

## **Amador County Regional Traffic Mitigation Fee Program Annual Status Report for Fiscal Year 2015/16**

The purpose of this Annual Report is to document program history, describe project obligations, identify approved expenditures, account for new revenues, and describe new Regional Traffic Mitigation Fee (RTMF) program modifications.

### **RTMF Program History**

In 2006, the County of Amador and all five (5) incorporated cities adopted a Memorandum of Understanding (MOU) with the Amador County Transportation Commission (ACTC) to establish a RTMF program to collect fees on new building construction within Amador County for the purpose of mitigating traffic impacts on the regional roadway system. By statute, these fees can only be spent on a specified list of projects subject to a Nexus Plan that describes the relationship between the ‘project’ and its ‘impact’.

Pursuant to the original 2006 RTMF program agreement, fees collected by the cities and the County were set at a rate of \$283.20 per trip end. In Fiscal Year (FY) 07/08, the cities and County increased the fee (due to inflation) to \$304.00 per trip end. In FY 14/15, the fee schedule was modified again, increasing the Residential trip rate to \$388 per trip end and reducing specific high-volume Commercial trip rates to \$167 per trip end. The updated MOU, Fee Schedule (Attachment A), and Capital Improvement Program (Attachment B) was approved in FY 15/16 by the County and all five (5) member cities.

Since its inception, the RTMF program has helped to fund construction of six (6) regionally significant transportation projects, shown below:

1. SR 88/104 (Martell – County)
2. Mission Boulevard (City of Jackson)
3. Court Street/SR 88 (City of Jackson)
4. SR 49/Main Street (City of Jackson)
5. Sutter-Ione Road (City of Sutter Creek)
6. SR 104/Prospect Drive-Bowers Drive (Sutter Creek)

In addition, the Program has obligated contributions toward the following projects currently in the planning or project development phase:

7. Sutter Street Extension/SR 49-88 (City of Jackson)
8. Western Ione Roadway Improvement Strategy (WIRIS) – (City of Ione)
9. SR 49/Main Street (City of Plymouth)
10. Argonaut Lane/SR 49-88 (Martell - County)

The RTMF Oversight Committee (OC) is comprised of one (1) appointed representative from each City and the County. The ACTC also appoints a representative. The OC meets annually to review the prior FY Annual Report, and provide recommendations for any funding, project, or other program adjustments to be considered for adoption by member agencies. In 2014/15, the cities and County agreed to modify the original MOU to state that the ACTC member would be a representative of the County.

As required by the MOU, each city and the County submits RTMF revenues to ACTC for deposit into an account solely designated for the RTMF program. As shown in Attachment C, FY 15/16 revenue received (including interest earned) totaled \$203,933. This brings total revenues, from program inception in FY 02/03, to \$7,223,667.

Attachment D describes RTMF project revenue, approved expenditures, current obligations, and project status. The projects shown as “Completed” were constructed with final expenditures recorded prior to FY 14/15.

The following summary outlines the current status of projects and funding obligations:

SR 104 - Prospect Drive/Bowers Drive Intersection/Realignment

This project was approved for advancement by the RTMF OC under the condition that the Gold Rush Ranch development project would repay the RTMF program for the entire cost of the project – completed at a cost of \$1,482,127.

**Conditions of Approval for the Gold Rush Ranch development project (City of Sutter Creek) require Gold Rush Ranch to repay the RTMF program for the total cost incurred for the SR 104 - Prospect Drive/Bowers Drive Intersection/Realignment project and to complete additional lane(s) and signalization before the first Gold Rush building permit can be approved. These Conditions mitigate impacts generated by additional traffic from the Gold Rush development pursuant to the Gold Rush Ranch EIR and project approval documents.**

SR 88/Court Street Intersection, Jackson

In FY 07/08 the RTMF OC recommended that \$78,000 be programmed to cover the local match contribution to the Federal Highway Safety Improvement Program (HSIP) funds awarded to this project. The project was completed under budget in 2013 with \$10,707 in savings returned to the RTMF fund.

