

## 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 2010 expenditures with the adopted standard for these performance criteria:

#### Street/Road Maintenance

	Adopted Standard	FY 2010 Expenditures
Citrus Heights	\$0	\$0
Elk Grove	\$4,060	\$65,865
Folsom	\$1,640,003	\$1,692,663
Galt	\$0	\$0
Isleton	<i>No data</i>	<i>No data</i>
Rancho Cordova	\$29,173	\$54,010
Sacramento	\$1,334,174	<b>\$757,539</b>
Unincorporated County	\$6,046,668	\$6,694,296

All but two of the jurisdictions met the threshold for local (non-Measure A) maintenance expenditures during FY 2010. The City of Sacramento spent considerably less than its adopted standard, and the City of Isleton did not respond to the request for data.

#### Street/Road Maintenance, Operations, & Construction

	Adopted Standard	FY 2010 Expenditures
Citrus Heights	\$0	\$0
Elk Grove	\$4,060	\$65,865
Folsom	\$1,640,003	\$1,692,663
Galt	\$0	\$0
Isleton	<i>No data</i>	<i>No data</i>
Rancho Cordova	\$157,265	\$161,308
Sacramento	\$1,602,867	<b>\$951,982</b>
Unincorporated County	\$10,225,152	<b>\$6,910,122</b>

Five jurisdictions achieved the performance threshold for cumulative local (non-Measure A) expenditures for maintenance, operations, and construction during FY 2010. Related expenditures in the City of Sacramento and the unincorporated County were less than the adopted standards. The City of Isleton did not respond to the request for data.

## 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 2010 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 2010 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 is thus consistent with the adopted performance standard.

### City of Folsom Road & Light Rail Transit Fee

Land Use	Adopted Standard		FY 2010 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.

### City of Elk Grove Roadway Impact Fee

Land Use	Adopted Standard				
	1-Elk Grove	2-Laguna	3-LagunaWest	4-Lakeside	5-Stonelake
Single-family residential (unit)	9,289	8,198	7,467	6,012	9,137
Multi-family residential (unit)	6,409	5,549	5,152	4,148	6,304
Age Restricted residential (unit)	2,787	2,412	2,240	1,804	2,741
Shopping Center / General Commercial (sq ft)	11.24	9.51	9.34	7.02	11.05
Restaurant w/o drive-thru (sq ft)	25.92	21.92	21.54	16.18	25.47
Restaurant w/ drive-thru (sq ft)	40.13	33.94	33.36	25.05	39.44
Car Sales (sq ft)	16.26	13.75	13.51	10.15	15.98
Gas Station (fueling position)	12,169	10,291	10,115	7,598	11,958
Office (sq ft)	9.85	8.20	8.59	6.15	9.68
Industrial (sq ft)	5.02	4.18	4.15	3.13	4.90
Hotel (room)	5,388	5,257	4,478	3,364	5,295

Land Use	FY 2010 Rate Schedule				
	1-Elk Grove	2-Laguna	3-LagunaWest	4-Lakeside	5-Stonelake
Single-family residential (unit)	<i>7,551</i>	<i>6,346</i>	<i>5,539</i>	<i>3,932</i>	<i>7,382</i>
Multi-family residential (unit)	<i>5,247</i>	<i>4,296</i>	<i>3,859</i>	<i>2,750</i>	<i>5,130</i>
Age Restricted residential (unit)	2,927	2,513	2,324	1,842	2,877
Shopping Center / General Commercial (sq ft)	<i>6.10</i>	<i>4.20</i>	<i>4.01</i>	<i>1.45</i>	<i>5.90</i>
Restaurant w/o drive-thru (sq ft)	<i>20.97</i>	<i>16.55</i>	<i>16.14</i>	<i>10.21</i>	<i>20.48</i>
Restaurant w/ drive-thru (sq ft)	<i>33.28</i>	<i>26.44</i>	<i>25.81</i>	<i>16.63</i>	<i>33.28</i>
Car Sales (sq ft)	<i>9.47</i>	<i>7.42</i>	<i>7.24</i>	<i>4.50</i>	<i>9.25</i>
Gas Station (fueling position)	<i>10,109</i>	<i>8,036</i>	<i>7,841</i>	<i>5,061</i>	<i>9,876</i>
Office (sq ft)	<i>7.19</i>	<i>5.37</i>	<i>5.81</i>	<i>3.11</i>	<i>7.01</i>
Industrial (sq ft)	5.16	4.23	4.20	<i>3.07</i>	5.04
Hotel (room)	<i>3,659</i>	<i>3,514</i>	<i>2,653</i>	<i>1,424</i>	<i>3,556</i>

