



## RESOLUTION 079-2021

OF THE BOARD OF SUPERVISORS OF THE COUNTY OF EL DORADO

### **Adopting the El Dorado County General Plan Traffic Impact Fee (TIF) Program 2021 Annual TIF Schedule**

**WHEREAS**, the County Board of Supervisors has long recognized the need for new development to help fund the roadway, bridge, and transit improvements necessary to serve that new development; and

**WHEREAS**, starting in 1984 and continuing until the present time, the Board of Supervisors has adopted and updated various fee resolutions to ensure that new development on the western slope pay its fair share of the costs of improving the County and state roadways necessary to serve that new development; and

**WHEREAS**, General Plan Measure TC-B requires the County to adopt a traffic impact fee program and to update the program annually for changes in project costs; and

**WHEREAS**, in accordance with those General Plan requirements and implementation measure, Ordinance No. 5045 (El Dorado County Code Chapter 12.28) require that said fees be adjusted annually by an increase or decrease in actual project costs (accomplished by updating cost estimates using actual construction costs of ongoing and completed projects and the most current cost estimates for those projects that are far enough along in the project development cycle to have project cost estimates) or pursuant to the Engineering News-Record Building Cost Index, as appropriate; and

**WHEREAS**, with the adoption of Board Resolution 196-2020, the Board adopted the now named Traffic Impact Fee (TIF) Program in lieu of the Traffic Impact Mitigation (TIM) Fee Program; and

**WHEREAS**, project costs have been updated as required by Ordinance No. 5045, resulting in revisions to the TIF schedule as shown on Exhibit A hereto; and

**WHEREAS**, the Board of Supervisors held a duly noticed public hearing during which updates to the fee schedule were studied and reviewed and the Board of Supervisors thereafter made the following findings in support of the updates to the fee schedule:

**Government Code Section 66001(a)(1): Identify the purpose of the fee.**

The purpose of the TIF is to fund 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 2040. The TIF and TIF program are an implementation measure, as required by Implementation Measure TC-B of the 2004 General Plan adopted by the County Board of Supervisors: "2004 El Dorado County General Plan: A Plan for Managed Growth and Open Road; A Plan for Quality Neighborhoods and Traffic Relief." The TIF program addresses the need to fund a road system capable of achieving the traffic level of service standards of the County's General Plan. Transportation improvements funded by the TIM Fees include future improvements as well as improvements already installed which are subject to reimbursement agreements. Improvements included in the TIM Fee program are necessary to accommodate new development; such improvements include, but are not limited to, new local roads, local road upgrades and widenings, signalization and intersection improvements, operational and safety improvements, Highway 50 improvements, and bridge replacement and rehabilitation. The TIM Fee advances a legitimate County interest by enabling the County to provide infrastructure to new development and to require new development to pay its fair share.

**Government Code Section 66001(a)(2): Identify the use to which the fee is to be put. If the use is financing public facilities, the facilities shall be identified. That identification may, but need not, be made by reference to a capital improvement plan as specified in Section 65403 or 66002, may be made in applicable general or specific plan requirements, or may be made in other public documents that identify the public facilities for which the fee is charged.**

The fee is to be used to fund transportation/circulation improvements necessary to accommodate new development in the unincorporated west slope of El Dorado County through 2040 as contemplated by the General Plan, including future improvements as well as improvements already installed which are subject to reimbursement agreements. The TIF will fund new local roads, local road upgrades and widenings, signalization and intersection improvements, operational and safety improvements, Highway 50 improvements, bridge replacement and rehabilitation, transit improvements in accordance with the El Dorado County Transit Authority's Capital Improvement Program (CIP), and costs associated with ongoing program staff and consultant costs for annual updates, major updates, and ongoing administration related to the TIF Program. The County's CIP, which is updated and adopted annually, identifies every project to be funded by the TIF and includes the following information for each project: detailed cash pro-formas which show all revenues by funding source and all expenditures per fiscal year; a current year work program; a future work program broken down into five year, ten year, and twenty year timeframes; and additional details for each capital project, including project description, a financing plan, and tentative schedule.

