

ATTACHMENT A

El Dorado County
Brief Description of the Types of Road Impact Fees
As required by Government Code Section 66006 (b) (1) (A)

General

The purpose of road impact mitigation fees is to finance major road and thoroughfare improvement facilities to reduce the impact of traffic congestion caused by new development within the area. Fees are derived by establishing that there is a reasonable relationship between the need for the described public facilities and the impacts of the types of development being charged. The following fee programs currently exist in the County:

FEES CURRENTLY CHARGED AND USED TO FUND PROJECTS:

2004 General Plan Traffic Impact Mitigation (2004GP TIM) Fee

The 2004 General Plan Traffic Impact Mitigation (TIM) fee program addresses the need to fund a road system capable of achieving the traffic level of service standards of the 2004 General Plan. For permits submitted after 11/19/2005, this fee program succeeds the El Dorado Hills Road Impact Fee*, the West Slope Traffic Impact Mitigation Fee, the State Traffic Impact Mitigation Fee** and the Interim Hwy 50 Corridor Variable Traffic Impact Fee.

For this new fee program, the projected costs of future projects were spread among eight zones (See map, figure 1) based on traffic volumes from each zone and these costs were converted into the adopted fees. In all the zones, there is a specified local component to the fee and a specified Hwy 50 component. The local component of fees collected from zones 1-7 are pooled for use on future projects in any of these zones, but the amount used in each zone should ultimately approximate the amount of fees collected from that zone. Local funds collected from zone 8 are held separately due to pre-existing agreements and due to development in this area under the previously created El Dorado Hills/Salmon Falls Area Road Improvement Fee (RIF) program. Local funds collected from zone 8 can only be used on projects within the boundaries of zone 8, and conversely, local funds from zones 1-7 cannot be used on projects within zone 8.

Highway 50 fees collected from all the zones are pooled and used on projects along Highway 50. To provide equity to the fee program, the different zones' Hwy. 50 component of the fee was based on the usage attributable to development in that given zone.

The zones that comprise this fee program are:

- ✓ Fee Zone 1 – Comprised of the area east of Pollock Pines
- ✓ Fee Zone 2 – Cameron Park and Rescue area
- ✓ Fee Zone 3 – The area west of Placerville along Highway 50
- ✓ Fee Zone 4 – Northwest area of the County
- ✓ Fee Zone 5 – Area along Highway 50 east of Placerville
- ✓ Fee Zone 6 – Area Southeast of Placerville
- ✓ Fee Zone 7 – Southwest area of the County
- ✓ Fee Zone 8 – El Dorado Hills

More information about the various programs can be found in the enabling resolutions for each program and the subsequent updates. Refer to Attachment B for a listing of the resolutions.

BAR J Trust Road Impact Fee

Established by Resolution 304-99 on December 14, 1999, the Country Club Drive-Tierra De Dios Area of Benefit (see map, figure 2) is intended to reimburse Bell Ranch Properties, LTD, the Developer that constructed improvements and realigned Country Club Drive and Tierra De Dios in the Cameron Park area. The associated fee is based on the apportionment of costs to benefiting properties as defined in the Engineer's Report for the Area of Benefit. These funds are collected by the County and are deposited into the Bar J Trust account, then disbursed to Bell Ranch Properties, LTD as reimbursement for the constructed improvements. Refer to Attachment B for details of fee calculation.

Marble Valley Road – Road Impact Fee

Established by Resolution 118-2000 on May 2, 2000, the Marble Valley Road Area of Benefit (see map, figure 3) and its associated impact fee, are intended to be used to reimburse Developer(s) that build the future roadway known as Marble Valley Road. The fee, which is collected with the building permit application, is based on the percentage of peak hour trips allocated to the property as detailed in the Traffic Analysis for Marble Valley Road, an appendix of the Engineer's Report for the Area of Benefit. Refer to Attachment B for details of fee calculation.

FEES NOT CURRENTLY BEING CHARGED, BUT REMAINING FUNDS ARE BEING USED TO FUND PROJECTS:

West Slope Traffic Impact Mitigation Fee (TIM)

The TIM fee area program provides funding for major road improvements required as a result of development occurring in the "West Slope" area of the County, being that portion of the County located westerly of the divide between the Tahoe Basin and Sacramento Valley watersheds, excluding the El Dorado Hills/Salmon Falls area.

