



COMMUNITY RESOURCES AGENCY

DAVID GONZALVES, C.B.O.
Director

Administration - Building - County Surveyor - Engineering - Environmental Health - Fleet Services - GIS - Housing - Planning - Roads - Solid Waste

NOTICE OF AVAILABILITY

48 Yaney Avenue, Sonora
Mailing: 2 S. Green Street
Sonora, CA 95370
(209) 533-5633
(209) 536-1622 (Fleet)
(209) 533-5616 (fax)
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www.tuolumnecounty.ca.gov

Notice of Availability of information regarding accounting of development fees for 2016-17 Fiscal Year for the Following Funds or Accounts:

- Traffic Impact Mitigation Fund
- Other Traffic Mitigation Fund
- Tribal Road Mitigation Fund

The Tuolumne County Board of Supervisors will review the above-referenced information at its regularly scheduled meeting on December 19, 2017 at 9am or as soon thereafter as it may be heard. The public can review this information at the Community Resources Agency counter located on the 4th floor of the A.N. Francisco Building, 48 Yaney Street, Sonora, CA 95370 during business hours (M-F, 8am-4pm) or the Tuolumne County website www.tuolumnecounty.ca.gov

Sincerely,

David B. Gonzales, C.B.O.
Community Resources Agency Director

DBG:MP:tv



COMMUNITY RESOURCES AGENCY

DAVID GONZALVES C.B.O.
Director

Administration - Building - County Surveyor - Engineering - Environmental Health - Fleet Services - GIS - Housing - Planning - Roads - Solid Waste

November 17, 2017

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To: Honorable Board of Supervisors

From: David Gonzalves, CRA Director
Mia Polk, Agency Fiscal Officer

Re: Annual Traffic Impact Mitigation Fee Report for Fiscal Year Ending June 30, 2017

REQUESTED ACTION

Consideration of accepting the annual *Traffic Impact Mitigation Fee Report for Fiscal Year Ending June 30, 2017* for the accounting activities relative to the County's Traffic Impact Mitigation Funds.

BACKGROUND INFORMATION

Section 3.54.070 of the Tuolumne County Ordinance Code requires the submittal of an annual report to the Board of Supervisors and the public concerning the financial activities of traffic impact mitigation funds. This annual report is required by resolution to include the beginning and ending balance for the fiscal year of each account, the amount of fees, interest and other income credited to each account, the amount of each expenditure made on public or traffic facilities, the amount of interfund transfers or loans made, and the amount of any refunds issued.

REPORT

The *Traffic Impact Mitigation Fee Report for the Fiscal Year Ending June 30, 2017* is included for your consideration. A brief summary of the combined fund activities for the year is as follows:

Beginning Cash Balance July 1, 2016	\$ 8,596,715
Fees Collected	261,800
Loan Payments Received	436,999
Refunds Issued	-
Project Expenditures	(1,211,521)
Administrative Charges	(2,618)
Interest Earned	150,588
Ending Cash Balance June 30, 2017	<u>\$ 8,231,963</u>
Outstanding Loan Balances	
Law and Justice Center	\$ 1,143,223
Solid Waste	152,490
Road Fund (Fiscal Year End Cash Advance)	<u>254,700</u>
	<u>\$ 1,550,413</u>
Total Fund Balance June 30, 2017	\$ 9,782,376

The ending balance represents a decrease of \$160,556 during Fiscal Year 2016-2017. Note 1 to the Statement of Current Year Activity in the report indicates the allocation and expenditure of funds for road improvement projects during the fiscal year, as well as the available cash balance remaining for allocation. As of June 30, 2017, the Traffic Impact Mitigation Funds had an unallocated cash balance totaling \$2,595,767. A complete list of projects related to the Traffic Impact Mitigation Funds is included in the exhibits in the report.

FINANCIAL CONSIDERATION

This report is being submitted for the sole purpose of providing information to the Board of Supervisors and the public concerning the activities of the accounts related to the County's traffic impact mitigation fees; consequently, this release of information does not involve expenditure of County funds.

PRIOR REVIEW

This report and related attachments were prepared in cooperation with the Tuolumne County Auditor's Office as required by Section 3.54.070 of the Tuolumne County Ordinance Code.

RECOMMENDATION

It is recommended that your Board accept the *Traffic Impact Mitigation Fee Report for Fiscal Year ending June 30, 2017* as submitted.

Cc: Debi Bautista, County Clerk/Auditor
Darin Grossi, Executive Director, Tuolumne County Transportation Council

I. Legal Requirements

Under the Mitigation Fee Act, California Government Code Sections 66000 *et seq.*, a local agency that imposes a development impact fee as a condition of approval of a development project is required to prepare an annual report to the governing body and public providing specific information regarding the fee. Each development fee must be deposited in a separate capital facilities account or fund to ensure no comingling of the fee with other revenues and funds of the local agency, and is restricted to be expended only for the purposes for which the fee was charged. Any Interest earned by moneys in each development fee account or fund must be credited to that account or fund and used for the same purposes as the fees that were originally collected.

California Government Code Section 66006(b) requires that for each separate account or fund established, the local agency shall, within 180 days after the last day of each fiscal year, make available to the public the following information for the fiscal year:

- A brief description of the type of fee in the account or fund.
- The amount of the fee.
- The beginning and ending balance of the account or fund.
- The amount of the fees collected and the interest earned.
- An identification of each public improvement on which fees were expended and the amount of the expenditures on each improvement, including the total percentage of the cost of the public improvement that was funded with fees.
- 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.
- 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.
- The amount of refunds made due to sufficient funds being collected to complete financing on incomplete public improvements, and the amount of reallocation of funds made due to administrative costs of refunding unexpended revenues exceeding the amount to be refunded.

Additionally, California Government Code Section 66001(d) requires that the local agency make all of the following findings in connection with the annual report every fifth year with respect to that portion of the account remaining unexpended, whether committed or uncommitted:

- Identify the purpose to which the fee is to be put.
- Demonstrate a reasonable relationship between the fee and the purpose for which it is charged.
- Identify all sources and amounts of funding anticipated to complete financing in incomplete improvements.
- Designate the approximate dates on which the funding is expected to be deposited into the appropriate account or fund.

II. Description of Traffic Impact Mitigation Fee Funds

Background

The Traffic Impact Mitigation Fee Program was implemented in Tuolumne County in 1987 with the adoption of Ordinance No. 1564 *A Special Ordinance Providing for Traffic Impact Mitigation Fees*. At that time, the Board of Supervisors found that the cumulative impacts of an increased rate of growth and development on the County's road system was sufficient to warrant the implementation of a fair share fee to be paid by new development in order to finance transportation facilities to mitigate these impacts. The *East Sonora Traffic Impact and Circulation Study*, dated October 15, 1985, identified the fees necessary for new development to pay for impacts on the County's circulation system in the East Sonora area, and became the basis for mitigating adverse traffic and circulation impacts from new development in the entire unincorporated area of the County. A project list of regional and sub-network roads was developed identifying road improvement projects throughout the County to be financed with traffic impact mitigation funding, and separate funds were established to account for the activities relative to the fees collected for the two road categories on the list.

In 1991, the County repealed Ordinance No. 1564 with the adoption of Ordinance No. 1839 and Resolution 88-91 which added Chapter 3.54 to the Tuolumne County Ordinance Code to establish a traffic impact mitigation fee on development projects and implemented a one (1) percent administrative fee. A detailed study of the costs of providing traffic circulation facilities for future development projects as well as a projection of traffic facility needs throughout the next fifteen (15) years was prepared and approved by the Board of Supervisors on February 21, 1991. The study determined that a reasonable relationship existed between the need for traffic facilities and the impacts caused by development projects by determining circulation deficiencies using trip generation tables that were sensitive to the variation in the amount of traffic generated by different types of developments in order to create a list of traffic facility improvement projects to mitigate the identified circulation deficiencies. Additionally, a reasonable relationship was determined to exist between the amount of the fee and the cost of the traffic facility, or portion thereof, attributable to the development on which the fee was to be imposed as the fee was calculated based on peak hour trips and an average cost per trip, giving consideration to the proportional share that the new development needed to contribute to mitigate the circulation deficiencies noted. Minor updates to the previous list of regional and sub-network improvement projects were made as a result of the new study and the fees collected continued to be accounted for in the separate established funds.

