



A G E N D A

Sacramento Transportation Authority Sacramento Abandoned Vehicle Service Authority (SAVSA)

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

THURSDAY

August 12, 2021

1:30 PM

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

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

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

Live Meeting comment

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Continued on back side →

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Sacramento Abandoned Vehicle Service Authority

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

Written comment

- Send an email comment to BoardClerk@saccounty.net. Include meeting date and agenda item number or off-agenda item. Contact information is optional.
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- Written comments are distributed to members, filed in the record, and will not be read aloud.

VIEW MEETING

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MEETING MATERIAL

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ACCOMMODATIONS

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CALL TO ORDER / ROLL CALL / PLEDGE OF ALLEGIANCE

COMMENT ITEMS

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

AGENDA

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Sacramento Abandoned Vehicle Service Authority

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2. Executive Director's Report *Sabrina Drago*

CONSENT ITEMS

3. Approve Action Summary: June 17th, 2021 STA Governing Board Meeting ◀ *Jennifer Doll*
4. SacMetro Freeway Service Patrol Status Report—4th Quarter Fiscal Year 2021 *Jennifer Doll*
5. SacMetro Freeway Service Patrol Tow Vendor Contract Amendments ◀ *Jennifer Doll*
6. Budget To Actual Report – 3rd Quarter Fiscal Year 2021 *Timothy Jones*
7. STA Pay Rate Schedule ◀ *Sabrina Drago*
8. Measure A Definitions of Eligible Expenditures Update ◀ *Sabrina Drago*

SEPARATE ITEMS

9. Sacramento Abandoned Vehicle Service Authority Sunset 2022 Status Update *Jennifer Doll*
10. Comments Of Authority Members *All*

◀ 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 Sabrina Drago at (916) 323-0080 or sabrina@sacta.org.



AUGUST 12, 2021

AGENDA ITEM # 2

EXECUTIVE DIRECTOR'S REPORT

Action Requested: Receive and File

Key Staff: Sabrina Drago, Executive Director

Active Survey for Potential 2022 Ballot Measure

Per Board approval, staff are actively working with FM3 to conduct a countywide phone survey about a potential 2022 ballot measure. Staff anticipates FM3 presenting the findings at the September Governing Board meeting.

Updates to the STA Website

As part of the increase in public outreach, staff received three bids and ultimately selected Badfish Creative, a subsidiary of FSB Public Affairs who is conducting the public outreach. Staff anticipates the newly formatted, ADA compliant website to go live in early September.

I TOC Committee Member Replacement

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

CAPTI has been Finalized and Adopted

The Climate Action Plan for Transportation Infrastructure (CAPTI) has been released, finalized and adopted by the California State Transportation Agency (CalSTA). This plan lays the framework for how California will invest in transportation in the future. This plan was in response to several Executive Orders issued by the Governor to reduce Greenhouse Gases (GHG's) and accelerate California's transition away from fossil fuels.

Funding for this plan will be generated from SB1, with a \$5B annual program, including:

- \$223m for Active Transportation
- Variable amount (\$175m estimated for 2022) for Interregional Transportation Improvement Program
- \$200m for Local Partnership Program (STA is the Nominating Agency locally for this program)
- \$250m for Solutions for Congested Corridors
- \$4.2B for State Highway Operations & Protection Program
- \$300m for Trade Corridor Enhancement Program
- \$275m for Transit & Intercity Rail Capital Program

Staff will continue to work with CalSTA, other Self Help Counties and the PAG on potential changes to programming and eligibility of projects and impacts to Measure A matching funds and other local monies.

Infrastructure Investment and Jobs Act

As of August 4, the Senate had approved taking up the Act and is in the process of recommending and debating amendments. Any updates beyond that will be verbally discussed at the August 12th Governing Board meeting.

The Act they are discussing currently includes \$550B in new spending over the next five (5) years. This includes:

- \$110B in roads, bridges and major projects. This package preserves the 90/10 split of federal aid/state matches.
- \$66B in passenger and freight rail.
- \$11B in safety programs on highways, pedestrian programs and pipeline safety.
- \$39.B in public transit.
- \$7.5B in electric vehicle charging.



