

## **ATTACHMENT B**

**El Dorado County**  
**Brief Description of the Types of Road Impact Fees**  
**As required by Government Code Section 66006 (b) (1) (A)**  
**November 9, 2007**

General

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

**FEES CURRENTLY CHARGED AND USED TO FUND PROJECTS:**

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

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

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

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

The zones that comprise this fee program are:

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

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

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

El Dorado Hills/Salmon Falls Area Road Impact Fee (RIF)

The El Dorado Hills/ Salmon Falls area RIF impact fee program provides funding for major road improvements required as a result of development occurring within the boundaries as shown on the attached map (figure 2).

As a provision of the El Dorado Hills Specific Plan, Public Improvements Financing Plan, the County is required to set aside, at time of collection, thirty percent (30%) of all fees collected within the El Dorado Hills/Salmon Falls area for the financing of the Silva Valley Interchange.

West Slope Traffic Impact Mitigation Fee (TIM)

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

State Traffic Impact Mitigation Fee

The State Traffic Impact Mitigation Fee is not a State fee, but a fee collected and administered by the County for the purpose of constructing improvements to the State highway system within our County. This fee program funds capacity needs for State Highways 49, 193, U.S. 50, and all anticipated U.S. 50 interchanges with the exception of the El Dorado Hills and Silva Valley Interchanges, which are financed through the El Dorado Hills/Salmon Falls RIF. Fees for this program are calculated based on each area's relative share of trips generated in the county. These areas are the regional analysis zones used in the General Plan EIR (see map, figure 3):

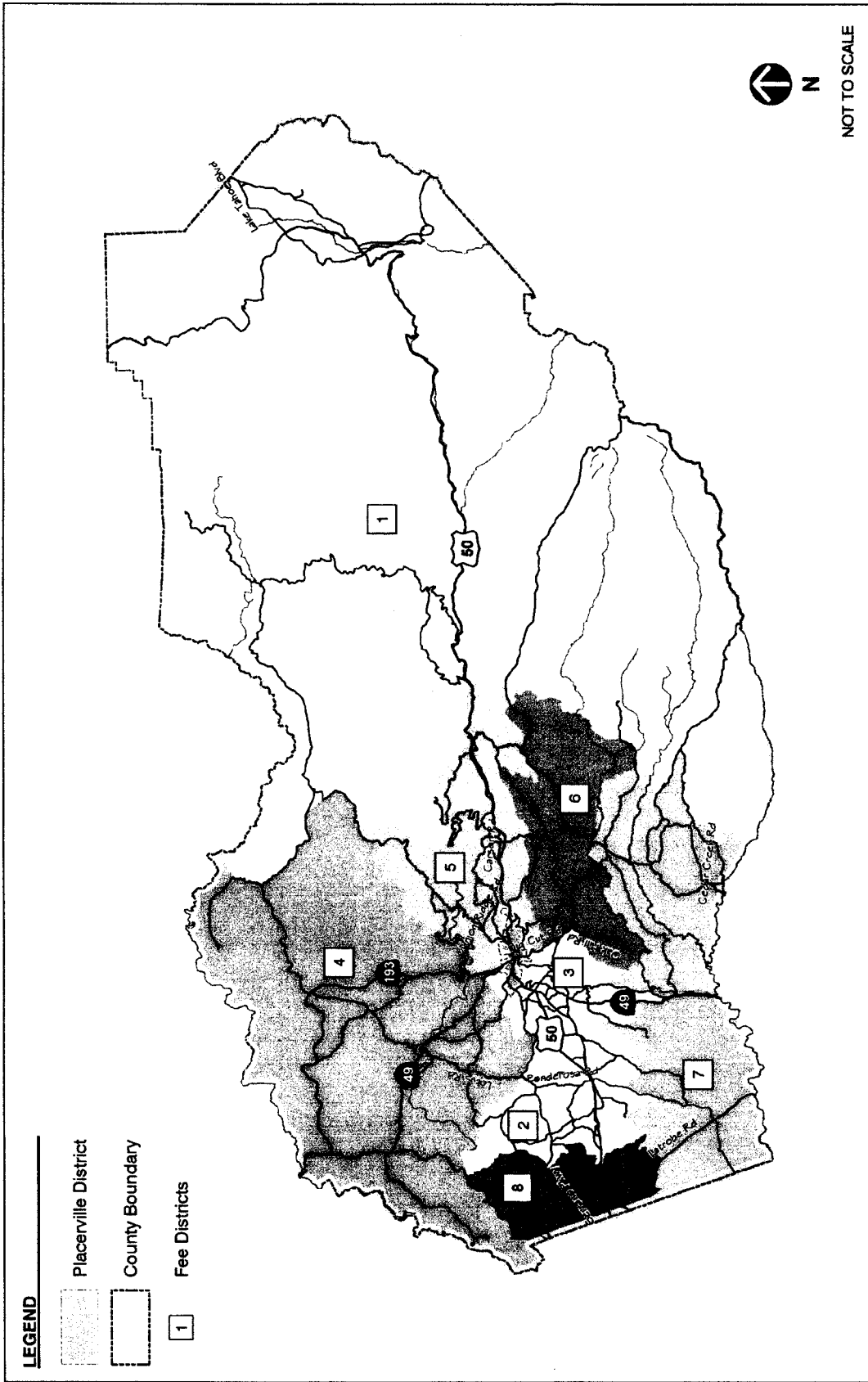
- ✓ El Dorado Hills/Salmon Falls Area
- ✓ Regional Analysis Zone # 1 (includes El Dorado/Diamond Springs, Cameron Park, Shingle Springs, Placerville Periphery, and City of Placerville)
- ✓ Regional Analysis Zones #2 – 5 (balance of county excluding Tahoe Basin)