SR 49/Main Street, Plymouth

The RTMF OC recommended \$200,000 be programmed as a local match for the City of Plymouth’s SR 49/Main Street intersection project. This expenditure has been recorded. The City of Plymouth has completed the Plans, Specifications, and Estimates (PS&E) and Right-of-Way (ROW) phases of project development in coordination with Caltrans District 10. Caltrans District 10 has approved the Roundabout design recommendation and the project is expected to go to construction in 2017 with a construction cost estimate of \$3.8 million.

Sutter Street Extension, Jackson

In past years, the RTMF OC obligated \$1,300,000 to the Sutter Street Extension project. In 2006, the City of Jackson spent \$387,586 acquiring a key piece of ROW leaving an obligated balance of \$912,414. In FY 08/09, the OC authorized the City of Jackson to initiate project development efforts utilizing the \$912,414 programmed balance.

During negotiation for ROW acquisition, potentially hazardous materials were identified on a subject property leading to the suspension of project development efforts. A total of \$175,121 was expended leaving a balance of \$737,294 available for future project development efforts.

#### Western Ione Roadway Improvement System (WIRIS)

The WIRIS project, identified as mitigation for the Ione General Plan and cited in prior development approvals, received an initial obligation of \$618,975 from RTMF. In FY 09/10, at a cost of \$124,185, Dokken Engineering completed a draft Project Study Report (PSR) selecting a preferred alignment and funding strategy. At that time, the PSR estimated the total cost for the WIRIS to be \$113.435 million.

Given reduced expectations for funding at the Federal, State, and Local level, in FY 09/10 the OC recommended continued funding to develop the WIRIS project at a cost not to exceed \$177,000. After incurring an additional \$45,000 in expenditures, work to revise the PSR was suspended.

During FY 14/15, the City again revised its planning effort to focus on a down-scaled WIRIS project; and, on **February 27, 2015, the RTMF Oversight Committee authorized the expenditure of \$131,721.00 for continued work on the WIRIS project.** The current effort will focus on improvements to existing roadway alignments for use as a bypass alternative.

#### Argonaut Lane-SR 49/88 Intersection

During FY 07/08, following development of a preferred concept design with Caltrans and public input, and the expenditure of \$118,641, the RTMF OC recommended that the project development process be suspended, citing Right of Way (ROW) and cost constraints.

#### **FY 15/16 RTMF Oversight Committee Action**

On July 20, 2016, the RTMF OC met to discuss funding options for FY 16/17. Considerable discussion surrounded the status of the Sutter Street Extension project. The Committee supported a motion to loan up to 50% of the current obligations to the Sutter Street Extension project toward preliminary engineering for the Wicklow Way Extension project.

Subsequently, County staff provided an estimate to prepare a Project Study Report in the amount of \$284,500 to conduct environmental assessments and initiate preliminary engineering and design for the Wicklow Way Extension project.

#### **FY 15/16 RTMF Fund Balance**

During FY 15/16, the RTMF program received additional revenue from its member jurisdictions (with interest) totaling \$202,933 as shown on Attachment C. The current total RTMF fund balance available for new obligations to projects is **\$505,736** as shown on Attachment D.

Attachment B lists current RTMF funding commitments toward projects on the RTMF Capital Improvement Program (CIP). As approved through its adopted Nexus Study, the RTMF program maintains flexibility to fund any of the projects shown on the CIP listing.