In August 1998, the Board of Supervisors adopted the Countywide Traffic Circulation Improvement Program by means of approving Ordinance No. 2254 and Resolution 187-98 which updated Ordinance No. 1839 and Resolution 88-91 and amended Chapter 3.54 of the Tuolumne County Ordinance Code. Using updated information provided by more recent studies, Resolution 187-98 identified a new list of traffic circulation projects, referred to as Table 1, which would be eligible for the allocation of traffic impact mitigation fees collected pursuant to the updated Chapter 3.54 of the Tuolumne County Ordinance Code. Projects on the list were segregated into local road projects, local signalization projects, and state/local partnership projects, and a separate road improvement fund was established to record the fees collected. The fee schedule implemented with Ordinance No. 2254 was based on adjusted trip rates and a calculated cost per trip and is subject to adjustment annually on July 1st by the percentage increase or decrease in the San Francisco Consumer Price Index, All Items, All Urban

Consumers, published by the U.S. Department of Labor for the preceding twelve (12) month period. With the implementation of the new fee program under Ordinance No. 2254 and Resolution 187-98, traffic impact mitigation fees were no longer collected for the previous regional and sub-network road project funds.

Traffic Impact Mitigation Fee Funds

As of June 30, 2017, Tuolumne County has the following funds to be included in this report:

6144 – 1999 Road Improvement Fund

- Created 1998 with Ordinance 2245 and Resolution 187-98
- Fee based on adjusted trip rate and a calculated cost per trip from studies in the late 1990's as adjusted annually for changes in the San Francisco Consumer Price Index pursuant to Tuolumne County Ordinance Code Chapter 3.54 on July 1st of each year (refer to Section III for current year fee schedule)
- Project list identifies local road projects, signalization projects, and state/local partnership projects (refer to Section VI for detailed list)

6140 – Sub-Network Road Fund

- Created 1987, replaced 1991 with Ordinance 1839 and Resolution 88-91
- Fee based on 1991 study using 15 year projection
- No fees collected after 1998
- Project list identifies sub-network road projects (refer to Section VI for detailed list)

6141 – Regional Road Fund

- Created 1987, replaced 1991 with Ordinance 1839 and Resolution 88-91
- Fee based on 1991 study using 15 year projection
- No fees collected after 1998
- Project list identifies regional road projects (refer to Section VI for detailed list)

8095 – Administration Fund

- Created 1991 with Ordinance 1839 and Resolution 88-91
- Fee assessed at 1% of the mitigation fee charged (refer to Section III for current year fee schedule)
- Reimbursement for cost to administer Traffic Impact Mitigation Fee Program

III. Current Year Fee Schedule

6144 – 1999 Road Improvement Fund & 8095 – Administration Fund
Effective July 1, 2016

Category	Development Project Type	Adjusted Trip Rate ¹	Fee Amount ² (\$444.00 /trip)
Residential:	Single Family Detached (2+ gross acres per parcel)	10.0 /D.U. ³	\$4,560 /D.U.
	Single Family Detached (less than 2 gross acres per parcel)	7.4 /D.U.	\$3,374 /D.U.
	Multi-Family Attached Apartments, duplexes or condominiums are charged per dwelling unit without regard to square footage or number of bedrooms.	5.36 /D.U.	\$2,444 /D.U.
	Mobile Home Park An area or tract of land where more than two spaces are rented or held out for rent to accommodate mobile homes. Retirement Community Five or more residential units, enforceably restricted to those 55 or over and designed for the elderly.	4.22 /D.U.	\$1,924 /D.U.
	Congregate Care Facility Congregate care facilities typically consist of one or more multi-unit buildings designed for elderly living; they may also contain common dining rooms, medical facilities and recreational facilities.	2.15 /D.U.	\$980 /D.U.
	Residential Care Home/ Rehabilitation/Treatment Centers A single family dwelling used for the purpose of providing residential assisted living to more than six persons, or a facility providing inpatient care for persons with alcohol or drug dependency.	1 /Bed	\$456 /Bed
Shopping Center:	Shopping Center A shopping center is an integrated group of commercial establishments which is planned, developed and managed as a unit. This can include shops contained in one building or enclosed in a mall and also peripheral buildings or pads located on the perimeter of the center adjacent to the streets and major access points, but does not include standalone restaurants.	20 /1,000S.F. ⁴	\$9,120 /1,000 S.F.
Retail Commercial :	High Volume Retail: Drug Store, Department Store, Discount Store, Mini Mart, Liquor Store, Supermarket, Auto Parts Store, Clothing/Apparel Store, Bank, Health Fitness Center, Hardware Store, Pharmacy, Grocery Store, Automobile Sales, Laundromat, Delicatessen.	20 /1,000 S.F.	\$9,120 /1,000 S.F.
	Medium Volume Retail: Bakery Automobile Repair, Club Store, Dry Cleaner, Gift Shop, Lumber/Building Supplies, Nursery, Jewelry Store, Photo Store, Print Shop (retail), Shoe Store, Sporting Goods Store, Stationary Store, Toy Store.	13 /1,000 S.F.	\$5,928 /1,000 S.F.

Category	Development Project Type	Adjusted Trip Rate ¹	Fee Amount ² (\$444.00 /trip)
Retail Commercial: (cont.)	Low Volume Retail: Antique Store, Boat/Equipment Repair Shop, Appliance Store, Furniture Store, Gallery, Museum, Kennel, Boat/RV/Mobile Home Sales, Clock Store, Repair Shop (T.V., Radio, Vacuum, etc.), Roadside Stand for Agricultural Products, Wine or beer tasting rooms or product retail sales in conjunction with a winery or brewery.	1.5 /1,000 S.F.	\$684 /1,000 S.F.
Office:	General Office	11 /1,000 S.F.	\$5,016 /1,000 S.F.
Food Services:	Stand Alone Restaurant w/ drive through.	161 /1,000 S.F.	\$73,416 /1,000S.F.
	Stand Alone Restaurant w/out drive through.	23 /1,000 S.F.	\$10,488 /1,000S.F.
Specialty Commercial :	Gas Station	32 /Fueling Space ⁵	\$14,592 /Fueling Space
	Food Mart w/Gas Pumps	34 /Fueling Space	\$15,504 /Fueling Space
	Car Wash-Self Serve	21 /Stall	\$9,576 /Stall
	Car Wash-Full Serve	20 /1,000 S.F.	\$9,120 /1,000 S.F.
	Hotel/Motel/Resort/Bed and Breakfast	5.2 / Unit ⁶	\$2,309 / Unit
	Child Care Facility Providing nonmedical care, on less than a 24 hour basis, to minors in need of personal services, supervision or assistance essential for sustaining the activities of daily living or for protection of the individual; does not include a family day care home as defined in Title 17.	13 /1,000 S.F.	\$5,928 /1,000 S.F.
	Centers and Facilities for Seniors / Disabled and Adult Day Care for less than 24 hours.	1.5 /1,000 S.F.	\$684 /1,000 S.F.
Medical:	Hospital	11.8 /Bed	\$5,381 /Bed
	Nursing Home/ Convalescent Home	2.6 /bed	\$1,186 /Bed
	Medical Office or Medical or Health Clinic providing diagnostic or treatment services	30 /1,000 S.F.	\$13,680 /1,000 S.F.
Industrial:	Light, including: Airport/Airstrip Livestock Feedlot/Auction Yard Material Testing Laboratory Meat Packing Facility Printing Plant Slaughterhouse Storage Facilities for Liquids and Gases	6 /1,000 S.F. or 41 /Acre	\$2,736 /1,000 S.F. or \$18,696 /Acre ⁸

