individual agencies to date are being considered by the Committee. Recognizing the difficult choices before the Group, if the Committee can come to agreement on distribution of the remaining CIP funding, the next step will be to present a suggested split to all PAG recipient agencies for concurrence and then the issue will be brought to the STA Board for a final decision. However, it will be necessary to have revised revenue forecasts in place prior to a final decision and final updated revenue projections will not be available until the October STA meeting.

Fortunately, capital program requirements are completely funded through the end of this fiscal year per existing contracts with recipient agencies, so there is time to fully consider an appropriate solution to this dilemma. The criticality of these discussions, however, has increased dramatically following the decision to forego a November 2020 transportation sales tax ballot measure. It is important to recognize that the transportation needs in Sacramento County demand an additional infusion of significant funding in the near term to support a viable capital program and to meet local goals related to mobility, congestion reduction, maintenance of the existing system, economic development, equity and climate change.

Staff will bring the CIP issue back to the Board with updates to the Program's revenue picture at the October STA meeting and will continue to work with recipient agencies to finalize a recommendation for the Board's consideration.

Attachment

PROPOSED PRINCIPLES FOR MEASURE A CIP ALLOCATIONS THROUGH 2029

August 25, 2020

1. All allocations of remaining CIP funds must be in compliance with the existing Measure A Ordinance and Expenditure Plan, except as allocation requirements may be modified by an amendment to the Plan pursuant to Section XII of Ordinance No. STA 04-01.
2. The distribution of remaining funds should be concentrated on the period through 2029 and the CIP should be updated at the end of Measure A's second decennial period.
3. STA will strive to be equitable in allocations of remaining funds considering the needs of all recipient agencies and consideration of previous allocations to date.
4. The adjusted allocation amount of \$761,197,544 in CIP funding as determined on June 30, 2020 shall serve as the base for calculating balances. Any increases or reductions in revenue through 2029 will be applied to recipient agencies per their initial percentage of adjusted allocations compared to this base.
5. Agencies that have received 100% or more of their adjusted allocation amount (after deduction of debt service and reduced revenues) should not receive additional CIP funding through 2029.
6. Project delivery should be a consideration in determining the timing of future allocations and agencies should focus on the delivery of capital projects that are consistent with the objectives of the Measure A Ordinance and Expenditure Plan.
7. The prospect for leveraging additional federal, state and local funding should be a major consideration in determining projects for allocation.
8. The potential for economic stimulus in the earlier years of the decennial program period should be a factor in the allocation process.
9. The Connector JPA shall receive \$5 million from the Smart Growth Incentive Program and \$5 million from the Transportation Project Environmental Mitigation Program off the top of funds remaining for allocation.
10. In terms of a minimum allocation, jurisdictions under 100,000 population should receive as close to 100% of their adjusted allocation amount as possible.

11. STA should work collaboratively with SACOG on development of a 10-year capital program to identify funding for the remaining capital allocations for jurisdictions that did not receive the full amount of their adjusted allocations.



SEPTEMBER 16, 2020

AGENDA ITEM # 11

APPROVAL OF PROCESS FOR RE-INITIATION OF THE MEASURE A 2019 DECENNIAL REVIEW

Action Requested: Approve Process

Key Staff: Will Kempton, Executive Director

Recommendation

Consider options for re-initiating the ten-year review of the 2004 Measure A Expenditure. Plan and approve a process for moving forward to be completed no later than June 30, 2021

Background

Section XII of Ordinance No. STA 04-01 requires that a mandatory Expenditure Plan review be conducted every ten years, beginning in 2019, to ensure that the existing transportation sales tax program reflects current needs as demographics, economics and technology changes. Given the past year's effort exploring the potential for a November transportation sales tax proposal, the Authority approved Resolution STA-20-0001 in January of this year, continuing the initial ten-year review until a decision was made as to whether to place a new measure on the ballot and, if necessary, the voters decided the issue. Since the Governing Board rescinded Ordinance No. STA 20-001 in July due to insufficient voter support as determined by polling in late June, it is appropriate at this time to re-initiate the ten-year review process.

Discussion

Section XII of the Measure A implementing Ordinance states that "Beginning in 2019, and every ten years thereafter, the Authority shall review and, where necessary, propose amendments to the Expenditure Plan to meet changing transportation needs. Such review shall consider recommendations from local governments, transportation agencies and interest groups, and the general public."

The first step in the initial ten-year review was taken in November of 2019 with the completion of a Measure A Decennial Report. Staff recommends the following next steps be undertaken (in the months indicated) as we implement the re-initiation of the review:

- Publicize/advertise that the review process has been re-initiated and solicitation by mail, social media and other appropriate means of input from organizations and the public as outlined in the Ordinance (October).
- Conduct a series of public hearings to be held in conjunction with scheduled Authority meetings over a three-month period (November, December, and January, 2021) the first to receive input from local governments, the second for transportation agencies and interest groups, and the final hearing open to the general public.
- At the end of the hearing process, staff will compile the input and develop recommendations for any proposed amendments to the Expenditure Plan for the

Governing Board's consideration (February). If necessary, the Authority will notify the Board of Supervisors and the City Councils of its initiation of an amendment, reciting findings of necessity. Actions of the Board of Supervisors and City Councils to approve or to oppose the amendment(s) must be communicated to the Authority within 60 days after the date the notification is provided. Failure to notify the Authority of formal action within 60 days after the date of the notice will constitute approval (May). To be successful, an amendment(s) must be approved by the Board of Supervisors and by a majority of the City Councils constituting a majority of the incorporated population.

- The process will be completed by June 30, 2021, as required by Resolution STA-20-001.

There are a couple of potential wrinkles in the proposed schedule. One is the pending appointment of a permanent Executive Director now scheduled for November of 2020. The new Executive Director will take office on December 11th following the December Board meeting. That means that the new Director will be assuming management of the process in the middle of the proposed public hearings. As a result, it may be appropriate to compress the process as outlined in this staff report. In addition, attempting to implement a process involving public participation during COVID-19 restrictions is a challenge. Delaying the scheduled hearings past the end of the year in hopes that restrictions are relaxed due to the advance of virus controls could help foster a more robust public participation effort. To accomplish this, the re-initiation process could be extended by two or three months through adoption of an additional resolution.



SEPTEMBER 16, 2020

AGENDA ITEM # 12

STATUS REPORT ON THE NEIGHBORHOOD SHUTLE PROGRAM

Action Requested: Receive and File

Key Staff: Timothy Jones, Chief Financial Officer

Recommendation

Receive a status report on the Neighborhood Shuttle Program

Background

In the voter-approved Expenditure Plan, Section VI of Exhibit A in Ordinance No. STA 04-01 establishes a Neighborhood Shuttle System and requires at least \$30 million in sales tax revenues be utilized to fund the development of additional Neighborhood Shuttles throughout Sacramento County. Funding has been accumulated at the rate of \$1 million a year since program inception for this purpose. In May 2018, your Board established the program by approving grant agreements with Sacramento Regional Transit District (SacRT) and Paratransit, Inc. (PI). The terms of STA's agreement with these agencies requires periodic reports on the service.

Discussion

Neighborhood Shuttle Systems, sometimes referred to as MicroTransit, are an increasingly popular on-demand service that improves transit access and increases ridership. Measure A provides competitive funding for this type of service in Sacramento County, and it is appropriate that the providers give periodic reports on service implementation, the success of best practices and problem areas that require attention. As these providers gain more experience with the service, opportunities for improvements and efficiencies are identified, and, in some instances, may require adjustments in current provider grant agreements to fully implement program changes. Representatives from SacRT and PI will present updates on their respective portions of the program.

