



Public Outreach Phase One Summary

Our comprehensive public engagement program was designed to engage multiple population segments via a diverse set of outreach channels. The first phase was designed to **educate** the public, giving them a clear understanding of the purpose of the effort and an opportunity for them to share concerns and/or ideas about future needs, deficiencies and growth. El Dorado County staff worked collaboratively with the consultant team to implement this program.

Project Branding

The team developed a project logo for use in all materials. It has been utilized on the project website, presentations, eBlasts and maps.

Website

The consultant team launched the project website EDCWesternSlopeUpdate.com in January of 2015. The site includes information about the update, a complete document library with background information about previous efforts as well as project deliverables, information about upcoming meetings and an interactive mapping tool that allows users to identify current deficiencies and areas of concern. The site also allows users to sign up for eNews, post questions and submit ideas. **We have tracked over 1,500 individual sessions since launch between the website and the interactive mapping tool. We have 663 active users and have had more than 2,300 page views.**

EL DORADO COUNTY WESTERN SLOPE UPDATE

PROJECT OVERVIEW INTERACTIVE MAP MEETINGS AND WORKSHOPS DOCUMENT LIBRARY CONTACT

Western Slope Capital Improvement Plan and Traffic Impact Mitigation Fee Program Updates

Welcome to our project website! This site was developed to provide the public with easy access to all of the information pertaining to El Dorado County's Major Update to the West Slope Capital Improvement Program and Traffic Impact Mitigation Fees. The project area includes the parts of the County that are outside the Tahoe basin, west of Echo Summit. We hope you will participate in this process by signing up for eNews, using our interactive map to help identify existing transportation issues, or by sending us your comments.

What is this project?

This is the major update to the County's West Slope

Public Workshops!

Join us for our first round of workshops!

Wednesday, April 8, 2015
6:30 p.m. - 8:00 p.m.
Pleasant Grove Middle School
Multi-Purpose Room
2540 Green Valley Road
Rescue, CA 95672

Thursday, April 9, 2015
6:30 p.m. to 8:00 p.m.
El Dorado County Office of Education
6767 Green Valley Road
Placerville, CA 95667

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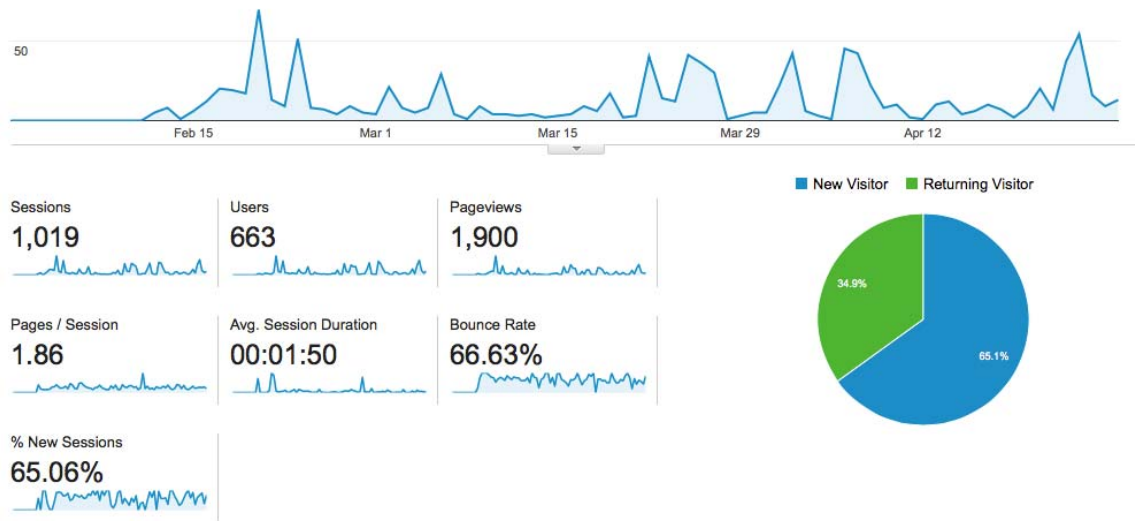
* indicates required

Email Address

First Name

Last Name

Thirty-seven people have signed up for eNews blasts and we have received 14 comments via our mapping tool and an additional seven comments from the contact link.



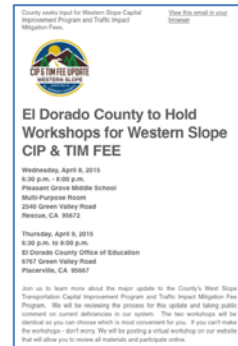
(Google Analytics)

We also launched an online version of our first workshops to allow those who could not attend to participate online. **As of April 28, 2015, 90 people have viewed the presentation online.** We will continue to update and monitor the site throughout the project.

eBlasts

We have created an eBlast newsletter list that currently has over 800 subscribers and includes all news media in El Dorado County. The consultant team has sent out 12 eBlasts promoting sign-up for our focus groups, our first round of workshops and our virtual workshop. We have averaged a **35% click through** rate driving traffic to our project website and will continue to add subscribers.

El Dorado County has also used its email notification system to promote sign-ups for focus groups and workshops.



Focus Groups

The team opted for focus groups to explore topics and interest specific issues that relate to the development of the TIM Fees and the CIP. We promoted opportunities to participate via eBlasts, our project website and local news media. Applicants were able to “self-select” based on their area of interest; development community, economic



development, resident concerns or public services. Due to high resident interest, the team established a total of five groups with two representing resident interests. A total of 65 people signed up to participate in the groups.

We held five, two-hour sessions over March 26th and March 27th. Each session focused on key issues and concerns about existing deficiencies and perceptions about how the TIM Fees are developed. The consultant team provided each group with an overview of the CIP and TIM Fee process and then, utilized a click polling system to ask questions about their views on the process, the fairness of the fee structure and how well the County uses the fees to fund projects. All five groups expressed concern that the County's fees are substantially higher than other jurisdictions as well as how the fees are actually allocated to projects.

Workshops

We held two workshops Wednesday, April 8th and Thursday, April 9th. We had 15 attendees at the first workshop and 20 at the second. Sixty-five percent of attendees "strongly agreed" or "agreed" that the workshops were "useful and informative" with 30% "neutral" and 5% that disagreed. There continues to be some confusion about how the fees are calculated as well as the difference between TIM fees and costs associated with mitigation measures required by CEQA. We are continuing to explore ways to make this information more "public-friendly".



Workshop attendees, like focus group participants, expressed concerns about the fees being higher for residential development and asked for transparency in all aspects of the process so that the fee calculation may be fully vetted.

The entire workshop has been made available online as a "virtual workshop" and will remain open through May. Our second round of workshops will take place in late August or early September.

Attachments

- Attachment 1: Western Slope Update Focus Group Members
- Attachment 2: Focus Group Summary Notes
- Attachment 3: April 8, 2015 Workshop Notes
- Attachment 4: April 9, 2015 Workshop Notes
- Attachment 5: Focus Group Turning Point Results
- Attachment 6: April 8, 2015 Turning Point Results
- Attachment 7: April 9, 2015 Turning Point Results
- Attachment 8: Online Interactive Mapping Tool Comments



Attachment 1 Focus Group Members

Development Community

Brian Allen
Gary Baldock
Don Barnett
Kimberly Beal
Roger Berger
Kirk Bone
Norm Brown
Jim Davies
Suzanna George
Debbie Harris
James Hill
Steven Johnson
Joel Korotkin
Lawrence Patterson
David Sederquist

Economic Development

Maryann Argyres
Bill Bacchi
Noah Briel
Ken Calhoon
Bill Center
Steve Ferry
Bill Glasser
Mark Harris
Linnea Marengo
Cathy Sarmiento
Douglas Wiele

Public Agencies/Safety

Fire Districts (member of Fire Prevention Officers), Rob Combs
El Dorado County Sheriff's office, Jeff Dreher
City of Placerville, Rebecca Neves
EDCTC, Woody Deloria
Caltrans, Erick Fredericks
EDCTA, Robin Van Valkenburgh
SACOG, Matt Carpenter
EID Brian Mueller
GPUD , TBD
El Dorado Hills, CSD, Brent Dennis
Cameron Park CSD, Mary Cahill

Residents

Group A

Charlet Burcin
Michael Forbes
Tom Hayhurst
Jerry Homme
Karen Larson
Bill Moore
Russ Nygaard
John Raslear
Richard Spas
James Williams
Henry Batsel
Marti Knight
Lindell Price

Group B

Dan Cattone
Steve Frost
John Hidahl
Doug Hus
Erminja Maganja
Anton Nemeth
Lori Parlin
Bob Smart
Stan Stailey
Hallie Baldock
Eileen Crawford
Patricia Preston
Stanley Price

Attachment 2

Focus Group Summary Notes

Development Community Focus Group

Questions

- Cited concerns from Caltrans on the EDC Traffic Model.
 - Differences of opinion between Caltrans and EDC is the choice of peak hour volumes - EDC model forecasts average weekday AM/PM peak hour volumes and while Caltrans prefers peak season/weekend data.
- Why must developers pay for CEQA mitigation even when they have paid into the TIM Fee.
 - There was confusion between the TIM fee process and CEQA. What are the roles and responsibilities under each program? If an identified impact is specific to a TIM Fee CIP project – paying into the TIM Fee is enough. However, if impacts are identified on non-CIP projects/facilities – then either project specific (existing plus project) or cumulative (cumulative plus project) mitigation may be required in addition to the TIM Fee payment.
- Several cited anecdotal information related to the TIM Fee being a deterrent for development including: owner-builders who refused to develop in El Dorado County; large developers who refused to develop in El Dorado County; delays to development projects. One cited an example where the cost of the house was \$40K and the fee was \$38K.
- Several members were uncomfortable with the wording of several questions regarding the preference for higher or lower fees.
 - Questions on whether active transportation infrastructure is ever funded with the use of TIM fees. Response is yes in some cases – although these improvements are typically not the basis for the deficiency finding or nexus requirements. Such things as sidewalks, shoulders, Class II bike lanes, landscaping etc. are add-ons to TIM Fee CIP improvements. Some are included as part of the County's or Caltrans design standards.
 - Several participants suggested that EDC is over-building many of the improvements – and would like to see less add-ons as a means for lowering the TIM Fee.
- Group recommended that the County needs to distinguish between Build-to-Own Residential and Build-to-Subdivide Residential developments.
- Group recommended that the County forego paying TIM fees for US 50 improvements and instead focus future investments on local County roads or planned parallel facilities e.g., Saratoga Extension, GVR, Country Club Drive – that may obviate the need for costly improvements to US 50.

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- One participant displayed maps of historical residential and non-residential permits. Argued that based on the low number of actual permits there is simply not enough development interest to pay of the CIP. Individual also cited declining school enrollment as another indication of this. There were differences of opinion with these conclusions among the group.

Resident Focus Group A Measures of Effectiveness

- While Measure Y requires that the TIM Fee evaluate vehicular Level of Service, it does not prohibit looking at Multimodal Level of Service. System performance and development impacts should be considered for all transportation modes.

Evaluation Tools

- The Travel Demand Model has been challenged by Caltrans in its ability to properly forecast future traffic volumes.
 - Differences of opinion between Caltrans and EDC is the choice of peak hour volumes - EDC model forecasts average weekday AM/PM peak hour volumes and while Caltrans tends to evaluate peak seasonal weekend traffic which is likely the true peak in El Dorado County. Measure Y and standard industry practice dictate that the model and this fee study be based on average weekday conditions.
- Given the average weekday peak hour approach, our forecasts do not account for the impact of the Apple Hill winery operations on weekend peak season traffic
 - A separate study has been commissioned by the El Dorado County Transportation Commission to examine the peak seasonal traffic issues experienced in the Apple Hill area. El Dorado County will be a key participant in this study which will help inform future updates to the county's CIP. The Bay-to-Basin Study (also commissioned by the El Dorado CTC) analyzed peak season travel demand between the Bay Area and Tahoe Basin - including US 50 through El Dorado County. It confirmed (by use of Bluetooth) that visitor trips (interregional trips) make up over 50% of traffic on US 50 just e/o Placerville during weekdays and over 70% during peak season weekends.

Development Patterns

- The fee structure as it is now encourages growth in smaller communities, while providing little incentive to in-fill in the more established communities.
- There are not enough approved development permits in the county to pay for any significant improvements.
 - The County's current inventory of developable land and active permits is out of date and in the process of being updated. The recession did slow development significantly in the county, but it is expected to pick up again. The TIM Fees that have been paid will be applied to projects when sufficient money is available to build them, the timeline and need for these projects is dependent on the amount of development that occurs.

Project Prioritization

- The projects built by the TIM Fees are not well thought out. US 50 does not have to be the only route in and out of the County. Several other roadways are supposed to be upgraded and would cost less to build, but have not been upgraded yet.
- The interchange at El Dorado Hills Boulevard should be updated because it could cause safety problems.
- Safety improvements in the Camino area should be a priority as the number of crashes in the area seems to be increasing.

Process Comments and Questions

- The question about whether higher or lower impact fees is preferred was not fair because the focus group members were not familiar enough with what the fees are, what they pay for, and how they are currently being used. They would prefer to discuss this matter in terms of what will be built and how much is needed to build it.
- When do developers pay TIM Fees, and how long does it take to build improvements once the fees are paid?
 - Most developers pay their fees at the time permits are issued. Improvements get built as the TIM Fee balance held by the county reaches the needed threshold to build the next project on the CIP priority list. In some cases, expensive projects may take several years to accrue enough funds to meet local matching requirements (if state/federal dollars are also being programmed) or to fully fund the project. In some cases, developers will build the improvement themselves, resulting in a TIM Fee credit that the county pays back over time.
- Why are developers allowed to build their projects before the transportation improvements are constructed? This leads to congestion that can last for a long time before the roadways are upgraded.
 - Any given development contributes a little to the overall roadway traffic volume. It is very uncommon for a single development to warrant major roadway upgrades on its own. Therefore, the developer must pay a fair share of the improvement based on the proportion of their impact to the roadways. Until enough development has been approved to actually warrant construction, improvements will not be built. CIP improvements are built in order of priority to ensure that the projects that are most important regionally are constructed first. If a development does have a major CEQA impact on its own, the developer may be required as part of CEQA mitigation to build the improvement as part of their project separate from the impact fee.
- It seems like TIM Fees are not always spent as planned.
 - TIM Fees are calculated based on the estimated cost to build a specific set of projects and the amount of development anticipated. Those projects are

prioritized and built in the order that they have the most benefit. Money paid by a developer in area Y may be spent on a project in Area Z, but Area Y will receive benefit from money spent elsewhere later on. The program is designed to balance costs and benefits to the greatest extent possible.

Public Agency Focus Group

Measures of Effectiveness

- With SB 743, will VMT be added to impact fee evaluation, potentially creating a double dip on impact fees?
 - SB 743 is a CEQA modification and does not directly impact developer fee programs. The change to VMT for CEQA could cause developers to have to mitigate for both metrics (VMT under CEQA and LOS for the TIM Fee as well as a CEQA condition of approval if the County retains LOS as part of its General Plan policies).
- The County is currently updating its General Plan. That update is reviewing both the current, and a Targeted General Plan Amendment land use growth forecast.

Development Patterns

- Developers will always advocate for lower fees to get a bigger return on their investment. Some were of the opinion that development will pay the required fees to build where they see opportunity and will not be dissuaded by higher fees as they will merely pass on the cost to the buyer or original land owner.
- How do El Dorado County impact fees compare with the City of Placerville?
 - The city has slightly lower impact fees than the county, but does not have much land available for new development.
- Does the impact program currently have any categories or accommodation for mixed-use or infill development projects?
 - There are no impact fee categories for mixed use at this time. The impact fees for mixed use projects are calculated as a sum of the individual uses. This update process will examine new categories to improve fee equity.

Project Prioritization

- The current TIM Fee program is geared to promote car mobility, and does not provide much incentive for better pedestrian mobility.
 - The TIM Fee is one tool to help the county manage developer impacts, but the approval process allows the county to make other requirements of developers where there is more flexibility to provide for pedestrian and bicyclist needs.
- Traffic is currently congested at times because of the lack of parallel connectivity to US 50 and bottlenecks at the interchanges. TIM Fee projects should be prioritized addressing these issues.
- TIM Fee projects should also be used to help enhance recreational and Safe Routes to School projects.

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- The use of TIM Fee money is highly regulated, particularly in El Dorado County under Measure Y. There are many grant programs that can fund recreational and Safe Routes to School projects, but TIM Fees generally cannot.
 - Red roads projects (roadways with identified geometric, safety or congestion that inhibit emergency responders) should be a high priority item for updating.
 - TIM Fees can only be used for projects where new development adds stress to the system. The red roads are usually outside of those impacts and are considered to be an existing deficiency with little to no added traffic growth resulting from new development so TIM Fee funding for these roadways would be small if not non-existent.

Process Comments and Questions

- Residential impact fees are much higher than neighboring jurisdictions.
 - Residential development pays for 84% of development fees. The remaining 16% from non-residential uses is subsidized by the County an additional 10%, meaning the non-residential development pays only about 6% of impact fees.
- Residential developers will be impacted much more than other developers by changes to the impact fee program in its current form.
- In general, this group would favor a higher impact fee allowing for more and better infrastructure projects. In the long run, it is better to build things well than to build them cheaply and have to rebuild them later. This applies for both residential and commercial/industrial developers.
- This group requested examples of fees developers have actually paid to get a better idea of where El Dorado County is in terms of high/low impact fees.
- Group requested to see examples of how TIM fees are actually applied to certain land uses.
- Anecdotal input included: individual who worked with a developer that would not locate in El Dorado County due the fees.
- Cost of construction is considerably higher in El Dorado County due to topography and rocks.
- TIM fees can actually increase property values (after improvements)
- Can TIM fees be assessed on approved development as it is constructed?
 - TIM Fees are applied at the approval process and are locked in at that time. Existing development is not and cannot be made liable for additional impact fees unless significant changes are made that bring them back through the approval process.
- Can the County do more to encourage or require developers to build improvements faster?
 - In some cases, developers have built larger improvements at the beginning of their projects far in excess of their TIM Fee obligations and are therefore owed repayment through the TIM Fee account. The TIM Fee program is currently in

debt to several developers for these improvements. Other ways that the county advances certain improvements is to require them as a condition of approval when a development creates a need on its own.

- The TIM Fee's planning horizon is 20 years.
- Where can TIM fee's be spent relative to where they are paid?
 - There are three accounts of TIM Fee money. A portion of TIM Fees from all TIM Fee zones are used to fund US 50 improvements. That proportion varies by zone relative to each zone's fair share of the impact to US 50. TIM Fee Zone 8, (El Dorado Hills) pays into its local road impact fee, and those fees are spent only within Zone 8. The other seven zones pay into their local road impact fee but these funds can be spent on projects anywhere in those zones. US 50 interchange projects are funded partially with the US 50 fees and the local road fees.
- Are developers given discretion to "buy in" and address existing deficiencies as part of the TIM Fee program?
 - The TIM Fee program can only address the incremental impact of new development on existing deficiencies (no quantum fixes). Developers may choose to address off site deficiencies that impact the value of their property as part of the approval process.
- Focus group members would like to see a list of projects that have been built with TIM Fees.
 - The project team will make that information available on the project website.
- Focus group members in general did not think fees were being applied adequately to address the following: emergency services; need for sidewalks for safe routes to school; and, landscaping.
- Some indicated that Measure Y has been a huge success – have used the fee collected to implement important and needed improvements.

Economic Interests Focus Group

Measures of Effectiveness

- The TIM Fee program does not help with tourism access to the county, particularly the SR 49 connection to I-80.

Development Patterns

- Commercial development is discouraged by impact fees. Retail development, ie Target, takes trips from other retail and reassigns them. Residential development is where the trips are actually generated.
 - This is generally true at the time of construction, but commercial developers do not build assuming that they will subsist off of business taken from competitors. They build based on anticipated growth and underserved markets. Retail development has been proven generate traffic over time.
- How does the TIM Fee program address agricultural development?
 - The current TIM Fee assigns agricultural uses to the warehouse land use category.
- Is El Dorado County addressing land use? Should the county consider more commercial development, particularly in the Missouri Flat Road area?
- The TIM Fees put an additional barrier to affordable housing in El Dorado County, causing additional traffic as people commute into the county for service jobs that cannot pay for local housing.

Project Prioritization

- Why is US 50 a special category for all TIM Fee zones? Some areas of Zone 4 in particular can use I-80 as a more convenient route.
 - The proportion of fees from a given TIM Fee Zone that are assigned to US 50 are determined by the travel demand model and the amount of traffic from that zone estimated to use US 50. For most of El Dorado County, US 50 is the primary east-west route.
- Is the CIP and TIM Fee program considering alternative routes to US 50?
- The TIM Fee program does not help prioritize emergency access in El Dorado County.

Process Comments and Questions

- Where can TIM Fees be spent?

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- Measure Y has strict rules on where impact fees can be spent and what they can be used for. TIM Fees can only be used on projects that directly mitigate development impacts identified at the time of approval.
 - Many developers prefer to pay fair share fees for improvements. The alternative would generally be that they have to build the improvements themselves.
 - The TIM Fee program is an anti-growth measure intended to discourage new residential development in El Dorado County.
 - Caltrans is no longer willing to fund new highway capacity, therefore developer fees are needed to keep US 50 functioning.
 - Caltrans has not significantly changed its funding strategy for highway maintenance, but El Dorado County must compete with other rural counties for highway funding. Being able to provide local match dollars makes El Dorado County far more competitive for state grants.
 - Higher impact fees are likely to further discourage growth. This focus group would rather see them stay the same or be lower.
 - The question on impact fee levels is not worded very well. The tradeoff between infrastructure and impact fees is too complex to answer in this way.
 - The program has been used to fund many great improvements to the roadway system. But they may not have been used fairly as some users have paid more than others, while some important improvements have not been built.
 - TIM Fees are more efficient than having each development conduct an independent study and building piece-meal improvements.
 - El Dorado CTC should be a more vocal partner in transportation planning efforts including this one. It is too “siloeed” and is not coordinating with the County on land use issues. They did a study of SR 49 in Diamond Springs without seeking County input. This lack of outreach does not properly incorporate community interests.
 - TIM Fee program has not been transparent enough and the County’s motives and priorities are not clear.

Resident Focus Group B

Measures of Effectiveness

- The TIM Fee doesn't do enough to address impacts of tourist related activity such as Apple Hill. If people have to face horrible congestion to reach local amenities, they are more likely to go elsewhere and residents still have to deal with tourist traffic.
- The CIP should be considering latent demand when looking at prioritization. Many trips that would occur are not because of inadequate infrastructure.
- How does the TIM Fee/CIP program address US 50 congestion sourced in Folsom? Queues often spill back into El Dorado Hills for traffic bottlenecked in Sacramento County.
- MMLOS should be considered as an impact measurement for development in El Dorado County.
- Would like to see the program distinguish between active transportation and vehicular improvements.
- Would like to see the % of the CIP spent on active transportation improvements.
- Need to establish a CIP element for active transportation.
- Would like to see a jurisdictional comparison – based on: total fees and fees collected.

Evaluation Tools

- Caltrans is currently challenging the validity of the El Dorado County Travel Demand Model. How is that being addressed?
 - Caltrans' challenge to the model is that the model forecasts weekday peak period volumes and does not evaluate highly seasonal weekend traffic which is likely the true peak in El Dorado County. Measure Y and standard industry practice dictate that the model needs operate this way for consistency. The county is working with Caltrans to clear this issue.

Development Patterns

- Single family home builders who are not developers are unfairly impacted by the high residential fees. This fee makes some families unable to build in El Dorado County.

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- One focus group member worked with a developer to appeal the impact fee. The appeal failed and the developer abandoned the project.
 - The current fee levels for commercial development are more appropriate than the residential fees.
 - Commercial development is driven to Folsom by El Dorado County's impact fees, slowing down economic growth in the county and sending tax dollars out of the county as well.
 - El Dorado County residents need a car to get around. People are favoring walkable communities these days making El Dorado less attractive to younger people.

Project Prioritization

- Are bicycle and pedestrian projects considered in the TIM Fee program?
 - Measure Y and the overall goals of the TIM Fee program make it unlikely that exclusively bicycle / pedestrian projects would be funded this way. There are other programs and process where these projects are funded, including the development approval process.
- How much of the CIP budget is used to build active transportation projects?
 - It is difficult to evaluate this amount because it changes year over year and often active transportation projects are incorporated as part of a larger roadway project. Prior CIP project lists will be made available on the project website.
- Alternatives to US 50 and SR 49 should be developed such as a bridge to Auburn.
- There are still projects from the prior TIM Fee program that have not been built. Why have some projects such as widening Green Valley Road, not progressed?
 - The latest annual TIM Fee report will be made available on the project website.

Process Comments and Questions

- What other development fees are collected by the county, and how much of the total fee burden does the TIM Fee represent?
 - That information varies by development type and TIM Fee zone. Information will be gathered and made available on the project website.

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- TIM Fee is a difficult program to fund projects with, because if development is slow, then the county won't have enough money to build the project, despite other developers having already paid into the program.
 - The existing fee structure was developed to attract non-residential development/jobs but has it worked? Participant opinion – no. Time to re-look.
 - This group would prefer to have a nice infrastructure development program, but would want to make sure that impact fees are no higher than necessary. Higher impact fees will hurt housing affordability.
 - How much of a local match is typically required for grants?
 - It depends on the grant program, but 20% match is typical.
 - How much of the CIP is funded by the TIM Fees?
 - It varies year to year, but the prior CIP documents will be made available on the project website.
 - Is Caltrans providing less funding for US 50 and SR 49 causing greater reliance on TIM Fees?
 - Caltrans is continuing to support system maintenance including maintaining adequate level of service. Caltrans resources have not significantly increased or decreased. It is easier for Caltrans to fund projects with a local match.

Attachment 3

EDC TIM Fee and CIP Update Workshop 1 – April 8, 2015

Notes on Discussion during Presentation

General questions/responses

Understanding the notes below:

- *Main bullets indicate specific or general questions/comments shared by community members present.*
 - *Sub-bullets summarize the responses provided by staff and consultant team members.*

- Clarifying question regarding if/when developers pay beyond the TIM Fee.
 - Team clarified that such a situation can happen if a development triggers mitigations that needed that go beyond contributing the previously identified CIP projects.

- Clarifying CEQA and SACOG acronyms.
 - CEQA = California Environmental Quality Act
 - SACOG = Sacramento Area Council of Governments

- Is TIM Fee going to be applicable to multiple counties?
 - No. It only applies to unincorporated EDC. Do want to be consistent with regional growth assumptions in the SACOG model.

- How does the permit data from 2010 to 2015 compare to what was previously forecasted for the current TIM Fee program?
 - Because of the recession and lack of growth due to the recession – seeing about a five year delay in the previously forecasted growth.
 - Note that 2015 baseline is based on empirical data – ground-truthed with the permit data mentioned above and as well as traffic counts taken within the last three years.