Category	Development Project Type	Adjusted Trip Rate ¹	Fee Amount ² (\$444.00 /trip)
Industrial (cont.)	Heavy, including: Auto Wrecking and Junk Yard Foundry and Smelter Lumber Mill Mining Operation Refining Plant	1.5 /1,000 S.F. or 6.75 /Acre	\$684 /1,000 S.F. or \$3,078 /Acre
	Manufacturing/Assembly/ Agricultural Processing Manufacturing or assembly facilities where the primary activity is the conversion of raw materials, products or parts into finished commodities for sale or distribution, including a winery or brewery.	3 /1,000 S.F. or 30 /Acre	\$1,368 /1,000 S.F. or \$13,680 /Acre
Public Utilities:	Utilities (Publicly or privately owned) Production, generation, storage, transmission and treatment facilities and electro mechanical or industrial space, parts and equipment storage and repair areas, and office space in the same project and directly related to or used for these utility uses.	6 /1,000 S.F. or 41 /Acre	\$2,736 / 1000 S.F. or \$18,696 /Acre
Business Park:	Business Park in BP zoning district	6 /1,000 S.F.	\$2,736 /1,000 S.F.
Warehousing /Storage:	Warehouse Facilities primarily devoted to the storage of materials, including wholesale distribution facilities.	5 /1,000 S.F.	\$2,280 /1,000 S.F.
	Mini-storage Facilities Buildings housing separate storage units or vaults used for storage.	2 /1,000 S.F.	\$912 /1,000 S.F.
Outside Storage:	Outside Storage Area used for outdoor storage including boat and RV storage facilities	10 /Acre	\$4,560 /Acre
Other:	Golf Course	21 /Hole	\$9,576 /Hole
	Theater (Movie)	6.4 /1,000 S.F.	\$2,918 /1,000 S.F.
	Theater (Live)	1.5 /1,000 S.F.	\$684 /1,000 S.F.
	Recreational	3.1 /Parking Space	\$1,414 /Parking Space
	Social clubs, lodges, non-profit meeting halls	1.5 /1000 S.F.	\$684 /1000 S.F.
	Mortuary / Funeral Home	6 /1,000 S.F.	\$2,736 /1,000 S.F.

- 1 The vehicle trip rates are for calculation of fees only. These trip rates have been adjusted to consider pass by trips, diverted trips, trip length, peak hour impacts and other factors.
- 2 An administrative charge of 1% is included in addition to the fee.
- 3 Dwelling Unit
- 4 Square Feet of the gross floor area, measured to the nearest square foot; applicable to structures only.
- 5 The number of fueling spaces is determined by the maximum number of vehicles capable of being fueled simultaneously.
- 6 Sleeping unit, dwelling unit, rental unit, or other component by which the development is marketed.
- 7 Acreage shall be measured by the amount authorized for development.
- 8 When a project includes both structures and acreage, the fee shall be determined by the primary or predominant use unless the uses are substantially equal in which event, the calculation that results in the higher fee shall apply.

Exemptions from Fees:

1. All uses that are determined not to generate additional vehicle trips are exempt from the Traffic Impact Mitigation Fees.
2. The following public or quasi-public facilities are exempt from the Traffic Impact Mitigation Fee:
 - a. Accessory buildings to residential development.
 - b. Shelters for the homeless providing free temporary housing and ancillary services.
 - c. Crisis centers providing free temporary services to assist in responding to a physical, emotional or family emergency.
 - d. Public libraries.
 - e. Museums for the procurement, care or study of objects which are exhibited for public viewing.
 - f. County of Tuolumne government offices and facilities on County owned property or on property leased for a period of 20 or more years.
 - g. Parks and recreation facilities provided by Tuolumne County and/or special districts (Tuolumne Park and Recreation, GCSD, THCS, LDPCSD).
 - h. Youth recreational facilities providing recreational opportunities for minors on a non-profit basis.
 - i. Medical clinics constructed exclusively with government funding.
 - j. Nursing homes and convalescent homes constructed exclusively with government funding.
 - k. Schools providing one or more courses of study that are operated on a non-profit basis.
 - l. Religious facilities used for conducting organized religious activities.
 - m. State or Federal facilities exempt from local fees by law.
 - n. Replacement of an existing development of the same size on the same parcel unless the development replaced had been unoccupied for 18 months or more. The size limitation does not apply to residential development.
 - o. Substantially equivalent reconstruction on the same parcel of any development unintentionally damaged or destroyed. The size limitation does not apply to residential development.
 - p. Relocation to a different parcel of any development without a net increase in size, provided the existing development on the parcel from which the relocation occurs is demolished within 6 months of the date of construction commencement or ownership has been transferred to the Federal, State or local government. The size limitation does not apply to residential development.
 - q. Buildings, structures, growing areas, and open space related to the production, raising, or storage of agricultural products which do not include retail sales or an agricultural manufacturing or processing facility.

Alternatives to Fees:

In lieu of paying the Traffic Impact Mitigation Fees, any person applying for an entitlement that is subject to the fees, may have prepared and approved by the Community Resources Agency, a traffic study which identifies and addresses the proposed development's direct and cumulative traffic impacts. All measures identified in the study as necessary to mitigate the traffic impacts shall be implemented.

Determination of Fees:

The amount of the Traffic Impact Mitigation Fee shall be determined by the Director of the Community Resources Agency based upon the schedule shown above. For a project not specifically listed in the schedule, the fee for the most similar use listed will be used. For a development project which is not

sufficiently similar to one listed, the fee will be based upon the per trip rate multiplied by the number of vehicle trips associated with the project.

The fee for land uses which are primarily conducted within buildings is based upon the gross floor area of each building, including cellars, basements, mezzanines, penthouses, corridors, lobbies, restrooms, storage areas, stores and offices within the principal outside faces of the exterior walls. The fee for land uses that are conducted primarily outdoor, is based upon the acreage encompassed by the use. When a development project includes both buildings and acreage, the fee is determined by the primary or predominant use unless the uses are substantially equal in which event, the calculation that results in the higher fee applies.

The fee for a development project with multiple uses will be determined as follows:

- When multiple uses are shared within a building in the development project, the fee will be determined by the primary or predominant use of the building.
- For all other multiple uses, the fee will be determined by adding the fee for each type of use.

For a project in operation on a seasonal basis only, the fee shall be determined by the annual percentage of operation.

Payment of Fees:

Traffic Impact Mitigation Fees shall be paid to the Tuolumne County Community Resources Agency as follows:

Building Permit Required:

- Residential Development

All fees for residential development are due prior to issuance of a Blue Tag for electrical service, or prior to connection to electrical service, or at the time escrow closes if an escrow account has been established for the subject property prior to issuance of a Building Permit. Prior to issuance of a Building Permit, the applicant must provide proof to the Tuolumne County Community Resources Agency that an escrow account has been established and must sign a contract to pay the fee at the time escrow closes. Additional information on paying the fees at close of escrow and the required contract can be obtained at the Tuolumne County Community Resources Agency.

- All Other Development

All fees are due prior to issuance of a Certificate of Occupancy by the Tuolumne County Community Resources Agency, Division of Building and Safety, or date of final inspection whichever occurs first.

Building Permit Not Required:

For a development project that does not require a Building Permit, the Traffic Impact Mitigation Fee shall be paid prior to commencing any activity authorized by an entitlement granted under the Tuolumne County Uniform Zoning Ordinance, such as a Conditional Use Permit, or if the project does not require such an entitlement, the fee shall be paid prior to the issuance of any other entitlement required under the Tuolumne County Ordinance Code for the development, such as an Encroachment Permit.

Credit Against Fees:

A credit against the Traffic Impact Mitigation Fee shall be granted based on the value of transportation improvements, or donations or dedications of land, or facilities which are included in the Countywide Traffic Circulation Improvement Program or directly reduce the costs of any improvement identified in that program. Transportation improvements which qualify for the credit are those associated with a roadway widening, roadway extension, capacity improvement or traffic signal installation on the Countywide Traffic Circulation Improvement Program, and includes grading, paving, curb and gutter, sidewalks, transit stops, median islands, channelization, interchanges, relocation of utilities, over-crossings, sound walls, bridges, lighting, landscaping, right of way and mitigation of environmental impacts. Credit for improvements that meet the above criteria may be granted up to the amount of the fee. If the cost of the improvement exceeds the amount of the required fee, no refund will be granted.

