

ATTACHMENT A

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

The purpose of the traffic impact mitigation (TIM) fees 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 2038. Improvements funded by the TIM Fee 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.

General Plan Traffic Impact Mitigation (TIM) Fee Program

The General Plan Traffic Impact Mitigation Fee 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 the 2004 General Plan Traffic Impact Mitigation Fee Program as well as all subsequent fee programs.

A major revision of the TIM Fee Program was adopted on December 6, 2016 and went into effect on February 13, 2017 (Resolution #191-2016). As a result of this Resolution, the following four TIM Fee Funds are as follows:

1. TIM – Zone 8 El Dorado Hills (Acct 3670715/7730510)
2. TIM – Silva Valley Interchange Zone 8 (Acct 3670716/7730511)
3. TIM – Zones 1-7 (Acct 3670717/7730512)
4. TIM HWY 50 (Acct 3670718/7730513)

An update of the TIM Fee Program was adopted on December 12, 2017 and went into effect on February 10, 2018 (Resolution #172-2017).

The zones that comprise the TIM 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

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. Revenues collected are deposited into TIM – Zones 1-7 (Acct 3670717/7730512)

Local funds collected from Zone 8 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 TIM – Zone 8 El Dorado Hills (Acct 73670715/730510) 70% and into TIM – Silva Valley Interchange Zone 8 (Acct 3670716/7730511) 30%.

Highway 50 fees collected from all the zones are pooled and used on projects along Highway 50. Revenues collected are deposited into TIM HWY 50 (Acct 3670718/7730513).

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. Costs were divided by future growth projections to determine fees.

Project costs are paid by the account in which the project is located. A fair share allocation is usually made annually in order to transfer 16.99% of TIM Fee revenues received in TIM Zones 1-7 account to TIM Zone 8 and the TIM Silva Valley Interchange accounts representing the zones fair share of the program costs. This allocation facilitates the need for each zone to pay its fair share of all project costs in the program. This entry was not completed in Fiscal Year 2017/2018, so the TIM Zones 1-7 account is overstated by \$115,756, TIM Zone 8 is understated by \$39,382, and TIM Silva Valley Interchange is understated by \$76,374. The correction will be made in Fiscal Year 2018/2019.

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

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, 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. Refer to Attachment B for details of fee calculation.