- Concern about amount of money being charged to developers – community member feels as though it doesn't reflect fair share based on impacts.
 - Now able to account for the recession and make better estimates for the future to be able to revise the current TIM Fees.
 - Measure Y also requires that full TIM Fee pays be paid by developers. In other jurisdictions, staff or decision-makers have the ability to decide to subsidize or reduce the TIM Fees in pre-specified circumstances. However, Measure Y does not allow such flexibility in unincorporated El Dorado County.

- Define MTP
 - Metropolitan Transportation Plan

- Define SCS
 - Sustainable Communities Strategy

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- Clarifying permit data discussed above.
 - Permit data is residential permit data and non-residential permit data. These are building permits that are for developments now generating or will soon be generating trips.
 - Travel Demand Model developed by previous consultant forecasted more students and jobs than what has materialized – and in actuality the number of students and jobs are going down.
 - For this TIM Fee and CIP update activities, the model baseline has been updated to be based on recent empirical data.
 - Issue at hand is the rate at which the forecasted growth will occur.
 - Empirical data collected indicates that in some areas traffic volumes are rebounding and are starting to reach levels close to the previous high that occurred in 2005/2006.
 - Prior forecasts have projected 3% growth per year. This update process is starting with an assumption of 1% growth per year – which was approved by the Board of Supervisors.
 - Concern that growth projections assumed are the wrong type – community member feels as though there is a higher degree of growth in the retirement community which is different than families with children.
 - Concern about individual residents wanting to develop/build single-family homes on their own property being hindered by high TIM Fees.
 - Concern regarding the data for US 50 that shows trips are down; while a community member feels their own experience is that volumes on US 50 are higher.
 - General concerns about what the forecasted growth includes as part of the assumptions for the TIM Fee and CIP update.
 - Forecasted growth includes approved plans and approved projects. It does not include proposed projects until they are approved. Forecasting growth consistent with the adopted General Plan.
 - El Dorado County requires analysis specific to proposed projects to identify their impacts and appropriate TIM Fees applicable – traffic studies, etc.
 - Do the models capture the cultural change of millennials living more in town centers or city centers?
 - Two things occurring in the above mentioned phenomenon – 1) clustering land use and land use types to shorten trips; and 2) facilitating different mode use.

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- Yes, the model takes those items above into account – to the degree it is consistent with the General Plan and is appropriate for El Dorado County.
 - What access will the public have to review the data and provide input?
 - There are currently materials on the project website and the team welcomes input on materials provided.
 - Currently about 1.5 months into a 12-month project that includes additional meetings and interactions with focus groups and general public.
 - A focus for this update is transparency and as such will be providing the data and reports used to inform the TIM Fee and CIP update on the project website.
 - There is a document a community member generated that discusses the inventory of currently approved lots in El Dorado Hills, Cameron Park, Shingle Springs, Diamond Springs and Eldorado – 1700 available lots to build on.
 - The General Plan includes 17,000 lots.
 - Difference in numbers above could be that the 1700 lots are those that are approved and ready to pull building permits.
 - Explain the fair share for developer – what is it based on?
 - It is based on the percentage of net new trips and the repairs/improvements required to serve the new trips.
 - Currently have a lot on which to develop a single-family home would incur \$35,000 in TIM Fees. How is that fair share?
 - Proximity to CIP projects within a TIM Fee zone can increase the TIM Fees. Measure Y prevents staff and decision-makers from reducing the TIM Fee for specific contexts such as a land owner wishing to construct or add a single-family home to an existing lot.
 - Clarifying funding for existing deficiencies (not created by development)
 - Funding for existing deficiencies comes from state and federal monies as well as voter approved taxes. To the extent a developer's development generate trips that worsen an existing deficiency, the developer has to pay to mitigate their specific contribution to deficiency.
 - Was the money spent on bridges federally funding? Would we get a better picture of fair share by removing the bridges from the data?
 - Could remove the bridge cost data in the pie chart – but it's a small percentage so the basic picture remains the same.
 - How much of the numbers shown are debt?

-
- The \$25 million liability owed by TIM Fee to developers are not captured in the pie charts. That is captured rolling forward when rolling out the CIP.
 - Would it be more correct to say the consumer rather than the developer? Who do you refer to when you say developer?
 - Three places where the burden of the fees could fall – developer (shorter profit margin), consumers (higher prices), land owner (get less for their land when trying to sell or develop it).
 - Generally, feel like the rural land owners bear the burden in the scenario above. Individual land owner, individual home owner. Rural County has seen little to no improvements or development.
 - Agree – good point. There are tools/resources that rural land owners could consider – deferral programs and other options.
 - Why are the residential fees high?
 - Cannot differentiate between a single-home owner developing a new home vs. an out of town development that adds many more homes.
 - Traditionally, residential splits the burden between office, retail, etc. at about 50%/50%.
 - However, a more critical evaluation led to recognition that residential creates the need for other land uses therefore, the Board of Supervisors decided to give residential more of the TIM Fee burden arriving at: 84% residential and 16% commercial as the current policy decision within the TIM Fee.
 - Measure Y requires the County to charge the maximum TIM Fee – many counties don't require that and can offer lower fees under specific circumstances. Measure Y does not allow that approach and so residential fees remain relatively high.
 - Current comparison of the fee program to other locations – encourages non-residential development. But those businesses won't come unless there are residents.
 - Agree – good point.
 - Maybe create more TIM Fee zones to separate out the rural areas so they are not associated with large capital projects associated with growth elsewhere in the County.
 - This could be explored. However, if the zones become smaller, there are fewer potential developments to spread the fee across and so the fees may still remain high.
 - Has the County considered a way to collect the fees over time?
 - A common way is to use SKIP financing and Melo Roos.

-
- Understand that TIM Fee pays for initial construction but don't contribute to the maintenance?
 - Correct. Maintenance is a challenge but not within the scope of this study.
 - Finishing Saratoga to Iron Point – would be a huge help to US 50.

Questions Posed to Community Members

Understanding the notes below:

- *Main bullets indicate the questions the staff and consultant team posed to community members within the interactive portion of the presentation.*
 - *Sub-bullets summarize the responses from community members present.*
- Some present believe that the current fees are not equitable. What's not equitable about the fees?
 - Residential is too high of the percentage.
 - Not equitable based on who is carrying the burden.
 - Current TIM Fee program is based on bad analysis and numbers.
 - Fees should be better used to relieve congestion. Not a believer in HOV lanes
 - Green Valley Road, Saratoga – Are examples of roads that need specific improvements.
- To your knowledge, has the TIM Fee ever prevented development?
 - 7 = yes and 2 = no
 - Community member has three properties in El Dorado County and is not developing any of them due to the fees – there would be no profit. The fee increases, since initially purchased the land, for adding on to two single family homes has been from \$30k to currently \$85k in fees. With respect to developing other land uses, the vacancy rate for office and retail are too high – so there is no point to develop new and cannot get a loan at the moment for those types of uses. For Senior Assisted Living development the TIM Fees are \$403k; for assisted living development with 75 occupants.
- Does TIM Fee deter economic development?
 - Yes = 7; No = 1; Don't Know = 3
 - Fees now are too high and based on poor data. Growth projections are too high – generating fees too high to enable development.
- Information will be available online to continue to gather input from community members.

-
- How will the public input be reflected in the analysis and ultimate decisions made?
 - Returning to the public and Board of Supervisors with the input received, description of how that will be incorporated into the analysis, and next steps.
 - Going to be specifically looking for input on the existing deficiencies – this will help in developing the CIP update.
 - Key goals discussed with the Board of Supervisors at project kick-off presentation:
 - CIP that is consistent with General Plan and implements the General Plan
 - TIM Fee that is consistent with state law and appropriately pays for the CIP
 - Consider and evaluate ways to reduce the TIM Fees

Attachment 4

EDC TIM Fee and CIP Update Workshop 2 – April 9, 2015

Notes on Discussion during Presentation

General questions/responses

Understanding the notes below:

- *Main bullets indicate specific or general questions/comments shared by community members present.*
 - *Sub-bullets summarize the responses provided by staff and consultant team members.*
- Explain US 50 and allocation of federal funds vs. TIM Fees. Are any of the TIM Fees put on US 50? And how are those TIM Fees allocated?
 - There are 8 TIM fee zones in EDC and the degree to which TIM Fees are used in a project on US 50 project will vary based on the zone and proximity to US 50. The TIM Fees collected have a local road component and a Highway 50 component.
- Are you going to address the down shift in traffic? Residents should not have to pay for through trips on US 50.
 - Existing deficiencies are based on actual traffic counts obtained within the last three year which reflects the drop in volume due to the recession.
 - Current assumption for the major update is an annual average growth is 1% per year for residential growth within the existing general plan land uses; this is what the future deficiencies will be based on.
- Concern about growth adjacent to El Dorado County creating additional deficiencies that El Dorado County development would have to pay for through the TIM Fee program.
 - Evaluation for TIM Fee removes interregional travel from consideration in developing the TIM Fee levels.
 - Saratoga extension as well as other similar projects is being looked at as part of this update, so they remain on the CIP list. Current considerations are more about the timing of the project not whether or not it will occur. There is an application for development along Saratoga that if approved would be paying into the Saratoga extension project, which would facilitate its implementation.
- Community members feel strongly that CIP projects need to address parallel capacity needs – routes parallel to US 50 to reduce the need for travel on US 50.

-
- Agree – encourage community members to use the online interactive map to suggest projects or show support for existing CIP projects by adding comments to the map.
 - Are traffic counts time stamped?
 - Yes, absolutely.
 - Aren't the projects already set by the General Plan?
 - For the CIP update, we take a clean snapshot based on existing volumes and updated volume forecasts – this could show that previously needed projects are no longer needed because the deficiencies did not materialize or no longer exist due to reduced traffic volumes or other implemented projects have alleviated the need.
 - Can existing deficiencies be fixed using TIM Fees?
 - Yes, to the extent that a development contributes to trips to an existing deficiency the development would need to pay TIM Fees proportional to the trips that are being added and the level of improvement needed to return the facility to how it operates under existing conditions. For example, if a development degrades a facility from Level of Service (LOS) E to LOS F, that development would be responsible for improvements to return the facility to LOS E (but not improve the facility to County standard of LOS C).
 - General feeling of community members of uncertainty about what the travel demand model is showing for existing conditions. And generally felt that previous analysis conducted for the TIM Fee program was a black box.
 - This update process is completely transparent and is (and will continue to) provide available documents and data on the project website.
 - This includes model documentation as well as other related documents.
 - Previous base year for the model was 2010, which some could argue that 2010 was a poor base year. Now you have updated the model to a base year of 2015. What projections are you going to make - to what future year?
 - The reason the model was updated to a base year of 2015 was so that the developments that occurred from 2010 to 2015 are reflected in the model. Providing a solid and accurate base year to forecast from.
 - From the 2015 base year, we will be forecasting growth to a horizon year of 2035. Policies within the General Plan require a 20-year forecast.

-
- This model could project to whatever number of years we wanted to – if we wanted to.
 - Correct. We need to project 20 years into the future for the purpose of using the model to update the TIM Fees and CIP.
 - Please speak to the assumptions related to the growth over the 20-year period.
 - The allowable growth that is going to be used is an average of 1%/year for residential growth.
 - Of the forecasted 1%/year – 75% of growth is forecasted along US 50 and 25% in the rural areas. If the County approved tomorrow a large development, doesn't mean the growth the projections would change. The market governs the growth projections. Some decisions at the Board of Supervisors level can influence where and what growth occurs within the County – the market determines the amount of growth.
 - Growth projections are based on a County historical trend.
 - The TIM Fee update and CIP update has to happen every five years, so there is an opportunity to adjust for unexpected growth if it occurs.
 - Concern about building on the prior model and the quality of outputs by building off of the prior modeling. Previous forecasts were very poor – VMT are down, school enrollment is down and so forth. Understand that the last model was a base of 2000 and not 2010. At a national level, federal government is forecasting essentially no growth for the country.
 - This update includes fresh data to use for the modeling data to improve the forecast and improve the outputs from the model.
 - The previous model was predicting roughly 3%/year growth and the recession hit. The model created and being used for the update now reflects the recession and a reduced growth projection.
 - The team built from 2010 base to 2015 base because there was 2010 census data that provided valuable data to use within the model.
 - Appreciate the transparency being provided by the team. On the charts displayed, there are reasons given for the reduction in traffic volumes. What is the analysis say about the 1 in 5 homes that are vacant?
 - Team believes that many people own second homes in the vacation areas of the county resulting in the statistics of 1 in 5 homes being vacant.
 - Model is validated to existing conditions with existing counts and therefore the model takes into account the effects of the vacancy/second home phenomenon in the County.

-
- General question about Placer County's growth.
 - The difference between El Dorado County and Placer is that Placer experienced much of their growth in incorporated areas relative to El Dorado County's growth in unincorporated areas.
 - How are the fees calculated mathematically? Is there a difference between how it is calculated for incorporated vs. unincorporated areas?
 - The approach and calculations are the same. The outcomes tend to be different because unincorporated areas tend to include more lane miles and fewer potential developments to share the cost of needed improvements.
 - In El Dorado County, the unincorporated county includes the state highway (US 50).
 - Why not create more fee zones (e.g., 12 zones)?
 - The total fee for the County remains the same. Therefore, if you shrink the zones the number of potential developers to share the burden is smaller so it may not shrink the fee that individual developers experience. Having more potential development share the burden of the fees, helps to shrink the fee.
 - Fee Zone 8 already has a lot of debt and commitment to pay back. Would changing the zones change that debt?
 - No. The existing agreements for the current zones will continue to be tracked until the debts are paid.
 - How far out do we have debt?
 - Debt is probably not the right the word for it. There is no term to it – it is more like an accounts receivable. The reimbursement to developers occurs as new growth occurs and the County receives new fees.
 - The team will be analyzing the individual agreements to understand how those individual agreements drive the revenue.
 - Currently three accounts – Zone 8, Zone 1-7, US 50 Account
 - Currently, if you pay TIM Fees for a zone within the same account, remains in that account and all TIM Fees zones pay some portion into the US 50 account.
 - Debt is also tracked by zone.
 - Is it possible to stop using the term “Fair Share”? It is misleading based on what it means in the TIM Fee program.
 - How about the term “reasonable relationship”?
 - Was El Dorado Hills being reimbursed?

-
- El Dorado Hills reimbursement is a line item as a capital project to pay back a developer for about \$7 million for having that developer contribute more than their reasonable relationship.
 - What causes fees to be high for residential land uses?
 - Common practice for residential and other land uses is to assign reasonable relationship as 50% for resident and 50% to the other land uses. Several years ago a study was done in the County that shifted the trip burden to 84% residential and 16% for other land uses for those related trips.
 - What you are presenting to the Board of Supervisors meeting in May at the study session?
 - Share what we have learned at the focus groups and public workshops.
 - Share the team's next steps and analysis conducted/to be conducted as result of the input.
 - This will be an informational item and provide the team with input/guidance for moving forward.
 - Intent is to keep the Board of Supervisors informed as the project progresses.
 - Feel strongly that the El Dorado County needs additional employment anchors in addition to the few already here.

Questions Posed to Community Members

Understanding the notes below:

- *Main bullets indicate the questions the staff and consultant team posed to community members within the interactive portion of the presentation.*
 - *Sub-bullets summarize the responses from community members present.*
- Are current fees equitable?
 - Responses – 4 = yes equitable, 6 = not equitable, 1 = don't know.
 - The reason why one community member responded "yes" was because we got here via policy decisions – would like to understand if these were General Plan policies or Board of Supervisor policy decisions.
 - Are there any direct policies related to where we ended up? (No direct policies.)
 - Community member present says he was at the meeting where the Board of Supervisors voted to shift the burden to residential. Board of Supervisors considered several options and set policy based on what they felt to be believe equitable and necessary for the County.

-
- Current state of fees appears to be to encourage employment and commercial for the purpose of jobs. However, it doesn't take into account the need for employers to see residential housing stock available for employees.
 - Need to do an analysis to see how that split of fees will impact the occurrence of development.
 - The high rate of residential relative to other counties/locations may depress residential development – but are unlikely to prevent other types of development from occurring within El Dorado County.
 - Has the TIM Fee ever prevented development that you know of?
 - Responses. 5 yes, 2 no, 2 don't know.
 - Traffic is down. School enrollment is down. Fees need to come to down given these conditions.
 - Does TIM Fee deter economic development that you know of?
 - Responses. 4 yes, 5 no
 - Community member says that Home Depot located in a different location due to the TIM Fee.
 - Not all places are experiencing a decrease in school enrollment. Where are the people going? Classroom size and quality of education – influences where people are living.
 - Yes, we will provide a comparison for discussion and to understand how the transportation fees compare to the other fees being levied for development.

Session Name
Developer Focus Group Results

Active Participants
11

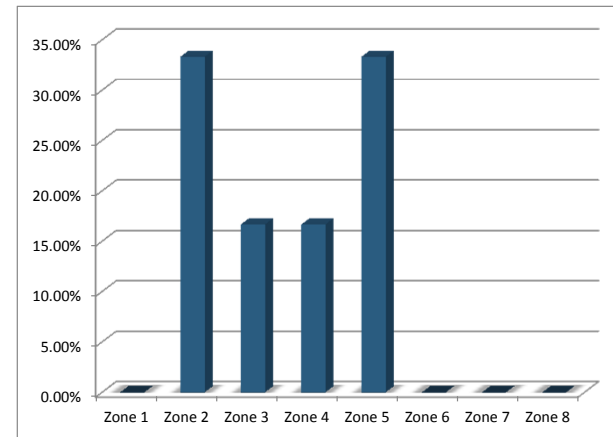
Total Participants
11

Questions
13

Results by Question

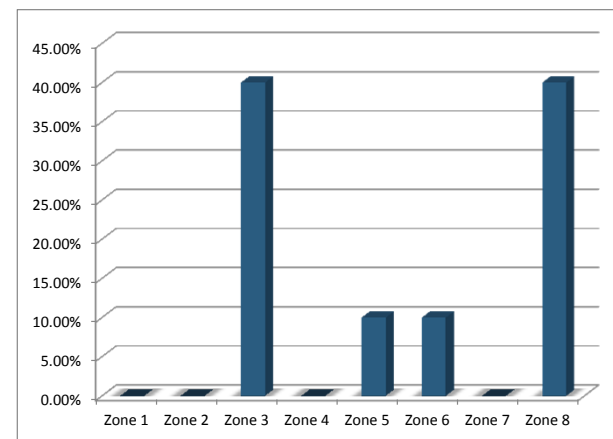
1. Which TIM fee benefit zone do you live in? (Multiple Choice)

Responses		
	Percent	Count
Zone 1	0.00%	0
Zone 2	33.33%	2
Zone 3	16.67%	1
Zone 4	16.67%	1
Zone 5	33.33%	2
Zone 6	0.00%	0
Zone 7	0.00%	0
Zone 8	0.00%	0
Totals	100%	6



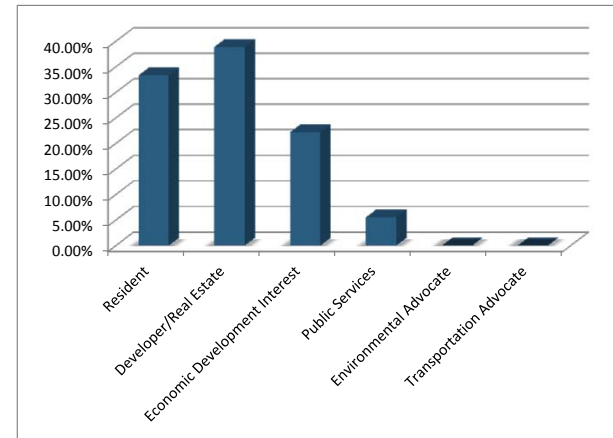
2. Which TIM Fee benefit zone do you have development interests in? (Multiple Choice)

Responses		
	Percent	Count
Zone 1	0.00%	0
Zone 2	0.00%	0
Zone 3	40.00%	4
Zone 4	0.00%	0
Zone 5	10.00%	1
Zone 6	10.00%	1
Zone 7	0.00%	0
Zone 8	40.00%	4
Totals	100%	10



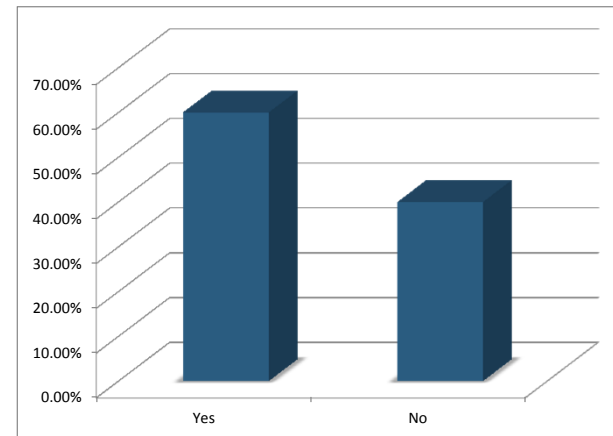
3. Which two of these best describe you? (Multiple Choice - Multiple Response)

Responses		
	Percent	Count
Resident	33.33%	6
Developer/Real Estate	38.89%	7
Economic Development Interest	22.22%	4
Public Services	5.56%	1
Environmental Advocate	0.00%	0
Transportation Advocate	0.00%	0
Totals	100%	18



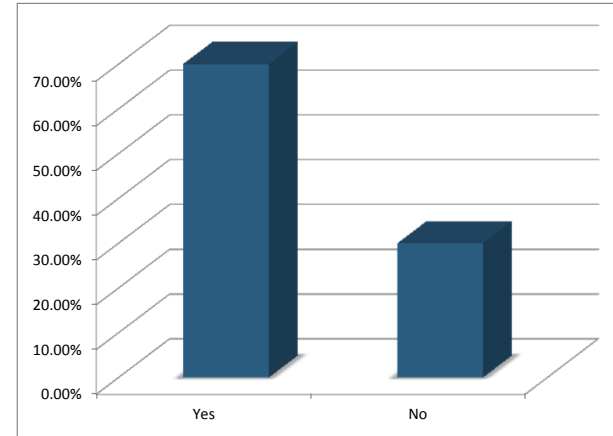
4. Have you ever paid a TIM Fee? (Multiple Choice)

Responses		
	Percent	Count
Yes	60.00%	6
No	40.00%	4
Totals	100%	10



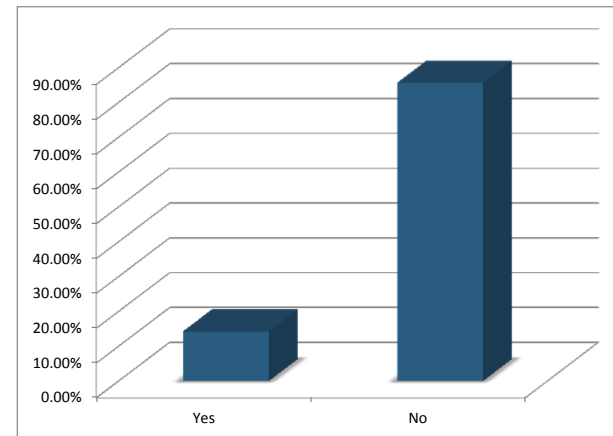
5. Have the County's TIM Fee ever been a deterrent to building a project? (Multiple Choice)

Responses		
	Percent	Count
Yes	70.00%	7
No	30.00%	3
Totals	100%	10



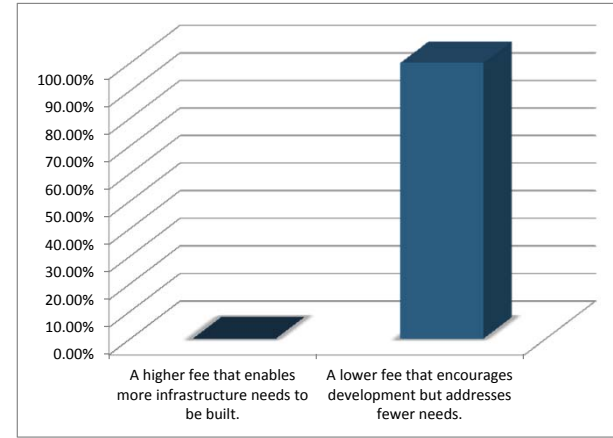
6. Have you ever appealed a TIM Fee? (Multiple Choice)

Responses		
	Percent	Count
Yes	14.29%	1
No	85.71%	6
Totals	100%	7



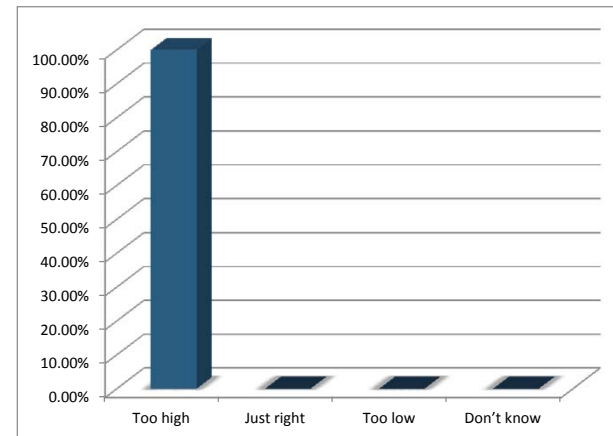
7. Which do you prefer? (Multiple Choice)

Responses		
	Percent	Count
re infrastructure needs to be built.	0.00%	0
ment but addresses fewer needs.	100.00%	10
Totals	100%	10



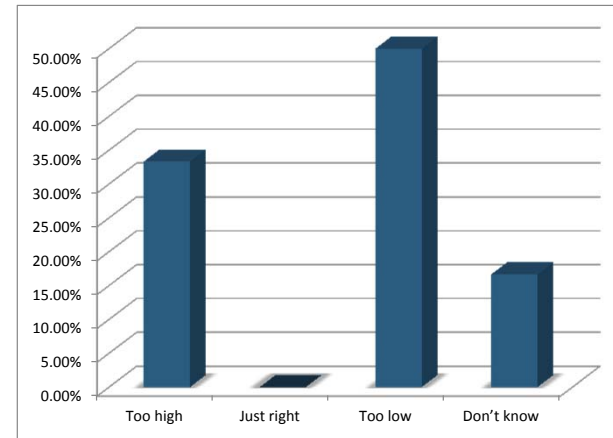
8. How would you characterize the current fee structure for residential development? (Multiple Choice)

Responses		
	Percent	Count
Too high	100.00%	1
Just right	0.00%	0
Too low	0.00%	0
Don't know	0.00%	0
Totals	100%	1



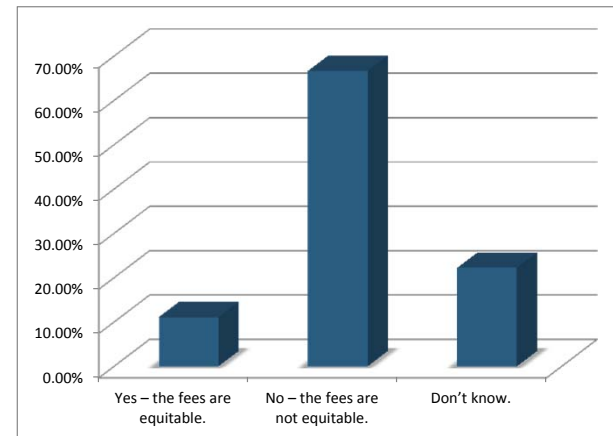
9. How would you characterize the current fee structure for non-residential development? (Multiple Choice)