AUGUST 12, 2021

AGENDA ITEM # 3

APPROVE ACTION SUMMARY: JUNE 17, 2021 STA GOVERNING BOARD MEETING

Action Requested: Approve

Key Staff: Jennifer Doll, Special Programs Manager

Recommendation

Approve the attached Action Summary of the June 17, 2021 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

JUNE 17, 2021

1:30 PM

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

(Members Singh-Allen, Spease and Terry were not present)

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

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CALL TO ORDER / ROLL CALL / PLEDGE OF ALLEGIANCE

COMMENT ITEMS

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

1:36 PM Board Action: No public comments were made.

2. Executive Director's Report

1:37 PM Board Action: Executive Director Sabrina Drago provided an update regarding the Decennial Review update, the update was reviewed by all City Councils and the County Board of Supervisors and will be incorporated into the second decennial period of the Measure A Plan, announced that the Independent Taxpayer Oversight Committee is accepting applications to fill a vacant committee seat, and that the Sacramento Transportation Authority (STA) staff are drafting a policy to utilize Smart Growth Incentive Program (SGIP) funds as a match for partner agencies for the Sacramento Area Council of Governments (SACOG) Community Design Grant program to be considered for approval by the STA Board in August. Ms. Drago thanked Special Programs Manager Jennifer Doll and the Freeway Service Patrol for their excellent service to the public during the recent SR99 closure, that the Authority is reviewing and updating the Sacramento Transportation Authority Personnel Rules and Regulations and provided an update regarding the Governor's May revise of the State Budget including an \$11 billion recommendation for transportation projects.

CONSENT ITEMS

1:42 PM Board Action: Jay Schenirer/ Rich Desmond - Approved the Consent Matters, Items 3 through 12, as recommended with the exception of Item 11.

AYES: Rich Desmond, Sue Frost, Eric Guerra, Jeff Harris, Mike Kozlowski, Patrick Kennedy, Steve Miller, Don Nottoli, Paul Sandhu, Jay Schenirer, Phil Serna, Katie Valenzuela, Mai Vang

NOES: (None)

ABSTAIN: (None)

ABSENT: Bobbie Singh-Allen, Kevin Spease, Donald Terry

RECUSAL: (None)

(PER POLITICAL REFORM ACT (§ 18702.5.))

1:42 PM Board Action: PLEASE SEE ITEM 11 FOR BOARD ACTION.

3. Approve Action Summary: May 13, 2021 STA Governing Board Meeting

1:42 PM Board Action: Approved as recommended.

4. Approve The SacMetro Freeway Service Patrol—Caltrans FSP18SB1 Fund Transfer Agreement Amendment

1:42 PM Board Action: Approved as recommended.

5. Approve Amendments To The Current SacMetro Freeway Service Patrol Contracts

1:42 PM Board Action: Approved as recommended.

6. Approve The Selection And Contract For The SacMetro Freeway Service Patrol Zones 3 And 4

1:42 PM Board Action: Approved as recommended.

7. Approve The Selection And Contract For A Consultant To Conduct Public Surveys

1:42 PM Board Action: Approved as recommended.

8. Notice Of Selection Of A Consultant To Perform Public Outreach

1:42 PM Board Action: Received and filed the report.

9. Measure A 3rd Quarter Fiscal Year 2021 Capital Project Status Reports

1:42 PM Board Action: Received and filed the report.

10. Adopt Appropriations Limit For Fiscal Year 2021-22

1:42 PM Board Action: Approved by Resolution No. **STA-21-0001**.

11. Approve Allocation And Expenditure Contract For The Capital SouthEast Connector Authority

1:45 PM Board Action: Jeff Harris/ Mike Kozlowski - Approved the allocation and expenditure contract with the Capital SouthEast Connector Authority for environmental mitigation funding of the Cosumnes River Permanent Open Space Preserve using Smart Growth Incentive Program funds.

AYES: Rich Desmond, Sue Frost, Eric Guerra, Jeff Harris, Mike Kozlowski, Patrick Kennedy, Steve Miller, Don Nottoli, Paul Sandhu, Jay Schenirer, Phil Serna, Mai Vang

NOES: Katie Valenzuela

ABSTAIN: (None)

ABSENT: Bobbie Singh-Allen, Kevin Spease, Donald Terry

RECUSAL: (None)

(PER POLITICAL REFORM ACT (§ 18702.5.))

