

RESOLUTION NO. 2004-184

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ELK GROVE
APPROVING THE 2009-2039 SACRAMENTO COUNTY TRANSPORTATION
EXPENDITURE PLAN DATED JUNE 10, 2004 AND INITIAL STUDY**

WHEREAS, the City Council of the City of Elk Gove has reviewed and considered that Initial Study entitled "Measure A Transportation Expenditure Plan", Control Number 04-PWE-0335, prepared by the County of Sacramento Department of Environmental Review and Assessment, which has been prepared for this project; and

WHEREAS, the previous EIRs that are still considered applicable, adequate and appropriate, and that examine Sacramento County Transportation Expenditure Plan listed projects at the program level are:

- a. Final Environmental Impact Report for the Metropolitan Transportation Plan, prepared by the Sacramento Area Council of Governments, 2002.
- b. Final Environmental Impact Report for the Sacramento County General Plan, 1996. (Also, various transportation/circulation elements of General Plans for the incorporated cities in Sacramento County, if different than analysis found in the Sacramento County General Plan FEIR.); and

WHEREAS, each of the projects listed in the Sacramento County Transportation Expenditure Plan will undergo appropriate additional project-level environmental review prior to funding and construction.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Elk Grove hereby certifies that it concurs with the conclusions of that Initial Study as follows:

- a. Pursuant to State CEQA guidelines, Section 15378(b)(4), the Transportation Expenditure Plan is the creation of a government funding mechanism that does not involve any commitment to any specific project that may result in a potential significant physical impact on the environment.
- b. All Transportation Expenditure Plan-recommended facilities and programs have already undergone program-level CEQA review. Project-level review will occur at a later date. Additionally, since the Transportation Expenditure Plan itself is not considered a "project," as defined by CEQA, additional environmental review is unnecessary at this time. Pursuant to Title 14, California Administrative Code, Section 15162, the County Environmental Coordinator has determined that there are no substantial changes in the project or in the circumstances under which the project is to be undertaken and that the project involves no new impacts not considered in the previous

Environmental Impact Reports identified below. Therefore, no further environmental documentation on this project is required.

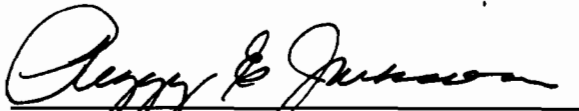
BE IT FURTHER RESOLVED that that the City Council of the City of Elk Grove Body hereby approves that certain document entitled "Sacramento County Transportation Expenditure Plan 2009-2039" dated June 10, 2004.

PASSED AND ADOPTED by the City Council of the City of Elk Grove this 21st day of July 2004.



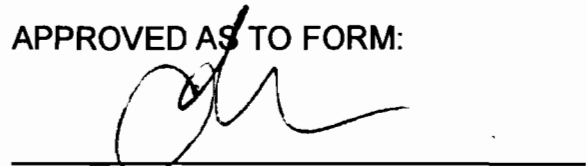
SOPHIA SCHERMAN, MAYOR of the
CITY OF ELK GROVE

ATTEST:



PEGGY E. JACKSON, CITY CLERK

APPROVED AS TO FORM:



ANTHONY B. MANZANETTI,
CITY ATTORNEY

COUNTY OF SACRAMENTO
DEPARTMENT OF ENVIRONMENTAL REVIEW AND ASSESSMENT
INITIAL STUDY

PROJECT INFORMATION

CONTROL NUMBER: 04-PWE-0335

NAME: Measure A Transportation Expenditure Plan

LOCATION: The project is located in the incorporated cities and unincorporated county areas of Sacramento County

ASSESSOR'S PARCEL NUMBER: Various

APPLICANT:

Sacramento Transportation Authority
901 F Street, Ste 210
Sacramento, CA 95814

PARTICIPATING AGENCIES:

County of Sacramento
City of Citrus Heights
City of Elk Grove
City of Folsom
City of Galt
City of Isleton
City of Rancho Cordova
City of Sacramento
Sacramento Metropolitan AQMD
Sacramento Regional Transit District

PROJECT DESCRIPTION

The proposed project is the adoption of a Countywide Transportation Expenditure Plan (TEP) that apportions anticipated Measure A transportation sales tax and revenues to the County, incorporated cities, the Sacramento Regional Transit District, the Consolidated Transportation Services Agency, and the Sacramento Metropolitan Air Quality Management District for the construction, operation, and/or maintenance of transportation and air quality facilities and programs from April 1, 2009 to March 31, 2039. The Countywide Transportation Expenditure Plan is a

partial funding mechanism for the facilities and programs recommended in the TEP. The precise amount and timing of the allocation of funds is not currently known.