Except for the “age-restricted residential” and the “industrial” land use categories, all of the Elk Grove impact fee rates are below the adopted standards. The City remains in compliance with the Measure A maintenance of effort performance standard, however, because the reduced rates are the product of a formal impact fee study performed by an experienced infrastructure financing consultant and adopted by the City Council (July 2009).

### 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)	\$13,984	\$7,703	<i>\$11,743</i>	\$10,405
Multi-family residential (unit)	9,688	5,753	<i>8,136</i>	7,517
Retail Store (sq ft)	18.36	7.11	<i>15.42</i>	14.48
Office (sq ft)	9.76	1.30	<i>8.20</i>	7.47
Industrial (sq ft)	4.43	2.89	<i>3.73</i>	3.00
Institutional (trip)	1,462	689	<i>877</i>	<i>680</i>

Galt’s citywide impact fee rates are consistently lower than the adopted Measure A maintenance of effort performance standard, while the NE Specific Plan fees (except for “Industrial”) are consistently higher. The City remains in compliance with the Measure A maintenance of effort performance standard, however, because the modified fee rate structure is the product of a formal impact fee study prepared by an experienced infrastructure finance consultant and adopted by the City Council (March 2010).

**City of Rancho Cordova Transportation Impact Fee**

Land Use	Adopted Standard		FY 2010 Rate Schedule	
	Area 1	Area 2	Area 1	Area 2
Detached Dwelling (unit)	8,899.52	18,915.31	8,899.52	18,915.31
Attached Dwelling (unit)	5,941.40	12,629.18	5,941.40	12,629.18
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	14.04	8.36	14.04
Office (sq ft)	8.10	10.78	8.10	10.78
Industrial/Manufacturing (sq ft)	5.49	5.49	5.49	5.49

The Rancho Cordova transportation impact fee schedule is unchanged and is thus consistent with the adopted maintenance of effort performance standard.

**City of Sacramento Transportation Fee Programs**

**North Natomas**

Land Use	Adopted Standard			FY 2010 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%	0	3,877	0.8%	0	3,877
Multi-family res (unit)	0.8%	0	2,736	0.8%	0	2,736
Retail (sq ft)	0.8%	11.03	1.36	0.8%	11.03	1.36
Office (sq ft)	0.8%	5.69	0.64	0.8%	5.69	0.64

**Downtown**

Land Use	Adopted Standard		FY 2010 Fee Rate Schedule	
	Major Street Constr Tax (% of const value)	Richards / Railyards/ Downtown	Major Street Constr Tax (% of const value)	Richards / Railyards/ Downtown
Single-family res (unit)	0.8%	810	0.8%	810
Multi-family res (unit)	0.8%	811	0.8%	811
Retail (sq ft)	0.8%	1.70	0.8%	1.70
Office (sq ft)	0.8%	1.54	0.8%	1.54

The Sacramento transportation impact fee schedule is unchanged and is thus consistent with the adopted maintenance of effort performance standard.

### **City of Isleton**

The City of Isleton is in violation of the Measure A maintenance of effort standard, because it did not submit its FY 2009-10 impact fee rate schedule, nor has it submitted the data required to calculate a local impact fee performance standard. At this time, Isleton is ineligible to receive Measure A funds.