Improvements that are required as conditions of a development approval, that do not meet the above criteria, will not receive credit. For example, the required addition of a left turn lane included in the Countywide Traffic Circulation Improvement Program may qualify for credit against the fee while widening of the same road to provide for acceleration/deceleration lanes solely to facilitate a driveway for the development project will normally not qualify for credit.

To receive credit, the actual cost of the work performed must be submitted to the Community Resources Agency. The eligibility of improvements for and the amount of any credit shall be determined by the Community Resources Agency Director.

Appeal of Determinations Concerning Fees:

Appeals of the following determinations of the Community Resources Agency Director may be made by filing a written appeal with the Chief Deputy Clerk of the Board of Supervisors within ten days of the date of the determination and paying the applicable fee:

- Determination that a development project will not generate or attract additional vehicle trips in accordance with Section 3.54.030(A) of the Tuolumne County Ordinance Code.
- Determinations concerning credits for the fee as provided in Section 3.54.040(H) of the Tuolumne County Ordinance Code.

IV. Financial Summary Report - Annual

Statement of Current Year Activity For the Year Ending June 30, 2017

	1999 Road Improvement Fund 6144	Sub-Network Road Fund 6140	Regional Road Fund 6141	Admin Fund 8095	Total
Cash Balance July 1, 2016	\$ 5,617,919	\$ 1,957,416	\$ 1,021,380	\$ -	\$ 8,596,715
Fees Collected	\$ 259,182	\$ -	\$ -	\$ 2,618	\$ 261,800
Loan Payments Received	\$ 436,999	\$ -	\$ -	\$ -	\$ 436,999
Refunds Issued	\$ -	\$ -	\$ -	\$ -	\$ -
Project Expenditures (Note 1)	\$ (1,175,797)	\$ -	\$ (35,724)	\$ -	\$ (1,211,521)
Administrative Charges	\$ -	\$ -	\$ -	\$ (2,618)	\$ (2,618)
Interest Earned (Note 2)	\$ 118,983	\$ 20,833	\$ 10,772	\$ -	\$ 150,588
Cash Balance June 30, 2016	\$ 5,257,286	\$ 1,978,249	\$ 996,428	\$ -	\$ 8,231,963
Outstanding Loan Balances: (Note 3)					
Law & Justice Center	\$ 1,143,223				\$ 1,143,223
Solid Waste Advances	\$ 152,490				\$ 152,490
Road Fund Advances	\$ 254,700				\$ 254,700
Total Outstanding Loan Balances	\$ 1,550,413	\$ -	\$ -	\$ -	\$ 1,550,413
Total Fund Balance June 30, 2017	\$ 6,807,699	\$ 1,978,249	\$ 996,428	\$ -	\$ 9,782,376

The accompanying notes are an integral part of the financial statement.

Notes to the Statement of Current Year Activity For the Year Ending June 30, 2017

Note 1 - Summary of Project Allocations and Expenditures

Traffic Impact Mitigation Fees (TIMF) have been allocated and expended for the following Road Capital Improvement projects:

	%TIMF Funded	Allocated Funds	Prior Year Expenditures	Current Year Expenditures	Remaining Allocated Funds	Cash Balance at 6/30/17	Unallocated Cash Balance
<u>1999 Road Improvement Fund (6144)</u>							
Mono Way Widening	90%	4,141,574	(3,960,919)	-	180,655		
5th Avenue/SR108 Signal	100%	2,891,000	(417,524)	(206,464)	2,267,012		
Greenley/Mono Way Intersection	67%	2,000,000	-	(969,333)	1,030,667		
Total Fund 6144		9,032,574	(4,378,443)	(1,175,797)	3,478,334	5,257,286	1,778,952
<u>Sub-Network Road Fund (6140)</u>							
none scheduled		-	-	-	-		
Total Fund 6140		-	-	-	-	1,978,249	1,978,249
<u>Regional Road Fund (6141)</u>							
Rawhide Road Bridge	20%	2,310,800	(117,214)	(35,724)	2,157,862		
Total Fund 6141		2,310,800	(117,214)	(35,724)	2,157,862	996,428	(1,161,434)
Total Traffic Impact Mitigation Funds		11,343,374	(4,495,657)	(1,211,521)	5,636,196	8,231,963	2,595,767

Note 2 - Summary of Interest Earned

Interest earned in the Traffic Impact Mitigation Fee Funds as of June 30, 2017 consisted of the following:

	1999 Road Improvement Fund 6144	Sub-Network Road Fund 6140	Regional Road Fund 6141	Totals
<u>Quarterly Interest Earned:</u>				
September 30, 2016	16,517	5,152	2,688	24,357
December 31, 2016	14,813	4,575	2,380	21,768
March 31, 2017	16,962	5,162	2,676	24,800
June 30, 2017	17,892	5,944	3,028	26,864
Total Quarterly Interest Earned	66,184	20,833	10,772	97,789
<u>Interest Earned on Loans:</u>				
Law & Justice Center	52,511			52,511
Solid Waste Advances	288			288
Road Fund	-			-
Total Interest Earned on Loans	52,799	-	-	52,799
Total Interest Earned as of June 30, 2017	118,983	20,833	10,772	150,588

Note 3 - Outstanding Loans

The County Capital Projects Fund borrowed from the 1999 Road Improvement Fund (6144) for the purchase of land for the Law and Justice Center. The interest rate is fixed at 1.7% per annum, and the expected year of payoff is 2020. The outstanding balance at June 30, 2017 totaled \$1,143,223.

The County Board of Supervisors authorized an advance from the 1999 Road Improvement Fund (6144) to the Solid Waste Fund to offset up-front costs related to landfill closure costs. The interest rate is variable and determined by the Tuolumne County quarterly pooled rate which fluctuated between 1% and 1.21% during the year. The outstanding balance at June 30, 2017 totaled \$152,490, which was paid in full September 2017.

An advance was made to the County Road Fund from the 1999 Road Improvement Fund (6144) to cover negative cash flow for Fiscal Year End. The interest rate was 1.21% and was paid back on July 1, 2017.

V. Individual Fund Reports – Last Five Fiscal Years

6144 - 1999 Road Improvement Fund

Statement of Revenues, Expenditures and Changes in Fund Balance For Last Five Fiscal Years 2012-13 through 2016-17

	2012-13	2013-14	2014-15	2015-16	2016-17
Revenues					
Fees	93,612	154,912	254,225	328,941	259,182
Interest	120,297	86,369	99,970	80,306	118,983
Total Revenue	<u>213,909</u>	<u>241,281</u>	<u>354,195</u>	<u>409,247</u>	<u>378,165</u>
Expenditures					
Project Expenditures	405,524	640,764	3,202,463	250,200	1,175,797
Other Expenditures/Refunds	-	-	-	-	-
Total Expenditures	<u>405,524</u>	<u>640,764</u>	<u>3,202,463</u>	<u>250,200</u>	<u>1,175,797</u>
Revenues Over/(Under) Expenditures	(191,615)	(399,483)	(2,848,268)	159,047	(797,632)
Fund Balance, Beginning of Year	10,885,650	10,694,035	10,294,552	7,446,284	7,605,331
Fund Balance, End of Year	<u>10,694,035</u>	<u>10,294,552</u>	<u>7,446,284</u>	<u>7,605,331</u>	<u>6,807,699</u>

Five Year Revenue Test Using First-In First-Out Method

Available Fund Balance	2012-13	2013-14	2014-15	2015-16	2016-17
Current Year	213,909	241,281	354,195	409,247	378,165
Prior Year - 2-Year Old Funds	574,326	213,909	241,281	354,195	409,247
Prior Year - 3-Year Old Funds	270,302	574,326	213,909	241,281	354,195
Prior Year - 4-Year Old Funds	339,035	270,302	574,326	213,909	241,281
Prior Year - 5-Year Old Funds	361,706 ⁽¹⁾	339,035 ⁽¹⁾	270,302 ⁽¹⁾	574,326 ⁽¹⁾	213,909 ⁽¹⁾
Greater than Five Prior Fiscal Years	<u>8,934,757 ⁽¹⁾</u>	<u>8,655,699 ⁽¹⁾</u>	<u>5,792,271 ⁽¹⁾</u>	<u>5,812,373 ⁽¹⁾</u>	<u>5,210,902 ⁽¹⁾</u>
	<u>10,694,035</u>	<u>10,294,552</u>	<u>7,446,284</u>	<u>7,605,331</u>	<u>6,807,699</u>

(1) The 1999 Road Improvement Fund (6144) reports funds being held beyond a five-year period. In accordance with Government Code Section 66001(d), the finding of these funds requires that funds be retained until a funding level is reached that allows construction to start for the projects as listed in this report in Section VI. Traffic Impact Mitigation Fee Project Identification.