# Attachment A

## Countywide Regional Traffic Mitigation Fees 2015

| <b>Residential</b>       | <b>Development Project Type</b>  | <b>Adjusted Trip Rate</b>   | <b>Fee Amount Residential \$388/trip end</b> |
|--------------------------|--|---|--|
| Residential              | Single Family Detached (Note: D.U. = Dwelling Unit)  | 10.0/D.U.   | \$3,878/D.U.                                 |
|                          | Multi-Family Attached<br>Apartments, duplexes or condominiums are charged per dwelling unit without regard to square footage or number of bedrooms.  | 7.1/D.U.  | \$2,753/D.U.                                 |
|                          | Mobile Home Park or Subdivision<br>An area or tract of land where more than two spaces are rented or individually owned to accommodate mobile homes.<br>Retirement Community<br>Five or more residential units, enforceably restricted to those 55 or over and designed for the elderly.   | 4.22/D.U.   | \$1,637/D.U.                                 |
|                          | Congregate Care Facility<br>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.   | \$834/D.U.                                   |
| <b>Non-Residential</b>   | <b>Development Project Type</b>  | <b>Adjusted Trip Rate</b>   | <b>Commercial: \$167/Trip End</b>            |
| Retail<br><br>Commercial | High Volume Retail:<br>Drug Store      Department Store      Grocery Store<br>Discount Store      Mini Mart      Automobile Sales<br>Liquor Store      Supermarket      Laundromat<br>Auto Parts      Clothing/Apparel Store      Delicatessen<br>Bank      Health Fitness Center      Record/Video Rental & Sales<br>Hardware Store      Pharmacy<br><br>Specialty Retail Center<br>Small shopping centers that contain a variety of retail shops including apparel; hard goods; and services such as real estate offices, dance studios, florists, and small restaurants<br>Shopping Center<br>May contain Supermarkets, Drug Stores, Banks, Movie Theater and miscellaneous small retail shops. | 20/1,000 S.F.<br><br>(Note: Square Feet of the gross floor area, measured to the nearest square foot; applicable to structures only.) | \$3,344/1,000 S.F.                           |
|                          | Medium Volume Retail:<br>Bakery      Automobile Repair      Child Care<br>Club Store      Dry Cleaner      Shoe Store<br>Gift Shop      Lumber/Building Supplies      Sporting Goods Store<br>Nursery      Jewelry Store      Stationary Store<br>Photo Store      Print Shop (retail)      Toy Store<br>Electronics Store      Book Store      Factory Outlet Center<br>Tire Store      Health Food Store   | 13/1,000 S.F.   | \$2,174/1,000 S.F.                           |
|                          | Low Volume Retail:<br>Antique Store      Boat/Equipment Repair Shop<br>Appliance Store      Furniture Store<br>Gallery      Museum<br>Kennel      Boat/RV/Mobile Home Sales<br>Clock Store      Repair Shop (TV, Radio, Vacuum, etc.)<br>Wine or beer tasting rooms or product retail sales in conjunction with such   | 1.5/1,000 S.F.  | \$251/1,000 S.F.                             |
| Food<br><br>Services     | Fast food standalone restaurant on a State highway   | 161/1,000 S.F.  | \$26,919/1,000 S.F.                          |
|                          | Fast food drive-through restaurant within a shopping center or community (wherein  | 60/1,000 S.F.   | \$10,032/1,000 S.F.                          |