### **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 are below the adopted standard. The County remains in compliance with the Measure A maintenance of effort performance standard, however, because the modified fee rate structure is the product of an updated impact fee study adopted by the Board of Supervisors (March 2010). The updated fee study resulted in an *average* fee reduction of 5.3 percent across all land uses and fee districts. The County's fee program also provides for an automatic annual adjustment to the rate structure consistent with annual changes in the Caltrans highway construction cost index. That index declined 7.6 percent last year.

## **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. During FY 2010, 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 2010. 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 2010. 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 2010, and thus did not submit quarterly status reports. Isleton is currently ineligible to receive its Measure A funds, because it has not acknowledged or addressed the Measure A performance and accounting standards.

**SACRAMENTO COUNTY TRANSPORTATION DEVELOPMENT FEES (33%)**  
02/17/2009

DISTRICT	Infrastructure Type	L A N D U S E T Y P E																			
		Single Family less than 1,200 sf (DU)	Single Family 1,200 to 2,499 sf (DU)	Single Family 2,500 sf or more (DU)	Multi-Family (DU)	Residential Accessory Unit (DU)	Residential Age-Restricted (DU)	General Commercial less than 175,000 sf (SF)	General Commercial 175,000 sf or more (SF)	Car Sales (SF)	Hotel/Motel (Room)	General Office (SF)	General Industrial (SF)	Warehousing (SF)	Church (SF)	Private School (Student)	Gas Station (Fueling Pos.)	Convalescent Hospital (SF)	Child Care Center (SF)	Congregate Care (DU)	Golf Course (Hole)
1	Transportation	\$2,560.46	\$2,909.61	\$3,404.24	\$1,774.86	\$872.88	\$756.50	\$3.26	\$4.74	\$2.76	\$1,542.09	\$3.35	\$2.65	\$1.28	\$1.34	\$349.15	\$3,025.99	\$0.49	\$4.57	\$203.67	\$10,096.35
	Adm.(2%)	\$51.21	\$58.19	\$68.08	\$35.50	\$17.46	\$15.13	\$0.07	\$0.09	\$0.06	\$30.84	\$0.07	\$0.05	\$0.03	\$0.03	\$6.98	\$60.52	\$0.01	\$0.09	\$4.07	\$201.93
	Total	\$2,611.67	\$2,967.80	\$3,472.33	\$1,810.36	\$890.34	\$771.63	\$3.32	\$4.84	\$2.82	\$1,572.94	\$3.41	\$2.70	\$1.31	\$1.37	\$356.14	\$3,086.51	\$0.50	\$4.66	\$207.75	\$10,298.27