12. Approve The Selection And Contract For An Independent Financial/Compliance Auditor

1:42 PM Board Action: Approved as recommended.

SEPARATE ITEMS

13. Adopt STA Final Budget For Fiscal Year 2021-22 (Continued From May 13, 2021; Item No. 6)

1:51 PM Board Action: Steve Miller/ Rich Desmond - Chief Financial Officer Tim Jones provided an update regarding the Fiscal Year 2021-2022 budget including a few minor editorial revisions and incorporating the updated appropriations limits for Fiscal Year 2021-2022. Adopted Resolution No. **STA 21-0002** approving the Fiscal Year 2021-2022 Budget.

AYES: Rich Desmond, Sue Frost, Eric Guerra, Jeff Harris, Mike Kozlowski, Patrick Kennedy, Steve Miller, Don Nottoli, Paul Sandhu, Jay Schenirer, Phil Serna, Katie Valenzuela, Mai Vang

NOES: (None)

ABSTAIN: (None)

ABSENT: Bobbie Singh-Allen, Kevin Spease, Donald Terry

RECUSAL: (None)

(PER POLITICAL REFORM ACT (§ 18702.5.))

14. Sacramento Abandoned Vehicle Service Authority Sunset 2022 Status Update

1:55 PM Board Action: Special Programs Manager Jennifer Doll provided an update regarding continuing the SacMetro Abandoned Vehicle Service Authority (SAVSA) program beyond the April 2022 sunset date, cost breakdown for polling and ballot public outreach, and reserve and cost allocation information to place the tax measure on the ballot.

15. Comments Of Authority Members

2:10 PM Board Action: No member comments were made.

Adjourned at 2:11 p.m.

Respectfully Submitted,



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



AUGUST 12, 2021

AGENDA ITEM # 4

SACMETRO FREEWAY SERVICE PATROL STATUS REPORT
4TH QUARTER FISCAL YEAR 2021

Action Requested: Receive and File

Key Staff: Jennifer Doll, Special Programs Manager

SacMetro FSP provided 9,403 assists and 111 motorists completed the online survey during the fourth quarter of FY 2020/21. Total assists are up 16% from the same period last year.

Table with 3 columns: Types of Problems, Response Times, Service Rating. Includes icons for a traffic cone, a clock, and a smiley face.

The greater Sacramento area roadways are covered with large California Department of Transportation (Caltrans) projects. Being a partner with Caltrans SacMetro FSP can be deployed for special construction coverage as part of traffic management plans (TMP) for major construction projects.

21st Avenue Bridge Deck Replacement
Due to the scale of the project and the limited timeframe for completion; four (4) of the FSP flatbed tow trucks provided an additional 51.5 hours of additional FSP service between normal FSP operating hours. There were 224 FSP assists during the additional FSP service hours. Caltrans and CHP applauded the professional service provided by FSP Contractor, Sierra Hart Auto Service, Inc.
Sac Interstate 5 Corridor Enhancement
One (1) FSP flatbed tow truck began providing weekend coverage Saturday, June 19th and is schedule to continue weekend coverage until the end of August.



AUGUST 12, 2021

AGENDA ITEM # 5

SACMETRO FREEWAY SERVICE PATROL TOW SERVICE CONTRACT AMENDMENT

Action Requested: Authorize Executive Director

Key Staff: Jennifer Doll, Special Programs Manager

Recommendation

Authorize Executive Director to execute an Amendment to all current tow company contracts regarding FSP construction coverage.

Background

The SacMetro Freeway Service Patrol (FSP) Program is a joint effort between the Sacramento Transportation Authority (STA), the California Department of Transportation (Caltrans) and the California Highway Patrol (CHP).

The FSP program is to assist in transportation system management efforts, provide traffic congestion relief, reduce traffic accidents and expedite the removal of freeway impediments. FSP activities are integrated with existing incident and traffic management operations to maximize public benefit, of which, can include providing special construction coverage as part of traffic management plans (TMP) for major construction projects.

