

**ATTACHMENT A**

**El Dorado County**  
**Brief Description of the Types of Traffic Impact**  
**and Developer Agreement Fees**  
**As required by Government Code Section 66006 (b) (1) (A)**

The purpose of the traffic impact fee (TIF), formerly the traffic impact mitigation (TIM) fee, is to finance capital transportation/circulation improvements, which are related directly to the incremental traffic/vehicle burden imposed upon the County's transportation/circulation system by new development in the unincorporated west slope of El Dorado County through 2042. Improvements funded by the TIF Program include, but are not limited to, new roadways, roadway widenings, roadway intersection improvements, operational and safety improvement, bridge replacement and rehabilitation, and transit. Fees are derived by establishing that there is a reasonable relationship between the need for the described public facilities and the impacts of the types of development being charged.

An update to the TIF Program Administrative Manual (TIF Manual) was adopted by the Board of Supervisors on June 28, 2022 by resolution 100-2022. This update to the manual updated changes to County rules and policies regarding the TIF program, and consolidate requirements of the Reimbursement Guidelines in the TIF Manual.

The TIF program underwent two fee schedule changes in Fiscal year 2021-22 (FY21-22). The two fee schedules and their effective dates are provided in Attachment B.

**General Plan Traffic Impact Fee (TIF) Program**

The General Plan Traffic Impact Fee (TIF) Program addresses the need to fund a road system capable of achieving the traffic level of service standards of the General Plan. This fee program succeeds all subsequent fee programs.

The original fee schedule for FY21-22 went into effect on February 8, 2021 by Resolution no. 196-2020.

The Board adopted the annual update to the TIF Schedule on July 13, 2021, which went into effect September 11, 2021 by resolution 079-2021.

As a result of resolution 196-2020, the former TIM (Traffic Impact Mitigation) program name was changed from the TIM Fee Program to the TIF program and the new/updated TIF Funds are as follows:

1. TIF Zone A (Acct 3670719)
2. TIF Zone B (Acct 3670720)
3. TIF Zone C (Acct 3670715)
4. TIF Zone C Silva Valley Interchange (Acct 3670716)
5. TIF Zone C HWY 50 (Acct 3670718)

(TIM Zones 1-7 Acct 3670717: Although funds stopped being deposited into this account after February 7, 2021, existing monies will continue to fund projects until it is exhausted.)

The zones that comprise the TIF program are:

- ✓ TIF Zone A - The Rural Fee Zone
- ✓ TIF Zone B - Cameron Park and Shingle Springs
- ✓ TIF Zone C – El Dorado Hills Area

In all the zones, there is a specified local component to the fee and a specified Hwy 50 component. The local component of fees collected from TIM Zones 1-7 (up until February 7, 2021) were pooled for use on future projects in any of these zones, but the amount used in each zone should ultimately approximate the amount of fees collected from that zone. Revenues collected were deposited into TIM Zones 1-7 (Acct 3670717). On February 8, 2021 revenues collected are now being deposited into TIF Zones A and B, which are collected into Accounts 3670719 and 3670720 respectively.

Local funds collected from TIF Zone C (formerly TIM Zone 8 up until February 7, 2021) are held separately due to pre-existing agreements and due to development in this area under the previously created El Dorado Hills/Salmon Falls Area Road Improvement Fee (RIF) program. Revenues collected are deposited into TIF – Zone C Hwy 50 (Acct 3670715) at 70% and into TIF – Zone C Silva Valley Interchange (Acct 3670716) at 30%.

Highway 50 fees collected from all the zones are pooled and used on projects along Highway 50. Revenues collected are deposited into TIF HWY 50 (Acct 3670718; formerly TIM HWY 50).

Fees were established by estimating projected costs of future projects and spreading those costs among the eight zones based on traffic volumes from each zone (see map, Figure 1a). Costs were divided by future growth projections to determine fees. As a part of Resolution No. 196-2020, the spreading of the costs are now among the three zones based on traffic volumes from each zone (see map, Figure 1b). Costs are divided by future growth projections to determine fees. Refer to Attachment B for list of the TIF fee breakdown.

More information about the various programs can be found in El Dorado County Ordinance Nos. 5044 and 5045, and the enabling Board Resolutions Nos. 021-2012, 191-2016, 001-2017, 189-2016, 190-2016, 191-2016, 072-2019, and 095-2020.

#### **BAR J Trust Road Impact Fee**

Established by Resolution 304-99 on December 14, 1999, the Country Club Drive-Tierra De Dios Area of Benefit (see map, figure 2) is intended to reimburse Bell Ranch Properties, LTD, the Developer that constructed improvements and realigned Country Club Drive and Tierra De Dios in the Cameron Park area. The associated fee is based on the apportionment of costs to benefiting properties as defined in the Engineer's Report for the Area of Benefit. These funds are collected by the County and are deposited into the Bar J Trust account (7936465), then disbursed to Bell Ranch Properties, LTD as reimbursement for the constructed improvements. Refer to Attachment B for details of fee calculation.

