



## Exhibit A

### COUNTYWIDE ROAD IMPACT MITIGATION FEE ANNUAL REPORT, FY 2011 - 12

*Pursuant to Government Code Section 66006 and County Code Section 12.10.110*

This report is presented in compliance with the requirements of California Government Code Sections 66006 and County Code Section 12.10.110 to submit annual reports to inform the public and the Board of Supervisors as to the status of the Calaveras County's Road Impact Mitigation (RIM) Fee Program fund accounts.

The items listed below as A through H provide the information required by Government Code Section 66006(b)1 A through H.

**A.** *A brief description of the type of fee in the account or fund*

The fee, commonly known as the Road Impact Mitigation (RIM) fee is authorized by Government Code Section 66000 *et seq.*, and Calaveras County Code Chapter 12.10. The RIM Fee Program is regional in scope and funds transportation improvements required to serve new development. The purpose of the fee is to maintain adequate levels of service on public roads by facilitating road widening, bridge replacement, drainage improvements, new roadway construction, the addition of safety features, and pedestrian and bicycle improvements at the time of road reconstruction<sup>1</sup>. Roadway improvements in the program were selected by citizens, business community, staff, and the Calaveras County Board of Supervisors when the program was initiated in 2004 (Table 4, RIM Fee Nexus Study). The program has been updated by Resolution No. 09-66 on May 5, 2009, and reaffirmed by Resolutions No. 10-189 on October 26, 2010, and No. 11-156 on October 25, 2011. The project list is included here as Exhibit B.

**B.** *The amount of the fee*

The fee schedules adopted by the Board of Supervisors by Resolution No. 11-156 are as follows:

Table 1. Fee Schedule for Development on Major Collectors and State Highways

Category	Unit	Fee per unit
Single family	Dwelling unit	\$4,300
Multi-family	Dwelling unit	\$3,000
Warehousing	1,000 sq. ft	\$1,800
Industrial/Manufacturing	1,000 sq. ft	\$2,650

<sup>1</sup> Road Impact Mitigation Fee Nexus Study, April 28, 2004, adopted by Calaveras County Ordinance No. 2777



Highway Commercial	1,000 sq. ft	\$11,230
Office	1,000 sq. ft	\$5,300
General Service Commercial	1,000 sq. ft	\$2,440
General Retail	1,000 sq. ft	\$2,120

Table 2. Fee Schedule for Certain Development on Roads not Major Collectors or State Highways.

Category	Unit	Fee per unit
Industrial/Manufacturing	1,000 sq. ft	\$2,860
Office	1,000 sq. ft	\$6,040
General Service Commercial	1,000 sq. ft	\$4,980
General Retail	1,000 sq. ft	\$3,390

C. *The beginning and ending balance of the account*

Fiscal year	Beginning balance	Ending balance
2011-12	\$7,820,139	\$7,939,450

D. *The amount of the fees collected and interest earned*

Fiscal year	Fees collected	Interest earned
2011-12	\$125,667	\$63,290

E. *An identification of each public improvement on which fees were expended and the amount of the expenditures on each public improvement, including the total percentage of the cost of the public improvement that was funded with fees.*

**Mountain Ranch Road Guardrail and Safety Edge** - \$18,539 expended in FY 2011-12 from the RIM fund.

The Mountain Ranch Road Guardrail and Safety Edge project is located along various segments of Mountain Ranch Road. The Safety Edge portion of the project will be on the portions of the roadway from Boo Street to the eastern intersection with Michel Road. Guardrail portion of the project is between Rocky Road and the western intersection of Mountain Ranch Road with Michel Road. Because this portion of Mountain Ranch Road has a relatively high collision rate, the County was successful in obtaining grant funding in the amount of \$300,000 from Highways for LIFE, \$900,000 from the Highway Safety Improvement Program, and \$200,000 in Regional Surface Transportation Program (RSTP) funds from the Calaveras County Council of Governments. A maximum of 13.4% of the project cost is eligible for RIM funding. The project consists of an asphalt-concrete overlay along with fog lines and centerline ground-in rumble strips to alert motorists when they cross into the centerline. Additionally, aggregate base shoulders have been added along

certain segments to provide areas for vehicles to recover if they start to go off the pavement. Finally, guardrails will be installed along specific segments of Mountain Ranch Road.