Discussion

At the June 2021 Board meeting, staff brought attention to the increasingly common request for FSP coverage on Caltrans' construction projects. A request that is outside the primary scope of services therefore creating additional operational hardships, including overtime, on the FSP program and its Contractors. At the request of staff, to adequately compensate for the additional service, the Board authorized amending the FSP construction compensation rate in all current tow company contracts with the following: Base Rate—One and one-half times the hourly contracted rate and Overtime Rate—Double time of the hourly base rate (with FSP management approval).

Further discussion on the topic with the CHP field supervisors, FSP Contractors and staff, it became clear that basing the FSP construction coverage rates on the contracted rate was penalizing the FSP Contractors. A non-FSP contractor can adjust their hourly rates on a project-by-project bases, allowing for rate adjustments for enhanced services. For example, in the greater Sacramento area these services and rates align with the CHP Rotation Tow program. A program similar to FSP that facilitates the safe, efficient, and rapid removal of disabled vehicles on the freeway or highway through a network of preapproved Tow Contractors. The industry standard hourly rate for Rotation Tow Service is a minimum hourly rate of \$230.

For these reasons staff recommends a more flexible contract option for FSP Contractors: all construction related services will be negotiated between STA, Caltrans, and the FSP Contractor on a project-by-project bases. Should the negated hourly rate be based on the current Rotation Tow Program rate, that rate shall be confirmed by the FSP CHP field supervising Officers.



AUGUST 12, 2021

AGENDA ITEM # 6

BUDGET-TO-ACTUAL REPORTS – 3RD QUARTER FISCAL YEAR 2021

Action Requested: Receive and File

Key Staff: Timothy Jones, Chief Financial Officer

Each quarter staff prepare analyses summarizing budgeted 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 third quarter of fiscal year 2021 – the period ending March 31, 2021. Notable variances for the period ending March 31, 2021 are as follows:

General Fund

1. Sales tax revenue is much higher than expected by \$9.51 million. This represents a 12.5% increase over the same period last year and 9.5% higher than projected in the adopted FY 2020-21 budget – through March 31, 2021. Most of the increase is new revenue from out-of-state retailers selling goods via the internet in California. Additionally, construction activity has been strong and retailers such as Costco, Walmart, and Target are performing very well.
2. Semi-annual fees from the Sacramento Countywide Transportation Mitigation Fee Program (SCTMFP) are \$1.4 million higher than expected. Residential construction in Rancho Cordova, Elk Grove, and Folsom has been robust.
3. Interest income, which is primarily from STA's interest rate swap partners, has plummeted \$2.63 million to \$366,000 from an expected \$3 million because the federal interest rates are near zero. However, interest expense on STA's debt program has decreased by \$1.72 million offsetting most of the reduced revenue.
4. Measure A allocations were higher than expected by \$7.49 million because these pass-through allocations parallel the sales tax revenue stream – as it increases so do the allocations.
5. Capital program expenditures were lower than expected by \$3.25 million, however several large projects are in the construction phase so expenditures will be increasing in the fourth quarter.

Attachments

BUDGET TO ACTUAL ANALYSIS
STA General Fund
Quarter Ending March 31, 2021 (accrual basis)

	FY 21 Budget	Expected Amount	Actual Amount	Expected/Actual Variance	Comments
Revenue:					
Sales Tax	\$133,513,377	\$100,135,033	\$109,648,947	\$9,513,914	Revenues are 12.5% higher than year-to-date (YTD) FY20 and 10.5% higher than YTD FY19 and trending 9.5% higher than budgeted - YTD
Mitigation Fees	6,000,000	3,000,000	4,404,654	1,404,654	Residential permits in Rancho Cordova, Elk Grove, and Folsom higher than expected
Interest	4,000,000	3,000,000	365,980	(2,634,020)	Interest income from the STA's interest rate swap partners is much lower than expected because of historically low interest rates
Total Revenue	143,513,377	106,135,033	114,419,581	8,284,548	See above
Beginning Fund Balance	48,314,453	48,179,584	48,179,584	-	actual beginning fund balance - June 30, 2020 audited financial statements
Total Revenue and Beginning Fund Balance	\$191,827,830	\$154,314,617	\$162,599,165	\$8,284,548	See above
Appropriations:					
Ongoing allocations to Measure A Entities	\$105,321,537	\$78,991,153	\$86,480,848	(\$7,489,696)	Higher revenues drive increased pass-through allocations
Capital Improvement Program	29,625,296	22,218,972	18,968,402	3,250,570	expenditures will accelerate in Q4
Total Appropriations	\$134,946,833	\$101,210,125	\$105,449,251	(\$4,239,126)	see above
Other Financing Sources (Uses):					
Transfers out (to the Debt Service Fund)	(\$22,108,139)	(\$16,581,104)	(\$14,863,340)	\$1,717,764	interest rates are lower on the variable rate debt- reducing debt service costs
Total Financing Sources (Uses)	(\$22,108,139)	(\$16,581,104)	(\$14,863,340)	\$1,717,764	see above
Ending Fund Balance	\$34,772,858	\$36,523,388	\$42,286,574	-	