Responses		
	Percent	Count
Too high	33.33%	2
Just right	0.00%	0
Too low	50.00%	3
Don't know	16.67%	1
Totals	100%	6



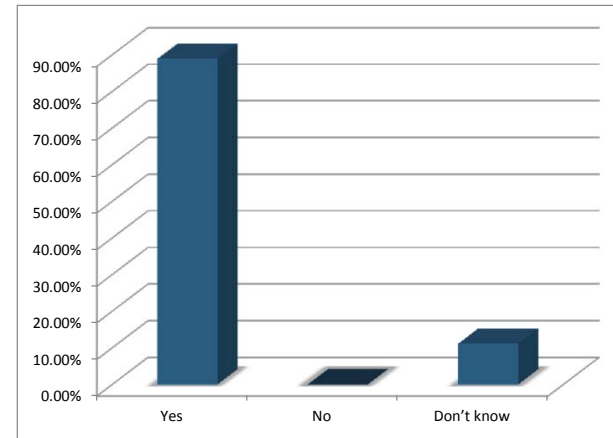
10. Do you feel the current fee structure is equitable with respect to the types of land uses (i.e., residential vs. non-residential)? (Multiple Choice)

Responses		
	Percent	Count
Yes – the fees are equitable.	11.11%	1
No – the fees are not equitable.	66.67%	6
Don't know.	22.22%	2
Totals	100%	9



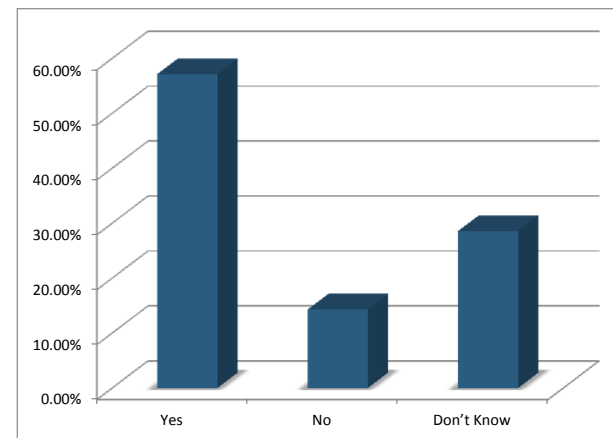
11. Do you feel the TIM Fee deters economic development in the County? (Multiple Choice)

Responses		
	Percent	Count
Yes	88.89%	8
No	0.00%	0
Don't know	11.11%	1
Totals	100%	9



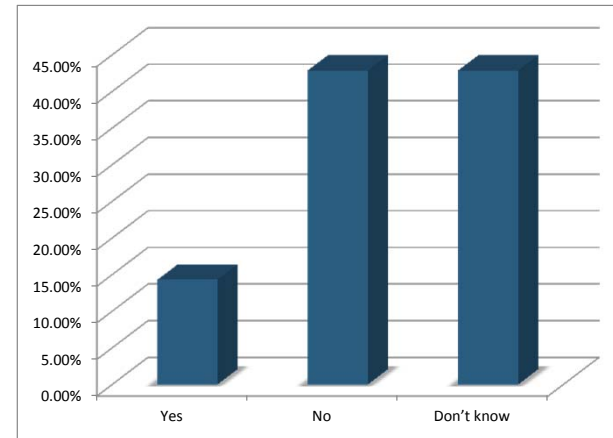
12. Do you feel the TIM Fee is adequately addressing infrastructure in the County? (Multiple Choice)

Responses		
	Percent	Count
Yes	57.14%	4
No	14.29%	1
Don't Know	28.57%	2
Totals	100%	7



13. Do you feel that TIM Fees are used wisely? (Multiple Choice)

Responses		
	Percent	Count
Yes	14.29%	1
No	42.86%	3
Don't know	42.86%	3
Totals	100%	7



Session Name

Resident Group A Focus Group Results

Date Created

3/26/2015 5:39:17 PM

Active Participants

12

Total Participants

12

Average Score

0.00%

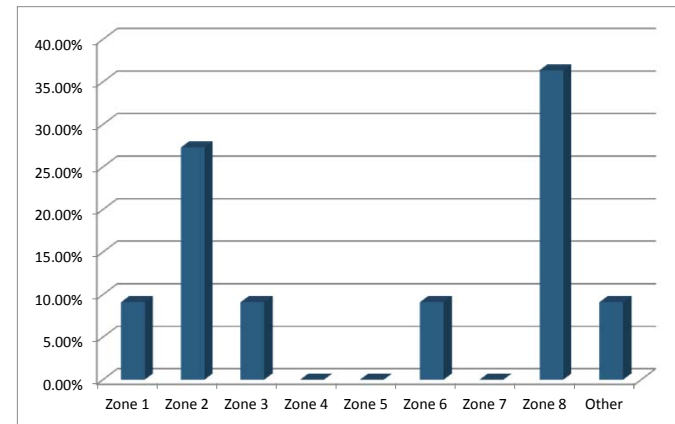
Questions

18

Results by Question

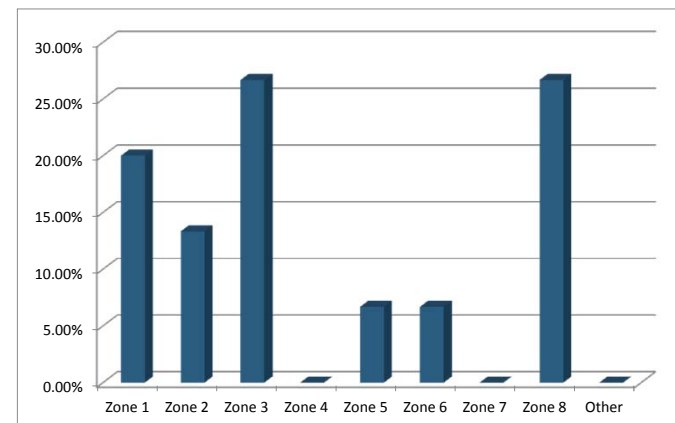
1. Which TIM fee benefit zone do you live in? (Multiple Choice)

Responses		
	Percent	Count
Zone 1	9.09%	1
Zone 2	27.27%	3
Zone 3	9.09%	1
Zone 4	0.00%	0
Zone 5	0.00%	0
Zone 6	9.09%	1
Zone 7	0.00%	0
Zone 8	36.36%	4
Other	9.09%	1
Totals	100%	11



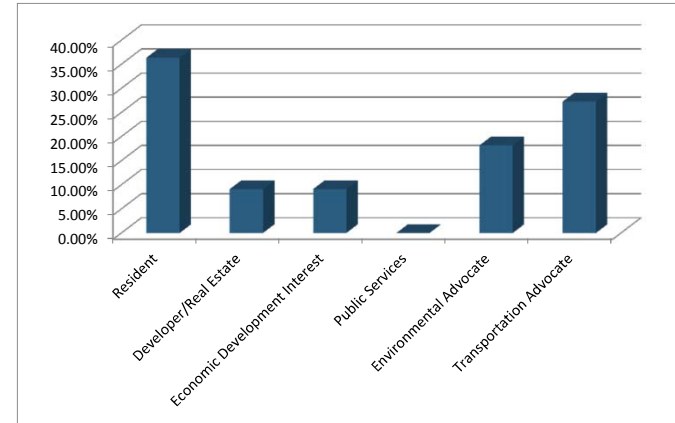
2. Which TIM Fee benefit zone do you have development interests in? (Multiple Choice - Multiple Response)

Responses		
	Percent	Count
Zone 1	20.00%	3
Zone 2	13.33%	2
Zone 3	26.67%	4
Zone 4	0.00%	0
Zone 5	6.67%	1
Zone 6	6.67%	1
Zone 7	0.00%	0
Zone 8	26.67%	4
Other	0.00%	0
Totals	100%	15



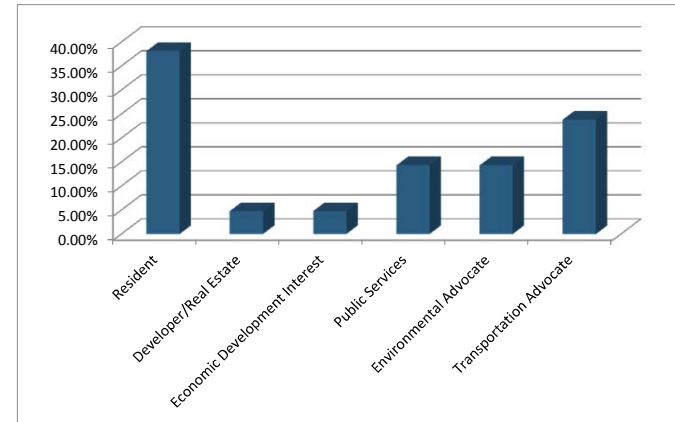
3. Which two of these best describe you? (Multiple Choice - Multiple Response)

Responses		
	Percent	Count
Resident	36.36%	4
Developer/Real Estate	9.09%	1
Economic Development Interest	9.09%	1
Public Services	0.00%	0
Environmental Advocate	18.18%	2
Transportation Advocate	27.27%	3
Totals	100%	11



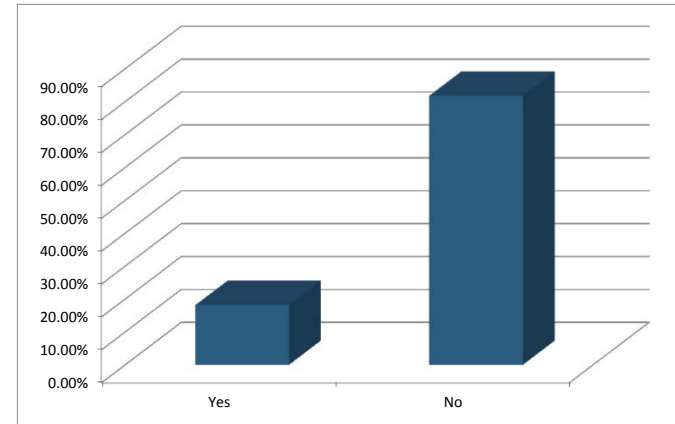
4. Which two of these best describe you? (Multiple Choice - Multiple Response)

Responses		
	Percent	Count
Resident	38.10%	8
Developer/Real Estate	4.76%	1
Economic Development Interest	4.76%	1
Public Services	14.29%	3
Environmental Advocate	14.29%	3
Transportation Advocate	23.81%	5
Totals	100%	21



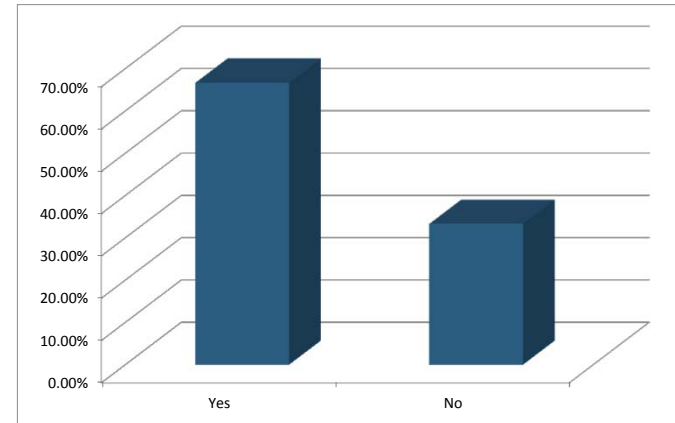
5. Have you ever paid a TIM Fee? (Multiple Choice)

Responses		
	Percent	Count
Yes	18.18%	2
No	81.82%	9
Totals	100%	11



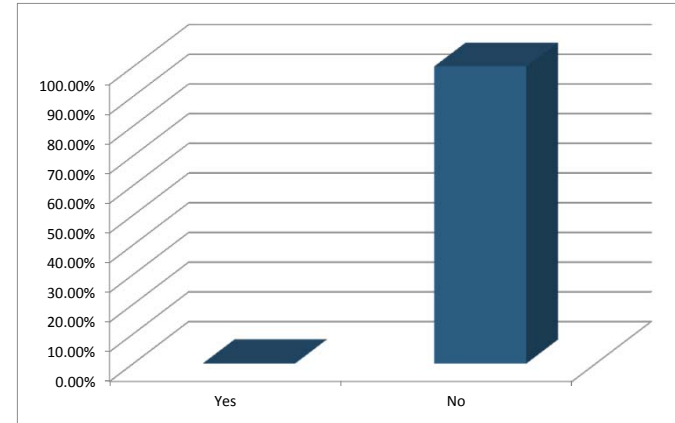
6. Have the County's TIM Fee ever been a deterrent to building a project? (Multiple Choice)

Responses		
	Percent	Count
Yes	66.67%	6
No	33.33%	3
Totals	100%	9



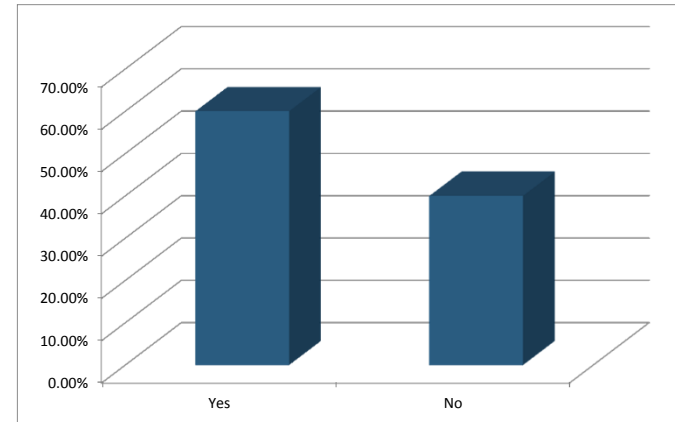
7. Have the County's TIM Fee ever been a deterrent to building a project? (Multiple Choice)

Responses		
	Percent	Count
Yes	0.00%	0
No	100.00%	1
Totals	100%	1



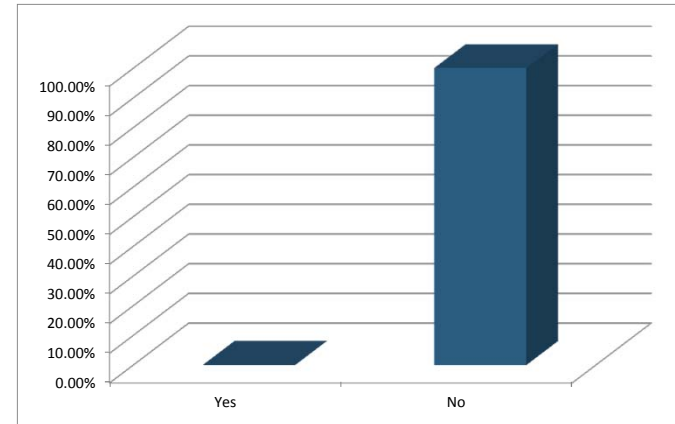
8. Have the County's TIM Fee ever been a deterrent to building a project? (Multiple Choice)

Responses		
	Percent	Count
Yes	60.00%	6
No	40.00%	4
Totals	100%	10



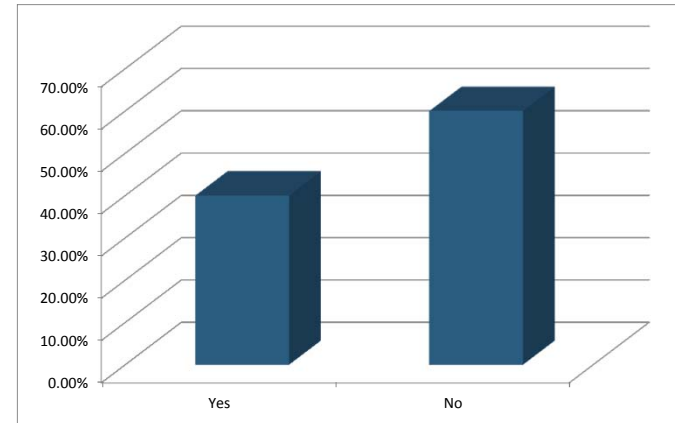
9. Have you ever appealed a TIM Fee? (Multiple Choice)

Responses		
	Percent	Count
Yes	0.00%	0
No	100.00%	6
Totals	100%	6



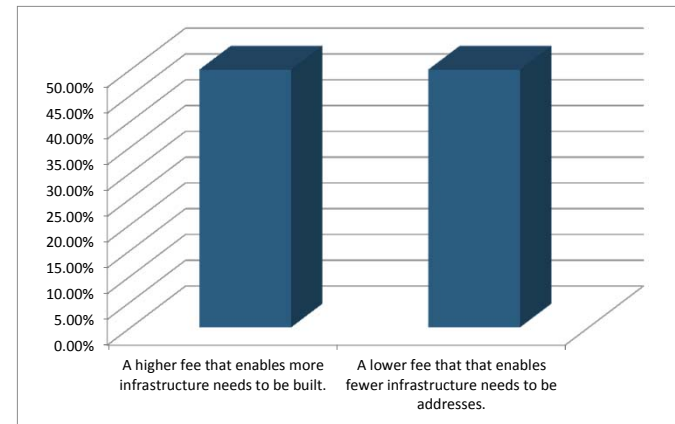
10. Have you ever appealed a TIM Fee? (Multiple Choice)

Responses		
	Percent	Count
Yes	40.00%	2
No	60.00%	3
Totals	100%	5



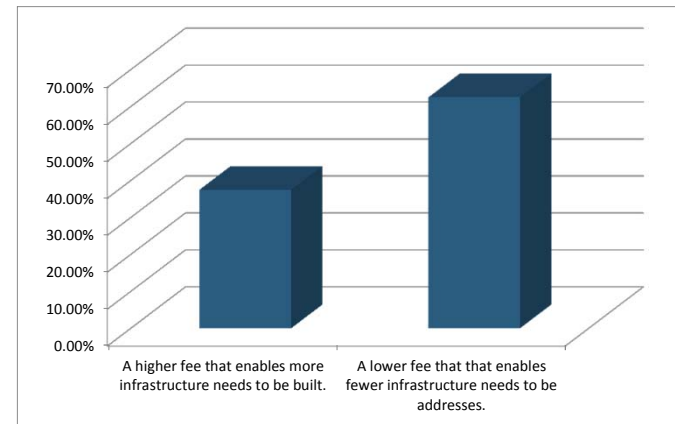
11. Which do you prefer? R (Multiple Choice)

Responses		
	Percent	Count
re infrastructure needs to be built.	50.00%	4
rastructure needs to be addresses.	50.00%	4
Totals	100%	8



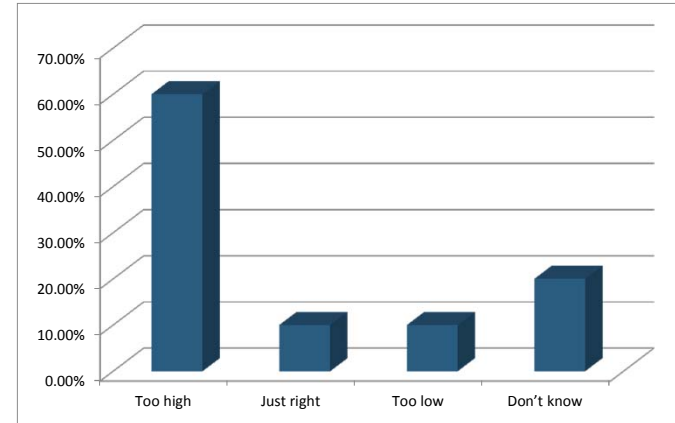
12. Which do you prefer? (Multiple Choice)

Responses		
	Percent	Count
re infrastructure needs to be built.	37.50%	3
rastructure needs to be addresses.	62.50%	5
Totals	100%	8



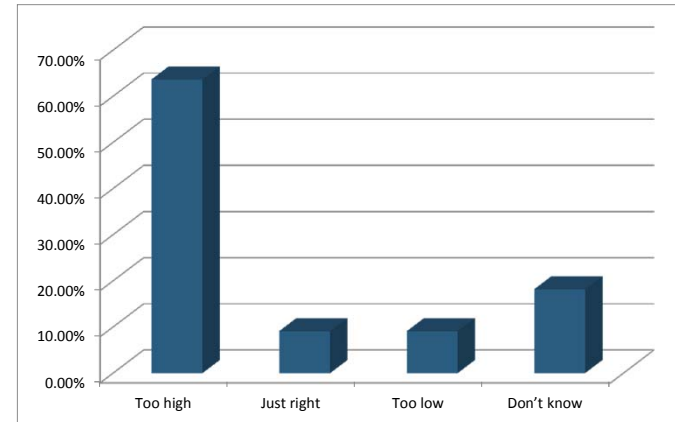
13. How would you characterize the current fee structure for residential development? (Multiple Choice)

Responses		
	Percent	Count
Too high	60.00%	6
Just right	10.00%	1
Too low	10.00%	1
Don't know	20.00%	2
Totals	100%	10



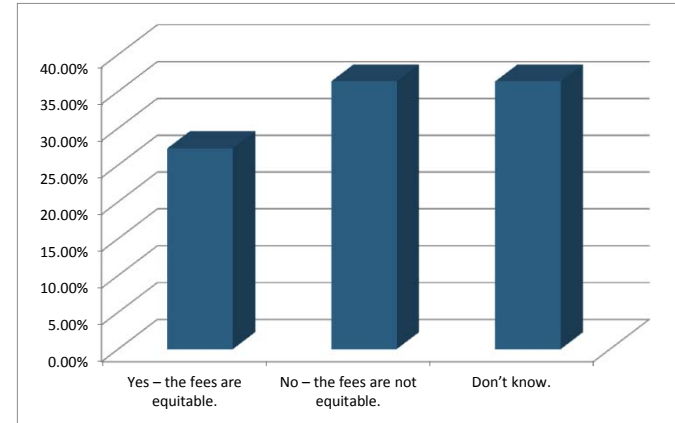
14. How would you characterize the current fee structure for non-residential development? (Multiple Choice)

Responses		
	Percent	Count
Too high	63.64%	7
Just right	9.09%	1
Too low	9.09%	1
Don't know	18.18%	2
Totals	100%	11



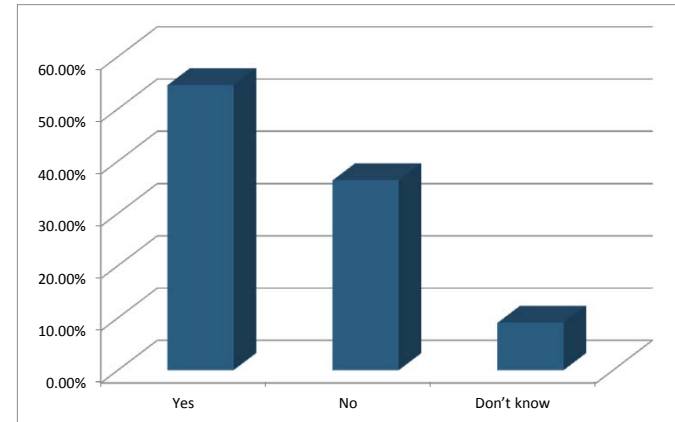
15. Do you feel the current fee structure is equitable with respect to the types of land uses (i.e., residential vs. non-residential)? (Multiple Choice)

Responses		
	Percent	Count
Yes – the fees are equitable.	27.27%	3
No – the fees are not equitable.	36.36%	4
Don't know.	36.36%	4
Totals	100%	11



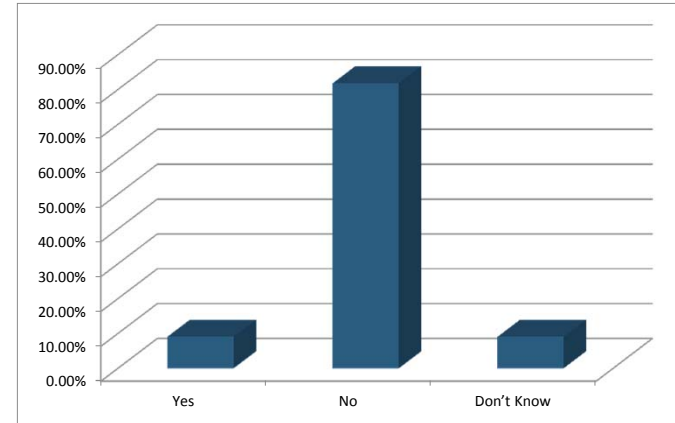
16. Do you feel the TIM Fee deters economic development in the County? (Multiple Choice)

Responses		
	Percent	Count
Yes	54.55%	6
No	36.36%	4
Don't know	9.09%	1
Totals	100%	11



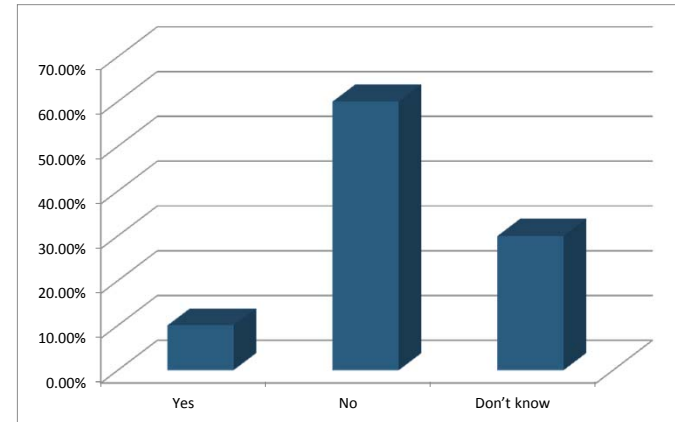
17. Do you feel the TIM Fee is adequately addressing infrastructure in the County? (Multiple Choice)

Responses		
	Percent	Count
Yes	9.09%	1
No	81.82%	9
Don't Know	9.09%	1
Totals	100%	11



18. Do you feel that TIM Fees are used wisely? (Multiple Choice)

Responses		
	Percent	Count
Yes	10.00%	1
No	60.00%	6
Don't know	30.00%	3
Totals	100%	10