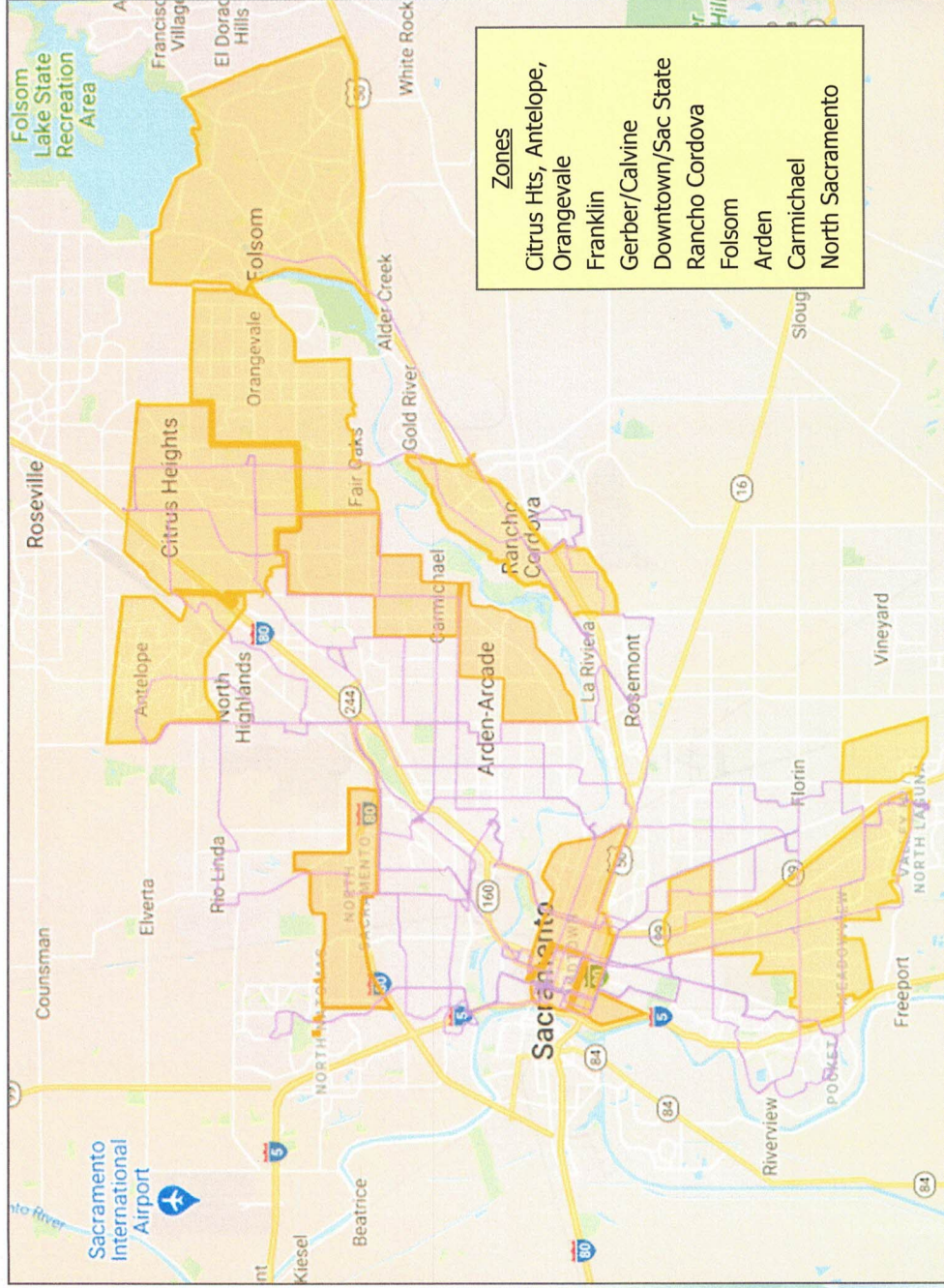
Attachments



Smart Ride Microtransit Pilot Project Update September 2020



Existing Pilot Zones



- Zones**
- Citrus Hts, Antelope, Orangevale
 - Franklin
 - Gerber/Calvine
 - Downtown/Sac State
 - Rancho Cordova
 - Folsom
 - Arden
 - Carmichael
 - North Sacramento



Smart Ride Vehicles

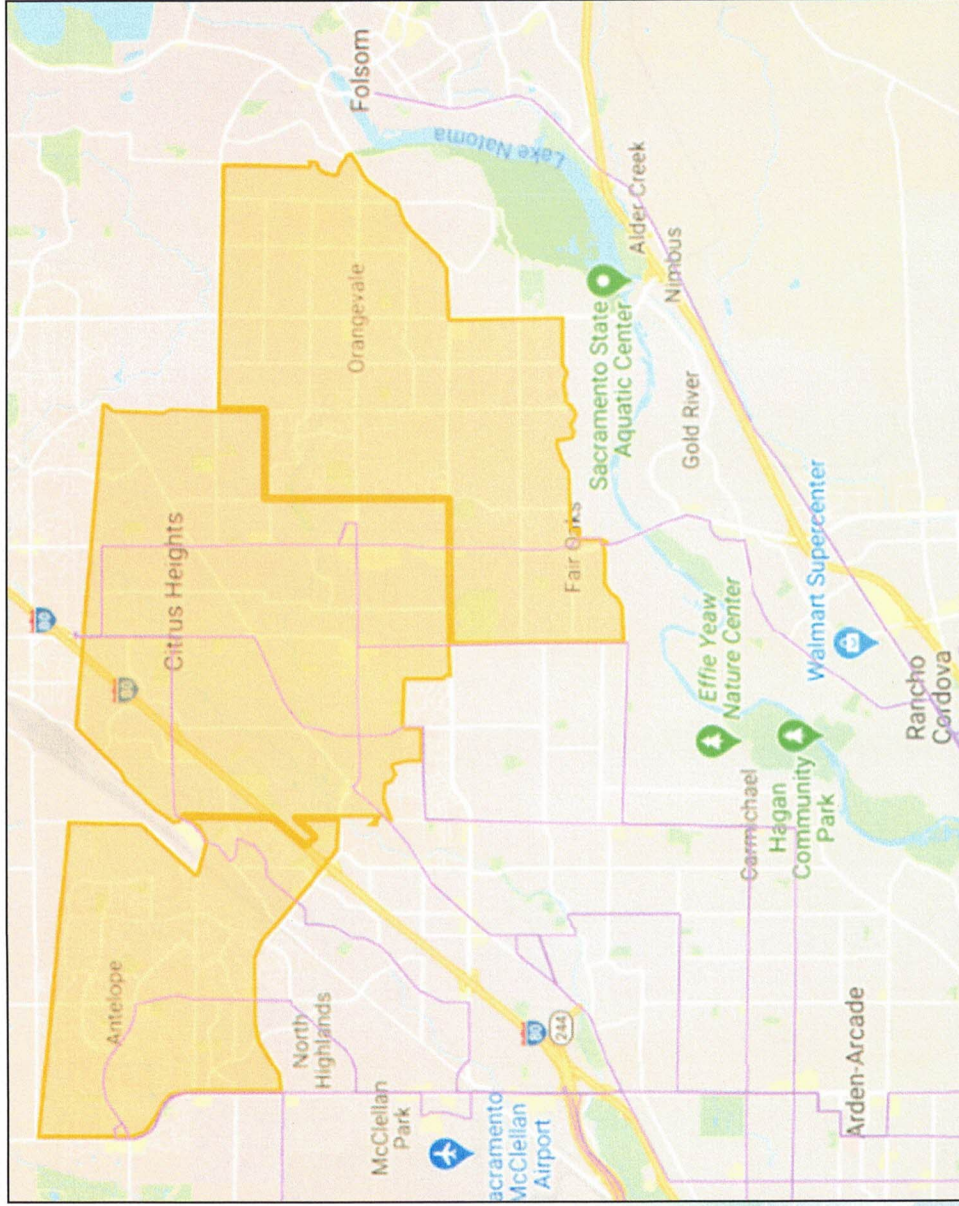


SacRT provides 45 Vehicles to the Program – all wheelchair lift/ramp equipped:

- 24 – CNG Cutaways
- 12 – Gasoline Cutaways
- 9 – Electric Vans



Citrus Heights, Orangevale, Antelope

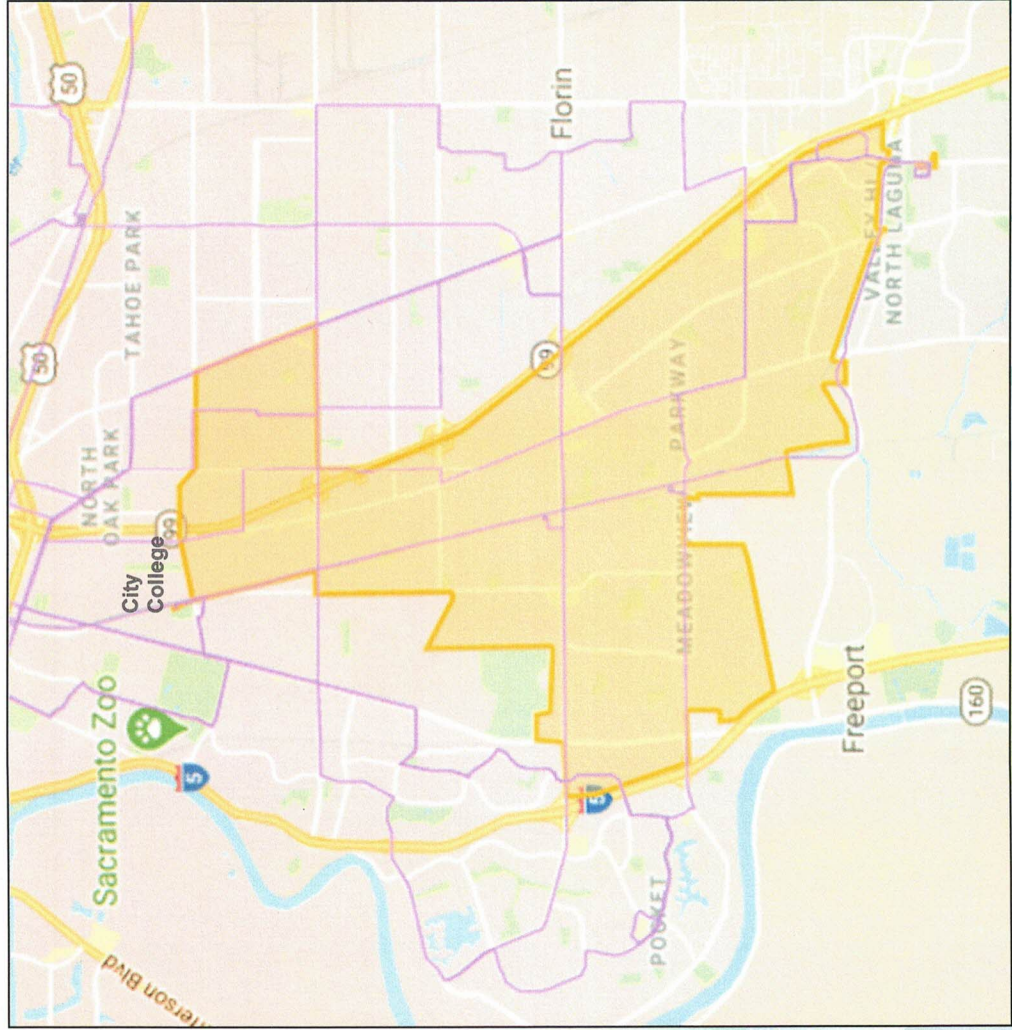


Service Area	
Square Mileage	35.8
Population	193,000
Pop per sq mile	5,391
<\$25k household income	12%
Zero-auto households	2.6%
Percent minority	34%

