

I. MAINTENANCE OF EFFORT

A. Local Transportation Funding

Each year, the County and each City must commit discretionary **local** funds (excluding Measure A) for street/road maintenance and cumulatively for street/road maintenance, operations, and construction in amounts at least equal to the average annual amount that each respective jurisdiction committed to such purposes during the five years (2005-2009) immediately preceding the commencement of the **New** Measure A program. The following tables compare affected FY 2013 expenditures with the adopted standard for these performance criteria. *Please note that this performance requirement was suspended by the STA Governing Board in light of the extreme stress on local agency finances during the recent economic downturn. These data are provided here for information purposes only.*

Street/Road Maintenance

	Adopted Standard	FY 2013 Expenditures
Citrus Heights	\$0	\$2,414,549
Elk Grove	\$4,060	\$2,664,568
Folsom	\$1,640,003	\$1,780,318
Galt	\$0	\$0
Isleton	\$0	\$0
Rancho Cordova	\$29,173	\$1,558,516
Sacramento	\$1,334,174	\$930,914
Unincorporated County	\$6,046,668	\$7,707,634

Seven jurisdictions met the threshold for local (non-Measure A) maintenance expenditures during FY 2013. The City of Sacramento spent considerably less than its adopted standard, but its cumulative FY 2013 expenditures substantially exceeded the standard, as shown in the table below.

Street/Road Maintenance, Operations, & Construction

	Adopted Standard	FY 2013 Expenditures
Citrus Heights	\$0	\$2,478,094
Elk Grove	\$4,060	\$7,175,456
Folsom	\$1,640,003	\$1,780,318
Galt	\$0	\$0
Isleton	\$0	\$0
Rancho Cordova	\$157,265	\$1,558,516
Sacramento	\$1,602,867	\$2,806,403
Unincorporated County	\$10,225,152	\$9,515,535

Seven jurisdictions achieved the performance threshold for cumulative local (non-Measure A) expenditures for maintenance, operations, and construction during FY 2013. Related expenditures in the unincorporated County were about seven percent below the adopted standard.

B. Local Transportation Impact Fee Rate Schedule

The County and each City is required to impose a **local** transportation impact fee program on new property development. The local fee program is separate and in addition to the Measure A Countywide impact fee program (Sacramento County Transportation Mitigation Fee Program). The local impact fee rates must remain at least equal to the impact fee rates imposed by each respective jurisdiction at the time the **New** Measure A program commenced on April 1, 2009. A jurisdiction can only reduce its local transportation impact fee rate schedule relative to the adopted standard if such a reduction is supported by an impact fee study approved by the affected policy board. The following tables compare FY 2013 transportation impact fee rates for each jurisdiction with the adopted standards for this performance criterion:

City of Citrus Heights Road & Transit Fee

Land Use	Adopted Standard		FY 2013 Rate Schedule	
	District 1 <i>W of I-80</i>	District 3 <i>E of I-80</i>	District 1 <i>W of I-80</i>	District 3 <i>E of I-80</i>
Single-family residential (unit)	\$790.50	\$1,434.12	\$790.50	\$1,434.12
Multi-family residential (unit)	715.02	1,312.74	715.02	1,312.74
Commercial (sq ft)	2.44	4.45	2.44	4.45
Office – bus/prof (sq ft)	2.00	3.64	2.00	3.64
Church (sq ft)	0.80	1.44	0.80	1.44
Private School (sq ft)	139.74	253.98	139.74	253.98
Gas Station (pump)	3,190.56	5,729.34	3,190.56	5,729.34
Child Care Center (sq ft)	0.40	0.72	0.40	0.72
Care Facility (room)	358.02	656.88	358.02	656.88
Utility Building (sq ft)	0.07	0.12	0.07	0.12

The Citrus Heights impact fee schedule is unchanged and remains consistent with the adopted performance standard.

City of Folsom Road & Light Rail Transit Fee

Land Use	Adopted Standard		FY 2013 Rate Schedule	
	Road Fee	Light Rail Fee	Road Fee	Light Rail Fee
Single-family residential (unit)	\$7,153	\$634	\$7,153	\$634
Multi-family residential (unit)	5,007	436	5,007	436
Mobile Home (unit)	5,007	436	5,007	436
South Lexington Hills (unit)	6,336		6,336	
Office (sq ft)	4.67	0.084	4.67	0.084
Commercial / Retail (sq ft)	10.74	0.202	10.74	0.202
Hospital (sq ft)	10.74		10.74	
Hotel / Motel (sq ft)	10.74		10.74	
Industrial (sq ft)	4.67	0.084	4.67	0.084

The Folsom impact fee schedule is unchanged and is thus consistent with the adopted performance standard. The “Hospital” and “Hotel/Motel” classification are folded into “Commercial/Retail.”