#### **Marble Valley Road – Road Impact Fee**

Established by Resolution 118-2000 on May 2, 2000, the Marble Valley Road Area of Benefit (see map, figure 3) and its associated impact fee, are intended to be used to reimburse Developer(s) that build the future roadway known as Marble Valley Road. The fee, which is collected with the building permit application, is based on the percentage of peak hour trips allocated to the property as detailed in the Traffic Analysis for Marble Valley Road, an appendix of the Engineer's Report for the Area of Benefit. These funds are collected by the County and are deposited into the Marble Valley Road Trust account (7936466). Refer to Attachment B for details of fee calculation.

### **Alto, LLC Development Agreement Community Benefit Fee**

The Alto development is a tentative subdivision for twenty-three (23) residential lots on an eighty-one (81) acre site identified as Assessor's Parcel Number 126-100-19 approved on May 5, 2009. On June 24, 2014 the Board approved Ordinance 5009 approving Development Agreement (DA) 13-0001 with Alto, LLC. Section 4.01 of the DA required the Alto, LLC to contribute \$30,000.00 for the County to use at its discretion toward a public benefit for the community. County received \$30,000.00 on July 25, 2014 to be used for potential road improvements in the Green Valley Road area. A map (figure 4) depicts the proposed Alto development.

Fees were deposited into the Road Construction Improvement In-Lieu fund (3670704). Note that the interest collected applies to the entire fund which includes Alto, LLC among other developments. The asterisk in Attachment C-4 identifies the interest which applies to the Alto portion only.

### **Frontage Improvement Deferral Program Fee**

On March 16, 2021, the Board approved Resolution 009-2021, Chapter 12.09 of the El Dorado County Frontage Improvement Ordinance. The resolution allows the County Engineer to require concurrent construction of frontage improvements such as curb, gutter, sidewalk and conform paving. Agreements between the County and developers are known as Deferred Frontage Improvement Agreements (DFIA) and fees paid as a part of a Frontage Improvement Deferral Program (FIDP). Per Government Code Section 66006, the County is required to deposit, invest, account for, and expend the fees in a prescribed manner.

On March 18, 2021 the County entered into a DFIA with Serrano Associates, LLC in connection with the Bass Lake Road improvement in Serrano Village J7 (PD18-0005/TM18-1536). As a part of the DFIA, the in-lieu amount of \$76,907.88 for DOT Serrano Village J7 (for Bass Lake Road) was collected and deposited into FIDP account number 3670721 (see map, figure 5).

On March 18, 2021 the County entered into a DFIA with Serrano Associates, LLC in connection with the Bass Lake Road/Bridlewood Drive Intersection (PD18-0005/TM18-1536). The DFIA stated that a total of \$200,000 must be paid to the County and used as a "fair share" contribution. Payments will be made in 64 equal installments of \$3,077 and one final payment of \$3,072, for a total of 65 payments. Reimbursement will be made in accordance with conditions of the DFIA. Funds are deposited into the Bass Lake Road/Bridlewood Drive Intersection FIDP account number 3670722 (see map, figure 5).

### **Bass Lake Hills Specific Plan – Public Facilities Financing Plan Fee**

The Bass Lake Hills Specific Plan (BLHSP) was established November 7, 1995 and approved in 1996 for a 20-year agreement. It consists of 1,414 acres in size and includes 88 individual parcels ranging in size from 1.1 to 96.4 acres. The BLHSP Public Facilities Financing Plan (PFFP) fee was adopted on June 8, 2004. In phases 1, 1A, 2, and 3 of the development, 1,404 units were subject to the PFFP fee. The fee was established to finance the backbone infrastructure and other public facilities for the BLHSP.

In April 2016 the Planning Commission approved Tentative Map and Planned Development revisions (Hawk view, APN: 103-060-01), (Bell Ranch, APN: 119-020-52), and (Bell Woods, APN: 108-010-07) supported by corresponding 10-year Development Agreements to replace the expired original BLHSP Development Agreement that was approved in 1996.

On February 23, 2021, Resolution 218-2021 was adopted by the Board to approve the 2020 BLHSP PFFP, which replaced the former BLHSP PFFP (see map, figure 6a). This resolution did not update

the PFFP fee. Rather, the Board directed the department to return to them to further lay out an updated fee plan.

On June 22, 2021, Resolution 065-2021 was adopted by the Board. It included the new Bass Lake Hills Plan Area Fee Program Nexus Study and BLHSP PFFP fee program with further expansion of fees divided out by transportation, sewer, and water improvements. This fee resolution went into effect sixty (60) days after the Board date, August 21, 2021 (see map, figure 6b). Therefore Exhibit B shows the fees in effect for FY21/22 both before and after that date.

Per Government Code Section 66006, the County is required to deposit, invest, account for, and expend the fees in a prescribed manner. The BLHSP PFFP fee is collected from new developments within the BLHSP at the time a building permit is issued; however, use of these funds may need to wait until a sufficient fund balance can be accrued.