BACKGROUND

The Transportation Expenditure Plan is a funding mechanism for transportation facilities and programs in the incorporated cities and unincorporated areas of Sacramento County. The Sacramento Transportation Authority (STA) is the lead agency for the TEP. The STA was established in 1988 to implement local transportation projects, specifically, those projects funded by Measure A. This measure, approved by local voters in November 1988, levies a half-cent sales tax on commodities and services purchased in Sacramento County. Monies collected benefit local transportation programs. Measure A, when approved in 1988, had a 20-year life span and is to sunset in March 2009. It is anticipated that extension of Measure A will be put before the voters in November 2004 to extend the sunset date to 2039. The current TEP will remain in place until 2009. The proposed TEP would serve as a guide for distribution of Measure A funds to various transportation facilities and programs from 2009 to 2039. Anticipated funding generated from the extension of Measure A would primarily target construction, operation, and/or maintenance of transportation and air quality facilities and programs.

ENVIRONMENTAL ANALYSIS

The Transportation Expenditure Plan is a government funding mechanism, neither a policy document nor a specific project, which when implemented would provide a means to fund a cadre of transportation facilities and programs. Beneficiaries of TEP-recommended facilities and programs would include Sacramento County, incorporated cities in Sacramento County, Sacramento Regional Transit District, the Consolidated Transportation Services Agency, and the Sacramento Metropolitan Air Quality Management District. Generally, facilities and programs funded by the TEP would most likely include local road maintenance, safety and congestion relief programs; transit congestion relief programs; senior and disabled transportation programs; freeway safety and congestion relief programs; pedestrian and bicycle programs; air quality programs; and environmental mitigation programs. Approval and implementation of the TEP would reduce traffic congestion, enhance alternatives to car travel, improve air quality, and protect habitat and open space lands. Although the TEP provides a list of recommendations that include construction of various transportation facilities or implementation of various programs, the list is assumed to be neither conclusive nor complete.

All TEP-recommended facilities and programs have already undergone program level CEQA review, project-level review will occur at a later date. Additionally, since the TEP

itself is not considered a “project”, as defined by CEQA, additional environmental review is unnecessary at this time. The term “project” is explained below.

Pursuant to CEQA, only actions that are defined as “projects” are subject to environmental review. CEQA defines both what a project is, and what a project is not. Accordingly, a project is not “...the creation of a government funding mechanism or other government fiscal activities which do not involve any commitment to any specific project...” (14 CCR 15378 (b) (4)). The TEP does not commit funding to any specific projects; it only recommends a list of options, and the list is neither conclusive, nor complete. As a result, the TEP is not a project for the purposes of CEQA and is thus not subject to environmental review. The facilities and programs in the TEP are conceptually consistent with adopted policy documents.

In addition, TEP-recommended facilities and programs were previously subject to at least program-level environmental review as part of the Environmental Impact Reports for the Metropolitan Transportation Plan, prepared by the Sacramento Area Council of Governments, and, in some cases, the transportation/circulation elements of the General Plans for the County and the cities where TEP facilities and programs would be implemented. Therefore, previous environmental analysis conducted on the Metropolitan Transportation Plan and the various transportation/circulation elements provide adequate, program-level environmental review.

If and when any TEP-recommended facilities and programs come on-line or are reasonably foreseeable, additional project-level environmental review would be necessary. Furthermore, it is not possible to predict specific construction related environmental impacts at this time. Each project that comes on-line will need to be evaluated separately and documentation pursuant to CEQA will need to be prepared. Without project-level environmental review neither the cities, agencies nor the County may commit themselves to the construction of facilities or implementation of programs envisioned in the TEP. This Initial Study is not intended to provide CEQA compliance to authorize the construction or implementation of TEP-recommended facilities or programs.

