



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

FEBRUARY 9, 2023

1:30 PM

Members: Rich Desmond (Chair), Sue Frost, Eric Guerra (Vice Chair), Patrick Hume, Jayna Karpinski-Costa, Patrick Kennedy, Caity Maple, Rosario Rodriguez, Paul Sandhu, Phil Serna, Bobbie Singh-Allen, Kevin Spease, Karina Talamantes, Donald Terry, Katie Valenzuela, Mai Vang

Alternates: Nick Avdis, Bret Daniels, Shawn Farmer, Mike Kozlowski, Siri Pulipati, 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), the meeting will be live stream and open to public attendance pursuant to health and safety guidelines. The practice of social distancing and wearing of face coverings (mask or shield) is recommended for the health and safety of all persons participating in person during the meeting although it is not required.

In-Person Public Comment

Speakers will be required to complete and submit a speaker request form to Clerk staff. The Chairperson will invite each individual to the podium to make a verbal comment.

Telephonic Public Comment

On the day of the meeting dial (916) 875-2500 to make a verbal public comment (follow the prompts for instructions). Refer to the agenda and listen to the live meeting to determine when is the best time to call to be placed in queue for a specific agenda item. Callers may be on hold for up to

Continued on back side →

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Sacramento Abandoned Vehicle Service Authority

February 9, 2023

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an extended period of time and should plan accordingly. When the Chairperson 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

Contact information is optional. Written communication is distributed, published and filed in the record

- Send an email comment to BoardClerk@saccounty.gov. Include meeting date and agenda item number or off-agenda item.
- Mail a comment to 700 H Street, Suite 2450, Sacramento, CA 95814. Include meeting date and agenda item number or off-agenda item.

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.gov>. There will be a rebroadcast of this meeting on Sunday at 2:00 p.m.

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 or BoardClerk@saccounty.gov prior to the meeting.

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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
2. Executive Director's Report Kevin M. Bewsey

CONSENT ITEMS

3. Approve Action Summary For The January 12, 2023
Sacramento Transportation Authority (STA) Governing
Board Meeting ◀ Jennifer Doll
4. Approve A Resolution Extending Assembly Bill No. 361 ◀ Kevin M. Bewsey
5. SacMetro Freeway Service Patrol Status Report—Second
Quarter Fiscal Year 2023 Jennifer Doll
6. Annual Adjustment To The Measure A Sacramento Countywide
Transportation Mitigation Fee Program Rates ◀ Dustin Purinton

SEPARATE ITEMS

7. Appointment Of Independent Taxpayer Oversight
Committee Member ◀ Dustin Purinton
8. Neighborhood Shuttle Program, Cycle 2
Request For Proposals ◀ Kevin M. Bewsey
9. Consideration Of Future Transportation Funding ◀ Kevin M. Bewsey
10. Comments Of Authority Members All

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CLOSED SESSION

11. California Government Code Sec. 54956.9(d)(4) William Burke
CONFERENCE WITH LEGAL COUNSEL
Title: Anticipated Litigation (One Potential Case)

◀ *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 Kevin M. Bewsey at (916) 323-0080 or Kevin@sacta.org.



FEBRUARY 9, 2023

AGENDA ITEM # 2

EXECUTIVE DIRECTOR'S REPORT

Action Requested: Receive and File

Key Staff: Kevin M. Bewsey, Executive Director

Final Board Member

Today we have our final STA Governing Board member. The City of Citrus Height's new representative is Council Member **Jayna Karpinski-Costa**.

As a reminder, staff has distributed new Governing Board Members welcome packets to the new board members. I would also like to also extend a invite to new as well as existing board members to meet with STA staff.

In Person Meetings in March 2023

On October 17, 2022, Governor Gavin Newsom announced that the COVID-19 State of Emergency will end on February 28, 2023. The STA Governing Board has been meeting either virtually or using a hybrid format during the proclaimed state of emergency as allowed under AB 361. With the end of the State of Emergency, in person meetings will begin in March 2023.

SAVSA Legislative Update (AB 333)

On November 10, 2022 the STA and SAVSA Governing Board approved the reestablishment of the Sacramento Abandoned Vehicle Service Authority (SAVSA) program by pursuing state legislation. Staff has been working with the County of Sacramento and their legislative consultant to move this item forward. During the past few months this team along with the Board's support has accomplished the following:

- Creation of an unbacked bill,
- Meeting with the following offices:
 - Assembly Member McCarty
 - Assembly Member Nguyen
 - State Senator, Ashby
- AB 333 introduced by State Assembly District 10, Stephanie Nguyen,
- Created a Draft Fact Sheet and Letter of Support

Here are a few of the next steps:

1. Gathering letters of support from member agencies.
2. Build additional support from our local State Senators and Assembly Members.

SB 1 Local Partnership Program (LPP) Formulaic Funds Update

At the January 25-26, 2023 California Transportation Commission (CTC) Meeting, the CTC approved over \$4.3 million dollars in SB 1 Local Partnership Program Formulaic Funds. The STA Governing Board took action last August to allocate these funds to Sacramento Regional Transit, Sacramento County, and the cities within. These agencies then prepared applications which STA reviewed and submitted in November. The following list of projects were approved for funding by the CTCy:

- 2024 Pavement Slurry Seal and Resurfacing Project, City of Elk Grove
- Citywide Street Rehabilitation Program - RC10, City of Rancho Cordova
- Franklin Boulevard Resurfacing Project, City of Sacramento
- Traffic Signal Safety Project, City of Sacramento
- Street Rehabilitation – Phase D Project, Sacramento County

An additional \$2 million dollars is anticipated to be approved by the CTC for the cities of Citrus Heights, Folsom, Galt, and the Sacramento Regional Transit District in the future.