BUDGET TO ACTUAL ANALYSIS
SacMetro Freeway Service Patrol (FSP)
Quarter Ending March 31, 2021 (accrual basis)

	FY 21 Budget	Expected Amount	Actual Amount	Expected/Actual Variance	Comments
Revenue:					
State Allocation	\$3,603,113	898,383	898,383	\$0	reimbursements are trending lower than budgeted because new routes planned for early in the fiscal year did not come on line until late in the year
CVR-SAFE*	748,000	748,000	748,000	-	good
Total Revenue	4,351,113	1,646,383	1,646,383	-	see above
Beginning Fund Balance	538,348	433,052	433,052	-	actual beginning fund balance - June 30, 2020 audited financial statements
Total Revenue and Beginning Fund Balance	\$4,889,461	\$2,079,435	\$2,079,435	\$0	see above
Appropriations:					
Salaries and Benefits	\$150,763	\$113,072	\$114,463	(\$1,391)	good
Overhead	58,846	-	-	-	overhead costs will be allocated at the end of the fiscal year
Conferences and Travel	1,825	-	-	-	conferences cancelled due to COVID
Communications	58,818	44,114	37,924	6,189	good
Professional Services	-	25,539	25,539	-	CHP services that were going to be charged directly to Caltrans have instead been charged to FSP and reimbursed by Caltrans
Other Operating Expenditures	3,400	2,550	7,007	(4,457)	Printing costs for brochures carried by contractors were higher than expected
Contractors	2,973,663	2,230,247	1,863,355	366,892	good
Total Appropriations	\$3,247,315	\$2,415,522	\$2,048,289	\$367,233	see above
Ending Fund Balance	\$1,642,146	(\$336,087)	\$31,146	-	

* Capitol Valley Regional Service Authority for Freeways and Expressways

BUDGET TO ACTUAL ANALYSIS
Sacramento Abandoned Vehicle Service Authority (SAVSA)
Quarter Ending March 31, 2021 (accrual basis)

Revenue:

Vehicle License Fees

Interest

Total Revenue

Beginning Fund Balance

Total Revenue and Beginning Fund Balance

FY 21 Budget	Expected Amount	Actual Amount	Expected/Actual Variance	Comments
\$1,273,975	\$955,481	\$1,010,972	\$55,490	good
400	300	494	194	good
1,274,375	955,781	1,011,466	55,684	See above
128,775	159,226	159,226	-	actual beginning fund balance - June 30, 2020 audited financial statements
\$1,403,150	\$1,115,007	\$1,170,692	\$55,684	

Appropriations:

Contributions to SAVSA Entities

Salaries and Overhead

Total Appropriations

Ending Fund Balance

\$1,252,334	\$939,251	\$984,992	(\$45,741)	good
22,041	-	-	-	salaries and overhead costs of about \$22,500 will be allocated at the end of the fiscal year
\$1,274,375	\$939,251	\$984,992	(\$45,741)	See above
\$128,775	\$175,757	\$185,700	-	

BUDGET TO ACTUAL ANALYSIS
STA Administration
Quarter Ending March 31, 2021 (accrual basis)