ENVIRONMENTAL BENEFITS

Transportation facilities and programs included in the TEP would help to enhance transportation options in Sacramento County. Without implementation of the TEP or other coordinated regional funding mechanism, impacts to the transportation system, both facilities and programs, are potentially substantial. Conversely, the intent of constructing and/or implementing TEP-recommended facilities and programs would assist in reducing traffic congestion, enhancing air quality, and improving transportation options for private vehicle users, public transit users, and alternative-mode transportation users, while implementing air quality enhancement programs and mitigating habitat loss.

RECOMMENDED FINDINGS

- 1) Pursuant to State CEQA guidelines, Section 15378 (b) (4), the TEP is the creation of a government funding mechanism which does not involve any commitment to any specific project which may result in the potential significant physical impact on the environment.

- 2) All TEP-recommended facilities and programs have already undergone program level CEQA review, project-level review will occur at a later date. Additionally, since the TEP itself is not considered a "project", as defined by CEQA, additional environmental review is unnecessary at this time. Pursuant to Title 14, California Administrative Code, Section 15162, the County Environmental Coordinator has determined that there are no substantial changes in the project or in the circumstances under which the project is to be undertaken and that the project involves no new impact not considered in previous Environmental Impact Reports identified below. Therefore, no further environmental documentation on this project is required.

The previous EIRs which are still considered applicable, adequate, and appropriate, and which examine TEP-recommended projects at the program level are:

- Final Environmental Impact Report for the Metropolitan Transportation Plan, prepared by the Sacramento Area Council of Governments, 2002.

- Final Environmental Impact Report for the Sacramento County General Plan, 1996. (Also, various transportation/circulation elements of General Plan's for the incorporated cities in Sacramento County, if different than analysis found in the Sacramento County General Plan FEIR.)

In the event specific TEP-recommended projects are specifically considered in the future, those project will be subject to environmental review pursuant to law.

The information contained in this report shall be used by the Sacramento Transportation Authority to evaluate the proposed action and render a decision on whether or not to proceed with approval of the TEP.

INITIAL STUDY PREPARERS

Environmental Coordinator: Joyce Horizumi
Assistant Environmental Coordinator: Robert Caikoski
Division Manager: Toni Barry
Project Leader: Peter Morse

Sacramento County Transportation Expenditure Plan 2009-2039 June 10, 2004

Revenue Estimates and Distribution. Allocation of revenue authorized by Ordinance No. STA 04-01 is established within this Expenditure Plan. Funds shall be allocated by percentage of the actual revenue received. An estimate of revenues and allocation among categories is reflected in the Expenditure Plan. The estimated revenue is based upon 2004 value of money and is not binding or controlling.

Formula Allocations. After deduction of required Board of Equalization fees and authorized costs, revenues to be distributed by formula allocation to local governments and transit agencies as described below. All other funds shall be deposited with the Authority and expended at the discretion of the Authority Board as described below.

Contribution from New Development. No revenue generated from the tax shall be used to replace transportation mitigation fees currently required from new development in each local jurisdiction. In addition, each local jurisdiction must adopt a development financing mechanism as specified in Ordinance No. STA 04-01 in order to continue receiving local road maintenance funds.

Requirement for Annual Financial and Performance Audits of Measure Funds. The Sacramento Transportation Authority and each agency receiving an allocation of Measure revenue authorized in this Expenditure Plan shall undergo an annual financial audit supervised by the Independent Taxpayer Oversight Committee (ITOC) and performed in accordance with generally accepted auditing standards and government auditing standards issued by the Comptroller General of the United States. Compliance audits shall also be conducted to ensure that each agency is expending funds in accordance with the provisions and guidelines established for Measure revenues. In addition, the ITOC shall, based on performance standards for expending sales tax funds adopted by the Authority Board, conduct a performance audit to report on progress in meeting such standards and make recommendations for improving overall program performance. The Authority Board shall adopt the performance standards for each part of the program no later than December 31, 2009.

Sacramento Expenditure Plan. All available sales tax revenues shall be expended as follows:

I. Revenue Estimates. Tax revenues generated by Ordinance No. STA 04-01 over a thirty-year period are estimated to be **\$4,740 million**. Approximately **\$488 million** in contributions from new development are projected over this period, for an estimated total revenue of **\$5,228 million** for transportation improvements. Revenue estimates are not binding or controlling. To the extent these estimates provide more or less revenue, the Authority Board shall make appropriate allocation adjustments periodically to reflect actual revenues received.