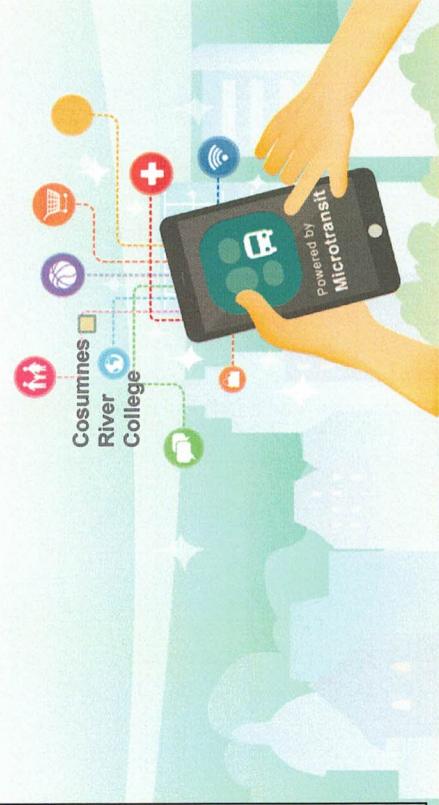


Cost is \$110 per revenue vehicle hour, based on scheduled revenue vehicle hours, effective Sept 2020
 Cost excludes 2 runs in Citrus Heights that were formerly part of City Ride and not funded by STA

Franklin – South Sacramento

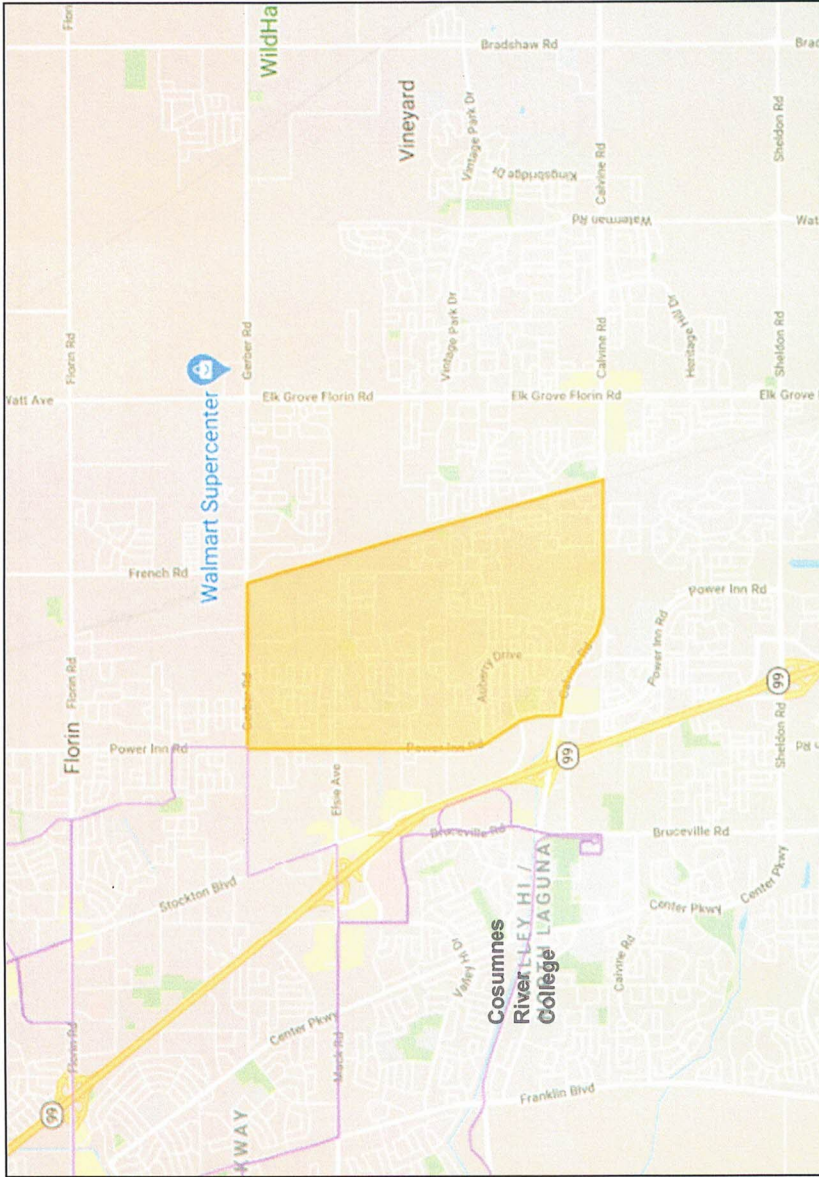


Service Area	
Square Mileage	14.1
Population	98,900
Pop per sq mile	7,014
<\$25k household income	25%
Zero-auto households	5.6%
Percent minority	86%



Cost is \$110 per revenue vehicle hour, based on scheduled revenue vehicle hours, effective Sept 2020

Gerber - Calvine

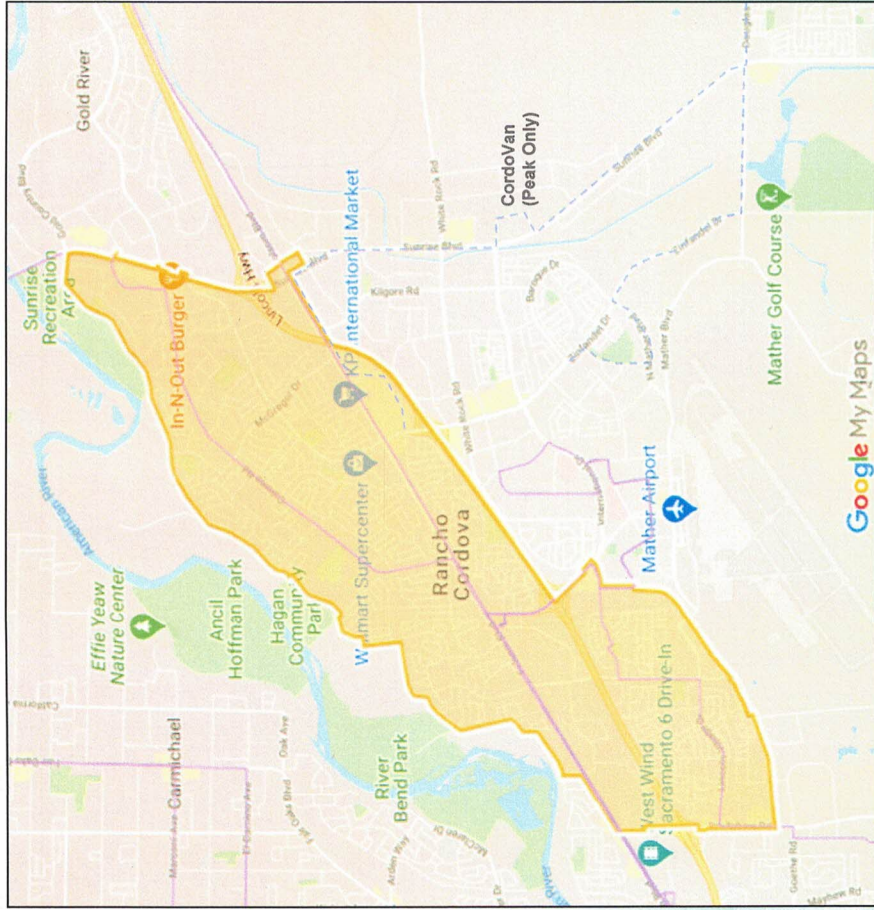


Service Area	
Square Mileage	2.4
Population	16,800
Pop per sq mile	7,000
<\$25k household income	16.1%
Zero-auto households	3%
Percent minority	81%



Cost is \$110 per revenue vehicle hour, based on scheduled revenue vehicle hours, effective Sept 2020

Rancho Cordova

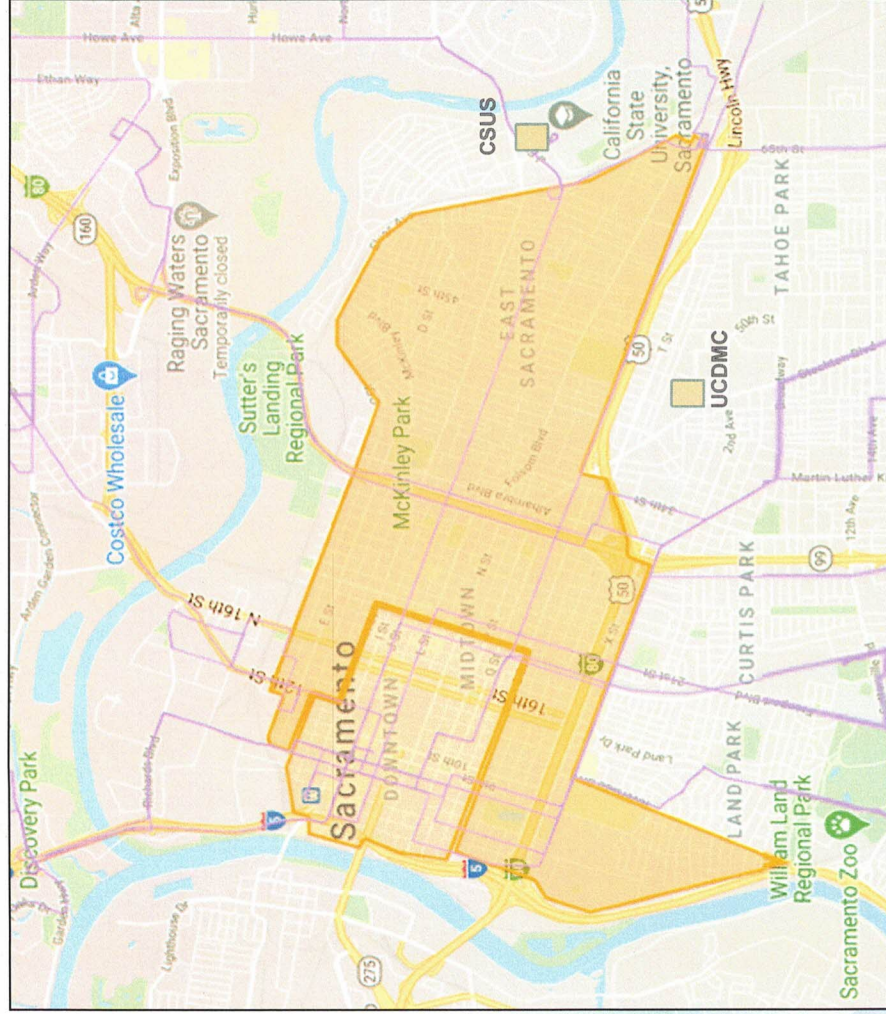


Service Area	
Square Mileage	6.9
Population	43,700
Pop per sq mile	6,333
<\$25k household income	18%
Zero-auto households	5.0%
Percent minority	50%

