

2018 Minor Technical TIM Fee Program and Schedule Update

**El Dorado
COUNTY LINE**

Board of Supervisors June 5, 2018
(Continued to June 26, 2018)

Legistar #18-0733

Agenda

1. Background

2. Addendum to Final Environmental Impact Report (FEIR)

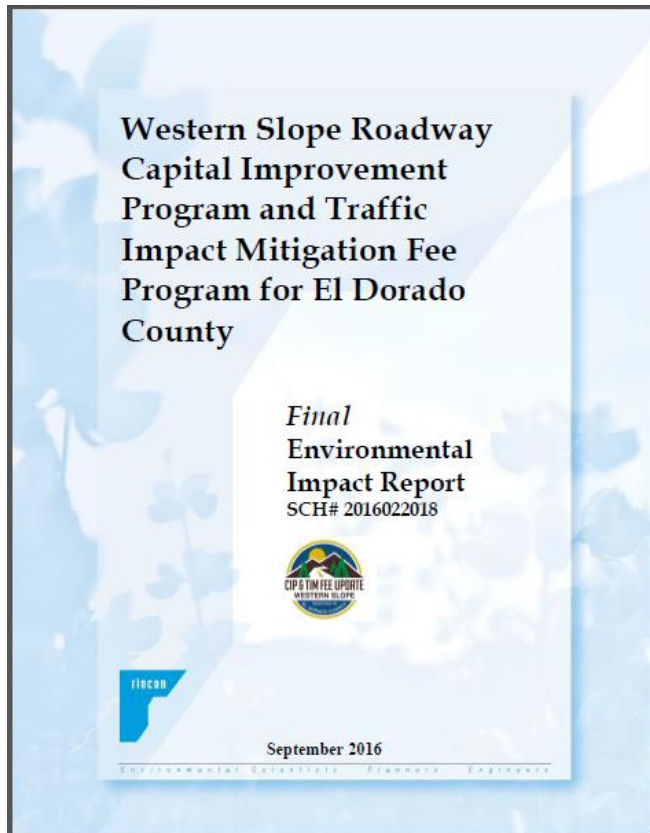
3. Overview of the Technical Update

4. 2018 TIM Fee Schedule

5. Next Steps

Recommend Board Approve/Adopt:

Environmental Certification



Resolution #076-2018
Certifying the Addendum to
the Final Environmental Impact
Report (EIR) for the *Western
Slope Roadway Capital
Improvement Program and
Traffic Impact Mitigation Fee
Program for El Dorado County,*
(SCH #2016022018, September
2016)

Recommend Board Approve/Adopt:

**TIM Fee
Program and
Fee Schedule**

Resolution #077-
2018 adopting the
2018 Minor
Technical Update to
the TIM Fee Program
and 2018 TIM Fee
Schedule

1. Background



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- A TIM Fee is a fee levied by a local government or public agency to ensure that new development projects pay for all or their portion of the costs of providing public infrastructure or services attributable to new development.
- TIM Fees are one of the funding sources for Capital Improvement Program Projects.

1. Background

The current TIM Fee Program was adopted on December 6, 2016 by Ordinance No. 5045 and Resolution #191-2016.

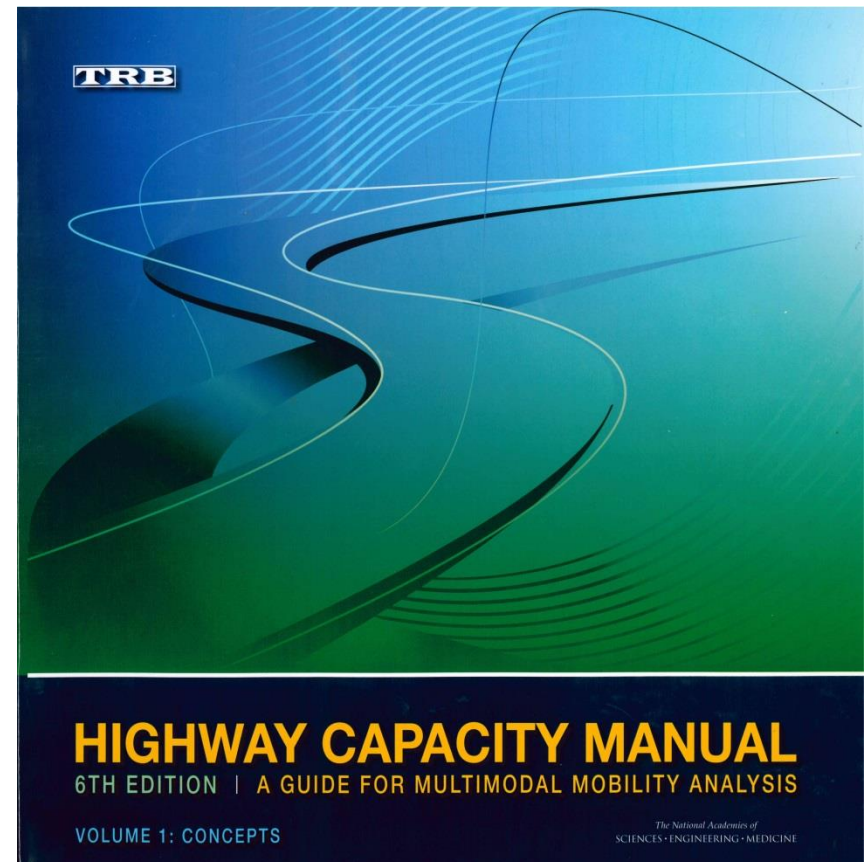
Resulted in decreased TIM Fees for almost all zones and land use types.