II. Allocations to the Cities of Galt and Isleton. The City of Galt shall receive 1% of the sales tax revenues collected annually for eligible transportation purposes. The City of Isleton shall receive 0.04% of the sales tax revenues collected annually for eligible transportation purposes.

III. Cosumnes River Permanent Open Space Preserve. Funding shall be available for planning, development and acquisition of the Cosumnes River Permanent Open Space Preserve for the I5/SR99/US50 corridor and/or any other environmental mitigation needed to offset project impacts from such project consistent with the adjacent local jurisdictions' land use planning documents and processes. The Preserve shall be eligible for funding in the amount of at least \$5 million in each of the following categories: Local Arterial Program, as part of the funding dedicated for the I-5/US 50/SR 99 corridor; the Smart Growth Incentive Program; and the Transportation Environmental Mitigation Program. Facilities located in the Preserve can also qualify for funds available in the Safety, Streetscaping, Pedestrian and Bicycle Facilities Program at the discretion of each local jurisdiction receiving such funding. The Preserve shall be administered by an appropriate private, not for profit land preservation organization or other organization created specifically for the purpose of administering Measure open space funds as selected by the Authority Board.

IV. Local Road Maintenance, Safety and Congestion Relief Program. 38% of sales tax revenue collected and 35% of the revenues collected from new development shall fund the programs and projects included in this program. Cost estimates for such projects are not binding or controlling. Included in this program are subcategories described below.

A. City Street and County Road Maintenance Program. 30% of the sales tax revenue collected shall be distributed among the local jurisdictions for city street and county road maintenance. A Maintenance of Effort is required regarding existing road maintenance programs to ensure that the net impact of the program will provide continuing funds for this purpose in each of the cities and in the unincorporated areas of the County. Each of the local jurisdictions receiving these funds shall file a pavement and bridge maintenance system report on a biennial basis with the Authority regarding progress in maintaining local streets and roads. The report shall be in a format that can be audited on a biennial basis by the Independent Taxpayer Oversight Committee.

Distribution among the cities and unincorporated County area shall be based 75% on relative population and 25% on total street/road mileage. The formula will be updated annually based on the California Department of Finance population estimates for cities and counties.

B. Local Arterial Safety and Traffic Operations Improvements Program. 8% of the sales tax revenue collected and 35% of the revenues collected from new development shall fund local arterial safety and traffic operations improvements. The 8% portion would be separated into two categories of which 5% would be dedicated to the Local Arterial Program and 3% will be dedicated to the Traffic Control and Safety Program.

1. Local Arterial Program. This program will fund arterial safety, operational, streetscaping, bicycle, and pedestrian improvements, improved accessibility for the disabled, and upgrades of arterials to urban standards. A technical advisory committee made up of the public works directors or their designees from the County and each city in the county shall develop a recommended five-year program, updated annually, for expenditure of these program funds. Funds from this program shall be expended for implementation of, but shall not be limited to, the specific arterials or proposed corridors detailed in this Expenditure Plan. This list of arterials may be modified based on changing traffic, safety, and other changed conditions and priorities of each local jurisdiction over time. The costs shall also include necessary environmental mitigation directly related to project implementation. Receipt of funding for the I-5/SR99/US50 Connector is contingent on establishment of a habitat conservation approach, approval of the habitat conservation approach by the appropriate agencies, and adoption of the habitat conservation approach by the local recipient of funds.

2. Traffic Control and Safety Program. This program will fund traffic control system improvements, high priority pedestrian and vehicle safety projects, and emergency vehicle preemption systems for quicker police, fire and ambulance response throughout Sacramento County. Distribution among the cities and unincorporated County area shall be based 75% on relative population and 25% on total street/road mileage. The formula will be updated annually based on the California Department of Finance population estimates for cities and counties. Each local jurisdiction shall file a five-year program for use of the funds with the Authority, updated every other year to ensure program integrity and performance.

V. Transit Congestion Relief Program. 38.25% of the sales tax revenue collected and 20% of the revenues collected from new development shall fund transit capital improvements and provide funding for operating and maintaining such improvements, as well as existing transit services. The funding for capital improvements assumes 1/3 sales tax and a match of 2/3 federal, state and/or local funding other than sales tax. The funding for operations shall augment existing funds available for transit operations. These funds will be directly subvented to Sacramento Regional Transit based on a five year, annually updated transit capital and operating business plan recommended by Sacramento Regional Transit District, and approved by the Authority Board.