Session Name

New Session 3-27-2015, 12:58 PM

Date Created

3/27/2015 9:20:56 AM

Active Participants

12

Total Participants

12

Average Score

0.00%

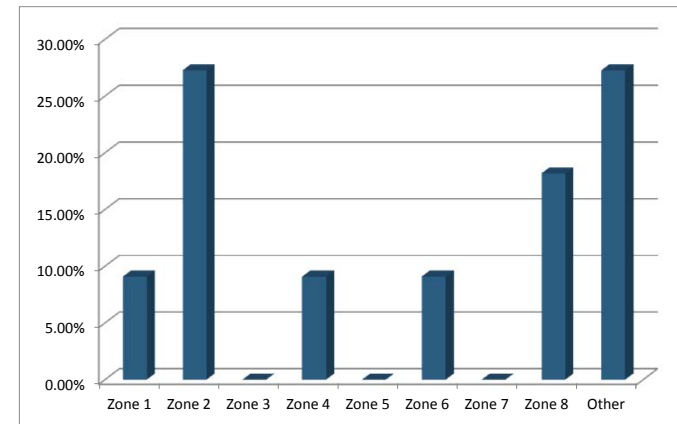
Questions

14

Results by Question

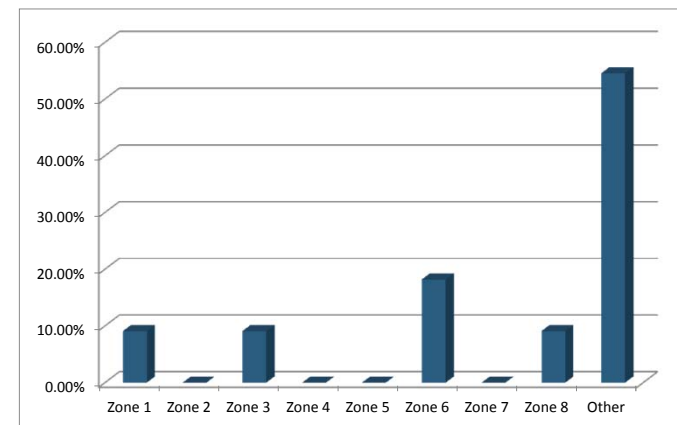
1. Which TIM fee benefit zone do you live in? (Multiple Choice)

Responses		
	Percent	Count
Zone 1	9.09%	1
Zone 2	27.27%	3
Zone 3	0.00%	0
Zone 4	9.09%	1
Zone 5	0.00%	0
Zone 6	9.09%	1
Zone 7	0.00%	0
Zone 8	18.18%	2
Other	27.27%	3
Totals	100%	11



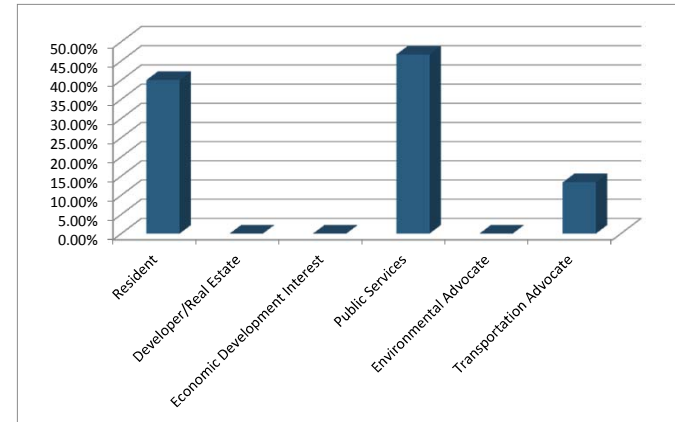
2. Which TIM Fee benefit zone do you have development interests in? (Multiple Choice - Multiple Response)

Responses		
	Percent	Count
Zone 1	9.09%	1
Zone 2	0.00%	0
Zone 3	9.09%	1
Zone 4	0.00%	0
Zone 5	0.00%	0
Zone 6	18.18%	2
Zone 7	0.00%	0
Zone 8	9.09%	1
Other	54.55%	6
Totals	100%	11



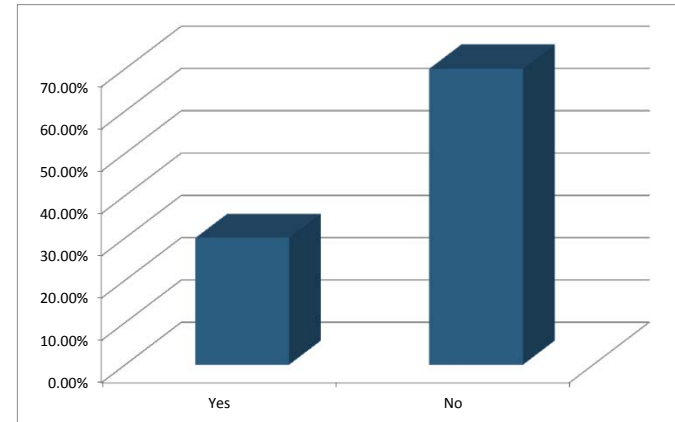
3. Which two of these best describe you? (Multiple Choice - Multiple Response)

Responses		
	Percent	Count
Resident	40.00%	6
Developer/Real Estate	0.00%	0
Economic Development Interest	0.00%	0
Public Services	46.67%	7
Environmental Advocate	0.00%	0
Transportation Advocate	13.33%	2
Totals	100%	15



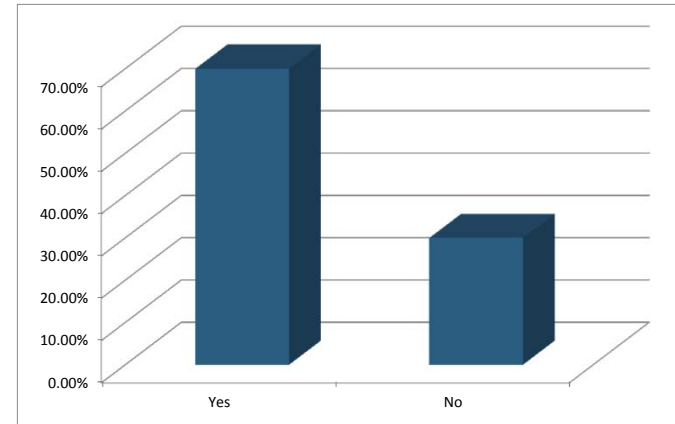
4. Have you ever paid a TIM Fee? (Multiple Choice)

Responses		
	Percent	Count
Yes	30.00%	3
No	70.00%	7
Totals	100%	10



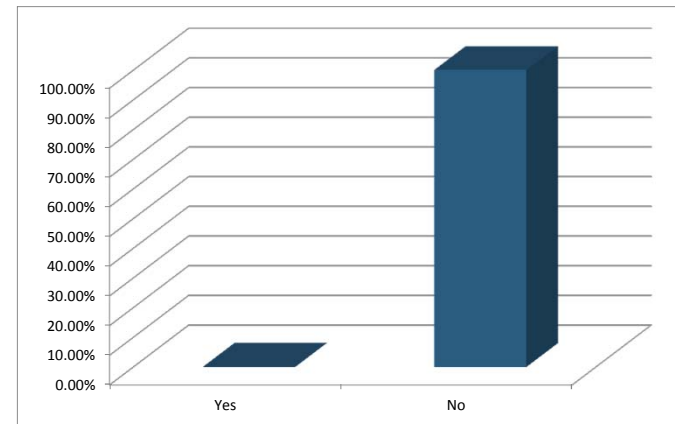
5. Have the County's TIM Fee ever been a deterrent to building a project? (Multiple Choice)

Responses		
	Percent	Count
Yes	70.00%	7
No	30.00%	3
Totals	100%	10



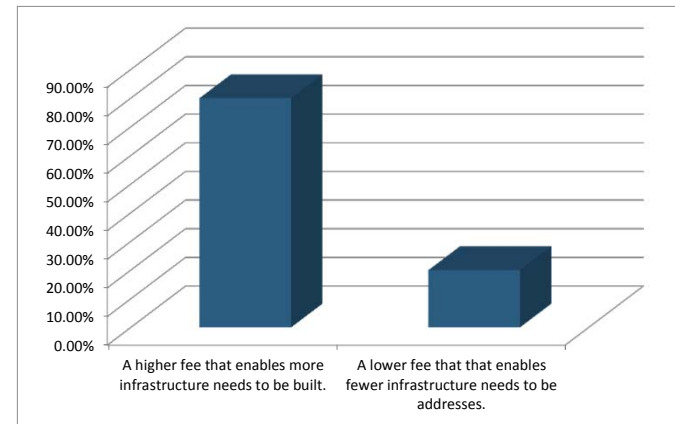
6. Have you ever appealed a TIM Fee? (Multiple Choice)

Responses		
	Percent	Count
Yes	0.00%	0
No	100.00%	10
Totals	100%	10



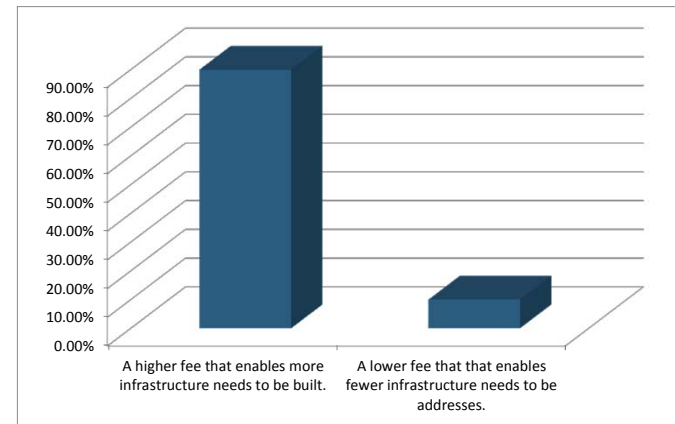
7. Which do you prefer? R (Multiple Choice)

Responses		
	Percent	Count
re infrastructure needs to be built.	80.00%	8
rastructure needs to be addresses.	20.00%	2
Totals	100%	10



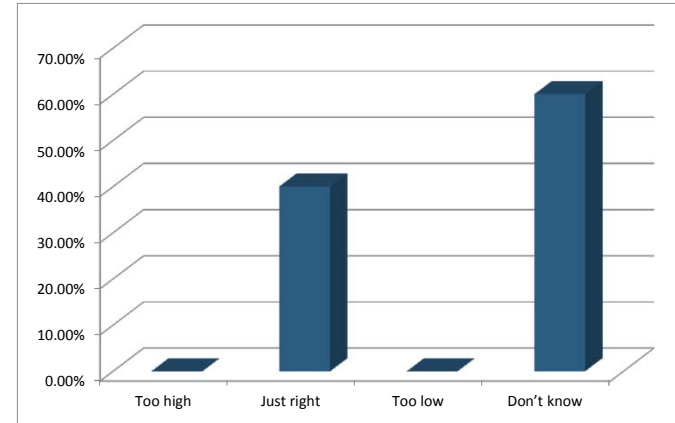
8. Which do you prefer? (Multiple Choice)

Responses		
	Percent	Count
re infrastructure needs to be built.	90.00%	9
rastructure needs to be addresses.	10.00%	1
Totals	100%	10



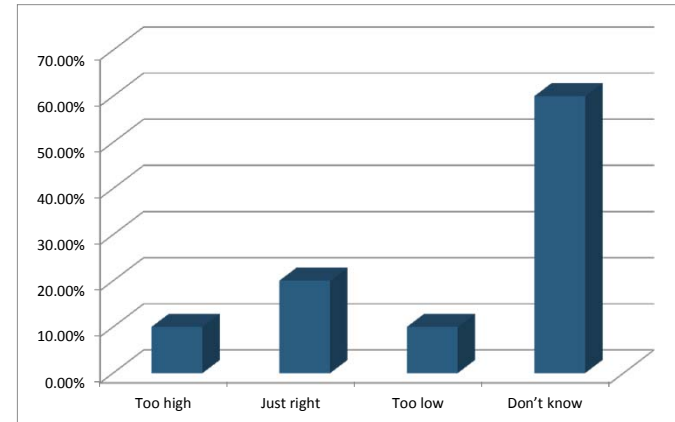
9. How would you characterize the current fee structure for residential development? (Multiple Choice)

Responses		
	Percent	Count
Too high	0.00%	0
Just right	40.00%	4
Too low	0.00%	0
Don't know	60.00%	6
Totals	100%	10



10. How would you characterize the current fee structure for non-residential development? (Multiple Choice)

Responses		
	Percent	Count
Too high	10.00%	1
Just right	20.00%	2
Too low	10.00%	1
Don't know	60.00%	6
Totals	100%	10



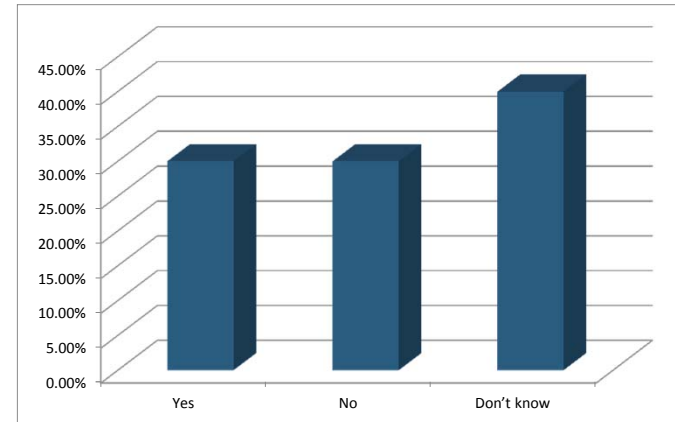
11. Do you feel the current fee structure is equitable with respect to the types of land uses (i.e., residential vs. non-residential)? (Multiple Choice)

Responses		
	Percent	Count
Yes – the fees are equitable.	30.00%	3
No – the fees are not equitable.	30.00%	3
Don't know.	40.00%	4
Totals	100%	10



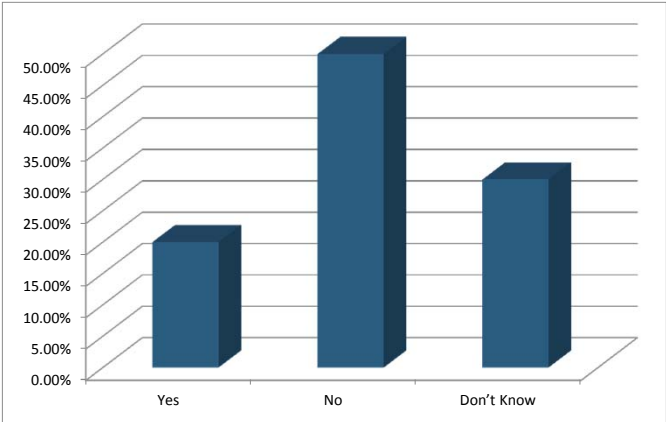
12. Do you feel the TIM Fee deters economic development in the County? (Multiple Choice)

Responses		
	Percent	Count
Yes	30.00%	3
No	30.00%	3
Don't know	40.00%	4
Totals	100%	10



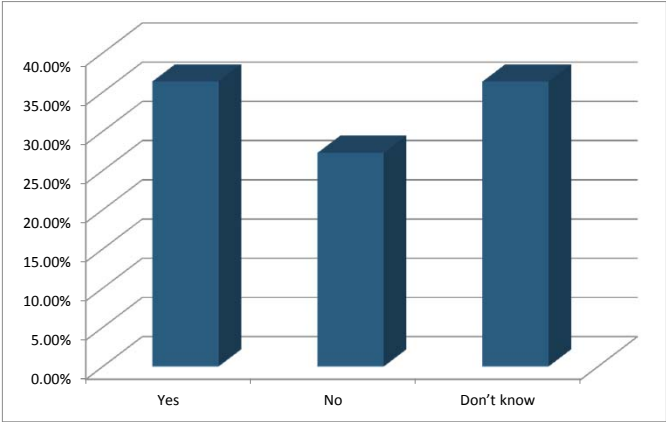
13. Do you feel the TIM Fee is adequately addressing infrastructure in the County? (Multiple Choice)

Responses		
	Percent	Count
Yes	20.00%	2
No	50.00%	5
Don't Know	30.00%	3
Totals	100%	10



14. Do you feel that TIM Fees are used wisely? (Multiple Choice)

Responses		
	Percent	Count
Yes	36.36%	4
No	27.27%	3
Don't know	36.36%	4
Totals	100%	11



Session Name

Economic Development Focus Group Results

Active Participants

7

Total Participants

7

Average Score

0.00%

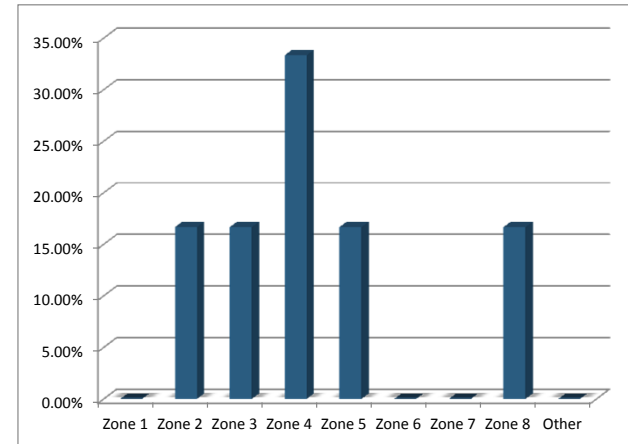
Questions

14

Results by Question

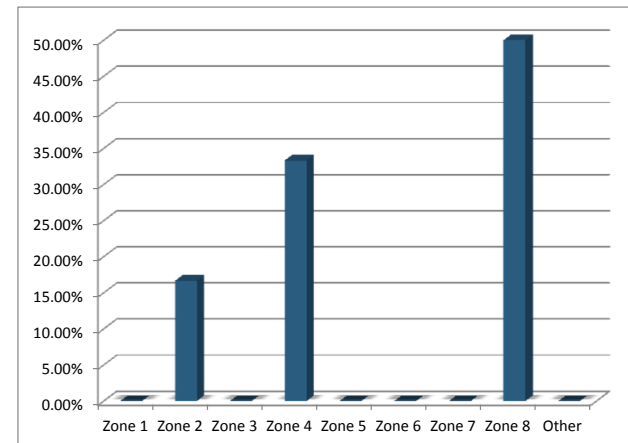
1. Which TIM fee benefit zone do you live in? (Multiple Choice)

Responses		
	Percent	Count
Zone 1	0.00%	0
Zone 2	16.67%	1
Zone 3	16.67%	1
Zone 4	33.33%	2
Zone 5	16.67%	1
Zone 6	0.00%	0
Zone 7	0.00%	0
Zone 8	16.67%	1
Other	0.00%	0
Totals	100%	6



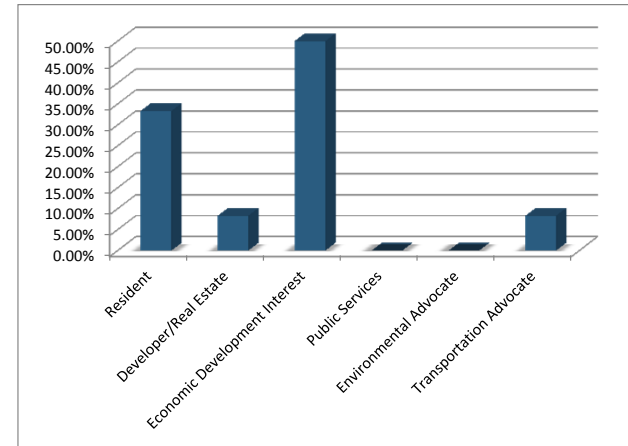
2. Which TIM Fee benefit zone do you have development interests in? (Multiple Choice - Multiple Response)

Responses		
	Percent	Count
Zone 1	0.00%	0
Zone 2	16.67%	1
Zone 3	0.00%	0
Zone 4	33.33%	2
Zone 5	0.00%	0
Zone 6	0.00%	0
Zone 7	0.00%	0
Zone 8	50.00%	3
Other	0.00%	0
Totals	100%	6



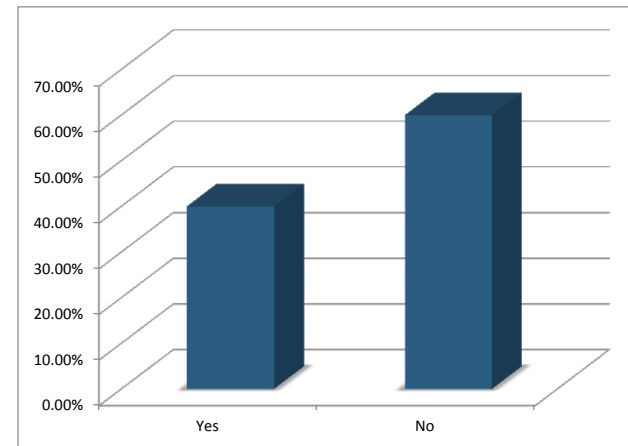
3. Which two of these best describe you? (Multiple Choice - Multiple Response)

Responses		
	Percent	Count
Resident	33.33%	4
Developer/Real Estate	8.33%	1
Economic Development Interest	50.00%	6
Public Services	0.00%	0
Environmental Advocate	0.00%	0
Transportation Advocate	8.33%	1
Totals	100%	12



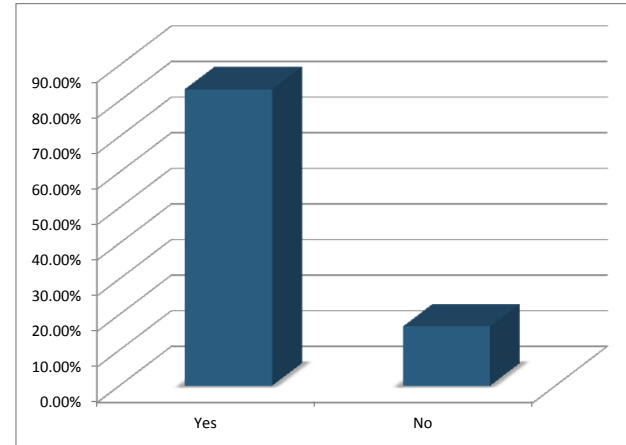
4. Have you ever paid a TIM Fee? (Multiple Choice)

Responses		
	Percent	Count
Yes	40.00%	2
No	60.00%	3
Totals	100%	5



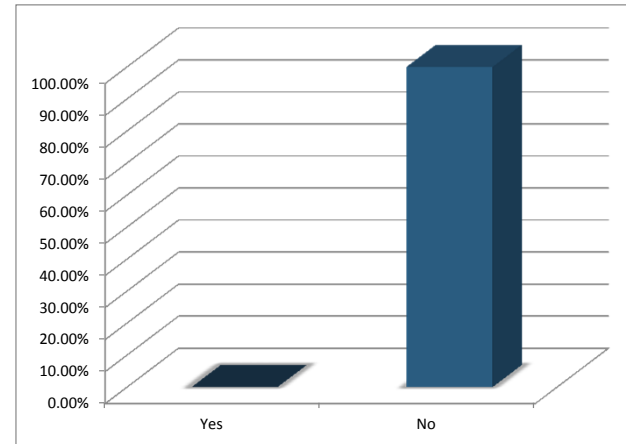
5. Have the County's TIM Fee ever been a deterrent to building a project? (Multiple Choice)

Responses		
	Percent	Count
Yes	83.33%	5
No	16.67%	1
Totals	100%	6



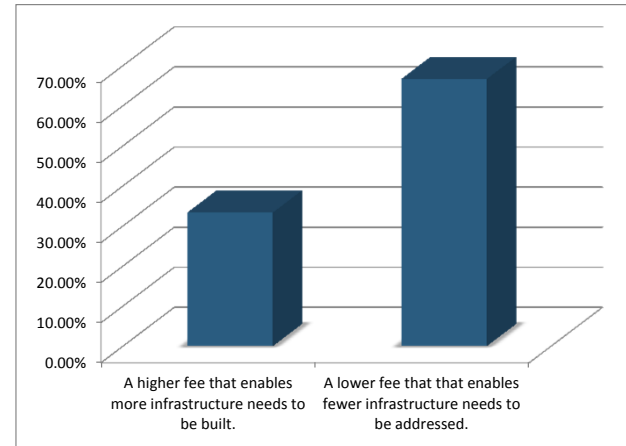
6. Have you ever appealed a TIM Fee? (Multiple Choice)

Responses		
	Percent	Count
Yes	0.00%	0
No	100.00%	6
Totals	100%	6



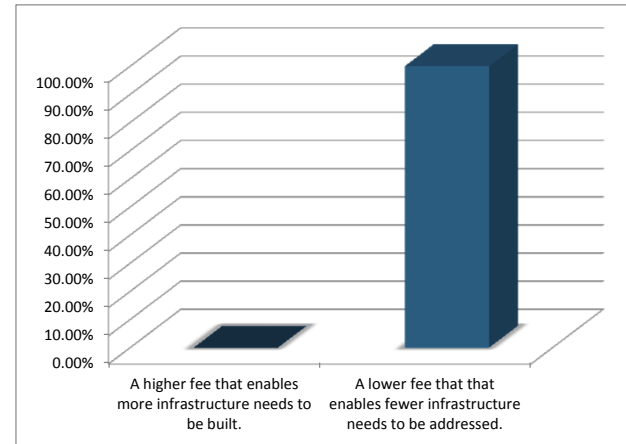
7. Which do you prefer? R (Multiple Choice)

Responses		
	Percent	Count
re infrastructure needs to be built.	33.33%	2
rastructure needs to be addressed.	66.67%	4
Totals	100%	6



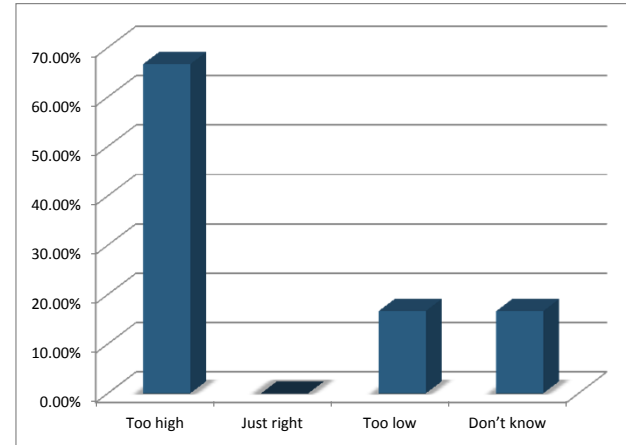
8. Which do you prefer? C (Multiple Choice)

Responses		
	Percent	Count
re infrastructure needs to be built.	0.00%	0
rastructure needs to be addressed.	100.00%	5
Totals	100%	5



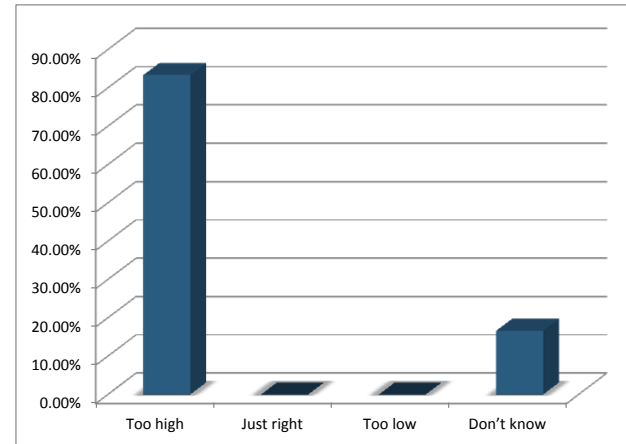
9. How would you characterize the current fee structure for residential development? (Multiple Choice)

Responses		
	Percent	Count
Too high	66.67%	4
Just right	0.00%	0
Too low	16.67%	1
Don't know	16.67%	1
Totals	100%	6