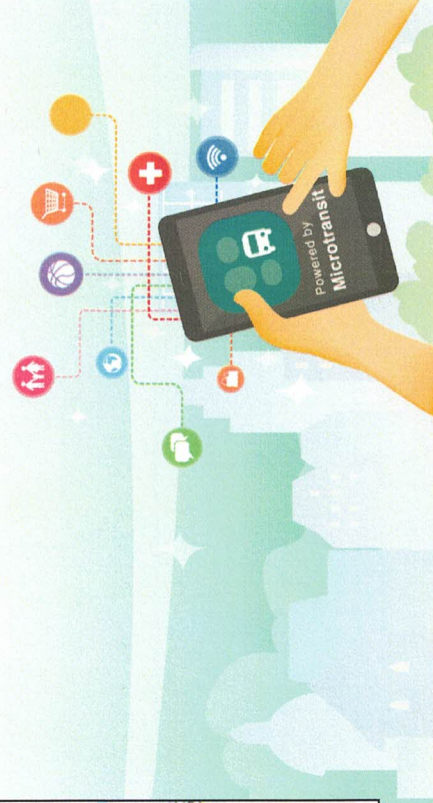


Cost is \$1.10 per revenue vehicle hour, based on scheduled revenue vehicle hours, effective Sept 2020

Downtown – Midtown – East Sacramento – Sac State

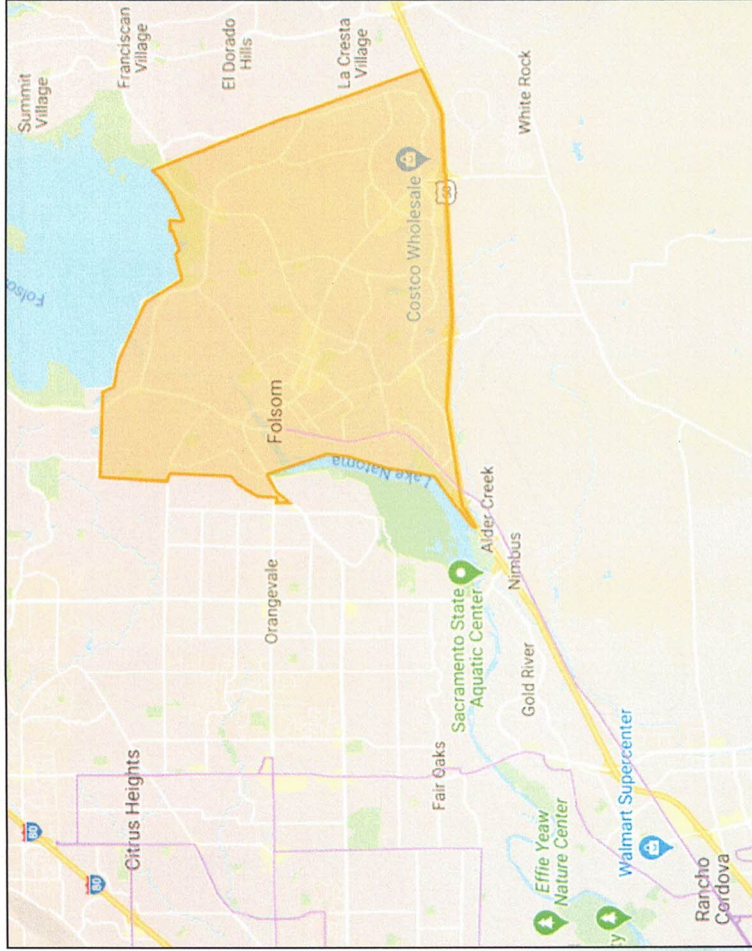


Service Area	
Square Mileage	7.2
Population	50,800
Pop per sq mile	7,055
<\$25k household income	25%
Zero-auto households	12.3%
Percent minority	41%



Cost is \$110 per revenue vehicle hour, based on scheduled revenue vehicle hours, effective Sept 2020
Also has direct service to UCDCMC and Sac State north entrance

Folsom

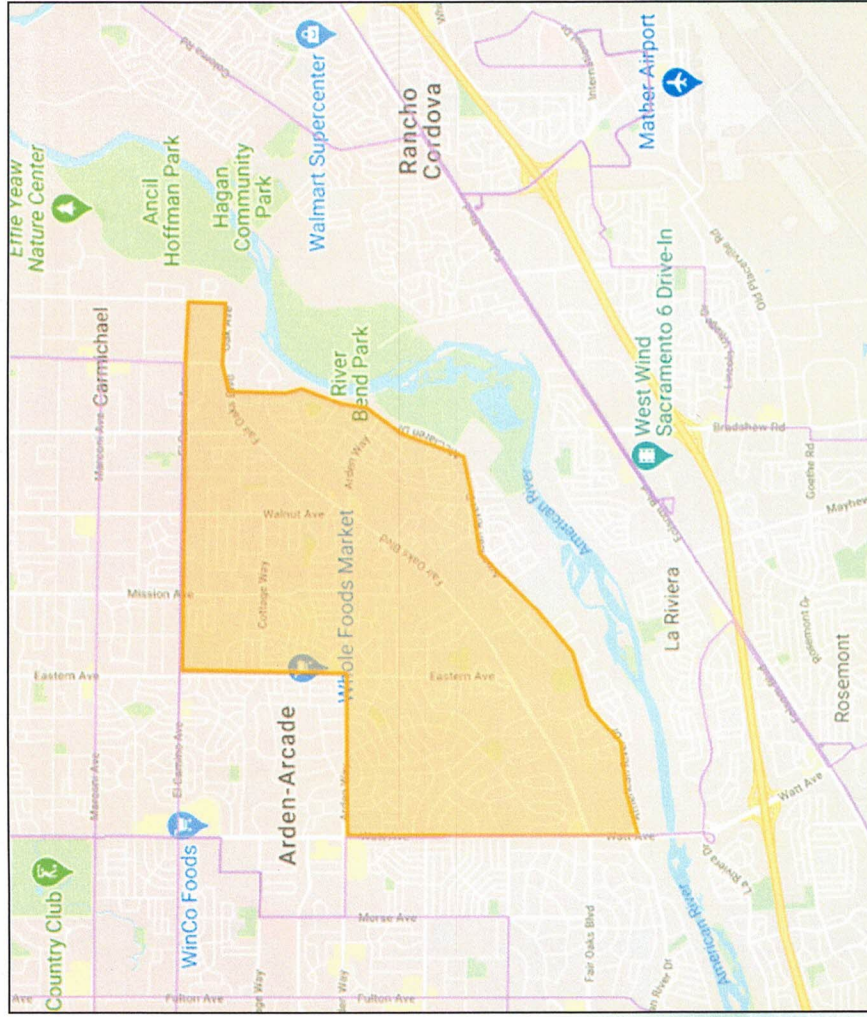


Service Area	
Square Mileage	22.5
Population	73,500
Pop per sq mile	3,266
<\$25k household income	12%
Zero-auto households	2.1%
Percent minority	39%

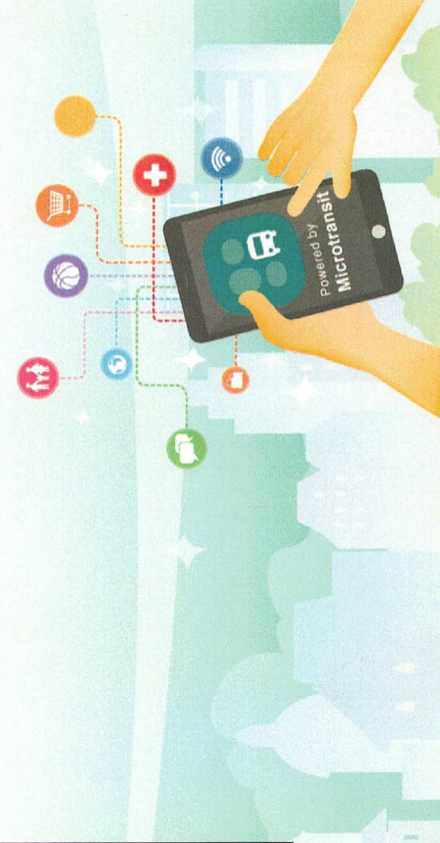


Cost is \$110 per revenue vehicle hour, based on scheduled revenue vehicle hours, effective Sept 2020