V. Individual Fund Reports – Last Five Fiscal Years (continued)

6140 - Sub-Network Road Fund

Statement of Revenues, Expenditures and Changes in Fund Balance For Last Five Fiscal Years 2012-13 through 2016-17

	2012-13	2013-14	2014-15	2015-16	2016-17
Revenues					
Fees	-	-	-	-	-
Interest	16,913	10,486	17,760	16,871	20,833
Total Revenue	16,913	10,486	17,760	16,871	20,833
Expenditures					
Project Expenditures	-	-	-	-	-
Other Expenditures/Refunds	-	-	-	-	-
Total Expenditures	-	-	-	-	-
Revenues Over/(Under) Expenditures	16,913	10,486	17,760	16,871	20,833
Fund Balance, Beginning of Year	1,895,386	1,912,299	1,922,785	1,940,545	1,957,416
Fund Balance, End of Year	1,912,299	1,922,785	1,940,545	1,957,416	1,978,249

Five Year Revenue Test Using First-In First-Out Method

Available Fund Balance	2012-13	2013-14	2014-15	2015-16	2016-17
Current Year	16,913	10,486	17,760	16,871	20,833
Prior Year - 2-Year Old Funds	16,103	16,913	10,486	17,760	16,871
Prior Year - 3-Year Old Funds	18,902	16,103	16,913	10,486	17,760
Prior Year - 4-Year Old Funds	30,301	18,902	16,103	16,913	10,486
Prior Year - 5-Year Old Funds	28,954 ⁽¹⁾	30,301 ⁽¹⁾	18,902 ⁽¹⁾	16,103 ⁽¹⁾	16,913 ⁽¹⁾
Greater than Five Prior Fiscal Years	1,801,126 ⁽¹⁾	1,830,080 ⁽¹⁾	1,860,381 ⁽¹⁾	1,879,283 ⁽¹⁾	1,895,386 ⁽¹⁾
	1,912,299	1,922,785	1,940,545	1,957,416	1,978,249

(1) The Sub-Network Road Fund (6140) reports funds being held beyond a five-year period. In accordance with Government Code Section 66001(d), the finding of these funds requires that funds be retained until a funding level is reached that allows construction to start for the projects as listed in this report in Section VI. Traffic Impact Mitigation Fee Project Identification.

V. Individual Fund Reports – Last Five Fiscal Years (continued)
6141 - Regional Road Fund
Statement of Revenues, Expenditures and Changes in Fund Balance
For Last Five Fiscal Years 2012-13 through 2016-17

	2012-13	2013-14	2014-15	2015-16	2016-17
Revenues					
Fees	-	-	-	-	-
Interest	9,844	6,056	10,147	9,256	10,772
Total Revenue	9,844	6,056	10,147	9,256	10,772
Expenditures					
Project Expenditures	-	15,063	26,423	75,729	35,724
Other Expenditures/Refunds	-	-	-	-	-
Total Expenditures	-	15,063	26,423	75,729	35,724
Revenues Over/(Under) Expenditures	9,844	(9,007)	(16,276)	(66,473)	(24,952)
Fund Balance, Beginning of Year	1,103,292	1,113,136	1,104,129	1,087,853	1,021,380
Fund Balance, End of Year	1,113,136	1,104,129	1,087,853	1,021,380	996,428

Five Year Revenue Test Using First-In First-Out Method

Available Fund Balance	2012-13	2013-14	2014-15	2015-16	2016-17
Current Year	9,844	6,056	10,147	9,256	10,772
Prior Year - 2-Year Old Funds	9,368	9,844	6,056	10,147	9,256
Prior Year - 3-Year Old Funds	10,978	9,368	9,844	6,056	10,147
Prior Year - 4-Year Old Funds	17,614	10,978	9,368	9,844	6,056
Prior Year - 5-Year Old Funds	16,875 ⁽¹⁾	17,614 ⁽¹⁾	10,978 ⁽¹⁾	9,368 ⁽¹⁾	9,844 ⁽¹⁾
Greater than Five Prior Fiscal Years	1,048,457 ⁽¹⁾	1,050,269 ⁽¹⁾	1,041,460 ⁽¹⁾	976,709 ⁽¹⁾	950,353 ⁽¹⁾
	1,113,136	1,104,129	1,087,853	1,021,380	996,428

(1) The Regional Road Fund (6141) reports funds being held beyond a five-year period. In accordance with Government Code Section 66001(d), the finding of these funds requires that funds be retained until a funding level is reached that allows construction to start for the projects as listed in this report in Section VI. Traffic Impact Mitigation Fee Project Identification.

VI. Traffic Impact Mitigation Fee Project Identification

The detailed lists of projects for each separate Traffic Impact Mitigation Fund have been included in this report in the following exhibits:

- Exhibit A: 6144 – 1999 Road Improvement Fund
- Exhibit B: 6140 – Sub-Network Road Fund
- Exhibit C: 6141 – Regional Road Fund

The development fees collected related to the projects included in each respective list were established to finance transportation circulation improvements that mitigate the impacts resulting from new or expanded development within the unincorporated areas of Tuolumne County. Monies collected into the traffic mitigation funds will be used to construct these projects listed to improve the transportation facilities that have been found to be adversely impacted by increased traffic generated by or attracted to those development projects for which the fee was imposed.

Projects from these lists that have been approved to commence by the Board of Supervisors, including all funding sources and approximate dates on funding, can be found in the Tuolumne County Capital Improvement Plan (CIP) for Fiscal Year 2013 through Fiscal Year 2017. Projects from the lists that are designated as "Future" in the Estimated Project Schedule column will be recommended by the Board at an unknown future date and included in the updated CIP at that time. Monies held in the traffic mitigation funds will be retained until such a time as there is sufficient funding and/or need for these future projects to be approved by the Board.