**Government Code Section 66001(a)(3): Determine how there is a reasonable relationship between the fee's use and the type of development project on which the fee is imposed.**

There is a reasonable relationship between the fee's use and the type of development project on which the fee is imposed as set forth in the following documents, all of which are incorporated into this resolution as if fully set forth herein:

- The *El Dorado County Traffic Impact Fee (TIF) Program Update Nexus & Funding Model* (Nexus Study) prepared by Urban Economic, DKS Associates and Kimley-Horn, December 8, 2020. The cost estimates for projects underway in the Nexus Study were updated by County staff for the 2021 TIF Program Annual Update, dated June 8, 2021, and the updated project costs are attached as Exhibit C.
- The most currently adopted El Dorado County *Capital Improvement Program*.
- The 2016 Programmatic Environmental Impact Report for the *Western Slope Roadway Capital Improvement Program and Traffic Impact Mitigation Fee Program for El Dorado County*, certified on December 6, 2016.
- The *Western Slope Roadway Capital Improvement Program and Traffic Impact Mitigation Fee Program for El Dorado County Addendum to the Environmental Impact Report*, March 2018.

There is a reasonable relationship between the TIF's use and the type of development projects on which the fee is imposed because the transportation/circulation facilities funded by the TIF are needed to accommodate and mitigate the incremental new traffic/vehicle burdens generated by the development of new commercial, industrial, and residential uses upon which the fee is imposed. (See documents cited above.) There is a reasonable relationship between the need for the transportation/circulation facilities and the development of new commercial, industrial, and residential projects upon which the fee is imposed because the new development projects paying the fee will receive a direct benefit from the transportation/circulation facilities funded by the fee; the transportation/circulation facilities funded by the fee will increase traffic/vehicle circulation capacity on streets and highways directly burdened by the increase in traffic/vehicles generated by new development projects upon which the fee is charged.

**Government Code Section 66001(a)(4): Determine how there is a reasonable relationship between the need for the public facility and the type of development project on which the fee is imposed.**

There is reasonable relationship between the need for the public facility and the type of development project on which the fee is imposed as set forth in the following documents, all of which are incorporated into this resolution as if fully set forth herein:

- The *El Dorado County Traffic Impact Fee (TIF) Program Update Nexus & Funding Model* (Nexus Study) prepared by Urban Economics, DKS Associates and Kimley-Horn, December 8, 2020. The cost estimates for projects underway in the Nexus Study were updated by County staff for the 2021 TIF Program Annual Update, dated June 8, 2021, and the updated project costs are attached as Exhibit C.
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There is a reasonable relationship between the need for the public facility and the type of development projects on which the fee is imposed because the transportation/circulation facilities funded by the TIF Program are needed to accommodate and mitigate the incremental new traffic/vehicle burdens generated by the development including those from new commercial, industrial, and residential uses upon which the fee is imposed. (See documents cited above.) There is a reasonable relationship between the need for the transportation/circulation facilities and the development of projects including new commercial, industrial, and residential projects upon which the fee is imposed because the new development projects paying the fee will receive a direct benefit from the transportation/circulation facilities funded by the fee; the transportation/circulation facilities funded by the fee will increase traffic/vehicle circulation capacity on streets and highways directly burdened by the increase in traffic/vehicles generated by new development projects upon which the fee is charged.

The previously adopted Nexus Study provides a thorough analysis of the required transportation facilities to be improved as a result of development and provides information of the fair share analysis and fees required by TIF Zone that is further broken down by development type. The TIF Program Schedule Resolution, which may be amended from time to time, provides the most current TIF rates per development type by TIF Zone.

**WHEREAS**, the collection process for improvement of roadways and intersections is set forth in Ordinance No. 5045 and in the TIM Fee Administrative Manual, adopted on January 24, 2017 by Resolution 001-2017.

**THEREFORE, BE IT HEREBY RESOLVED,**

- A. The Board of Supervisors hereby adopts the updated General Plan TIF Program fee schedule as shown in the attached Exhibit A, which shall become effective sixty (60) days following adoption of this Resolution, and the updated project costs as shown in the attached Exhibit C; and
- B. A map of the TIF Zones is provided in Exhibit B; and
- C. Applicants shall pay the TIF rate in effect at the time of building permit issuance or at the time of approval of an application for a change in the use of a building or property as provided in County Code Chapter 12.28 and the TIM Fee Administration Manual.