City of Elk Grove Roadway Impact Fee

Land Use	Roadway Fee Adopted Standard (as amended, 2009)				
	1-Elk Grove	2-Laguna	3-LagunaWest	4-Lakeside	5-Stonelake
Single-family residential (unit)	7,551	6,346	5,539	3,932	7,382
Multi-family residential (unit)	5,247	4,296	3,859	2,750	5,130
Age Restricted residential (unit)	2,787	2,412	2,240	1,804	2,741
Shopping Center / General Commercial (sq ft)	5.51	3.61	3.42	0.86	5.31
Restaurant w/o drive-thru (sq ft)	18.94	14.52	14.11	8.18	18.45
Restaurant w/ drive-thru (sq ft)	30.06	23.22	22.59	13.41	30.06
Car Sales (sq ft)	8.56	6.51	6.33	3.59	8.34
Gas Station (fueling position)	9,132	7,059	6,864	4,084	10,851
Office (sq ft)	6.50	4.68	5.12	2.42	6.32
Industrial (sq ft)	4.66	3.73	3.70	2.57	4.54
Hotel (room)	3,305	3,160	2,299	1,070	3,202

Land Use	FY 2013 Rate Schedule (Roadway Fees)				
	1-Elk Grove	2-Laguna	3-LagunaWest	4-Lakeside	5-Stonelake
Single-family residential (unit)	5,992	5,035	4,395	3,120	5,857
Multi-family residential (unit)	4,163	3,409	3,062	2,183	4,070
Age Restricted residential (unit)	2,323	1,994	1,844	1,461	2,283
Shopping Center / General Commercial (sq ft)	4.37	2.86	2.58	0.65	4.01
Restaurant w/o drive-thru (sq ft)	15.03	11.52	11.19	6.49	14.64
Restaurant w/ drive-thru (sq ft)	23.85	18.42	17.92	10.64	23.85
Car Sales (sq ft)	6.79	5.17	5.02	2.85	6.62
Gas Station (fueling position)	7,246	5,602	5,446	3,241	7,061
Office (sq ft)	5.16	3.71	4.06	1.92	5.01
Industrial (sq ft)	3.70	2.96	2.94	2.04	3.60
Hotel (room)	2,623	2,507	1,824	849	2,541

The adopted standard (top table) has been adjusted to accommodate a reduced fee structure that was the product of a formal impact fee study performed by an experienced infrastructure financing consultant and adopted by City Council resolution in 2009. All of Elk Grove's current fee rates are lower than the adopted standards. This is the result of a provision in the City's municipal code that adjusts the rate schedule periodically according to changes in the Caltrans Construction Cost Index (three-year rolling average). That index has declined in recent years. The City is in compliance with the Measure A maintenance of effort performance standard, however, because the annual adjustment provision is set forth in its municipal code.

City of Galt Traffic Circulation Fee

Land Use	Adopted Standard		FY 2010 Rate Schedule	
	Citywide	NE Specific Plan	Citywide	NE Specific Plan
Single-family residential (unit)	\$11,743	\$7,703	\$11,743	\$10,405
Multi-family residential (unit)	8,136	5,753	8,136	7,517
Retail Store (sq ft)	15.42	7.11	15.42	14.48
Office (sq ft)	8.20	1.30	8.20	7.47
Industrial (sq ft)	3.73	2.89	3.73	3.00
Institutional (trip)	877	680	877	680

The adopted “Citywide” fee standard has been adjusted to accommodate a reduced fee structure that was the product of a formal impact fee study performed by an experienced infrastructure financing consultant and adopted by the City Council in March 2010. The current Galt traffic circulation fee schedule is consistent with the adjusted maintenance of effort performance standard.

City of Isleton

Land Use	Adopted Standard	FY 2013 Fee Rate Schedule
	Single-family residential (unit)	4,000.00
Multi-family residential (unit)	3,000.00	3,000.00
Mobile Home (unit)	3,000.00	3,000.00
Commercial (sq ft)	5.00	5.00
Industrial (sq ft)	2.50	2.50
Office (sq ft)	5.00	5.00
Gas Station (fueling position)	4,000.00	4,000.00

The City of Isleton adopted its first local transportation impact fee schedule in 2012. That schedule serves as the adopted standard for determining Measure A maintenance of effort. The fee schedule has not been changed since adoption, so the City of Isleton is currently in compliance with this maintenance of effort standard.