	FY 21 Budget	Expected Amount	Actual Amount	Expected/Actual Variance	Comments
Revenue:					
Sales Tax	\$983,436	\$737,577	\$808,189	\$70,612	Higher than expected because sales tax revenue is higher than expected.
Other	50	38	41	-	Good
Total Revenue	983,486	737,615	808,231	70,616	See above
Beginning Fund Balance	764,141	722,530	722,530	-	actual beginning fund balance - June 30, 2020 audited financial statements
Total Revenue and Beginning Fund Balance	\$1,747,627	\$1,460,145	\$1,530,761	\$70,616	See above
Appropriations:					
Salaries and Benefits	\$462,324	\$346,743	\$401,926	(\$55,183)	salaries and benefits reimbursements from the FSP and SAVSA programs expected at the end of the fiscal year, which will reduce the variance by about \$10,000
Rent	30,820	23,115	39,090	(15,975)	overhead reimbursements from the FSP and SAVSA programs expected at the end of the fiscal year, which will reduce the variance by about \$15,000
Conferences and Travel	2,600	325	325	-	no in-person conferences due to COVID
Insurance	7,150	7,150	11,243	(4,093)	overhead reimbursements from the FSP and SAVSA programs expected at the end of the fiscal year, which will reduce the variance by about \$4,000
Professional Services	32,500	24,375	49,116	(24,741)	overhead reimbursements from the FSP and SAVSA programs expected at the end of the fiscal year, which will reduce the variance by about \$18,000
ITOC	35,750	35,750	52,754	(17,004)	a portion of the financial audit charges will be reimbursed by the FSP and SAVSA programs at the end of the fiscal year, which will reduce the variance by about \$15,000
Other Operating Expenditures	10,400	7,800	10,862	(3,062)	overhead reimbursements from the FSP and SAVSA programs are expected at the end of the fiscal year, which will reduce the variance by about \$2,500
Total Appropriations	\$581,544	\$445,258	\$565,317	(\$120,059)	see above
Ending Fund Balance	\$1,166,083	\$1,014,887	\$965,444	-	



AUGUST 12, 2021

AGENDA ITEM # 7

STA PAY RATE SCHEDULE

Action Requested: Approve

Key Staff: Sabrina Drago, 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.

Discussion

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

<u>STA</u>	<u>County of Sacramento</u>
Executive Director	Director of Transportation (Class Code 28904)
Chief Financial Officer	Chief Financial & Administrative Officer (Class Code 28901)
Special Programs Manager	Administrative Services Officer III (Class Code 27605)

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 2021/22**

Position	Equivalent County Class	Minimum Pay (Monthly)	Maximum Pay (Monthly)
Executive Director	28904	15,458.17	17,041.58
Chief Financial Officer	28901	11,153.42	12,294.83
Special Programs Manager	27605	9,204.58	10,147.67



AUGUST 12, 2021

AGENDA ITEM # 8

DEFINITIONS OF ELIGIBLE EXPENDITURES UPDATE

Action Requested: Adopt and Approve

Key Staff: Sabrina Drago, Executive Director

Recommendation

Approve staff recommendations, based on public comments and the Professional Advisory Group (PAG), for updates to Definition of Eligible Expenditures as part of the Decennial Review Update.

Background

Adopted on March 7, 2007 and reaffirmed on February 26, 2015, the Authority created a document entitled, "Definitions of Eligible Expenditures" to further define how the revenue generated from Measure A could be utilized.

Discussion

During the public comment period and working with the PAG to incorporate updates to the Measure A Expenditure Plan, it was deemed necessary to also update the "Definitions of Eligible Expenditures" to reflect the most current document.

In alignment with the updated Measure A Expenditure Plan, the "Definitions of Eligible Expenditures" has updates in language around the City Street and County Road Maintenance Program, Traffic Control and Safety Program, and Safety, Streetscaping, Pedestrian & Bicycle Facilities Program. All changes in the language are denoted in red text in the attachment.

The document has been reviewed, commented, and approved by the PAG.

Attachment

Measure A Expenditure Categories

DEFINITIONS OF ELIGIBLE EXPENDITURES

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

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

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

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

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

Includes environmental review and mitigation, engineering, design, inspection, and construction; acquisition of rights-of-way or other property interests; installation, improvement, or upgrades to associated traffic signs and traffic signals, medians, landscaping, incidental drainage, bicycle lanes or pathways, curbs, gutters, and sidewalks; labor, paving, materials and supplies for the construction of specified arterials (including new structures) and for the addition of lanes to or other expansion, upgrading, reconstruction, and implementation of operational improvements of specified arterial streets and roads.

