



Western Slope CIP and TIM Fee Update Workshop

Board of Supervisors
Study Session
September 22, 2015



Agenda



- **Background**
- **Receive information and provide preliminary feedback on:**
 1. Proposed 2035 TIM Fee Project List
 2. Proposed 2035 TIM Fee Project Cost Assumptions
 3. Alternative Funding Sources
 4. Draft Traffic Impact Mitigation (TIM) Fee Structure
 5. Status of Capital Improvement Program (CIP) Project List
 6. Proposed California Environmental Quality Act Document
 7. Updated Project Schedule
- **Next Steps**

CIP

Purpose

- The CIP is the long-range plan for all individual capital improvement projects and funding sources
- Provides strategic direction for capital projects over a current year, 5, 10, and 20 year horizon
- Used as a planning tool, and updated annually (as required by General Plan Policy TC-Xb)

Process

- The CIP is updated annually
- Updates include adjustments to: revenue estimates, project scopes, costs and schedules
- Project priorities are revised per Board direction





What is the TIM Fee Program?

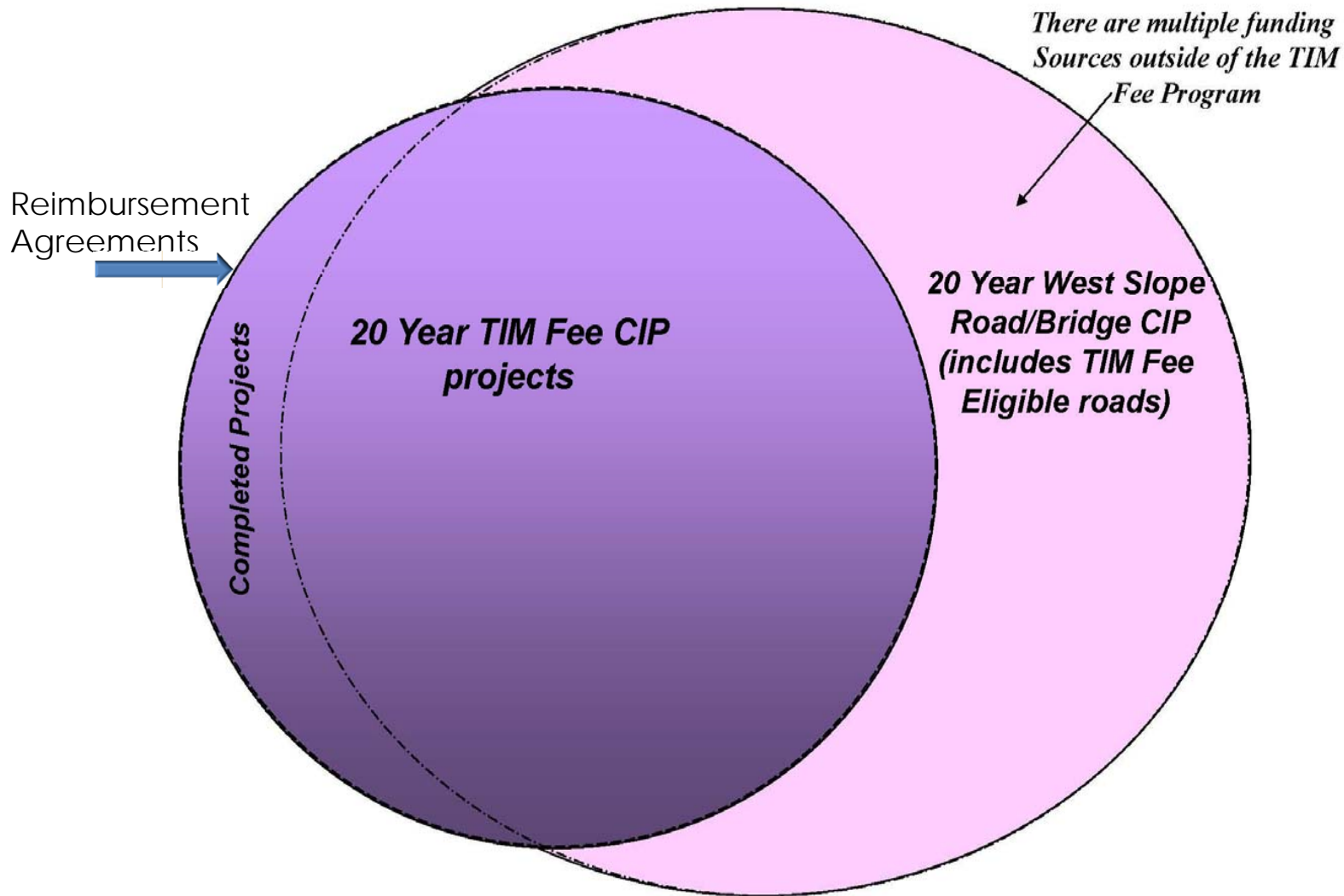


A Fee program is used to fund needed improvements including roadway widening, new roadways, roadway intersection improvements, transit to deal with future growth during a defined time period (currently based on 20 years of growth).

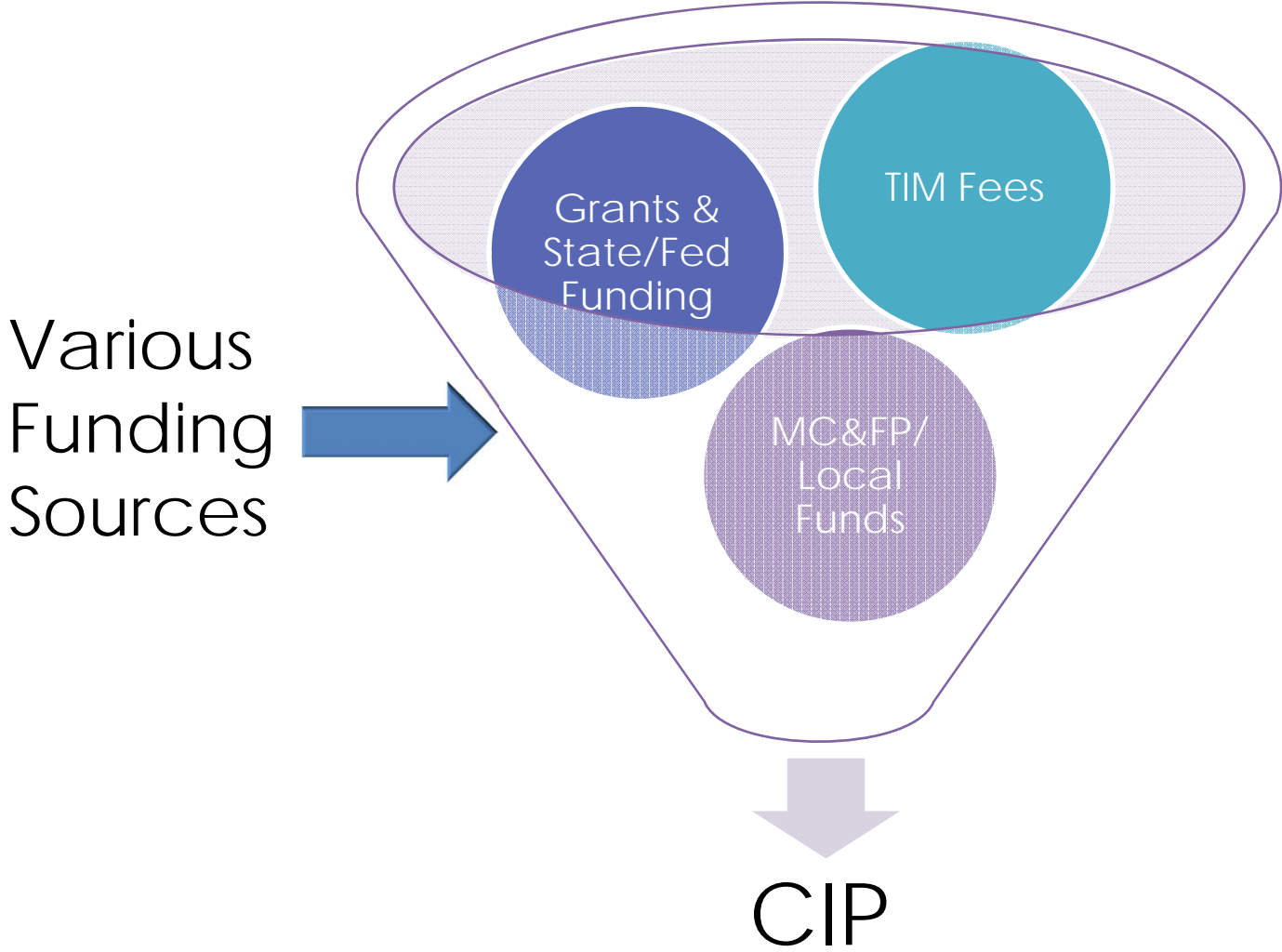
A Fee program is legally required to meet guidelines as established by Assembly Bill 1600 (California Government Code Sections 66000 through 66009).

Projects completed in prior TIM Fee programs total approximately \$320.1 Million.