VI. 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.

VII. Senior and Disabled Transportation Services. This program will be funded by an average of 4.5% of the sales tax revenues collected over the life of the tax. The sales taxes dedicated in support of the Consolidated Transportation Services Agency (CTSA) shall be 3.5% for years 1-10. In years 11-20 the funding would increase to 4.5% and then increase in years 21-30 to 5.5%. The City and County of Sacramento General Fund contribution to CTSA will expire with the Existing Tax. The funds will be directly subvented to the CTSA based on a five year, annually updated business plan recommended by the CTSA and approved by the Authority Board.

VIII. Freeway Safety and Congestion Relief Program. 12% of the sales tax revenue collected and 20% of the revenues collected from new development shall fund congestion relief projects on the freeway system in Sacramento County. This program is separated into two categories of which 9% of the sales tax revenues collected shall be dedicated to Regional Bus/Carpool Lane Connectors and Extensions and 3% of the sales tax revenues collected shall be dedicated to Local Freeway Interchange Congestion Relief Upgrades.

A. Regional Bus/Carpool Lane Connectors/Extensions. These projects will provide congestion relief on the freeway system throughout the County. The funding for these capital improvements assumes ½ sales tax and a match of ½ federal, state and/or local funding other than sales tax. All local jurisdictions, except the City of Isleton, shall establish transportation management associations to promote the use of carpools and public transit.

B. Local Freeway Interchange Congestion Relief Upgrades. Funding for these projects assumes 2/3 federal, state, and/or developer oriented funding and 1/3 sales tax funding. The Authority Board has the flexibility to change the matching formula based on project delivery and other issues the Board deems appropriate for consideration. Funding is dedicated for, but is not limited to, interchanges described in this Expenditure Plan. The Authority Board in collaboration with the Technical Advisory Committee of Authority may add additional local freeway congestion relief projects to reflect the changing transportation needs of the County over time.

IX. Safety, Streetscaping, Pedestrian and Bicycle Facilities. 5% of the sales tax revenues collected shall fund non-motorized, pedestrian and bicycle safety improvements. With the exception of \$30 million dedicated for improvement and maintenance of the American River Parkway/Bikeway Network, funds shall be distributed among the cities and unincorporated County area based 75% on relative population and 25% on total street/road mileage. The formula will be updated annually based on the California Department of Finance population estimates for cities and counties.

X. Transportation-Related Air Quality Program. 1.50% of the sales tax revenues collected shall exclusively fund projects and programs that facilitate the Authority's ability to meet state and federal air quality mandates for mobile sources and to environmentally mitigate for transportation capital improvements in this Expenditure Plan. The Sacramento Metropolitan Air Quality Management District (SMAQMD) shall administer the program. The program will be based on a five-year program, updated annually, recommended by the SMAQMD and approved by the Authority Board.

XI. Smart Growth Incentive Program. 15% of the revenues collected from new development shall be available to local jurisdictions on a competitive basis for projects that meet certain smart growth objectives. This program shall be administered by the Authority and shall take into account the SACOG Community Design competitive funding program. The program shall include planning, development and acquisition of the Cosumnes River Permanent Open Space Preserve for the I5/SR99/US50 corridor and/or any other environmental mitigation needed to offset impacts from that project consistent with the adjacent local jurisdictions' land use planning documents and processes.

XII. Transportation Project Environmental Mitigation Program. 10% of the revenues collected from new development shall fund environmental mitigation for transportation projects contained in the Expenditure Plan. The program shall be administered by the Authority and will be available for a variety of eligible categories of mitigation. The program shall include planning, development and acquisition of the Cosumnes River Permanent Open Space Preserve for the I5/SR99/US50 corridor and/or any other environmental mitigation needed to offset impacts from that project consistent with the adjacent local jurisdictions' land use planning documents and processes.

XIII. General Program Administration and Independent Taxpayer Oversight Committee. 0.75% of the sales tax revenues collected shall fund staff costs of the Authority and other costs of administering the programs and projects contained in this Expenditure Plan and the activities of the Independent Taxpayer Oversight Committee described in Exhibit B.