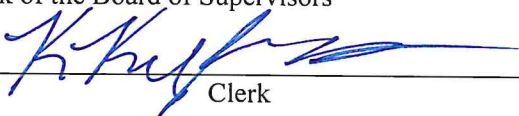
**PASSED AND ADOPTED** by the Board of Supervisors of the County of El Dorado at a regular meeting of said Board, held the 13th day of July 2021, by the following vote of said Board:

Attest:

Kim Dawson

Clerk of the Board of Supervisors

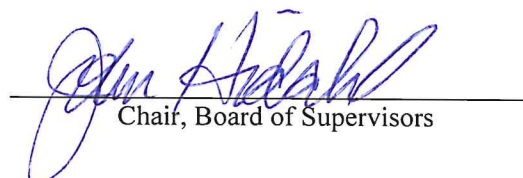
By: \_\_\_\_\_

  
Clerk

Ayes: Hidahl, Turnboo, Thomas, Parlin, Novasel

Noes: None

Absent: None

  
Chair, Board of Supervisors

**Table 1: Hwy 50 TIF Schedule - 2021 Update**

Land Use	EDU Rate <sup>1</sup>	Fee Basis	Zone A	Zone B	Zone C
<b>Residential</b>		Original Zones >>	1,4,5,6,7	2.3	8
SFD Not Age Restricted		Cost per EDU <sup>1</sup> >>	2,094	7,437	1,909
Less than 1,000 SqFt	0.82	Dwelling Unit	1,717	6,099	1,565
1,000 to 1,499 SqFt	0.89	Dwelling Unit	1,864	6,619	1,699
1,500 to 1,999 SqFt	0.95	Dwelling Unit	1,989	7,065	1,813
2,000 to 2,999 SqFt	1.00	Dwelling Unit	2,094	7,437	1,909
3,000 to 3,999 SqFt	1.06	Dwelling Unit	2,220	7,884	2,023
4,000 SqFt or more	1.10	Dwelling Unit	2,303	8,181	2,100
MFD Not Age Restricted	0.57	Dwelling Unit	1,194	4,239	1,088
SFD Age Restricted	0.30	Dwelling Unit	NA	2,231	573
MFD Age Restricted	0.26	Dwelling Unit	NA	1,934	496
<b>Nonresidential</b>		Cost per EDU <sup>1</sup> >>	413	1,536	230
General Commercial	1.55	Bldg. Sq. Ft.	0.64	2.38	0.36
Hotel/Motel/B&B	0.28	Room	116	430	64
Church	0.25	Bldg. Sq. Ft.	0.10	0.38	0.06
Office/Medical	1.28	Bldg. Sq. Ft.	0.53	1.96	0.29
Industrial/Warehouse	0.51	Bldg. Sq. Ft.	0.21	0.78	0.12

<sup>1</sup> "EDU" (equivalent dwelling unit) equals the demand placed on the transportation network relative to one single family detached dwelling unit. EDU factors are expressed per dwelling unit for residential development, per room for hotel/motel/B&B, and per 1,000 square feet for all other nonresidential development.

**Table 2: Local Roads TIF Schedule - 2021 Update**

Land Use	EDU Rate <sup>1</sup>	Fee Basis	Zone A	Zone B	Zone C
<b>Residential</b>		<i>Original Zones &gt;&gt;</i>	1,4,5,6,7	2,3	8
SFD Not Age Restricted		<i>Cost per EDU<sup>1</sup> &gt;&gt;</i>	7,603	16,906	28,424
Less than 1,000 SqFt	0.82	Dwelling Unit	6,235	13,863	23,307
1,000 to 1,499 SqFt	0.89	Dwelling Unit	6,767	15,046	25,297
1,500 to 1,999 SqFt	0.95	Dwelling Unit	7,223	16,061	27,002
2,000 to 2,999 SqFt	1.00	Dwelling Unit	7,603	16,906	28,424
3,000 to 3,999 SqFt	1.06	Dwelling Unit	8,059	17,920	30,129
4,000 SqFt or more	1.10	Dwelling Unit	8,364	18,597	31,266
MFD Not Age Restricted	0.57	Dwelling Unit	4,334	9,636	16,201
SFD Age Restricted	0.30	Dwelling Unit	NA	5,072	8,527
MFD Age Restricted	0.26	Dwelling Unit	NA	4,396	7,390
<b>Nonresidential</b>		<i>Cost per EDU<sup>1</sup> &gt;&gt;</i>	675	3,201	6,484
General Commercial	1.55	Bldg. Sq. Ft.	1.05	4.96	10.05
Hotel/Motel/B&B	0.28	Room	189	896	1,816
Church	0.25	Bldg. Sq. Ft.	0.17	0.80	1.62
Office/Medical	1.28	Bldg. Sq. Ft.	0.86	4.09	8.29
Industrial/Warehouse	0.51	Bldg. Sq. Ft.	0.34	1.63	3.31