Capital Improvement Program Planning

In October of 2020, the STA Governing Board approved Principles for Remaining Capital Improvement Program Allocations and staff has continued to work with the five remaining member agencies eligible for Capital Improvement Program (CIP) funds. Those agencies are the County of Sacramento, the City of Sacramento, the City of Citrus Heights, Caltrans, and the Capital Southeast Connector JPA. The October 2020 action established targeted allocations for each of these agencies and these agencies have worked closely with staff on project listings, projected revenues and developing an allocation program based on projected cash flows. The principles set strive to equitably allocate the remaining funds over the decennial period. Staff is in the process of developing an updated 5-Year CIP for adoption in the annual budget.

Smart Growth Incentive Program (SGIP) Update

In November of 2022, the STA Governing Board approved the strategy for implementing a second phase of funding for Measure A's Smart Growth Incentive Program (SGIP). The Board approved the strategy to allocate \$1.7 million as the minimum local match for agencies to uses for SACOG's Community Design Program. Applications for this program were due in January. SACOG received 11 applications from agencies in Sacramento County. STA staff is working with SACOG staff to ensure that the SGIP funding is being used as approved by the board. Another update will be provided when recommendations for award have been released.

Thank You and Goodbye

For the past two and a half years we have had the pleasure of working with Dorelle Johnson who has been our clerk. I want to thank Dorelle for her years of service and wish her goodbye as she moves on to other opportunities. Thank You Dorelle!



FEBRUARY 9, 2023

AGENDA ITEM # 3

APPROVE ACTION SUMMARY: JANUARY 12, 2023 STA GOVERNING BOARD MEETING

Action Requested: Approve

Key Staff: Jennifer Doll, Special Programs Manager

Recommendation

Approve the attached Action Summary of the January 12, 2023 meeting of the STA Governing Board.

Attachment

1. Action Summary

Item No. 3

Sacramento Transportation Authority

MEETING DATE:

Thursday, February 9, 2023

MATERIAL FORTHCOMING



FEBRUARY 9, 2023

AGENDA ITEM # 4

APPROVE EXTENDING ASSEMBLY BILL NO. 361

Action Requested: Approve Staff Recommendations

Key Staff: Kevin M. Bewsey, Executive Director

Recommendations

Approve implementation of AB361 allowing virtual meetings to continue.

Background

A series of executive orders, starting in March 2020 and the most recent expiring September 30, 2021, the Governor's office waived all physical-presence requirements under the Brown Act as a means of limiting the spread of COVID-19. On September 16, 2021 Governor Newsom signed into law AB 361, extending the authority of public agencies to conduct meetings by teleconference, including video conference, during a proclaimed state of emergency such as the COVID-19 pandemic.

On September 28, 2021, Sacramento County Public Health Officer, Dr. Olivia Kasirye, issued a memorandum recommending utilizing teleconferencing for public meetings as a form of COVID-19 prevention.

Discussion

Every 30 days the STA Governing Board must reconsider the continuing need for virtual meetings. If a majority of the members of a legislative body do not adopt these findings, then traditional Brown Act rules apply.

Attachment

1. Resolution

SACRAMENTO TRANSPORTATION AUTHORITY

RESOLUTION NO. _____

**RESOLUTION OF THE SACRAMENTO TRANSPORTATION AUTHORITY
AUTHORIZING REMOTE TELECONFERENCE MEETINGS
FOR THE PERIOD THROUGH March 8, 2023
PURSUANT TO THE RALPH M. BROWN ACT**

WHEREAS, all meetings of SACRAMENTO TRANSPORTATION AUTHORITY and its legislative bodies are open and public, as required by the Ralph M. Brown Act (California Government Code § 54950 et seq); and

WHEREAS, on March 4, 2020, Governor Newsom issued a Proclamation of a State of Emergency declaring a state of emergency exists in California due to the threat of COVID-19, pursuant to the California Emergency Services Act (Government Code section 8625); and

WHEREAS, on March 17, 2020, Governor Newsom issued Executive Order N-29-20 that suspended the teleconferencing rules set forth in the Brown Act, provided certain requirements were met and followed; and,

WHEREAS, on June 11, 2021, Governor Newsom issued Executive Order N-08-21 that clarified the suspension of the teleconferencing rules set forth in the Brown Act, and further provided that those provisions would remain suspended through September 30, 2021; and

WHEREAS, on September 16, 2021, Governor Newsom signed AB 361 that allows a legislative body subject to the Brown Act to continue to meet without fully complying with the teleconferencing rules in the Brown Act provided the legislative body make certain findings; and

WHEREAS, as amended by AB 361, Government Code section 54953(e),

makes provisions for remote teleconferencing participation in meetings by members of a legislative body, without compliance with the requirements of Government Code section 54953(b)(3), subject to the existence of certain conditions and requirements; and