Arden

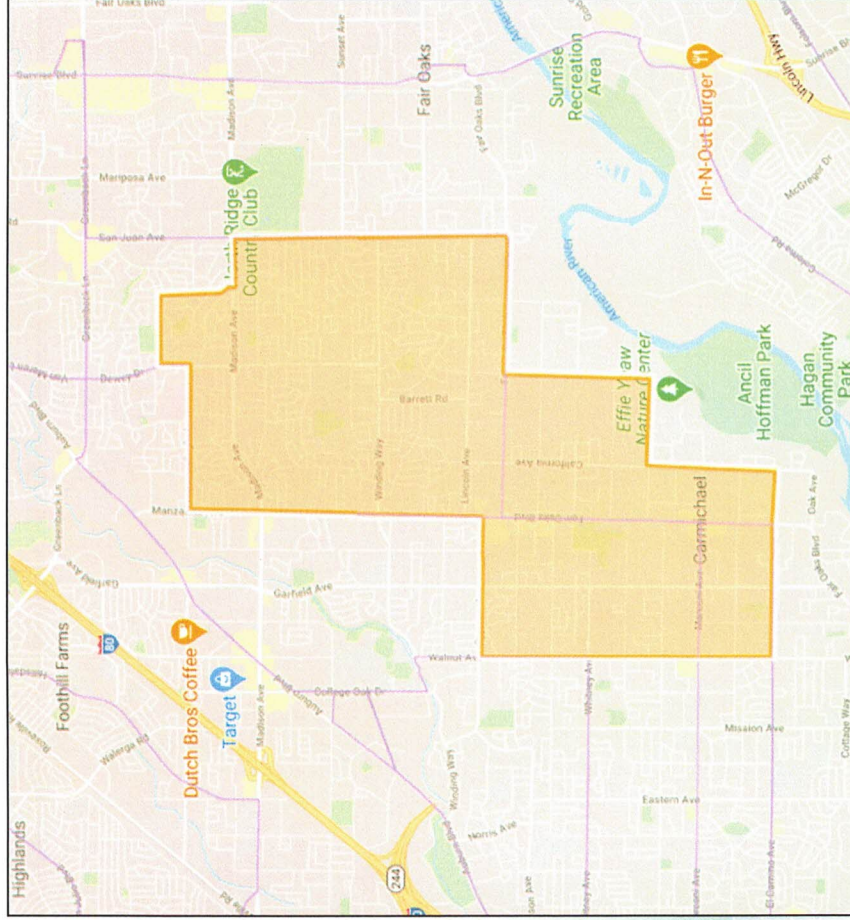


Service Area	
Square Mileage	5.0
Population	20,800
Pop per sq mile	4,160
<\$25k household income	10%
Zero-auto households	2.2%
Percent minority	24%



Cost is \$110 per revenue vehicle hour, based on scheduled revenue vehicle hours, effective Sept 2020

Carmichael

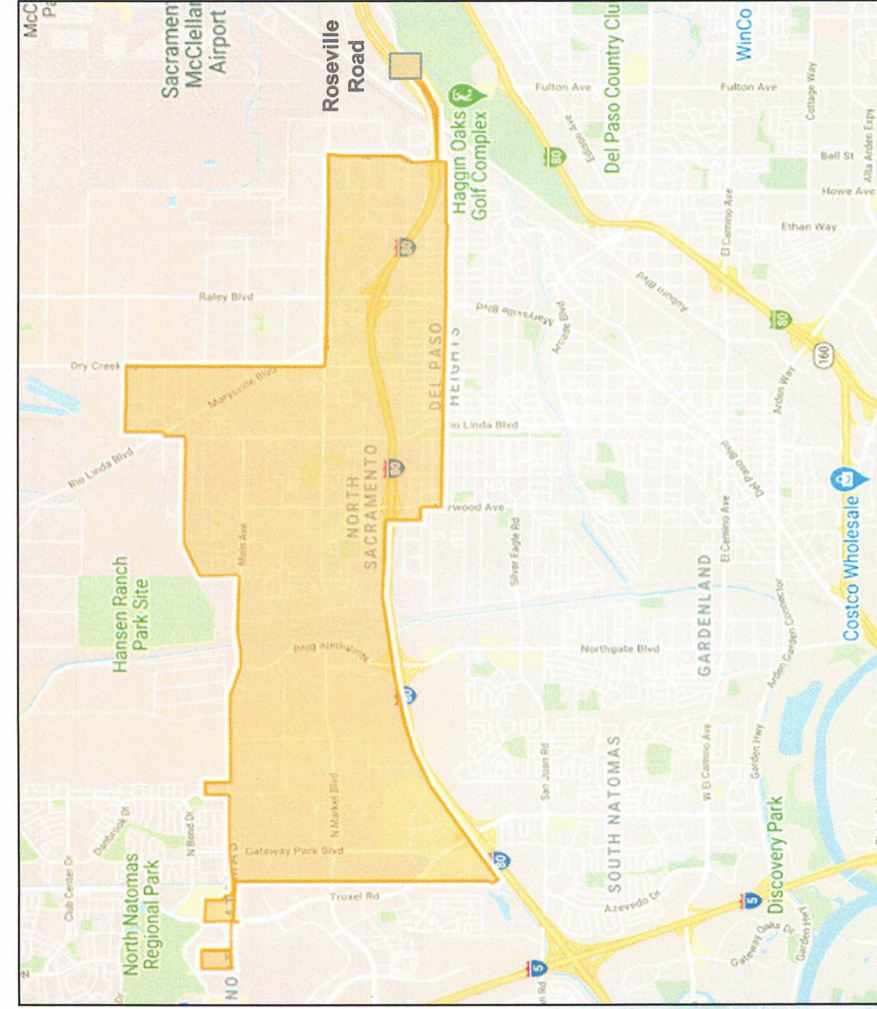


Service Area	
Square Mileage	7.4
Population	42,000
Pop per sq mile	5,675
<\$25k household income	17%
Zero-auto households	4.9%
Percent minority	28%



Cost is \$110 per revenue vehicle hour, based on scheduled revenue vehicle hours, effective Sept 2020

North Sacramento

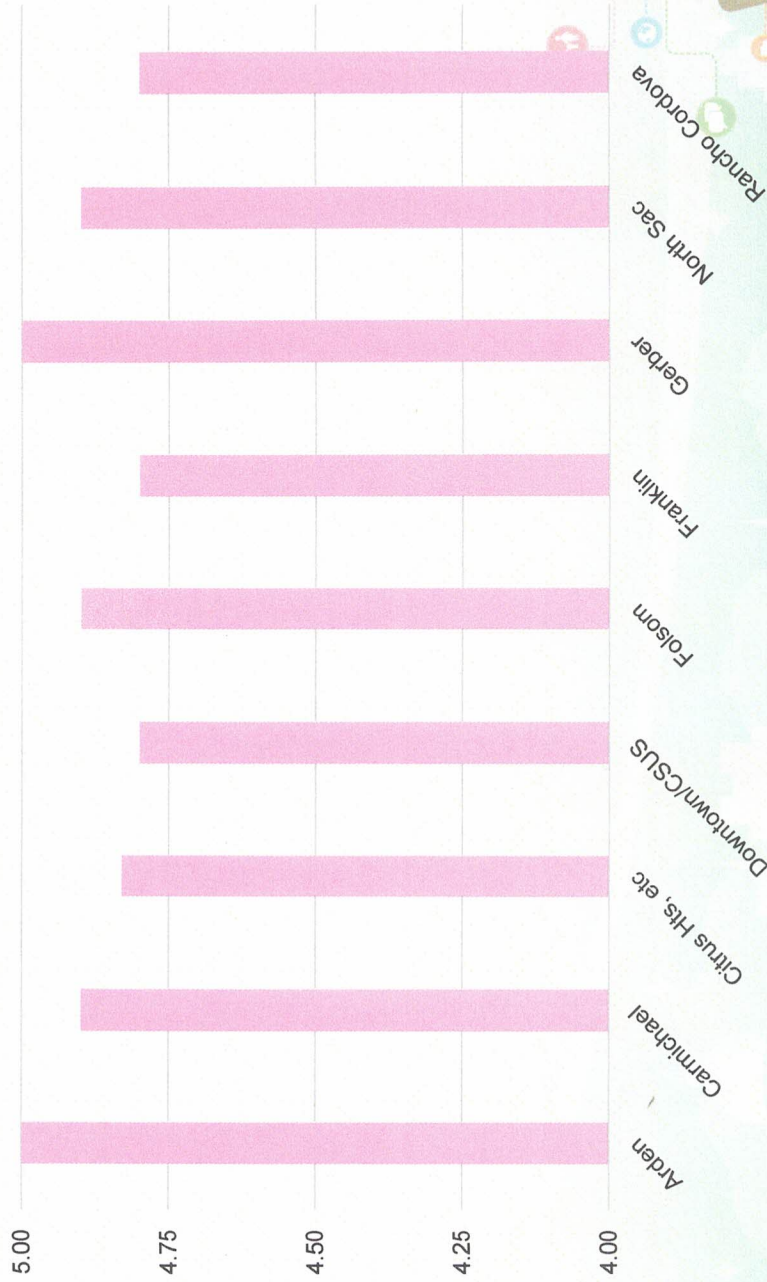


Service Area	
Square Mileage	6.4
Population	24,100
Pop per sq mile	3,765
<\$25k household income	22%
Zero-auto households	5.4%
Percent minority	80%

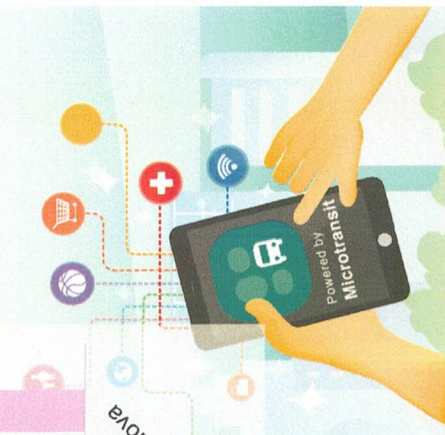


Cost is \$110 per revenue vehicle hour, based on scheduled revenue vehicle hours, effective Sept 2020