Adjusted the TIM Fees based on revised project costs and inflation

On December 12, 2017 the Board approved Resolution #172-2017, which adopted the 2017 TIM Fee schedule.

1. Background

- HCM 6th Edition
- Considers changes to the TIM Fee Zone map
- Updated land use growth adjacent jurisdictions
- Frontage improvements
- Partial funding for safety projects
- Updated project costs



1. Background

Policy TC-Xd

Level of Service (LOS) for County-maintained roads and state highways within the unincorporated areas of the county shall not be worse than LOS E in the Community Regions or LOS D in the Rural Centers and Rural Regions except as specified in Table TC-2. The volume to capacity ratio of the roadway segments listed in Table TC-2 shall not exceed the ratio specified in that table. Level of Service will be as defined in the latest edition of the Highway Capacity Manual (Transportation Research Board, National Research Council) and calculated using the methodologies contained in that manual. Analysis periods shall be based on the professional judgment of the Department of Transportation which shall consider periods including, but not limited to, Weekday Average Daily Traffic (ADT), AM Peak Hour, and PM Peak hour traffic volumes.

1. Background

MEASURE TC-B

Revise and adopt traffic impact fee program(s) for unincorporated areas of the county and adopt additional funding mechanisms necessary to ensure that improvements contained in the fee programs are fully funded and capable of being implemented concurrently with new development as defined by Policy TC-Xf. The traffic fees should be designed to achieve the adopted level of service standards and preserve the integrity of the circulation system. The fee program(s) shall be updated annually for changes in project costs, and at least every five years with revised growth forecasts, revised improvement project analysis and list, and revised construction cost estimates to ensure the programs continue to meet the requirements contained in the policies of this General Plan. [Policies TC-Xa, TC-Xb, and TC-Xg]

1. Background

Projects Added:

- Bass Lake Rd Widening – US 50 to Serrano Pkwy
- Latrobe Rd Widening – Investment Blvd. to Golden Foothill Pkwy (South)
- White Rock Rd Widening – County Line to Manchester Dr
- US 50 WB Auxiliary Lane – Cameron Park Dr to Cambridge Rd

Project Revised:

- Cameron Park Dr – Palmer Dr to Sudbury Rd

Project Removed:

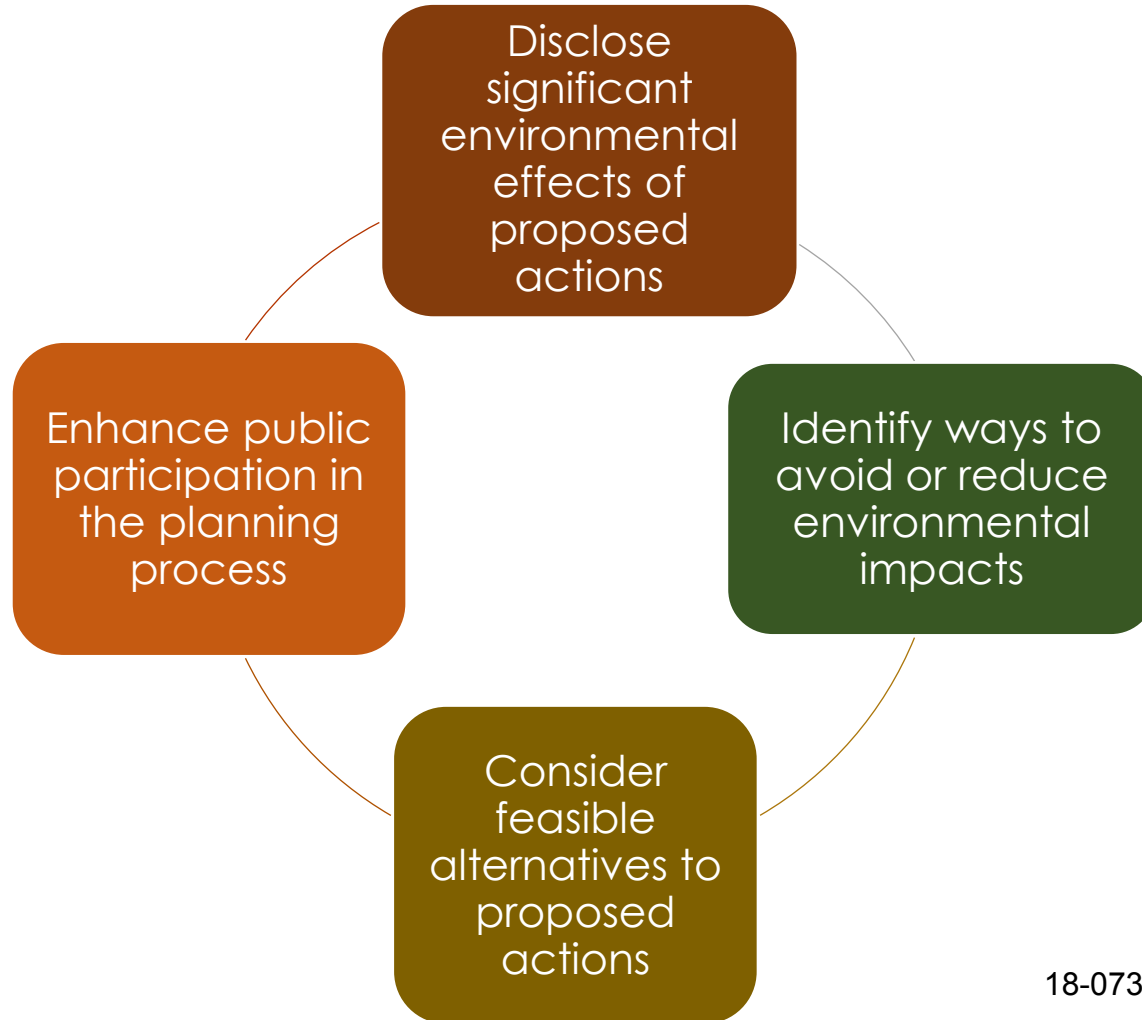
- US 50 WB Auxiliary Lane – Cambridge Rd to Bass Lake Rd