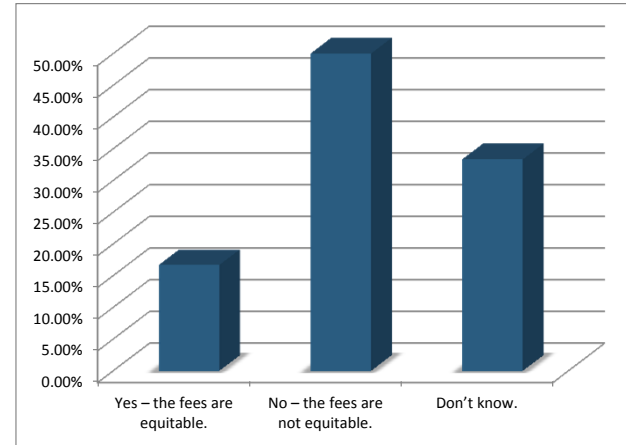
10. How would you characterize the current fee structure for non-residential development? (Multiple Choice)

Responses		
	Percent	Count
Too high	83.33%	5
Just right	0.00%	0
Too low	0.00%	0
Don't know	16.67%	1
Totals	100%	6



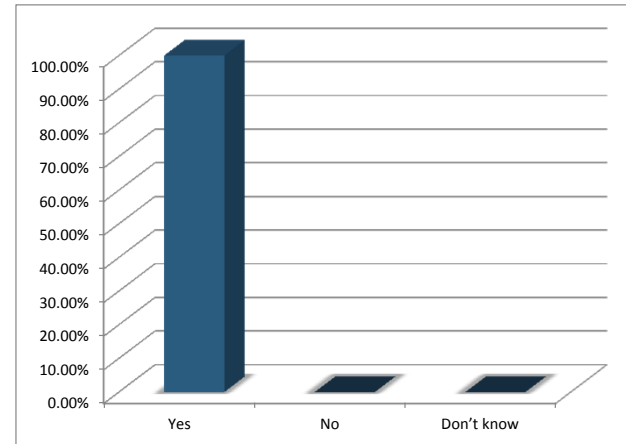
11. Do you feel the current fee structure is equitable with respect to the types of land uses (i.e., residential vs. non-residential)? (Multiple Choice)

Responses		
	Percent	Count
Yes – the fees are equitable.	16.67%	1
No – the fees are not equitable.	50.00%	3
Don't know.	33.33%	2
Totals	100%	6



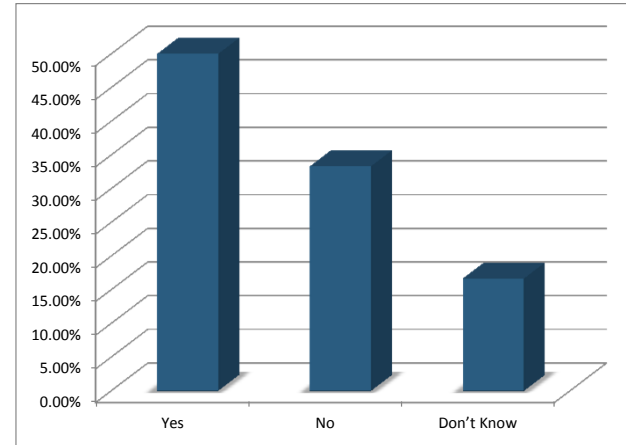
12. Do you feel the TIM Fee deters economic development in the County? (Multiple Choice)

Responses		
	Percent	Count
Yes	100.00%	5
No	0.00%	0
Don't know	0.00%	0
Totals	100%	5



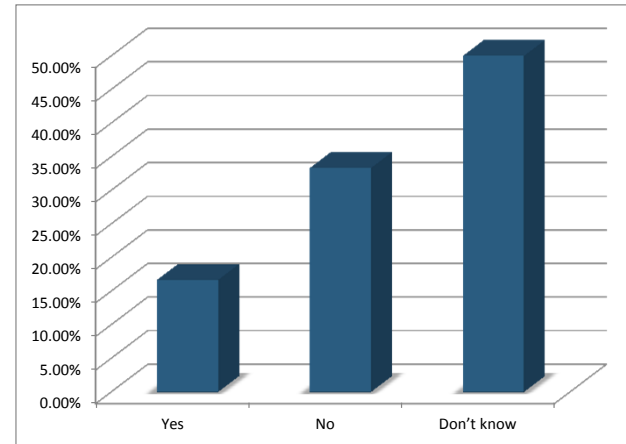
13. Do you feel the TIM Fee is adequately addressing infrastructure in the County? (Multiple Choice)

Responses		
	Percent	Count
Yes	50.00%	3
No	33.33%	2
Don't Know	16.67%	1
Totals	100%	6



14. Do you feel that TIM Fees are used wisely? (Multiple Choice)

Responses		
	Percent	Count
Yes	16.67%	1
No	33.33%	2
Don't know	50.00%	3
Totals	100%	6



Session Name
Resident Focus Group B Results

Active Participants
9

Total Participants
9

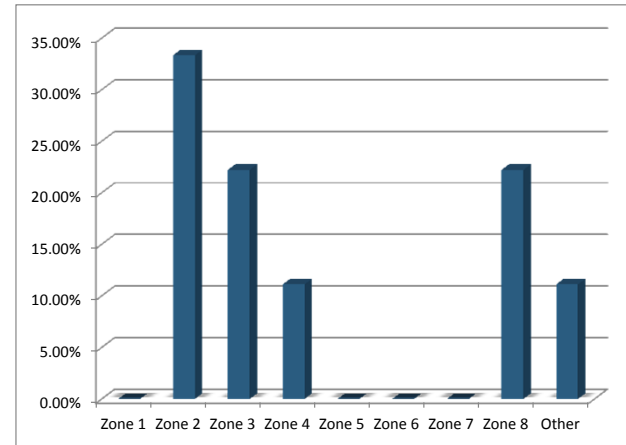
Average Score
0.00%

Questions
14

Results by Question

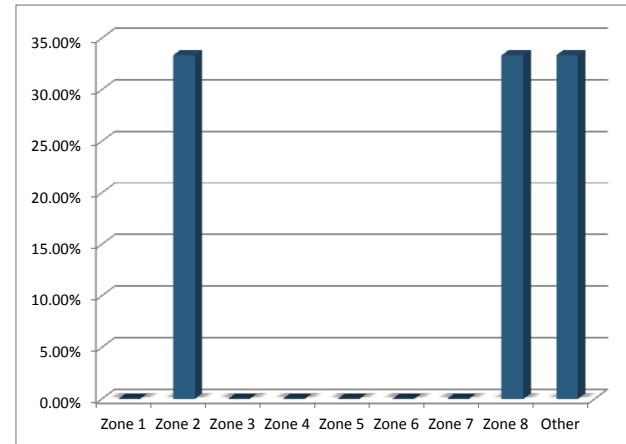
1. Which TIM fee benefit zone do you live in? (Multiple Choice)

Responses		
	Percent	Count
Zone 1	0.00%	0
Zone 2	33.33%	3
Zone 3	22.22%	2
Zone 4	11.11%	1
Zone 5	0.00%	0
Zone 6	0.00%	0
Zone 7	0.00%	0
Zone 8	22.22%	2
Other	11.11%	1
Totals	100%	9



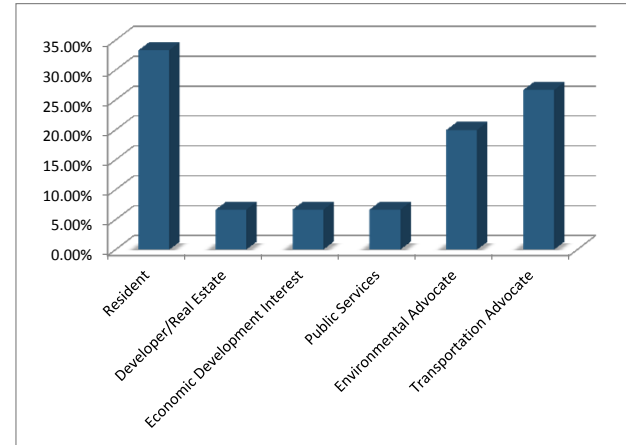
2. Which TIM Fee benefit zone do you have development interests in? (Multiple Choice - Multiple Response)

Responses		
	Percent	Count
Zone 1	0.00%	0
Zone 2	33.33%	1
Zone 3	0.00%	0
Zone 4	0.00%	0
Zone 5	0.00%	0
Zone 6	0.00%	0
Zone 7	0.00%	0
Zone 8	33.33%	1
Other	33.33%	1
Totals	100%	3



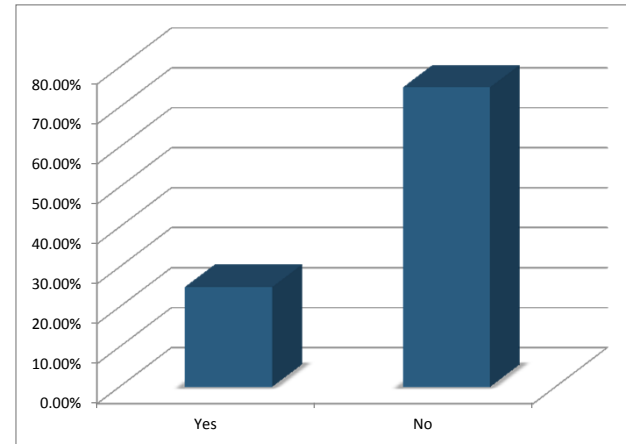
3. Which two of these best describe you? (Multiple Choice - Multiple Response)

Responses		
	Percent	Count
Resident	33.33%	5
Developer/Real Estate	6.67%	1
Economic Development Interest	6.67%	1
Public Services	6.67%	1
Environmental Advocate	20.00%	3
Transportation Advocate	26.67%	4
Totals	100%	15



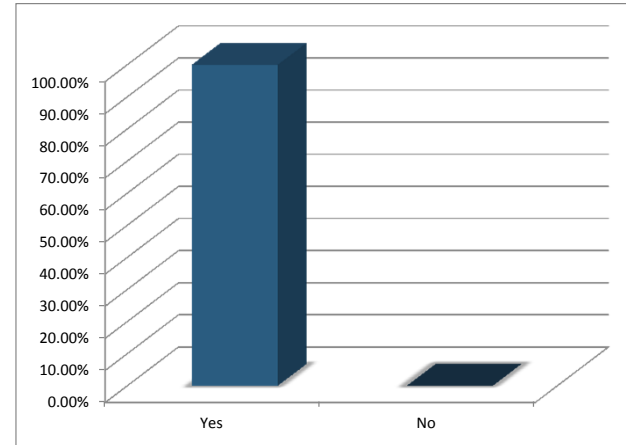
4. Have you ever paid a TIM Fee? (Multiple Choice)

Responses		
	Percent	Count
Yes	25.00%	2
No	75.00%	6
Totals	100%	8



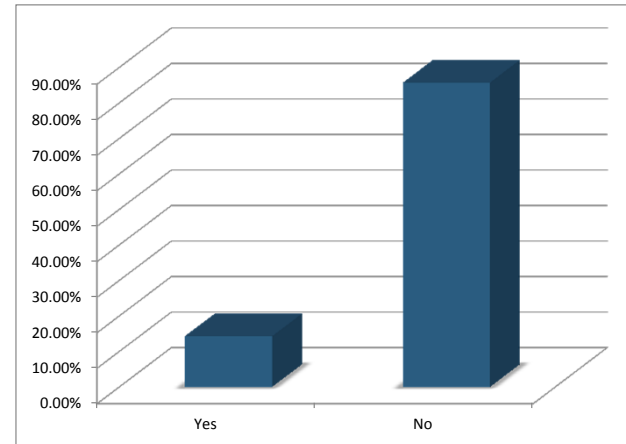
5. Have the County's TIM Fee ever been a deterrent to building a project? (Multiple Choice)

Responses		
	Percent	Count
Yes	100.00%	7
No	0.00%	0
Totals	100%	7



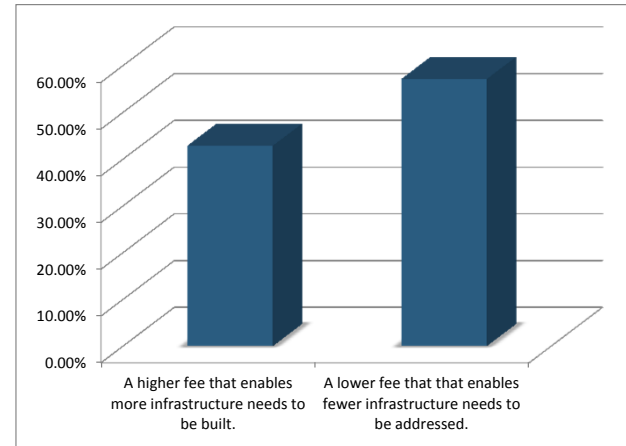
6. Have you ever appealed a TIM Fee? (Multiple Choice)

Responses		
	Percent	Count
Yes	14.29%	1
No	85.71%	6
Totals	100%	7



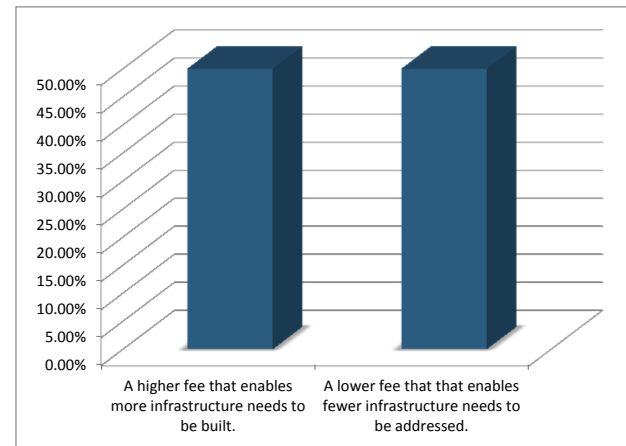
7. Which do you prefer? R (Multiple Choice)

Responses		
	Percent	Count
re infrastructure needs to be built.	42.86%	3
rastructure needs to be addressed.	57.14%	4
Totals	100%	7



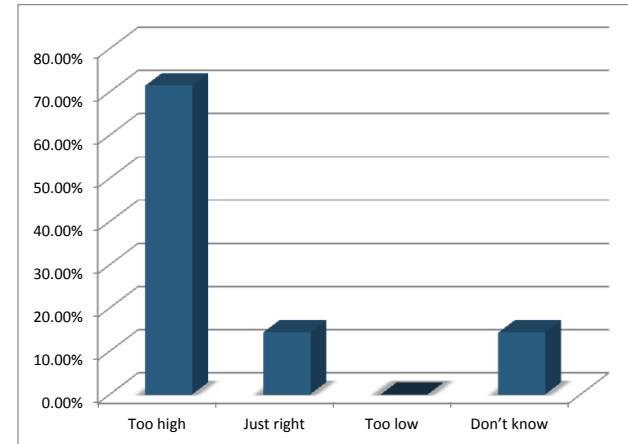
8. Which do you prefer? C (Multiple Choice)

Responses		
	Percent	Count
re infrastructure needs to be built.	50.00%	3
rastructure needs to be addressed.	50.00%	3
Totals	100%	6



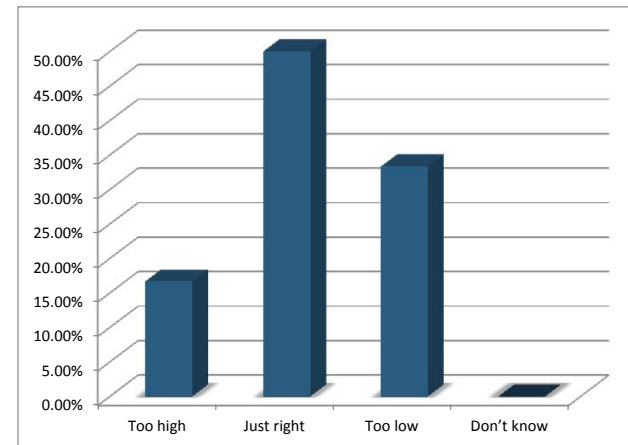
9. How would you characterize the current fee structure for residential development? (Multiple Choice)

Responses		
	Percent	Count
Too high	71.43%	5
Just right	14.29%	1
Too low	0.00%	0
Don't know	14.29%	1
Totals	100%	7



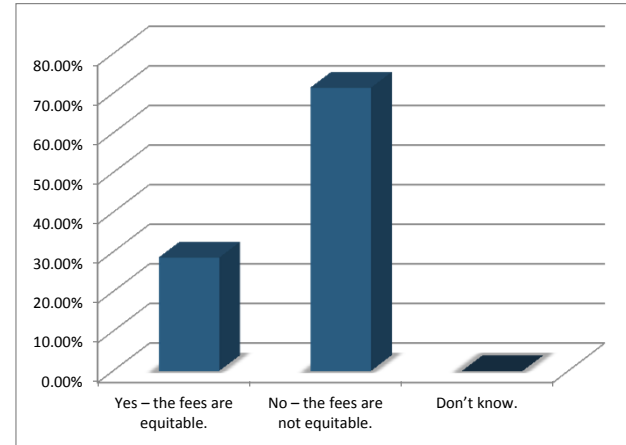
10. How would you characterize the current fee structure for non-residential development? (Multiple Choice)

Responses		
	Percent	Count
Too high	16.67%	1
Just right	50.00%	3
Too low	33.33%	2
Don't know	0.00%	0
Totals	100%	6



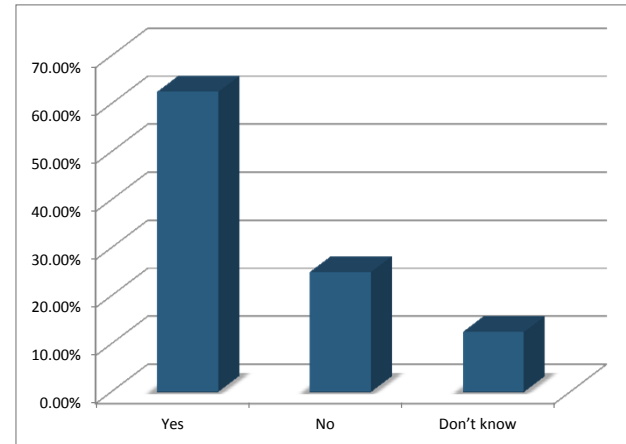
11. Do you feel the current fee structure is equitable with respect to the types of land uses (i.e., residential vs. non-residential)? (Multiple Choice)

Responses		
	Percent	Count
Yes – the fees are equitable.	28.57%	2
No – the fees are not equitable.	71.43%	5
Don't know.	0.00%	0
Totals	100%	7



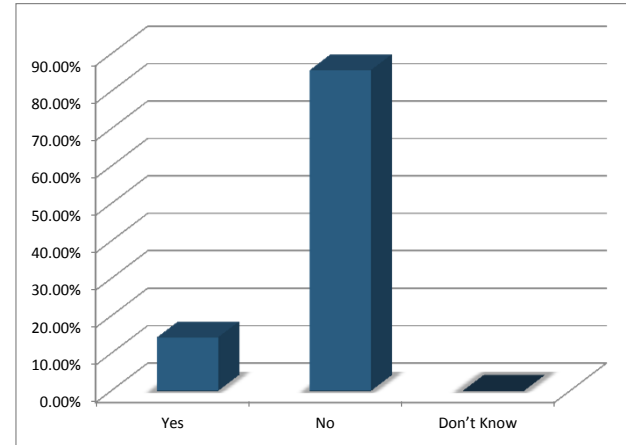
12. Do you feel the TIM Fee deters economic development in the County? (Multiple Choice)

Responses		
	Percent	Count
Yes	62.50%	5
No	25.00%	2
Don't know	12.50%	1
Totals	100%	8



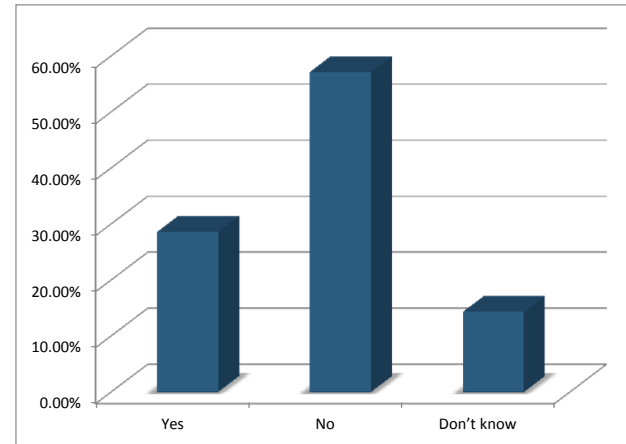
13. Do you feel the TIM Fee is adequately addressing infrastructure in the County? (Multiple Choice)

Responses		
	Percent	Count
Yes	14.29%	1
No	85.71%	6
Don't Know	0.00%	0
Totals	100%	7



14. Do you feel that TIM Fees are used wisely? (Multiple Choice)

Responses		
	Percent	Count
Yes	28.57%	2
No	57.14%	4
Don't know	14.29%	1
Totals	100%	7



Western Slope CIP and TIM Fee Update Workshop

April 8, 2015

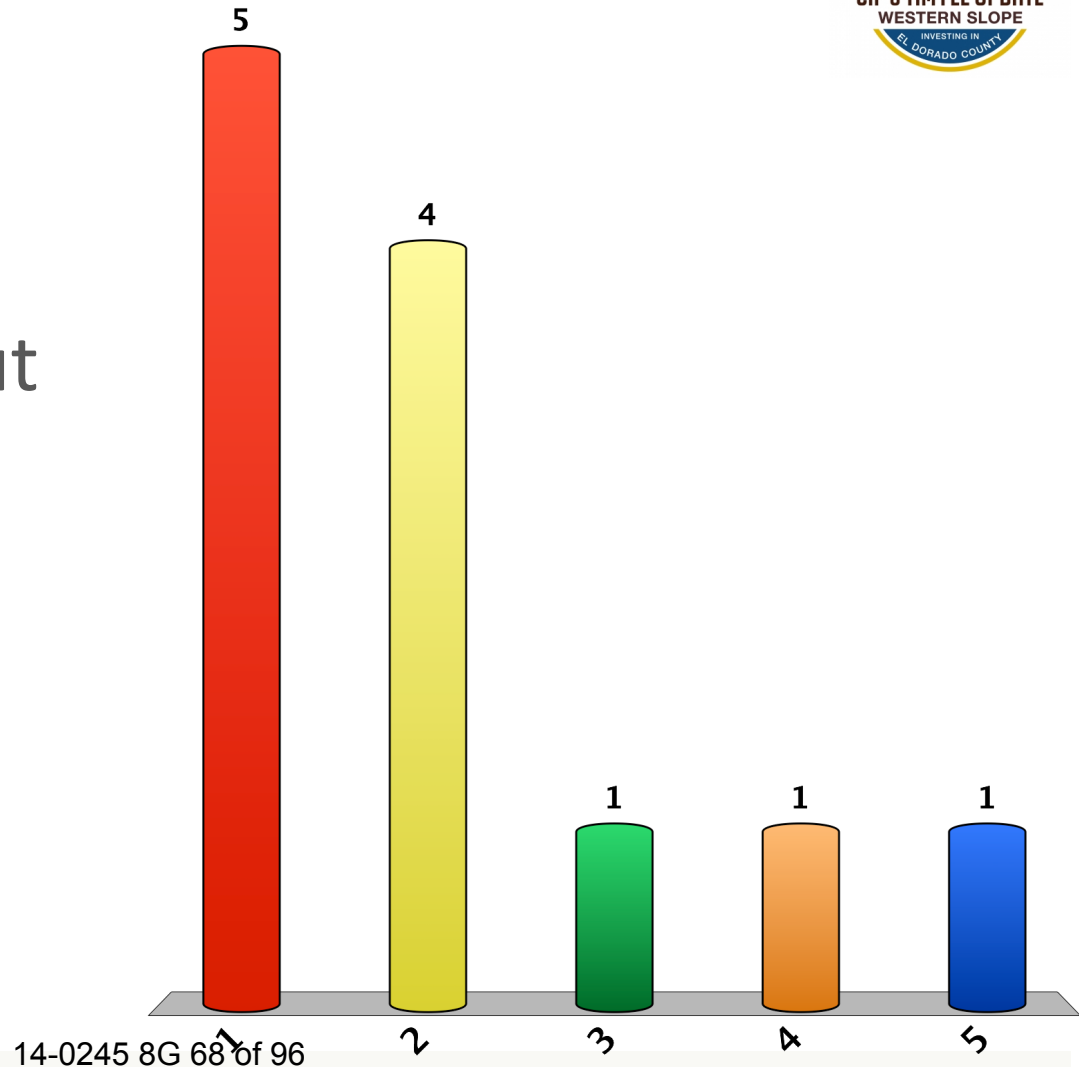


Attachment 6: Turning Point Results

YES! I know what a TIM Fee is!



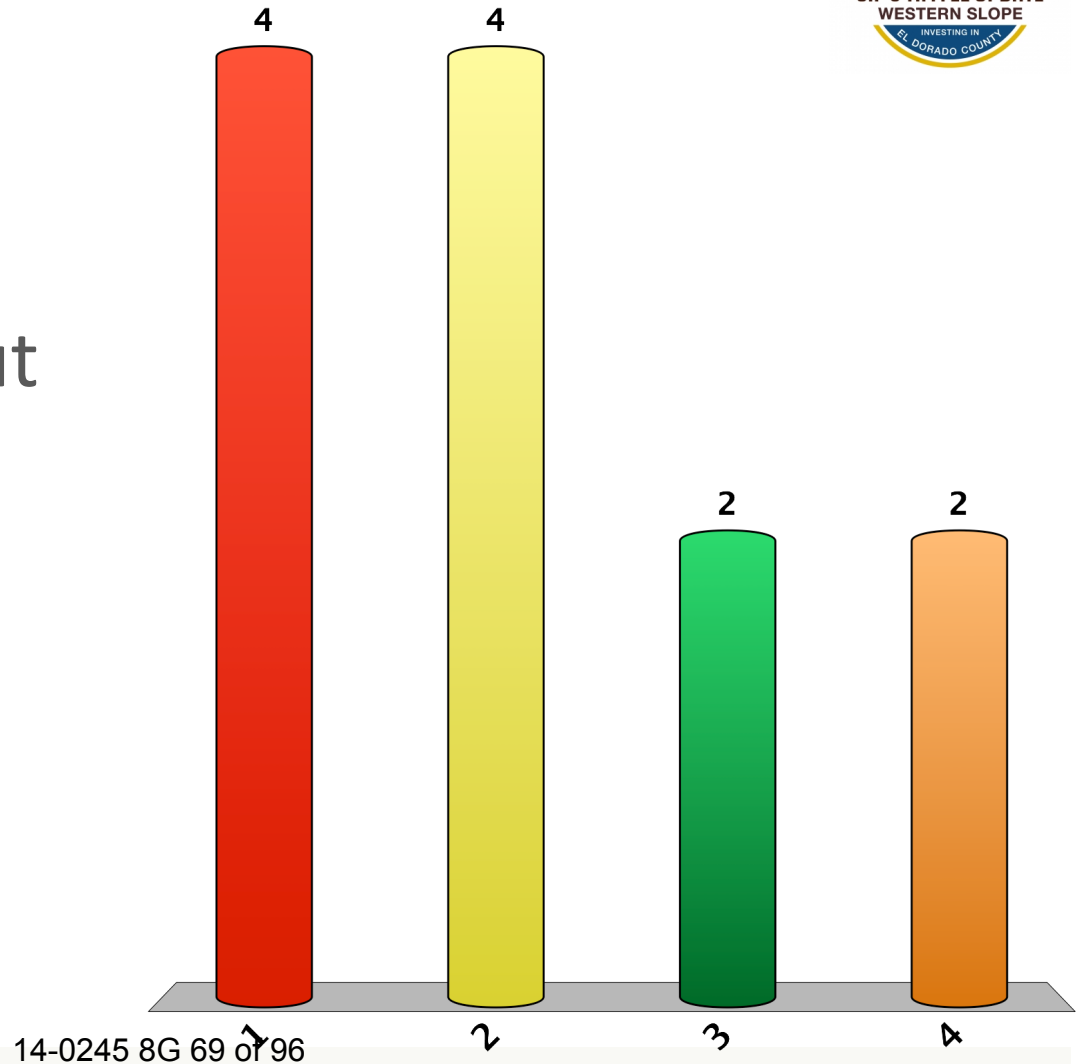
1. Absolutely!
2. I think so...
3. I have an idea but not sure.
4. Nope.
5. TIM who?



