

Public Outreach Final Report



TABLE OF CONTENTS	2
CHAPTER 1: EXECUTIVE SUMMARY	4
CHAPTER 2: APPROACH TO OUTREACH	6
CHAPTER 3: RESULTS - OUTREACH SUMMARY	12
CHAPTER 4: CONCLUSIONS	20
ATTACHMENTS	A-1

Attachment #	Title of Attachment	Page #
1	February 10, 2015 Board Presentation	A-1
2	Focus Group Application	A-17
3	Western Slope Update Focus Group Members	A-19
4	March 26 and 27, 2015 Focus Group Presentation	A-21
5	March 26, 2015 Focus Group Results	A-43
6	March 2015 Focus Group Summary Notes	A-81
7	April Workshop Power Point	A-95
8	April 8, 2015 Public Workshop Notes	A-113
9	April 9, 2015 Public Workshop Notes	A-119
10	April 8, 2015 Turning Point Results	A-125
11	April 9, 2015 Turning Point Results	A-137
12	Online Interactive Mapping Tool Comments Phase 1	A-149
13	May 5, 2015 Board Presentation	A-155
14	September 2015 Focus Group Presentation	A-175
15	September 23 & 24, 2015 Focus Group Notes	A-201
16	September 28 & 29, 2015 Public Workshop Notes	A-209
17	September 28, 2015 Workshop	A-213
18	September 29, 2015 Workshop	A-261
19	Online Interactive Mapping Tool Comments Phase 2	A-307
20	December 7, 2015 Board Presentation	A-309
21	December 8, 2015 Public Workshop	A-341
22	December 8, 2015 Public Workshop Notes	A-359
23	December 2015 CIP/TIM Fee Survey Results	A-361
24	Eblasts, Press Releases, News Coverage	A-371

Chapter 1: Executive Summary

In order to increase public participation and maintain a high level of transparency, the Long Range Planning (LRP) Division of the Community Development Agency (CDA) implemented a robust public outreach process during the development of the West Slope Capital Improvement Program (CIP) and Traffic Impact Mitigation (TIM) Fee Program Major Update. The goal of this process, led by staff, was to involve the El Dorado County Board of Supervisors (Board), the public and stakeholders in this process, as well as to maintain web-based tools to further assist with the public participation process.

Overview of West Slope CIP and TIM Fee Program Major Update

A CIP is a planning document that identifies capital improvement projects (e.g., roads and bridges) a local government or public agency intends to build over a certain time horizon (usually between 5-20 years). CIPs typically provide key information for each project, including delivery schedule, cost and revenue sources. The County's CIP provides a means for the Board to determine capital improvement project and funding priorities over a 20-Year horizon.

An impact or mitigation fee is a fee levied by a local government or public agency to ensure that new development projects pay for all or a portion of the costs of providing public infrastructure or services to the new development. Since 1984, the County has adopted and updated various fee programs to ensure that new development on the western slope pays to fund its fair share of the costs of improving county and state roads necessary to serve that new development.

In order to maintain the integrity of its roadway network, the County is required to develop and maintain a 10- and 20-Year CIP as well as a 20-Year TIM Fee Program pursuant to General Plan Policy TC-Xb and Implementation Measures TC-A and TC-B. The TIM fee must comply with the state's Mitigation Fee Act (Assembly Bill 1600).

The General Plan requires the CIP and TIM Fee Program to be updated every five years to revise the 20-Year growth forecast and comprehensively re-evaluate the programs. This is often referred to as the "Major" update.

Per AB1600 (Section 66001(d)(1)), impact fee programs are required to undergo a comprehensive review periodically to ensure the nexus analysis and fee schedule reflect current assumptions for growth projections, transportation system impacts, project costs, and anticipated funding sources.

Background

On April 8, 2014, the Board directed LRP staff to issue a Request for Proposal for the Major Five-Year CIP and TIM Fee updates. Staff posted the RFP on May 16, 2014. The Board determined that a consultant could more economically and feasibly provide the expertise and assistance necessary to develop the Major Five-Year CIP and TIM Fee updates as required by the adopted General Plan.

On September 30, 2014, the Board approved and authorized the Chair to sign Agreement for Services No. 214-S1511 with Kittelson and Associates, Inc. (KAI) to begin the Major Updates as required by General Plan Policy TC-Xb and Implementation Measures TC-A and TC-B. The Board also directed staff to return with a detailed plan for public outreach.

On December 16, 2014, the Board approved the First Amendment to Agreement for Services No. 214-S1511 which identified Scenario 4 of the outreach options presented as the preferred public outreach scenario for the Major Updates.