2. Addendum to FEIR

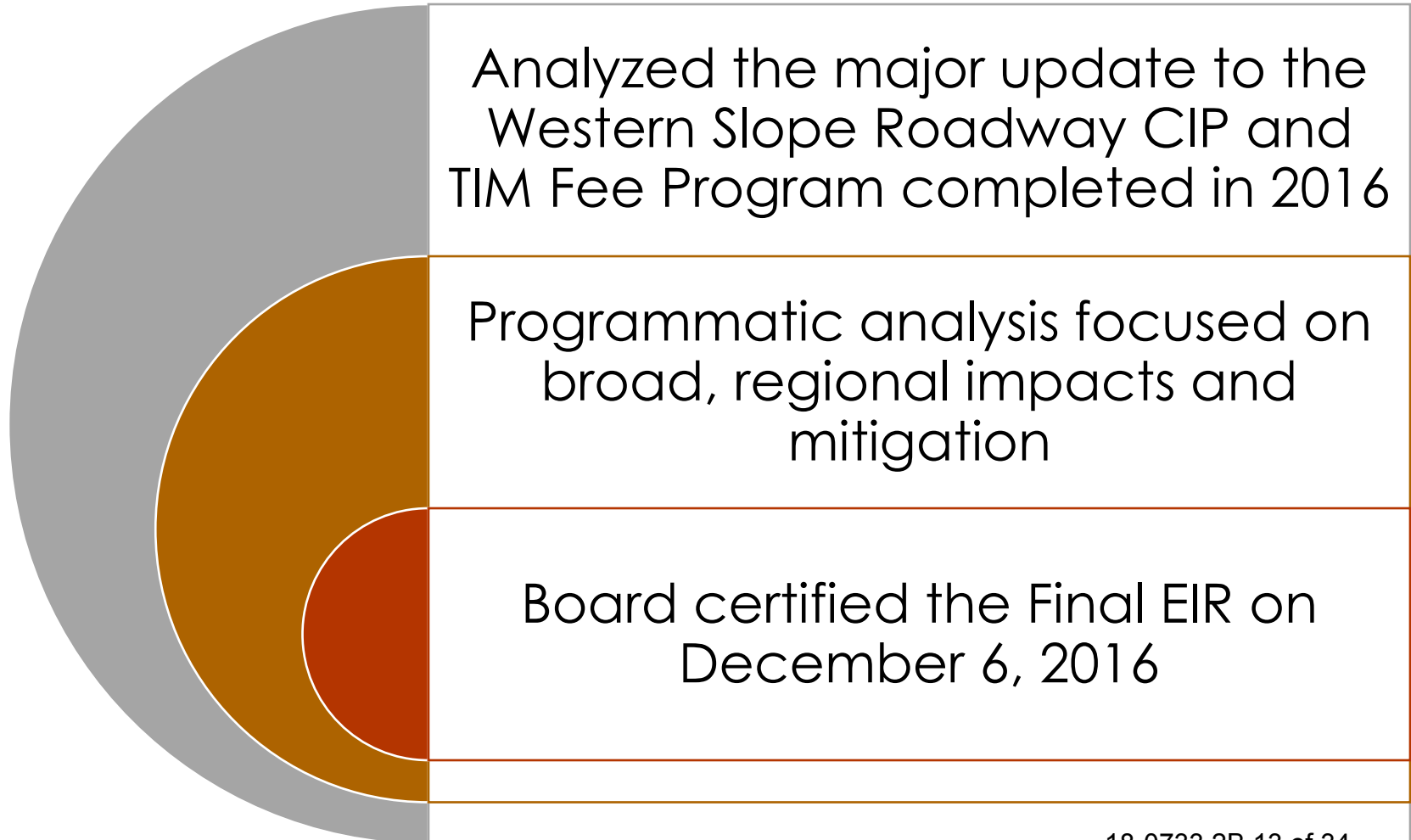
El Dorado
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George Dix
Rincon Consultants