YES! I know what a the CIP is!



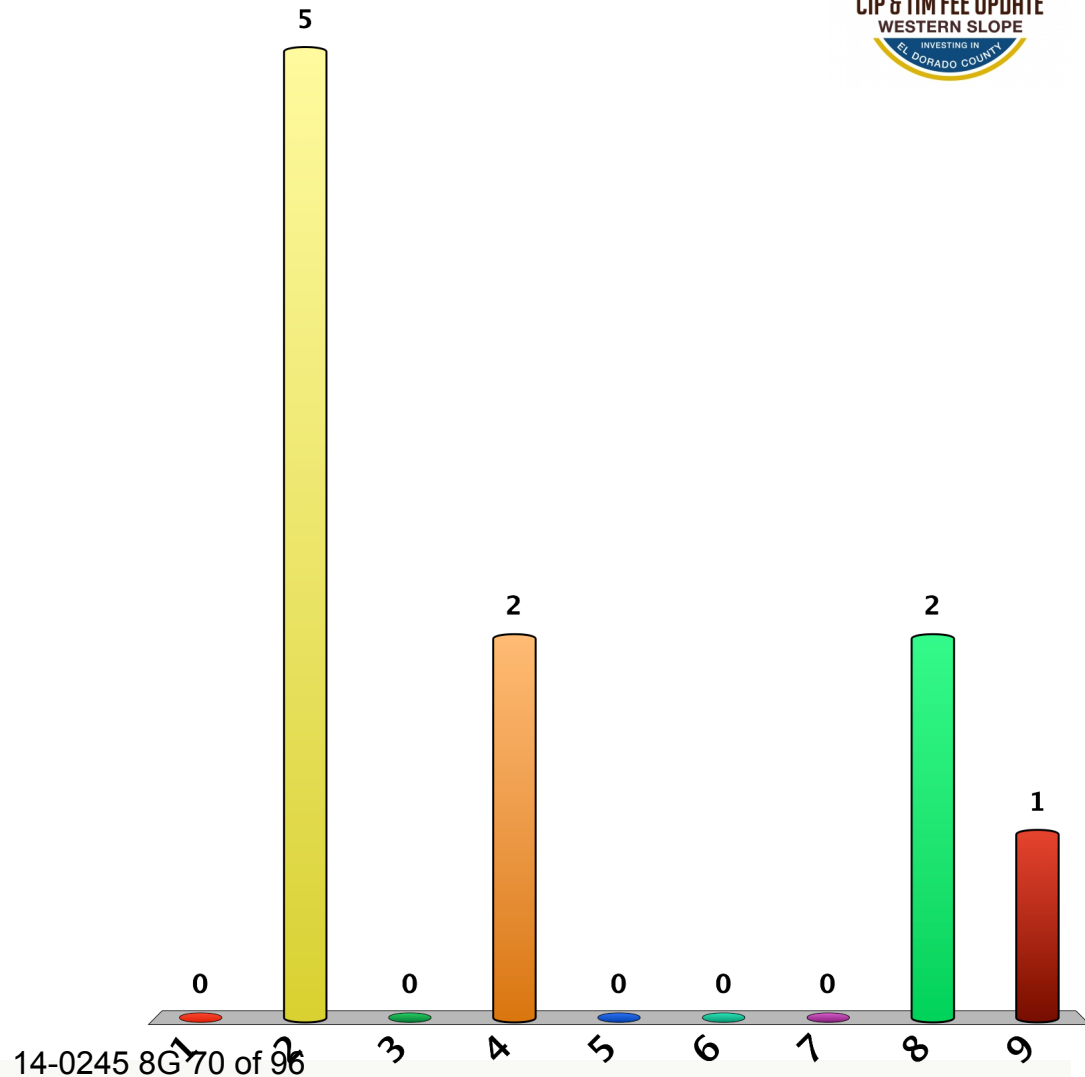
1. Absolutely!
2. I think so...
3. I have an idea but not sure.
4. Nope.



Which TIM Fee zone do you live in?



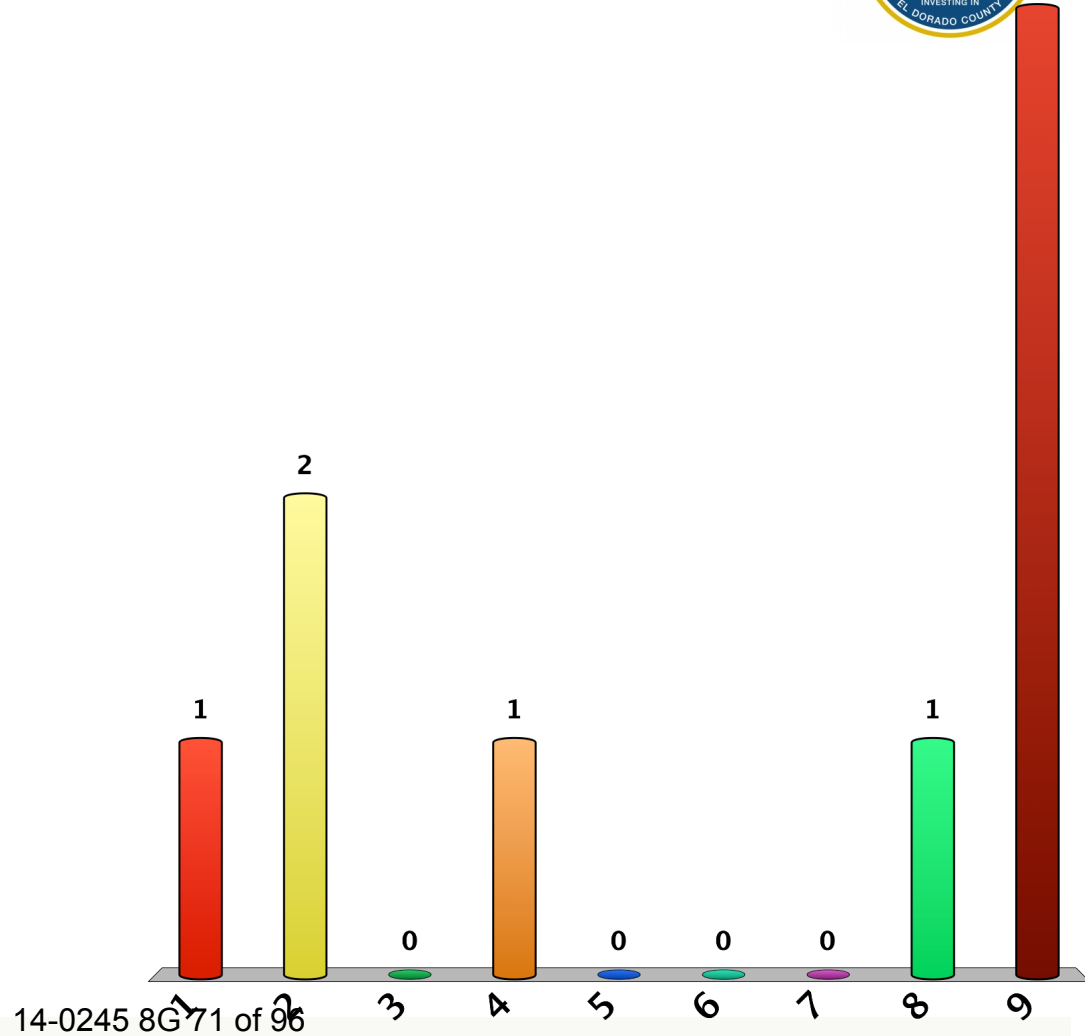
1. Zone 1
2. Zone 2
3. Zone 3
4. Zone 4
5. Zone 5
6. Zone 6
7. Zone 7
8. Zone 8
9. Other



Which TIM Fee zone(s) do you have development interests in?

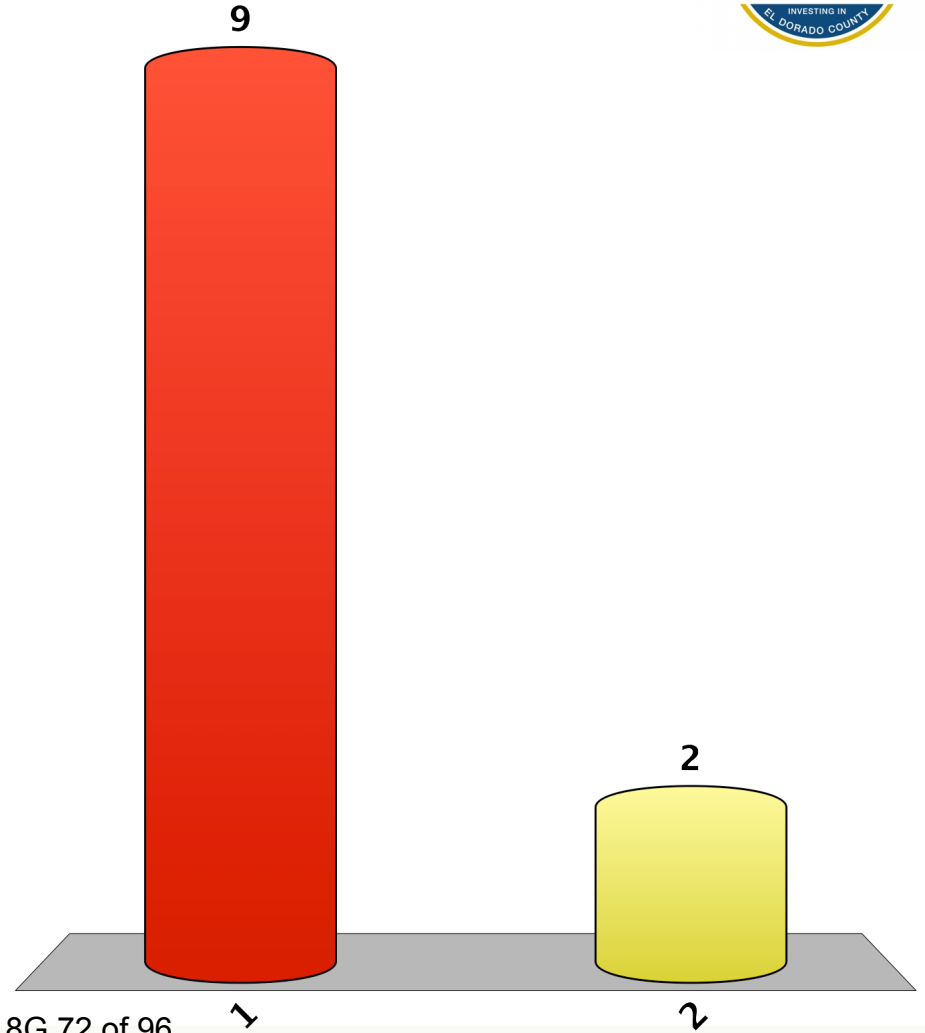


1. Zone 1
2. Zone 2
3. Zone 3
4. Zone 4
5. Zone 5
6. Zone 6
7. Zone 7
8. Zone 8
9. None



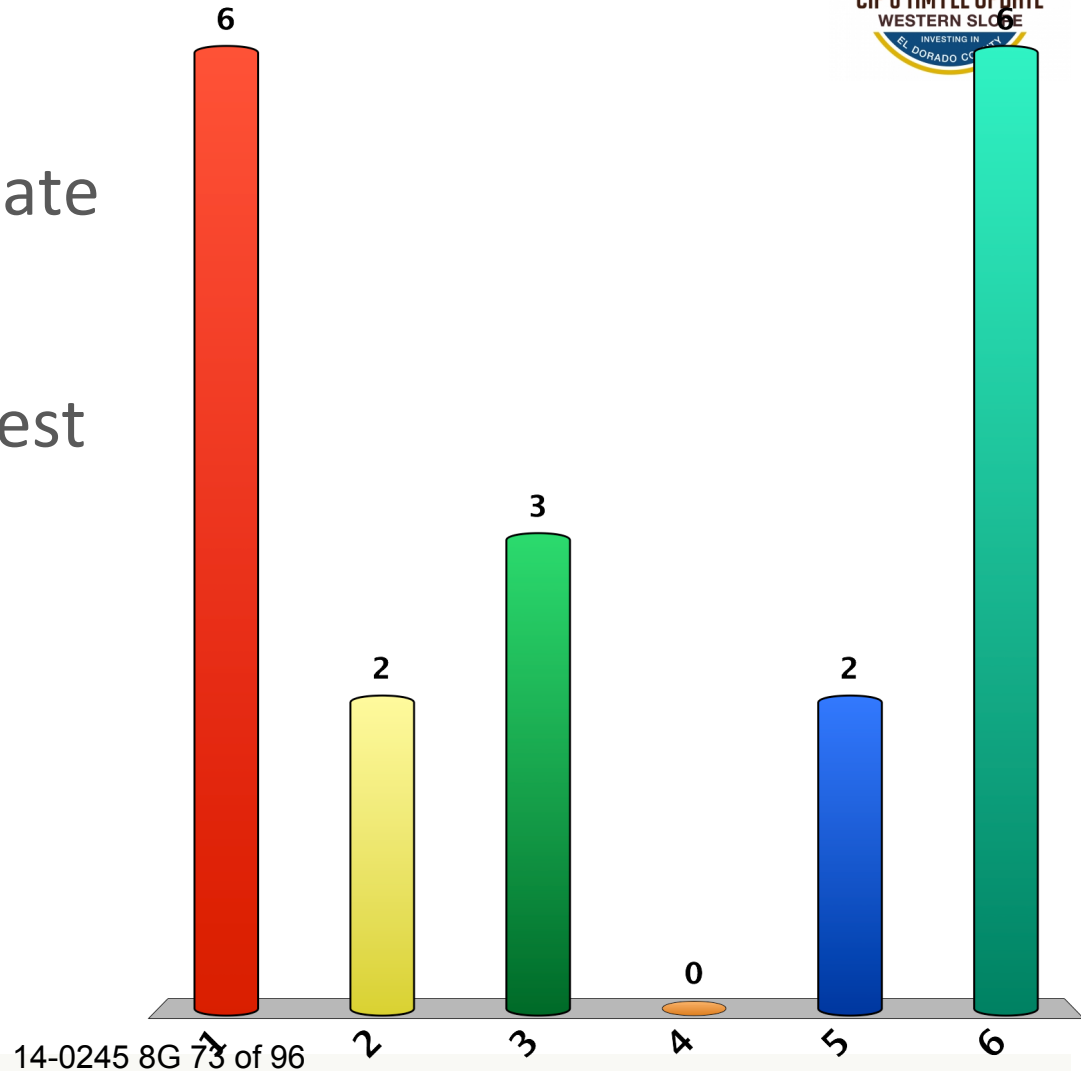
I am

1. Male
2. Female



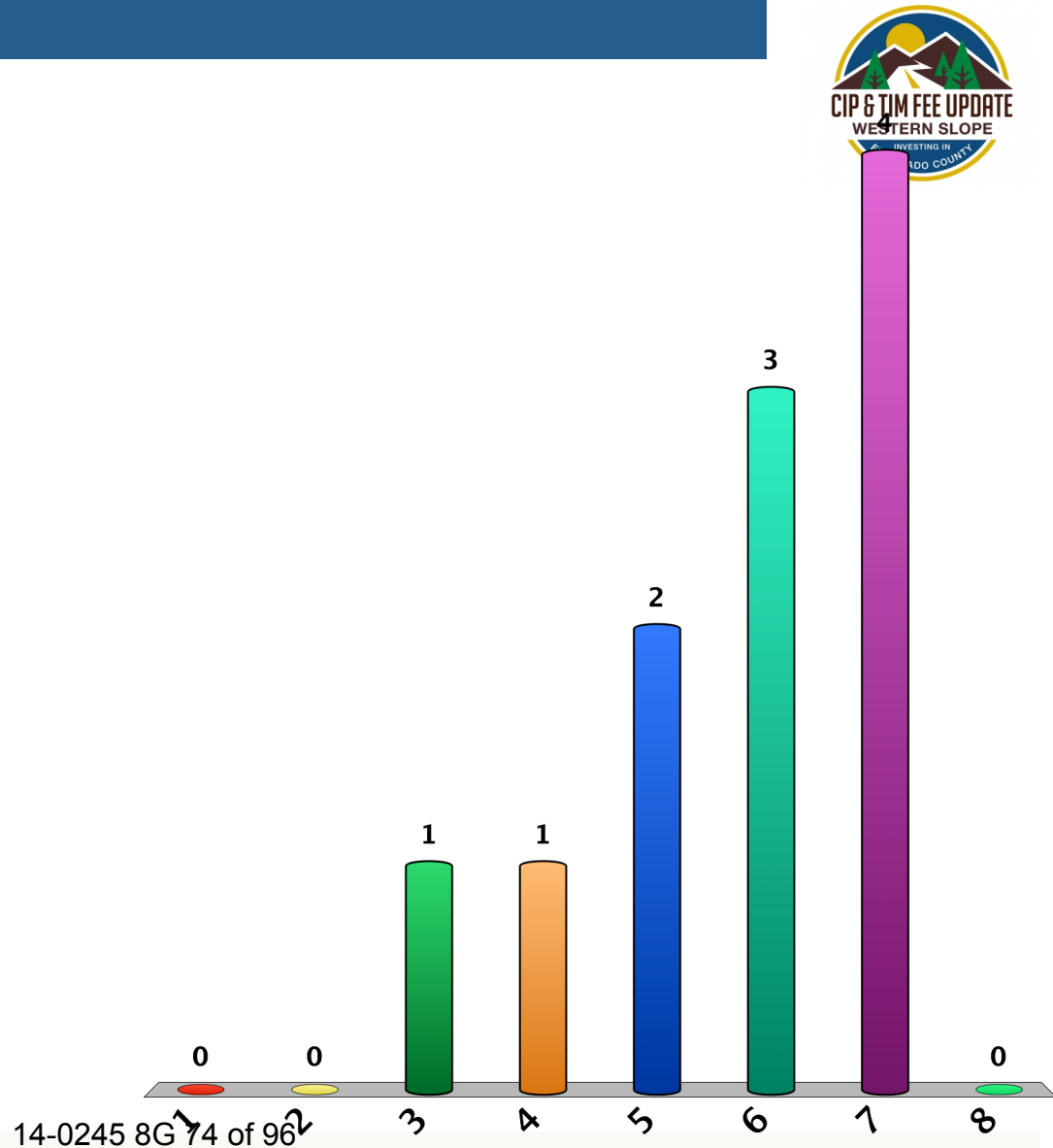
Which TWO best describe you?

1. Resident
2. Developer/Real Estate
3. Economic Development Interest
4. Public Services
5. Environmental Advocate
6. Transportation Advocate



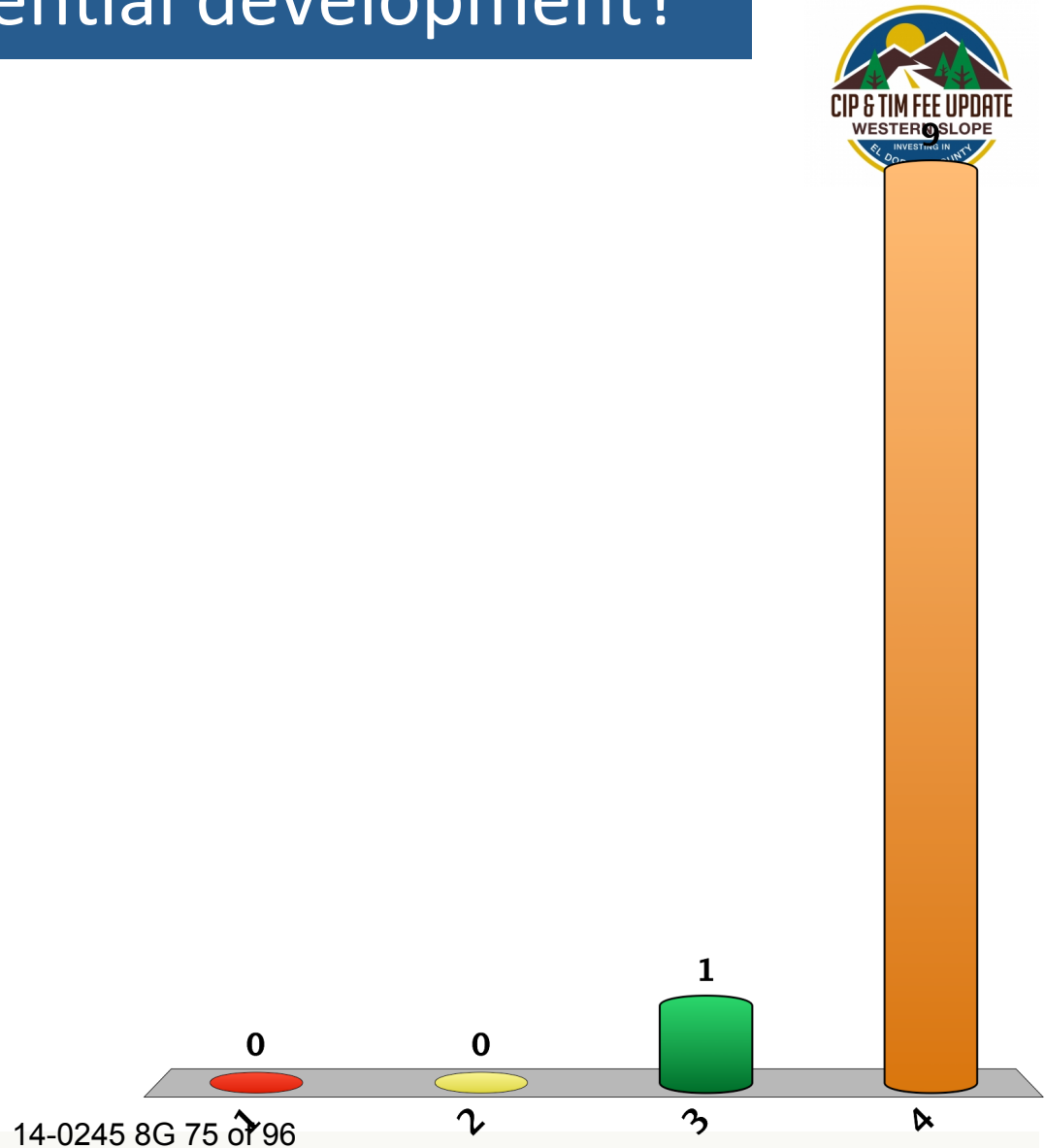
Please indicate your age.

1. Under 18
2. 18-25
3. 26-35
4. 36-45
5. 46-55
6. 56-65
7. 66=75
8. 75+



What percentage of TIM Fees are paid by residential development?

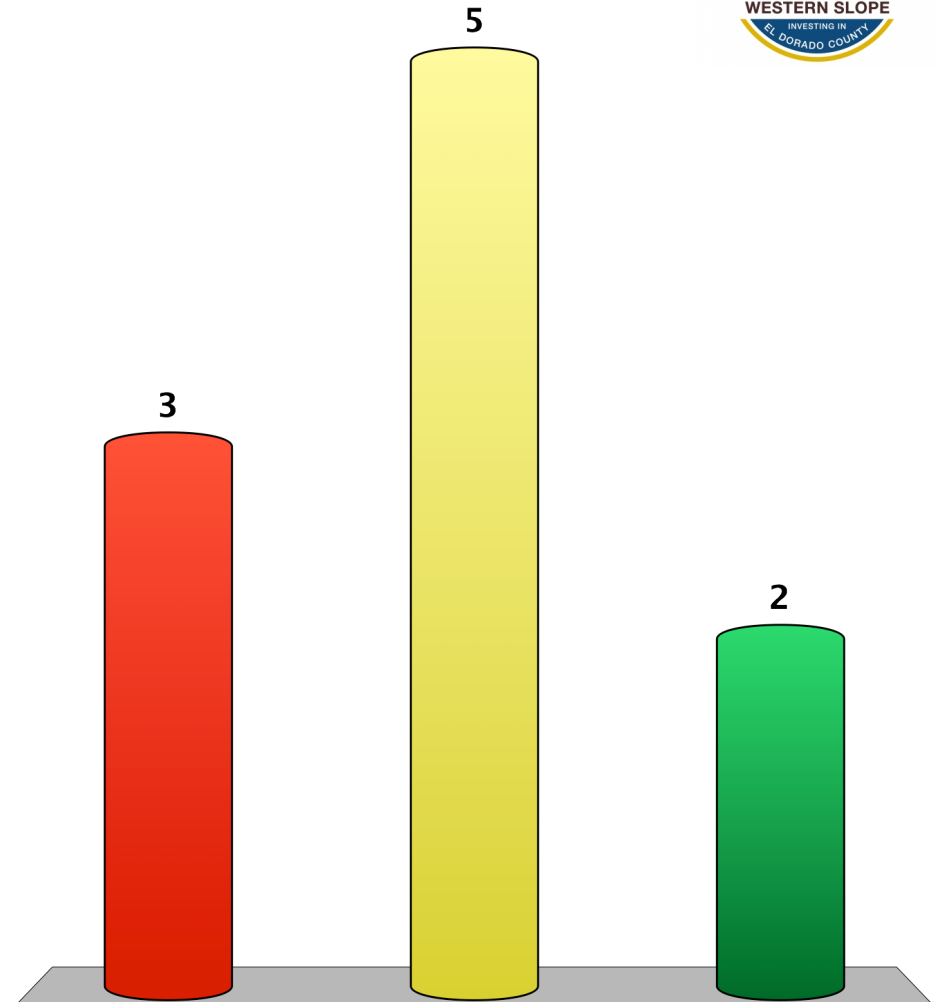
1. 25%
2. 37%
3. 70%
4. 84%



Do you feel the current fee structure is equitable with respect to the types of land uses (i.e., residential vs. non-residential)?