Interim Highway 50 Corridor Variable Traffic Impact Fee

The Interim Highway 50 Corridor Variable Traffic Impact Fee program addresses facility improvements needed related to the Highway 50 corridor. Projects in this fee program include improvements to Highway 50 that are not included in the State TIM program, commuter buses, park and Ride lots, parallel capacity. Fees were calculated by region (see map, figure 4) and square footage:

- ✓ El Dorado Hills/Salmon Falls Area District
- ✓ West District
- ✓ Central District
- ✓ East District

FIGURE 1



**EL DORADO COUNTY TRAFFIC IMPACT FEE DISTRICT**

**FEHR & PEERS**  
TRANSPORTATION CONSULTANTS  
IN PROJECTS

FIGURE 2

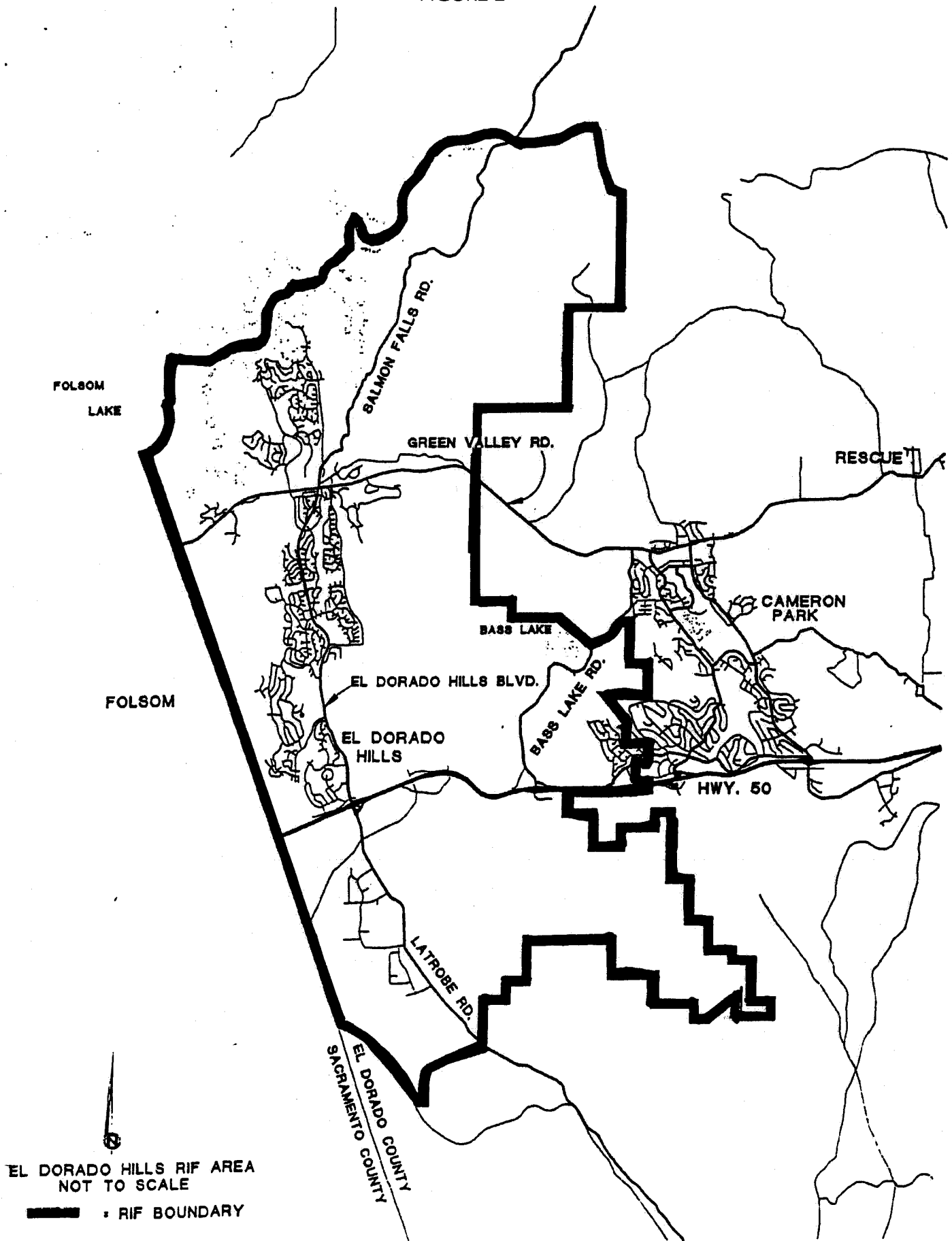


FIGURE 3

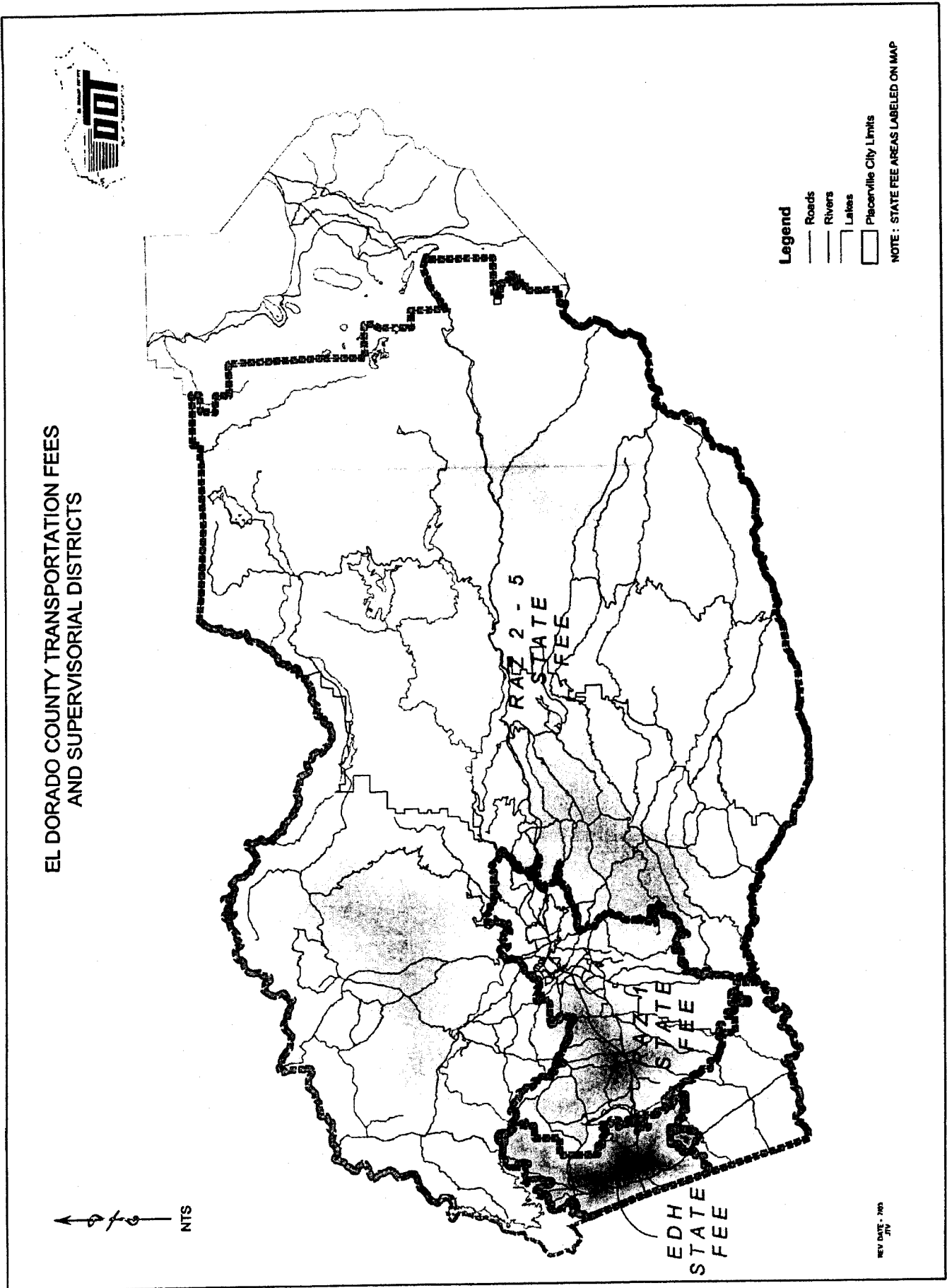
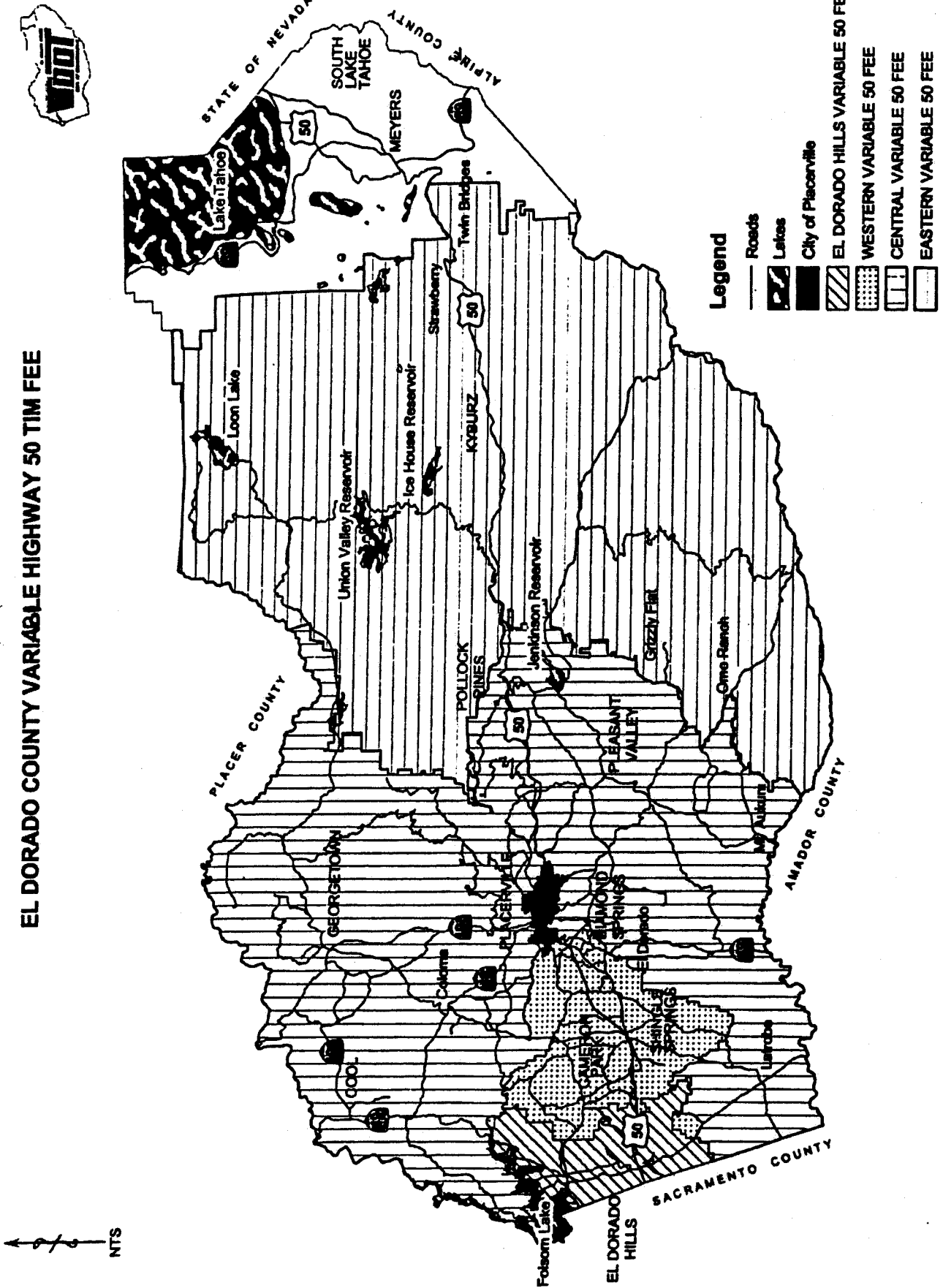


FIGURE 4

EL DORADO COUNTY VARIABLE HIGHWAY 50 TIM FEE



REV. DATE 09/07