2. Addendum to FEIR – California Environmental Quality Act (CEQA)



2. Certified 2016 FEIR



2. Addendum to the Certified 2016 FEIR

Addendum is for minor changes or additions after EIR certification, and new discretionary action is needed

An EIR Addendum is appropriate when:

- No new or substantially more severe significant impacts beyond those analyzed in the previous EIR*
- No new mitigation measures or alternatives that would reduce significant effects, but that the applicant or lead agency declines to adopt*

2. Addendum to the Certified 2016 FEIR



Addendum must include a brief explanation of why an EIR is not needed, supported by substantial evidence

Public review is not required for an EIR Addendum

Agency considers Addendum together with the Certified EIR

2. Addendum to the Certified 2016 FEIR

The new and revised projects are consistent with the types of projects included in the 2016 CIP and TIM Fee Program Update and programmatically analyzed in the 2016 Final EIR

2. Addendum to the Certified 2016 FEIR

Neither the proposed new projects nor changes to existing projects would result in new or more severe impacts beyond those addressed in the 2016 Final EIR

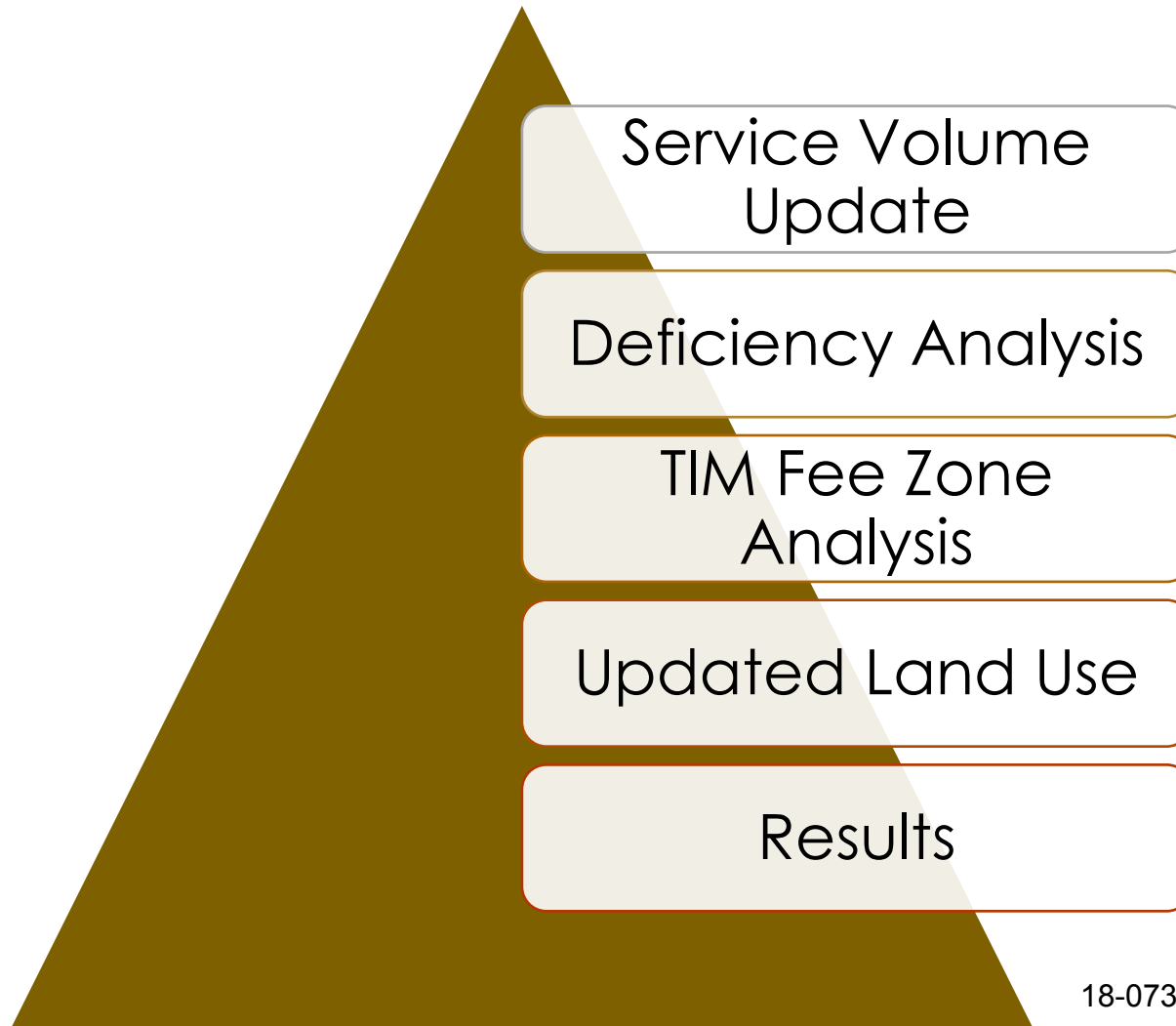
No changes to the mitigation measures or alternatives contained in the 2016 Final EIR are necessary

3. Overview of the Technical Update

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Chris Gregerson, P.E., T.E.
Kimley - Horn

