

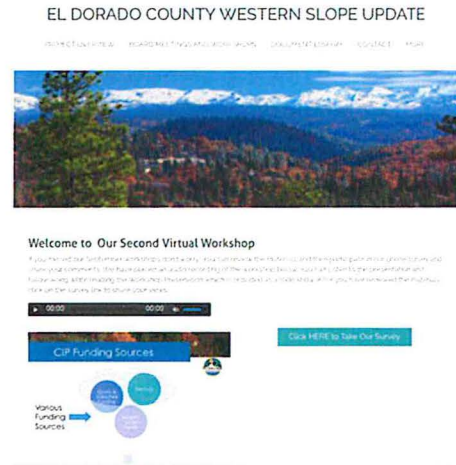


Public Outreach Phase Three Summary Report

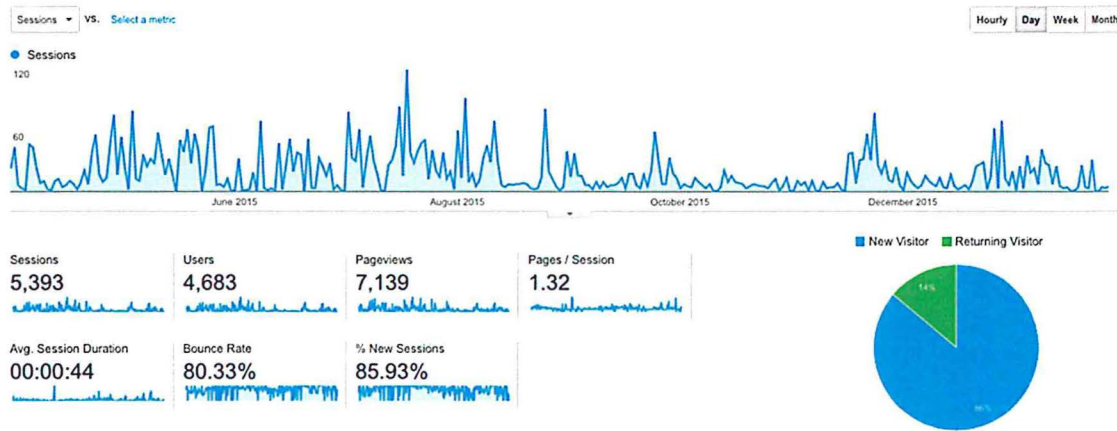
The final phase was designed to give the public an opportunity to comment on the proposed TIM Fees and review projects for the Capital Improvement Plan (CIP). This phase ran between October of 2015 and January of 2016.

Website

Our project website continues to be a valuable tool to engage a larger County-wide audience. The site was constantly updated and included all project deliverables for public review, three separate interactive workshops and tools to allow public comment on documents, suggestions for Capital Improvement Projects and online participation for public workshops. **We have tracked over 5,300 individual sessions since launch between the website and the interactive mapping tool.** We have over **1100 active users** and have had more than **7,000 page views**.



Forty-nine people have signed up for eNews blasts and we have received over 290 comments via our mapping tool and an additional 17 comments online.



(Google Analytics)

We also launched an online version of our final of workshop to allow those who could not attend to participate online. **As of January 27, 2015, 115 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 1300 subscribers and includes all news media in El Dorado County. The consultant team has sent out 12 eBlasts promoting Board presentations, release of project documents, our second round of workshops and our virtual workshop. We have averaged a **45% 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 held five, two-hour sessions over September 23rd and September 24th. The consultant team provided each group with an overview of the proposed CIP projects, a review of the TIM Fee process and the proposed changes to the program. Attendance was lighter than the first round despite contact with individual

participants. All members received emails containing information about the sessions and links to documents to review prior to the meetings.

Those who did attend expressed positive feedback regarding the process, the proposed projects and the changes to the fees. **Over 90% of participants rated the CIP and TIM Fee development process as Good or Excellent.**

Workshops

We held our final workshop on December 8, 2015. Workshop attendees, like focus group participants, expressed general support for the proposed fee structures but were concerned about the cost of the Cameron Park interchange and favored a review of the project to seek less costly solutions. They continue to have mixed views regarding subsidies for non-residential development.

