

SCTMFP Five Year Report and Findings
Fiscal Years 2017-18 – 2021-22

A. Identify the purpose to which the fee is to be put.

Finding: The purpose of the Sacramento Countywide Transportation Mitigation Fee Program (SCTMFP) is to provide a uniform transportation mitigation fee on all new development in Sacramento County that will assist in funding road and transit system improvements as well as smart growth incentives needed to accommodate projected growth and development in the unincorporated portion of Sacramento County and in the Cities of Citrus Heights, Elk Grove, Folsom, Galt, Isleton, Rancho Cordova and Sacramento identified in the 2006 SCTMFP nexus study (2006 SCTMFP). The fee ensures that new developments contribute their fair share to fund improvements to existing and new transportation facilities needed at least in part to mitigate the impact of new development.

Table 1 lists the specific improvements that are expected to receive SCTMFP funding.

B. Demonstrate a reasonable relationship between the fee and the purpose for which it is charged.

Finding: The SCTMFP arterials, transit, and freeways improvements as well as smart growth incentives identified in the 2006 SCTMFP nexus study are intended to meet new travel demand associated with 2039 development forecasts in the unincorporated portion of Sacramento County and in the Cities of Citrus Heights, Elk Grove, Folsom, Galt, Isleton, Rancho Cordova, and Sacramento as determined by technical analysis consistent with the regional transportation model performed by Sacramento Area Council Of Governments (SACOG), and State and local agency staff recommendations.

The fees collected will be used for the construction of transportation facilities within the County. The types of development that will be paying these fees are new residential, commercial and industrial projects within the local Cities and the unincorporated areas of the County between April 1, 2009, and March

31, 2039¹. This expected development will generate new residents and employees that will increase the burden on existing transportation infrastructure in the form of increased traffic and transit ridership. The fees to be imposed on new development, as recommended in 2006 SCTMFP nexus study, will ensure that new development contributes its fair share of funds to maintain acceptable levels of service and mitigate the impacts caused by such development.

These facilities correspond directly to the impact generated by new development. For example, the projected growth of residential homes (“dwelling units”) and the growth of commercial and industrial leasable space (“square feet”) translate to additional traffic on city and county streets (average daily trips, or “ADT’s”). In order to prevent congestion, streets need to be created or widened, signals installed, and transit capacity increased.

The 2006 SCTMFP used various methodologies to apportion the cost of new facilities to new development in proportion to the magnitude of the impacts that drive the need for the facilities. Fee amounts for the various land uses were determined by apportioning costs according to their appropriate demand factors, which in this case consists of traffic trip generation rates. STA is currently in the process of updating this calculation.

C. Identify all sources and amounts of funding anticipated to complete financing in incomplete improvements identified in the SCTMFP.

Finding: The SCTMFP projects were determined from a nexus impact study with a horizon year of 2039, to identify transportation infrastructure needs triggered by new development impacts. The projected impacts will require \$791,506,375 in SCTMFP project funding to mitigate (see Table 1).

In addition to this projected SCTMFP funding from new development fees, additional funding sources in the amount of \$1,415 million are needed. Additional funding sources include Measure A Sales Tax; State and Federal Grants; Special Finance Districts, and Local Agency Development Impact

¹ These dates correspond to the beginning and ending of the period of Measure A, of which SCTMFP is one component.

Fees², and other miscellaneous sources. Table 1 identifies which funding sources will be used for each project. Table 2 shows annual revenues and expenditures for the program over the last five-year period.

D. Designate approximate dates when revenue in Part C (above) is expected.

Finding: Each local agency identifies the highest priority projects from the list of SCTMFP projects and compiles them into five-year plans, their “Capital Improvement Plan” (CIP). The STA uses this information in its annual budget and Capital Improvement Program Finance Plan.

SCTMFP is a multi-agency program funding dozens of projects over a period of decades. The timing of individual projects is subject to shifts in agency priorities, grant funding opportunities, sales tax revenues, and other factors. Table 1 shows our current best understanding of when funding is expected to be available for the uncompleted projects in the SCTMFP project list. SCTMFP is a multi-agency program.

In the event that a shortfall was to occur, then certain projects may need to be delayed and/or additional funding sources would need to be secured, such as state and federal project grants.