Fees are deposited into the Bass Lake Hills PFFP fund (7936467). The Administration Fee will be deposited into its own fund (3670727) beginning in FY 2021-22. Refer to Attachment B for details of fee calculation.

### **Intelligent Transportation System**

In 2006/07, the Department of Transportation (Transportation) hired a consultant to draft an Intelligent Traffic System (ITS) Master Plan. A Draft ITS Master Plan for El Dorado County was prepared in August of 2007. However, the draft plan was never approved or accepted by the County or the El Dorado County Transportation Commission (EDCTC).

In 2018, Transportation Director, Rafael Martinez presented some information to the Board regarding a pilot program for ITS in the El Dorado Hills area. As the proposed ITS improvements are over and above the identified impacts of currently approved projects, Transportation cannot require new developments to pay for the ITS improvements through the TIF Program.

Transportation has developed a methodology for allocating a “fair share” amount per Dwelling Unit Equivalent (DUE) to future growth in the region. This methodology is based on the growth in vehicle miles travelled (VMT) in this region from 2018 to 2040 and allocates 78.8% of this growth to traffic originating or terminating in the El Dorado Hills region (defined as TIM Fee District 8; see map, figure 7).

This being the case, as large developments went through map approval, they may have chosen to pay the project’s fair share voluntary fee contribution with each final map application, to the El Dorado County Intelligent Transportation System (ITS) Program.

On May 17, 2022 (Legistar 22-0276, Item 28) the Board adopted the 2022 Annual Traffic Impact Fee (TIF) Program, which included an ITS Elements line item that will allow for the collection of TIF to go toward the implementation of multiple ITS projects.

Since the ITS Program was not adopted by the Board, the collected funds that were placed in the ITS Program Fee special revenue fund (3670755), will now be expended like TIF fees.

Per Government Code Section 66006, the County is required to deposit, invest, account for, and expend the fees in a prescribed manner.

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



# RATES EFFECTIVE FEBRUARY 8, 2021



### Legend

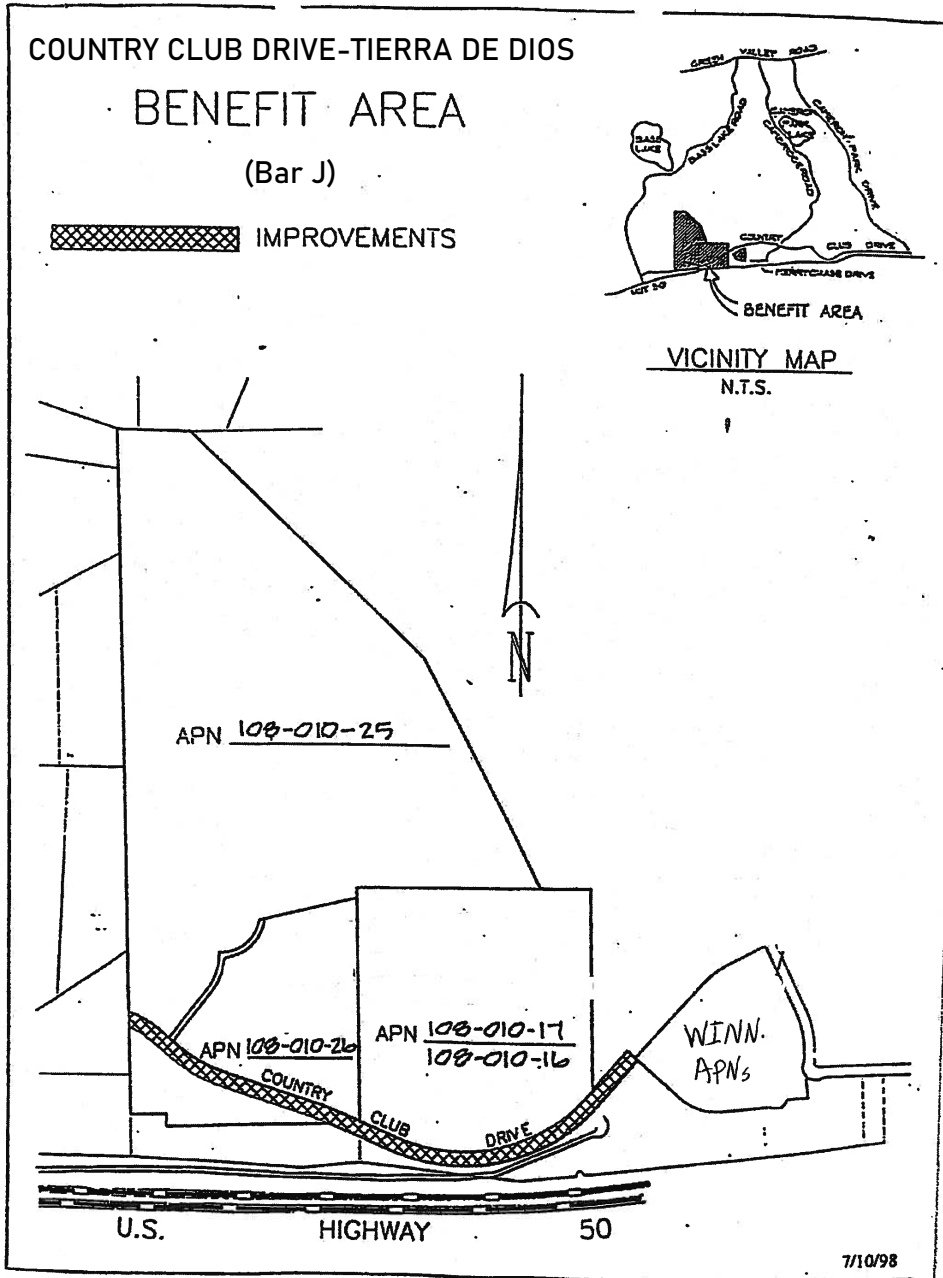
- TIF Zone Boundaries**
- TIF Zone A  
formerly 1 - Grizzly Flat / Quintette / West of Echo Summit  
formerly 4 - Coloma / Cool / Georgetown  
formerly 5 - Placerville / Camino / Pollock Pines  
formerly 6 - Pleasant Valley  
formerly 7 - Fairplay / Latrobe / Mt. Aukum
  - TIF Zone B  
formerly 2 - Cameron Park / Shingle Springs  
formerly 3 - El Dorado / Diamond Springs
  - TIF Zone C  
formerly 8 - El Dorado Hills
  - Parcels
  - Cities
  - Rivers & Creeks
  - Lakes
  - Major Roads
  - US Highway
  - State Routes

