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DEPARTMENT OF
TRANSPORTATION

CITY OF SACRAMENTO
CALIFORNIA

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June 1, 2004

City Council
Sacramento, California

Honorable Members in Session:

SUBJECT: STATUS UPDATE ON MEASURE A SALES TAX RENEWAL

LOCATION AND COUNCIL DISTRICT: Citywide. All Districts.

RECOMMENDATION:

This report is for information only.

CONTACT PERSONS: Fran Lee Halbakken, Planning and Policy Manager, 808-7194
Gary Stonehouse, Planning Director, 808-5567

FOR COUNCIL MEETING OF: June 8, 2004

SUMMARY:

On May 11, 2004, City Council received a report on the proposed Measure A Transportation Sales Tax Renewal. Council discussed the draft Expenditure Plan, countywide impact fee, and policy issues, and provided direction to the City's members of the Sacramento Transportation Authority (STA) Governing Board. This report provides an update of the Measure A renewal effort.

COMMITTEE/COMMISSION ACTION: None.

BACKGROUND INFORMATION:

At its May 11 meeting, the Council developed the following guidelines for the City's STA Board members to use in discussions of the Expenditure Plan and related policies:

- Consider a guideline of 40% allocation for Regional Transit's Operating & Maintenance needs and capital projects;
- Consider a minimum 29% allocation for street maintenance;
- Implement a county-wide developer fee program;
- Ensure Expenditure Plan language reflects neutrality on alignment of I-5/US 99/US 50 connector road; and
- Consider limiting development to occur within an approved sphere of influence or Urban Services Boundary.

The STA Board and committees of the Board have met several times since the May 11 Council meeting. On May 28, the STA Board took the following actions:

- Approved the Expenditure Plan dated May 21, 2004, included as Attachment A

Attachment B – Policy Decisions

- Approved formula distributions for road maintenance and program funding based 75% on population and 25% on lane miles;
- Approved a minimum of \$1 million per year for Neighborhood Shuttles under several categories of the Expenditure Plan;
- Approved expanded open space and mitigation language associated with I-5/US 50 Connector project and linked it with two categories of Expenditure Plan;
- Approved STA staff to bring back options for the developer fee program that STA Board can select from and approve on June 10 (see Attachment C);
- Approved linkage to Sacramento Area Council of Government's (SACOG) Community Design Program and Blueprint process;
- Approved the intent to require linkage with Transportation Management Agencies with projects in the Expenditure Plan; and
- Approved inclusion of Habitat Conservation Plans and community outreach in Transportation Vision (see Attachment D).

On June 10, 2004, the STA Board is expected to approve a consolidated Measure A sales tax ordinance for the November 2004 ballot.

FINANCIAL CONSIDERATIONS:

Currently, Measure A transportation sales tax provides a large portion of the City of Sacramento's operating and maintenance funds and capital projects and program funds. Measure A renewal is critical for the City's transportation needs.

ENVIRONMENTAL CONSIDERATIONS:

The actions contained in this report do not constitute a "project" as defined by the California Environmental Quality Act (CEQA) Guidelines Section 15378 because it does not involve an activity that will cause a direct or indirect physical change in the environment and does not require further environmental review.


POLICY CONSIDERATIONS:

Recommendations in the Expenditure Plan and policies are consistent with the City of Sacramento's Strategic Plan goals of improving and diversifying the transportation system and enhancing and preserving neighborhoods.

ESBD CONSIDERATIONS:

None, since no goods or services are being procured with this report.

Respectfully submitted,


Francesca Lee Halbakken
Planning and Policy Manager


Gary Stonehouse
Planning Director

FOR CITY COUNCIL INFORMATION:

Approved:



ROBERT P. THOMAS
City Manager



Marty Hanneman
Director, Department of Transportation

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S/WGrps/F&P/Prog & App/Meas A/Renewal/Status Update on Measure A

