



RESOLUTION XXX-2022

OF THE BOARD OF SUPERVISORS OF THE COUNTY OF EL DORADO

Adopting the El Dorado County General Plan Traffic Impact Fee (TIF) Program 2022 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) provided that said fees shall 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. 5144, 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 TIF include future improvements as well as improvements already installed which are subject to reimbursement agreements. Improvements included in the TIF 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 TIF 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 2022 TIF Program Annual Update, dated May 17, 2022, 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 2022 TIF Program Annual Update, dated May 17, 2022, and the updated project costs are attached as Exhibit C.

- The most currently adopted El Dorado County *Capital Improvement Program*.
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- 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 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 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. 5144 and in the TIM Fee Administrative Manual, adopted on January 24, 2017 by Resolution 001-2017.

THERFORE, 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 TIF Administrative Manual.

PASSED AND ADOPTED by the Board of Supervisors of the County of El Dorado at a regular meeting of said Board, held the _____ day of _____ 2022, by the following vote of said Board:

Ayes:

Attest:

Kim Dawson

Clerk of the Board of Supervisors

Noes:

Absent:

By: _____

Clerk

Chair, Board of Supervisors

Table 1: Hwy 50 TIF Schedule - 2022 Update

| Land Use | EDU Rate ¹ | Fee Basis | Zone A | Zone B | Zone C |
|------------------------|-----------------------|--|-----------|--------|--------|
| | | <i>Original Zones</i> | | | |
| | | >> 1,4,5,6,7 | 1,4,5,6,7 | 2.3 | 8 |
| Residential | | <i>Cost per EDU¹ >></i> | 2,400 | 8,793 | 2,269 |
| SFD Not Age Restricted | | | | | |
| Less than 1,000 SqFt | 0.82 | Dwelling Unit | 1,968 | 7,210 | 1,860 |
| 1,000 to 1,499 SqFt | 0.89 | Dwelling Unit | 2,136 | 7,826 | 2,019 |
| 1,500 to 1,999 SqFt | 0.95 | Dwelling Unit | 2,280 | 8,353 | 2,155 |
| 2,000 to 2,999 SqFt | 1.00 | Dwelling Unit | 2,400 | 8,793 | 2,269 |
| 3,000 to 3,999 SqFt | 1.06 | Dwelling Unit | 2,544 | 9,320 | 2,405 |
| 4,000 SqFt or more | 1.10 | Dwelling Unit | 2,640 | 9,672 | 2,496 |
| MFD Not Age Restricted | 0.57 | Dwelling Unit | 1,368 | 5,012 | 1,293 |
| SFD Age Restricted | 0.30 | Dwelling Unit | NA | 2,638 | 681 |
| MFD Age Restricted | 0.26 | Dwelling Unit | NA | 2,286 | 590 |
| | | | | | |
| Nonresidential | | <i>Cost per EDU¹ >></i> | 485 | 1,815 | 275 |
| General Commercial | 1.55 | Bldg. Sq. Ft. | 0.75 | 2.81 | 0.43 |
| Hotel/Motel/B&B | 0.28 | Room | 136 | 508 | 77 |
| Church | 0.25 | Bldg. Sq. Ft. | 0.12 | 0.45 | 0.07 |
| Office/Medical | 1.28 | Bldg. Sq. Ft. | 0.62 | 2.32 | 0.35 |
| Industrial/Warehouse | 0.51 | Bldg. Sq. Ft. | 0.25 | 0.93 | 0.14 |