## EXHIBIT B

### Adopted Traffic Impact Fee Zones With Parcel Boundaries County of El Dorado State of California

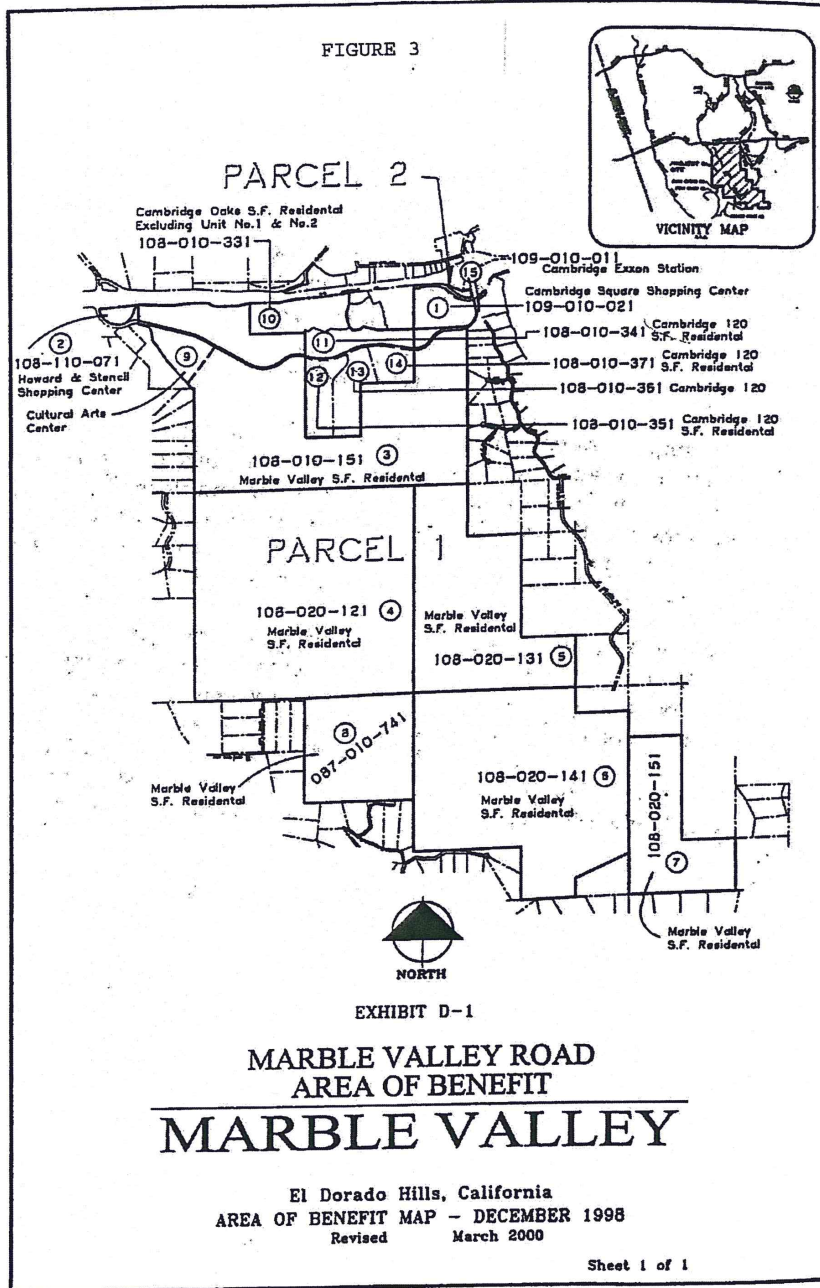
DISCLAIMER  
THE INFORMATION CONTAINED HEREIN IS UNOFFICIAL AND SHOULD NOT BE USED FOR OFFICIAL PURPOSES. THE INFORMATION IS PROVIDED AS IS AND THE COUNTY OF EL DORADO ACCEPTS NO LIABILITY FOR ANY ERRORS OR OMISSIONS. THE INFORMATION IS PROVIDED FOR INFORMATIONAL PURPOSES ONLY AND SHOULD NOT BE USED FOR OFFICIAL PURPOSES.  
NOTES  
LAYER INFORMATION MAY COVER ADDITIONAL AREAS OUTSIDE OF THE DISPLAYED AREA.  
PREPARED BY THE REQUESTOR: DOT DATA, DATE: 12/10/2020  
MAP PREPARED BY: Alan White, DATE: 12/10/2020