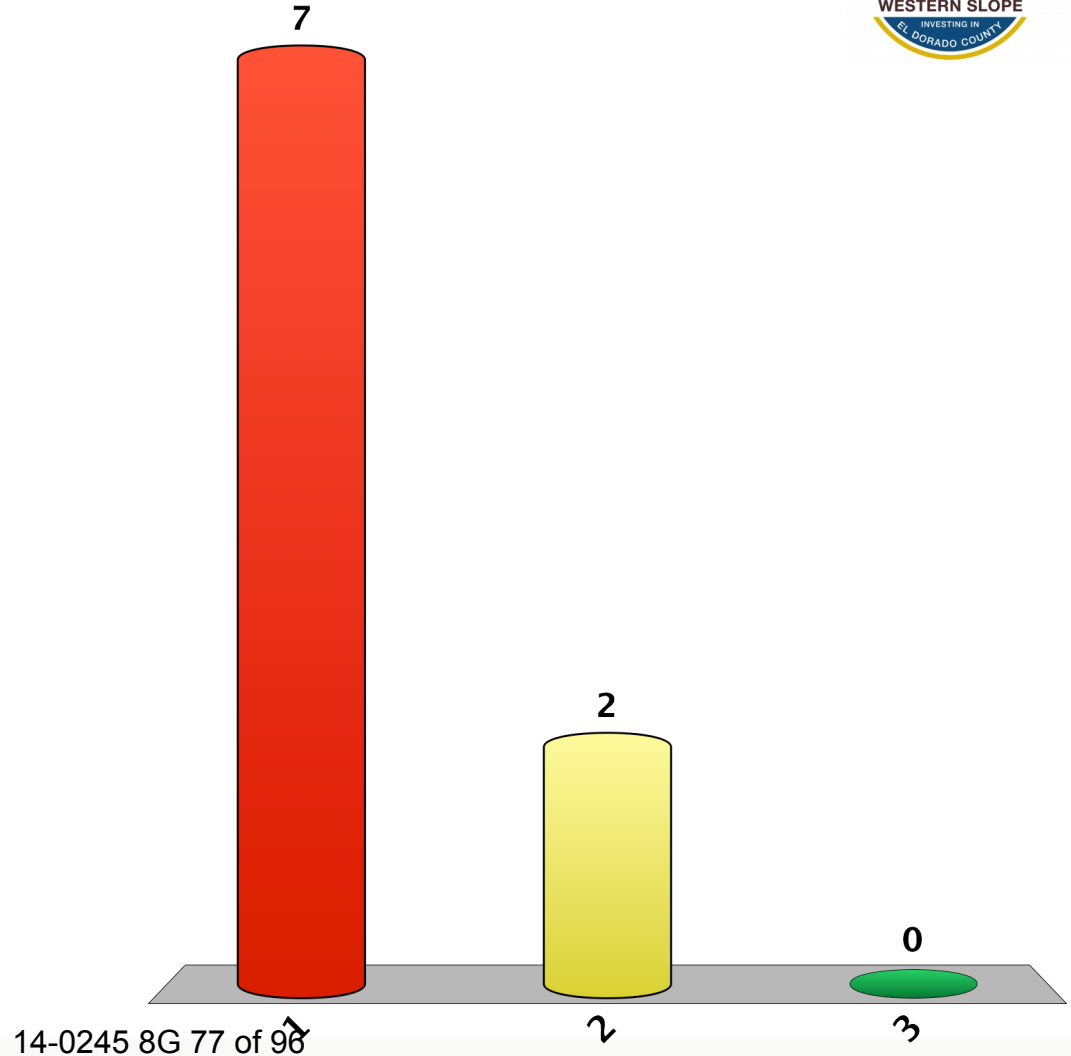
1. Yes – the fees are equitable.
2. No – the fees are not equitable.
3. Don't know.



Based on your experience, has a TIM fee ever prevented development?



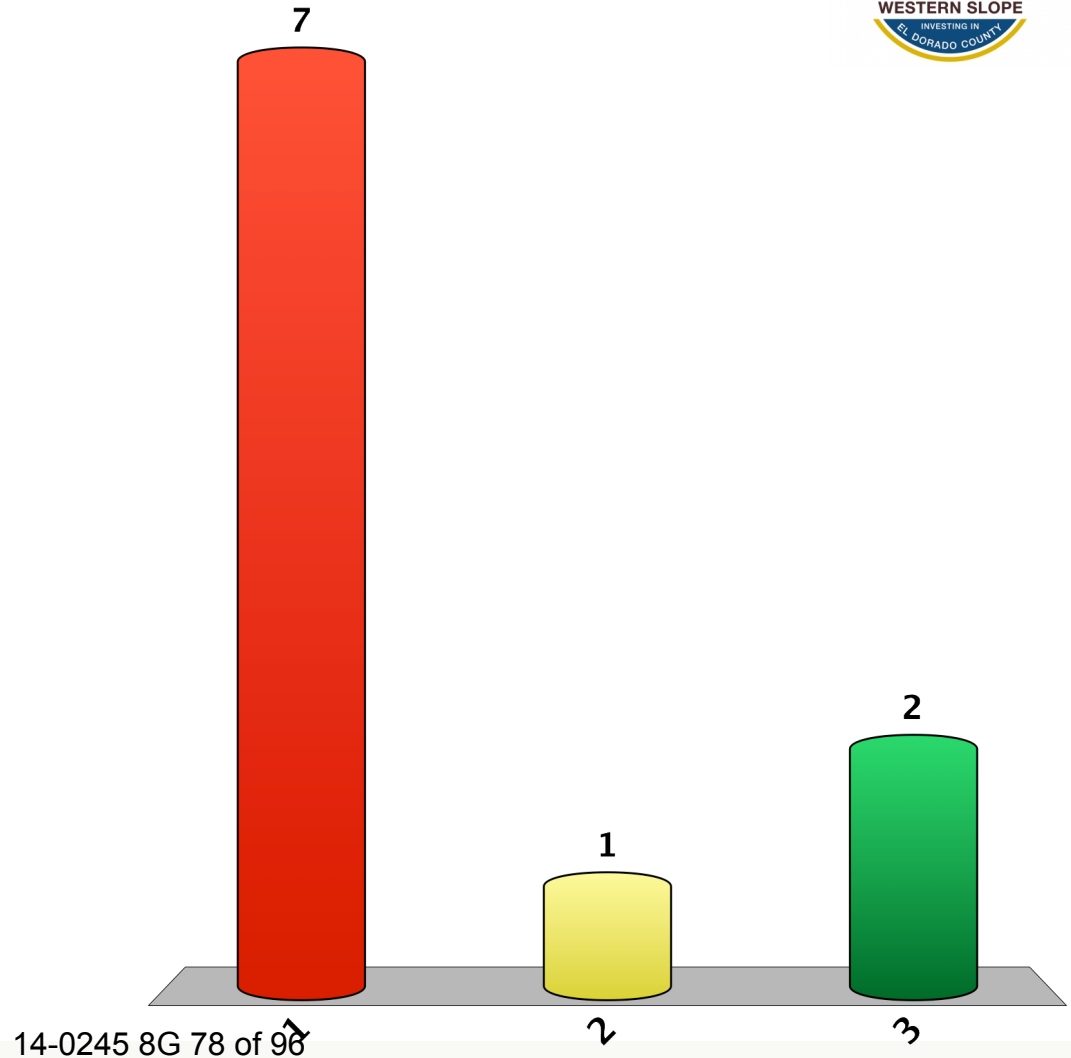
1. Yes
2. No
3. Don't know



Do you feel the TIM Fee deters economic development?



1. Yes
2. No
3. Don't know



Western Slope CIP and TIM Fee Update Workshop

April 9, 2015

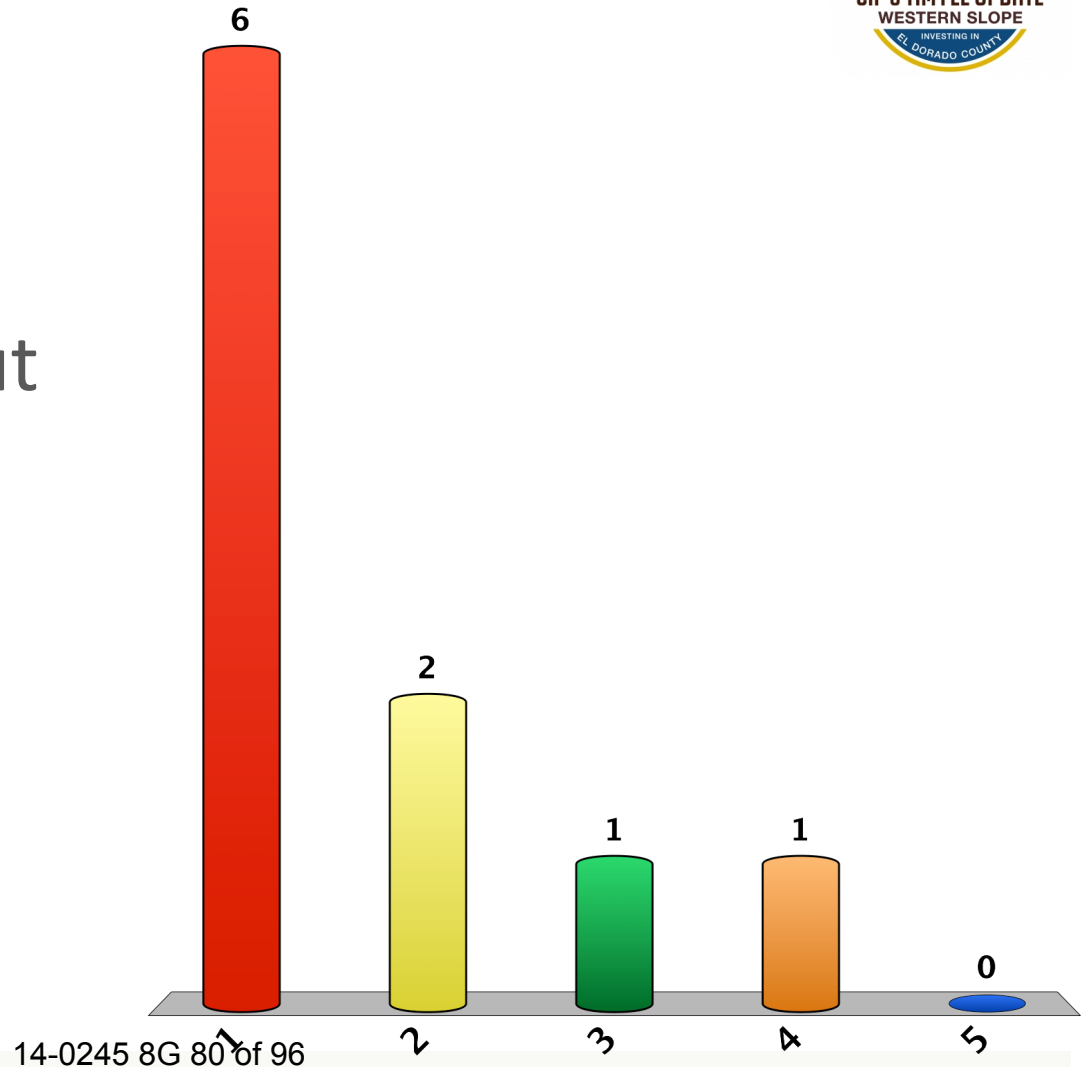


Attachment 7: Turning Point Results

Yes! I know what a TIM Fee is!



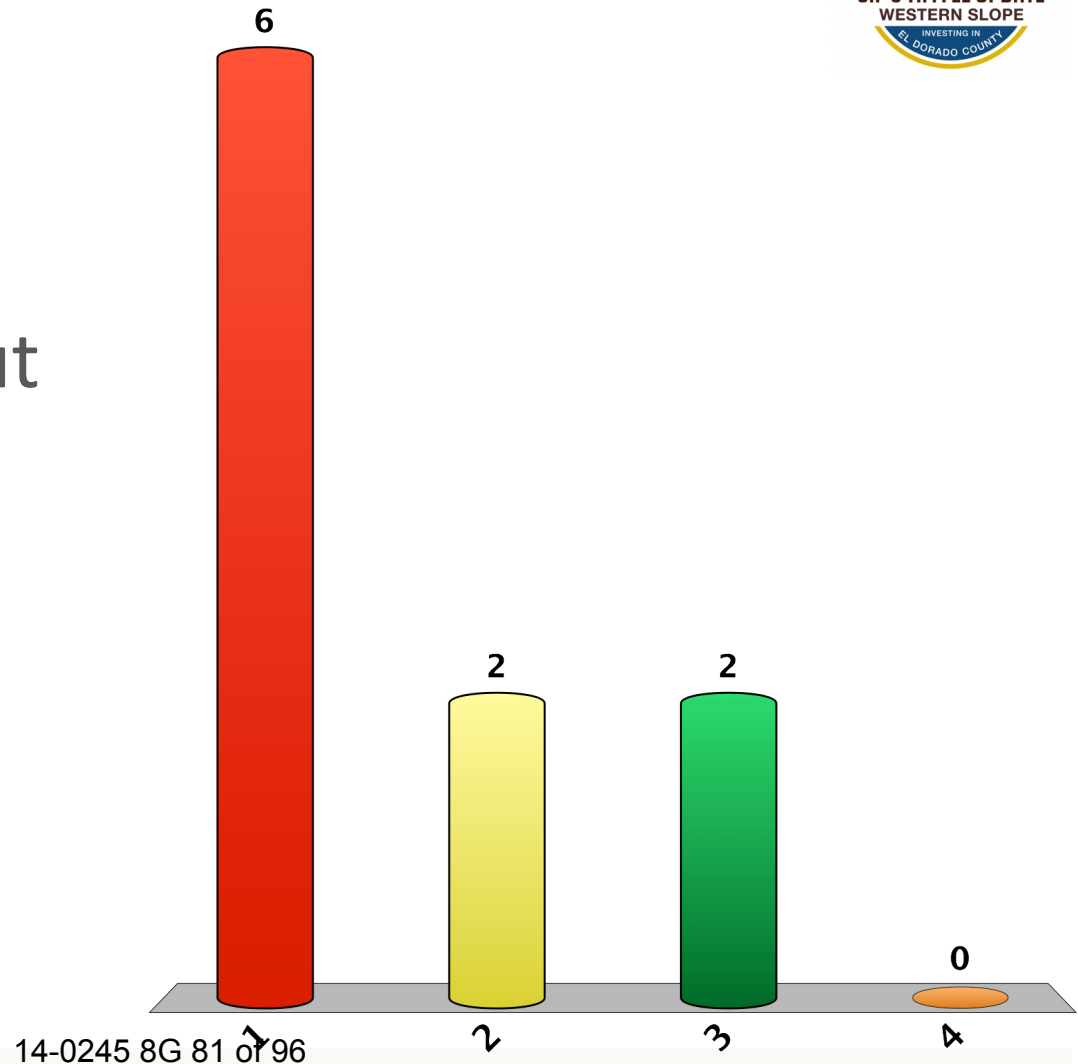
1. Absolutely!
2. I think so...
3. I have an idea but not sure.
4. Nope.
5. TIM who?



Yes! I know what a CIP Fee is!



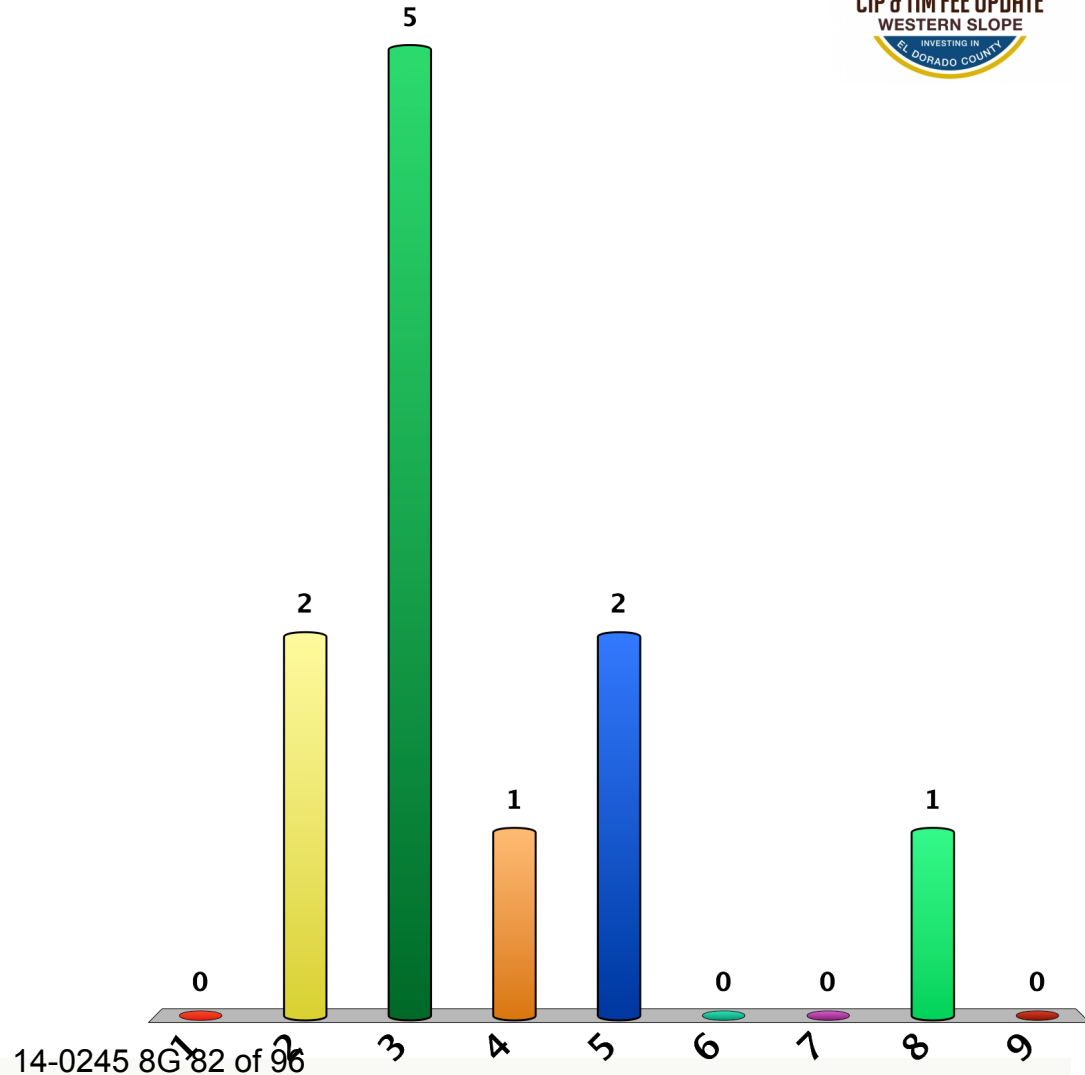
1. Absolutely!
2. I think so...
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4. Nope.



Which TIM Fee Zone do you live in?



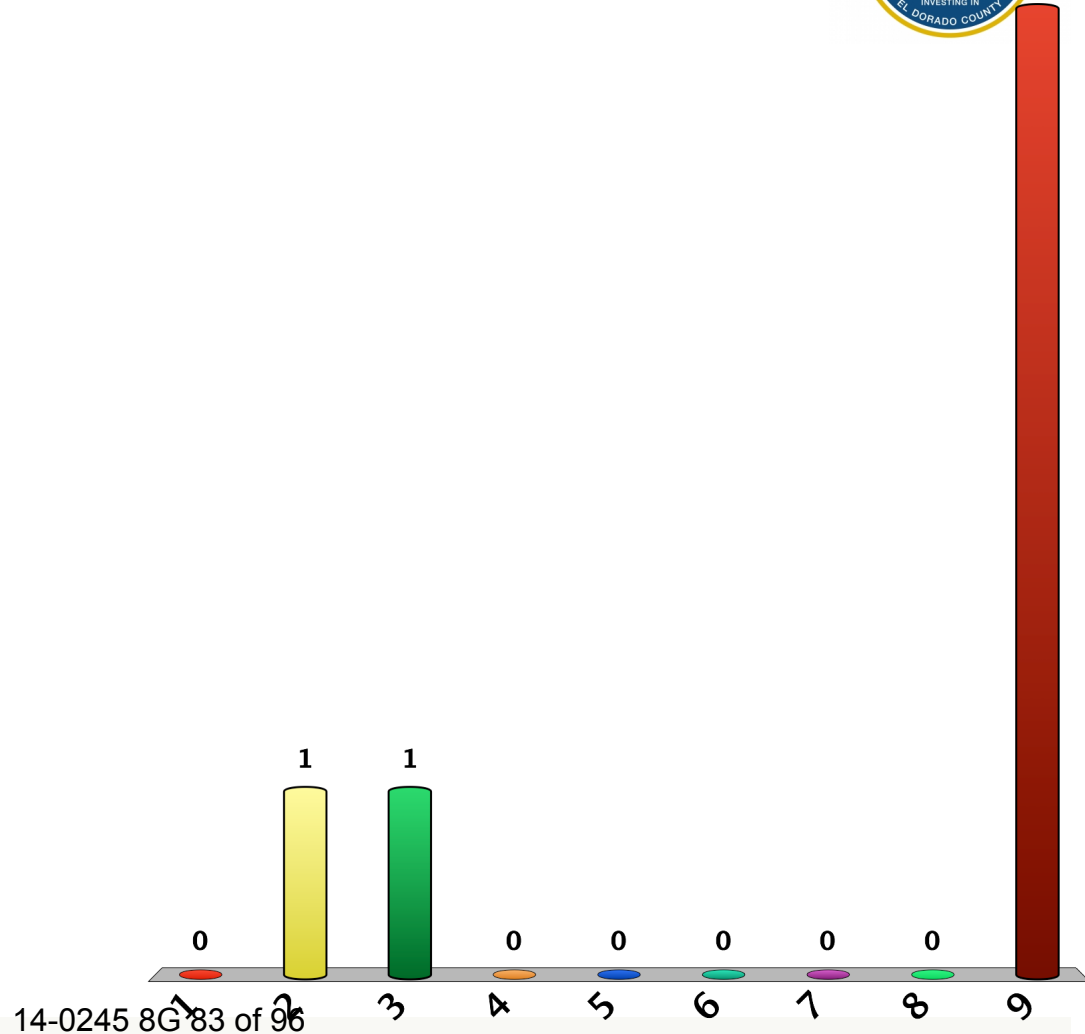
1. Zone 1
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7. Zone 7
8. Zone 8
9. Other



Which TIM Fee Zone if any, do you have development interests in?

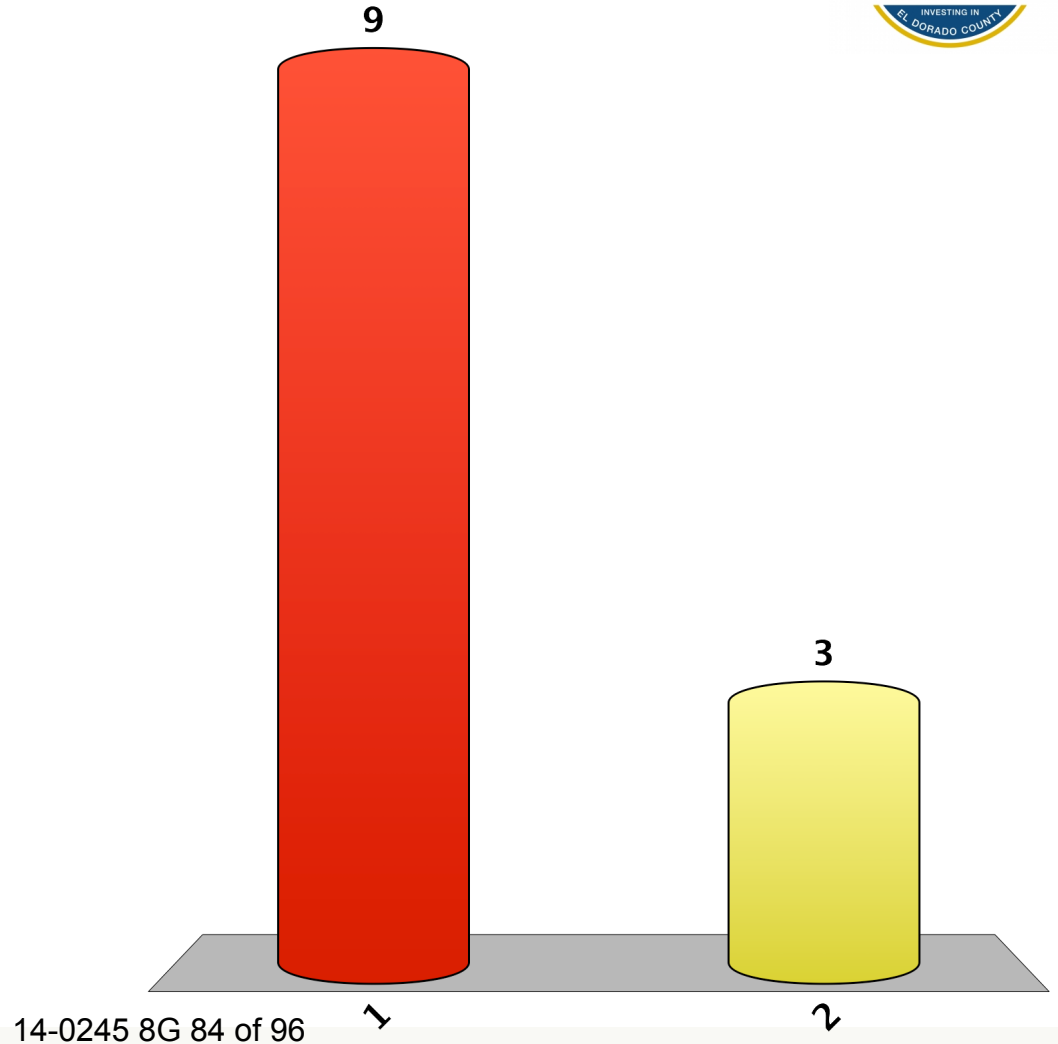


1. Zone 1
2. Zone 2
3. Zone 3
4. Zone 4
5. Zone 5
6. Zone 6
7. Zone 7
8. Zone 8
9. None



I am -

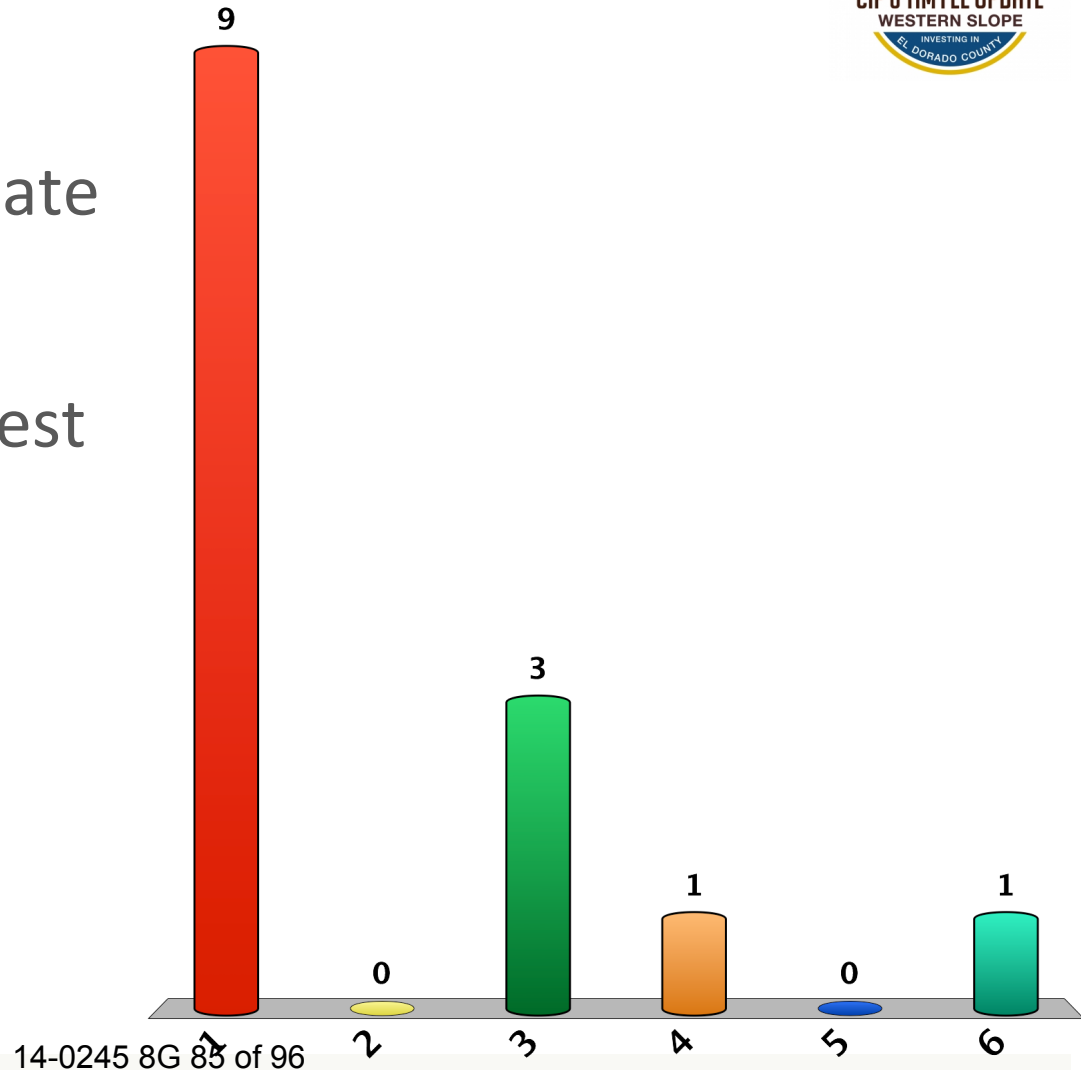
1. Male
2. Female



Which two best describe you!