<sup>1</sup> "EDU" (equivalent dwelling unit) equals the demand placed on the transportation network relative to one single family detached dwelling unit. EDU factors are expressed per dwelling unit for residential development, per room for hotel/motel/B&B, and per 1,000 square feet for all other nonresidential development.

**Table 3: Total TIF Schedule - 2021 Update**

Land Use	EDU Rate <sup>1</sup>	Fee Basis	Zone A	Zone B	Zone C
<b>Residential</b>		Original Zones >>	1,4,5,6,7	2,3	8
SFD Not Age Restricted		Cost per EDU <sup>1</sup> >>	9,697	24,343	30,332
Less than 1,000 SqFt	0.82	Dwelling Unit	7,952	19,962	24,872
1,000 to 1,499 SqFt	0.89	Dwelling Unit	8,631	21,665	26,996
1,500 to 1,999 SqFt	0.95	Dwelling Unit	9,212	23,126	28,815
2,000 to 2,999 SqFt	1.00	Dwelling Unit	9,697	24,343	30,333
3,000 to 3,999 SqFt	1.06	Dwelling Unit	10,279	25,804	32,152
4,000 SqFt or more	1.10	Dwelling Unit	10,667	26,778	33,366
MFD Not Age Restricted	0.57	Dwelling Unit	5,528	13,875	17,289
SFD Age Restricted	0.30	Dwelling Unit	NA	7,303	9,100
MFD Age Restricted	0.26	Dwelling Unit	NA	6,330	7,886
<b>Nonresidential</b>		Cost per EDU <sup>1</sup> >>	1,088	4,736	6,715
General Commercial	1.55	Bldg. Sq. Ft.	1.69	7.34	10.41
Hotel/Motel/B&B	0.28	Room	305	1,326	1,880
Church	0.25	Bldg. Sq. Ft.	0.27	1.18	1.68
Office/Medical	1.28	Bldg. Sq. Ft.	1.39	6.05	8.58
Industrial/Warehouse	0.51	Bldg. Sq. Ft.	0.55	2.41	3.43

<sup>1</sup> "EDU" (equivalent dwelling unit) equals the demand placed on the transportation network relative to one single family detached dwelling unit. EDU factors are expressed per dwelling unit for residential development, per room for hotel/motel/B&B, and per 1,000 square feet for all other nonresidential development.



**Table 6: Bridge Replacement Projects**

River	Crossing	CIP Account	2020 Cost	Proposed 2021 CIP	
				Adjustment	Updated Cost
Indian Creek	Green Valley Rd	Zones B	\$ 5,663,000	\$ -	\$ 5,663,000
Mound Springs Creek	Green Valley Rd	Zones B	\$ 6,225,000	\$ -	\$ 6,225,000
Weber Creek	Green Valley Rd	Zones B	\$ 11,999,000	\$ (56,673)	\$ 11,942,327
South Fork American River	Salmon Falls Rd	Zone C	\$ 25,000,000	\$ -	\$ 25,000,000
Weber Creek	Cedar Ravine Rd	Zones A	\$ 3,248,000	\$ -	\$ 3,248,000
Carson Creek	White Rock Rd	Zone C	\$ 5,050,000	\$ -	\$ 5,050,000
North Fork Cosumnes River	Mt. Aukum Rd	Zones A	\$ 5,050,000	\$ -	\$ 5,050,000
North Fork Cosumnes River	Bucks Bar Rd	Zones A	\$ 8,658,000	\$ 507,472	\$ 9,165,472
South Fork Weber Creek	Newtown Rd	Zones A	\$ 5,846,000	\$ -	\$ 5,846,000
New York Creek	Malcolm Dixon Rc	Zone C	\$ 4,500,000	\$ -	\$ 4,500,000
<b>Total</b>					\$ 81,689,799
<b>New Development Share<sup>1</sup></b>					<u>11.47%</u>
<b>TIF Program Share</b>					<b>\$ 9,370,000</b>