Measure A Expenditure Plan
SUMMARY SHEET
May 21, 2004

	Proposed Percentage of DEVELOPER FEES	Proposed Percentage of SALES TAX	Proposed Sales Tax Allocation in \$	Proposed Developer Fee Allocation in \$	TOTAL PROPOSED ALLOCATION IN \$	PROPOSED PERCENTAGE OF TOTAL PROGRAM (FEES + TAX)
I.	35%	38%	\$1,786	\$171	\$1,957	37.7%
	35%	30%	\$1,410		\$1,410	
		8%	\$376		\$547	
II.	20%	38.25%	\$1,738	\$98	\$1,836	36.5%
	20%	34.50%	\$1,622		\$1,622	
		3.75%	\$176	\$98	\$274	
III.		4.5%	\$212		\$212	4.1%
IV.	20%	12%	\$584	\$98	\$682	12.8%
		9%	\$423		\$423	
		3%	\$141		\$141	
V.		5%	\$235		\$235	4.5%
VI.		1.50%	\$71		\$71	1.4%
VII.	15%			\$73	\$73	1.4%
VIII.	10%			\$48	\$48	0.9%
IX.		0.75%	\$35		\$35	0.7%
		100%	\$4,778	\$488	\$5,188	100%

**Measure A Expenditure Plan Development
Staff/Consultant Recommendation — May 21, 2004**

	Proposed Percentage of DEVELOPER FEES	Proposed Percentage of SALES TAX		Total Project Est. Cost	Proposed Sales Tax Allocation in \$	Proposed Developer Fee Allocation in \$	TOTAL PROPOSED ALLOCATION IN \$\$
1.	35%	38%	Local Road Maintenance, Safety and Congestion Relief Program	\$1,700	\$1,786	\$171	\$1,957
	30%		City Street and County Road Maintenance - Filling the Potholes		\$1,410		\$1,410
			<p><i>This program would be targeted for city street and county road maintenance and rehabilitation and repair. It would include a required Maintenance of Effort regarding existing road maintenance programs to ensure that the net impact of the program would provide continuing funds for this purpose in each of the cities and in the unincorporated areas of the County. Each of the local governments receiving these funds would file a pavement and bridge maintenance system report on a biennial basis to the STA regarding progress in maintaining local streets and roads. The report would be in a format that could be audited on a biennial basis. Distribution among the cities and unincorporated County area would be based on relative population. The formula would be updated annually based on the Department of Finance population estimates for cities and counties.</i></p>				
	35%	8%	Local Arterial Safety & Traffic Operations Improvements Program		\$376		\$547
			<p><i>This program would be separated into two categories of which 5% would be dedicated to arterial safety, operational, streetscaping, bicycle, and pedestrian improvements, improved accessibility for the disabled, and upgrades of arterials to urban standards. The second category would dedicate 3% for traffic control system improvements, high priority pedestrian and vehicle safety projects, and emergency vehicle preemption systems for quicker police, fire and ambulance response in Sacramento County.</i></p> <p><i>A technical advisory committee made up of the public works directors or their designate from the County and each city in the county shall develop a recommended five year program, update annually for expenditure of these program funds. These funds shall be targeted on implementation of, but shall not be limited to, the following specific arterials or proposed corridors. This list of targeted facilities could be modified based on changing traffic, safety, and other changed conditions and priorities of each local government jurisdiction over time. The costs shall also include necessary environmental mitigation directly related to project implementation.</i></p>				
	5%				\$235	\$171	\$406
			<ul style="list-style-type: none"> • Antelope Road: Watt—Auburn \$48 \$16 • Arden Way: ITS improvements Del Paso—Fair Oaks Blvd \$12 \$4 • Bradshaw Road: Grant Line—Folsom Blvd \$128 \$43 • Bruceville Road: Sheldon—Cosumnes River Blvd \$14 \$5 • Cosumnes River Blvd: I-5—Franklin Blvd \$20 \$7 • Elk Grove Blvd: Big Horn—Waterman \$20 \$7 • Folsom Blvd: 65th—Sunrise \$118 \$39 • Folsom Bridge Crossing \$85 \$28 • I-5/SR99/SR50 Connector (& open space mitigation) \$260 \$87 • Greenback Lane: I/80—Folsom/Auburn Road \$50 \$17 • Hazel Ave Improvements: Placer Co Line—Folsom Blvd \$118 \$39 • Madison Ave: Watt—Greenback \$91 \$30 • S Watt/Elk Grove-Florin Road: Folsom—Elk Grove Blvd \$120 \$40 • Sheldon Road: Bruceville—Bradshaw \$25 \$8 • Sunrise Blvd: Placer Co line—Grant Line \$47 \$16 • Watt Ave: Antelope—Capital City Freeway \$28 \$9 				
	3%				\$141		\$141
			<p><i>The 3% traffic control and safety program funds would be distributed among the cities and unincorporated County area based on relative population and would be updated annually based on the Department of Finance population estimates for cities and counties. Each local government would file a five year program for use of the funds with the STA, updated every other year to ensure program integrity and performance. The funds would be dedicated to the following programs:</i></p> <ul style="list-style-type: none"> • 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 				