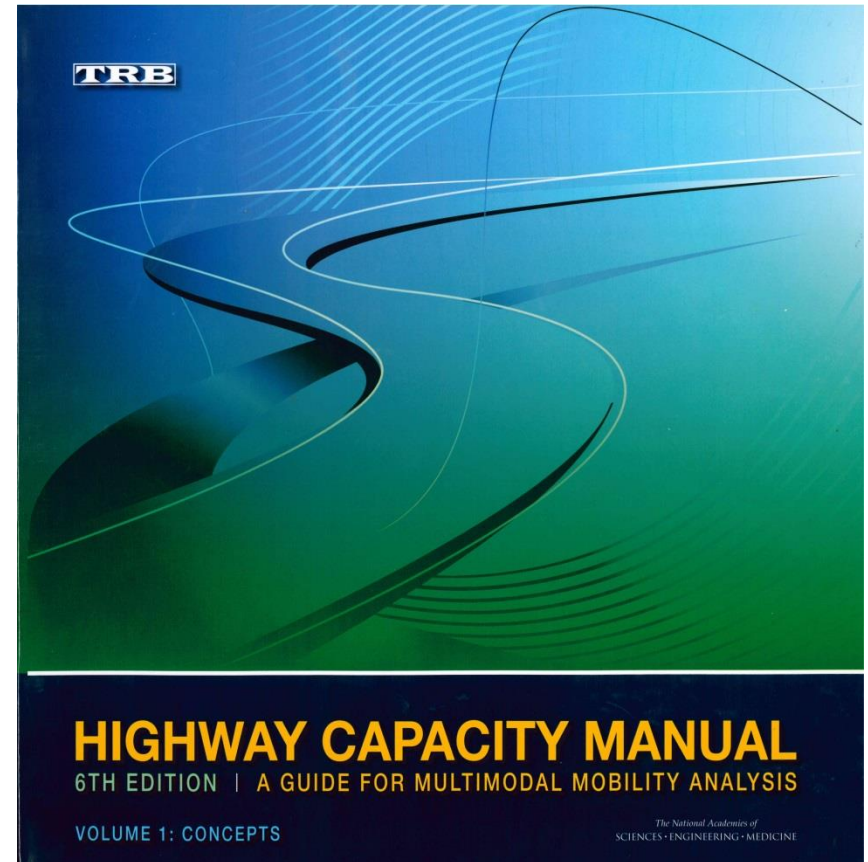
3. Overview of the Technical Update



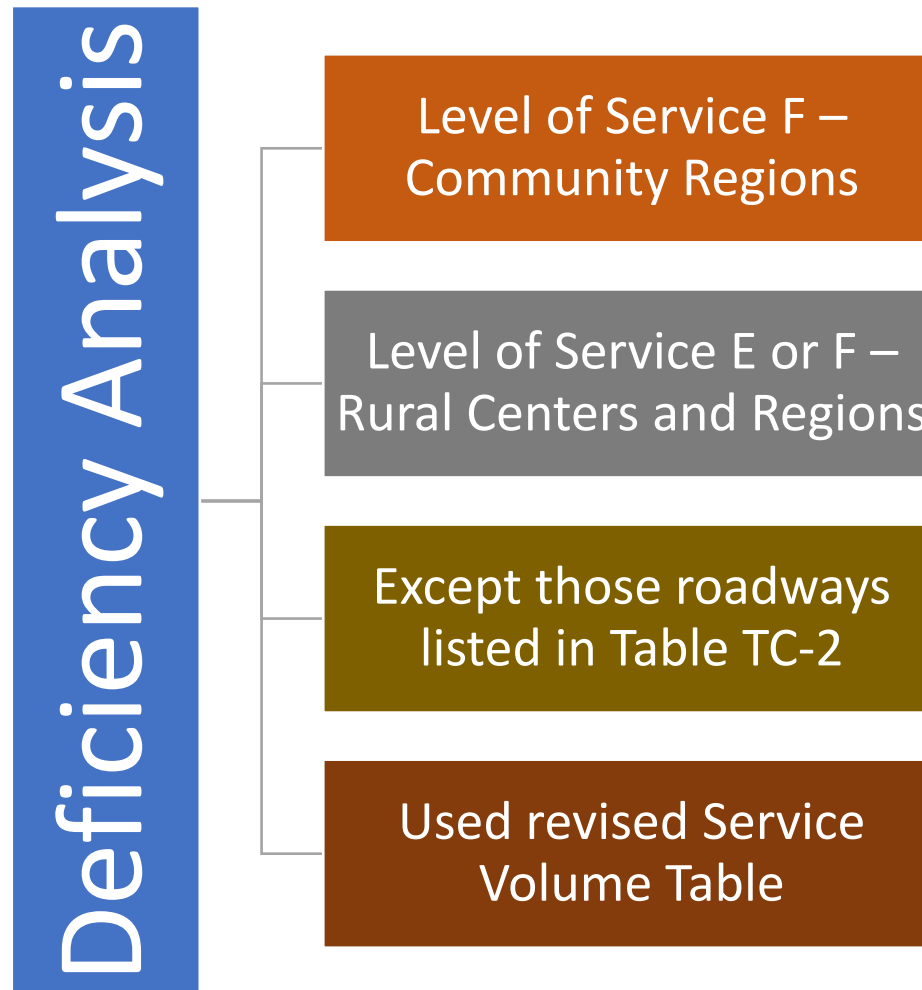
3. Overview of the Technical Update

Service Volume Update

- Required by General Plan to use current HCM
- Lower Level of Service volume thresholds for many roadway types
- Slightly worsened some results