CIP & TIM Fee Program Relationship



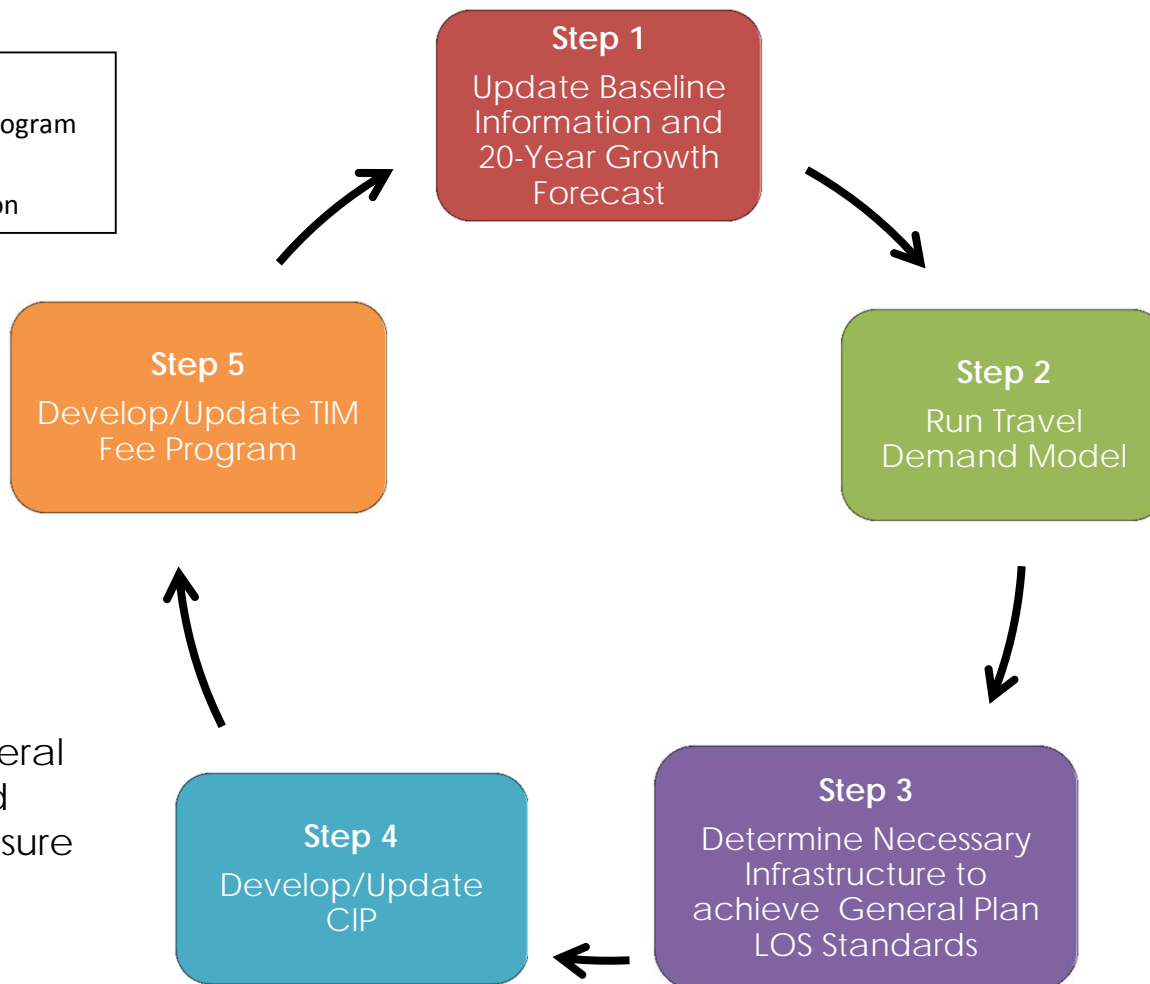
CIP Funding Sources



Major 5-Year CIP and TIM Fee Program Cycle*



Acronyms:
CIP: Capital Improvement Program
LOS: Level of Service
TIM: Traffic Impact Mitigation



* As required by General Plan Policy TC-XB and Implementation Measure TC-B

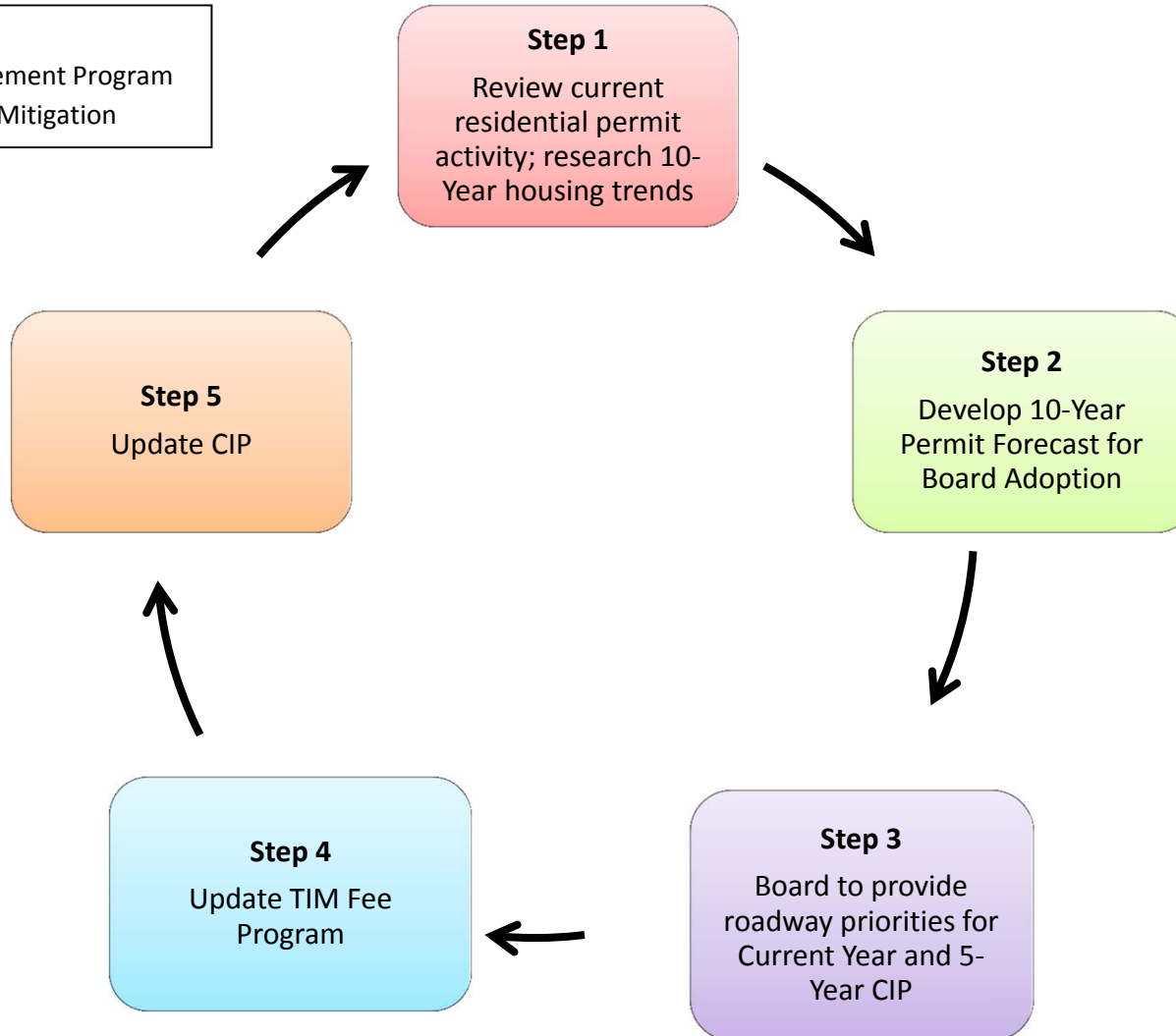
Annual CIP and TIM Fee Program Update Cycle*



Acronyms:

CIP: Capital Improvement Program

TIM: Traffic Impact Mitigation



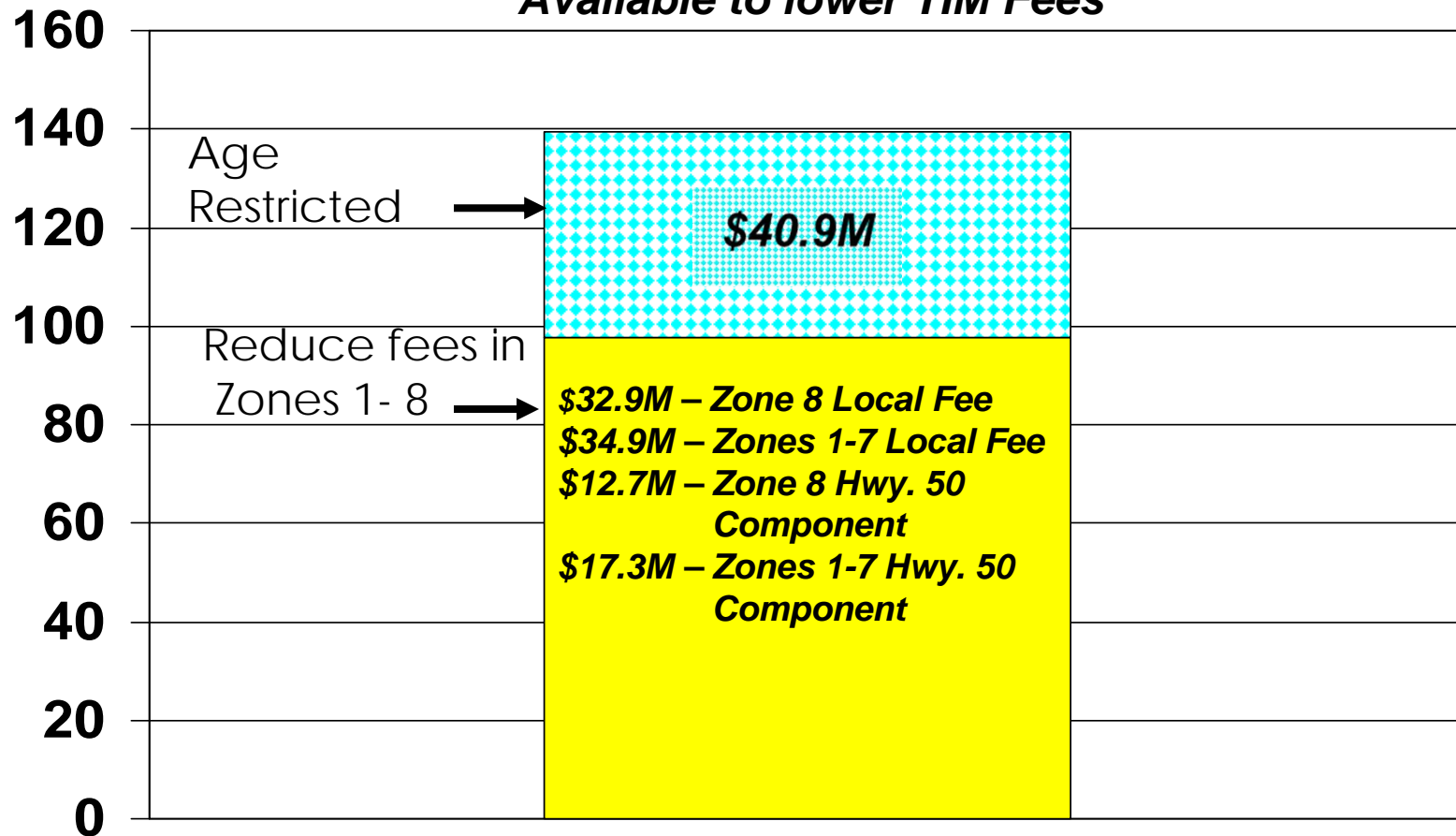
* As required by General Plan Policy TC-Xb and Implementation Measures TC-A and TC-B

February 14, 2012 reductions to the TIM Fee Program:



\$138.6 M

Available to lower TIM Fees



May 5, 2015 Board TIM Fee Study Session



Confirmed the four TIM Fee Zone geography options are appropriate for analysis

Directed staff to select one parcel in each Zone and compare existing and proposed fees

Provided input on TIM Fee use categories

Directed staff to proceed with the 2035 General Plan Land Use scenario for updating the CIP and TIM Fee Programs



Proposed Land Use Categories: Residential



Current	Proposed (no changes)
Single Family	Single Family
Multi-family	Multi-family
Age-restricted Single Family	Age-restricted Single Family
Age-restricted Multi-Family	Age-restricted Multi-Family

Proposed Land Use Categories: Nonresidential



Current	Proposed
High Trip Commercial	Retail / Commercial
General Commercial	
Gas Station	
Office	Office
Industrial	Industrial / Warehouse
Warehouse	
Church	Church
Golf Course	(Delete)
Campground	(Delete)
Bed & Breakfast	Hotel / Motel
(None)	Per Trip Fee



Proposed TIM Fee Categories



Residential	Nonresidential
Single Family	Retail / Commercial
Multi-family	Hotel / Motel/B&B
Age-restricted Single Family	Church
Age-restricted Multi-Family	Office
	Industrial / Warehouse
	Per Trip Fee

1. Assumptions Used in Analysis of Roadway Needs



1.03% growth rate with 75/25 distribution (community region vs. rural region) through 2013, per 2/10/15 Board direction

Existing General Plan:

1. Land Use (5/5/15 Board Direction)
2. County's Level of Service Standards
3. Measure Y (TC-Xa)

2015 Baseline Roadway Network

2035 "No Build" Forecast Model

1. TIM Fee Project List



The TIM Fee project list includes the following types of projects:

Projects needed to address future level of service (LOS) deficiencies (e.g., Green Valley Road, Highway 50 improvements). This also includes parallel capacity projects (e.g., Saratoga, White Rock Road, and Country Club extension).