FIGURE 2



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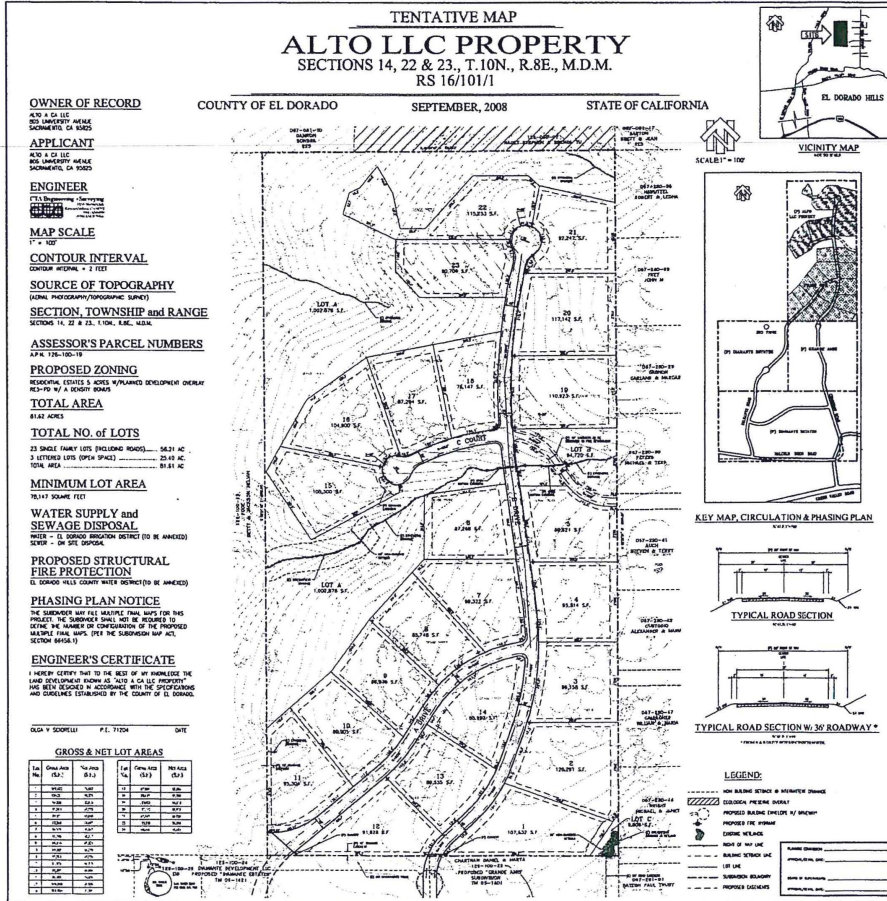
FIGURE 3