Customer Satisfaction Rating

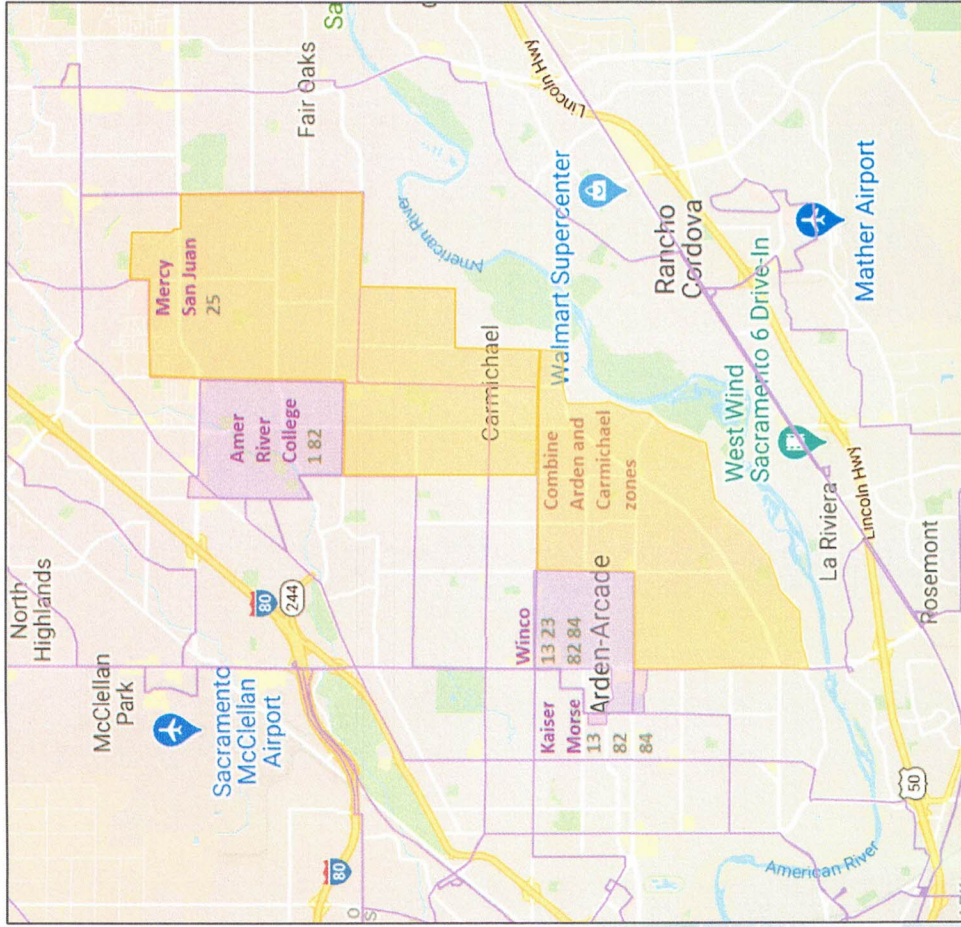


Customer satisfaction rating is on a scale of 0 to 5
 Chart y-axis is limited to 4 to 5 to show differentiation



Arden/Carmichael

(potential zone change)



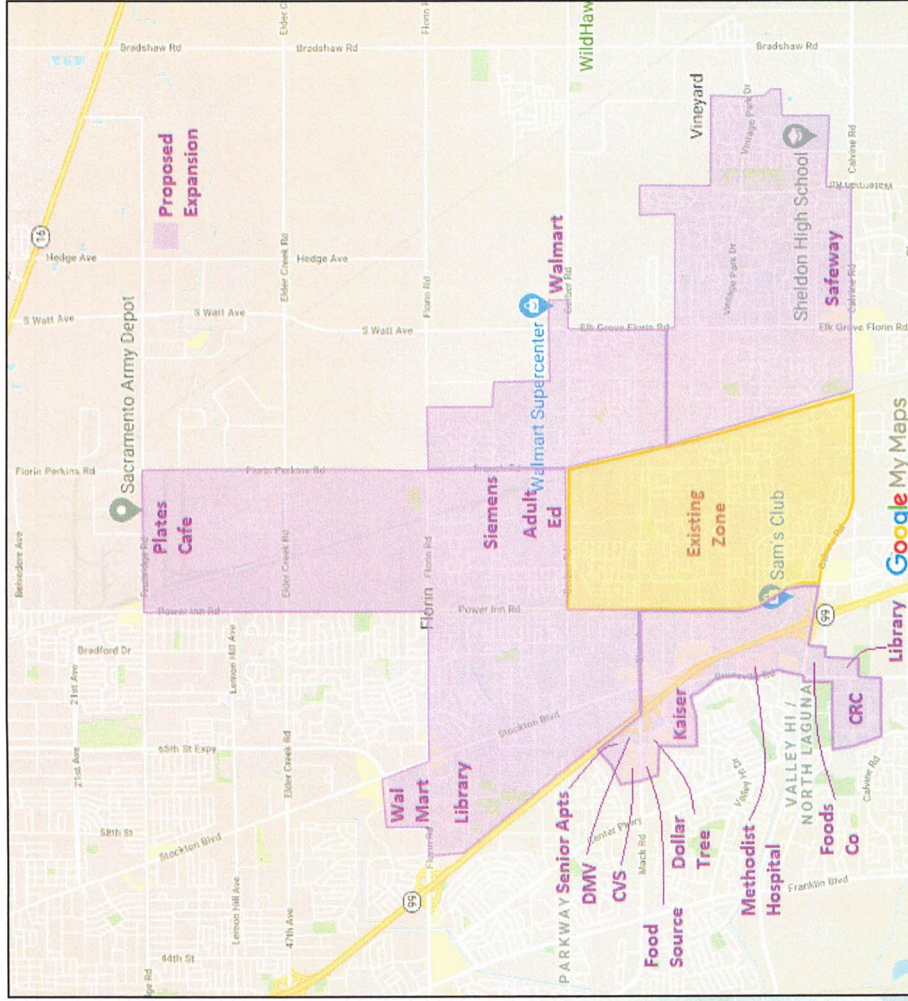
Key Stats	Existing	Proposed
Square Mileage	12.4	19.2
Population	62,800	93,600
Runs per day	4	2
Revenue hours per day	32.6	16.3
Daily boardings	14	40
Boardings per revenue hour	0.4	2.5
Cost per passenger	\$256	\$45
Cost per year	\$775,220	\$387,610
Fixed route connections	23, 25, 84	1, 13, 21, 23, 25, 82, 84

Discussion

- Combine Arden and Carmichael zones
- Use two runs for combined zone
- Saves 50% on combined cost
- Extend to Kaiser Hospital (connect to #13, 26, 84)
- Extend to Winco supermarket (connect to #13, 23, 82, 84)
- Extend to American River College (connect to #1, 82)
- 250% more riders
- \$387,000 lower cost per year

Sacramento Regional Transit **Gerber**

(potential zone change)



Key Stats	Existing	Proposed
Square Mileage	2.4	12.8
Population	16,800	73,200
Runs per day	2	2
Revenue hours per day	16.3	16.3
Daily boardings	10	40
Boardings per revenue hour	0.6	2.5
Cost per passenger	\$176	\$45
Cost per year	\$387,610	\$387,610
Fixed route connections	Blue Line 56, 67, 68	Blue Line, 51, 56, 67, 68, 81

Discussion

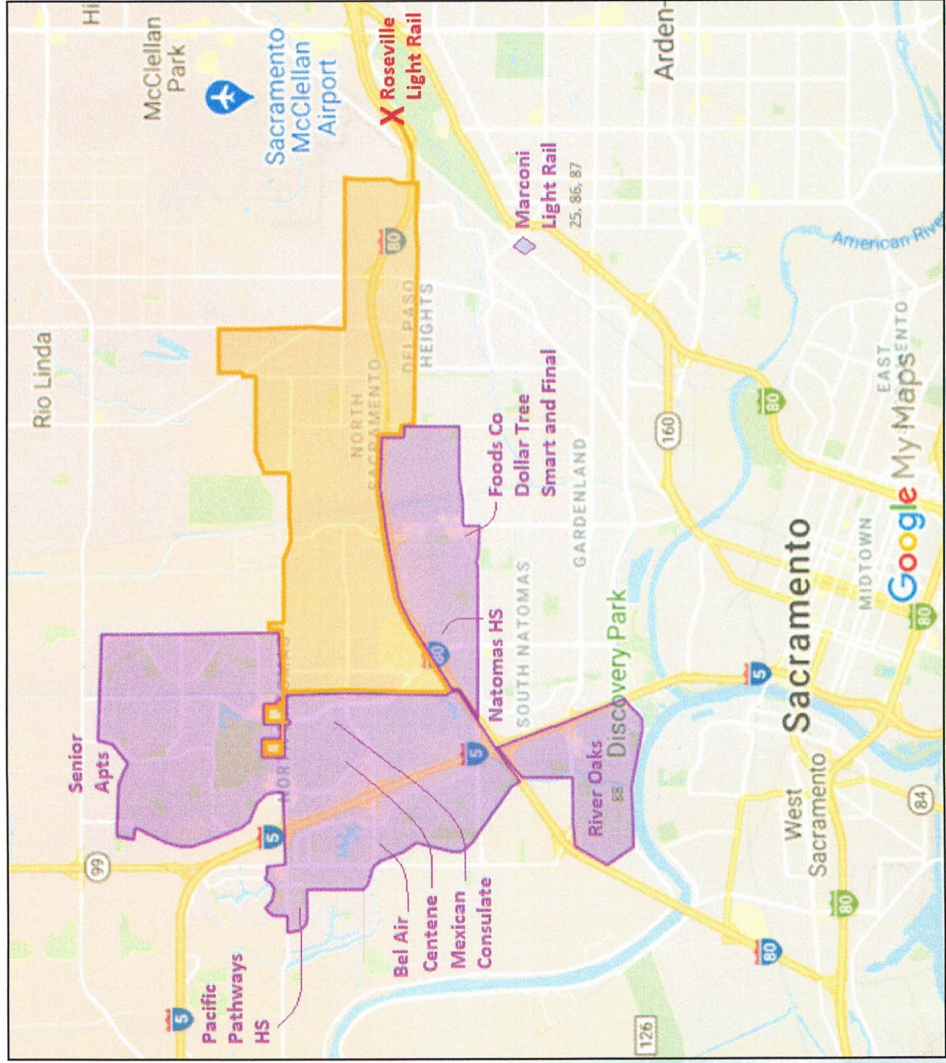
- Expand zone, keep resources unchanged
- Improve productivity, reduce cost per passenger
- Cover new low-income areas that lack fixed route bus service
- Serve Army Depot (frequent requests)
- Covers Farm to Fork development
- More destinations including two Walmarts, three supermarkets
- Direct service to Kaiser and Methodist Hospitals
- Adds service to two public libraries, Social Security, and DMV