Projects with current reimbursement obligations (e.g., Silva Valley Interchange).

Line items for bridge replacement grant match funds, intersection improvements, transit capital improvements and program administration.

1. TIM Fee Project List



8

- Highway 50 Auxiliary Lane Projects

7

- Interchange Projects

13

- Roadway Improvement Projects

7

- Reimbursement Agreements (Completed Projects)

4

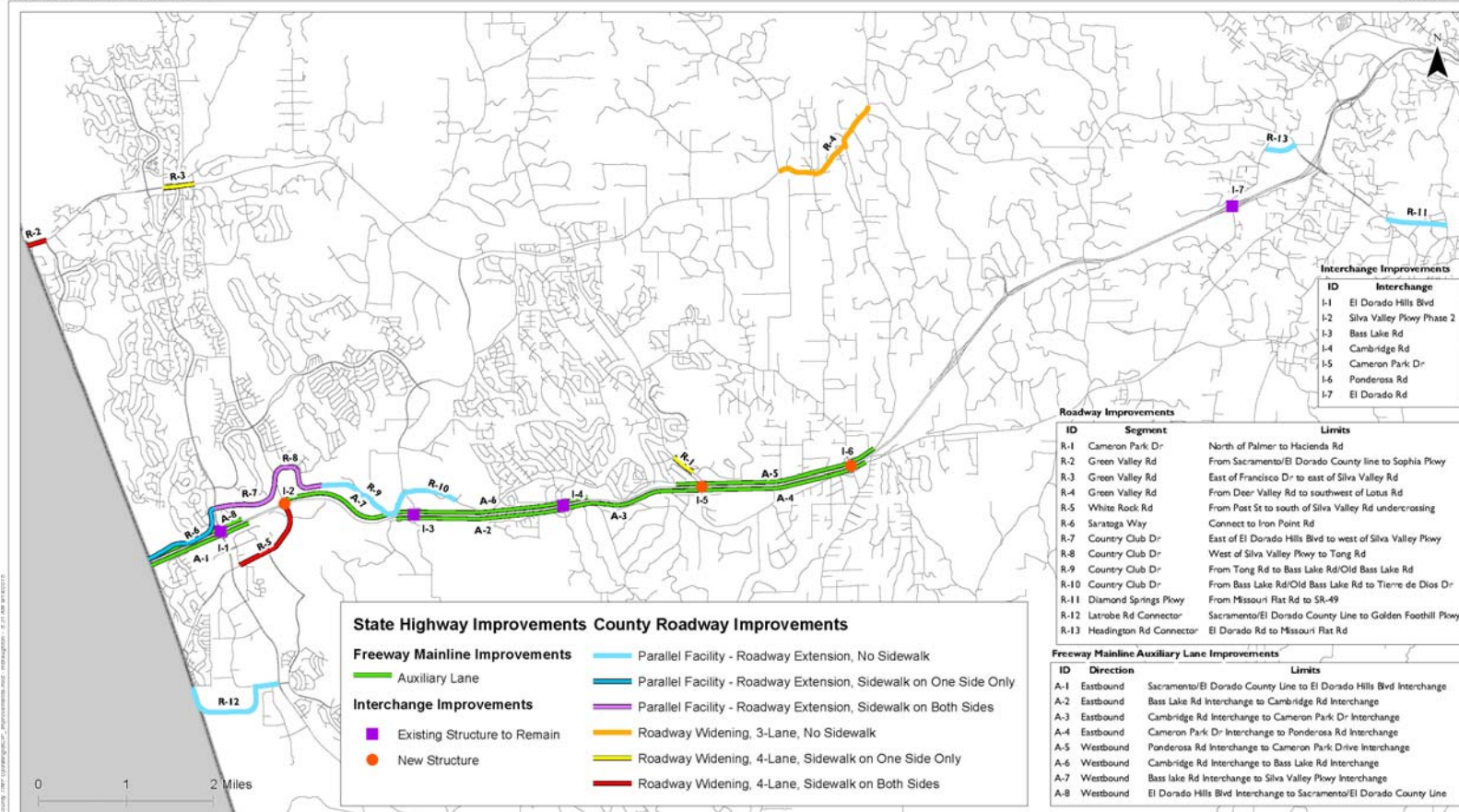
- Other Program Cost Categories

1. TIM Fee Project List



17666 - West Slope TIM Fee and CIP Update

September 2015



TIM Fee Funded CIP Improvement Locations
West Slope Traffic Impact Mitigation Fee and Capital Improvement Program Update
El Dorado County, CA

Figure 2

2. Project Cost Estimating Methodology



Project Cost Estimating

- Local Roads
- US50 Interchanges
- US50 Auxiliary Lanes

Project Identification

- Review segment recommendations
- Review existing County and Caltrans project studies
- Establish project limits

Establish Design Criteria

- Adopted El Dorado County Design Standards
- Draft El Dorado County Design Standards
- Caltrans Highway Design Manual

2. Project Cost Estimating Methodology



Local
Road
Project
Unit
Costs

Assume 2015 Dollars

Review recent El Dorado County Bid Results

Review Caltrans Cost Data

Review Caltrans Construction Cost Index

Determine likely item unit cost

2. Project Cost Estimating Methodology - Local Road Project Components



Right of Way

Capital Support

Project Report/Environmental Document
Plans Specifications, & Estimate
Construction Management

Earthwork

Structural Section

Drainage & Utilities

Specialty Items

Curb & Gutter
Sidewalk

Traffic Items

Signals

Supplemental Items

Traffic Management
Construction Contingency

Structure Items

El Dorado County

White Rock Road

PRELIMINARY COST



Project Limits: From Post Street to south of Silva Valley Road Overcrossing

TYPE: 4-LANE

Right of Way and proposed improvements are approximate only, information shown is for cost estimating purposes only and is not accurate for determining construction limits.

Item Description	Quantity	Units	Unit Cost	PROJECT LENGTH 3,560	
				Total Cost	
Earthwork					
Roadway Excavation	9,431	CY	\$30.00	\$282,941	
Earthwork/Grading Factor			90%	\$254,647	
Existing Facilities					
Seal and Existing Asphalt Concrete	7,120	LF	\$2.50	\$17,800	
Removal of Striping	6,900	LF	\$1.25	\$11,125	
Removal of Pavement Markings	540	SF	\$3.00	\$1,620	
Structural Section					
Hot Mix Asphalt (Type A)	4,482	Ton	\$110.00	\$493,045	
Class 2 Aggregate Base	6,371	CY	\$60.00	\$382,278	
AC Overlay	787	Ton	\$110.00	\$86,576	
Drainage & Utilities					
Drainage (15% of Earthwork & Struc Sec total)			15%	\$724,923	
Relocate Utility Pole	7	EA	\$10,000.00	\$70,000	
Specialty Items					
Concrete Sidewalk	38,640	SF	\$10.00	\$386,400	
Curb and Gutter	5,720	LF	\$30.00	\$171,600	
Driveway	11	EA	\$4,000.00	\$44,000	
Sidewalk Ramp	14	EA	\$2,500.00	\$35,000	
Traffic Items					
Striping Imps (4 lanes)	3,560	LF	\$6.00	\$21,360	
Signs	14	EA	\$300.00	\$4,200	
Subtotal Roadway Construction Items				\$2,487,516	
Supplemental Items					
Traffic Management Plan/Traffic Control			4%	\$99,503	
Construction Contingency			25%	\$621,279	
Subtotal Supplemental Items				\$720,782	
Structure Items					
Bridge	800	SF	\$300.00	\$240,000	
Bridge Mobilization			10%	\$24,000	
Bridge Time-Related Overhead			10%	\$24,000	
Subtotal Structure Construction Items				\$288,000	
Construction Subtotal				\$3,496,298	
Right-of-Way					
Undeveloped	49,700	SF	\$10.00	\$497,000	
Right-of-Way Acquisition Support			10%	\$49,700	
Subtotal RW Items				\$546,700	
Capital Support					
PRELIMINARY (P&E)			10%	\$349,629	
PS&E (PS)			20%	\$699,259	
CONSTRUCTION (CM)			15%	\$524,534	
Subtotal Capital Support Items				\$1,573,422	
Project Total				\$5,617,197	
Rounded				\$5,618,000	

2. Project Cost Estimating Methodology - Local Road Project Components – US 50/Auxiliary Lanes



**US50
Interchange/
Auxiliary Lane
Estimate
Update**

Review published
Caltrans Project
Reports

Updated Unit Costs

Update Right of Way
Costs

Capital Support

Project Report/Environmental Document
Plans, Specifications and Estimate
Construction Management