City of Rancho Cordova Transportation Impact Fee

Land Use	Adopted Standard		FY 2013 Rate Schedule	
	Area 1	Area 2	Area 1	Area 2
Detached Dwelling > 1200 (unit)	8,900	14,996	9,077	14,996
Detached Dwelling ≤ 1200 (unit)	6,060	13,196	6,060	13,196
SF Attached Dwelling (unit)	5,941	12,629	6,060	13,196
Multi-family Dwelling (unit)	5,909	10,497	5,909	10,497
Mobile Home in park (unit)	4,655.50	9,895.41	4,655.50	9,895.41
Commercial Lodging (unit)	4,681.77	5,896.53	4,681.77	5,896.53
Commercial (sq ft)	8.36	11.00	8.53	11.00
Office (sq ft)	8.10	8.26	8.26	8.45
Industrial/Manufacturing (sq ft)	4.30	4.30	4.30	4.30

The adopted standard for Rancho Cordova (left side of table) has been adjusted to accommodate a reduced fee structure that was the product of a formal impact fee study performed by an experienced infrastructure financing consultant and adopted by the City Council in December 2013. "Mobile Home" and "Commercial Lodging" have been folded into other applicable categories. The current Rancho Cordova transportation impact fee schedule is consistent with the adjusted maintenance of effort performance standard.

City of Sacramento Transportation Fee Programs

North Natomas

Land Use	Adopted Standard			FY 2013 Fee Rate Schedule		
	Major Street Constr Tax (% of const value)	N. Natomas Public Financing Fee	N. Natomas Transit	Major Street Constr Tax (% of const value)	N. Natomas Public Financing Fee	N. Natomas Transit
Single Family res (unit)	0.8%	4,740	325	0.8%	5,845	375
Multi-family res (unit)	0.8%	4,740	325	0.8%	5,845	375
Retail (net acre), <i>Comm</i>	0.8%	111,732	13,800	0.8%	140,361	15,947
Office (net acre), <i>EC-30</i>	0.8%	58,249	5,276	0.8%	75,669	6,097

Downtown

Land Use	Adopted Standard		FY 2013 Fee Rate Schedule			
	Major Street Constr Tax (% of const value)	Richards / Railyards/ Downtown	Major Street Constr Tax (% of const value)	Downtown	Richards	Railyards
Single-family res (unit)	0.8%	810	0.8%	918	3,647	4,308
Multi-family res (unit)	0.8%	811	0.8%	918	3,647	4,308
Retail (sq ft)	0.8%	1.70	0.8%	1.92	7.64	9.13
Office (sq ft)	0.8%	1.54	0.8%	1.75	6.94	8.19

The current Sacramento transportation impact fee rates exceed the adopted Measure A standard in every category. The City is in compliance with the adopted maintenance of effort performance standard.

County of Sacramento Transportation Development Fee

The local transportation impact fee rate schedule for the unincorporated County area is shown on the following two pages. Table B-1 depicts the Measure A performance standard, which is the rate schedule that was in effect at the commencement of the **New** Measure A program on April 1, 2009. Table B-2 depicts the current impact fee rate schedule. For all land use categories in all of the County fee district areas, the current rates exceed the adopted standard. The County remains in compliance with the Measure A maintenance of effort performance standard.

II. PLANNING & PROGRAMMING

Five-Year Programming

The Measure A planning and programming standard requires that affected local transportation agencies submit five-year programs of anticipated expenditures within the following Measure A program components:

- Transit Congestion Relief Program
- Local Arterial Program
- Traffic Control & Safety Program
- Safety, Streetscaping, Pedestrian & Bicycle Facilities Program
- Senior & Disabled Transportation Services Program
- Transportation-Related Air Quality Program

The stated level of expenditures during the programming period is based on STA revenue estimates for each Measure A program component. For FY 2013, all of the affected local entities submitted their required 5-year programs, which were subsequently reviewed by the Measure A Independent Taxpayers Oversight Committee (ITOC) and approved by the STA Governing Board.

III. REPORTING

A. Quarterly Status Report – Capital Projects

Each recipient transportation agency is required to submit a quarterly status report of its progress delivering and constructing Measure A Capital projects. The reports are due to STA within 30 days after the end of each calendar quarter, and must include the following information:

- General description of project
- Total anticipated project cost and proportional contribution from Measure A
- Amount of Measure A funds expended during the reporting period and cumulatively to date
- Amount of Measure A funds earmarked for the project still unexpended
- Current project implementation phase
- Statement of how the project's design and construction will accommodate bicyclists and pedestrians

All of the entities receiving Measure A capital funds submitted the required quarterly status reports during FY 2013. The reports were subsequently reviewed by the ITOC and the STA Governing Board.

B. Quarterly Status Reports – On-going Operations & Maintenance Programs

Each recipient entity is required to submit a quarterly status report of its progress delivering the on-going annual (*non-capital*) Measure A programs. The reports are due within 30 days after the end of each calendar quarter, and must include the following information for each affected Measure A program during the reporting period:

- Amount of Measure A funds received
- Amount of interest earned
- Amount of Measure A funds expended
- Listing of specific expenditures (type of expenditure and location, if applicable)

All of the local entities receiving Measure A funding for on-going annual programs submitted the required quarterly status reports during FY 2013. The reports were subsequently reviewed by the ITOC and presented to the STA Governing Board. The City of Isleton did not receive Measure A distributions during FY 2013, and thus did not submit quarterly status reports.