3. Overview of the Technical Update



3. Overview of the Technical Update

TIM Fee Zone Analysis

Scenario 1: Bell Woods & Bell Ranch in TIM Fee Zone 2 (Existing Boundaries)

Scenario 2: Bell Woods & Bell Ranch in TIM Fee Zone 8

**TIM Fee
Zone 8**

Bell
Woods

**TIM Fee
Zone 2**

Bell
Ranch

Scenario 1: Existing Zones

**TIM Fee
Zone 8**

Bell
Woods

**TIM Fee
Zone 2**

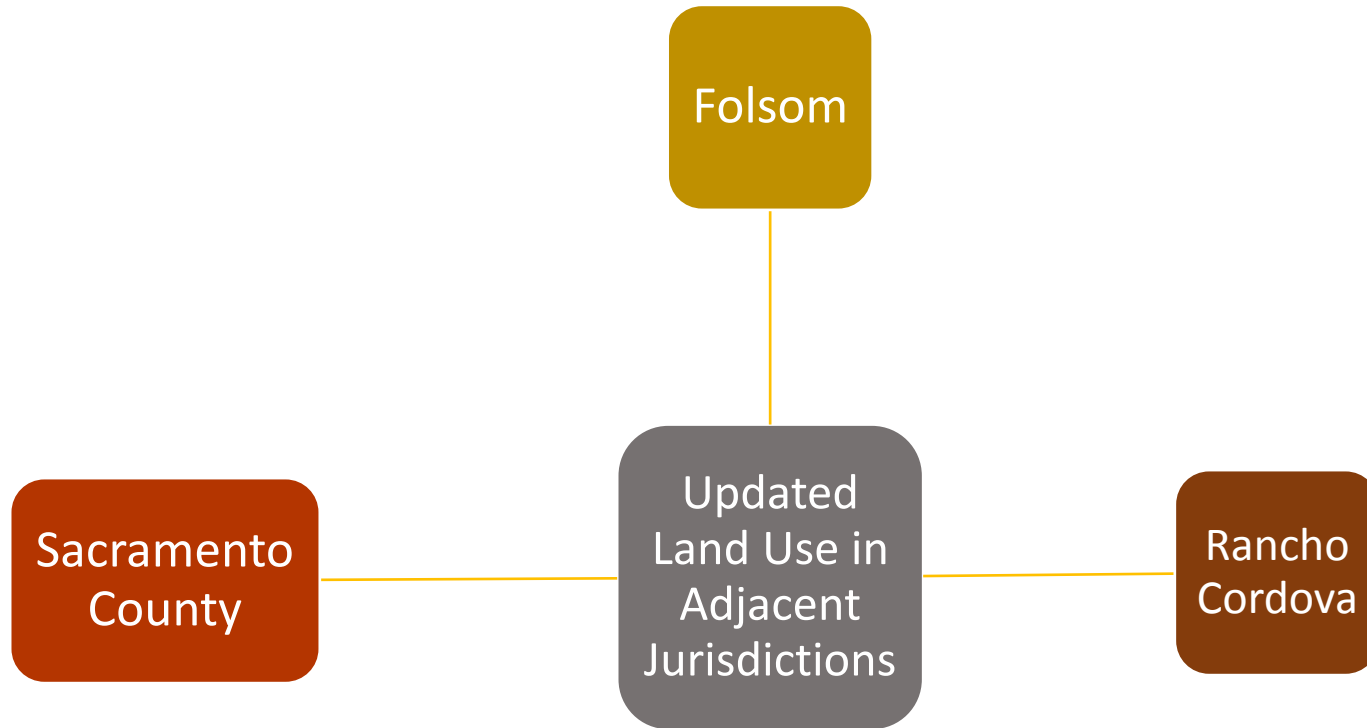
Bell
Ranch

US HWY 50

COUNTRY CL

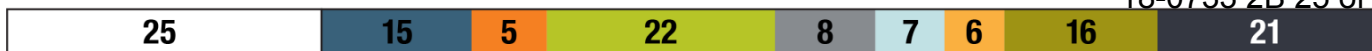
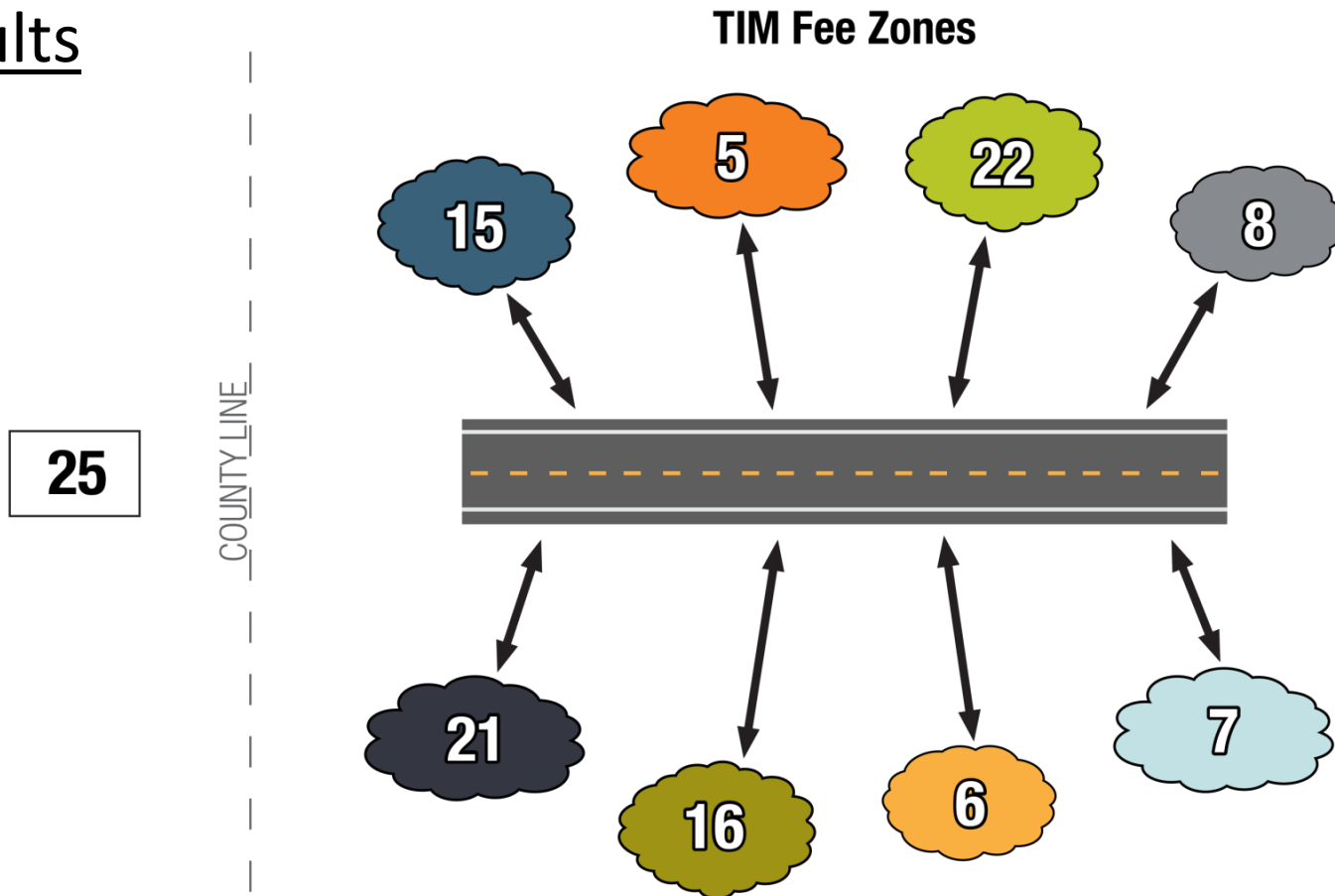
Scenario 2: Potential Zones