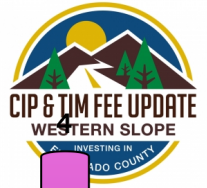
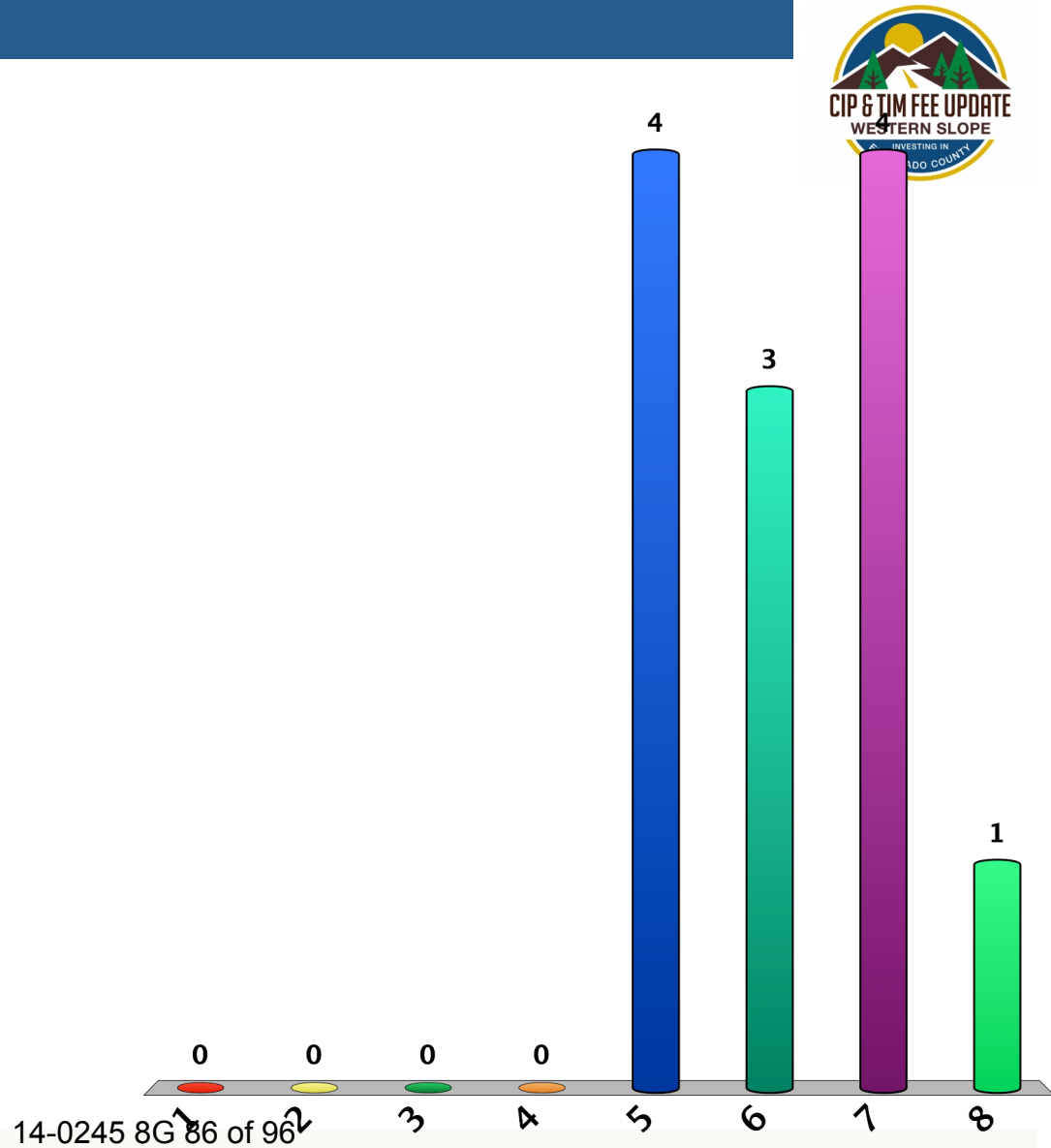


1. Resident
2. Developer/Real Estate
3. Economic Development Interest
4. Public Services
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6. Transportation Advocate



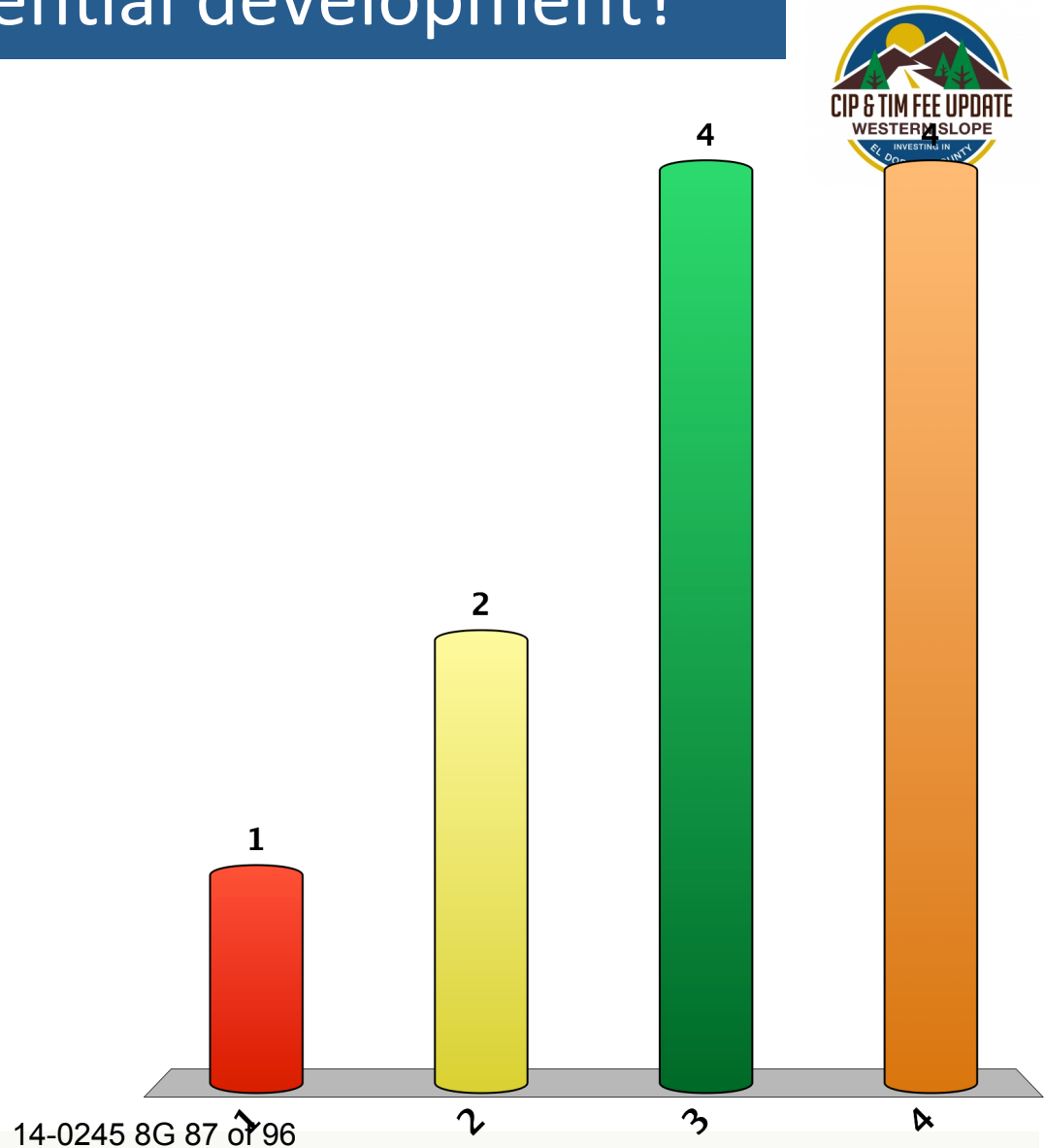
Please indicate your age.

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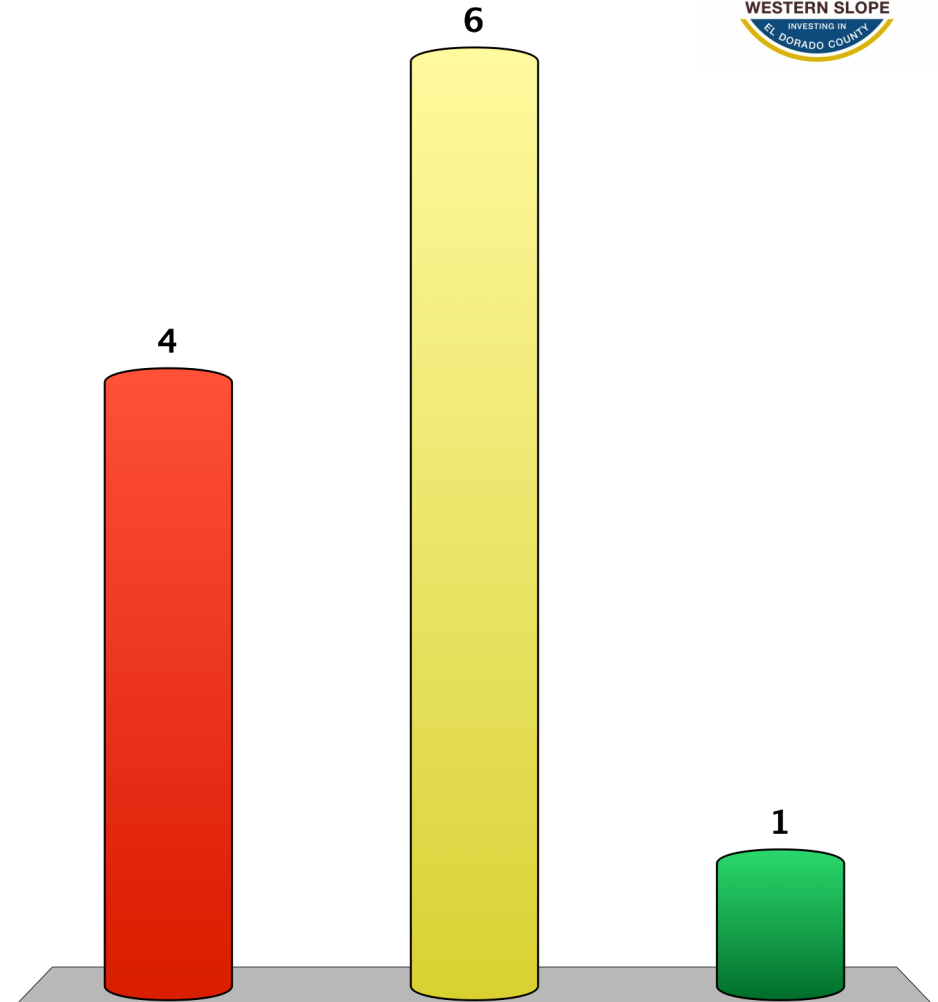
1. 24%
2. 37%
3. 55%
4. 84%



Do you feel the current fee structure is equitable with respect to the types of land uses (i.e., residential vs. non-residential)?



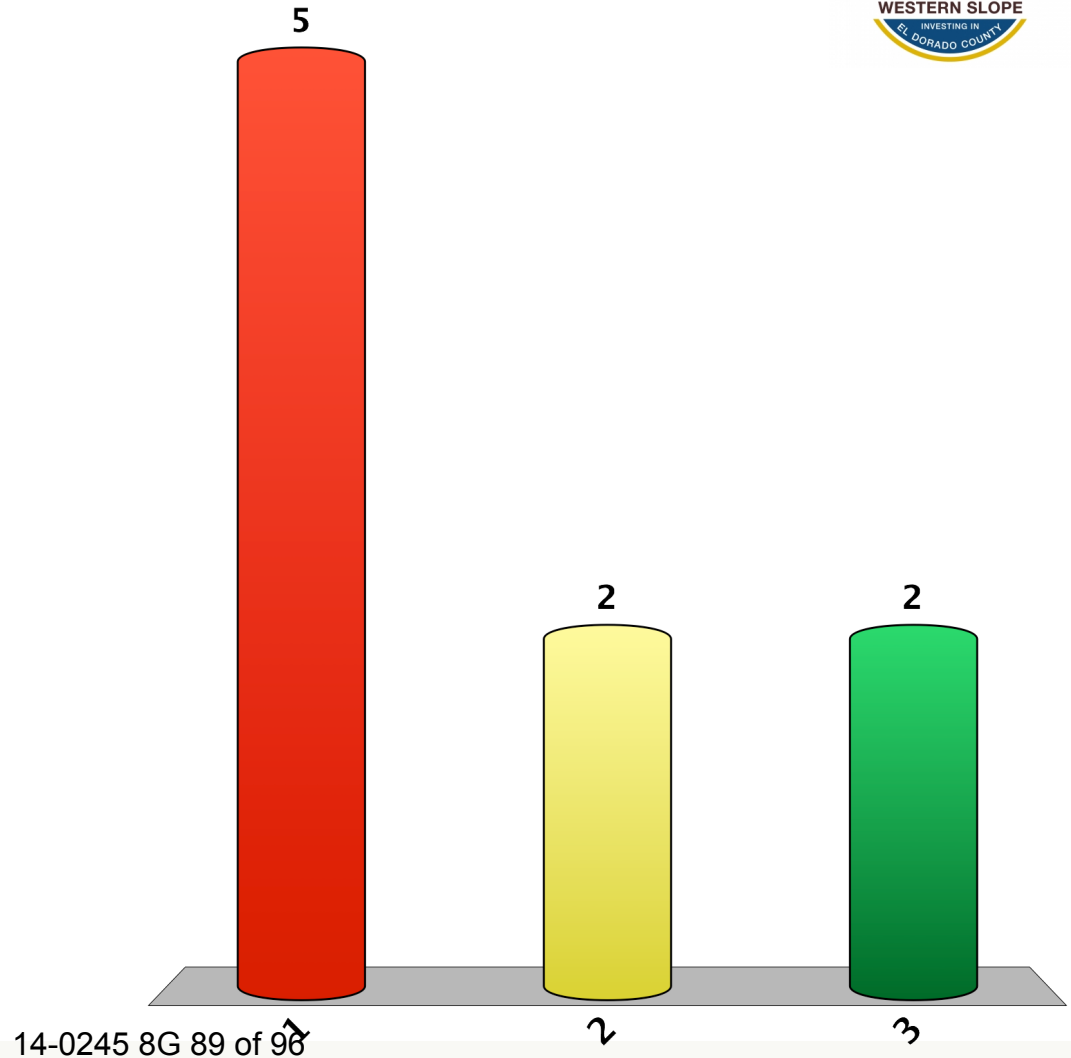
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3. Don't know.



Based on your experience, has a TIM fee ever prevented development?



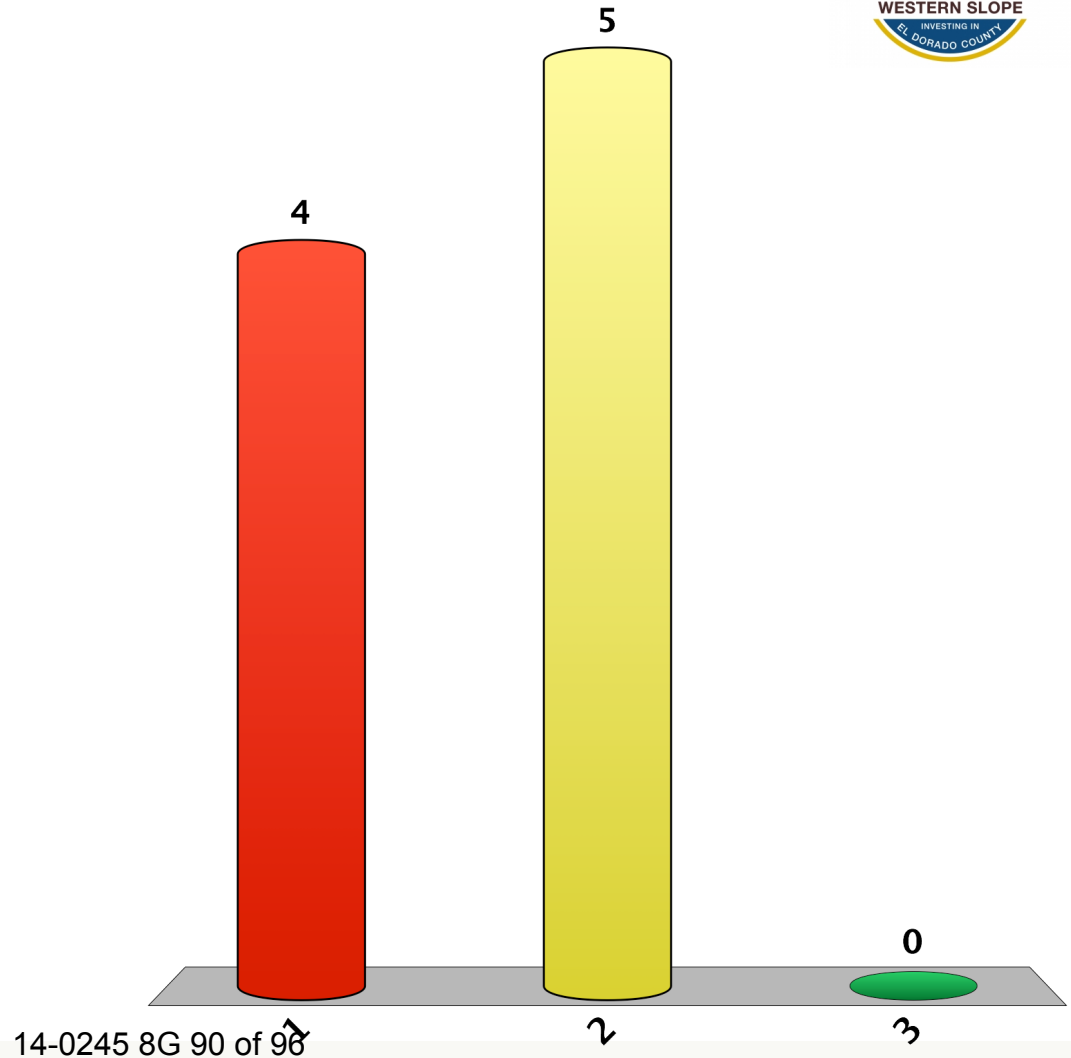
1. Yes
2. No
3. Don't know



Do you feel the TIM Fee deters economic development?

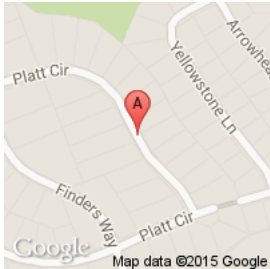


1. Yes
2. No
3. Don't know



El Dorado County

Comments submitted as of 8:36AM on April 28, 2015



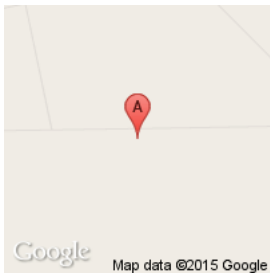
Constance Mote

Saratoga Ave should be continued to county line where it can be connected to Iron Point in Sac County

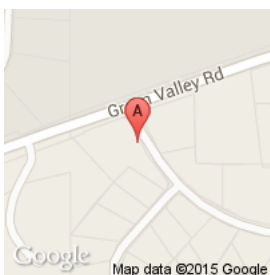


Larry Keenan

Green Valley road at Loch Way. Cars speeding west go into the shoulder to get around cars making a left turn onto Loch Way - this is extremely dangerous. We have mentioned this many times to the county. This is a tragedy just waiting to happen. Turn lanes here are essential to safety. Please help



Dangerous area Loch Way and Green Valley RD. Turn lanes are needed here now! Speeding cars on GVR go into the shoulder to get around cars turning left. Rear ends collisions have already occurred and we need help just to get onto GVR as well. Turn lanes, signalization, speed limits, etc. It's not safe at present



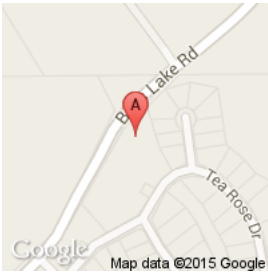
dale gretzinger

The intersection of Loch and Greenvalley is a dangerous one with no turns lanes so there have been several rear end collisions and it is just a matter of time before a critical injury or death occurs at this intersection

dale gretzinger



Hwy 88 is in major need of re-surfacing as it is one of the worst highways for holes and uneven and rough surfaces



Bass Lake Rd (the whole stretch) including the new section is extremely rough riding. The county should consider a complete rehab of various locations. Some of it should just be ground up and used as a base that can have a nice new layer of asphalt laid over it. The constant patching doesn't seem to hold up. Additionally the new stretch closer to highway 50 is an embarrassment. The county should require the contractor to come back and build road with an acceptable ride quality.



High speeds and school kids on bikes do not mix well. Near bike path for children biking to school is on Highway 193.



this is an area waiting for a very serious accident or death to happen. Highway 49 - people park their cars, walk their dogs and kids, all on Highway 49. Parking is free.



Deborah Horn

Stop light. Traffic and speed is a problem



Stanley

Release the walk audit paid for by the State, and participated in by citizens. Talk to EDCTC.

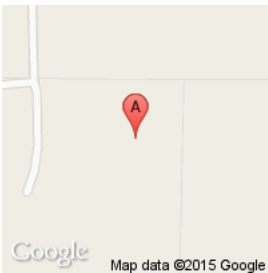


S

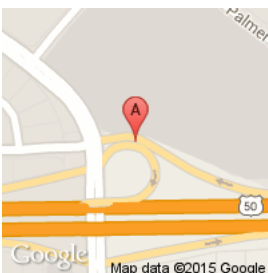
Release the walk audit that EDCTC had paid for by the State of California that had citizen participation.



If improved would divert traffic from 50.

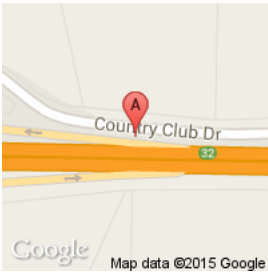


Lotus Rd is becoming very congested. The intersection of Lotus, Gold Hill & Lunaman is very hazardous when school is in session.



Lori Parlin

Narrow this median curb and widen the off ramp so that cars can queue in each of the turn lanes rather than all in the one-lane off ramp.



Stanley Price

Country Club Drive, narrow the current lanes, and install one 4' shoulder on the uphill side (climbing lane), for bicycles (and a place for pedestrians to walk), that would be safer than the current 55 mph speed limit. This is part of a historical route.



Stanley Price

Multi-use trail. This is original Lincoln Highway pavement. This route is also the Pony Express Trail.



Stanley Price

Sidewalk from at Country Club Drive to the bus stop at Merrychase Drive. Speed limit is 35, vehicles go faster, and pedestrians do walk this route out of necessity. This is a major hazard.



Stanley Price

There is not safe walking on Knollwood to the stores on Cambridge Road.



Stanley Price

Make a safe road crossing for pedestrians. Housing is on one side of the road, and the bus stop is on the other side of the road.



Stanley Price

North west corner of Cambridge and Merrychase. There are ped heads at the intersection, with crossing of three of the roads. There is NO safe place to wait on the NW corner. Cars turn and use all the pavement adjacent to a ditch. This is unsafe for any pedestrian.



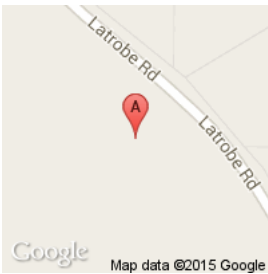
Stanley Price

North East corner of Cambridge at SR 50 west bound ramp and Merrychase. The curb radius is too large, allowing cars to exit north to Cambridge too fast. There is a pedestrian crosswalk, and a bus stop that are not visible prior to making the turn. If there is not a stopped car on the ramp, it might be unsafe to follow the pedestrian walk signal with the high speed of the cars.



Stanley Price

There should be a multi-use path around the edge of the Marble Valley development connecting Tong Road users to the El Dorado Trail south of Shiingle Springs. Open for transportation 24 hours a day, 7 days a week.



Stanley

West shoulder has horizontal crack at regular intervals, that have vegetation growing in them. Maintenance now will help preserve the roadway for cyclists to not ride on the roadway. I suggest spray, and crack seal.



Danny J Jones

the feasibility of walking path and or Bike lane should be considered for the entire length of Sly Park Road. Heavily used road provides no place for pedestrians or cyclist to walk and or ride. Similar projects have been completed in the South Tahoe area.