The entire workshop was made available online as a “virtual workshop” and will remain open through January of 2016.

Attachments

Final Workshop Notes

El Dorado County TIM Fee and CIP Update Workshop – December 8, 2015
Notes on Discussion during Presentation

Dave Defanti, Assistant Director provided background and a brief update on the TIM Fee program and responded to questions from the attendees.

Question: How reliable is the percentage used to predict the rate of growth as it affects cost projections?

Response: The County relied on historical data. The historical rate was compared to SACOG and department of finance growth projections, and a growth report was then prepared by BAE Urban Economics for the County.

The Consultants' team provided a summary of outreach efforts to date and the availability of pertinent project information.

The Consultants' team described how fees are distributed by geographic areas.

Question: What does 81.5% in Zones 8 & 2 represent?

Response: The amount of burden of future costs for Hwy 50 improvements. Each zone will pay its fair share of the costs.

Question: Will blending all zones spread Zone 8 debt?

Response: The TIM Fee update allocates all project costs including reimbursement agreements across all 8 zones based on the fair share (select link) analysis so all zones pay their fair share of remaining reimbursement agreement costs. Zone 8 will pay a fair share of reimbursement agreement costs for projects located in Zones 1-7, and Zones 1-7 will pay a fair share of reimbursement agreement costs for projects located in Zone 8. This approach is the most technically defensible under the Mitigation Fee Act.

Question: Are smoothed zones the same alternative as that previously presented?

Response: The alternative is the same as Option 2.

Question: Will the effect of new projects (not yet approved) be considered?

Response: Only projects in the current General Plan will be considered.

The Consultants' team presented a summary of the TIM Fee project list. With regard to the Cameron Park interchange, different alternatives to reduce costs will be considered. Caltrans is now willing to consider new interchange designs such as a diverging diamond that could help reduce costs.

Question: Is there enough developable land in Zone 2 to generate fees projected there?

Response: Yes – about 4,600 dwelling units are projected over 20 years.

Question: Has enough public notice been provided?

Response: Over 1,500 e-mails have been sent and ads placed since the start of the project.

Question: Will revenue loss be considered?

Response: The difference has not yet been scoped.

Question: Has a timeline to study Cameron Park alternatives been established?

Response: Not yet.

Question: Do Measure Y fees account for large commercial?

Response: Yes.

Question: Will development in Missouri Flat pay for new improvements?

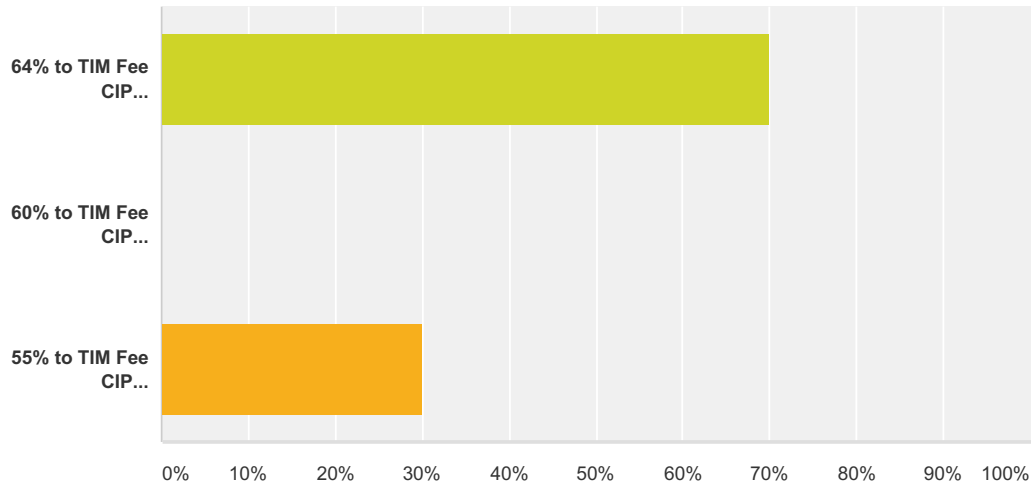
Response: The Missouri Flat Master Circulation and Financing Plan (MC&FP) Phase II is a separate project and not included in TIM Fees at this time.