² Note that the fees paid to local programs cover different costs than those covered by SCTMFP.

Table 1: SCTMFP Funding Plan

Project Name	STA Project #	Jurisdiction	Updated Project Cost	SCTMFP Funding	Local Funding (Jurisdiction Funding)	Grant Funding Anticipated	Currently Unfunded	Date When Funding is Anticipated*
			(A)	(B)	(C)	(D)	(E) = (A) - (B+C+D)	
A. LOCAL ARTERIAL PROGRAM								
Antelope Road: Watt - Roseville Rd	A01SC	Sac County	\$5,436,525	\$1,282,766	\$2,066,509	\$2,000,000	\$87,250	FY26-27
Arden Way: ITS improvements Ethan Way-Fair Oaks Blvd	A05SC	Sac County	\$6,344,764	\$1,944,101	\$2,000,000	\$1,000,000	\$1,400,663	FY26-27
Bradshaw Road: Grant Line-Folsom Blvd	A06EG	Elk Grove	\$27,765,597	\$15,831,943	\$11,933,654	\$0	\$0	FY28-29
Bradshaw Road: Calvine-Old Placerville Rd	A08SC	Sac County	\$253,318,238	\$55,818,000	\$131,578,000	\$10,000,000	\$55,922,238	FY28-29
Elk Grove Blvd: Big Horn-Waterman	A11EG	Elk Grove	\$6,348,910	\$1,462,251	\$4,886,659	\$0	\$0	FY35-36
Folsom Blvd: Watt Ave. - Bradshaw Rd	A13SC	Sac County	\$41,361,971	\$19,025,159	\$13,673,000	\$8,000,000	\$663,812	FY23-27
I-5/SR 99/SR 50 Connector	A16JP1	CSCA JPA	\$428,000,000	\$353,000,000	\$25,000,000	\$50,000,000	\$0	FY23-39
Greenback Lane: (Fair Oaks Blvd – Main Ave) – Phase 1	A17SC	Sac County	\$41,716,000	\$15,000,000	\$16,716,000	\$10,000,000	\$0	FY23-27
Greenback Lane: (Fair Oaks Blvd – Main Ave) – Phase 2	A19SC	Sac County	\$69,617,312	\$12,750,035	\$45,750,000	\$10,000,000	\$1,117,277	FY29-30
Hazel Avenue: Phase 2 (Madison Ave - Placer Co. Line)	A22SC	Sac County	\$84,476,754	\$10,000,000	\$58,121,000	\$15,000,000	\$1,355,754	FY34-35
Madison Avenue: Phase 2 (Hazel Ave – Greenback Lane)	A25SC	Sac County	\$46,501,284	\$7,066,495	\$24,169,220	\$5,000,000	\$10,265,569	FY29-30
Madison Avenue: Phase 3 (Watt Ave – Sunrise Blvd)	A26SC	Sac County	\$116,025,371	\$15,134,235	\$60,277,511	\$15,000,000	\$25,613,625	FY29-30
S Watt/Elk Grove-Florin Road: Phase 2 (Folsom Blvd – Calvine F	A28SC	Sac County	\$231,137,116	\$21,111,556	\$144,000,000	\$15,000,000	\$51,025,560	FY28-29
Sheldon Road: Elk Grove-Florin - Bradshaw	A30EG2	Elk Grove	\$8,551,924	\$3,010,278	\$5,541,646	\$0	\$0	FY35-36
Sunrise Blvd: Jackson Rd - Grant Line Rd	A31SC	Sac County	\$34,436,301	\$6,294,546	\$22,589,092	\$5,000,000	\$552,663	FY28-29
Sunrise Blvd: Madison Ave. - Gold Country Rd	A33SC	Sac County	\$44,228,618	\$6,491,761	\$29,027,039	\$8,000,000	\$709,818	FY29-30
Watt Ave: Antelope-Capital City Freeway	A37SC	Sac County	\$84,261,571	\$2,359,270	\$55,550,000	\$25,000,000	\$1,352,301	FY26-27
B. TRANSIT CAPITAL IMPROVEMENT PROGRAM								
Downtown Intermodal Station	A38CS	City of Sac	\$100,000,000	\$8,000,000	\$12,000,000	\$80,000,000	\$0	FY23-26
LRT extension to Airport (planning/enviro/design only)	A41RT	SacRT	\$7,195,809	\$478,374	\$0	\$6,717,435	\$0	FY27-28
C. FREEWAY SAFETY AND CONGESTION RELIEF PROGRAM								
I-5 Bus/Carpool Lanes: Phase 1 from Elk Grove to US 50	A45CT1	Caltrans	\$50,700,000	\$33,000,000	\$8,500,000	\$9,200,000	\$0	FY22-23
I-5 Bus/Carpool Lanes: Phase 2 from US 50 to I-80	A45CT2	Caltrans	\$90,000,000	\$64,000,000	\$20,400,000	\$5,600,000	\$0	FY22-23
SR 50 Bus/carpool lanes (Sunrise to Downtown): Phase 2	A47CT	Caltrans	\$128,000,000	\$28,445,604	\$9,554,396	\$90,000,000	\$0	FY24-25
I-5/I-80 IC upgrade & carpool lane connector w/ carpool lanes	A51CT	Caltrans	\$177,000,000	\$60,000,000	\$117,000,000	\$0	\$0	FY33-34
Richards Blvd./I-5 interchange upgrade	A52CS	City of Sac	\$115,000,000	\$40,000,000	\$25,000,000	\$50,000,000	\$0	FY25-30
E. SMART GROWTH INCENTIVE PROGRAM								
I-5/SR 99/SR 50 Connector, \$5 million for the Cosumnes River Permanent Open Space Preserve	A16JP3	CSCA JPA	\$5,000,000	\$5,000,000			\$0	FY23-25
F. TRANSPORTATION PROJECT ENVIRONMENTAL MITIGATION PROGRAM								
I-5/SR 99/SR 50 Connector, \$5 million for the Cosumnes River Permanent Open Space Preserve	A16JP4	CSCA JPA	\$5,000,000	\$5,000,000			\$0	FY24/25
Total for All Projects >			\$2,207,424,066	\$791,506,375	\$845,333,725	\$420,517,435	\$150,066,531	
As a Percentage of Updated Project Costs >				36%	38%	19%	7%	