|                                 |   |  |  |                    |
|---------------------------------|---|--|--|--------------------|
|                                 | fast food restaurant is not immediately adjacent to a State highway)  |  |  |                    |
|                                 | Quality Sit-down Restaurant<br>Drinking Establishment (Bar)   | 23/1,000 S.F.  | \$3,846/1000 S.F.                                |                    |
| Specialty<br>Commercial         | Gas Station with or without convenience store (Note: The number of fueling spaces is determined by the maximum number of vehicles capable of being fueled simultaneously.)  | 32/Fueling Space   | \$5,350/Fueling Space                            |                    |
|                                 | Car Wash / Quick Lube   | 21/Stall   | \$3,511/Stall                                    |                    |
|                                 | Hotel/Motel/Resort/Bed and Breakfast (Note: Sleeping unit, dwelling unit, rental unit, or other component by which the development is marketed.)  | 5.2/Unit   | \$869/Unit                                       |                    |
| Medical                         | Hospital  | 11.8/Bed   | \$3,587/Bed                                      |                    |
|                                 | Nursing Home / Convalescent Home  | 2.6/Bed  | \$790/Bed  |                    |
|                                 | Medical Office or Medical or Health Clinic providing diagnostic or treatment services   | 30/1,000 S.F.  | \$9,120/1,000 S.F.                               |                    |
| <b>Non-Residential Category</b> | <b>Development Project Type</b>   | <b>Adjusted Trip Rate<sup>1</sup></b>                        | <b>All Other Non-Residential: \$304/trip end</b> |                    |
| Office                          | General Office  | 11/1,000 S.F.  | \$3,344/1,000 S.F.                               |                    |
| Industrial                      | Light, including:<br>Airport/Airstrip<br>Livestock Feedlot/Auction Yard<br>Material Testing Laboratory  | Meat Packing Facility<br>Printing Plant<br>Electronics Plant | 6/1,000 S.F.                                     | \$1,824/1,000 S.F. |
|                                 | Heavy, including:<br>Auto Wrecking and Junk Yard<br>Foundry and Smelter<br>Lumber Mill  |  |  |                    |
|                                 | Manufacturing/Assembly/Agricultural Processing<br>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.   | \$912/1,000 S.F.                                 |                    |
| Institutional                   | Elementary School / Middle School<br>Church or other place of worship   | 10/1,000 S.F.  | \$3,040/1,000 S.F.                               |                    |
|                                 | High School   | 13/1,000 S.F.  | \$3,952/1,000 S.F.                               |                    |
| Public<br>Utilities             | Utilities (Publicly or privately owned)<br>Production, generation, storage, transmission and treatment facilities, mechanical or industrial space, parts and equipment storage, repair areas, and office space in the same project and related to or used for these utility uses. | 6/1,000 S.F.   | \$1,824/1,000 S.F.                               |                    |
| Warehousing/<br>Storage         | Warehouse<br>Facilities primarily devoted to the storage of materials, including wholesale distribution facilities.   | 5/1,000 S.F.   | \$1,520/1,000 S.F.                               |                    |
|                                 | Mini-storage Facilities<br>Buildings housing separate storage units or vaults used for storage.   | 2/1,000 S.F.   | \$608/1,000 S.F.                                 |                    |
| Other                           | Golf Course   | 21/Hole  | \$6,384/Hole                                     |                    |
|                                 | Theater (Movie)   | 6.4/1,000 S.F.   | \$1,946/1,000 S.F.                               |                    |
|                                 | Theater (Live)  | 1.5/1,000 S.F.   | \$456/1,000 S.F.                                 |                    |
|                                 | Recreational / Visitor Center   | 3.1/Parking Space  | \$942/Parking Space                              |                    |