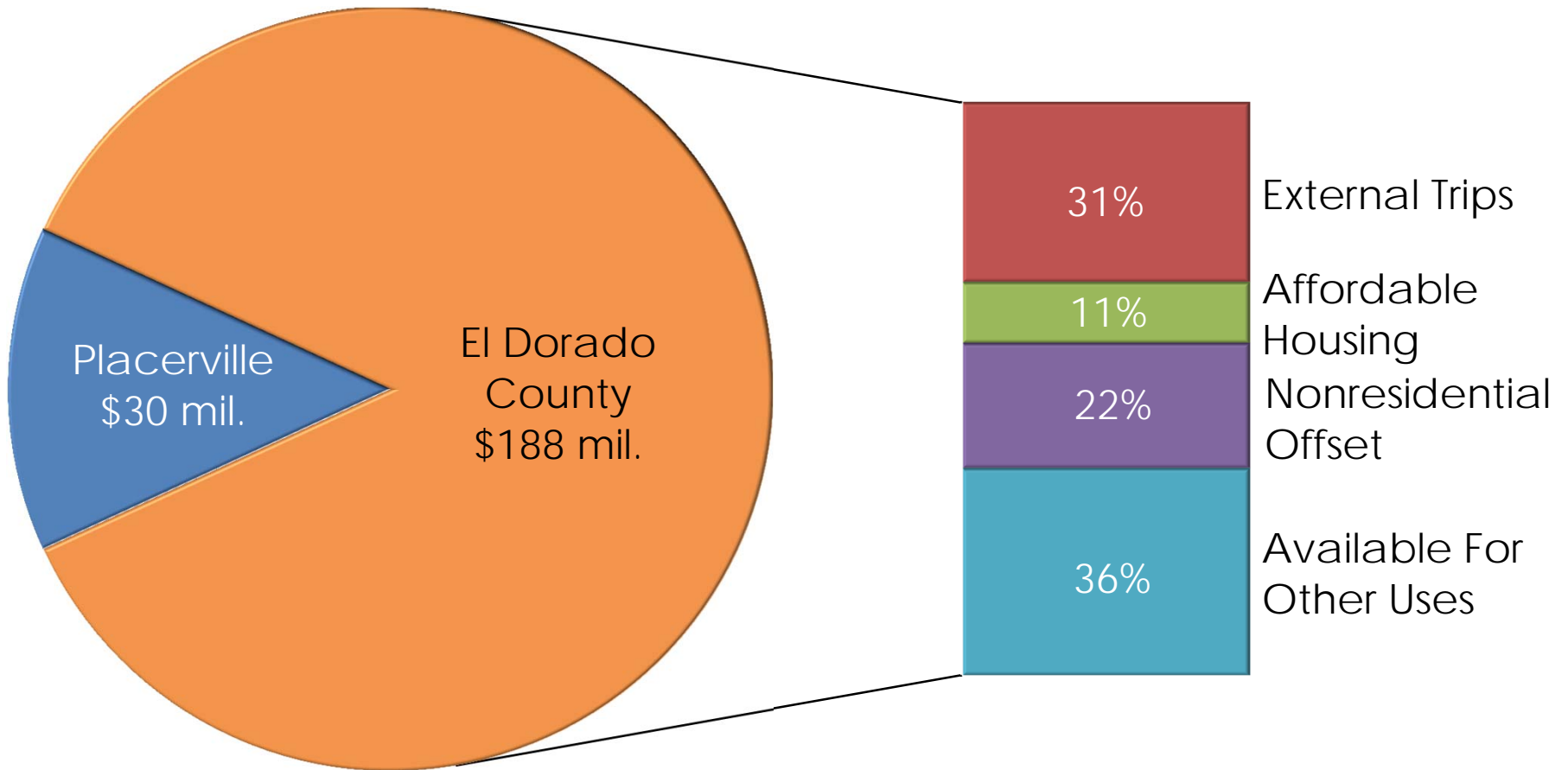


3. Federal, State, and Local Grant Funding (DRAFT - Road Projects Only)



Funding Source	DRAFT 20-Year Estimate
State & Federal Grant Funding (EDCTC 5/13/2015 letter)	\$336,000,000
Inflation	<u>\$(159,000,000)</u>
Net (2015 \$)	\$177,000,000
Local Grant Funding (Caltrans Discretionary) (2015 \$)	<u>\$41,000,000</u>
Total Grant Funding	\$218,000,000
West Slope Share (exclude Placerville)	<u>86%</u>
West Slope Grant Funding	\$188,000,000

3. Funding Allocation To TIM Fee Program (\$188 mil.) (DRAFT)



3. TIM Fee Non-Residential Offsets

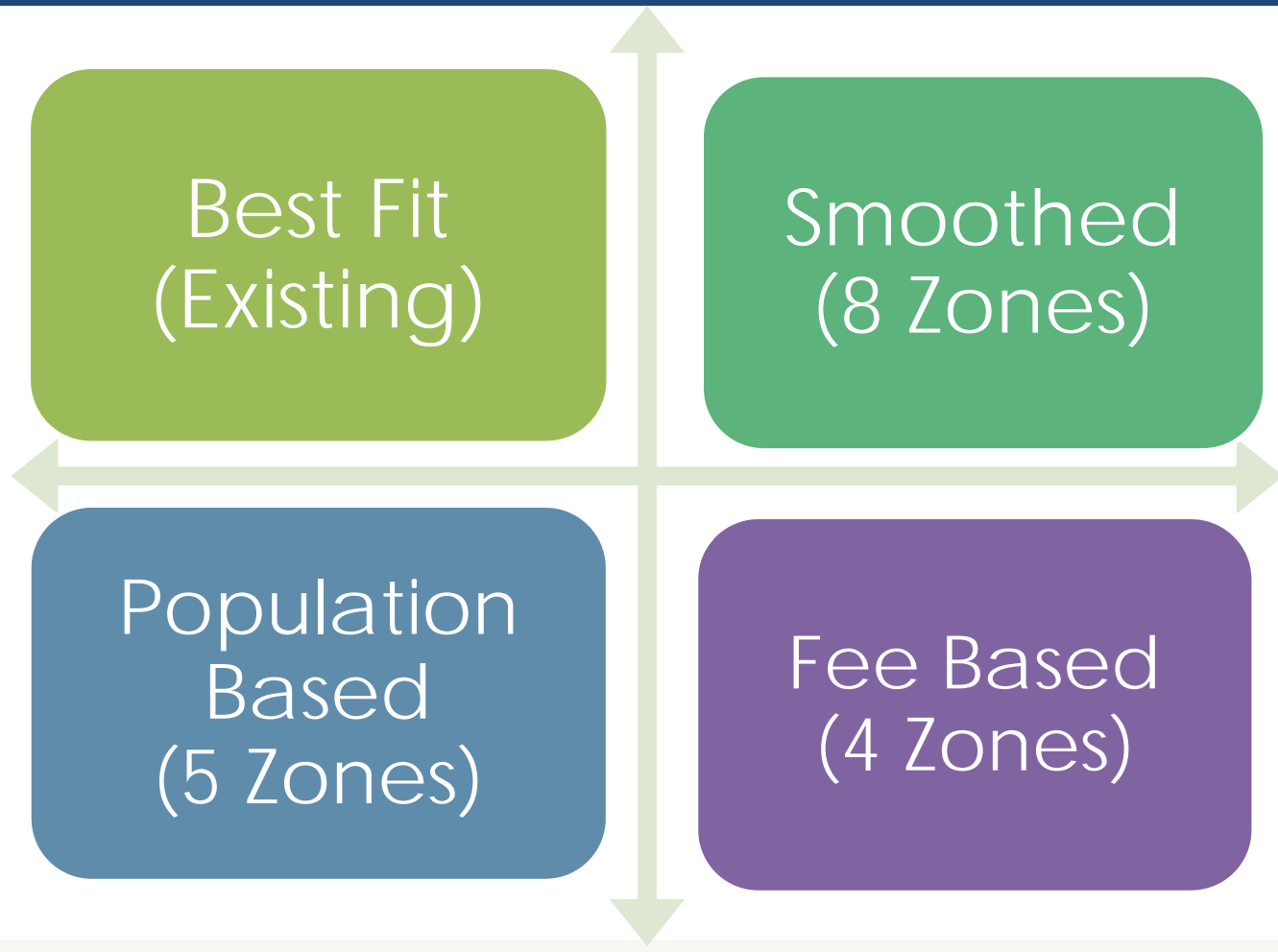


	Current Program	2015 Update
Residential Fees	84%	82%
Nonresidential Fees	6%	7%
Nonresidential Offset*	10%	11%
Total	100%	100%

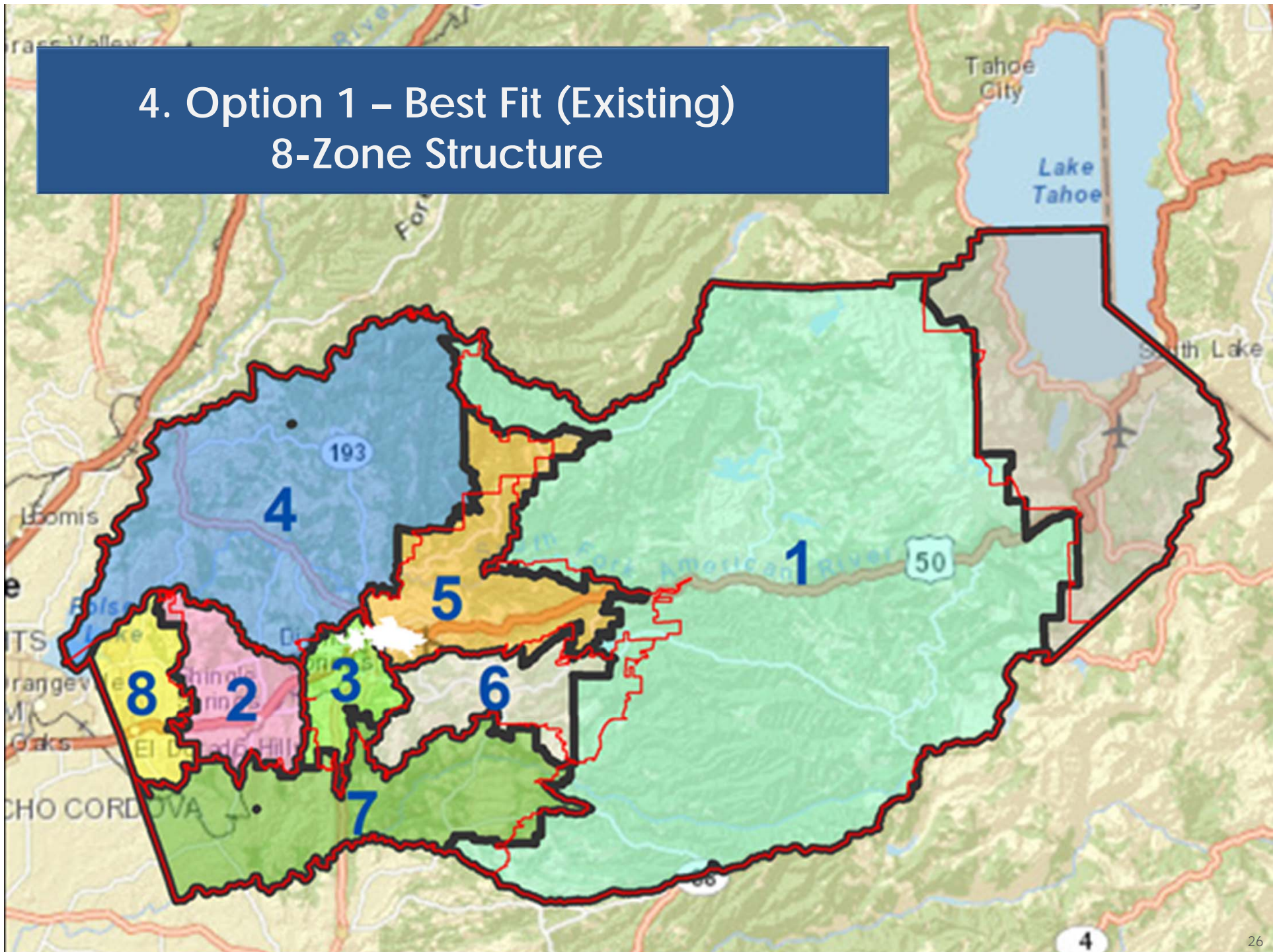
*Funded with local, state and federal sources



