

SCTDF Five Year Report
Fiscal Years 2015-16 – 2019-20

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

The purpose of the Sacramento County Transportation Development Fee (SCTDF) Program is to help fund improvements to the County's major roadway, bicycle and pedestrian facilities that are identified in the 2019 Update SCTDF/TIF Program Nexus Study ("2019 SCTDF/TIF Program") as necessary to accommodate travel demand generated by new land development in the unincorporated portion of Sacramento County through 2050. The fee ensures that new development contributes their fair share to fund improvements to existing transportation facilities that are needed to mitigate the impact of increased growth.

In April 2019, the SCTDF Program had a major nexus update including the addition of a "Transit Impact Fee" (TIF) for specific SacRT transit projects also triggered by future development impacts. Therefore the SCTDF was renamed to the SCTDF/TIF. The County began collection of the TIF on June 22, 2019, on behalf of SacRT. The TIF is kept in its own account and dispersed to SacRT twice a year for use towards their SCTDF/TIF transit projects, as such the SCTDF and the TIF have their own separate annual reports. Since Fiscal Year 2019-20 was the first year of collecting the TIF, the TIF is not included in this Five Year Report.

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

The SCTDF roadway capacity improvements identified in the 2019 SCTDF/TIF program are intended to meet new travel demand associated with 2050 development forecasts in the unincorporated portion of Sacramento County prepared by the Sacramento Council of Governments (SACOG).

This projected growth in housing and employment will increase travel demand throughout the unincorporated County and thereby require infrastructure improvements for all travel modes to sustain an acceptable level of service (LOS) in accordance with the County's General Plan and applicable County policies. The total amount of the SCTDF (non-TIF) transportation improvements that would be funded through the SCTDF/TIF Program is about \$2.84 billion.

For roadways and intersections that currently operate at LOS E or better conditions, the entire cost of the capacity improvements (minus funding from other sources) are allocated to the SCTDF Program. For existing deficiencies (roadways that currently operate at LOS F), the cost of the improvement that

is allocated to the SCTDF Program is equal to the percentage of the total change in volume/capacity (v/c) ratio due to the improvement that is needed to return the v/c ratio to current levels.

For each of the roadway improvement projects, the estimated percentage of new vehicle trips by fee district that would use those roadways determines each district's cost responsibility for the improvements. The percentage use of new vehicle trips on roadways operating at LOS F was used to allocate the cost responsibility of transit, ITS, walkway and bikeway improvements along those congested roadways. This analysis establishes a proportionate relationship between the cost responsibility of each fee district for roadway improvements and the travel demand generated by that district.

In the allocation of costs to various types of developments, each development type is assigned a "dwelling unit equivalent" or "DUE" rate, which measures how the trip-making characteristics of a land use compare to a single-family residential unit. The cost responsibility for each fee district was divided by the dwelling unit equivalents (DUEs) in that district to determine the cost per DUE. This analysis identifies each DUEs fair share financial contribution to cover the costs of the needed improvements.

The County has development fee programs in several "special financing districts" to fund major infrastructure within or near those districts including roadway improvements. Some of the roadway capacity improvements that are funded by the special financing districts are also included in the SCTDF/TIF Program Update. The cost responsibility for each special financing district was reduced in the SCTDF/TIF by the amount that is funded by that district to eliminate any overlap between the fee programs.

The total cost responsibility for each fee district was divided by the dwelling unit equivalents (DUEs) in that district. The SCTDF fee for each fee district, special financing district, and fees for Affordable Housing are provided in Exhibit B, Pages 12-14. The methodology illustrates the reasonable relationship between the SCTDF fee and the purpose for which it is charged.

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

The SCTDF roadway related projects (non-transit) in the 2019 SCTDF/TIF were determined from a 30-year nexus impact study through 2050, to identify transportation infrastructure needs triggered by these new development impacts. The projected roadway impacts will require \$2,844,421,583 in SCTDF project funding to mitigate (see table below).