Measure A Expenditure Plan Development
Staff/Consultant Recommendation — May 21, 2004

	Proposed Percentage of DEVELOPER FEES	Proposed Percentage of SALES TAX		Total Project Est. Cost	Proposed Sales Tax Allocation in \$\$	Proposed Developer Fee Allocation in \$	TOTAL PROPOSED ALLOCATION IN \$\$
II.	20%	38.25%	Transit Congestion Relief Program	1.617+	\$1,798	\$98	\$1,896
			<p><i>This program is meant to provide funding for both major transit capital improvements and the necessary 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 is meant to augment existing Transportation Development Act (TDA) funds, Proposition 42 funds, fare box revenues and other available funds. These funds would be directly subvented to Regional Transit based on a five year, annually updated transit capital and operating business plan recommended by Regional Transit and approved by the STA Board. The plan would require Regional Transit to improve its current 25% fare box to operating cost ratio to no less than 27% systemwide by the time the sales tax extension takes effect in 2009.</i></p>				
		34.50%	Transit Operations, Maintenance & Safety		\$1,622		\$1,622
			<p>Eligible Funding categories: Operating & Maintaining Existing Bus, Light Rail, & Neighborhood Shuttle System Guaranteed Discount Transit Fares for Students & Seniors Operating & Maintaining New Transit Capital Improvements</p>				
	20%	3.75%	Transit Capital Improvement Program		\$176	\$98	\$274
	1.25%		Construct Downtown Sacramento Intermodal Station	\$175	\$58		\$58
	2.50%		Rail Transit Improvements		\$118		\$118
			<p><i>(1/3 local Transportation Sales Taxes, 2/3 Federal, State, Private developer or other sources)</i></p> <ul style="list-style-type: none"> • Construct LRT extension from Meadowview Road to Cosumnes River College • Implement Regional Rail commuter service (Sacto County portion) • Fund all planning, environmental, and design studies and processing for Downtown to Airport LRT Extension • LRT Improvements in the I-80 Corridor 				

	Proposed Percentage of DEVELOPER FEES	Proposed Percentage of SALES TAX		Total Project Est. Cost	Proposed Sales Tax Allocation in \$\$	Proposed Developer Fee Allocation in \$	TOTAL PROPOSED ALLOCATION IN \$\$
III.		4.5%	Senior & Disabled Transportation Services		\$212		\$212
			<p><i>3.5% 1-10 years 4.5% 10-20 years 5.5% 20-30 years</i></p> <p><i>This program would increase the sales taxes dedicated in support of the Consolidated Transportation Services Agency (CTSA) by 100% to 3.5% for years 1-10. In years 10-20 the funding would increase another 25% to 4.5% and then increase another 20% in years 20-30 to 5.5%. The City and County of Sacramento General Fund contribution to CTSA would expire with the current Measure A expiration in 2009. These increases are meant to allow for a planned expansion to address the anticipated travel needs of growing senior and disabled population over time. The funds would be directly subvented to the CTSA based on a five year, annually updated program, developed by the CTSA and submitted to the STA Board for approval.</i></p>				

Measure A Expenditure Plan Development
Staff/Consultant Recommendation — May 21, 2004