3. Overview of the Technical Update



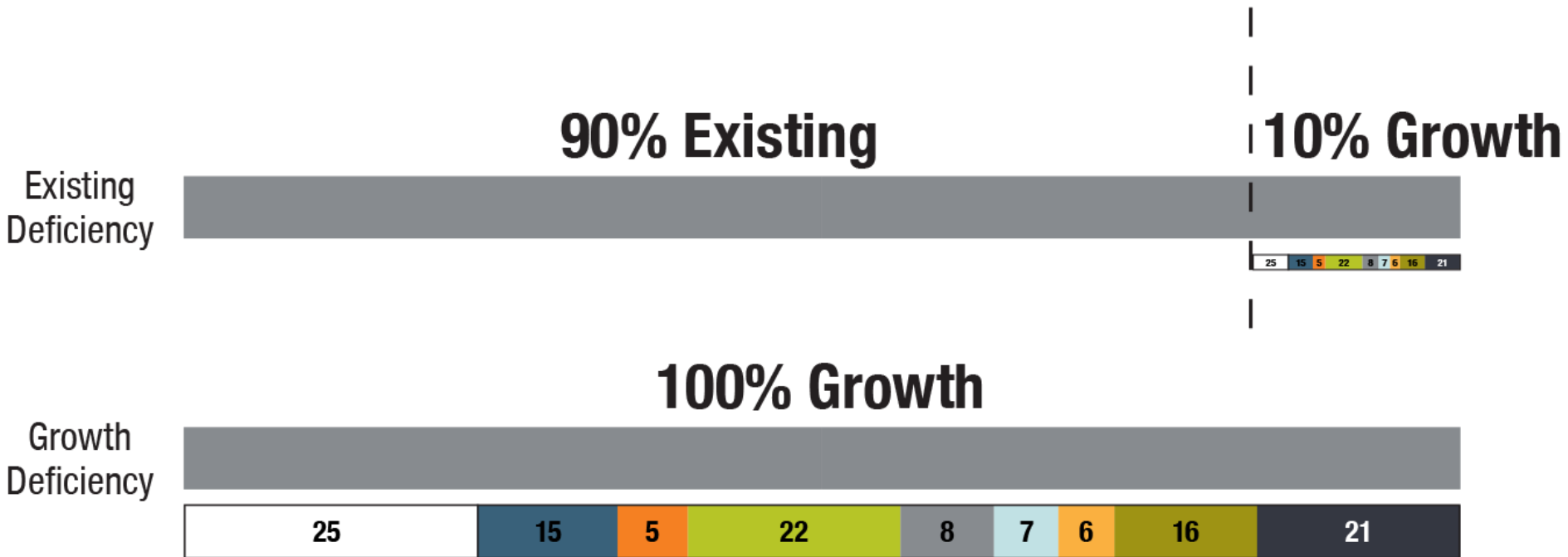
3. Overview of the Technical Update

Results



3. Overview of the Technical Update

Results



3. Overview of the Technical Update

Other TIM Fee Program Updates

- Frontage improvements - Country Club Drive
- Partial funding for safety projects
 - Guardrails, curve corrections, turn lanes, etc.
 - Grant match funds
- Updated project costs
 - US 50/Cameron Park Drive Interchange
 - Saratoga Way



4. 2018 TIM Fee Schedule

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4. 2018 TIM Fee Schedule

	EDU ¹	Fee per:	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6	Zone 7	Zone 8
Residential		<i>Cost per EDU¹ >></i>	\$ 4,439	\$ 19,906	\$ 19,906	\$ 4,556	\$ 4,544	\$ 7,144	\$ 11,245	\$ 29,384
SFD Not Age Restricted	1.00	Dwelling Unit	4,439	19,906	19,906	4,556	4,544	7,144	11,245	29,384
MFD Not Age Restricted	0.62	Dwelling Unit	2,752	12,341	12,341	2,825	2,818	4,430	6,972	18,219
SFD Age Restricted	0.27	Dwelling Unit	NA	5,375	5,375	NA	NA	NA	NA	7,933
MFD Age Restricted	0.25	Dwelling Unit	NA	4,977	4,977	NA	NA	NA	NA	7,346
Nonresidential		<i>Cost per EDU¹ >></i>	\$ 2,574	\$ 11,546	\$ 11,546	\$ 2,642	\$ 2,635	\$ 4,143	\$ 6,522	\$ 17,043
General Commercial	0.51	Bldg. Sq. Ft.	1.31	5.89	5.89	1.35	1.34	2.11	3.32	8.70
Hotel/Motel/B&B	0.08	Room	206	924	924	212	211	332	522	1,364
Church	0.10	Bldg. Sq. Ft.	0.25	1.15	1.15	0.27	0.27	0.41	0.65	1.70
Office/Medical	0.33	Bldg. Sq. Ft.	0.85	3.81	3.81	0.88	0.87	1.36	2.15	5.63
Industrial/Warehouse	0.23	Bldg. Sq. Ft.	0.59	2.66	2.66	0.61	0.61	0.95	1.50	3.92

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. Source: Tables 4 and 14.

Change to Program	Reason Change is Included	Net Effect to TIM Fee Program	Notes
Updated methodology to the Highway Capacity Manual 6 th Edition	Required by General Plan Policy TC-Xd	Added \$33.2 million in project costs	Added 3 projects, revised 1 project, and removed 1 project
TIM Fee Zone Map Update	BOS direction	None	Staff recommends adoption of Scenario 1 (Existing TIM Fee Zone Map).
Land Use Growth Forecasts in Adjacent Jurisdictions	Growth patterns in adjacent jurisdictions affect County's roadway capacity.	Added \$4.2 million in project costs	Added one project (White Rock Road widening - County Line to Windfield Way)

Note: The increase or decrease in project costs is allocated to each TIM Fee Zone or the external share based on projected use of each roadway project. For example, for the Saratoga Way Extension, 50% of the total project cost is allocated to external trips (funded by grant money) 47% is funded by Zone 8, and the remaining 3% is funded by Zones 1-7 TIM Fees.

Change to Program	Reason Change is Included	Net Effect to TIM Fee Program	Notes
Country Club Drive Frontage Improvements	Recent changes to project site plan	Removed \$1.8 million in project costs	
Safety Projects	BOS interest in safety project funding	Added \$2.4 million in project costs	
Cameron Park Drive Interchange	Alternatives Analysis Study	Removed \$32 million in project costs	Alternatives Analysis study identified less costly alternatives
Saratoga Way Extension Cost Estimate	Revision to project costs	Added \$6 million in project costs	Bids opened on 5/9/2018 were higher than anticipated.

Note: The increase or decrease in project costs is allocated to each TIM Fee Zone or the external share based on projected use of each roadway project. For example, for the Saratoga Way Extension, 50% of the total project cost is allocated to external trips (funded by grant money) 47% is funded by Zone 8, and the remaining 3% is funded by Zones 1-7 TIM Fees.

5. Next Steps

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5. Next Steps

TIM Fees go into effect 60 days after approval.

Staff will return with an annual update next year.

Recommend Board Approve/Adopt:

Environmental Certification

Resolution #076-2018 Certifying the Addendum to the Final EIR for the Western Slope Roadway Capital Improvement Program and Traffic Impact Mitigation Fee Program for El Dorado County (SCH#2016022018, September 2018)

TIM Fee Program and Fee Schedule

Resolution #077-2018 adopting the 2018 Minor Technical Update to the TIM Fee Program and 2018 TIM Fee Schedule