Sacramento County Transportation Expenditure Plan 2009-2039

Percentage of DEVELOPER FEES	Percentage of SALES TAX		Proposed Sales Tax Allocation in \$	Proposed Developer Fee Allocation in \$	TOTAL PROPOSED ALLOCATION IN \$\$
35%	38%	Local Road Maintenance, Safety and Congestion Relief Program	<u>\$1,786</u>	<u>\$171</u>	<u>\$1,957</u>
	30%	City Street and County Road Maintenance Program	<u>\$1,410</u>		<u>\$1,410</u>
35%	8%	Local Arterial Safety & Traffic Operations Improvements Program	<u>\$376</u>	<u>\$171</u>	<u>\$547</u>
	5%	Local Arterial Program	<u>\$235</u>	<u>\$171</u>	<u>\$406</u>
		• Antelope Road: Watt—Auburn			
		• Arden Way: ITS improvements Del Paso—Fair Oaks Blvd			
		• Bradshaw Road: Grant Line—Folsom Blvd			
		• Bruceville Road: Sheldon—Cosumnes River Blvd			
		• Cosumnes River Blvd: I-5—Franklin Blvd			
		• Elk Grove Blvd: Big Horn—Waterman			
		• Folsom Blvd: 65th—Sunrise			
		• Folsom Bridge Crossing			
		• I5/SR99/SR50 Connector, including at least \$5 million for the Cosumnes River Permanent Open Space Preserve			
		• Greenback Lane: I/80—Folsom/Auburn Road			
		• Hazel Ave Improvements: Placer Co Line—Folsom Blvd			
		• Madison Ave: Watt—Greenback			
		• S Watt/Elk Grove-Florin Road: Folsom—Elk Grove Blvd			
		• Sheldon Road: Bruceville—Bradshaw			
		• Sunrise Blvd: Placer Co line—Grant Line			
		• Watt Ave: Antelope—Capital City Freeway			
	3%	Traffic Control and Safety Program	<u>\$141</u>		<u>\$141</u>
		Eligible funding categories:			
		• Synchronizing Traffic Signals			
		• Emergency Vehicle Signal Preemption			
		• Installing Fog/Rain/Night Roadway Reflectors			
		• Construct Shoulders for Safety on Rural Roads			
		• Audible Pedestrian Signals			
		• Changeable Message Signs			
		• Modifications to streetscape to improve accessibility for disabled persons			

Percentage of DEVELOPER FEES	Percentage of SALES TAX		Proposed Sales Tax Allocation in \$	Proposed Developer Fee Allocation in \$	TOTAL PROPOSED ALLOCATION IN \$\$
20%	38.25%	Transit Congestion Relief Program	<u>\$1,798</u>	<u>\$98</u>	<u>\$1,896</u>
	34.50%	Transit Operations, Maintenance & Safety	<u>\$1,622</u>		<u>\$1,622</u>
		Eligible funding categories:			
		• Operating & Maintaining Existing Bus, Light Rail, & Neighborhood Shuttle System			
		• Guaranteed Discount Transit Fares for Students, Seniors & Disabled			
		• Operating & Maintaining New Transit Capital Improvements			
20%	3.75%	Transit Capital Improvement Program	<u>\$176</u>	<u>\$98</u>	<u>\$274</u>
	1.25%	Construct Downtown Sacramento Intermodal Station	<u>\$58</u>		<u>\$58</u>
	2.50%	Rail Transit Improvements	<u>\$118</u>		<u>\$118</u>
		• Construct LRT extension from Meadowview Road to Cosumnes River College			
		• Implement Regional Rail commuter service (Sacto County portion)			
		• Fund planning, environmental, and design studies and processing for Downtown to Airport LRT Extension			
		• LRT Improvements in the I-80 Corridor			
		Neighborhood Shuttle System	<u>\$30</u>		<u>\$30</u>
	4.5%	Senior & Disabled Transportation Services <i>3.5% 1-10 years 4.5% 11-20 years 5.5% 21-30 years</i>	<u>\$212</u>		<u>\$212</u>
20%	12%	Freeway Safety and Congestion Relief Program	<u>\$564</u>	<u>\$98</u>	<u>\$662</u>
	9%	Regional Bus/Carpool Lane Connectors/Extensions	<u>\$423</u>		<u>\$423</u>
		• Bus/Carpool ramp connection from SR 50 E to SR 99 S			
		• I/80 Bus/Carpool Lanes: I-5—Capital City Freeway			
		• I-5 Bus/Carpool Lanes: Elk Grove to I-80			
		• Ramp widenings for connectors between SR 50 and I-5			
		• SR 50 Bus/Carpool Lanes: Sunrise thru Downtown Sacto.			
	3%	Local Freeway Interchange Congestion Relief Upgrades	<u>\$141</u>		<u>\$141</u>
		• Central Galt/SR 99 Interchange Upgrade			
		• Cosumnes Blvd/I-5 Interchange Upgrade			
		• Grant Line Road/SR 99 Interchange Upgrade			
		• I-5/I-80 Interchange Upgrade & Carpool Lane Connector			
		• Richards Blvd/I-5 Interchange Upgrade			
		• Sheldon Road/SR 99 Interchange Upgrade			
		• Watt Ave/SR 50 Interchange Upgrade			