Traffic Control & Safety Program. The installation or implementation of physical features and operational programs to improve the operation and safety of the local street and road network

for motor vehicles, bicyclists bicycles, pedestrians, and persons with disabilities. Such improvements may involve an expansion of vehicle capacity at intersections.

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

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

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

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

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

Includes planning, environmental review and mitigation, engineering, design, and inspection; acquisition of rights-of-way or other property interests; construction, installation, improvement, or track upgrades, overhead catenary, associated signs and signals, buildings, structures, and stations; purchase of rail vehicles and associated equipment; labor, materials, and supplies for the construction of specified rail transit corridors and associated stations (including new structures) and for the addition of track or other expansion, upgrading, reconstruction, and implementation of operational improvements in specified rail transit corridors.

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

Senior & Disabled Transportation Services. The provision by the Consolidated Transportation Services Agency (CTSA) of Sacramento County—per Chapter 5, Section

15975(a) of Part 13, Division 3 of the California Government Code—of specialized public transportation operations for seniors and persons with disabilities.

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

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

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

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

Includes environmental review and mitigation, engineering, design, inspection, and construction; acquisition of rights-of-way or other property interests; installation, improvement, or upgrades to associated traffic signs, traffic signals, pavement markings, medians, landscaping, bicycle lanes or pathways, curbs, gutters, sidewalks, and drainage; labor, paving, materials and supplies for the construction of specified interchanges (including new structures) and for the addition of lanes to or other expansion, upgrading, reconstruction, and implementation of operational improvements of specified arterial streets and roads. Improvements to arterial/freeway interchanges should permit bicyclists and pedestrians to safely and efficiently traverse the effected freeway segment.

Safety, Streetscaping, Pedestrian and Bicycle Facilities. The construction, improvement, and/or upgrading of transportation facilities and corridors to provide bicyclists, pedestrians, and persons with disabilities safe and efficient travel routes and to improve the aesthetics of local streets and roads. **Programs to promote walking and bicycling as travel alternatives and programs that promote safe use of these modes.** One million dollars per year will be expended exclusively for maintenance, operations, and improvements to the paved bikeway network within the portion of the American River Parkway managed by the Sacramento County Department of Regional Parks.

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

traffic signs and traffic signals, landscaping, ~~bicycle lanes~~ bikeways or pathways, curbs, gutters, bike racks and sidewalks; bus shelters, bicycle and pedestrian counters, barrier and hazard removal; labor, materials and supplies for the construction or reconstruction of bikeways and sidewalks (including new structures) and for other expansion, upgrading, reconstruction, and implementation of operational improvements and programs such as education and public engagement to facilitate bicycle and pedestrian travel, school access, and improved streetscapes.

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

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

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

Smart Growth Incentive Program. A competitive grant program among local public agencies to facilitate land use planning and development/redevelopment projects that promote pedestrian, bicycle, and transit travel and a reduced reliance on personal automobiles. This program will be funded exclusively via the countywide development fee component of Measure A. At least \$5 million will be expended exclusively for environmental mitigation associated with construction of the I-5/SR99/SR50 connector road.

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

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

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



AUGUST 12, 2021

AGENDA ITEM # 9

**SACRAMENTO ABANDONED VEHICLE SERVICE AUTHORITY 2022 SUNSET
STATUS UPDATE**

Action Requested: Receive and File

Key Staff: Jennifer Doll, Special Programs Manager

Background

The current SAVSA fee program will expire on April 30, 2022. STA/SAVSA legal counsel has advised that the SAVSA fee qualifies as a tax under California Proposition 26 and, therefore, its extension would require a public vote with a supermajority (2/3) adoption threshold. An election effort in support of a SAVSA fee extension will certainly incur ballot inclusion costs as well as discretionary polling and public information/education costs.

Discussion/Update

Staff can report the following updates and status towards continuing the SAVSA program beyond the April 2022 sunset.