**ATTACHMENT B**

**Amador County Regional Transportation Plan**

**Table 5: Regional Roadway Capital Improvement Program with Multi-Modal Components**

| Location   | Project Description   | Time Frame   | Cost Est.    | Revenue          |               |                  |               |             |                                |
|--|---|--------------|--------------|------------------|---------------|------------------|---------------|-------------|--------------------------------|
|  |   |              |              | STIP             |               | SHOPP Minor      | RTMF          | RSTP        | Other Source (HSIP, ATP, etc.) |
|  |   |              |              | RIP              | IIP           |                  |               |             |                                |
| <b>Tier I: Full Funding Potentially Available within 20 Years</b>    |   |              |              |                  |               |                  |               |             |                                |
| Plymouth   | SR 49//Main St./Shenandoah Rd.: Construct roundabout  | 2 Year       | \$3.8m       |                  |               | \$1.1m           | \$200k        |             | \$2.5m                         |
| Jackson  | SR 88/Sutter Street: Realign & Signalize intersection   | 4-Year       | \$837k       |                  |               | \$477k           |               |             | \$360k                         |
| County   | Ridge Rd./New York Ranch Rd.: Signalize intersection  | 1 Year       | \$2.2m       |                  |               |                  |               |             | \$2.2m                         |
| Sutter C.  | Ridge Rd./Sutter Hill Rd.: Realign intersection   | 4-Year       | \$974k       |                  |               |                  |               |             | \$974k                         |
| County   | Shake Ridge Rd.: 6 Turn-outs  | 2-Year       | \$772k       |                  |               |                  |               |             | \$772k                         |
| Sutter C.  | Sutter Creek Bridge: Bridge replacement   | 2 Year       | \$2.7m       |                  |               |                  |               |             | \$2.7m                         |
| County   | Fiddletown Rd. Bridge: Bridge replacement   | 5-Year       | \$2.8m       |                  |               |                  |               |             | \$2.8m                         |
| Jackson  | SR49/French Bar: Signalize intersection   | 1 Year       | \$2m         |                  |               | \$2m             |               |             |                                |
| County   | Fiddletown Rd./Shenandoah Rd.: Realign intersection   | 3 Year       | \$1.8m       |                  |               |                  |               | \$200k      | \$1.6m                         |
| <b>SR 88 Pine Grove Corridor Improvement Project (\$39.5m total)</b> |   |              |              |                  |               |                  |               |             |                                |
| Pine Grove   | PS&E  | 3 Year       | \$1.6m       | \$1.6m           |               |                  |               |             |                                |
|  | ROW   | 5 Year       | \$3.9m       | \$3.9m           |               |                  |               |             |                                |
| <b>Sub-total<sup>3</sup>:</b>  |   |              | <b>\$18m</b> | <b>\$5.5m</b>    | <b>\$3.1m</b> | <b>\$200k</b>    | <b>\$200k</b> | <b>\$9m</b> |                                |
| <b>SR 88 Pine Grove Corridor Improvement Project (\$39.5m total)</b> |   |              |              |                  |               |                  |               |             |                                |
| Pine Grove   | A. SR 88: Berry St to Hilltop Rd. Rehabilitation and widening of SR 88. Signalize intersections, ped crossing, revise school access, add sidewalks. | (+/-20 year) | \$10.8m      | \$10.8m          |               |                  |               |             |                                |
| Ione   | SR 104; E. Main to Elementary School: Sidewalks, bike lanes, school access & safety   | 10 Year      | \$350k       |                  |               |                  |               |             | \$350k                         |
| <b>SR 49/88 Jackson Corridor Improvement Project (\$33.1m total)</b> |   |              |              |                  |               |                  |               |             |                                |
| Jackson  | PA&ED   | 10 Year      | \$1.2m       | \$1.2m           |               |                  |               |             |                                |
|  | PS&E  | 10 Year      | \$1.4m       | \$1.4m           |               |                  |               |             |                                |
|  | A. SR 49/88 from "Jackson Local Collector" to Main St.: Curb ramps & sidewalks  | 20 Year      | \$2.4m       |                  |               |                  |               |             | \$2.4m                         |
|  | C. SR 49/SR 88 Intersection: Widen bridge & add Lft. turn pockets, improve ped crossing   | 20 Year      | \$6.4m       |                  |               |                  |               |             | \$6.4m                         |
|  | Bridge to French Bar, add SB lane & sidewalk from French Bar Rd. to Clinton   | 20 Year      | \$3.6m       |                  |               |                  |               |             | \$3.6m                         |
| <b>Sutter Street Extension (\$8m total)</b>                          |   |              |              |                  |               |                  |               |             |                                |
| Jackson  | A. Connect Sutter Street to Hoffman   | (+/-20 year) | \$5.2m       | \$2.2m           |               |                  | \$3.2m        |             | \$2.6m                         |
|  | B. Hoffman from Sutter Street to Argonaut: Improve to Collector Standards   | (+/-20 year) | \$2.8m       |                  |               |                  |               |             |                                |
| <b>Wicklow Way Extension (\$11.6m total)</b>                         |   |              |              |                  |               |                  |               |             |                                |
| County   | B. Wicklow Way to Stony Creek: Construct Collector w/ New Development   | (+/-20 year) | \$4.2m       | \$2m             |               |                  | \$2.2m        |             |                                |