WHEREAS, a required condition of Government Code section 54953(e) is that a state of emergency is declared by the Governor pursuant to Government Code section 8625, proclaiming the existence of conditions of disaster or of extreme peril to the safety of persons and property within the state caused by conditions as described in Government Code section 8558(b); and

WHEREAS, a further required condition of Government Code section 54953(e) is that state or local officials have imposed or recommended measures to promote social distancing, or, the legislative body holds a meeting to determine or has determined by a majority vote that meeting in person would present imminent risks to the health and safety of attendees; and

WHEREAS, as of the date of this Resolution, the Proclamation of a State of Emergency remains in effect as neither the Governor nor the state Legislature have exercised their respective powers pursuant to Government Code section 8629 to lift the state of emergency either by proclamation or by concurrent resolution the state Legislature; and

WHEREAS, the California Department of Industrial Relations has issued regulations related to COVID-19 Prevention for employees and places of employment. Title 8 of the California Code of Regulations, Section 3205(5)(D) specifically recommends physical (social) distancing as one of the measures to decrease the spread of COVID-19 based on the fact that particles containing the virus can travel more than six feet, especially indoors; and

WHEREAS, on September 28, 2021, the Sacramento County Public Health Officer Dr. Olivia Kasirye issued a Teleconference Recommendation which states that utilizing teleconference options for public meetings is an effective and recommended

social distancing measure to facilitate participation in public affairs and encourage participants to protect themselves and other from COVID-19; and

WHEREAS, SACRAMENTO TRANSPORTATION AUTHORITY the has an interest in encouraging public participation in open and public meetings while protecting the health, safety and welfare of those who participate.

NOW, THEREFORE, BE IT RESOLVED, by the SACRAMENTO TRANSPORTATION AUTHORITY as follows:

1. **State or Local Officials Have Imposed or Recommended Measures to Promote Social Distancing.** SACRAMENTO TRANSPORTATION AUTHORITY hereby finds and proclaims that state and local officials have imposed or recommended measures to promote social (physical) distancing based on the California Department of Industrial Relations' issuance of regulations related to COVID-19 Prevention through Title 8 of the California Code of Regulations, Section 3205(5)(D) and Sacramento County Public Health Officer Dr. Olivia Kasirye's Teleconference Recommendation issued September 28, 2021.

2. **Remote Teleconference Meetings.** SACRAMENTO TRANSPORTATION AUTHORITY and any of its legislative bodies are hereby authorized to conduct open and public meetings in accordance with Government Code section 54953(e) and other applicable provisions of the Brown Act, and Staff are directed to take all actions necessary to carry out the intent and purpose of this Resolution.

3. **Effective Date.** This Resolution shall take effect immediately upon its adoption and shall be effective until the earlier of (i) March 8, 2023 or (ii) such time the Authority adopts a subsequent resolution in accordance with Government Code section 54953(e)(3) to extend the time during which it and its legislative bodies may continue to teleconference without compliance with Section 54953(b)(3).

On a motion by [Member] _____, seconded by [Member] _____, the foregoing Resolution was passed and adopted by the [Governing Board of the Sacramento Transportation Authority at a regular meeting thereof this _____ day of _____ 202_, by the following vote, to wit:

AYES: [Members],

NOES: [Members],

ABSENT: [Members],

ABSTAIN: [Members],

RECUSAL: [Members],
(PER POLITICAL REFORM ACT (§ 18702.5.)

Chair of the Governing
Body of the Sacramento
Transportation Authority

(SEAL)

ATTEST: _____
Clerk of the Governing Board of the
Sacramento Transportation Authority



FEBRUARY 9, 2023

AGENDA ITEM # 5

SACMETRO FREEWAY SERVICE PATROL STATUS REPORT — 2ND QUARTER FISCAL YEAR 2023

Action Requested: Receive and File

Key Staff: Jennifer Doll, Special Programs Manager

Second Quarter Fiscal Year 2023 Stats

SacMetro FSP provided 8,314 assists for the quarter—historically normal for this time of year. Motorist completed 110 surveys—an increase of 38 percentage from the last quarter.

Table with 3 columns: Types of Problems, Response Times, Service Rating. Each column contains a percentage of assists/surveys and a brief description of the data.

- The following are some of the survey responses:
- Walt went above and beyond to help me out today. I had no idea this service existed, and he really helped turn a bad situation into a positive one.
- Life savers! I canceled AAA a couple of years ago due to bad service.
- John M is absolutely amazing. Helped me to the highest ability during a very stressful moment of my life.
- Bryan saved my day; I'm surprised we have this service.
- Wonderful gentleman. Very kind, courteous, polite, helpful.



FEBRUARY 9, 2023

AGENDA ITEM # 6

**ANNUAL ADJUSTMENT TO THE MEASURE A SACRAMENTO COUNTYWIDE
TRANSPORTATION MITIGATION FEE PROGRAM RATES**

Action Requested: Adopt

Key Staff: Dustin Purinton, Accounting Manager

Recommendation

Adopt the adjusted rates for the Measure A Sacramento Countywide Transportation Mitigation Fee Program (SCTMFP) effective July 1, 2023.

Discussion

Cities participating in the Measure A program are required to collect a fee for the Sacramento Countywide Transportation Mitigation Fee Program (SCTMFP) based on rates approved by the STA Governing Board. The fees collected by each agency are remitted to the Authority semi-annually and used to fund road and transit system improvements needed to accommodate projected growth and development throughout the county.