# Exhibit E: Tentative Subdivision Map

FIGURE 4



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EXHIBIT A

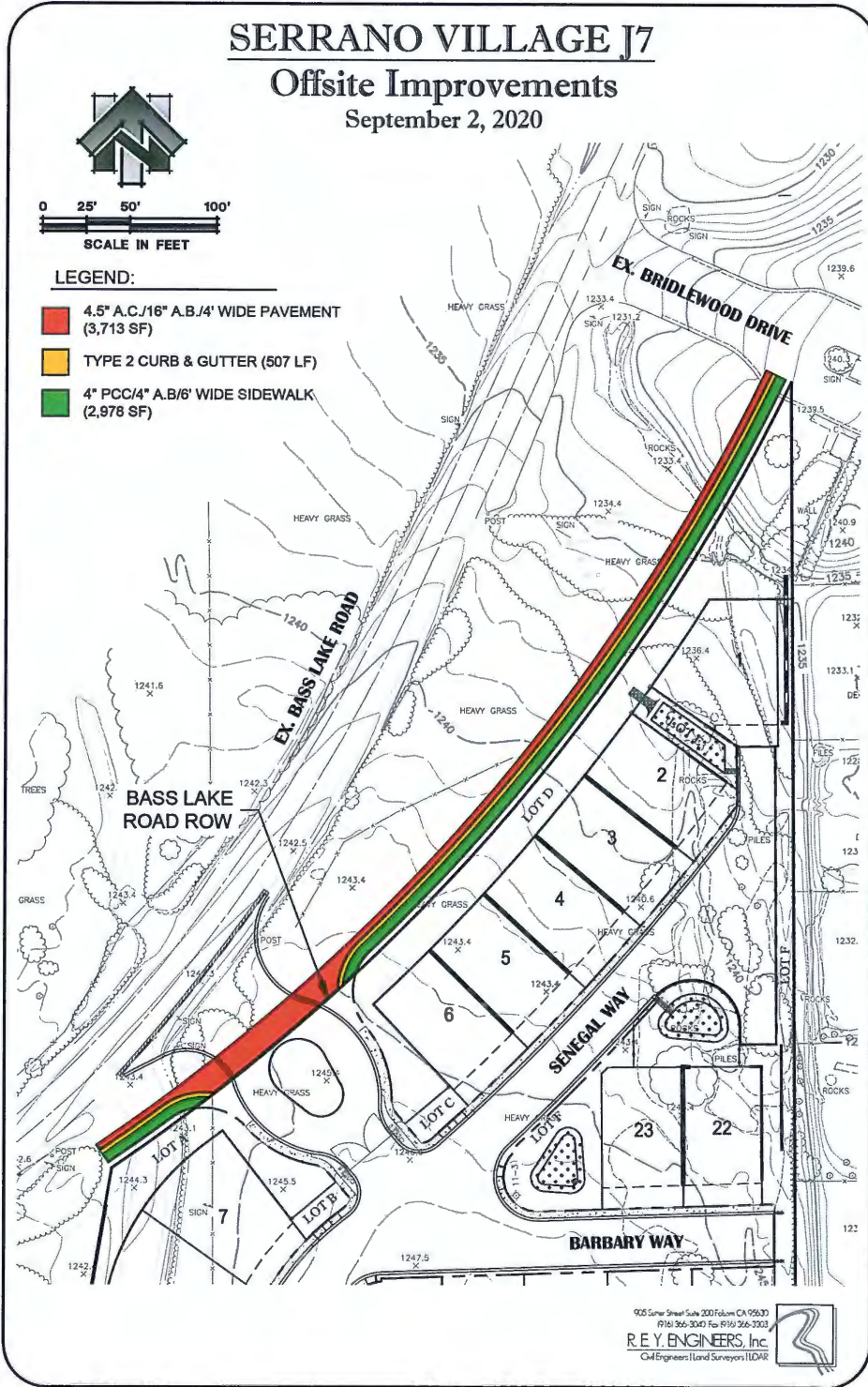
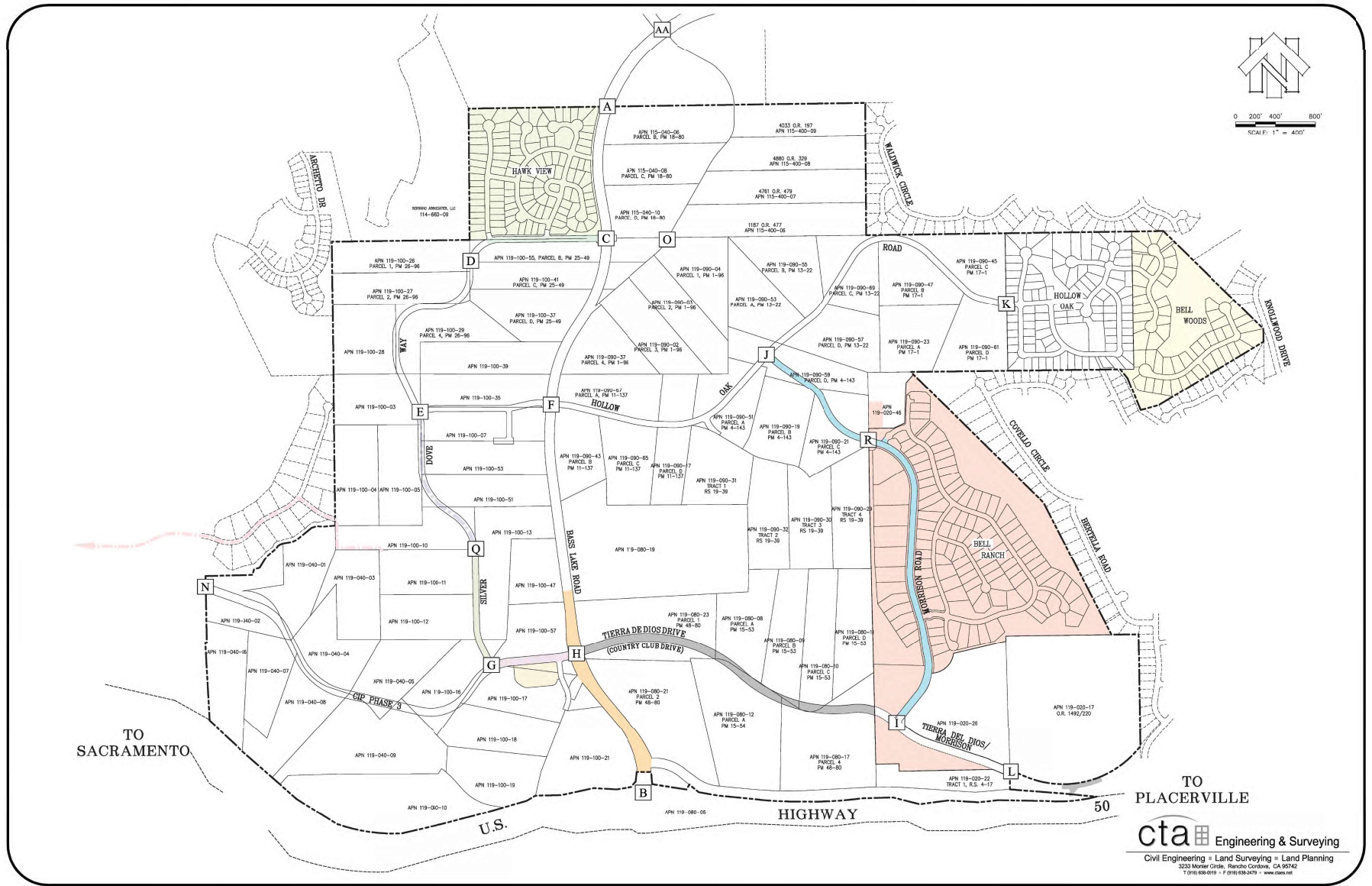