	Proposed Percentage of DEVELOPER FEES	Proposed Percentage of SALES TAX		Total Project Est. Cost	Proposed Sales Tax Allocation in \$\$	Proposed Developer Fee Allocation in \$	TOTAL PROPOSED ALLOCATION IN \$\$
IV.	20%	12%	Freeway Safety and Congestion Relief Program	\$1,240	\$564	\$98	\$662
		9%	Regional Bus/Carpool Lane Connectors/Extensions		\$423		\$423
			<i>(1/2 local Transportation Sales Taxes, 1/2 Federal, State, Private developer or other sources)</i>				
			<i>This program is meant to provide congestion relief on the freeway system in Sacramento County that</i>				
			• Bus/Carpool ramp connection from SR 50 E to SR 99 S	\$80	\$40		
			• Cap City Freeway HOV Lanes from E St to El Camino Ave	\$180	\$90		
			• I/80 Bus/Carpool Lanes: I-5—Capital City Freeway	\$75	\$37		
			• I-5 Bus/Carpool Lanes: Elk Grove to I-80	\$339	\$170		
			• Ramp widenings for connectors between SR 50 and I-5	\$40	\$20		
			• SR 50 Bus/Carpool Lanes: Sunrise thru Downtown Sacto.	\$160	\$80		
		3%	Local Freeway Interchange Congestion Relief Upgrades		\$141		\$141
			<i>The following key highway interchange projects are significant contributors to current local traffic congestion, often backing up daily on the local street network. These interchanges would be targeted with a funding program providing for 2/3 federal, state, and/or developer oriented funding and 1/3 sales tax funding. This list targets the current high priority interchanges, but is not limited to these specific interchanges and the STA Board has the flexibility to change the matching formula based on project delivery and other issues the Board deems appropriate for consideration. It is anticipated that the STA Board in collaboration with the Technical Advisory Committee of STA will add additional local freeway congestion relief projects to reflect the changing transportation needs of the County over time. The STA Board can modify this list based on the request of the local government jurisdiction where the interchange is located or on other changes in travel behavior, safety and other changes in community needs and priorities over time.</i>				
			• Central Galt/SR 99 Interchange Upgrade	\$17	\$5		
			• Cosumnes Blvd/I-5 Interchange Upgrade	\$30	\$10		
			• Florin Road/SR 99 Interchange Upgrade	\$25	\$8		
			• Grant Line Road/SR 99 Interchange Upgrade	\$39	\$13		
			• I-5/I-80 Interchange Upgrade & Carpool Lane Connector	\$135	67*		
			• Richards Blvd/I-5 Interchange Upgrade	\$40	\$13		
			• Sheldon Road/SR 99 Interchange Upgrade	\$40	\$13		
			• Watt Ave/SR 50 Interchange Upgrade	\$30	\$10		
			<i>*(1/2 sales tax funding rather than 1/3)</i>				

	Proposed Percentage of DEVELOPER FEES	Proposed Percentage of SALES TAX		Total Project Est. Cost	Proposed Sales Tax Allocation in \$\$	Proposed Developer Fee Allocation in \$	TOTAL PROPOSED ALLOCATION IN \$\$
V.	5%		Safety, Streetscaping, Pedestrian and Bicycle Facilities		\$235		\$235
			<i>This program is focused on 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 and \$30 million dedicated to the creation and operation of new neighborhood shuttle routes, funds would be distributed among the cities and unincorporated County area based on relative population. The formula would be updated annually based on the Department of Finance population estimates for cities and counties. The programs would include, but not be</i>				
			American River Parkway/Bikeway Network Improvement Program				
			Cosumnes River Greenbelt, Agricultural Buffer & Bikeway				
			Community/Neighborhood Transit				
			Local Corridor Streetscape Enhancements				
			Pedestrian, Bike, and Road Safety Improvements				
			• Installing & Maintaining Safe Pedestrian Sidewalks (inc. ADA)				
			• Installing Safe Bike & Pedestrian Ways Near Schools				
			Smart Growth Transportation Objectives				

Measure A Expenditure Plan Development
Staff/Consultant Recommendation — May 21, 2004