Question: Is the amount of housing projected over next 20 years too high?

Response: The amount of housing is based on the adopted General Plan.

Q1 Which of these do you prefer in terms of distribution of funding"

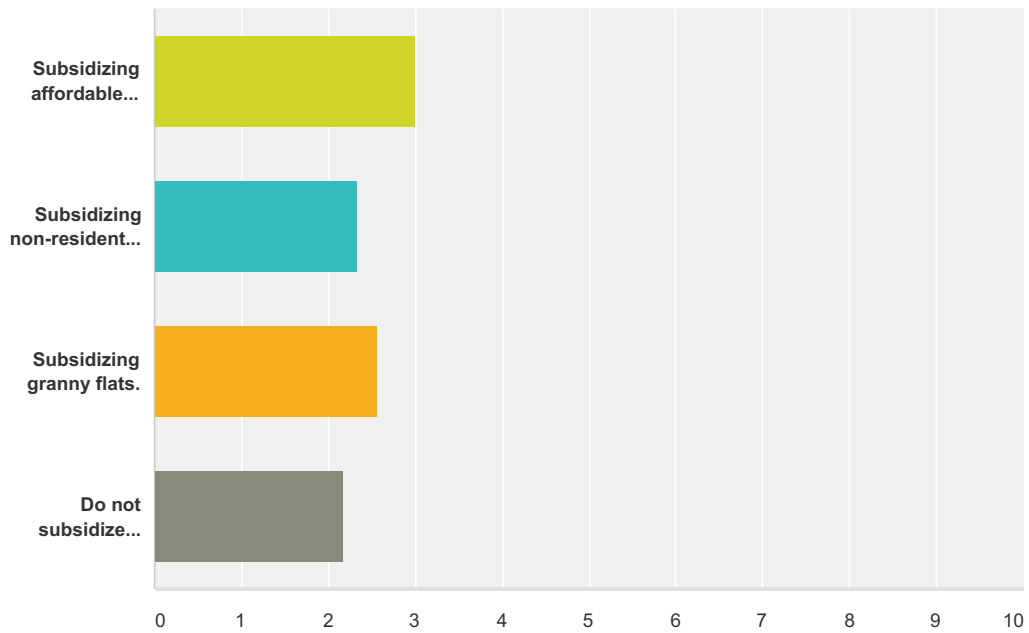
Answered: 10 Skipped: 2



Answer Choices	Responses
64% to TIM Fee CIP Projects36% for NON TIM Fee CIP Projects	70.00% 7
60% to TIM Fee CIP Projects40% for NON TIM Fee CIP Projects	0.00% 0
55% to TIM Fee CIP Projects45% for NON TIM Fee CIP Projects	30.00% 3
Total	10

Q2 Please rank these in order of importance to you.