|  | C. Stony Creek from Argonaut to Wicklow: Improve to Collector Standards   | (+/-20 year) | \$2.6m       |                  |               |                  |               |             | \$2.6m                         |
| County   | Shenandoah Rd. @ Bell Rd./PM 3.80: Improve shoulders/drainage, pavement rehab   | (+/-20 year) | \$1.3m       |                  |               |                  |               |             | \$1.3m                         |
| County   | Fiddletown Rd. @ PM 9.0: Improve shoulders, pavement rehab, curve corrections   | (+/-20 year) | \$1.1m       |                  |               |                  |               |             | \$1.1m                         |
| County   | New York Ranch Corridor: Improve shoulders, pavement rehab, curve corrections   | (+/-20 year) | \$731k       |                  |               |                  |               |             | \$731k                         |
| County   | Michigan Bar Rd. Corridor: Improve shoulders, pavement rehab, curve corrections   | (+/-20 year) | \$416k       |                  |               |                  |               |             | \$416k                         |
| County   | Latrobe Rd.; Various Locations: Widen roadway & shoulders   | +20 year     | \$676k       | \$676k           |               |                  |               |             |                                |
| County   | Shenandoah Rd.; Various Locations: Widen shoulders, improve drainage, overlay   | +20 year     | \$937k       |                  |               |                  |               |             | \$937k                         |
| <b>SR 49 Plymouth Corridor Improvement Project (\$16.5m total)</b>   |   |              |              |                  |               |                  |               |             |                                |
| Plymouth   | PA&ED   | 20 Year      | \$1.3m       | \$1.3m           |               |                  |               |             |                                |
|  | C. SR 49/Empire: Intersection & multimodal improvements   | 20 Year      | \$3.5m       | \$1.5m           |               |                  | \$2m          |             |                                |
|  | D. SR 49/Zinfandel Rd.: Intersection & multimodal improvements  | 20 Year      | \$2.6m       |                  |               |                  |               |             | \$2.6m                         |
| <b>Western Ione Roadway Strategy (\$108.2m)</b>                      |   |              |              |                  |               |                  |               |             |                                |
| Ione   | SR 104/Golf Links Dr.: Intersection improvements  | 20 Year      | \$1.5m       | \$1.5m           |               |                  |               |             |                                |
|  | A. Construct Collector w/ New Development   | 20 Year      | \$6.9m       |                  |               |                  |               |             | \$6.9m                         |
|  | B. Construct Collector w/ New Development   | 20 Year      | \$6m         |                  |               |                  |               |             | \$6m                           |
|  | C. Upgrade To Collector Standard  | 20 Year      | \$722k       |                  |               |                  |               |             |                                |
|  | D. Upgrade To Collector Standard(bridge)  | 20 Year      | \$629k       |                  |               |                  | \$3m          |             | \$1.1m                         |
|  | E. Upgrade To Collector Standard  | 20 Year      | \$2.7m       |                  |               |                  |               |             |                                |
| Ione   | SR 124/Howard Park/Ione Parkway Dr.: Turn Pockets and Intersection improvements   | 20 Year      | \$1.5m       | \$1.5m           |               |                  |               |             |                                |
| County   | Latrobe Rd. @ Lorentz Rd.: Curve correction, widen shoulders, overlay   | 10 Year      | \$559k       | \$559k           |               |                  |               |             |                                |
| Drytown  | SR 49; SR 16 to Drytown: Widen shoulders, improve ped crossing, safety signage  | 20 Year      | \$250k       |                  |               | \$250k           |               |             |                                |
| Jackson  | China Grave Yard Rd.: Widen shoulders, drainage, shoulders, safety signage, overlay   | 10 Year      | \$320k       |                  |               |                  |               |             | \$320k                         |
| Ione   | SR 104; Shakely Ln to Sutter Ln; sidewalks and bike signage   | 10 Year      | \$250k       |                  |               |                  |               |             | \$250k                         |
| Ione   | Shakeley Ln; Sidewalks and bike signage   | 10 Year      | \$550k       |                  |               |                  |               |             | \$550k                         |
| County   | SR 16/Latrobe Rd.: Add WB RT turn lane & EB receiving pocket  | 10 Year      | \$750k       |                  |               | \$750k           |               |             |                                |
| Ione   | SR 124; E. Main St. to Howard Park: Complete sidewalks & pedestrian crossings   | 20 Year      | \$175k       |                  |               |                  |               |             | \$175k                         |
| County   | SR 88/Buckhorn Ridge Rd.: Widen EB shoulder, correct sight distance   | 20 Year      | \$300k       |                  |               | \$300k           |               |             |                                |
| County   | SR 88; Columbia Dr. to Antelope Dr.: Nob Hill curve correction  | 20 Year      | \$2.5m       |                  |               | \$2.5m           |               |             |                                |
| County   | SR 49/Bell Rd.: Curve correction, widen shoulders   | 20 Year      | \$200k       |                  |               | \$200k           |               |             |                                |
| <b>Sub-total:</b>  |   |              |              | <b>\$24.7m</b>   | <b>\$4m</b>   | <b>\$10.8m</b>   |               |             | <b>\$40.33m</b>                |
| <b>Total</b>   |   |              |              | <b>\$30.2m</b>   | <b>\$7.1m</b> | <b>\$11m</b>     | <b>\$200k</b> |             | <b>\$49.33m</b>                |
| <b>TIER I TOTAL:</b>   |   |              |              | <b>\$97.315M</b> |               | <b>\$97.315M</b> |               |             |                                |