¹ "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 - 2022 Update

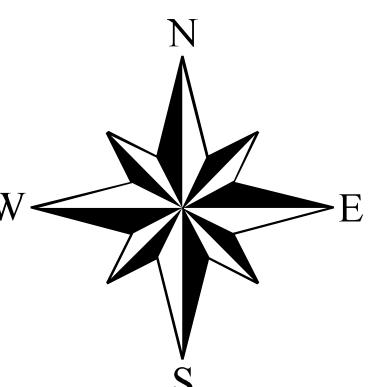
| Land Use | EDU Rate ¹ | Fee Basis | Zone A | Zone B | Zone C | | | Silva Valley IC Share |
|------------------------|-----------------------|--|-----------|--------|--------|-----------------|-------------|-----------------------|
| | | | | | Total | Silva Valley IC | Other Local | |
| | | <i>Original Zones</i> | | | | | | |
| | | >> 1,4,5,6,7 | 1,4,5,6,7 | 2,3 | | | 8 | |
| Residential | | <i>Cost per EDU¹ >></i> | 9,088 | 19,422 | 32,139 | 9,642 | 22,497 | 30% |
| SFD Not Age Restricted | | | | | | | | |
| Less than 1,000 SqFt | 0.82 | Dwelling Unit | 7,452 | 15,926 | 26,354 | 7,906 | 18,448 | |
| 1,000 to 1,499 SqFt | 0.89 | Dwelling Unit | 8,088 | 17,285 | 28,604 | 8,581 | 20,022 | |
| 1,500 to 1,999 SqFt | 0.95 | Dwelling Unit | 8,634 | 18,451 | 30,532 | 9,160 | 21,372 | |
| 2,000 to 2,999 SqFt | 1.00 | Dwelling Unit | 9,088 | 19,422 | 32,139 | 9,642 | 22,497 | |
| 3,000 to 3,999 SqFt | 1.06 | Dwelling Unit | 9,633 | 20,587 | 34,067 | 10,221 | 23,847 | |
| 4,000 SqFt or more | 1.10 | Dwelling Unit | 9,997 | 21,364 | 35,353 | 10,606 | 24,747 | |
| MFD Not Age Restricted | 0.57 | Dwelling Unit | 5,180 | 11,070 | 18,319 | 5,496 | 12,823 | |
| SFD Age Restricted | 0.30 | Dwelling Unit | NA | 5,827 | 9,642 | 2,893 | 6,749 | |
| MFD Age Restricted | 0.26 | Dwelling Unit | NA | 5,050 | 8,356 | 2,507 | 5,849 | |
| | | | | | | | | |
| Nonresidential | | <i>Cost per EDU¹ >></i> | 797 | 3,684 | 7,322 | 2,196 | 5,126 | 30% |
| General Commercial | 1.55 | Bldg. Sq. Ft. | 1.24 | 5.71 | 11.35 | 3.40 | 7.94 | |
| Hotel/Motel/B&B | 0.28 | Room | 223 | 1,032 | 2,050 | 615 | 1,435 | |
| Church | 0.25 | Bldg. Sq. Ft. | 0.20 | 0.92 | 1.83 | 0.55 | 1.28 | |
| Office/Medical | 1.28 | Bldg. Sq. Ft. | 1.02 | 4.71 | 9.36 | 2.81 | 6.55 | |
| Industrial/Warehouse | 0.51 | Bldg. Sq. Ft. | 0.41 | 1.88 | 3.73 | 1.12 | 2.61 | |

¹ "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 - 2022 Update

| Land Use | EDU Rate ¹ | Fee Basis | Zone A | Zone B | Zone C |
|------------------------|-----------------------|--|--------|--------|--------|
| | | <i>Original Zones</i> | | | |
| | | >> 1,4,5,6,7 | 2,3 | 8 | |
| Residential | | <i>Cost per EDU¹ >></i> | 11,488 | 28,215 | 34,408 |
| SFD Not Age Restricted | | | | | |
| Less than 1,000 SqFt | 0.82 | Dwelling Unit | 9,420 | 23,136 | 28,214 |
| 1,000 to 1,499 SqFt | 0.89 | Dwelling Unit | 10,224 | 25,111 | 30,623 |
| 1,500 to 1,999 SqFt | 0.95 | Dwelling Unit | 10,914 | 26,804 | 32,687 |
| 2,000 to 2,999 SqFt | 1.00 | Dwelling Unit | 11,488 | 28,215 | 34,408 |
| 3,000 to 3,999 SqFt | 1.06 | Dwelling Unit | 12,177 | 29,907 | 36,472 |
| 4,000 SqFt or more | 1.10 | Dwelling Unit | 12,637 | 31,036 | 37,849 |
| MFD Not Age Restricted | 0.57 | Dwelling Unit | 6,548 | 16,082 | 19,612 |
| SFD Age Restricted | 0.30 | Dwelling Unit | NA | 8,465 | 10,323 |
| MFD Age Restricted | 0.26 | Dwelling Unit | NA | 7,336 | 8,946 |
| Nonresidential | | <i>Cost per EDU¹ >></i> | 1,282 | 5,500 | 7,597 |
| General Commercial | 1.55 | Bldg. Sq. Ft. | 1.99 | 8.52 | 11.78 |
| Hotel/Motel/B&B | 0.28 | Room | 359 | 1,540 | 2,127 |
| Church | 0.25 | Bldg. Sq. Ft. | 0.32 | 1.37 | 1.90 |
| Office/Medical | 1.28 | Bldg. Sq. Ft. | 1.64 | 7.03 | 9.71 |
| Industrial/Warehouse | 0.51 | Bldg. Sq. Ft. | 0.66 | 2.81 | 3.87 |