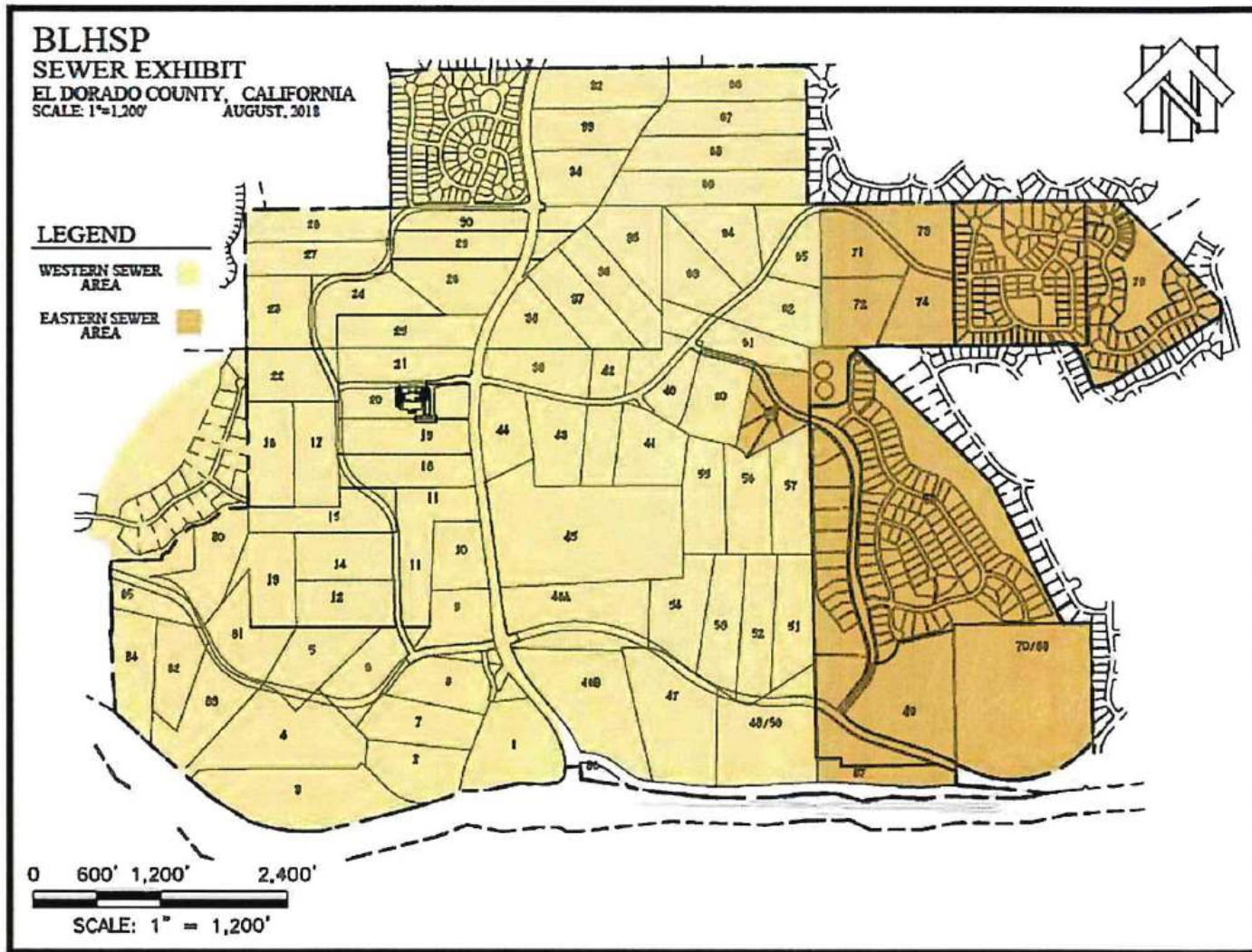
Figure 6a



11/16/2016 10:58:47 AM L:\PROJECTS\2016\2016-0024-B-25\0616.dwg, 11

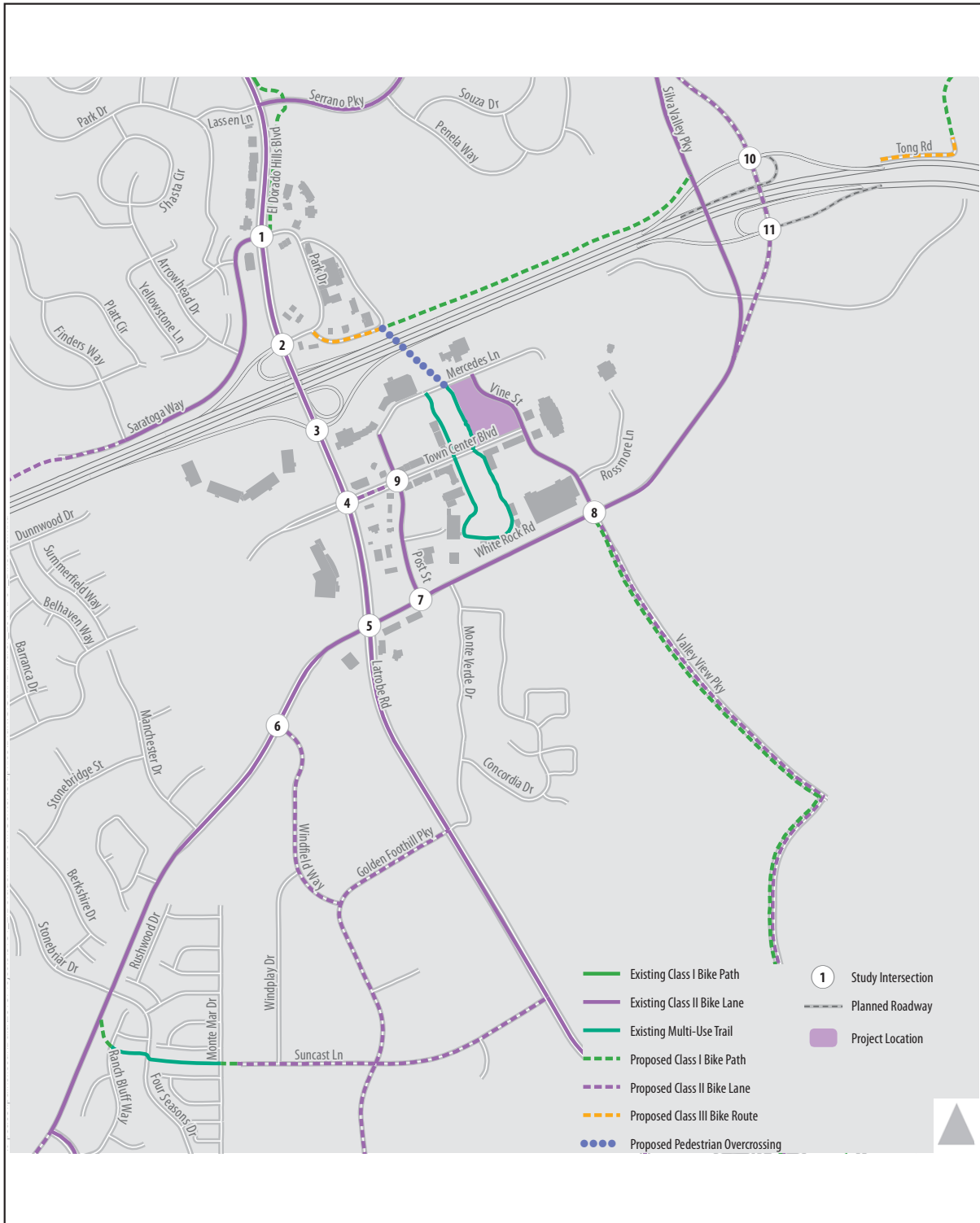


Figure 6b



21-0574 B 5 of 17

22-1423 A 12 of 13



SOURCE: Fehr and Peers, 2017

FIGURE 4.8-2



### Existing and Planned Bicycle Facilities

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