6144 - 1999 REGIONAL ROAD IMPROVEMENT FUND

Project List

				ORIGINAL PROJECT LIST INFORMATION			CURRENT YEAR INFORMATION			
CIP No.	Road Name	Project Limits	Project Description	Estimated Cost	% TIMF Share	TIMF Share of Cost	Other Funding	Estimated Cost	TIMF Costs to Date	Estimated Project Schedule
Local Road Projects										
11-34 (1)	North/South Connector	East side of Sonora	Construct Sonora by-pass	7,500,000	100%	7,500,000	-	7,500,000	4,173	FY2008 - Future
	Mono Way Road	Greenley Road to SR108	Widening to 4 lanes	2,300,000	100%	2,300,000	-	4,141,574	3,960,919	FY2005 - FY2017
	Mono Way Road	Phoenix Lake Road to Standard Road	Widening to 4 lanes	6,357,000	100%	6,357,000	-	6,357,000	-	Future
	Cabezut Road	Cabezut Road	Extension	7,225,000	100%	7,225,000	-	7,225,000	-	Future
	Greenley Road	Cabezut Road to Lyons Street	Widening	750,000	100%	750,000	-	750,000	-	Future
	Parrotts Ferry Road	Parrotts Ferry Road	Upgrade	4,845,000	100%	4,845,000	-	4,845,000	-	Future
	Tuolumne Road	Mono Way Road to Standard Road	Widening	2,084,000	100%	2,084,000	-	2,084,000	4,173	FY2008 - Future
	Standard Road	Standard Road	Upgrade	2,600,000	100%	2,600,000	-	2,600,000	-	Future
	Peaceful Oak Road	To Phoenix Lake Road	Extension	1,375,000	100%	1,375,000	-	1,375,000	-	Future
	Intersection	Greenley Road and Mono Way	Improvements	700,000	100%	700,000	-	2,000,000	969,333	FY2017-FY2018
	Intersection	Old Wards Ferry Road and Sanguinetti	Alignment	700,000	100%	700,000	-	700,000	-	Future
			Total Local Road Projects	36,436,000		36,436,000	-	39,577,574	4,938,598	
Signalization Projects										
11-12 (1)	Standard Rd / Tuolumne Road		Signalization					1,246,000	100,000	FY2012 - FY2017
	South Washington Street / Snell and Elkin Streets		Signalization							Future
	Greenley Road / Lyons Bald Mountain Road		Signalization							Future
	Parrotts Ferry Road / Sawmill Flat Road		Signalization							Future
	County Road 59 / Bonds Flat Road		Signalization							Future
	Tuolumne Road / Carter Street		Signalization							Future
	Tuolumne Road / Cherokee Road		Signalization							Future
	Cabezut Road Extension / Phoenix Lake Road		Signalization							Future
	South Washington Street / Church Street		Signalization							Future
	Tuolumne Road / Woodham Carne Road (includes realigning)		Signalization							Future
			Total Signalization Projects	1,250,000	100%	1,250,000	-	1,246,000	100,000	
State/Local Partnership Projects										
	Ferretti Road / SR120		Intersection improvements	250,000	50%	125,000	125,000	250,000	-	Future
	SR108 / Jamestown Avenue / 5th Avenue		Intersection improvements	700,000	50%	350,000	350,000	2,273,000	623,988	FY2014 - FY2019
	SR108 / Rawhide Road / Main Street		Intersection improvements	700,000	50%	350,000	350,000	700,000	9,957	FY2005 - Future
	SR 108 from Main Street (Jamestown) to SR49 Junction (Sonora)		Widening to 4 lanes	10,702,000	50%	5,351,000	5,351,000	10,702,000	4,173	FY2008 - Future
	SR 108 / South Washington Street		Intersection improvements	400,000	50%	200,000	200,000	400,000	-	Future
	SR 108 from Main Street (Jamestown) to Chicken Ranch Road		Widening to 4 lanes	7,466,000	50%	3,733,000	3,733,000	7,466,000	-	Future
			Total State/Local Partnership Projects	20,218,000		10,109,000	10,109,000	21,791,000	638,118	
			GRAND TOTAL	57,904,000		47,795,000	10,109,000	62,614,574	5,676,716	

(1) Included in the Tuolumne County Capital Improvement Plan (CIP) for Fiscal Year 2012 through Fiscal Year 2017

6140 - SUB-NETWORK ROAD FUND
Project List

CIP No.			Road Name	Project Limits	Project Description	ORIGINAL PROJECT LIST INFORMATION				CURRENT YEAR INFORMATION			Estimated Project Schedule
						Estimated Cost	% TIMF Share	TIMF Share of Cost	Other Funding	Estimated Cost	TIMF Costs to Date		
East Sonora													
		North Hess Avenue	Phoenix Lake Road to Mono Way		Construct 2-lane major collector on new alignment	2,230,000	29%	646,700	1,583,300	2,230,000	-		Future
		Peaceful Oak Road	Phoenix Lake Road to Mono Way		Construct Peaceful Oak Road/Phoenix Lake Road connector to major collector standards	2,611,120	35%	913,892	1,697,228	2,611,120	-		Future
		Tuolumne Road	Mono Way to Standard Road		Widen to 64 feet (4 lanes)	6,176,003	29%	1,791,041	4,384,962	6,176,003	-		Future
Groveland													
		Ferretti Road	SR120 (W) to Pine Mountain Lake Entrance		Capacity improvements	2,069,477	100%	2,069,477	-	2,069,477	-		Future
		Ferretti Road	Pine Mountain Lake Entrance to Clements Road		Widen to 40 feet	3,892,523	100%	3,892,523	-	3,892,523	-		Future
Jamestown													
		Preston Lane	Seco Street to SR49/108		Construct Preston Lane as a major collector and reconstruct the intersection at Main Street and SR49/108 to create a bypass of downtown Jamestown	937,972	29%	272,012	665,960	937,972	-		Future
Phoenix Lake													
		Longeway Road	Soulsbyville Road to Hurts Road		Widen to 48 feet (2-12 foot travel lanes, 1-12 foot center turn lane and 6 foot shoulders)	1,060,400	29%	307,516	752,884	1,060,400	-		Future
Sonora													
		Leland Drive	Racetrack Road to SR49		Extend Leland Drive south to connect with Ponderosa Drive	1,824,715	54%	985,346	839,369	1,824,715	-		Future
		Racetrack Road	Jamestown Road to Leland Drive		Widen up to 36 feet and realign near Jamestown Road	974,031	29%	282,469	691,562	974,031	-		Future
Soulsbyville/Tuolumne City													
		Tuolumne Road	Standard Road to Woodham Carne Road		Widen to 4 lanes (2 travel lanes in each direction)	4,821,162	53%	2,555,216	2,265,946	4,821,162	-		Future
Twain Harte													
		Twain Harte Drive	Tiffeni Drive (W) to SR108 (E)		Widening and shoulder improvements, construct left turn pockets at SR108 and Tiffeni Drive (E) and SR108 signage	1,649,500	100%	1,649,500	-	1,649,500	150,000	FY1997- FY1999 (1)	Future
		Twain Harte Drive	At Joaquin Gully Road		Construct left turn pocket	266,000	100%	266,000	-	266,000	-		Future
		Manzanita Drive	Joaquin Gully Road to Tiffeni Drive (W)		Extend Manzanita Drive to connect with Tiffeni Drive (W)	382,000	55%	210,100	171,900	382,000	-		Future
GRAND TOTAL						28,894,903		15,841,792	13,053,111	28,894,903	150,000		

(1) Work completed in 1999 was only for left turn pocket at Tiffeni Drive

6141 - REGIONAL ROAD FUND
Project List

CIP No.	Road Name	Project Limits	Project Description	ORIGINAL PROJECT LIST INFORMATION			CURRENT YEAR INFORMATION			Estimated Project Schedule
				Estimated Cost	% TIMF Share	TIMF Share of Cost	Other Funding	Estimated Cost	TIMF Costs to Date	
	Mono Way	Fir Drive to Phoenix Lake Road	Widen to 5 lanes	2,275,000	100%	2,275,000	-	2,275,000	2,183,942	FY 1989 - FY1995
	North/South Connector	Mono Way to SR49	Construct 2-lane connector road to major collector standards	9,641,000	42%	4,049,220	5,591,780	9,641,000	325,183	FY2005 - Future
	South Washington Street / Lime Kiln	Bulwer Street to SR108	Construct left turn lane at SR108 and continuous left turn lane between Bulwer Street and Hospital Road	486,646	29%	141,127	345,519	486,646	-	Future
	Mono Way, Sanguinetti Road and Greenley Road - South	Mono to SR108 / Sanguinetti to Fir	Alternative 2DFK from 6/25/90 Omni Means Report; widen mono way to 5 lanes, improve Sanguinetti to 3 lanes and construct Greenley-South connector to Sanguinetti	6,028,795	29%	1,748,351	4,280,444	4,141,574	27,500	FY2005 - FY2017
	Parrotts Ferry Road	Sawmill Flat Road to Airport Road	Widen to 52 feet	3,317,867	18%	597,216	2,720,651	3,317,867	-	Future
11-4 (1)	Rawhide Road	SR49/108 to SR49	Widen to 40 feet in conjunction with bridge replacement and realignment	5,072,096	36%	1,825,955	3,246,141	6,953,066	152,938	FY2005 - FY2020
	Greenley Road	Mono Way to Lyons Street	Widen to 3 lanes (2 travel lanes with center left turn lane), improve intersection and modify signalization at Mono Way	2,506,100	100%	2,506,100	-	2,506,100	-	Future
	Mono Way	Stewart Street to Sanguinetti Road	Widen to 3 lanes (2 travel lanes with center left turn lane) and realign Hospital Road	1,502,994	34%	511,018	991,976	1,502,994	-	Future
	Washington Street / Stewart Street	At Church Street	Reconfigure the intersection of Church, Stewart and Washington Streets	575,124	29%	166,786	408,338	575,124	-	Future
	Parrotts Ferry Road	SR49 to Sawmill Flat Road	Widen to 64 feet	1,546,278	18%	278,330	1,267,948	1,546,278	-	Future
	Jamestown Road / Shaws Flat Road	SR49/108 to SR49	Widen to 40 feet in conjunction with reconstruction called for by the maintenance study and replace the existing bridge	4,860,427	100%	4,860,427	-	4,860,427	-	Future
GRAND TOTAL				37,812,327		18,959,530	18,852,797	37,806,076	2,689,563	