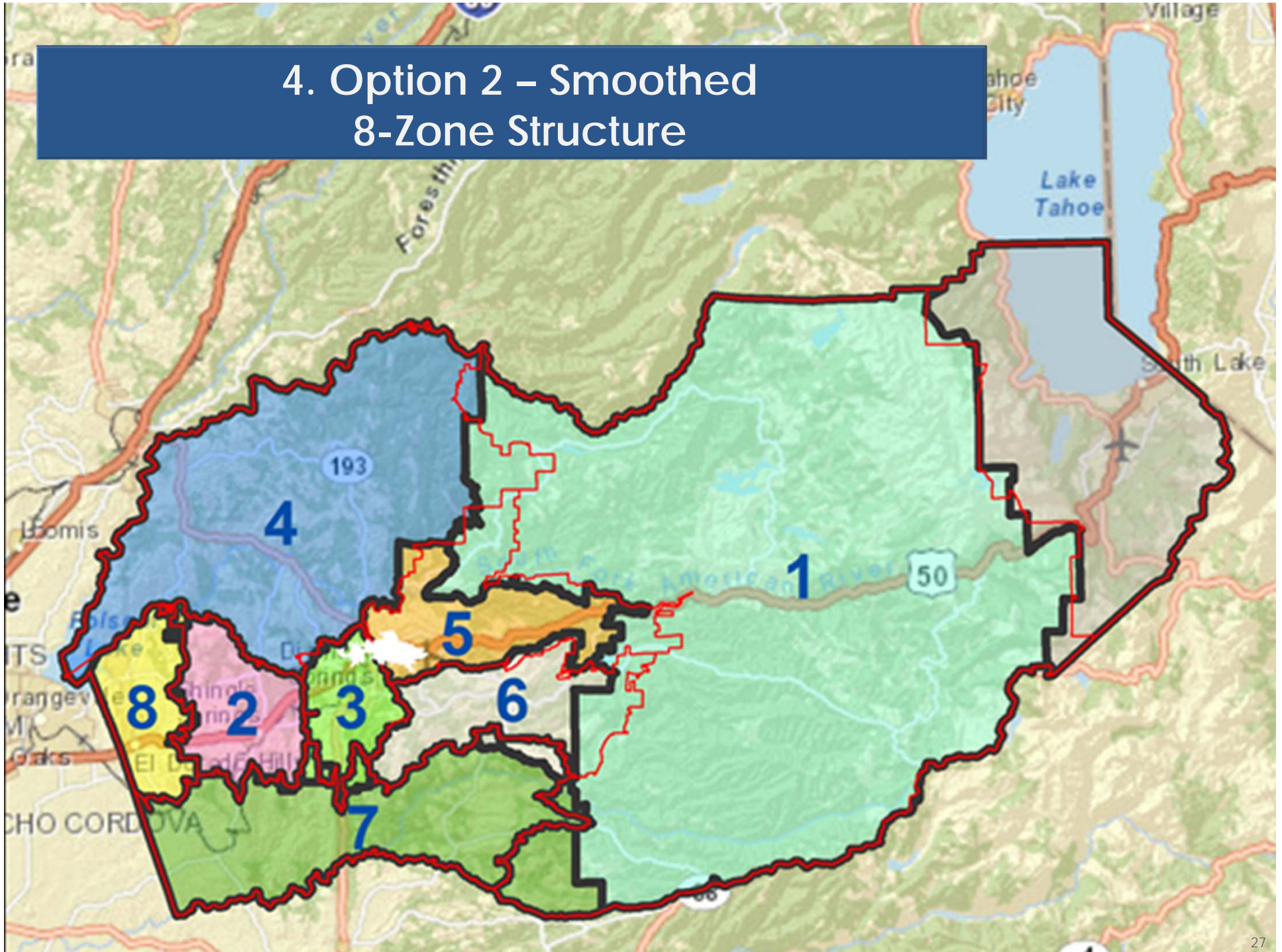
4. TIM Fee Zone Geographies



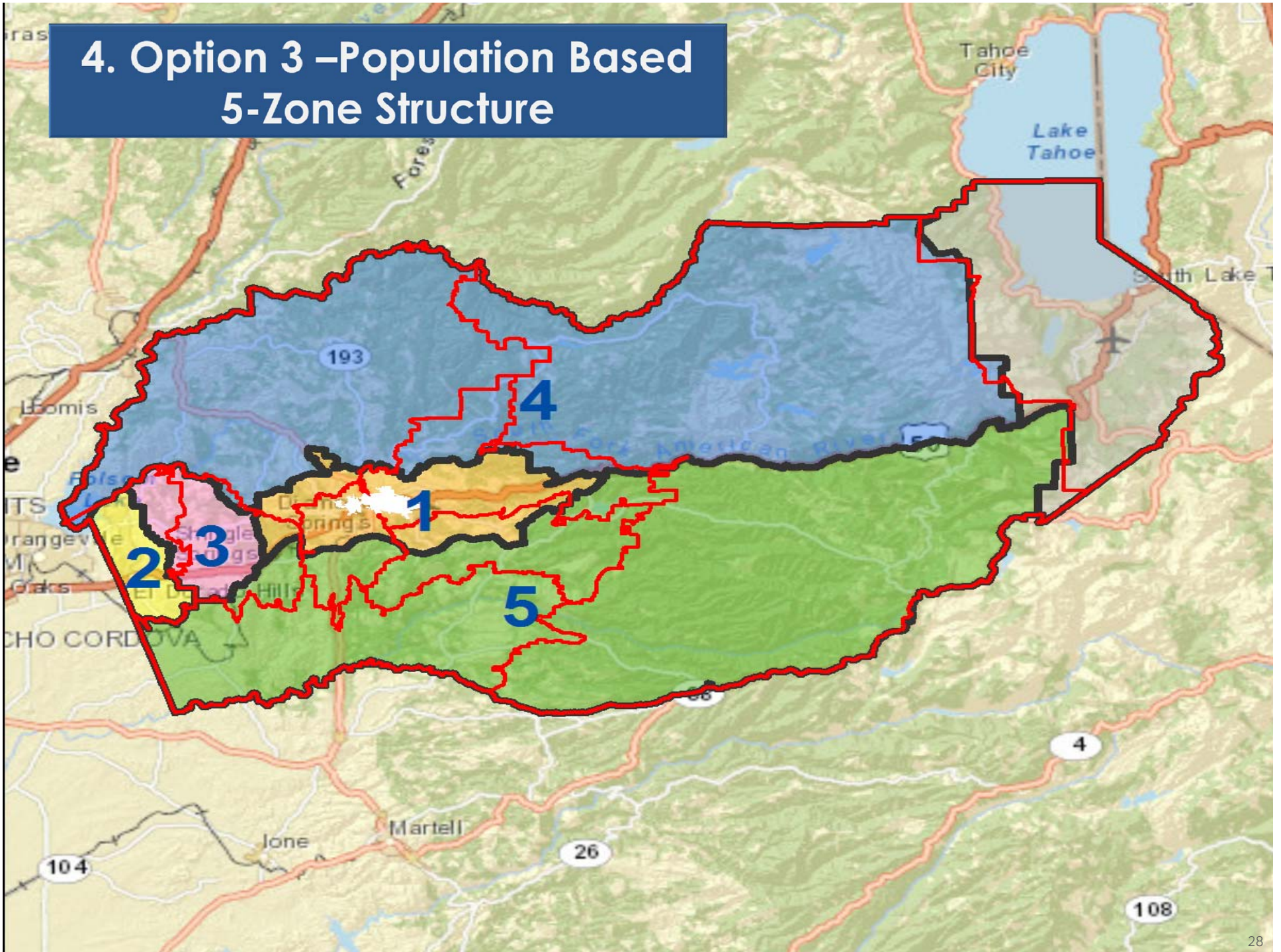
4. Option 1 – Best Fit (Existing) 8-Zone Structure