<sup>1</sup> Development share based on federal funding for 88.53 percent of total costs. Developer share is less than could be allocated based on growth as a share of total development at the planning horizon (see Table 5).

Sources: County of El Dorado.



**Table 10: TIF Program Costs**

Map ID	CIP Acct.	Project No.	Project Name	Total Cost	Prior Year Funding <sup>1</sup>	Future Local Funding <sup>2</sup>	2020 Net Cost	Proposed 2021 CIP Adjustment	2021 Net Cost
<b>Hwy 50 Auxiliary Lanes</b>									
A-1	Hwy 50 Blackstone	53115	Auxiliary Lane Westbound	\$ 3,100,000	\$ 10,000	\$ -			\$ 3,090,000
			Subtotal	\$ 3,100,000	\$ 10,000	\$ -		\$ -	\$ 3,090,000
<b>Hwy 50 Interchanges Projects</b>									
I-1	Zone C	71323	El Dorado Hills Blvd	\$ 9,517,000	\$ 550,000	\$ -	\$ 8,967,000	\$ 3,120,277	\$ 12,087,000
I-2	Silva Valley IC	71345/71368	Silva Valley Pkwy-Phases 1&2	10,793,000	250,000	-	10,543,000	33,224	\$ 10,576,000
I-3	Hwy 50 Zones A-C	71330	Bass Lake Rd	5,417,000	22,000	405,000			\$ 4,990,000
I-4	Hwy 50 Zones A-C	71332	Cambridge Rd	9,665,000	39,000	-			\$ 9,626,000
I-5	Hwy 50 Zones A-C	72361	Cameron Park Dr	22,837,000	1,416,000	-			\$ 21,421,000
I-6	Hwy 50 Zones A-C	71333/71338/71335	Ponderosa Rd/S Shingle Rd	21,900,000	1,456,000	-	20,444,000	355,823	\$ 20,800,000
I-7	Hwy 50 Zones A-C	71347	El Dorado Rd	5,782,000	181,000	-			\$ 5,601,000
			Subtotal	\$ 85,911,000	\$ 3,914,000	\$ 405,000		\$ 3,509,324	\$ 85,101,000
<b>Roadway Improvements</b>									
R-1	Zone B	72143	Cameron Park Dr Widening	\$ 3,621,000	\$ 146,000	\$ -	\$ 3,475,000	\$ 489,000	\$ 3,964,000
R-2	Zone C	72376	Green Valley Rd Widening				Under Construction - See Table 14		
R-3	Zone C	GP178	Green Valley Rd Widening	14,498,000	-	-	14,498,000		\$ 14,498,000
R-4	Zone C	72374	White Rock Rd Widening	9,467,000	5,000	-			\$ 9,462,000
R-5	Zone B	72142	Missouri Flat Rd	7,629,000	-	-			\$ 7,629,000
R-6	Zone C	GP147	Saratoga Way Extension-Phs 2	13,290,000	-	-	13,290,000	(8,000)	\$ 13,282,000
R-7	Zone C	72377	Country Club Dr Extension	21,190,000	-	-			\$ 21,190,000
R-8	Zone C	71362	Country Club Dr Extension	11,703,000	-	-			\$ 11,703,000
R-9	Zone C	71361	Country Club Dr Extension	17,923,000	-	-			\$ 17,923,000
R-10	Zone B	71360	Country Club Dr Realignment				Under Construction - See Reimbursement Agmts & Table 14		
R-11	Zone B	72334	Diamond Springs Pkwy-Phs 1B	28,293,000	5,633,000	17,281,243	7,921,000	2,440,342	\$ 7,819,000
R-12	Zone C	66116	Latrobe Connection	2,874,000	353,000	-			\$ 2,521,000
R-13	Zone B	71375	Headington Rd Extension	14,899,000	704,000	-	14,195,000	755,000	\$ 14,950,000
R-14	Zone C	72BASS	Bass Lake Rd	1,654,000	-	-			\$ 1,654,000
R-15		72LATROBE	Latrobe Rd Widening				Deleted - Not Deficient		
R-16	Zone C	72381	White Rock Rd Widening	11,765,000	317,000	-			\$ 11,448,000
R-17	Zone C	NA	Latrobe Rd Widening	5,865,000	-	-			\$ 5,865,000
R-18	Zone B	NA	Pleasant Valley Rd	409,000	-	-			\$ 409,000
			Subtotal	\$ 165,080,000	\$ 7,158,000	\$ 17,281,243		\$ 3,676,342	\$ 144,317,000