¹ "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.



Map displayed in State Plane Coordinate System
(NAD 1983 California Zone 2, feet)



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:
THIS DEPICTION WAS COMPILED FROM UNVERIFIED PUBLIC AND PRIVATE SOURCES AND IS FOR INFORMATION ONLY. NO REPRESENTATION IS MADE AS TO ACCURACY OF THIS INFORMATION. THE BOUNDARIES ARE PARTICULARLY UNRELIABLE. USERS MAKE USE OF THIS DEPICTION AT THEIR OWN RISK.

NOTES:
LAYER INFORMATION MAY COVER ADDITIONAL AREAS OUTSIDE OF THE DISPLAYED AREA.

PREPARED AT THE REQUEST OF: DOT Staff N. Porter DATE: 12/10/2020

MAP PREPARED BY: Jess Melchor, DATE: 12/10/2020

Table 6: Bridge Replacement Projects

| River | Crossing | CIP Account | 2021 Cost | Inflation Adjustment | | 2022 CIP Adjustment ² | Updated Cost |
|------------------------------------|------------------|-------------|---------------|----------------------------|----------------------------------|----------------------------------|----------------------|
| | | | | (2021 - 2022) ¹ | 2022 CIP Adjustment ² | | |
| Indian Creek | Green Valley Rd | Zones B | \$ 5,663,000 | \$ - | \$ 282,000 | \$ 5,945,000 | |
| Mound Springs Creek | Green Valley Rd | Zones B | \$ 6,226,000 | \$ - | \$ 334,000 | \$ 6,560,000 | |
| Weber Creek | Green Valley Rd | Zones B | \$ 11,942,000 | \$ - | \$ - | \$ 11,942,000 | |
| South Fork American River | Salmon Falls Rd | Zone C | \$ 25,000,000 | \$ 3,750,000 | \$ - | \$ 28,750,000 | |
| Weber Creek | Cedar Ravine Rd | Zones A | \$ 3,248,000 | \$ - | \$ - | \$ 3,248,000 | |
| Carson Creek | White Rock Rd | Zone C | \$ 5,050,000 | \$ 757,500 | \$ - | \$ 5,807,500 | |
| North Fork Cosumnes River | Mt. Aukum Rd | Zones A | \$ 5,050,000 | \$ 757,500 | \$ - | \$ 5,807,500 | |
| North Fork Cosumnes River | Bucks Bar Rd | Zones A | \$ 9,165,000 | \$ - | \$ - | \$ 9,165,000 | |
| South Fork Weber Creek | Newtown Rd | Zones A | \$ 5,954,000 | \$ - | \$ 702,000 | \$ 6,656,000 | |
| New York Creek | Malcolm Dixon Rd | Zone C | \$ 4,500,000 | \$ 675,000 | \$ - | \$ 5,175,000 | |
| Total | | | | | | | \$ 89,056,000 |
| New Development Share ³ | | | | | | | <u>11.47%</u> |
| TIF Program Share | | | | | | | \$ 10,215,000 |