The Measure A Ordinance requires that the fees “be adjusted annually by action of the STA Governing Board to reflect changes in construction costs based on the McGraw-Hill Engineering News Record (ENR) 20-city Construction Cost Index (CCI).” The average CCI in 2022 was 13,007 compared to 12,133 in 2021, an increase of 7.20 percent. This ratio is applied to the approved fiscal year 2022-23 rates to determine the new rates which are shown in the last column of Table 1 on the next page.

Upon adoption, STA staff will distribute the adjusted fee rate schedule to the County and the cities of Elk Grove, Rancho Cordova, Sacramento, Folsom, Galt, Isleton, and Citrus Heights for implementation in their local fee ordinances effective July 1, 2023.

Table 1: SCTMFP Fee Schedule for FY 2023-24

Land Use	Per	Current Rates FY 2022-23	New Rates FY 2023-24
Single-Family Residential	unit	\$1,429	\$1,532
Single-Family Residential, Senior	unit	\$1,144	\$1,227
Multi-Family Residential	unit	\$1,000	\$1,072
Multi-Family Residential, Senior	unit	\$856	\$918
Office Use	1,000 square feet	\$1,717	\$1,840
Retail Use	1,000 square feet	\$2,146	\$2,300
Industrial Use	1,000 square feet	\$1,144	\$1,227
Hotel/Motel	sleeping room	\$828	\$888
Extended Stay Hotel/Motel	sleeping room	\$736	\$789
Golf Course	acre	\$1,190	\$1,275
Movie Theater	screen	\$2,720	\$2,916
Religious Center	1,000 square feet	\$1,330	\$1,426
Hospital	1,000 square feet	\$2,397	\$2,570
Service Station	fueling pump	\$1,860	\$1,994
Supermarket	1,000 square feet	\$2,146	\$2,300
Warehouse/Self-Storage	1,000 square feet	\$358	\$384
Assisted Living Facility	bed	\$412	\$442
Congregate Care	unit	\$302	\$324
Child Day Care	student	\$658	\$706
Private School (K-12)	student	\$372	\$399
Auto Repair/Body Shop	1,000 square feet	\$2,146	\$2,300
Gym/Fitness Center	1,000 square feet	\$2,146	\$2,300
Drive-through Car Wash	1,000 square feet	\$2,146	\$2,300
All Other	average weekday trips generated	\$151	\$161



FEBRUARY 9, 2023

AGENDA ITEM # 7

APPOINTMENT OF INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE MEMBER

Action Requested: Appoint

Key Staff: Dustin Purinton, Accounting Manager

Recommendation

Appoint Jose Luis Caceres as an Independent Taxpayer Oversight Committee (ITOC) voting member for a four-year term.

Background

Measure A requires that an ITOC be established pursuant to Exhibit B of the Ordinance which requires there to be three voting and three ex-officio members. Each voting member serves a four-year term and may serve up to eight years total.

The ex-officio members are the Governing Board Chair or his/her designee, the Authority's Executive Director, and the County Auditor or his/her designee. Each ex-officio member serves throughout the program. Currently, the ex-officio members are:

1. Governing Board Chair or his/her designee – vacant
2. Authority's Executive Director – Kevin Bewsey
3. County Auditor or his/her designee – Joyce Renison, Deputy Finance Director, County of Sacramento

The voting members are required to be residents of Sacramento County and possess the following professional and/or community credentials:

1. One member who is a professional – active or retired – in the field of municipal audit, finance, and/or budgeting with at least five years in a relevant and senior decision-making position in the public or private sector. This position is currently vacant. This position was most recently held by Joan Borucki, who reached her term limit of 8 years.
2. One member who is a licensed civil engineer or trained transportation planner – active or retired – with at least five years of demonstrated experience in the field of transportation in government and/or the private sector. This position is currently vacant.

3. One member who is a current or retired manager of major public and/or privately financed development or construction projects, who by training and experience would understand the complexity, costs and implementation issues involved in building large scale infrastructure improvements. This position is currently filled by Robert Holderness.

Discussion

The STA has been actively recruiting to fill this vacancy since last spring of 2021. This position requires someone who is a current or retired licensed civil engineer or trained transportation planner, with demonstrated experience in the field of transportation in government and/or the private sector.

The applicant for this position, Jose Luis Caceres, has the requisite experience in transportation planning, project delivery and transportation programming in Sacramento County. He is currently active in the local transportation sector serving as a Senior Planning, Grants and Programming with the San Joaquin Regional Rail Commission.

Attached is his application that provides further detail about his skills and experience.

Jose Luis will be attending the meeting virtually to share a little more about his background and to answer any questions.

Attachments

1. ITOC Application
2. Jose Luis Caceres Resume



Sacramento Transportation Authority

801 12th Street Floor 5, Sacramento, CA 95814

**Measure A Independent Taxpayer Oversight Committee
Application Form**

All provided information will become public record.