**Table 10: TIF Program Costs**

Map ID	CIP Acct.	Project No.	Project Name	Total Cost	Prior Year Funding <sup>1</sup>	Future Local Funding <sup>2</sup>	2020 Net Cost	Proposed 2021 CIP Adjustment	2021 Net Cost
<b>Reimbursement Agreements</b>									
R-6	Zone C	71324	Saratoga Way Extension-Phs <sub>1</sub>	\$ 10,958,000	NA	NA			\$ 10,958,000
R-10	Zone C	71360	Country Club Dr Realignment	4,381,000	NA	NA			4,381,000
R-10	Zone B	71360	Country Club Dr Realignment	7,256,000	NA	NA			7,256,000
R-10	Hwy 50 Zones A-C	71360	Country Club Dr Realignment	148,000	NA	NA			148,000
R-12	Zone C	66116	Latrobe Connection	55,000	NA	NA			55,000
I-2	Silva Valley IC	71328	Silva Valley Interchange	193,000	NA	NA			193,000
I-2	Silva Valley IC	71328	Silva Valley Interchange-Design	5,602,000	NA	NA			5,602,000
NA	Zone C	71353	Bass Lake Rd (SIA)	1,477,000	NA	NA			1,477,000
NA	Zone B	76107	Silver Springs Pkwy	2,127,000	NA	NA			2,127,000
NA	Zone B	66108/76108	Silver Springs Pkwy	4,274,000	NA	NA			4,274,000
NA	Zone A & B	76114	Deer Valley Rd	70,000	NA	NA			70,000
			Subtotal	\$ 36,541,000	NA	NA			\$ 36,541,000
<b>Other Programs</b>									
NA	Zones A - C	NA	Bridge Replacement	\$ 9,370,000	NA	NA		\$ 52,000	9,370,000
NA	Zones A - C	NA	Intersection Improvements	38,959,000	NA	NA			38,959,000
NA	Zones A - C	53118	Transit	3,137,000	NA	NA			3,137,000
NA	Zones A - C	NA	Fee Program Admin	6,220,000	NA	NA			6,220,000
			Subtotal	\$ 57,686,000	NA	\$ -		\$ 52,000	\$ 57,686,000
			<b>Total</b>	<b>\$ 348,318,000</b>	<b>\$ 11,082,000</b>	<b>\$ 17,686,243</b>	<b>98%</b>	<b>\$ 7,237,666</b>	<b>\$ 326,735,000</b>
							<b>3%</b>		<b>92%</b>

<sup>1</sup> Amounts represents spending through June 30, 2020 based on EDC DOT June 2020 CIP Book (see sources).

<sup>2</sup> Includes funding for Bass Lake Rd. Interchange (Map ID I-3) from the Bass Lake Hills Public Facilities Financing Plan (BLHPFFP), and funding for Diamond Springs Parkway (Map ID R-11) from Missouri Flats Master Circulation and Funding Plan (MC&FP) and State-Local Partnership Program (SLPP).

Sources: Tables 6, 7, 8, and 9 of this study; Appendix B (attached to this model documentation); "TIM Fee Capital Improvement Costs Supporting Documentation" (for total project cost estimates), County of El Dorado, Department of Transportation (DOT); Adopted 2020 Capital Improvement Program, June 9, 2020 (for prior year funding and future local funding estimates).