¹ Inflation adjustment is 15% based on the Engineering News Record Building Cost Index between November 2020 and January 2022.
² Project cost adjustments were provided by the Department of Transportation and based on the 2021 CIP.
³ 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 7: Intersection and Safety Improvements

| Type of Deficiency | Location | Cost per Intersection ¹ | Inflation Adjustment | 2022 Cost per Intersection | New Development Share ² | New Development Cost per Intersection | | Number of Projects | Cost | | |
|--|---|------------------------------------|----------------------|----------------------------|------------------------------------|---------------------------------------|-----------------------|--------------------|------|--|--|
| | | | | | | Development | Cost per Intersection | | | | |
| Tier 1 - Existing Deficiency | | | | | | | | | | | |
| Intersections | To Be Determined | \$ 2,200,000 | \$ 330,000 | \$ 2,530,000 | 13.41% | \$ 339,273 | 2 | \$ 679,000 | | | |
| Safety Improvements | To Be Determined | \$ 1,260,000 | \$ 189,000 | \$ 1,449,000 | 13.41% | \$ 194,311 | 10 | \$ 1,943,000 | | | |
| Tier 2 - Future Deficiency | | | | | | | | | | | |
| Intersections | To Be Determined | \$ 2,200,000 | \$ 330,000 | \$ 2,530,000 | 100.00% | \$ 2,530,000 | 16 | \$ 40,480,000 | | | |
| Intersections | Cameron Park Dr / Hacienda Rd ³ | \$ 500,000 | \$ 75,000 | \$ 575,000 | 100.00% | \$ 575,000 | 1 | \$ 575,000 | | | |
| Intersections | El Dorado Hill Blvd/Saratoga Way/Park Dr ⁴ | \$ 3,000,000 | \$ - | \$ 3,000,000 | 100.00% | \$ 3,000,000 | 1 | \$ 3,000,000 | | | |
| Intelligent Transportation System (ITS) Program | | | | | | | | | | | |
| ITS Elements ⁵ | To Be Determined | \$ 9,766,000 | \$ - | \$ 9,766,000 | 100.00% | \$ 9,766,000 | 1 | \$ 9,766,000 | | | |
| TIF Program Share | | | | | | | | \$ 56,443,000 | | | |
| ¹ Intersection costs based on \$350,000 for signal equipment plus \$1,850,000 for channelization and other costs. Includes intelligent transportation systems (ITS). Safety improvements based on actual costs for seven safety-focused projects completed between 2001 and 2016, adjusted for inflation. | | | | | | | | | | | |
| ² For existing deficiencies, TIF program share is equal to new development as a share of total development at the planning horizon (see Table 5). | | | | | | | | | | | |
| ³ For signal equipment only. | | | | | | | | | | | |
| ⁴ Planning-level estimate provided by the design engineer | | | | | | | | | | | |
| ⁵ Includes ITS elements listed in the El Dorado Hills Project List | | | | | | | | | | | |
| Sources: County of El Dorado; Table 4. | | | | | | | | | | | |