For which committee position are you applying?:

- Active or retired professional in the field of municipal audit, finance, and/or budgeting with a minimum of 5 years' experience in a relevant and senior decision-making position in the public or private sector
- Active or retired licensed civil engineer or trained transportation planner with at least 5 years of demonstrated experience in the field of transportation in government and/or the private sector
- Active or retired manager of major public or private development or construction projects who understands the complexity, costs, and implementation issues involved in building large-scale infrastructure improvements

Name: _____
Last First Middle

Home Address: _____
Street # City State Zip

Mailing Address: _____
(if different) Street # City State Zip

Daytime phone: _____ Other phone: _____

E-mail address: _____

Do you live in an incorporated city? Yes If yes, which city? _____

Do you or an immediate family member have any relationships (professional, financial, other) that may present a potential conflict of interest? YES NO

If yes, please explain:

_____ Times available to attend meetings (daytimes or evenings, which days of the week, etc.):

RELEVANT EDUCATION & WORK EXPERIENCE (Attach resume if desired):

EDUCATION:

WORK EXPERIENCE:

From:

Month	Year
-------	------

 To:

 Employer Name & Address: _____

Position/ Duties: _____

From:

Month	Year
-------	------

 To:

 Employer Name & Address: _____

Position/ Duties: _____

From:

Month	Year
-------	------

 To:

 Employer Name & Address: _____

Position/ Duties: _____

PUBLIC BOARDS/COMMISSIONS/COMMITTEES ON WHICH YOU HAVE SERVED:

OTHER COMMUNITY EXPERIENCE & AFFILIATIONS:

OTHER QUESTIONS:

Why are you interested in serving on the Independent Taxpayer Oversight Committee (ITOC)?

What unique professional skills and abilities would you bring to the ITOC, and how would they benefit the Committee and the Measure A transportation sales tax program?

What do you hope to accomplish through your participation on the ITOC?

José Luis Cáceres

QUALIFICATION HIGHLIGHTS

- 20 years progressively responsible leadership, program management, project delivery, and transportation programming experience
- Effective communicator with 8 years of Toastmasters experience
- Problem solver—particularly in transportation funding

CAREER PROFILE

San Joaquin Regional Rail Commission

Jan 2023 to Present

Senior Planner, Grants and Programming

- Solve transportation funding problems related to the Altamont Corridor Express (ACE) and San Joaquins Amtrak services.
- Supervise staff in preparation of grant applications.
- Compile, analyze, produce and coordinate programming and allocation requests with state and local agencies.
- Manage and administer grants.

Sacramento Area Council of Governments

Aug 2018 to Dec 2022

Senior Analyst/Project Delivery Team Manager

- Lead and facilitate six independent Project Delivery Coordination Groups of public works staff focused on delivering transportation projects on time and within budget. Intentionally structured the groups to build trust, share information, and educate.
- Creatively and collaboratively solve project delivery issues applying a customer-service mindset. Executed 23 interregional loans of \$80 million in federal funds to advance projects. Invented a streamlined delivery method called “authorization before allocation.”
- Supervise an associate analyst tasked with managing the Metropolitan Transportation Improvement Program (MTIP), a \$5 billion program of projects. Provide feedback, conduct regular check-ins, mentor, teach, and help them actualize their strengths.
- Foster relationships and partnerships with other regions, Caltrans, and the California Transportation Commission as a member of Regional Transportation Planning Agency (RTPA) group, the California Federal Programming Group (CFPG), Transportation Coop Committee, and Highway Bridge Program Advisory Committee. Serve on RTPA group Executive Committee where we negotiate multi-regional compromises and debate issues. Serve as a representative to the Northern California Megaregion Programming and Project Delivery group to problem-solve cross-regional project delivery issues.
- Served on CalSTA subworking groups to advise on how to divvy up Infrastructure Investment and Jobs Act funds.

Agenda Item# 7 Attachment #2

Sacramento Area Council of Governments

Jan 2001 to Aug 2018

Associate Analyst/MTIP Project Manager

- Managed the federal MTIP, a regional database of over 1,000 transportation projects totaling \$5 billion
- Scored and selected projects for federal funding.
- Participated in planning and analysis for the Metropolitan Transportation Plan (MTP) 2025, the Sacramento Region Blueprint, and the MTP 2035. Facilitated more than 40 table groups—some entirely in Spanish.
- Led Regional Bicycle and Pedestrian Funding Program. Collaboratively created project selection criteria, facilitated project scoring discussions, presented recommendations to the board and committees. Mentored and trained my successor to take over the responsibility of the funding program.
- Managed and helped develop SACTrak, a proprietary transportation project database. This database has become the gold standard used by other large regions in California and across the US for managing their capital improvement programs.

EDUCATION

Mineta Transportation Institute

2013 to 2015

- Master of Science, Transportation Management

University of California, Davis

1996 to 2000

- Bachelor of Arts, Political Science/International Relations
- Bachelor of Arts, Spanish Literature



FEBRUARY 9, 2023

AGENDA ITEM # 8

NEIGHBORHOOD SHUTTLE PROGRAM, CYCLE 2 — APPROACH AND REQUEST FOR PROPOSALS

Action Requested: Approve Staff Recommendation

Key Staff: Kevin M. Bewsey, Executive Director

Recommendation

Staff recommends that the STA Governing Board receive information from staff and comments from the public and then take the following actions:

1. Approve Neighborhood Shuttle Program, Cycle 2 approach, and
2. Authorize the Executive Director to issue a request for proposals.