Current zone already serves CRC and Library



North Sacramento

(potential zone change)



Key Stats	Existing	Proposed
Square Mileage	6.4	17.2
Population	24,100	99,300
Runs per day	2	2
Revenue hours per day	16.3	16.3
Daily boardings	6	40
Boardings per revenue hour	0.3	2.5
Cost per passenger	\$324	\$45
Cost per year	\$387,610	\$387,610
Fixed route connections	11, 13, 15, 19, 86	11, 13, 15, 25, 19, 86, 87, 88

Discussion

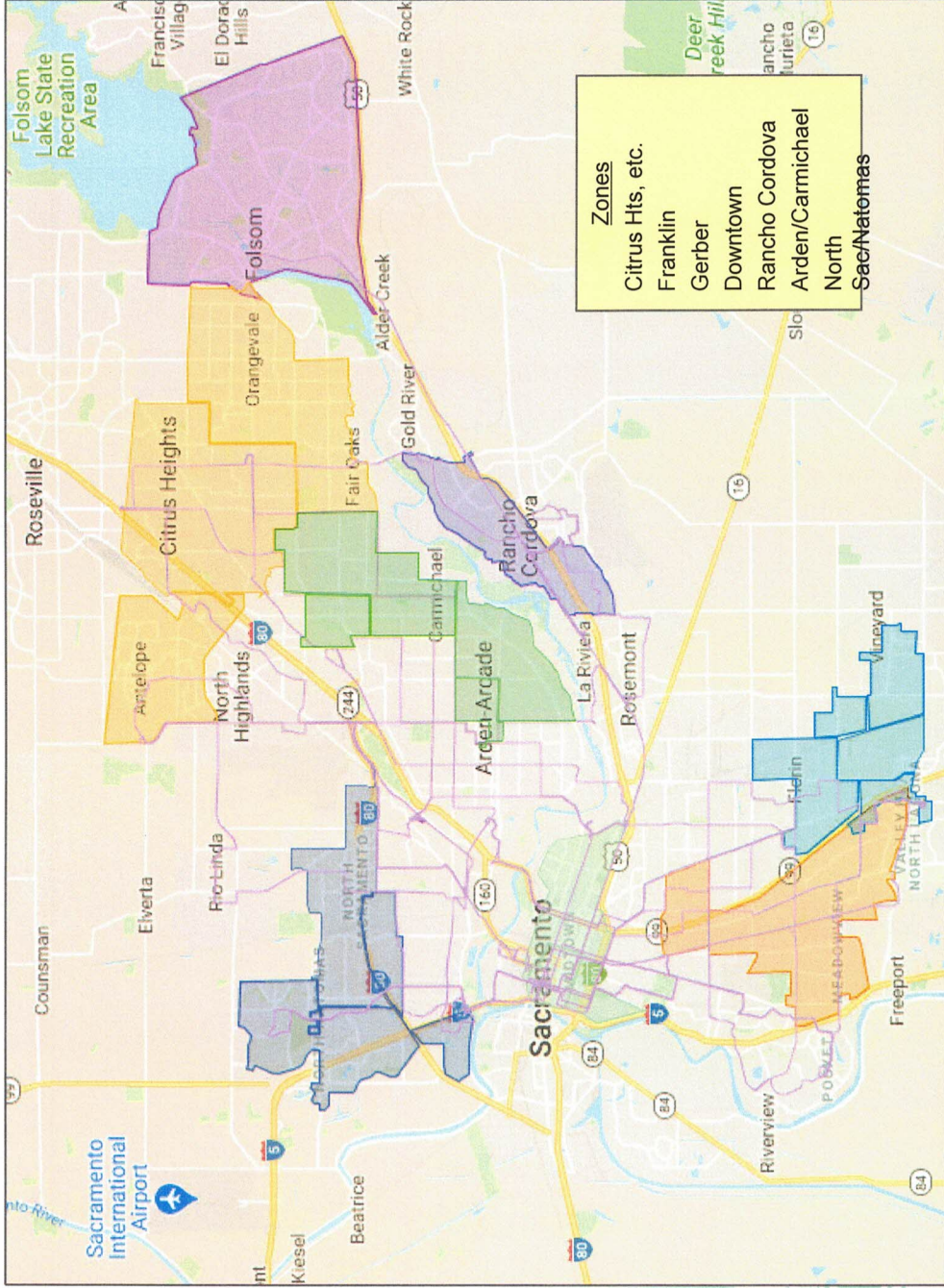
- Expand to cover most of Natomas
- Add Marconi Station (connect to #25, 86, 87)
- Discontinue service to Roseville Road light rail station
- No change to resources
- Add Bel Air and Foods Co supermarkets
- Would fill long-standing gaps to unserved areas

Potential Changes

\$5.4 - \$5.6M
per year

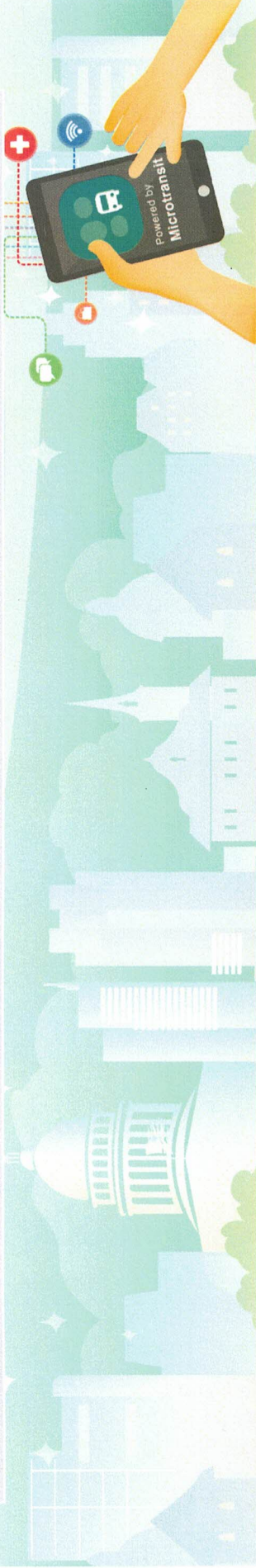
710,400
population

132
square miles



Summary of Potential Changes

Zone	Recommended Potential Changes
Citrus Heights, Orangevale, Antelope	No changes
Franklin/So Sac East	No changes
Downtown/SacState	Reduce the number of stop locations to improve boardings per revenue hour
Rancho Cordova	No changes
Arden	Combine with Carmichael zone and expand to Kaiser Hospital and Winco
Carmichael	Combine with Arden zone and expand to American River College
Folsom	No changes
North Sacramento	Expand to cover more of Natomas (no additional cost)
Gerber/Calvine	Expand to cover more of southeast Sacramento (no additional cost)
Elk Grove	Continue to discuss future zone based on available funding



Recap of the Pilot Program Funding & Spending:

Parameters of Existing Program:

- Initial program is \$12M grant
- Funds awarded to SacRT based on 10 zones, with options to grow program
- Fixed rate reimbursement, based on the zone and/or the number of vehicles

Billing Summary:

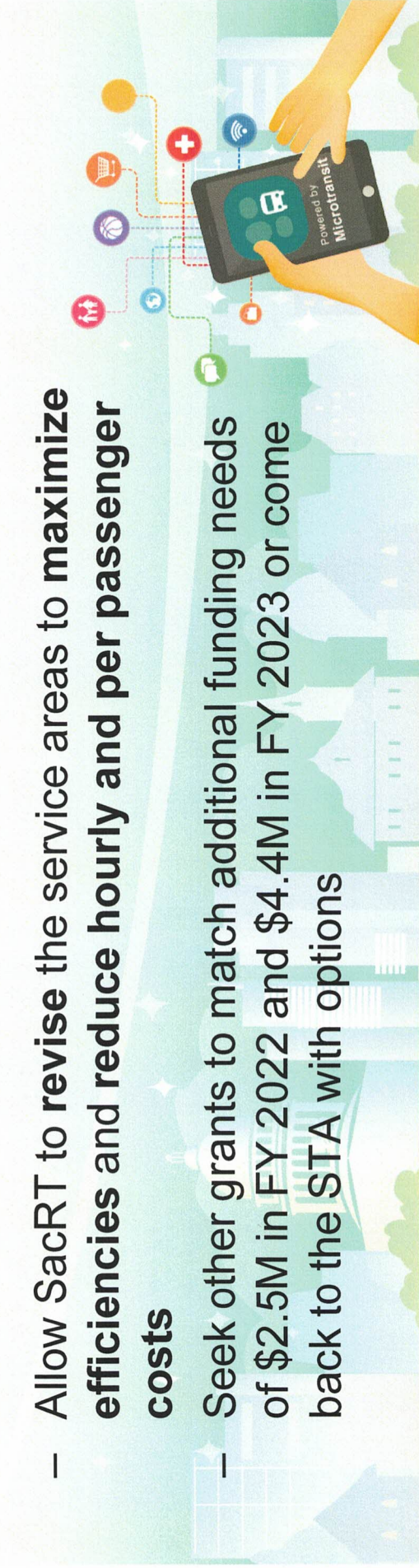
• Total Revenue: Grant Award	\$12.0M
• Less: Expenditures through 6/30/2020	<u>(4.5)M</u>
• Remaining Available through 6/30/2021 *	\$7.5M

* Note: Existing agreement ends on 6/30/2021. Estimated expenses for FY 2021, under the current program, would leave \$2.4M remaining in fund, assuming no changes.