Improvement Type (Table 22, 2019 SCTDF/TIF)	Total Funded by SCTDF SCTDF/TIF - Table 22	Source 2019 SCTDF/TIF
Roadway Capacity	\$2,478,050,826	Table C-5 &6
Bike and Walkways	\$250,974,830	Appendix E
ITS	\$95,670,000	Table D-1
Rural Roadways	\$19,725,926	Table F-1
TOTAL SCTDF (Thru 2050)	\$2,844,421,583	Table 1

In addition to this projected SCTDF funding from new development fees, the County will supplement the \$2,844,421,583 with an additional \$817,127,776 of funding from other sources (per 2019 SCTDF/TIF, Tables 18 and 19). These additional funding sources can include: Measure A Sales Tax; State and Federal Grants; SB1; Special Finance Districts (as stated above), adjacent jurisdictions, and other miscellaneous sources. The entire list of SCTDF projects for the next 30 years are identified in the 2019 SCTDF/TIF nexus study as noted in the table above.

The County identifies the highest priority roadway needs listed in the 30 year list of SCTDF roadway projects into an annual five year plan, the "Capital Improvement Plan" (CIP). The currently approved Fiscal Year 2020-21 CIP identifies \$79,103,000 of SCTDF funding that is needed to complete the following high priority SCTDF Projects from Fiscal Year 2020-21 through Fiscal Year 2024-25:

Five Year Projection of SCTDF Funding Needs for CIP Projects (x \$1,000)						
CIP Project	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	Total
Bradshaw Rd at Jackson Rd Intersect. Imp.	\$728	\$1,450	\$2,915	-	-	\$5,093
Capital S.E. Connector	-	-	-	\$2,200	-	\$2,200
Elverta Rd Widening - Dutch Haven to Watt Ave	\$1,016	\$2,591	\$2,241	\$746	-	\$6,594
Fair Oaks Blvd Improve. Ph 3	\$4,639	-	-	-	-	\$4,639
Hazel Ave Phase 3 - Sunset Ave to Madison Ave	\$1,253	\$835	-	-	-	\$2,088

Hazel & Hwy 50 Interchng	\$142	\$3,247	\$7,609	\$10,933	\$12,317	\$34,248
I-5 Aux Lane SR99 to Metro Air Pkwy	\$1,498	\$2,285	-	-	-	\$3,783
Madison Ave Widening, Fair Oaks Blvd to Hazel Ave	-	-	-	\$6,267	\$3,134	\$9,401
Power Line Rd Improve. At Sky King Rd	\$2,213	\$4,500	-	-	-	\$6,713
S. Watt Widening - Florin Rd to SR 16	-	-	\$2,344	\$2,000	-	\$4,344
Total	\$11,489	\$14,908	\$15,109	\$22,146	\$15,451	\$79,103

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

As shown in the table above, the SCTDF revenue needed to satisfy the Fiscal Year 2020-21 CIP for the next five years would be \$79,103,000. At the beginning of Fiscal Year 2020-21, there was a beginning available SCTDF fund balance of \$10,843,572.61. In Fiscal Year 2019-20 the County collected \$7,040,043 in SCTDF funds, and \$237,523 in annual interest was earned, totaling \$7,277,566. However, over the last five years (per table below) the County has collected an average of \$7,507,399 (SCTDF fees and interest) per year.

SCTDF Collected and Interest Earned						
	FY2015-16	FY2016-17	FY2017-18	FY2018-19	FY2019-20	Average
SCTDF Collected	\$5,857,056	\$8,232,640	\$10,622,769	\$4,969,199	\$7,040,043	\$7,344,341
Interest	\$49,359	\$96,685	\$152,255	\$279,269	\$237,523	\$163,018
Total	\$5,906,415	\$8,329,325	\$10,775,024	\$5,248,468	\$7,277,566	\$7,507,359

Assuming this previous five year average shown above were to continue for the next five years (through FY 2024-25), then only \$48,380,367 (5 x \$7,507,359 + \$10,843,572) would be available to satisfy the Fiscal Year 2024-25 CIP projection of \$79,103,000. If this shortfall were 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.