2	Transportation	\$3,427.01	\$3,894.33	\$4,556.37	\$2,375.54	\$1,168.30	\$1,012.53	\$4.36	\$6.35	\$3.70	\$2,063.99	\$4.48	\$3.54	\$1.71	\$1.79	\$467.32	\$4,050.10	\$0.66	\$6.11	\$272.60	\$13,513.33
	Adm.(2%)	\$68.54	\$77.89	\$91.13	\$47.51	\$23.37	\$20.25	\$0.09	\$0.13	\$0.07	\$41.28	\$0.09	\$0.07	\$0.03	\$0.04	\$9.35	\$81.00	\$0.01	\$0.12	\$5.45	\$270.27
	Total	\$3,495.55	\$3,972.22	\$4,647.49	\$2,423.05	\$1,191.66	\$1,032.78	\$4.45	\$6.47	\$3.77	\$2,105.27	\$4.57	\$3.61	\$1.75	\$1.83	\$476.67	\$4,131.11	\$0.68	\$6.24	\$278.06	\$13,783.59
3	Transportation	\$3,652.07	\$4,150.08	\$4,855.59	\$2,531.55	\$1,245.02	\$1,079.02	\$4.65	\$6.76	\$3.94	\$2,199.54	\$4.77	\$3.78	\$1.83	\$1.91	\$498.01	\$4,316.08	\$0.71	\$6.52	\$290.51	\$14,400.78
	Adm.(2%)	\$73.04	\$83.00	\$97.11	\$50.63	\$24.90	\$21.58	\$0.09	\$0.14	\$0.08	\$43.99	\$0.10	\$0.08	\$0.04	\$0.04	\$9.96	\$86.32	\$0.01	\$0.13	\$5.81	\$288.02
	Total	\$3,725.11	\$4,233.08	\$4,952.71	\$2,582.18	\$1,269.92	\$1,100.60	\$4.74	\$6.90	\$4.02	\$2,243.53	\$4.87	\$3.85	\$1.86	\$1.95	\$507.97	\$4,402.40	\$0.72	\$6.65	\$296.32	\$14,688.79
4	Transportation	\$3,204.56	\$3,641.55	\$4,260.61	\$2,221.35	\$1,092.47	\$946.80	\$4.08	\$5.94	\$3.46	\$1,930.02	\$4.19	\$3.31	\$1.60	\$1.68	\$436.99	\$3,787.21	\$0.62	\$5.72	\$254.91	\$12,636.18
	Adm.(2%)	\$64.09	\$72.83	\$85.21	\$44.43	\$21.85	\$18.94	\$0.08	\$0.12	\$0.07	\$38.60	\$0.08	\$0.07	\$0.03	\$0.03	\$8.74	\$75.74	\$0.01	\$0.11	\$5.10	\$252.72
	Total	\$3,268.66	\$3,714.38	\$4,345.83	\$2,265.77	\$1,114.31	\$965.74	\$4.16	\$6.05	\$3.53	\$1,968.62	\$4.27	\$3.38	\$1.63	\$1.71	\$445.73	\$3,862.96	\$0.63	\$5.83	\$260.01	\$12,888.90
5	Transportation	\$1,722.07	\$1,956.90	\$2,289.57	\$1,193.71	\$587.07	\$508.79	\$2.19	\$3.19	\$1.86	\$1,037.16	\$2.25	\$1.78	\$0.86	\$0.90	\$234.83	\$2,035.18	\$0.33	\$3.07	\$136.98	\$6,790.44
	Adm.(2%)	\$34.44	\$39.14	\$45.79	\$23.87	\$11.74	\$10.18	\$0.04	\$0.06	\$0.04	\$20.74	\$0.05	\$0.04	\$0.02	\$0.02	\$4.70	\$40.70	\$0.01	\$0.06	\$2.74	\$135.81
	Total	\$1,756.51	\$1,996.04	\$2,335.36	\$1,217.58	\$598.81	\$518.97	\$2.24	\$3.25	\$1.90	\$1,057.90	\$2.30	\$1.82	\$0.88	\$0.92	\$239.52	\$2,075.88	\$0.34	\$3.13	\$139.72	\$6,926.25
6	Transportation	\$1,894.28	\$2,152.59	\$2,518.53	\$1,313.08	\$645.78	\$559.67	\$2.41	\$3.51	\$2.04	\$1,140.87	\$2.48	\$1.96	\$0.95	\$0.99	\$258.31	\$2,238.69	\$0.37	\$3.38	\$150.68	\$7,469.49
	Adm.(2%)	\$37.89	\$43.05	\$50.37	\$26.26	\$12.92	\$11.19	\$0.05	\$0.07	\$0.04	\$22.82	\$0.05	\$0.04	\$0.02	\$0.02	\$5.17	\$44.77	\$0.01	\$0.07	\$3.01	\$149.39