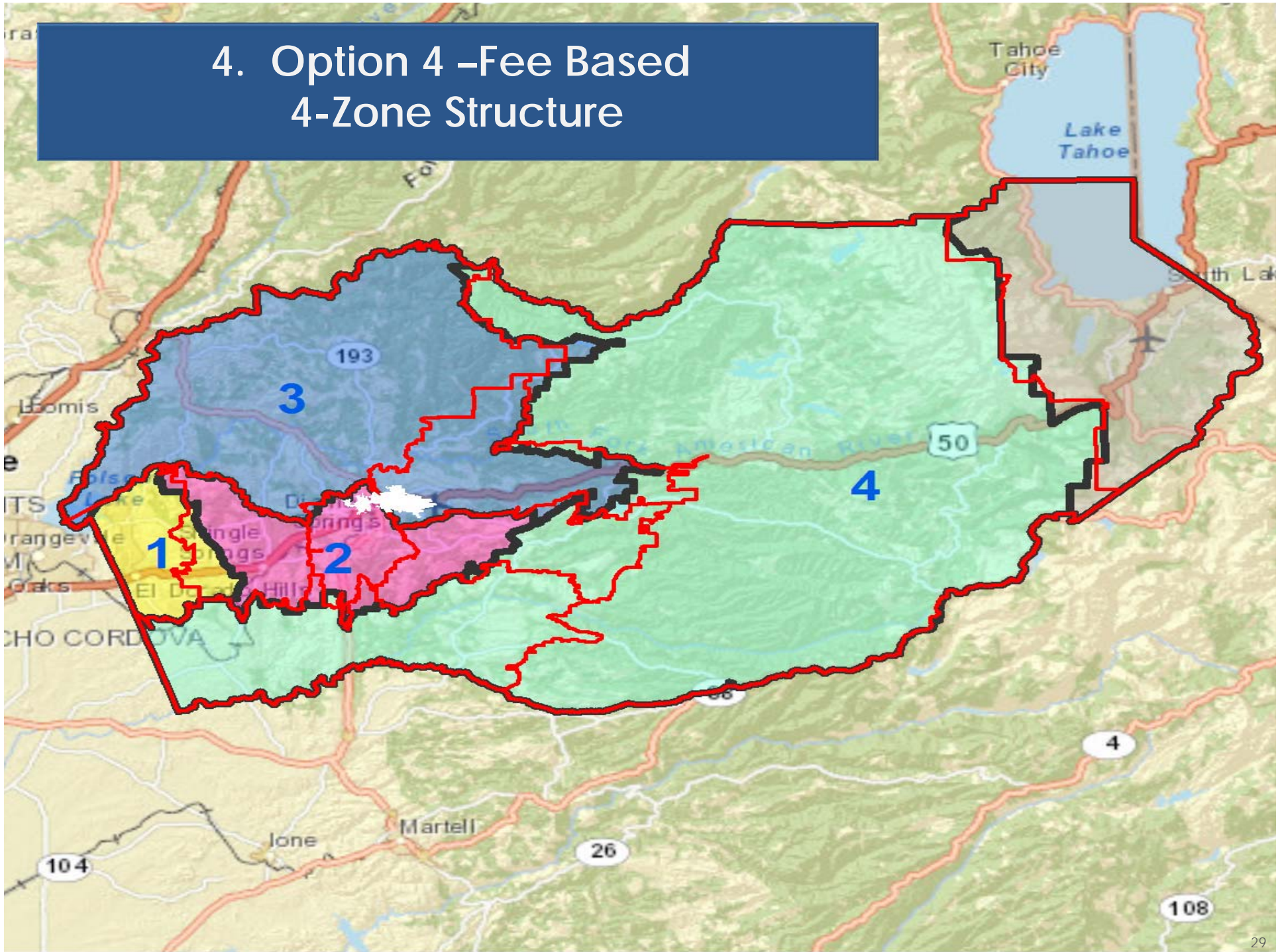
4. Option 2 – Smoothed 8-Zone Structure



4. Option 3 –Population Based 5-Zone Structure



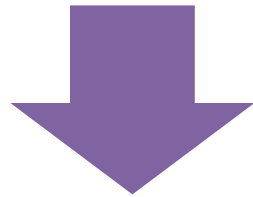
4. Option 4 – Fee Based 4-Zone Structure



4. Reduced TIM Fee Program Cost



2012 TIM Fee Program:
\$804 Million



Proposed TIM Fee
Program: \$467 Million

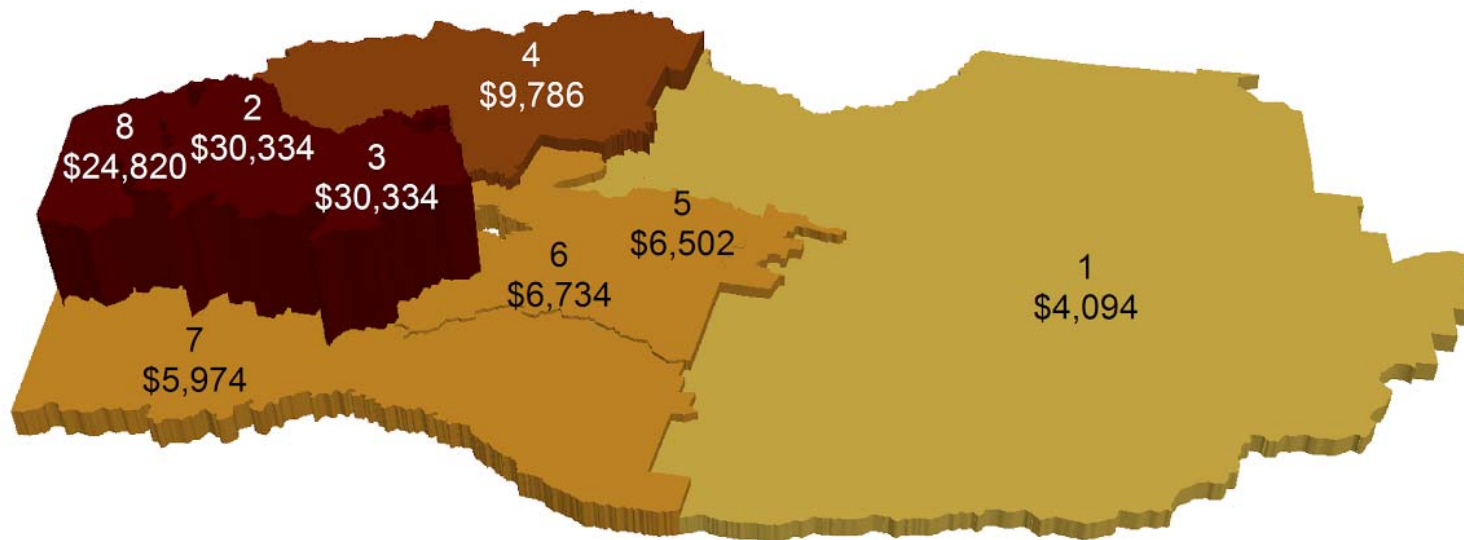
Reasons for reduction:

- **Decrease in growth rate assumptions**
 - Previous Projection: approx. 3% growth
 - Proposed Projection: approx. 1% growth (Results in less infrastructure required)
- **Successful TIM Fee Program resulted in completed projects (\$320.1 Million).**

4. Distribution of Fees by Geography

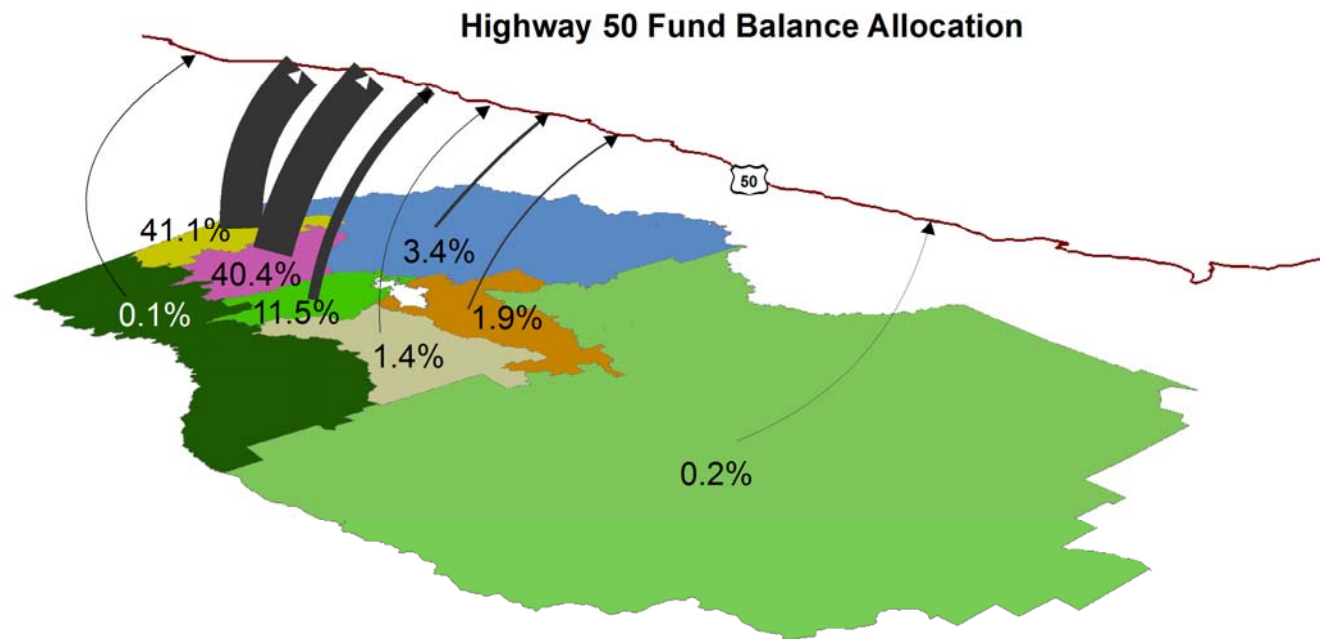


Proposed Total TIM Fee - Single Family Residence



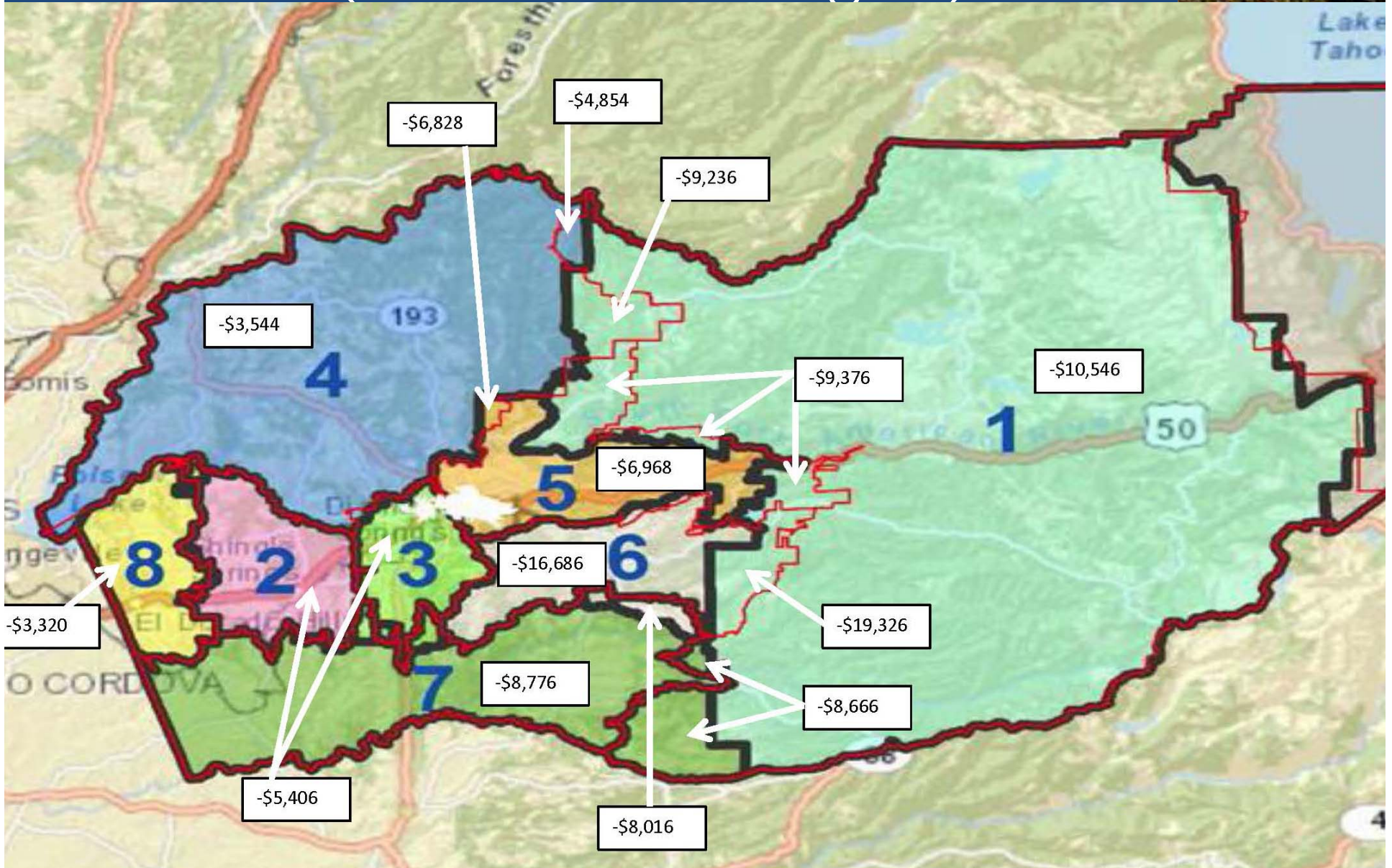
Alternative 1: Zones 2 & 3 Merged with Cameron Park Interchange