(1) Included in the Tululume County Capital Improvement Plan (CIP) for Fiscal Year 2012 through Fiscal Year 2017



COMMUNITY RESOURCES AGENCY

DAVID GONZALVES C.B.O.
Director

Administration - Building - County Surveyor - Engineering - Environmental Health - Fleet Services - GIS - Housing - Planning - Roads - Solid Waste

November 17, 2017

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To: Honorable Board of Supervisors

From: David Gonzalves, CRA Director
Mia Polk, Agency Fiscal Officer 

Re: Annual Report on Other Traffic Mitigation Funds

REQUESTED ACTION

Consideration of accepting the annual report of the accounting activities relative to the County's Other Traffic Mitigation Funds for Fiscal Year 2016-2017.

BACKGROUND INFORMATION

Section 3.54.070 of the Tuolumne County Ordinance Code requires the submittal of an annual report to the Board of Supervisors and the public concerning the financial activities of Traffic Impact Mitigation Funds. This annual report is required by resolution to include the beginning and ending balance for the fiscal year of each account, the amount of fees, interest and other income credited to each account, the amount of each expenditure made on public or traffic facilities, and the amount of any refunds issued. In conjunction with the required report, a similar report on the accounting activities of other funds established to mitigate traffic impacts associated with new development is presented to your Board each year.

REPORT

The *Other Traffic Mitigation Funds Report* for Fiscal Year 2016-2017 is included for your consideration. A brief summary of the combined fund activities for the year is as follows:

Beginning Fund Balance July 1, 2016	\$ 208,305
Fees Collected	-
Reimbursements Received	-
Refunds Issued	-
Project Expenditures	(10,163)
Administrative Charges	-
Interest Earned	2,191
Ending Fund Balance June 30, 2017	<u>\$ 200,333</u>

The ending balance represents a decrease of \$7,972 during Fiscal Year 2016-2017. Note 1 to the report indicates the allocation and expenditure of funds for road improvement projects during the fiscal year, as well as the available cash balance remaining for allocation. As of June 30, 2017, the Other Traffic Mitigation Funds had an unallocated cash balance totaling \$189,196. A complete list of projects related to the Other Traffic Mitigation Funds is included in Exhibit A.

FINANCIAL CONSIDERATION

This report is being submitted for the sole purpose of providing information to the Board of Supervisors and the public concerning the activities of the accounts related to the County's mitigation fees; consequently, this release of information does not involve expenditure of County funds.

PRIOR REVIEW

This report and related attachments were prepared in cooperation with the Tuolumne County Auditor's Office.

RECOMMENDATION

It is recommended that your Board accept the report on Other Traffic Mitigation Funds as submitted.

Attachments

Cc: Debi Bautista, County Clerk/Auditor
Darin Grossi, Executive Director, Tuolumne County Transportation Council

County of Tuolumne
Other Traffic Mitigation Funds Report
 Fiscal Year 2016-2017

	Columbia Vista Estates 6125	Apple Valley Estates 6130	Apple Valley Ranches 6145	Mono Way Interchange 6148	Signal Longe/Soulsby Crest/Sunshine 6149
Fund Balance July 1, 2016	\$ 22,900	\$ 5,750	\$ 9,804	\$ 75,333	\$ 22,880
Fees Collected					
Reimbursements Received					
Refunds Issued					
Project Expenditures (Note 1)	(10,163)				
Administrative Charges					
Interest Earned	217	61	104	802	244
Fund Balance June 30, 2017	\$ 12,954	\$ 5,811	\$ 9,908	\$ 76,135	\$ 23,124

	Old Wards Ferry Improvements 6191	Gurney Station Rd 6192	Golf Links McKibbin/SR108 6197	Total
Fund Balance July 1, 2016	\$ 42,949	\$ 23,379	\$ 5,310	\$ 208,305
Fees Collected				-
Reimbursements Received				-
Refunds Issued				-
Project Expenditures (Note 1)				(10,163)
Administrative Charges				-
Interest Earned	457	249	57	2,191
Fund Balance June 30, 2017	\$ 43,406	\$ 23,628	\$ 5,367	\$ 200,333

The accompanying notes are an integral part of the financial statement.

County of Tuolumne
Other Traffic Mitigation Funds Report
 Fiscal Year 2016-2017

Notes to Other Traffic Mitigation Funds Report

Note 1 - Summary of Project Allocations and Expenditures

Other Traffic Mitigation Funds have been allocated and expended for the following Road Capital Improvement Projects:

	Allocated Funds	Prior Year Expenditures	Current Year Expenditures	Remaining Allocated Funds	Cash Balance at 6/30/17	Unallocated Cash Balance
<u>Columbia Vista Estates (6125)</u>						
Yankee Hill/Jackson St Reconstruction (1)	60,000	(38,700)	(10,163)	11,137		
Total Fund 6125	\$ 60,000	\$ (38,700)	\$ (10,163)	\$ 11,137	\$ 12,954	\$ 1,817
<u>Apple Valley Estates (6130)</u>						
Lyons Bald Mountain Chip Seal (2)	78,990	(78,990)	-	-		
Total Fund 6130	\$ 78,990	\$ (78,990)	\$ -	\$ -	\$ 5,811	\$ 5,811
<u>Apple Valley Ranches (6145)</u>						
none scheduled (3)	-	-	-	-		
Total Fund 6145	\$ -	\$ -	\$ -	\$ -	\$ 9,908	\$ 9,908
<u>Mono Way Interchange (6148)</u>						
none scheduled (3)	-	-	-	-		
Total Fund 6148	\$ -	\$ -	\$ -	\$ -	\$ 76,135	\$ 76,135
<u>Signal Longe/Soulsby/Crest/Sunshine (6149)</u>						
none scheduled (3)	-	-	-	-		
Total Fund 6149	\$ -	\$ -	\$ -	\$ -	\$ 23,124	\$ 23,124
<u>Old Wards Ferry Improvements (6191)</u>						
none scheduled (3)	-	-	-	-		
Total Fund 6191	\$ -	\$ -	\$ -	\$ -	\$ 43,406	\$ 43,406
<u>Gurney Station Road (6192)</u>						
none scheduled (3)	-	-	-	-		
Total Fund 6192	\$ -	\$ -	\$ -	\$ -	\$ 23,628	\$ 23,628
<u>Golf Links/McKibbon/SR108 (6197)</u>						
none scheduled (3)	-	-	-	-		
Total Fund 6197	\$ -	\$ -	\$ -	\$ -	\$ 5,367	\$ 5,367
Total Other Traffic Mitigation Funds	\$ 138,990	\$ (117,690)	\$ (10,163)	\$ 11,137	\$ 200,333	\$ 189,196

(1) Project is scheduled for completion in FY2017-18; mitigation funding allocated represents 25% of the total estimated project cost.

(2) Project was completed in FY2014-15 using 100% of mitigation funding.

(3) Projects as described in Exhibit A for each respective fund will be scheduled at a future date when sufficient funds have been collected.

Note 2 - Outstanding Loans

There were no loans made from the Other Traffic Mitigation Funds during Fiscal Year 2016-17.

Exhibit A contains a complete description of projects related to the Other Traffic Mitigation Funds

County of Tuolumne
Other Mitigation Funds Projects
(June 30, 2017 fund balance in parentheses)

6125-Columbia Vista Estates (\$12,954)

Funds for the purpose of constructing Yankee Hill Road to minor collector standards, as per Condition of Approval (COA) #23 based on an amount of \$2,867.96 per lot. Four lots remain unimproved.

6130-Apple Valley Estates (\$5,811)

Funds for the purpose of improvements of Lyons-Bald Mountain Road or other roads serving that area.