	Proposed Percentage of DEVELOPER FEES	Proposed Percentage of SALES TAX		Total Project Est. Cost	Proposed Sales Tax Allocation in \$	Proposed Developer Fee Allocation in \$	TOTAL PROPOSED ALLOCATION IN \$
VI.	1.50%		Transportation-Related Air Quality Program		\$71		\$71
			<p><i>This program, to be administered by the Sacramento Air Quality Management District (SMAQMD), would be targeted exclusively on projects and programs that effectively maintain STA's ability to meet state and federal air quality mandates for mobile sources and to environmentally mitigate for transportation capital improvements in this sales tax expenditure plan. The program would be based on a five year program, updated annually, recommended by the SMAQMD and adopted by the STA Board that meets the above criteria.</i></p> <p>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</p>				

	Proposed Percentage of DEVELOPER FEES	Proposed Percentage of SALES TAX		Total Project Est. Cost	Proposed Sales Tax Allocation in \$	Proposed Developer Fee Allocation in \$	TOTAL PROPOSED ALLOCATION IN \$
VII.	15%		Smart Growth Incentive Program			\$73	\$73
			<p><i>This program, to be administered by the STA Board, would be funded by a 15% allocation of the total revenue collected through developer fees. Funds would be available on a competitive basis to projects that meet certain smart growth objectives. This program would be similar to the SACOG Community Design competitive funding program. In the Southern area of the County related to the Collector Facility, up to half of the funding in this program may be allocated to open space and agricultural buffers and habitat preservation.</i></p> <p>Promotion of transit oriented joint development</p>				

	Proposed Percentage of DEVELOPER FEES	Proposed Percentage of SALES TAX		Total Project Est. Cost	Proposed Sales Tax Allocation in \$	Proposed Developer Fee Allocation in \$	TOTAL PROPOSED ALLOCATION IN \$
VIII.	10%		Transportation Project Environmental Mitigation Program			\$48	\$48
			<p><i>This program, to be administered by the STA Board, would be funded by a 10% allocation of the total revenue collected through developer fees. In the Southern area of the County related to the Collector Facility, up to half of the funding in this program may be allocated to open space and agricultural buffers and habitat preservation. Eligible categories would include:</i></p> <p>Environmental mitigation for transportation projects contained in Measure A Open space acquisition Natural habitat preservation Agricultural preservation (inc. planning, development, & implementation of Cosumnes River greenbelt, agricultural buffer & bikeway)</p>				

	Proposed Percentage of DEVELOPER FEES	Proposed Percentage of SALES TAX		Total Project Est. Cost	Proposed Sales Tax Allocation in \$	Proposed Developer Fee Allocation in \$	TOTAL PROPOSED ALLOCATION IN \$
IX.	0.75%		Program Administration		\$35		\$35
			<p>General Program Administration <i>The STA staff and other administrative costs will continue to be funded under this category for administering the Measure A program.</i></p> <p>Independent Taxpayers' Oversight Committee & Independent Audit <i>The implementing ordinance approved by the voters will create an Independent Taxpayers Oversight Committee. This Committee will be responsible for overseeing biennial fiscal and performance audits of all aspects of the implementation of the sales tax extension program and reporting to the STA Board and the public on their findings and recommendation regarding how the program performance can be improved to better implement voter mandates.</i></p>				
	100%		Total Revenue over 30 years		\$4.7B	\$488	\$5.188B