4. Distribution of US 50 Fees by Fee Geography

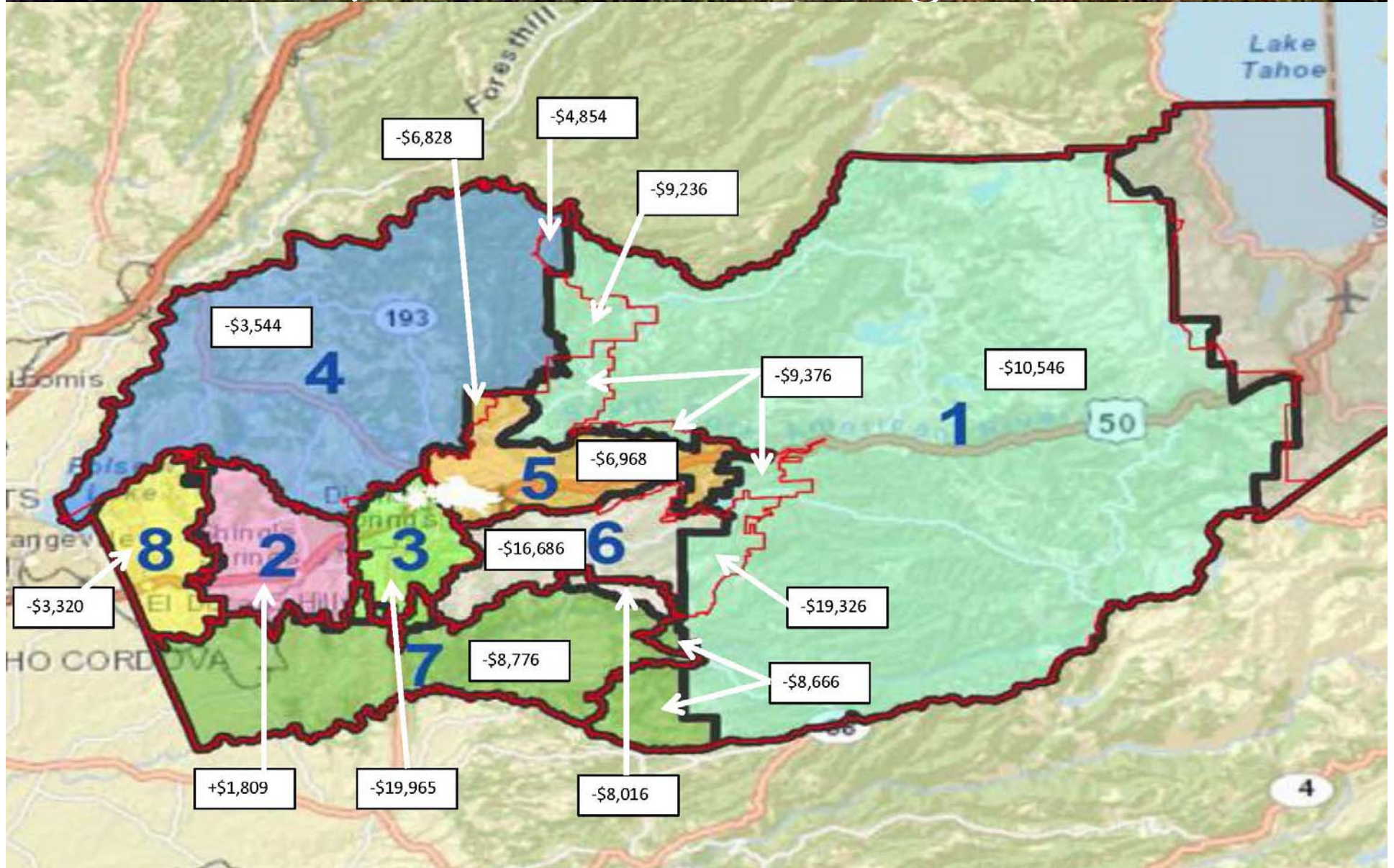


Alternative 1: Zones 2 & 3 Merged with Cameron Park Interchange

4. Smoothed vs. Existing TIM Fees (Zones 2 & 3 Merged)



4. Smoothed vs. Existing TIM Fees (Zones 2 & 3 Unmerged)



4. Highest Priced TIM Projects



Cameron Park Drive Interchange: \$87.3 Million

Ponderosa Rd Interchange: \$39.4 Million

4. Cameron Park Interchange



Estimated cost - \$87,284,000

(Approximately 19% of Total Program Cost)

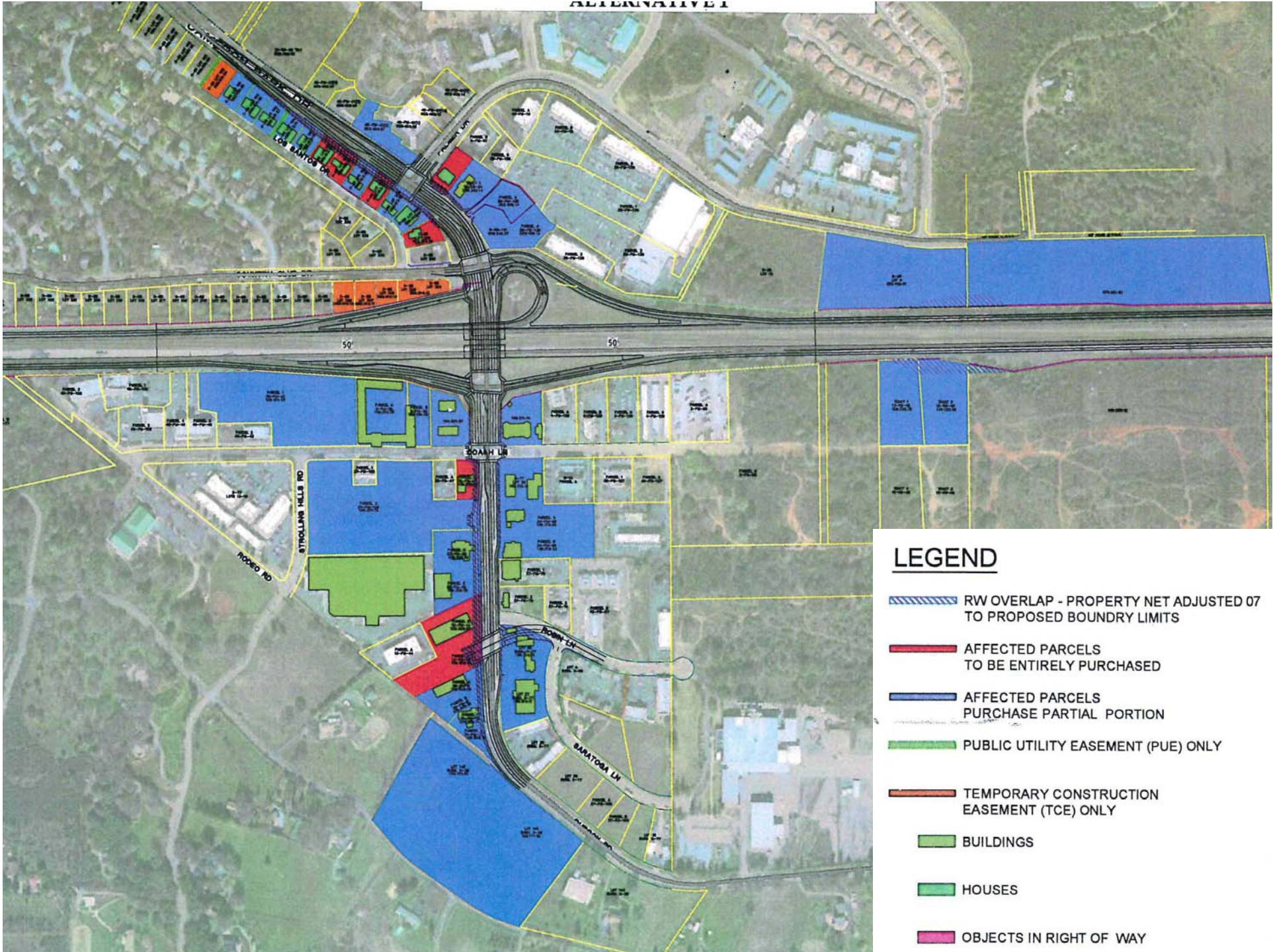
Necessary
from Level of
Service
perspective

May not
provide
reasonable
cost/benefit
ratio









Removal from
Program
requires 4/5
vote

Acquisition of
land/buildings
from existing
residential
and
commercial
properties

ALTERNATIVE 1



LEGEND

-  RW OVERLAP - PROPERTY NET ADJUSTED 07 TO PROPOSED BOUNDRY LIMITS
-  AFFECTED PARCELS TO BE ENTIRELY PURCHASED
-  AFFECTED PARCELS PURCHASE PARTIAL PORTION
-  PUBLIC UTILITY EASEMENT (PUE) ONLY
-  TEMPORARY CONSTRUCTION EASEMENT (TCE) ONLY
-  BUILDINGS
-  HOUSES
-  OBJECTS IN RIGHT OF WAY

4. TIM Fee Scenario Alternatives



Alternative 1: Zones 2 and 3 **merged, including** Cameron Park Interchange project

Alternative 2: Zones 2 and 3 **unmerged, including** Cameron Park Interchange project

Alternative 3: Zones 2 and 3 **merged, excluding** Cameron Park Interchange project