Percentage of DEVELOPER FEES	Percentage of SALES TAX		Proposed Sales Tax Allocation in \$	Proposed Developer Fee Allocation in \$	TOTAL PROPOSED ALLOCATION IN \$\$
	5%	Safety, Streetscaping, Pedestrian and Bicycle Facilities	<u>\$235</u>		<u>\$235</u>
		Eligible funding categories:			
		• American River Parkway/Bikeway Network Improvement Program (\$30 million or \$1 million per year)			
		• Local Corridor Streetscape Enhancements			
		• Pedestrian, Bike, and Road Safety Improvements			
		• <i>Installing & Maintaining Safe Pedestrian Sidewalks (inc. ADA)</i>			
		• <i>Installing Safe Bike & Pedestrian Ways Near Schools</i>			
		• Smart Growth Transportation Objectives			
	1.50%	Transportation-Related Air Quality Program	<u>\$71</u>		<u>\$71</u>
		Eligible funding categories:			
		• Air Quality Monitoring & Public Information			
		• Accelerated Replacement of Dirty Diesel Engines			
		• Replacement of Gasoline Engine Catalysts			
		• Installation of Diesel Engine Catalysts			
		• Other proven emission-reducing strategies			
15%		Smart Growth Incentive Program		<u>\$73</u>	<u>\$73</u>
		Eligible funding categories:			
		• Promotion of transit oriented joint development			
		• At least \$5 million for planning, development and acquisition of the Cosumnes River Permanent Open Space Preserve for the I5/SR99/US50 corridor and/or any other environmental mitigation needed to offset project impacts from such project consistent with the adjacent local agencies land use planning documents and process.			
10%		Transportation Project Environmental Mitigation Program		<u>\$48</u>	<u>\$48</u>
		Eligible funding categories:			
		• Environmental mitigation for transportation projects contained in Measure A			
		• Open space acquisition			
		• Natural habitat preservation			
		• At least \$5 million for planning, development and acquisition of the Cosumnes River Permanent Open Space Preserve for the I5/SR99/US50 corridor and/or any other environmental mitigation needed to offset project impacts from such project consistent with the adjacent local agencies land use planning documents and process.			
	0.75%	Program Administration	<u>\$35</u>		<u>\$35</u>
		• General Program Administration			
		• Independent Taxpayers' Oversight Committee & Independent Audit			
	100%	Total Revenue over 30 years	\$4.74B	\$488	\$5.188B

CERTIFICATION
ELK GROVE CITY COUNCIL RESOLUTION NO. 2004-184

STATE OF CALIFORNIA)
COUNTY OF SACRAMENTO) **ss**
CITY OF ELK GROVE)

I, Peggy E. Jackson, City Clerk of the City of Elk Grove, California, do hereby certify that the foregoing resolution was duly introduced, approved, and adopted by the City Council of the City of Elk Grove at a regular meeting of said Council held on the 21st day of July 2004 by the following vote:

AYES 5: COUNCILMEMBERS: Scherman, Soares, Briggs, Cooper, Leary

NOES 0: COUNCILMEMBERS:

ABSTAIN 0: COUNCILMEMBERS:

ABSENT 0: COUNCILMEMBERS:



A handwritten signature in cursive script, appearing to read "Peggy E. Jackson", written over a horizontal line.

***Peggy E. Jackson, City Clerk
City of Elk Grove, California***