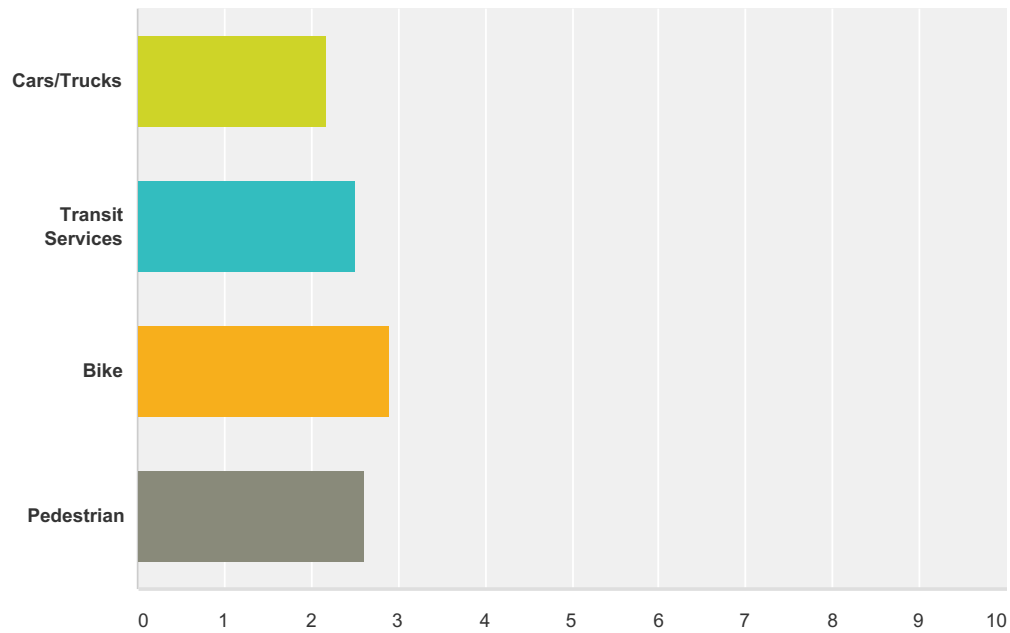
Answered: 11 Skipped: 1



	1	2	3	4	Total	Score
Subsidizing affordable housing.	55.56% 5	11.11% 1	11.11% 1	22.22% 2	9	3.00
Subsidizing non-residential development.	0.00% 0	33.33% 3	66.67% 6	0.00% 0	9	2.33
Subsidizing granny flats.	11.11% 1	55.56% 5	11.11% 1	22.22% 2	9	2.56
Do not subsidize anything.	36.36% 4	0.00% 0	9.09% 1	54.55% 6	11	2.18

Q3 Please rank these in order of importance to you:

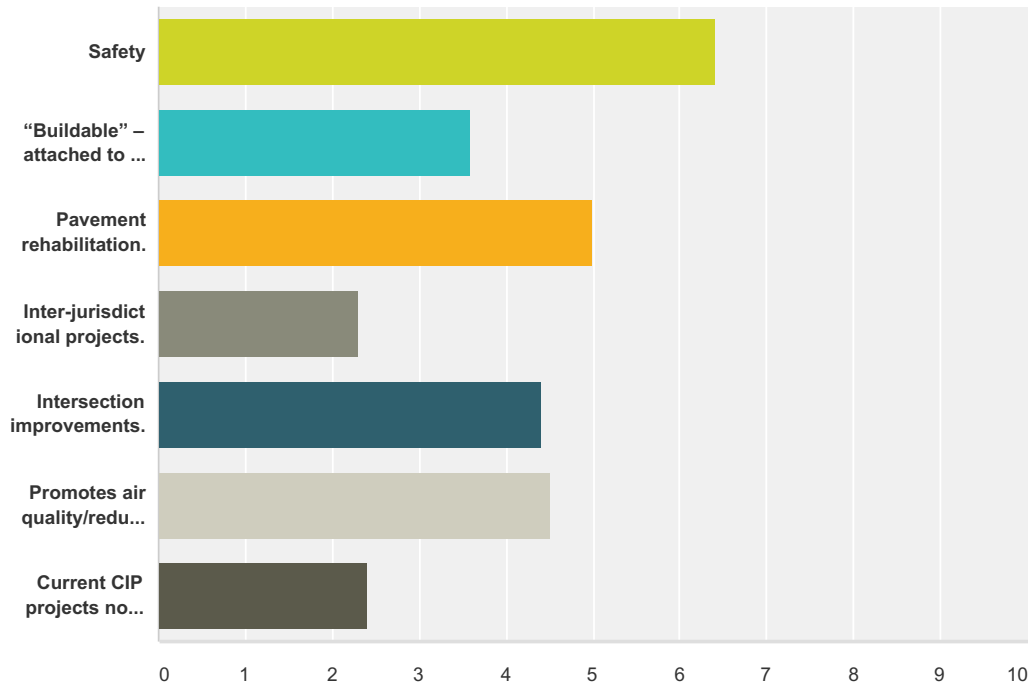
Answered: 11 Skipped: 1



	1	2	3	4	Total	Score
Cars/Trucks	27.27% 3	9.09% 1	18.18% 2	45.45% 5	11	2.18
Transit Services	30.00% 3	10.00% 1	40.00% 4	20.00% 2	10	2.50
Bike	30.00% 3	40.00% 4	20.00% 2	10.00% 1	10	2.90
Pedestrian	20.00% 2	40.00% 4	20.00% 2	20.00% 2	10	2.60