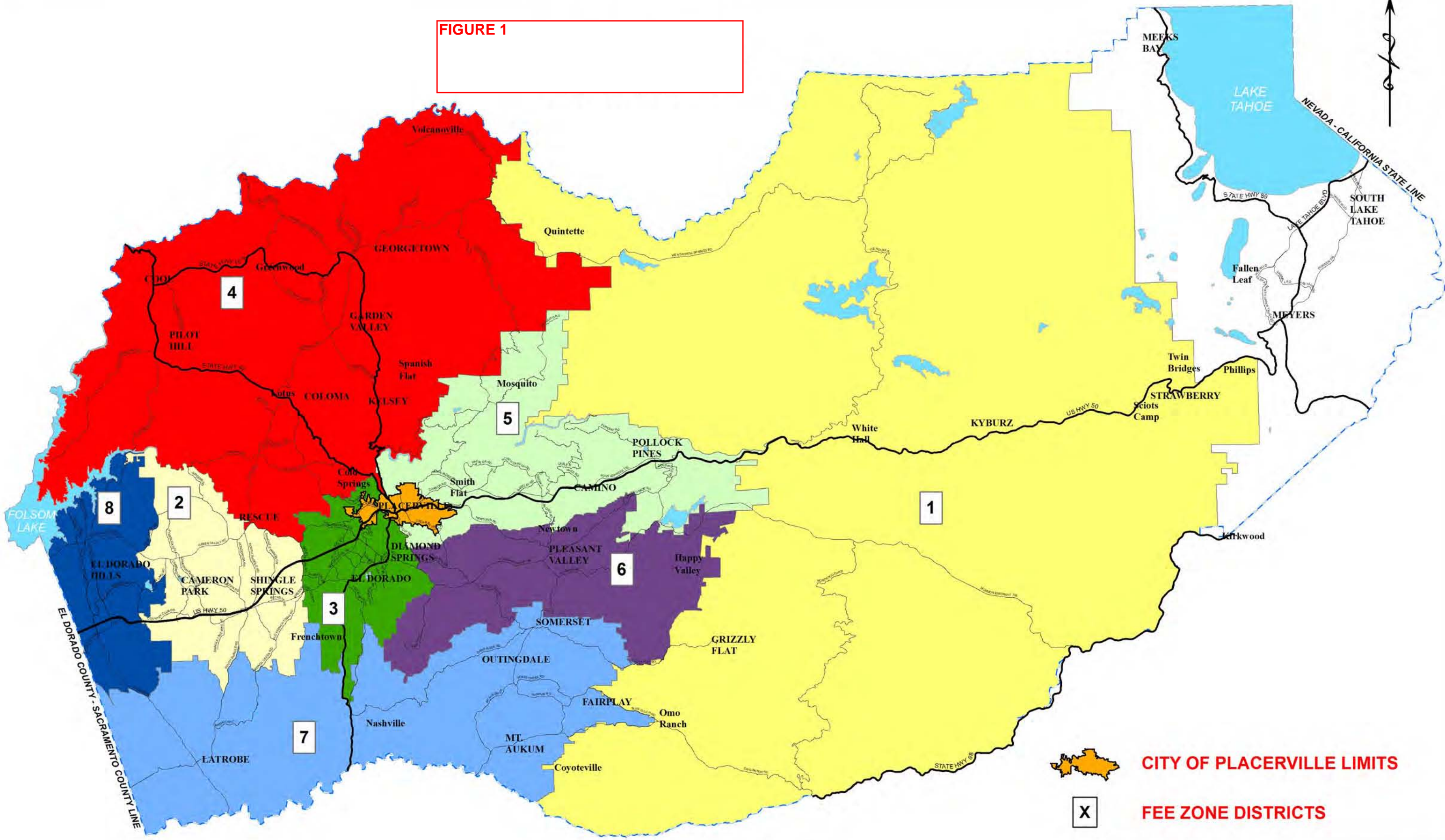
Interim Highway 50 Corridor Variable Traffic Impact Fee

The Interim Highway 50 Corridor Variable Traffic Impact Fee program addresses facility improvements needed related to the Highway 50 corridor. Projects in this fee program include improvements to Highway 50 that are not included in the State TIM program**, commuter buses, park and ride lots, parallel capacity.

* As of June 2012, all funds within the EDH/Salmon Falls Area RIF and as of June 2015, all funds within the Silva Valley Interchange RIF accounts have been expended. These accounts have been closed.