ATTACHMENT B
Measure A: Potential Policy Decisions

Requested Revision	Document Item	STA Policy Decision	Financial Impact
<i>Change population based formula for distributing road maintenance & program funding to cities and unincorporated County area.</i>	<p>Expenditure Plan Category I. City Street and County Road Maintenance - Filling the Potholes + 3% traffic control/safety program.</p> <p>Category V. Safety, Streetscaping, Ped & Bike</p>	Revise population-based formula to include a factor for lane miles within eligible jurisdictions.	See Alternative Annual Distribution Formulas
<i>Provide additional funding for Neighborhood Transit/Shuttle Systems.</i>	<p>Expenditure Plan Category V. Safety, Streetscaping, Pedestrian and Bicycle Facilities</p>	Add \$30 million (\$1 million per year) to this category dedicated to Neighborhood Transit.	Earmarks \$30 million
<i>Identify potential open space and mitigation associated with the I-5/US-50 Connector Project in expenditure plan.</i>	<p>Expenditure Plan Category V. Safety, Streetscaping, Pedestrian and Bicycle Facilities</p>	Include planning, development and acquisition of the Cosumnes River Permanent Open Space Preserve for the I-5/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.	No direct impact but spreads available funds to more categories
same	<p>Expenditure Plan Category VIII. 10% Transportation Project Environmental Mitigation Program</p>	Include planning, development and acquisition of the Cosumnes River Permanent Open Space Preserve for the I-5/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.	No direct impact but spreads available funds to more categories
<i>Consider single-family-home square footage or number of garages in formula for determining the assessment of developer fees.</i>	<p>See Attachment C Sacramento Countywide Transportation Mitigation Fee Program (SCTMFP)</p>	Change currently proposed formula based on \$1,000 per single family home.	No direct impact on Measure A but would shift greater share of cost to larger homes
Requested Revision	Document Item	STA Policy Decision	Financial Impact
<i>Identify the proper inclusion of the SACOG Blueprint process in</i>	<p>Expenditure Plan Category VII. Smart</p>	Add language at end of sentence: "... competitive funding program and would take into account the SACOG	No direct impact

<p>Measure A, and Smart Growth/Growth Management elements in Measure A.</p>	<p>Growth Incentive Program</p>	<p>Community Design Program."</p>	
<p>same</p>	<p>Attachment D: Sacramento Transportation Vision - Specific Vision Objectives #II</p>	<p>Add language at end of paragraph: "The program shall include a consideration of the SACOG Blueprint process and work products, and other relevant regional smart growth policies and programs."</p>	<p>No direct impact</p>
<p>Include consideration of Transportation Management Agencies (TMA's) in Measure A</p>	<p>Attachment D: Sacramento Transportation Vision - Specific Vision Objectives #II</p>	<p>Add new paragraph E: A specific set of recommendations to create incentives for creating Transportation Management Agencies (TMA's) to encourage local jurisdictions to engage in partnership efforts to expand the Neighborhood Shuttle system, and to create a truly regional public transit system in Sacramento County.</p>	<p>No direct impact</p>
<p>Include consideration of Habitat Conservation Plans (HCP's) in Measure A</p>	<p>Attachment D: Sacramento Transportation Vision - Specific Vision Objectives #II</p>	<p>Add new paragraph F: A specific set of recommendations to create incentives for participation by local jurisdictions in either County-level or local level Habitat Conservation Plans (HCP's), which have been reviewed by the appropriate governmental oversight agencies or departments.</p>	<p>No direct impact</p>
<p>Strengthen community outreach.</p>	<p>Attachment D: Sacramento Transportation Vision - Specific Vision Objectives #II</p>	<p>Add new paragraph G: A specific set of recommendations to best achieve community outreach, input and collaboration in the creation of a Transportation Vision.</p>	<p>No direct impact</p>

ATTACHMENT C

Sacramento Countywide Transportation Mitigation Fee Program (SCTMFP)

Goal: To develop and implement a uniform transportation mitigation fee on all new development in Sacramento County that will assist in funding road and transit system improvements needed to accommodate projected growth and development.

Specific Program Guidelines and Objectives:

- I. Sacramento Transportation Authority (STA) shall develop, in coordination with all member local jurisdictions, a professional engineering and planning based process. Such a process will be consistent with state law, for each local jurisdiction to project growth of travel demand, identify specific road and transit capital improvements to meet such demands, describe the appropriate “nexus” between such demand and improvements, and adopt such fee programs as necessary to implement the revenues required.
- II. The STA process guidelines shall be adopted by the STA Board no later than November 1, 2005. Each local government jurisdiction shall have completed the adopted process and implemented the fee programs in their jurisdiction no later than March 31, 2009. The fees to be implemented for this program shall be:
 - For each new single family unit - \$1,000.00
 - For each new multi-family unit - \$750.00
 - For retail building space - \$2.50 per square foot.
 - For office building space - \$2.00 per square foot.
 - For industrial or warehousing space - \$.50 per square foot.
- III. All new low and very low income housing as defined by the California Department of Housing & Community Development shall be exempt from this fee program.
- IV. The overall program allocation for the fees collected by this program shall be:
 - 35% Local streets and roads for capital improvements and rehabilitation.
 - 20% Public transit for capital improvements and rehabilitation.
 - 20% Local interchange upgrades, safety projects and congestion relief improvements on the local freeway system, including bus and carpool lane projects.