Table 8: Transit Capital Projects

| Capital Project | Source | No. | Unit Cost | 2021 Total Cost | Inflation Adjustment | 2022 Total Cost | New Development Share ¹ | TIF Program Share |
|--|--------------------------|-----|------------|----------------------|----------------------|----------------------|------------------------------------|---------------------|
| Bus Stop Improvements | Short-range Capital Plan | | | \$ 13,000 | \$ 1,950 | \$ 14,950 | 13.41% | \$ 2,000 |
| Missouri Flat Transfer Point Expansion | Short-range Capital Plan | | | \$ 310,000 | \$ 47,000 | \$ 357,000 | 100.00% | \$ 357,000 |
| Cambridge Park-and-Ride Improvements | Short-range Capital Plan | | | \$ 200,000 | \$ 30,000 | \$ 230,000 | 13.41% | \$ 31,000 |
| Operations and Maintenance Facility Improvements | Short-range Capital Plan | | | \$ 40,000 | \$ 6,000 | \$ 46,000 | 13.41% | \$ 6,000 |
| Fleet Expansion | | | | | | | | |
| Paratransit Van | Short-range Capital Plan | 1 | \$ 67,000 | \$ 67,000 | \$ 10,050 | \$ 77,050 | | |
| Dial-A-Ride Vans | Long-range Capital Plan | 5 | \$ 42,000 | \$ 210,000 | \$ 31,500 | \$ 241,500 | | |
| Local Route Buses | Long-range Capital Plan | 2 | \$ 504,000 | \$ 1,008,000 | \$ 151,200 | \$ 1,159,200 | | |
| Subtotal | | | | \$ 1,285,000 | \$ 192,750 | \$ 1,477,750 | 100.00% | \$ 1,478,000 |
| Cambridge Park-and-Ride Improvements | Long-range Capital Plan | | | \$ 2,725,000 | \$ 409,000 | \$ 3,134,000 | 13.41% | \$ 420,000 |
| County Line Transit Center | Long-range Capital Plan | | | | | | | |
| Land Construction | | | | \$ 1,406,000 | \$ - | \$ 1,406,000 | | |
| Subtotal | | | | \$ 7,117,000 | \$ 1,068,000 | \$ 8,185,000 | | |
| | | | | \$ 8,523,000 | \$ 1,068,000 | \$ 9,591,000 | 13.41% | \$ 1,286,000 |
| Total | | | | \$ 13,096,000 | \$ 1,754,700 | \$ 14,850,700 | | \$ 3,580,000 |

Notes:

Costs do not include planned transition to zero emission vehicle fleet.

Costs exclude projects within the City of Placerville.

Bass Lake Hills Park and Ride improvements are anticipated to be funded directly by nearby development projects.

¹ For capital projects not directly related to growth, TIF program share is equal to new development as a share of total development at the planning horizon (see Table 5).Sources: El Dorado County Transportation Commission, *Western El Dorado County 2019 Short and Long Range Transit Plan*, prepared by LSC Consultants, Inc. November 20, 2019, pp. 165-167, 173-174; El Dorado Transit staff (for fleet vehicles and County Line Transit Center cost estimates); Table 4 (this model).

Table 9: Program Administration

| Task | Unit Cost | Frequency | Total 20-yr. Program | |
|-------------------------------------|-----------|---------------|-------------------------|------------------|
| | | | Units | Cost |
| Annual program updates ¹ | 51,750 | Annually | 20 | 1,035,000 |
| Major program updates | 1,150,000 | Every 5 Years | 4 | 4,600,000 |
| Travel demand model updates | 379,500 | Every 5 Years | 4 | <u>1,518,000</u> |
| Total | | | | 7,153,000 |

¹ Includes periodic minor technical (transportation analysis) updates.

Sources: County of El Dorado.