**As of June 2009, all funds within the State TIM account have been expended and the account has been closed.

FIGURE 1



 CITY OF PLACERVILLE LIMITS

 FEE ZONE DISTRICTS

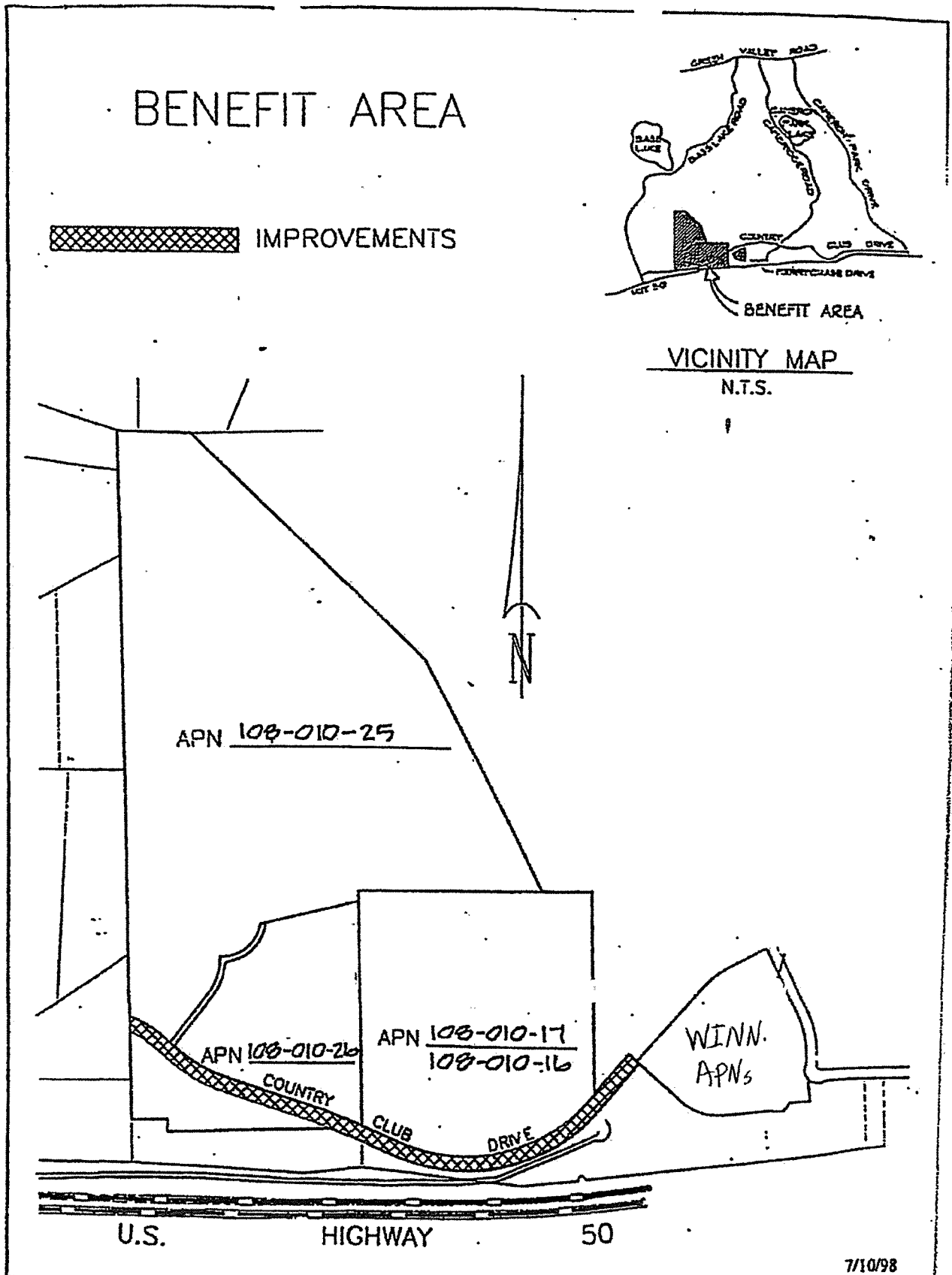
EDC TIM FEE DISTRICTS

NOT TO SCALE



EL DORADO COUNTY
DEPARTMENT OF TRANSPORTATION
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FIGURE 2



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FIGURE 3