Seeking to amend the existing agreement to continue the SmaRT Ride program success:

- Extend the program end date **two additional years**
- Increase the Grant Award Amount from **\$12M** Cap to **\$14M** Cap
- **Modify** the reimbursement **rates** to Direct Operational Hourly rate multiplied by Actual Revenue Hours
- Allow SacRT to **revise** the service areas to **maximize efficiencies and reduce hourly and per passenger costs**
- Seek other grants to match additional funding needs of \$2.5M in FY 2022 and \$4.4M in FY 2023 or come back to the STA with options



Cost Comparison: Actual vs Existing Fixed Cost

Revised Zones	Revised Billing	Existing
Orangevale, Antelope, Historic Folsom	\$1,104,456	\$750,000
Franklin Blvd, South Sacramento West	\$769,383	\$399,996
Downtown/ Midtown/East, Sac State	\$1,370,257	\$999,996
Rancho Cordova	\$399,285	\$399,996
Arden/Arcade	\$399,285	\$399,996
Sac State	\$0	\$500,004
Carmichael,American River College	\$399,285	\$399,996
Folsom	\$416,798	\$399,996
Additional SmaRT Ride (North Sacramento)	\$399,285	\$399,996
Additional SmaRT Ride (Gerber/Calvine)	\$399,285	\$399,996
Total Annual Estimated Cost	\$5,657,319	\$5,049,972

Note: The first year's revised billing is a slight increase under this methodology, but there is more coverage. Furthermore, in years 2 & 3, we anticipate reducing the costs through improved scheduling. Additional funding will be required to expand. SacRT will continue to work with Elk Grove to establish a zone and funding.

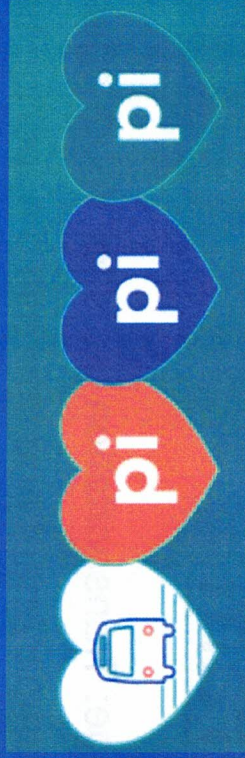


**Thank you STA Board for
your support and vision!**

Questions?



YOUTH TRAVEL TRAINING: MOVING YOUTH TO JOBS



Presented by: Paratransit, Inc.

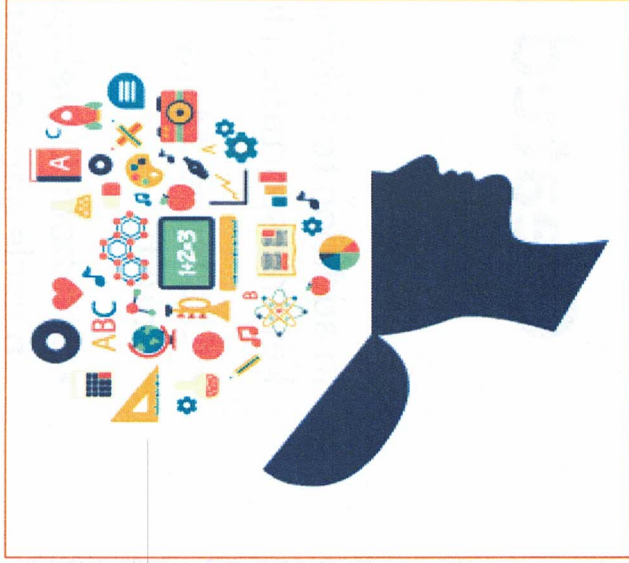
History of the Moving Youth to Jobs Program

- Challenge: Transportation gaps for Youth ages 16 - 24 create barriers to obtaining gainful employment and internship opportunities
- Solution: In 2017 Paratransit, Inc. participated in a nine month Civic lab process conducted by SACOG and created Moving Youth to Jobs
- In 2018 STA funded this program from the Neighborhood Shuttle program, and with this funding the program became the first Civic Lab project funded and operational
- From the start in 2018 to present, Paratransit, Inc. has presented key curriculum to over a thousand youth and young adults and worked one on one with over 100.



What is the Moving Youth to Jobs Travel Training Program?

Travel Training is one-on-one expert training on the use public transit, Smart Ride and Jump Bike and Scooters (Bike and Scooter training is only for participants over age 18)



Travel Training curriculum includes:

- Downloadable applications training
 - Trip planning
 - Time Management
 - Back-up plan training
 - Safety awareness
- Training on the different transit systems and their services



Created a Key Transportation Literacy Curriculum

In addition to solving the one on one training needs, this program has developed a key transportation literacy program for young adults

- **Challenge:** Many young adults are unaware of the transportation options in the County
- **Solution:** Development of a program that teaches youth about all of the transit, bicycle and pedestrian programs available in Sacramento County
 - Focuses on Safety, having a second way home, and fiscal implications of transportation
 - Highlights key partnerships and programs such as Ryde Free RT
 - Connects the need for transportation to other challenges in the region important to youth such as housing access and air quality

Moving Youth to Jobs Program Stats 2018/2019 – March 2020 (Pre-COVID 19)

- Group Presentations - 41
- Students & Young Adults Instructed on Transportation Literacy in Group Setting – 935
- Number of One on One Trainees – 112
- Youth Internships delivering the program – 4

Community Partners

- JUMA
- 3 Strands Global Foundation
- Aspiranet
- Sacramento City Unified School District
- Twin Rivers Unified School District
- Sacramento Regional Conservation Corps
- Pride Industries
- Hire to Hired
- Community Self-Referrals
- Sacramento Job Corps
- Elk Grove Unified School District
- City of Sacramento WIOA Program
- Choices Charter School
- Goodwill WIOA Program
- Cities of Elk Grove and Sacramento



Highlights of the Program Pre-COVID

- Significant Program Expansion in Geographic Coverage and Participation
 - This program has grown from a test program in Elk Grove to a truly countywide program with representation in each jurisdiction
- High Adoption Rate
 - The program has grown fast with a high retention rate from referral to participation and overwhelmingly positive participant feedback in surveys and follow-up



The Reality of COVID-19

With transportation restricted to essential service only and schools distance learning, the program had to re-invent itself.

- Re-imagined the curriculum to be online and still interactive
- Gauged interest from participating agencies
- Focus on safety
- Interest in more than just access to jobs with increasing focus on access to volunteering

Strong need to continue to offer ways for youth to connect with others

Key focus: For the majority of our the youth we serve, public transportation is their only means of sustaining employment and obtaining essential goods and services



Result: Virtual Travel Training to Move Youth to Jobs and Connect them to the Community

Focus: Learning how to use public transportation and downloadable applications to achieve independence safely through technical communication platforms. The curriculum now includes:

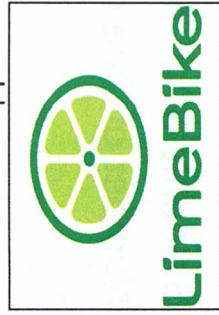
- Learning through different platforms
 - Zoom
 - Google Hangouts
 - Google Duo
 - Phone Calls
 - Emails
- Knowledge of what's happening within the transit systems and their changes in hours of operation, routing and health and safety requirements (such as masks and social distancing)
- COVID-19 and Center for Disease Control website training
- Knowledge of how to remain safe and healthy while using public transportation
- Environmental safety
- Maintaining active employment and obtaining essential goods and services



A sample of the Curriculum on Applications and Websites



Transit App



Lime Bike



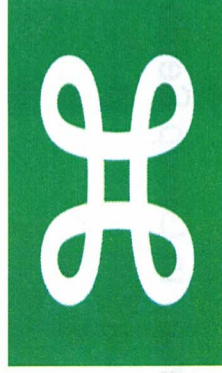
Smart Ride



Miles App



Youth Community & Connect



Miles App

Throughout the virtual training process, we walk the trainees through each and every application and website. Paratransit, Inc.'s professional Travel Trainers provide training on current information regarding the CDC regulations in accordance with California State Laws



Moving Youth to Jobs Program Stats April, 2020 to Current (During COVID 19)

- Group Presentations - 23
- Students & Young Adults Instructed on Transportation Literacy in Group Setting – 132
- Number of One on One Trainees – 35

Community Partners

- JUMA
- 3 Strands Global Foundation
- Aspiranet
- Sacramento City Unified School District
- Twin Rivers Unified School District
- Sacramento Regional Conservation Corps
- Pride Industries
- Hire to Hired
- Community Self-Referrals
- Sacramento Job Corps
- Elk Grove Unified School District
- City of Sacramento WIOA Program
- Choices Charter School
- Goodwill WIOA Program
- Cities of Elk Grove and Sacramento
- **New Partner** – Community Against Sexual Harm



Moving Youth to Jobs Program Stats April, 2020 to Current (During COVID 19)

- The move to Virtual Training has been adopted quicker than expected with Year to Date trainings outpacing Pre-COVID levels
- Youth are embracing the use of technology which allows them to access the information and training on a schedule and format best suited to their needs
- We have retained all community partners and are continuing to expand agencies interested in collaborating
- As COVID restrictions ease, the program is adopting a hybrid model:
 - On-line meetings and education to teach literacy and program development
 - In field travel to assist with learning the routes and other safety considerations



What's Next: A Sneak Peak at Where's Wyatt

Paratransit Inc. wants to make it easier for more youth to meet Wyatt Mallory, our Mobility Options Coordinator (Youth Programs) , so we have created the Where's Wyatt Blogs.



Where's Wyatt?

Wyatt will be traveling throughout our great region and experience what the great County of Sacramento has to offer our youth. He will give youth an inside view of the transportation options available and an insiders account of staff from Paratransit, Inc and other Transit Agencies as well as highlighting community engagement projects. The blog will be available on the Paratransit website as well as our social media platforms and will allow youth to follow Wyatt and tag their adventures with a pin drop emoji. The goal is to highlight how to get out and about in the County and to create a new interactive network for youth to not only follow Wyatt but share adventures they have taken by learning to navigate the system themselves.