Table 10: TIF Program Costs

| Map ID | CIP Acct. | Project No. | Project Name | Total Cost | Prior Year Funding ¹ | Future Local Funding ² | 2021 Net Cost | Inflation Adjustment | Proposed 2022 CIP Adjustment | 2022 Net Cost |
|--|-------------------|--|------------------------------|----------------|---------------------------------|-----------------------------------|---|----------------------|------------------------------|----------------|
| <i>Hwy 50 Auxiliary Lanes</i> | | | | | | | | | | |
| A-1 | Hwy 50 Blackstone | 53115/36104021 | Auxiliary Lane Westbound | 3,100,000 | 10,000 | \$ - | \$ 3,090,000 | 463,000 | \$ - | \$ 3,553,000 |
| | | | Subtotal | \$ 3,100,000 | \$ 10,000 | \$ - | | \$ 463,000 | \$ - | \$ 3,553,000 |
| <i>Hwy 50 Interchanges Projects</i> | | | | | | | | | | |
| I-1 | Zone C | 71323/36104001 | El Dorado Hills Blvd | 12,637,000 | 584,000 | \$ - | \$ 12,053,000 | | \$ (906,000) | \$ 11,147,000 |
| I-2 | Silva Valley IC | 71345/36104004 71368/36104003 | Silva Valley Pkwy-Phases 1&2 | 10,808,000 | 143,000 | \$ - | \$ 10,665,000 | | 973,000 | \$ 11,638,000 |
| I-3 | Hwy 50 Zones A-C | 71330/36104005 | Bass Lake Rd | 5,417,000 | 22,000 | 466,265 | \$ 4,928,735 | 809,000 | \$ - | \$ 5,738,000 |
| I-4 | Hwy 50 Zones A-C | 71332/36104006 | Cambridge Rd | 9,665,000 | 39,000 | \$ - | \$ 9,626,000 | 1,443,914 | | \$ 11,070,000 |
| I-5 | Hwy 50 Zones A-C | 72361/36104007 | Cameron Park Dr | 22,837,000 | 1,441,000 | \$ - | \$ 21,396,000 | 3,190,000 | (29,000) | \$ 24,557,000 |
| I-6 | Hwy 50 Zones A-C | 71333/36104010 71338/36104008 71339/36104009 | Ponderosa Rd/S Shingle Rd | 22,073,000 | 118,000 | \$ - | \$ 21,955,000 | | (10,000) | \$ 21,945,000 |
| I-7 | Hwy 50 Zones A-C | 71347/36104011 | El Dorado Rd | 5,782,000 | 181,000 | \$ - | \$ 5,601,000 | 840,000 | | \$ 6,441,000 |
| | | | Subtotal | \$ 89,219,000 | \$ 2,528,000 | \$ 466,265 | | \$ 6,282,914 | \$ 28,000 | \$ 92,536,000 |
| <i>Roadway Improvements</i> | | | | | | | | | | |
| R-1 | Zone B | 72143/36105004 | Cameron Park Dr Widening | \$ 4,110,000 | \$ 217,000 | \$ - | \$ 3,893,000 | | \$ - | \$ 3,893,000 |
| R-2 | Zone C | 72376/36105013 | Green Valley Rd Widening | | | | Under Construction - See Table 14 | | | |
| R-3 | Zone C | GP178/36105018 | Green Valley Rd Widening | 10,941,000 | - | \$ - | \$ 10,941,000 | | 5,732,000 | \$ 16,673,000 |
| R-4 | Zone C | 72374/36105042 | White Rock Rd Widening | 9,467,000 | 5,000 | \$ - | \$ 9,462,000 | 1,419,000 | | \$ 10,881,000 |
| R-5 | Zone B | 72142/36105027 | Missouri Flat Rd | 7,629,000 | - | \$ - | \$ 7,629,000 | 1,144,000 | \$ - | \$ 8,773,000 |
| R-6 | Zone C | GP147/36105035 | Saratoga Way Extension-Phs 2 | 13,282,000 | - | \$ - | \$ 13,282,000 | | \$ - | \$ 13,282,000 |
| R-7 | Zone C | 72377/36105007 | Country Club Dr Extension | 21,190,000 | - | \$ - | \$ 21,190,000 | 3,141,000 | (50,000) | \$ 24,281,000 |
| R-8 | Zone C | 71362/36105008 | Country Club Dr Extension | 11,703,000 | - | \$ - | \$ 11,703,000 | 1,699,000 | (175,000) | \$ 13,227,000 |
| R-9 | Zone C | 71361/36105009 | Country Club Dr Extension | 17,923,000 | - | \$ - | \$ 17,923,000 | 2,658,000 | \$ - | \$ 20,581,000 |
| R-10 | Zone B | 71360/36105010 | Country Club Dr Realignment | | | | Construction Completed - See Reimbursement Agmts & Table 14 | | | |
| R-11 | Zone B | 72334/36105011 | Diamond Springs Pkwy-Phs 1B | 30,163,000 | 5,763,000 | 18,015,067 | \$ 6,384,933 | | 3,659,000 | \$ 10,044,000 |
| R-12 | Zone C | 66116/36105024 | Latrobe Connection | 2,873,000 | 353,000 | \$ - | \$ 2,520,000 | 378,000 | \$ - | \$ 2,898,000 |
| R-13 | Zone B | 71375/36105022 | Headington Rd Extension | 14,950,000 | 704,000 | \$ - | \$ 14,246,000 | | \$ - | \$ 14,246,000 |
| R-14 | Zone C | 72BASS/36105054 | Bass Lake Rd | 1,654,000 | - | \$ - | \$ 1,654,000 | 248,000 | \$ - | \$ 1,902,000 |
| R-15 | | 72LATROBE/36105055 | Latrobe Rd Widening | | | | Deleted - Not Deficient | | | |
| R-16 | Zone C | 72381/36105041 | White Rock Rd Widening | 8,223,000 | 317,000 | \$ - | \$ 7,906,000 | | 1,235,000 | \$ 9,141,000 |
| R-17 | Zone C | GP154/36105069 | Latrobe Rd Widening | 5,865,000 | - | \$ - | \$ 5,865,000 | 880,000 | \$ - | \$ 6,745,000 |
| R-18 | Zone B | NA | Pleasant Valley Rd | 409,000 | - | \$ - | \$ 409,000 | | \$ - | \$ 409,000 |
| | | | Subtotal | \$ 160,382,000 | \$ 7,359,000 | \$ 18,015,067 | | \$ 11,567,000 | \$ 10,401,000 | \$ 156,976,000 |