Q4 Rank these in terms of local priorities:

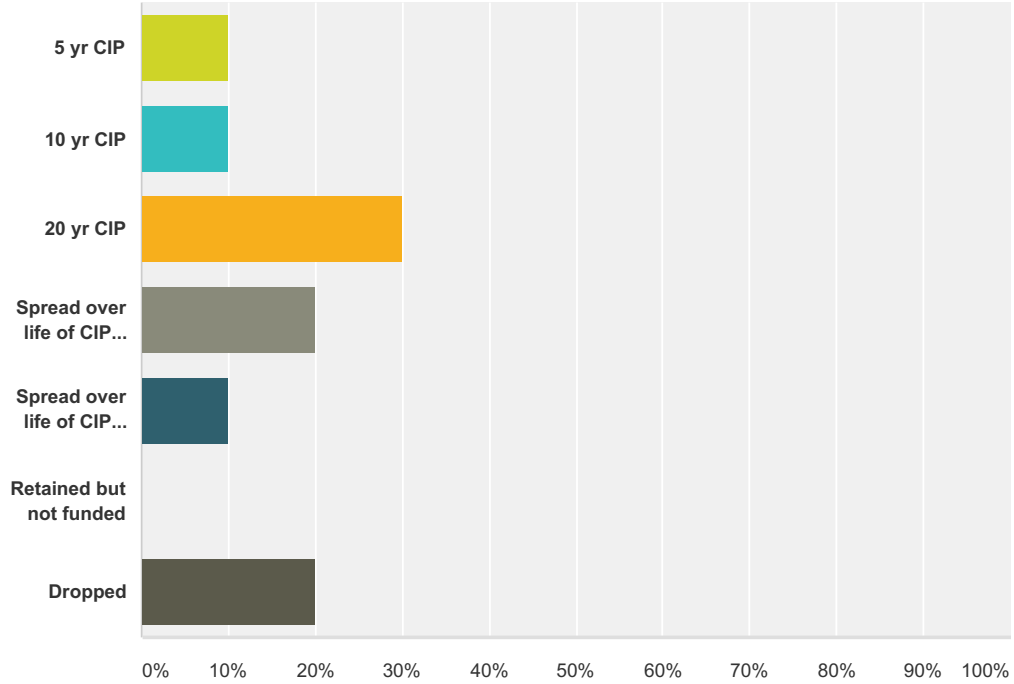
Answered: 11 Skipped: 1



	1	2	3	4	5	6	7	Total	Score
Safety	60.00% 6	20.00% 2	20.00% 2	0.00% 0	0.00% 0	0.00% 0	0.00% 0	10	6.40
"Buildable" – attached to a potential funding source.	10.00% 1	0.00% 0	20.00% 2	30.00% 3	10.00% 1	10.00% 1	20.00% 2	10	3.60
Pavement rehabilitation.	20.00% 2	30.00% 3	10.00% 1	20.00% 2	10.00% 1	10.00% 1	0.00% 0	10	5.00
Inter-jurisdictional projects.	10.00% 1	0.00% 0	0.00% 0	0.00% 0	20.00% 2	30.00% 3	40.00% 4	10	2.30
Intersection improvements.	0.00% 0	30.00% 3	30.00% 3	10.00% 1	10.00% 1	20.00% 2	0.00% 0	10	4.40
Promotes air quality/reduction in GHG	10.00% 1	20.00% 2	20.00% 2	30.00% 3	10.00% 1	0.00% 0	10.00% 1	10	4.50
Current CIP projects no longer eligible for TIM Fees	0.00% 0	0.00% 0	0.00% 0	10.00% 1	40.00% 4	30.00% 3	20.00% 2	10	2.40

Q5 Projects in the current TIM fee CIP list that are no longer eligible for TIM Fees should go in the:

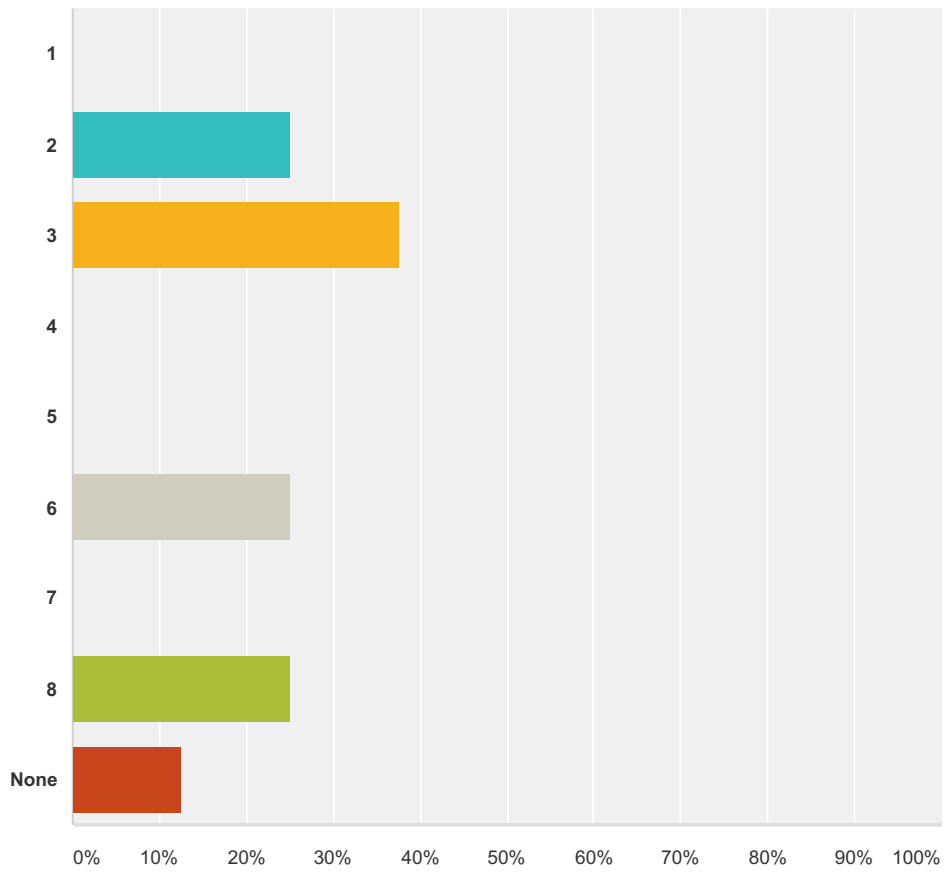
Answered: 10 Skipped: 2



Answer Choices	Responses
5 yr CIP	10.00% 1
10 yr CIP	10.00% 1
20 yr CIP	30.00% 3
Spread over life of CIP with more in first five years.	20.00% 2
Spread over life of CIP with more in last years.	10.00% 1
Retained but not funded	0.00% 0
Dropped	20.00% 2
Total	10

Q6 Which zones do you live OR have interests in?