## **ACRONYMS**

**STIP - State Transportation Improvement Program (RIP/IIP)**

**RIP - Regional Improvement Program (Local)**

**IIP - Interregional Improvement Program (State)**

**SHOPP - State Highway Operation Protection Program (State)**

**RTMF - Regional Traffic Mitigation Fee Program (Local)**

**RSTP - Regional Surface Transportation Program (Local)**

**HSIP - Highway Safety Improvement Program (Federal)**

**ATP - Active Transportation Program (State)**

## ATTACHMENT C

### Amador County Regional Traffic Mitigation Fee Program Revenue Report Fiscal Year 2015/16

|                      | Amador<br>County   | Jackson<br>Rancheria | Ione             | Jackson          | Sutter Creek     | Plymouth   | Amador City    | Interest         | Totals             |
|----------------------|--------------------|----------------------|------------------|------------------|------------------|------------|----------------|------------------|--------------------|
| Beg Balance          | 966,381            | 0                    | 234,921          | 234,604          | 427,000          | 0          | 0              | 24,786           | 1,887,692          |
| 02/03 Revenue        | 81,288             | 0                    | 8,298            | 10,823           | 15,611           | 0          | 0              | 5,879            | 121,899            |
| 03/04 Revenue        | 293,707            | 112,614              | 34,186           | 58,426           | 15,084           | 0          | 0              | 17,868           | 531,885            |
| 04/05 Revenue        | 348,772            | 0                    | 36,152           | 158,670          | 13,450           | 0          | 0              | 38,164           | 595,208            |
| 05/06 Revenue        | 445,646            | 0                    | 165,675          | 77,653           | 185,473          | 0          | 0              | 67,515           | 941,962            |
| 06/07 Revenue        | 771,585            | 0                    | 178,732          | 89,125           | 40,023           | 0          | 0              | 102,906          | 1,182,371          |
| 07/08 Revenue        | 317,795            | 0                    | 4,410            | 85,726           | 5,660            | 0          | 0              | 131,323          | 544,914            |
| 08/09 Revenue        | 172,115            | 0                    | 7,811            | 7,669            | 0                | 0          | 0              | 94,227           | 281,822            |
| 09/10 Revenue        | 90,072             | 0                    | 0                | 9,413            | 0                | 0          | 0              | 43,684           | 143,169            |
| 10/11 Revenue        | 86,601             | 0                    | 0                | 15,158           | 0                | 0          | 0              | 20,905           | 122,664            |
| 11/12 Revenue        | 48,906             | 0                    | 3,059            | 0                | 0                | 0          | 0              | 12,842           | 64,807             |
| 12/13 Revenue        | 58,480             | 0                    | 898              | 95,097           | 0                | 0          | 0              | 7,596            | 162,071            |
| 13/14 Revenue        | 82,050             | 0                    | 233,707          | 0                | 0                | 0          | 0              | 1,610            | 317,367            |
| 14/15 Revenue        | 104,918            | 0                    | 10,431           | 3,042            | 0                | 0          | 0              | 4,512            | 122,903            |
| 15/16 Revenue        | 115,085            | 0                    | 72,692           | 0                | 0                | 0          | 9,120          | 6,036            | 202,933            |
| <b>Total Revenue</b> | <b>\$3,983,401</b> | <b>\$112,614</b>     | <b>\$990,972</b> | <b>\$845,406</b> | <b>\$702,301</b> | <b>\$0</b> | <b>\$9,120</b> | <b>\$579,853</b> | <b>\$7,223,667</b> |