Table 10: TIF Program Costs

| Map ID | CIP Acct. | Project No. | Project Name | Total Cost | Prior Year Funding ¹ | Future Local Funding ² | 2021 Net Cost | Inflation Adjustment | Proposed 2022 CIP Adjustment | 2022 Net Cost |
|---------------------------------|------------------|----------------------|---------------------------------|-----------------------|---------------------------------|-----------------------------------|---------------|----------------------|------------------------------|-----------------------|
| Reimbursement Agreements | | | | | | | | | | |
| R-6 | Zone C | 71324/36105034 | Saratoga Way Extension-Phs 1 | 10,958,000 | NA | NA | | | | 10,958,000 |
| R-10 | Zone C | 71360/36105010 | Country Club Dr Realignment | 4,381,000 | NA | NA | | | | 4,381,000 |
| R-10 | Zone B | 71360/36105010 | Country Club Dr Realignment | 7,256,000 | NA | NA | | | | 7,256,000 |
| R-10 | Hwy 50 Zones A-C | 71360/36105010 | Country Club Dr Realignment | 148,000 | NA | NA | | | | 148,000 |
| R-12 | Zone C | 66116/36105024 | Latrobe Connection | 55,000 | NA | NA | | | | 55,000 |
| I-2 | Silva Valley IC | 71328/36104002 | Silva Valley Interchange | 193,000 | NA | NA | | | | 193,000 |
| I-2 | Silva Valley IC | 71328/36104002 | 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 | 66108/76108/36105039 | Silver Springs Pkwy | 4,274,000 | NA | NA | | | | 4,274,000 |
| NA | Zones A-B | 76114 | Deer Valley Rd | 70,000 | NA | NA | | | | 70,000 |
| | | | Subtotal | \$ 36,541,000 | NA | NA | | | | \$ 36,541,000 |
| Other Programs | | | | | | | | | | |
| NA | Zones A - C | NA | Bridge Replacement | 10,215,000 | NA | NA | | | | 10,215,000 |
| NA | Zones A - C | NA | Intersection Improvements | 56,443,000 | NA | NA | | | | 56,443,000 |
| NA | Zones A - C | 53118/36109004 | Transit | 3,580,000 | NA | NA | | | | 3,580,000 |
| NA | Zones A - C | NA | Fee Program Admin | 7,153,000 | NA | NA | | | | 7,153,000 |
| | | | Subtotal | \$ 77,391,000 | NA | \$ - | \$ - | \$ - | \$ - | \$ 77,391,000 |
| | | | Total | \$ 366,633,000 | \$ 9,897,000 | \$ 18,481,332 | | | | \$ 366,997,000 |
| | | | | 97% | 3% | 5% | | | | 97% |

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

² 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).