	Total	\$1,932.16	\$2,195.64	\$2,568.90	\$1,339.34	\$658.69	\$570.87	\$2.46	\$3.58	\$2.09	\$1,163.69	\$2.52	\$2.00	\$0.97	\$1.01	\$263.48	\$2,283.47	\$0.37	\$3.45	\$153.69	\$7,618.88
East Antelope	Transportation	\$1,313.48	\$1,492.59	\$1,746.33	\$910.48	\$447.78	\$388.07	\$1.67	\$2.43	\$1.42	\$791.07	\$1.72	\$1.36	\$0.66	\$0.69	\$179.11	\$1,552.29	\$0.25	\$2.34	\$104.48	\$5,179.29
	Adm.(2%)	\$26.27	\$29.85	\$34.93	\$18.21	\$8.96	\$7.76	\$0.03	\$0.05	\$0.03	\$15.82	\$0.03	\$0.03	\$0.01	\$0.01	\$3.58	\$31.05	\$0.01	\$0.05	\$2.09	\$103.59
	Total	\$1,339.75	\$1,522.44	\$1,781.26	\$928.69	\$456.73	\$395.83	\$1.71	\$2.48	\$1.45	\$806.89	\$1.75	\$1.39	\$0.67	\$0.70	\$182.69	\$1,583.34	\$0.26	\$2.39	\$106.57	\$5,282.87
Vineyard	Transportation	\$1,730.49	\$1,966.47	\$2,300.77	\$1,199.55	\$589.94	\$511.28	\$2.20	\$3.21	\$1.87	\$1,042.23	\$2.26	\$1.79	\$0.87	\$0.90	\$235.98	\$2,045.13	\$0.33	\$3.09	\$137.65	\$6,823.65
	Adm.(2%)	\$34.61	\$39.33	\$46.02	\$23.99	\$11.80	\$10.23	\$0.04	\$0.06	\$0.04	\$20.84	\$0.05	\$0.04	\$0.02	\$0.02	\$4.72	\$40.90	\$0.01	\$0.06	\$2.75	\$136.47
	Total	\$1,765.10	\$2,005.80	\$2,346.79	\$1,223.54	\$601.74	\$521.51	\$2.25	\$3.27	\$1.91	\$1,063.07	\$2.31	\$1.83	\$0.88	\$0.92	\$240.70	\$2,086.03	\$0.34	\$3.15	\$140.41	\$6,960.12
North Vineyard Station	Transportation	\$620.29	\$704.88	\$824.71	\$429.98	\$211.46	\$183.27	\$0.79	\$1.15	\$0.67	\$373.59	\$0.81	\$0.64	\$0.31	\$0.32	\$84.59	\$733.08	\$0.12	\$1.11	\$49.34	\$2,445.93
	Adm.(2%)	\$12.41	\$14.10	\$16.49	\$8.60	\$4.23	\$3.67	\$0.02	\$0.02	\$0.01	\$7.47	\$0.02	\$0.01	\$0.01	\$0.01	\$1.69	\$14.66	\$0.00	\$0.02	\$0.99	\$48.92
	Total	\$632.70	\$718.98	\$841.20	\$438.58	\$215.69	\$186.93	\$0.81	\$1.17	\$0.68	\$381.06	\$0.83	\$0.65	\$0.32	\$0.33	\$86.28	\$747.74	\$0.12	\$1.13	\$50.33	\$2,494.85
Mather	Transportation	\$30.78	\$34.98	\$40.93	\$21.34	\$10.49	\$9.09	\$0.04	\$0.06	\$0.03	\$18.54	\$0.04	\$0.03	\$0.02	\$0.02	\$4.20	\$36.38	\$0.01	\$0.05	\$2.45	\$121.38
	Adm.(2%)	\$0.62	\$0.70	\$0.82	\$0.43	\$0.21	\$0.18	\$0.00	\$0.00	\$0.00	\$0.37	\$0.00	\$0.00	\$0.00	\$0.00	\$0.08	\$0.73	\$0.00	\$0.00	\$0.05	\$2.43
	Total	\$31.40	\$35.68	\$41.75	\$21.76	\$10.70	\$9.28	\$0.04	\$0.06	\$0.03	\$18.91	\$0.04	\$0.03	\$0.02	\$0.02	\$4.28	\$37.11	\$0.01	\$0.06	\$2.50	\$123.81

SFR = AR-10 thru RD-7 and RM-2

MFR = RD-10 thru RD-40