Background

The Measure A Transportation Expenditure Plan includes the development of a neighborhood shuttle system as described below:

Neighborhood Shuttle System. At least \$30 million in sales tax revenues will fund the development of additional Neighborhood Shuttles throughout Sacramento County. The Authority shall develop a program that will allow local jurisdictions to compete for these funds.

The STA Governing Board has also adopted a Definitions of Eligible Expenditures for the various Measure A expenditure categories. This document further defines eligible expenditures under this program as follows:

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.

For Cycle 1 of the Neighborhood Shuttle Program, STA had set aside \$1 million per year for the program since the start of Measure A in 2009 and accumulated a total of \$9.2 million (including interest) accumulated as of July 1, 2018. In addition, STA continues to allocate \$1 million per year for this program. It was anticipated that these regular allocations and the anticipated interest revenue would bring the total amount available through June of 2021 to \$12.4 million for Cycle 1 of the Neighborhood Shuttle Program.

Proposals for Cycle 1 of the Neighborhood Shuttle Program were presented to the STA Governing Board in April of 2018 and the initial grant agreements were approved in May of 2018. These initial grant agreements were for three years and included the following:

\$12.0 million for the expansion of SmaRT Ride, a microtransit pilot in Sacramento County.
\$400,000 for a Moving Youth to Jobs Civic Lab pilot project

In October 2020 the STA Governing Board approved amendments to these two grant agreements extending them two years through June 2023. It was anticipated that the \$1 million per year for the program plus anticipated interest would provide the needed \$2.32 million in revenue for these amendments. The following amendments were approved:

\$2.0 million in additional funding for SmaRT Ride
\$317,898 in additional funding for the Moving Youth to Jobs Civic Lab Pilot Project

Through these grant agreements and amendments, STA had committed to providing to \$14.72 million over five years or nearly \$3 million a year for Cycle 1 of the Neighborhood Shuttle Program.

Discussion

Staff believes the best approach for this competitive grant program is to request proposals from local public transit providers as defined by the national transit database operating within Sacramento County. These transit providers would be Sacramento Regional Transit District, ParaTransit, and Sacramento County. It is anticipated that the total amount of funding for this funding round is \$3 million dollars which would be spent over three years. Staff would ask for these proposals to address the following:

- Existing public transit services provided,
- Percent of total county population currently served,
- Total amount of funds requested,
- Total cost of program and other funding sources,
- Scope of services proposed,
- Cost effectiveness of the services proposed,
- How these services would benefit underserved communities, &
- Potential of leveraging these funds with additional federal, state, and local funding to expand the program.

Prior to the release of the request for proposals, STA would work with these transit providers to understand potential funding needs and the minimum and maximum award amounts that should be considered. Currently staff is targeting minimum awards of \$150,000 and a maximum award range of \$2,100,000 to \$2,400,000 per agency.

Once the proposals are received, STA staff would then review these proposals to ensure they are consistent with the Measure A ordinance and STA Governing Board adopted a Definitions of Eligible Expenditures as described in the background section of this staff report. STA staff may also reach out to the Sacramento Area Council of Governments (SACOG) for additional input. Proposals would then be presented to the board in May of 2023 with recommendations and grant agreements in June of 2023.

Staff recommends that the STA Governing Board receive a presentation from staff and comments from the public and then take the following actions:

1. Approve Neighborhood Shuttle Program, Cycle 2 approach, and
2. Authorize the Executive Director to issue a request for proposals.

Fiscal Impact

There is no direct fiscal impact associated with this item.



FEBRUARY 9, 2023

AGENDA ITEM # 9

CONSIDERATION OF FUTURE TRANSPORTATION FUNDING

Action Requested: Approve Staff Recommendation

Key Staff: Kevin M. Bewsey, Executive Director

Recommendation

Staff recommends that the STA Governing Board receive information from staff and comments from the public and then take the following actions:

1. Form a temporary Future Transportation Funding subcommittee to examine local transportation needs and the practicality of future transportation funding, the level of revision that should be considered from prior efforts, and the process, timeline, and community engagement that should be considered in developing a new transportation funding source. The subcommittee will be comprised of approximately five, but not more than nine board members and two citizen advisory members. The subcommittee will solicit input from stakeholders and industry leaders before ultimately making recommendations to the full Board.
2. Authorize the Chair to select the Future Transportation Funding subcommittee members. The Chair's selection should take into consideration geographic representation as well as a diverse views on local transportation needs and funding.
3. Direct the Executive Director to collect the names of board members and citizens interested in being members for the Future Transportation Funding subcommittee and present those to the Chair.

Background

In 1988, the Sacramento Transportation Authority (STA) was created when Sacramento County voters approved Measure A, a 20-year half-cent sales tax for transportation improvements. In 2004, voters approved a 30-year extension to the program (beginning in 2009) with over 75% support. Since 1998, the two sales tax measures have generated approximately \$3 billion in transportation funding for the region. For both measures, STA, in its role as program administrator, has distributed these funds and collaborated with the County of Sacramento and the Cities of Citrus Heights, Elk Grove, Folsom, Galt, Isleton, Rancho Cordova, and Sacramento, Caltrans, Sacramento Regional Transit, ParaTransit, Capital Southeast Connector, SACOG, and Sacramento Metropolitan Air Quality Management District.