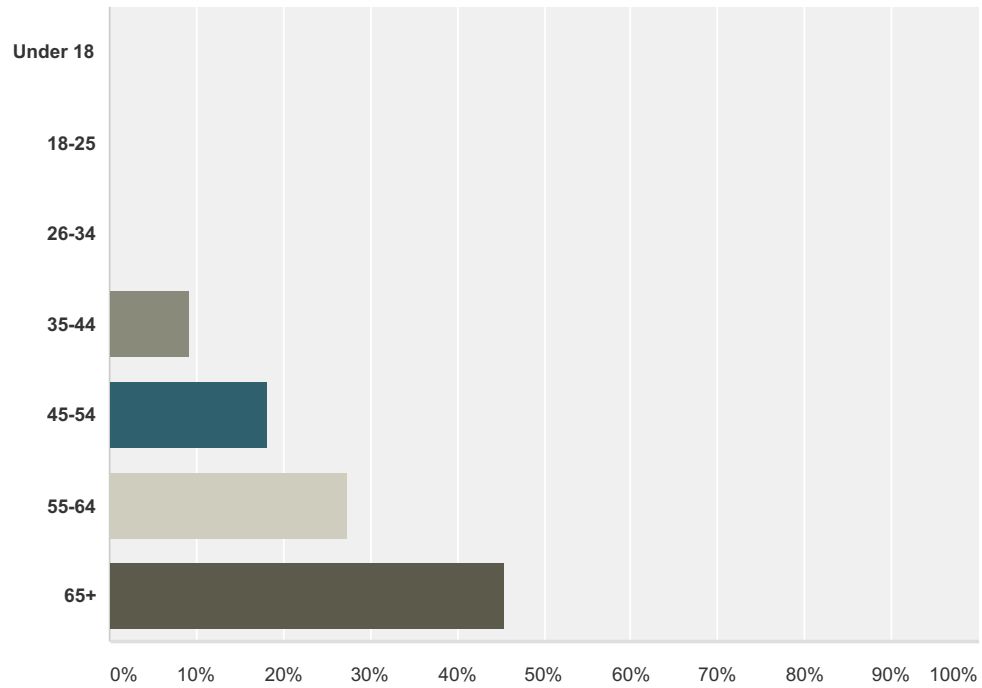
Answered: 8 Skipped: 4



Answer Choices	Responses	
1	0.00%	0
2	25.00%	2
3	37.50%	3
4	0.00%	0
5	0.00%	0
6	25.00%	2
7	0.00%	0
8	25.00%	2
None	12.50%	1
Total Respondents: 8		

Q7 How old are you?

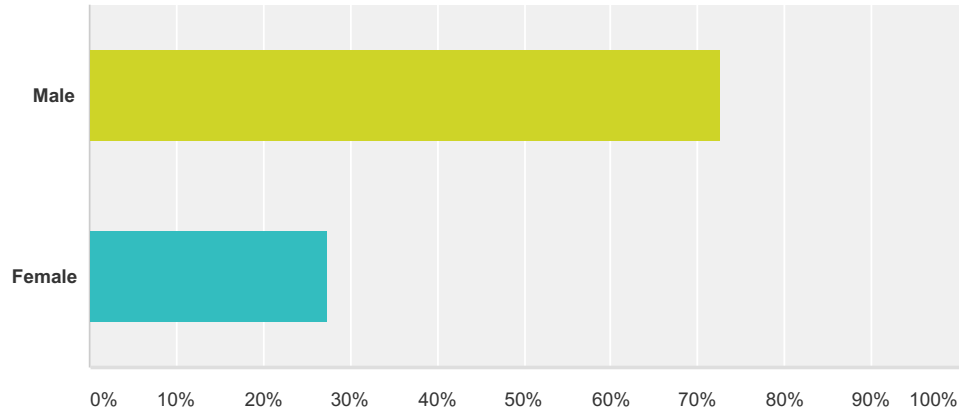
Answered: 11 Skipped: 1



Answer Choices	Responses
Under 18	0.00% 0
18-25	0.00% 0
26-34	0.00% 0
35-44	9.09% 1
45-54	18.18% 2
55-64	27.27% 3
65+	45.45% 5
Total Respondents: 11	

Q8 Are you:

Answered: 11 Skipped: 1



Answer Choices	Responses
Male	72.73% 8
Female	27.27% 3
Total	11

Q9 Is there anything you would like to share regarding the proposed TIM Fee and CIP programs?

Answered: 7 Skipped: 5

#	Responses	Date
1	Public Health in the county, by making community walkable, bicycleable, and transit accessible. Slow vehicle speeds to minimize fatalities.	1/8/2016 2:22 PM
2	If I understand slide 26 correctly, the earliest we could pull a residential building permit under the new TIM fee for Zone 6 would be August 2016?	1/6/2016 4:23 PM
3	TIM Fee projects R-6 thru R-10 are our personal top priorities. If bicycle access is included, that would be fantastic!	1/6/2016 3:29 PM
4	Could you define TIM fee and CIP programs for those of us who are not familiar with these acronyms ?	1/6/2016 9:31 AM
5	Please reduce TIM fees	1/6/2016 8:52 AM
6	As a business owner that provides employees with living wages, insurance and benefits, projects that do not support business's i.e. affordable housing, bike lanes etc. are of least importance.	1/6/2016 8:24 AM
7	There needs to be a CIP funding for pedestrian, bicycle, and walkability to Transit available this year, and every year. Local funding is the best way to make a grant competitive.	1/4/2016 2:01 PM