6145-Apple Valley Ranches (\$9,908)

Funds for the purpose of improvements of Lyons-Bald Mountain Road or other roads serving that area.

6148-Mono Way Interchange (\$76,135)

Funds for the purpose of improvements to the Mono Way interchange: 1.) Sanguinetti Road/Loop Road Intersection – traffic signal and striping changes or roundabout; fair share percentage applied to estimated cost of \$361,703; 2.) Mono Way/Loop Road intersection – add a second northbound lane and modify existing signal; fair share percentage applied to estimated cost of \$122,181; 3.) Mono Way/SR108 Westbound off ramp – restriping; fair share percentage applied to estimated cost of \$25,000; and 4.) Mono Way/SR108 Eastbound off ramp – minor signal modification and restriping; fair share percentage applied to estimated cost of \$125,000.

6149-Signal along Longeway/Soulsbyville/Crestview/N. Sunshine (\$23,124)

Funds for the purpose of installing a signal at the intersection of Longeway Road/North Sunshine Road and Crestview Drive/Soulsbyville Road.

6191-Old Wards Ferry Improvements (\$43,406)

Funds to be used for future improvements to Old Wards Ferry, Wards Ferry, and Murphy Roads.

6192-Gurney Station Road (\$23,628)

Funds for the sole purpose of purchasing the right-of-way for and construction of the extension of Gurney Station Road from its end in Black Oak Estates along the old Sugar Pine Railroad Grade to its intersection with Huron Drive.

6197-Golf Links McKibbin H108 (\$5,367)

Funds for the purpose of future improvements to Golf Links Road located east of McKibbin Road as per COA #41A.



COMMUNITY RESOURCES AGENCY

DAVID GONZALVES C.B.O.
Director

Administration - Building - County Surveyor - Engineering - Environmental Health - Fleet Services - GIS - Housing - Planning - Roads - Solid Waste

November 17, 2017

To: Honorable Board of Supervisors

From: David Gonzalves, CRA Director
Mia Polk, Agency Fiscal Officer

Re: Annual Report on the Tribal Road Mitigation Fund

48 W. Yaney Avenue, Sonora
Mailing: 2 S. Green Street
Sonora, CA 95370
(209) 533-5633
(209) 536-1622 (Fleet)
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(209) 533-5698 (fax - Roads)
www.tuolumnecounty.ca.gov

REQUESTED ACTION

Consideration of accepting the annual report of the accounting activities relative to the Tribal Road Mitigation Fund during Fiscal Year 2016-2017.

BACKGROUND INFORMATION

Section 3.54.070 of the Tuolumne County Ordinance Code requires the submittal of an annual report to the Board of Supervisors and the public concerning the financial activities of Traffic Impact Mitigation Funds. This annual report is required by resolution to include the beginning and ending balance for the fiscal year of each account, the amount of fees, interest and other income credited to each account, the amount of each expenditure made on public or traffic facilities, and the amount of any refunds issued. In conjunction with the required report, a similar report on the accounting activities of the Tribal Road Mitigation Fund is presented to your Board each year. This Fund was established through the Memorandum of Understanding (MOU) Between the County of Tuolumne and the Tuolumne Band of Me-Wuk Indians to mitigate impacts on Tuolumne Road and Tuolumne Road North associated with the construction and operation of the Black Oak Casino.

REPORT

The *Tribal Road Mitigation Fund Report* for Fiscal Year 2016-2017 is included for your consideration. A brief summary of the fund activities for the year is as follows:

Beginning Fund Balance July 1, 2016	\$ 1,390,511
Fees Collected	120,000
Reimbursements Received	-
Refunds Issued	-
Project Expenditures	(89,029)
Administrative Charges	-
Interest Earned	14,772
Ending Fund Balance June 30, 2017	<u>\$ 1,436,254</u>

The ending balance represents a increase of \$45,743 during Fiscal Year 2016-2017. Note 1 to the report indicates the allocation and expenditure of funds for road improvement projects during the fiscal year, as well as the available cash balance remaining for allocation. As of June 30, 2017, the Tribal Road Mitigation Fund had an unallocated cash balance totaling \$1,065,292. A complete list of projects related to the Tribal Road Mitigation Fund is included in Exhibit A.

FINANCIAL CONSIDERATION

This report is being submitted for the sole purpose of providing information to the Board of Supervisors and the public concerning the activities of the accounts related to the County's mitigation fee funds; consequently, this release of information does not involve expenditure of County funds.

PRIOR REVIEW

This report and related attachments were prepared in cooperation with the Tuolumne County Auditor's Office.

RECOMMENDATION

It is recommended that your Board accept the report on the Tribal Road Mitigation Fund as submitted.

Cc: Debi Bautista, County Clerk/Auditor
Darin Grossi, Executive Director, Tuolumne County Transportation Council

County of Tuolumne
Tribal Road Mitigation Fund Report
 Fiscal Year 2016-2017

	Tribal Casino Road Fund 6122
Fund Balance July 1, 2016	\$ 1,390,511
Fees Collected	120,000
Reimbursements Received	-
Refunds Issued	-
Project Expenditures (Note 1)	(89,029)
Administrative Charges	-
Interest Earned	14,772
Fund Balance June 30, 2017	\$ 1,436,254

The accompanying notes are an integral part of the financial statement.

Notes to Tribal Road Mitigation Fund Report

Note 1 - Summary of Project Allocations and Expenditures

Tribal Road Mitigation Funds have been allocated and expended for the following Projects:

	Allocated Funds	Prior Year Expenditures	Current Year Expenditures	Remaining Allocated Funds	Cash Balance at 6/30/17	Unallocated Cash Balance
Standard/Tuolumne Road Signal (1)	1,096,000	(871,164)	(87,488)	137,348		
Tuolumne Road North Chip Seal (2)	179,793	(179,793)	-	-		
Historic Tuolumne Signage Project (3)	655		(655)	-		
Tuolumne Road North Storm Damages (4)	4,500		(886)	3,614		
Tuolumne Road Crack Seal & Dig Out (5)	230,000		-	230,000		
	<u>\$ 1,510,948</u>	<u>\$ (1,050,957)</u>	<u>\$ (89,029)</u>	<u>\$ 370,962</u>	<u>\$ 1,436,254</u>	<u>\$ 1,065,292</u>

(1) Project is scheduled for completion in FY2017-18; mitigation funding allocated represents 88% of the total estimated project cost.

(2) Project was completed in FY2014-15 using 100% of mitigation funding.

(3) Project was completed in FY2016-17; mitigation funds used as part of shared cost for directional signs - Westside Trail Reference.

(4) Project is scheduled for completion in FY2017-18; mitigation funding allocated represents 10% of the total estimated project cost.

(5) Project is scheduled for completion in FY2017-18; mitigation funding allocated represents 89% of the total estimated project cost.

Note 2 - Outstanding Loans

There were no loans made from the Tribal Road Mitigation Fund during Fiscal Year 2016-2017.

Exhibit A contains a complete description of projects related to the Tribal Road Mitigation Fund

County of Tuolumne
Tribal Road Mitigation Fund Projects
(June 30, 2017 fund balance in parentheses)

6122-Tribal Fund (\$1,436,254)

Improvements listed in Section 10.3 of the MOU include:

- a. Installation of a traffic signal at Woodham Carne and Tuolumne Roads;
- b. Installation of a traffic signal at Standard and Tuolumne Roads;
- c. Construction of a second westbound through lane on Tuolumne Road from Standard Road to Highway 108;
- d. Improvement of the intersection at Tuolumne Road and Carter Street to accommodate buses;
- e. The Tuolumne Bypass improvements or improvement to existing roads that provide access if the Bypass is not built;
- f. Safety corrections to Cherokee Road;
- g. Construction of a second westbound through lane on Tuolumne Road from Black Oak/Woodham Carne Road to Highway 108 and a second eastbound lane from Black Oak/Woodham Carne Road to Soulsbyville Road; and
- h. Ongoing maintenance of Tuolumne Road, Tuolumne Road North and Tuolumne Bypass and intersections of these roads with other roads including but not limited to patching, overlays, striping, signage and snow/ice removal.