After the extension of Measure A in 2004, the funding to address local transportation needs was negatively impacted by both the great recession and the reduction in federal and state gas tax revenue due to more fuel efficient vehicles. This led STA to consider the need for additional local transportation funding with the STA Governing Board ultimately placing Measure B on the 2016

ballot. Development of Measure B included robust community outreach and education efforts as well as close coordination with the local and regional agencies. Nearly sixty five percent (65%) of voters approved Measure B but, in the end, it failed to meet the required two-thirds voter approval to pass.

Recognizing the reduction in state gas tax revenue and its impacts on state and local transportation funding, Senate Bill 1 (SB 1), the Road Repair and Accountability Act of 2017, was signed into law in April 2017. This state legislative package restored the state gas tax revenue to its former level and provided additional competitive funding for transit, local roads, and active transportation. Unfortunately, the slow erosion of state gas tax revenue in the prior two decades had left some agencies with a backlog of maintenance and safety needs. Also, to take advantage of these competitive programs additional local funds are needed as a match. Finally, SACOG had identified the need for additional transportation investment in transit and active transportation to meet the long-range emissions reduction targets as envisioned in Senate Bill 375 and the 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS).

Late in 2018, the STA began work on a new half-cent sales tax measure for the November 2020 ballot. The STA solicited a variety of public, stakeholder, and agency input to better understand the unmet transportation needs of the region. This outreach was used to develop a Proposed 2020 Measure A Transportation Expenditure Plan. By May of 2020 the STA Governing Board had adopted the Proposed 2020 Measure and the Board of Supervisors and all the city councils had approved it. However, by July of 2020 the persistent impact of the coronavirus had created uncertainty. Based on STA polling, a majority of voters were still willing to support the proposed measure, the level of support needed to reach the two-thirds voter approval did not warrant going forward with a ballot measure and the STA Governing Board withdrew its request to place the measure on the ballot.

In July 2021, the California State Transportation Agency adopted the Climate Action Plan for Transportation Infrastructure (CAPTI). The plan details how the state recommends investing billions of discretionary transportation dollars, including SB 1 dollars, to combat and adapt to climate change while supporting public health, safety and equity. The adoption of CAPTI has led to a variety of changes to the existing SB 1 competitive programs for transit, local roads, and active transportation. These changes were primarily around reducing vehicle miles traveled, climate adaption, and equity ultimately resulting in a greater focus on funding of active transportation and transit, investing in disadvantaged communities, and supporting infill development. Later in 2021, the Infrastructure Investment and Jobs Act (IIJA), aka Bipartisan Infrastructure Law (BIL), was signed into law. This new law, like SB 1 at the state level, restored the federal gas tax revenue to it former level and provided additional competitive funding for transit, local roads, and active transportation. The slow erosion of the federal gas tax revenue in the prior two decades however did create a backlog of maintenance and safety needs and to compete for these new federal programs additional local funds were needed as a match.

In late 2021, a citizens' group known as "A Committee for a Better Sacramento" ("Committee") began to draft and circulate transportation ballot initiative called the "Sacramento County Transportation, Maintenance, Safety and Congestion Relief Act of 2022 - Retail Transactions and Use Tax "(herein, "the Initiative"). This effort was done as a citizens' initiative, unlike STA's

previous measures and required a simple majority instead of a two-thirds voter approval. The Committee filed an initiative petition and signatures with the Sacramento County Department of Voter Registration & Elections (VRE) in June 2022. VRE certified the petition as qualifying for the election in July, 2022. The Initiative was listed as Measure A on the November ballot and ultimately received 44% voter approval.

A variety of factors led to the defeat of the 2022 Initiative. These factors likely included the following:

1. Increased level of consumer prices and economic uncertainty due to high inflation
2. Continued economic uncertainty coming out of the pandemic
3. Lack of clear alignment with SACOG's regional plan and potential climate impacts
4. Opposition from a major newspaper, taxpayer groups, and environmental advocates
5. Concerns around equity and lack of clear investment in underserved communities
6. Competing local sales tax measures

The below figure reflects those voting precincts in green where voters approved the Initiative by greater than 50%. A more detailed breakdown is by agency is provided in Table 1, on the following page.