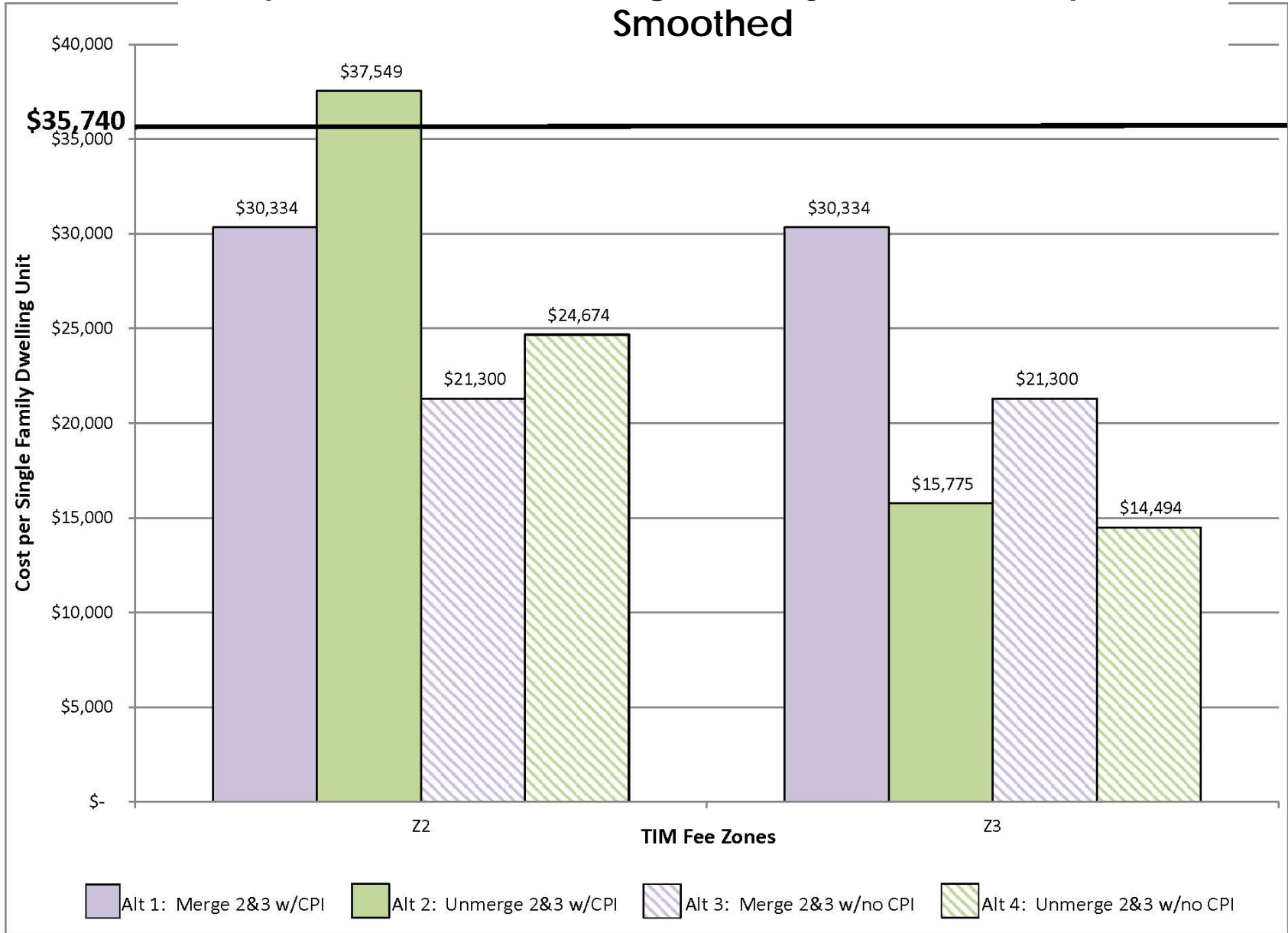
Alternative 4: Zones 2 and 3 **unmerged, excluding** Cameron Park Interchange project

Existing vs Proposed (Smoothed) Summary

	Z1	Z2	Z3	Z4	Z5	Z6	Z7	Z8	
Existing 2012 Program	SF (dwelling unit)	\$ 14,640	\$ 35,740	\$ 35,740	\$ 13,330	\$ 13,470	\$ 23,420	\$ 14,750	\$ 28,140
	General Commercial (sf)	\$ 7.66	\$ 10.42	\$ 10.49	\$ 8.33	\$ 8.31	\$ 8.32	\$ 8.17	\$ 8.60
Alternative 1 merge 2&3 w/CPI	SF (dwelling unit)	\$ 4,094	\$ 30,334	\$ 30,334	\$ 9,786	\$ 6,502	\$ 6,734	\$ 5,974	\$ 24,820
	Difference from Existing	\$ (10,546)	\$ (5,406)	\$ (5,406)	\$ (3,544)	\$ (6,968)	\$ (16,686)	\$ (8,776)	\$ (3,320)
	% Difference from Existing	-72%	-15%	-15%	-27%	-52%	-71%	-59%	-12%
	General Commercial (sf)	\$ 0.84	\$ 6.18	\$ 6.18	\$ 1.99	\$ 1.33	\$ 1.37	\$ 1.22	\$ 5.06
	Difference from Existing	\$ (6.82)	\$ (4.24)	\$ (4.31)	\$ (6.34)	\$ (6.98)	\$ (6.95)	\$ (6.95)	\$ (3.54)
	%Difference from Existing	-89%	-41%	-41%	-76%	-84%	-84%	-85%	-41%
Alternative 2 unmerged 2&3 w/CPI	SF (dwelling unit)	\$ 4,094	\$ 37,549	\$ 15,775	\$ 9,786	\$ 6,502	\$ 6,734	\$ 5,974	\$ 24,820
	Difference from Existing	\$ (10,546)	\$ 1,809	\$ (19,965)	\$ (3,544)	\$ (6,968)	\$ (16,686)	\$ (8,776)	\$ (3,320)
	% Difference from Existing	-72%	5%	-56%	-27%	-52%	-71%	-59%	-12%
	General Commercial (sf)	\$ 0.84	\$ 7.66	\$ 3.21	\$ 1.99	\$ 1.33	\$ 1.37	\$ 1.22	\$ 5.06
	Difference from Existing	\$ (6.82)	\$ (2.76)	\$ (7.28)	\$ (6.34)	\$ (6.98)	\$ (6.95)	\$ (6.95)	\$ (3.54)
	%Difference from Existing	-89%	-26%	-69%	-76%	-84%	-84%	-85%	-41%
Alternative 3 merged 2&3 w/no CPI	SF (dwelling unit)	\$ 3,250	\$ 21,300	\$ 21,300	\$ 8,772	\$ 5,302	\$ 5,572	\$ 4,810	\$ 22,358
	Difference from Existing	\$ (11,390)	\$ (14,440)	\$ (14,440)	\$ (4,558)	\$ (8,168)	\$ (17,848)	\$ (9,940)	\$ (5,782)
	%Difference from Existing	-78%	-40%	-40%	-34%	-61%	-76%	-67%	-21%
	General Commercial (sf)	\$ 0.66	\$ 4.34	\$ 4.34	\$ 1.79	\$ 1.08	\$ 1.13	\$ 0.98	\$ 4.56
	Difference from Existing	\$ (7.00)	\$ (6.08)	\$ (6.15)	\$ (6.54)	\$ (7.23)	\$ (7.19)	\$ (7.19)	\$ (4.04)
	%Difference from Existing	-91%	-58%	-59%	-79%	-87%	-86%	-88%	-47%
Alternative 4: unmerged 2&3 w/no CPI	SF (dwelling unit)	\$ 3,250	\$ 24,674	\$ 14,494	\$ 8,772	\$ 5,302	\$ 5,572	\$ 4,810	\$ 22,358
	Difference from Existing	\$ (11,390)	\$ (11,066)	\$ (21,246)	\$ (4,558)	\$ (8,168)	\$ (17,848)	\$ (9,940)	\$ (5,782)
	%Difference from Existing	-78%	-31%	-59%	-34%	-61%	-76%	-67%	-21%
	General Commercial (sf)	\$ 0.66	\$ 5.03	\$ 2.95	\$ 1.79	\$ 1.08	\$ 1.13	\$ 0.98	\$ 4.56
	Difference from Existing	\$ (7.00)	\$ (5.39)	\$ (7.54)	\$ (6.54)	\$ (7.23)	\$ (7.19)	\$ (7.19)	\$ (4.04)
	%Difference from Existing	-91%	-52%	-72%	-79%	-87%	-86%	-88%	-47%

*CPI = Cameron Park Interchange

Proposed Zones 2 & 3 Single Family TIM Fee Comparison Smoothed



5. Right-of-Way, Curb, Gutter & Sidewalk



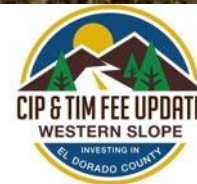
Current TIM Fee Program Includes Right-of Way, Curb, Gutter & Sidewalk (Frontage Improvements)

Staff recommends removing Frontage Improvements in locations where development could fund them

Overall TIM Fee Program costs could be reduced by \$18.9 Million (3%) (see Attachment 9I)



5. CIP Status



Project website remained open through September 16 (past original August 31 deadline) to obtain public input on overall CIP.

Staff to return to the Board in December with draft CIP.

6. Proposed CEQA Document



TIM Fee Environmental Constraints
Analysis

CEQA Exemption -CEQA
Guideline Section

7. Updated Project Schedule



- **Board:**
 - December – receive direction for adjustments to TIM Fee Program and present CIP list
 - January 2016 – present adjusted TIM Structure (if needed) and adjustments to the CIP
 - March 2016 – approve final CIP and TIM Fee Program
- **Planning Commission** – January 2016
- **EDCTC** – February 2016
- **Focus Groups** – Week of September 21
- **Public Workshops** – September 28 and 29
- **Tentative Adoption date** – March 2016 (fees go into effect 60 days after Board adoption)



Next Steps



- **Focus Group Meetings this week**
- **Public Workshops to be held:**
 - Monday, September 28th 6:30 p.m. – 8:30 p.m.
El Dorado Hills Fire Station 85
1050 Wilson Blvd., El Dorado Hills
 - Tuesday, September 29th 6:30 p.m. – 8:30 p.m.
El Dorado County, Ready Room
2441 Headington Rd., Placerville
- **Board - December** : updated fee schedule based on input from 9/22 Board meeting, public input and CIP list



Board Study Session Comments/Feedback



Receive and File only, staff is not asking for Board direction today.

- Initial Board Questions and Feedback
- Public Comment
- Final Questions or Comments from the Board

Back to the Board in December for direction on TIM Fee Structure