## ATTACHMENT D

### Amador County Regional Traffic Mitigation Fee (RTMF) Program Income by Customer / Expenditures-Obligations by Project Summary As of June 30, 2016

| Revenue                  | Jurisdiction                          |                                | MOU Status     |
|--------------------------|---------------------------------------|--------------------------------|----------------|
|                          | Amador City                           | \$9,120                        | Approved       |
|                          | Amador County                         | \$3,983,401                    | Approved       |
|                          | Ione                                  | \$990,972                      | Approved       |
|                          | Jackson                               | \$845,406                      | Approved       |
|                          | Jackson Rancheria                     | \$112,614                      | Approved       |
|                          | Plymouth                              | \$0                            | Approved       |
|                          | Sutter Creek                          | \$702,301                      | Approved       |
|                          | Interest                              | \$579,853                      |                |
| <b>Total Revenue</b>     |                                       | <b><u>\$7,223,667</u></b>      |                |
| Expenditures             | Project                               |                                | Project Status |
|                          | Prospect Drive-SR 104                 | \$1,482,127                    | Completed      |
|                          | Mission Boulevard                     | \$847,851                      | Completed      |
|                          | Court Street (Jackson)                | \$67,293                       | Completed      |
|                          | SR 49-Main Street (Jackson)           | \$757,000                      | Completed      |
|                          | Sutter/Ione Road-SR 49 (Sutter Creek) | \$1,200,000                    | Completed      |
|                          | SR 88-Ridge Road                      | \$100,967                      | Completed      |
|                          | Sutter Street Extension               | \$587,782                      | Planning       |
|                          | Ione Bypass PSR I (WIRIS)             | \$124,187                      | Planning       |
|                          | Ione Bypass PSR II (WIRIS)            | \$45,279                       | Planning       |
|                          | SR 49-Main Street (Plymouth)          | \$200,000                      | PS&E/ROW Phase |
|                          | Argonaut Lane-SR 49/88                | \$118,642                      | Suspended      |
| <b>Total Expenses</b>    |                                       | <b><u>\$5,531,128</u></b>      |                |
| Obligations              | Project                               |                                | Project Status |
|                          | Sutter Street Extension               | \$452,794                      | Planning       |
|                          | Ione WIRIS                            | \$449,509                      | Planning       |
|                          | Wicklow Way Extension                 | \$284,500                      | Planning       |
| <b>Total Obligations</b> |                                       | <b><u>\$1,186,803</u></b>      |                |
| <b>RTMF Fund Balance</b> |                                       | <b><u><u>\$505,736</u></u></b> |                |