1. SAVSA/STA Tax Measure Polling. At the direction and approval of the Board and Legal Counsel staff is working with FM3 to incorporate some SAVSA related polling questions in their STA sales tax polling efforts.
2. Cost Breakdowns. Per Board request staff continued looking in to cost breakdowns for both ballot and public outreach services costs.
 - a. Since the June Board meeting staff decided to readdress the estimated costs the County Elections office originally provided for placing a measure on the ballot. After directly discussing the estimate and the type of measure we would be placing on the ballot with the County Elections office finance department, staff was advised we were provided incorrect information. In short, the original estimate was aligned with costs for candidates and district specific measures.

Staff is pleased to report a new estimate for ballot costs: There is no charge if the measure text fits to four (4) pages or less. For each additional page there is a cost of \$10,527.99. For example, if the text covered six (6) pages the cost would be \$21,055.98 (two pages at \$10,527.99 each).

- b. Staff reached out to current public affairs consultant, FSB for a preliminary scope of services and cost for protentional SAVSA ballot measure public outreach. Understanding that funding for such services could be limited, FSB provided a few possible service packages; ranging from \$50,000 to \$262,188. The three (3) below charts show the package breakdowns for Board review.

If all SAVSA member's respective governing bodies agree to cover the costs of public outreach and ballot costs, SAVSA will publish a Request for Proposals for public outreach services.

Basic Public Outreach Budget	
Paid Digital Advertising (Social Platforms)	\$25,000
Creative Production [15-second Digital Spot, Infographic (3)]	\$5,000
Earned Media Activities [Drafting Opinion Editorials (3) and Placement, Drafting Letters to the Editor (12) and Placement, Coordinating and Staffing Print Reporter Briefings (2), Pitching Radio and Broadcast Television in Spanish and English]	\$10,000
Program Management Fees – 12-week duration (Client Contact (Meetings, Calls, Email, Zooms), Timeline and Budget Development and Management, Progress Reporting)	\$10,000
Total:	\$50,000

Intermediate Public Outreach Budget	
Paid Digital Advertising (Social Platforms)	\$25,000
Streaming Television and Audio Advertising	\$25,000
Creative Production (30-second Television, 30-second Radio, 15-second Digital Spots, Infographic (3))	\$15,000
Earned Media Activities [Drafting Opinion Editorials (3) and Placement, Drafting Letters to the Editor (12) and Placement, Coordinating and Staffing Print Reporter Briefings (2), Pitching Radio and Broadcast Television in Spanish and English]	\$10,000
Program Management Fees – 12-week duration (Client Contact (Meetings, Calls, Email, Zooms), Timeline and Budget Development and Management, Progress Reporting)	\$10,000
Total:	\$85,000

Comprehensive Public Outreach Budget	
Direct Mail (1 piece, double-sided, 8x11, Four-Color, 80lb Matte Cardstock) \$.25 per piece, Media Fee)	\$147,188
Paid Digital Advertising (Social Platforms)	\$25,000
Streaming Television and Audio Advertising	\$50,000
Creative Production (30-second Television, 30-second Radio, 15-second Digital Spots, Infographic (3) Mail Design)	\$20,000
Earned Media Activities [Drafting Opinion Editorials (3) and Placement, Drafting Letters to the Editor (12) and Placement, Coordinating and Staffing Print Reporter Briefings (2), Pitching Radio and Broadcast Television in Spanish and English]	\$10,000
Program Management Fees – 12-week duration (Client Contact (Meetings, Calls, Email, Zooms), Timeline and Budget Development and Management, Progress Reporting)	\$10,000
Total:	\$262,188

3. SAVSA Member Presentations to Local Councils. Members of SAVSA are presenting the SAVSA 2022 sunset and need for a public vote for program continue to their respective governing bodies. At the date of this report the status of these presentations and, if available, the results are provided in the below table.

<u>Member</u>	<u>Meeting Date</u>	<u>Action Taken</u>
Folsom	6/8/21	Approved intent to move forward only. Noted all members would have to participate/contribute.
Citrus Heights	6/10/21	Board majority against but may consider if 2/3 vote is winnable. Noted, all members would need to contribute.
Sacramento City	6/29/21	Approved a resolution to move forward once a determination on the potential ballot measure has been made and actual costs are identified
Elk Grove	8/11/21	
Members—Galt, Rancho Cordova, and County have not provided any meeting information.		