Figure 1 – Countywide Map, Initiative Results

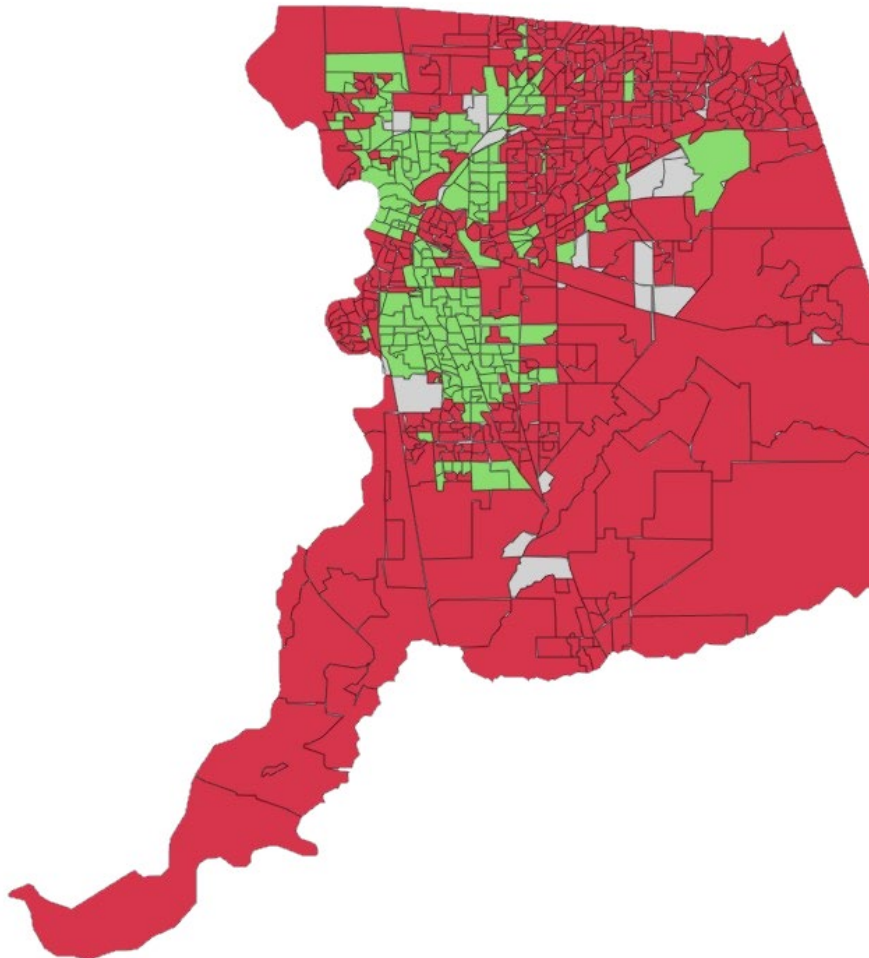


Table 1 – Local Agency, Initiative Results

Agency	% Approval
Citrus Heights	40.0%
Elk Grove	44.0%
Folsom	36.8%
Galt	34.9%
Isleton	47.7%
Rancho Cordova	43.9%
Sacramento	49.1%
Sacramento County	43.3%

Since the defeat of the 2022 Initiative, some of the environmental and climate related opposition groups have begun to coalesce around several new funding concepts. The first concept includes funding for infill, transit, active transportation, and other climate related needs in a limited area. The second concept is for transit funding in the urban and suburban areas only.

Discussion

The Sacramento region continues to have a need for additional funding to address local transportation needs for maintenance, safety, congestion relief, active transportation, and transit. At the same time, the amount of competitive funding programs available for expansion of transit and active transportation has increased dramatically in the past five years consequently increasing the need for additional local match dollars. However, with the lack of support in 2022, it brings into question the practicality of obtaining additional transportation funding.

Staff recommends that the STA Governing Board take the following action to further examine local transportation needs and the practicality of future transportation funding:

1. Form a temporary Future Transportation Funding subcommittee to examine local transportation needs and the practicality of future transportation funding, the level of revision that should be considered from prior efforts, and the process, timeline, and community engagement that should be considered in developing a new transportation funding source. The subcommittee will be comprised of approximately five, but not more than nine board members and two citizen advisory members. The subcommittee will solicit input from stakeholders and industry leaders before ultimately making recommendations to the full Board.
2. Authorize the Chair to select the Future Transportation Funding subcommittee members. The Chair’s selection should take into consideration geographic representation as well as a diverse views on local transportation needs and funding.

3. Direct the Executive Director to collect the names of board members and citizens interested in being members for the Future Transportation Funding subcommittee and present those to the Chair.

Staff is further recommending that the two citizen advisory members represent those interested in future transportation funding but with differing interests. An example would be one stakeholder representing environmental interests and another representing the construction industry.

Staff has begun a dialogue with community groups and stakeholders to better understand their perspective and goals related to local transportation needs and funding. These efforts have included attending group meetings or meeting directly with the following organizations:

- Environmental Council of the Sacramento (ECOS),
- Climate Plan,
- Sacramento Area Bicycle Advocates (SABA), and
- Sacramento Metro Advocates for Rail and Transit (SMART) members.

However additional dialogue is needed with a broader cross section of interested organizations. As part of staff's effort, we will determine the level of interest these groups have in presenting to the subcommittee and at a future STA Governing Board meeting.

Staff has also begun coordination with regional and local agencies to better understand their anticipated local transportation needs and funding from a planning and engineering standpoint. These efforts include the coordination on funding needs for city street and county road maintenance, matching funding needs for larger capital projects, as well as coordination with SACOG on implementation of the 2020 MTP/SCS and alignment with the anticipated 2024 MTP/SCS. As part of this effort, staff will determine the level of interest these groups have in presenting to the subcommittee and at a future STA Governing Board meeting.

There are several alternative actions the STA Governing Board could consider instead of approving the current staff recommendation. The STA Governing Board could forgo a subcommittee and instead direct staff to come back to a future meeting to present staff recommendations on future transportation funding, the level of revision that should be considered from prior efforts as well as a process, timeline, and community engagement that should be considered in developing a new transportation funding source.

Alternative, The STA Board could conduct a workshop based on staff's information and recommendations. Staff is not recommending these alternative actions, because they may be a challenge to obtain a broad consensus and a more iterative process using a subcommittee would likely be more fruitful.

Fiscal Impact

There is no direct fiscal impact associated with this item.