Approximately \$161,278 will be funded from RIM fees in FY 2012-13. Construction is currently underway and is expected to be completed in 2012.

**Mountain Ranch Road Turnouts** - \$7,864 expended in FY 2011-12 from the RIM fund.

This project is for construction of an uphill and a downhill turn-out on Mountain Ranch Road east of lower Michel Road thereby improving the level of service of the roadway. A maximum of 13.4% of the project cost is eligible for RIM funding. The County successfully applied for a grant from the High Risk Rural Road (HR3) program to augment RIM funding for the project. The HR3 program is a discretionary program designed to reduce the frequency and severity of collisions on rural roads by correcting or improving hazardous roadway locations or features. Work done in FY 2011-12 was for a portion of the cultural research and technical studies that are a part of the environmental review. Project costs are eligible for 90% federal reimbursement, up to a maximum of \$900,000. Approximately \$21,700 will be funded from RIM fees in FY 2012-13. Environmental technical studies are in progress. Construction timing will be dictated by the outcome of current archaeological investigations and the availability of funds to complete the environmental phase.

**State Route 12/26 Intersection Improvements** - \$38,980 was expended in FY 2011-12 from the RIM fund.

This project includes improvements to the current intersection of State Routes 12 and 26 to relieve traffic congestion to achieve an adequate level of service and improve air quality. Since much of the improvements are in the State right-of-way, the County has a Cooperative Agreement with Caltrans in place. A maximum of 22.7% of the project cost is eligible for RIM funding. Funds in the amount of \$2,273,051 have been committed to this project from the federal Congestion Mitigation and Air Quality (CMAQ) Improvement Program. The main goal of the CMAQ Program is to fund transportation projects that reduce emissions in non-attainment and maintenance areas.

The project is moving forward in phases. Phase I consists of pedestrian safety enhancement improvements. The project will construct and install ADA (Americans with Disabilities Act) compliant ramps at the northern corners of Laurel Street and Hwy 12 to provide access to those corners. Phase I project design, engineering and environmental work have been completed and are scheduled to be constructed in FY 2012-13. Approximately \$197,220 will be funded from RIM fees in FY 2012-13.

- F. *An identification of an approximate date by which the construction of the public improvement will commence if the local agency determines that sufficient funds have been collected to complete financing on an incomplete public improvement, as identified in paragraph (2) of subdivision (a) of Section 66001, and the public improvement remains incomplete.*

The RIM fee program capital projects are listed in Exhibit B. The anticipated completion dates of the current project identified above are shown in the tables below.

Project on which RIM funds were expended in FY 2011-12	Anticipated Completion
Mountain Ranch Road Guardrail, Safety Edge	FY 2012-13
Mountain Ranch Road Turnouts	FY 2015-16
SR 12/26 Intersection Improvements – Phase I	FY 2012-13

The RIM projects on County roads were reviewed in 2010 to update the engineer’s cost estimates. Since the total cost of the RIM project list (local roads of regional significance and regional roads) exceeds current available funding, project development is limited to funding available. As funds become available through grants and other sources and as collection of RIM fees continues, additional projects will be undertaken. Note that grants currently secure the unfunded portion of road improvements undertaken by Public Works.

- G. *A description of each interfund transfer or loan made from the account or fund, including the public improvement on which the transferred or loaned fees will be expended, and, in the case of an interfund loan, the date on which the loan will be repaid, and the rate of interest that the account or fund will receive on the loan.*

There were no loans made from this fund for FY 2011-12.

- H. *The amount of refunds made pursuant to subdivision (e) of Section 66001 and any allocations pursuant to subdivision (f) of Section 66001, that is, the amount of refunds made to the current owners of record of any funds collected in excess of what was required to complete the public improvements.*

No refunds or allocations were made for such reasons.