* Funding dates are uncertain. Column values are estimates based on discussions with projects' lead agencies

Table 2: Statement of Revenues, Expenditures, and Changes in Fund Balance in Last Five Fiscal Years

	FY17-18	FY18-19	FY19-20	FY20-21	FY21-22
Beginning Balance (as of July 1st)	\$ 4,692,718	\$ 23,315,012	\$ 21,083,317	\$ 17,303,332	\$ 10,708,827
Revenues					
SCTMFP Collected	\$ 7,621,753	\$ 6,684,037	\$ 7,551,556	\$ 8,956,992	\$ 8,237,424
Interest and Fair Value Adjustments	\$ 162,869	\$ 665,387	\$ 381,228	\$ (47,833)	\$ (8,964)
Total Revenues	\$ 7,784,622	\$ 7,349,424	\$ 7,932,784	\$ 8,909,159	\$ 8,228,460
Expenditures					
Disbursements to Projects*	\$ (10,837,672)	\$ 9,581,119	\$ 11,712,769	\$ 15,503,664	\$ 13,373,785
Total Expenditures	\$ (10,837,672)	\$ 9,581,119	\$ 11,712,769	\$ 15,503,664	\$ 13,373,785
Ending Balance (as of June 30th)	\$ 23,315,012	\$ 21,083,317	\$ 17,303,332	\$ 10,708,827	\$ 5,563,502

Five-Year Revenue Using First In First Out Method					
Current Fiscal Year	\$ 7,784,622	\$ 7,349,424	\$ 7,932,784	\$ 8,909,159	\$ 5,563,502
2-year Old Funds	\$ 7,942,960	\$ 7,784,622	\$ 7,349,424	\$ 1,799,668	
3-year Old Funds	\$ 4,363,650	\$ 5,949,271	\$ 2,021,124		
4-year Old Funds	\$ 3,223,780				
5-year Old Funds					
Funds Held Longer than 5 Years					
Total Revenue Available	\$ 23,315,012	\$ 21,083,317	\$ 17,303,332	\$ 10,708,827	\$ 5,563,502

* The FY17-18 disbursements to projects contains reallocations of funding to more equitably distribute SCTMFP funds to the source of the fee.