- 15% Smart Growth Incentive Program
- 10% Transportation Project Environmental Mitigation, including, but not limited to habitat conservation, open space preservation, habitat replacement and recreation, and overall environmental enhancement of transportation facilities and associated development around such facilities to the benefit of local transit users and neighborhoods.

V. The STA Board, on the recommendation of the local government sub-committees described in VII below, may approve changes in the overall formula allocation described in V above by a 2/3 vote. Board to allow flexibility to meet specific local needs.

VI. All projects and program priorities for use of the SCTMFP shall be included in a five-year program, annually updated and approved by subcommittees of the STA Board. There shall be no more than four such subcommittees and each subcommittee shall have at least two cities and the County as members.

The STA Board as a part of the process to be adopted in Section I shall adopt the specific membership and the geographic boundaries of the subcommittees. All fees raised under this program must be expended in the designated area where the fees were generated.

VII. Each local government shall have implemented this program for operation no later than December 31, 2008. A local government(s) that fails make operational the program on March 31, 2009 shall not receive their allocation of local street and road maintenance funds authorized by extension of the transportation sales tax. For each month such local government does not have this fee program in full operation, such local jurisdiction shall lose local formula road maintenance funds and all such funds shall be made immediately available on a pro-rata basis to all other local governments who do have this fee program in place and operational.

ATTACHMENT D

Sacramento Transportation Vision

Goal: To carefully consider the long term transportation infrastructure and services required to accommodate existing and new development in Sacramento County.

Specific Vision Objectives:

- I. Consider and recommend policies, guidelines and other appropriate actions to guide and better manage transportation infrastructure and services in coordination with new growth in all local government jurisdictions in Sacramento County between 2006 and 2040. This program shall specifically address the Route 50/Route 99/I-5 transportation corridor project, including access, open space, and agricultural buffers along the corridor.
- II. Develop and adopt a transportation Capital Improvement, Operation and Maintenance (CIPOM) program for the 2006-2040 timeframe directly related to the adopted strategy in Roman Numeral I above. This CIPOM shall include, but not be limited to the following specific elements:
 - A. A specific, phased plan of capital and service improvements and maintenance that moves Sacramento County to a much higher level of daily transit usage linked to future land use and development plans in each local government jurisdiction, while adequately maintaining all parts of the basic transportation system.
 - B. Sacramento Transportation Authority (STA) shall conduct an independent fiscal and performance audit of the use of existing sales tax funds, including recommendations for improved effectiveness and efficiencies of local road programs, all transit operations, and other overall impacts on the residents of Sacramento County.
 - C. A detailed business and financial plan that matches the total costs and all available revenues needed to implement the CIPOM, including assumptions regarding appropriate fiscal and operating performance guidelines for Regional Transit, the Consolidated Transportation Services Agency, and local road programs required to meet the needs identified.
 - D. A specific set of recommendations regarding public and private funding needed to meet the annual cash flow needs of the CIPOM as described in B above, and recommendations for new revenues to meet identified funding shortfalls.
- III. The Vision shall include specific recommendations regarding the participation of all local government jurisdictions as active Board members in the Sacramento Regional Transit District (SRTD) to ensure fair and equitable representation. This shall also include appropriate changes in SRTD Board governance structure to ensure fair and equitable representation of all local governments over time.

- IV. As part of this Vision process and in full coordination with Regional Transit, Paratransit, Inc., the County, cities, and the private sector, STA shall implement appropriate programs of public education and orientation regarding a description, explanation and promotion of the benefits of a heightened level of transit investment and usage in Sacramento County.

- V. A draft of the proposed Vision shall be available for public review and comment no later than March 1, 2006. The STA shall hold a series of public meetings to explain and take public comment on the draft Vision and shall adopt a final Vision no later than June 15, 2006. STA shall appropriate needed funding for development of the Sacramento Transportation Vision from sales tax funds currently available for General Program Administration based on a budget proposed by the Executive Director and approved by the STA Board no later than June 30, 2006.