

1. Local Transportation Funding

- a. Each year, the County and each city shall commit discretionary local (non-Measure A) funds cumulatively for *street and road construction, maintenance, and operations* in an amount at least equal to the average annual amount that each jurisdiction committed to such purposes during the five years immediately preceding the commencement of the *New* Measure A program:

Citrus Heights -- \$0	Elk Grove -- \$4,060
Folsom -- \$1,640,003	Galt -- \$0
Isleton -- \$__	Rancho Cordova -- \$157,265
Sacramento -- \$1,602,867	County -- \$10,225,152

- b. Each year, the County and each city shall commit discretionary local (non-Measure A) funds specifically for *street and road maintenance* in an amount at least equal to the average annual amount that each jurisdiction committed to such purpose during the five years immediately preceding the commencement of the *New* Measure A program:

Citrus Heights -- \$0	Elk Grove -- \$4,060
Folsom -- \$1,640,003	Galt -- \$0
Isleton -- \$__	Rancho Cordova -- \$29,173
Sacramento -- \$1,334,174	County -- \$6,046,668

Measurement Protocol – The County and each city have submitted an accounting of discretionary local (non-Measure A) funds expended on street/road maintenance and cumulatively on street/road construction, maintenance, and operations for each year from FY 2005 to FY 2009. STA used these data to establish the baseline expenditure thresholds for each jurisdiction (above). Within 180 days after the end of each fiscal year—and upon request by STA—each jurisdiction shall submit an annual accounting of its discretionary local (non Measure A) transportation expenditures beginning with FY 2010. STA staff and the Independent Taxpayer Oversight Committee (ITOC) will compare these reports to the baseline expenditure thresholds to determine that each jurisdiction is meeting this maintenance of effort standard.

- 2. **Local Transportation Impact Fee.** The County and each city must impose a local (non SCTMFP) transportation impact fee program on new property development. The impact fee rate(s) in each jurisdiction must be at least equal to the impact fee rate imposed by each respective jurisdiction at the commencement of the *New* Measure A program (4-1-2009). The County and each city may not have significantly reduced its transportation impact fee rate(s) during the four-year period immediately preceding the commencement of the *New* Measure A program, unless such action is supported by an impact fee study approved by the respective policy board.

Measurement Protocol – The County and each city have submitted reports of the local (non-SCTMFP) transportation impact fee rates imposed in their respective jurisdictions for each

year from FY 2006 to FY 2009. STA used the FY 2009 reports to establish the baseline local (non-SCTMFP) impact fee rate(s) schedule for each jurisdiction (Attachment A). Upon periodic request by STA, each jurisdiction shall submit a report of its existing transportation impact fee rate schedule. STA staff and the ITOC will compare these reports to the baseline local impact fee thresholds to determine that each jurisdiction is meeting this maintenance of effort standard.