KAI and its consultant team are very accomplished in their respective fields; they have considerable experience in the update of CIP and mitigation fee programs across the state, as well as a particularly strong knowledge, experience and historic perspective on the County's programs. The roles and expertise of the consultant team are as follows:

- KAI – Travel demand modeling, traffic operations and traffic engineering design
- Quincy Engineering – Transportation improvement cost estimates
- Rincon Consultants – Environmental review and analysis
- Urban Economics – Land use forecast update, preparation of the Nexus analysis, and computing the fee schedule for each subarea of the County
- Flint Strategies – Outreach efforts

The development of the Major Five-Year CIP and TIM Fee updates resulted in a minimum of five primary documents for the use of County staff and the public. These documents include:

1. 2015 West Slope Transportation CIP
2. Existing Deficiencies report
3. 2004 El Dorado County General Plan TIM Fee 2015 Update
4. Nexus Study
5. Environmental Document(s)

Public Outreach Objective

The objective of the public outreach effort of this project was to build a consensus and develop a mutual understanding of impact fee policy ensuring that stakeholder interests and concerns are heard and considered to maximize community acceptance of the CIP and TIM Fee Program. Flint Strategies conducted a public outreach program which included communication with elected officials and extensive outreach to the broad range of stakeholders and interested parties.

Public Outreach Strategy

The strategies of the Board and public outreach effort included:

- Early and ongoing coordination with the Board
- Outreach meetings with small groups of stakeholders with similar concerns
- Development of interactive opportunities for engagement in the field
- Utilization of social media to promote engagement opportunities
- Leveraging of local news media and trade publications
- Development/enhancement of partnerships with business, industry associations and organizations
- Web-based tools to assist with public participation

Chapter 2: Approach to Outreach

The public outreach effort consisted of multiple channels of engagement to ensure maximum participation by residents, business owners, developers and other focus groups. This included the development and maintenance of a project specific website, proactive social media, and a series of topic specific focus groups/roundtable discussions, public workshops, and Board meetings. The outreach was targeted and tiered for maximum effectiveness.

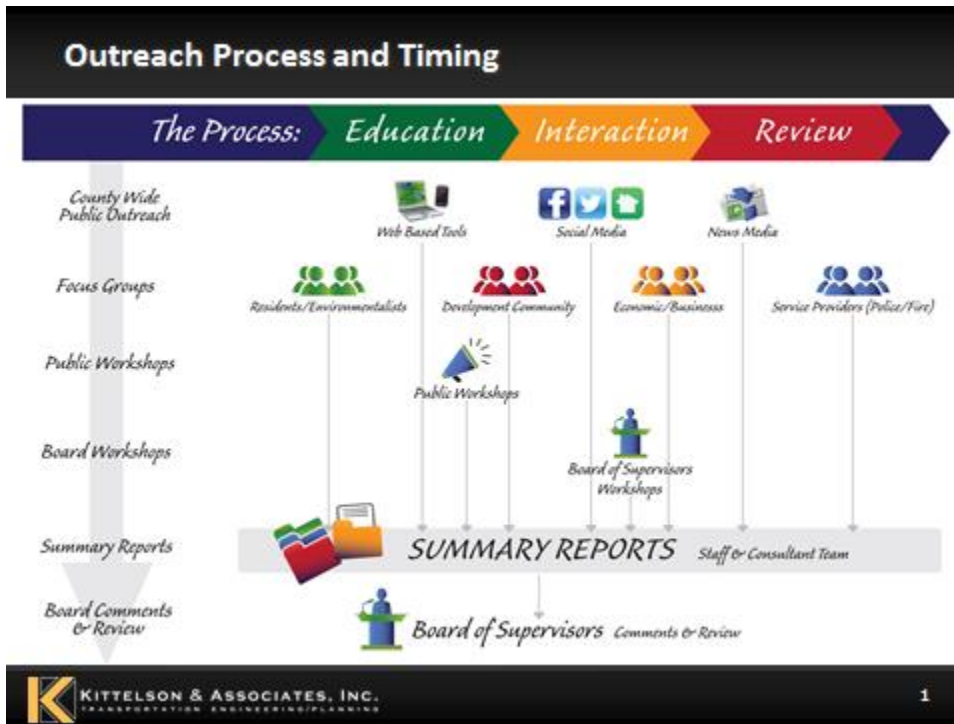
Overall Approach to Outreach

The comprehensive public engagement program was designed to engage multiple population segments via a diverse set of outreach channels. The idea was to provide a mechanism that best suits each unique group of people. The tools that were used concurrently for each phase of the project included:

- Focus groups to explore topic or interest specific issues that relate to the development of the TIM Fee Program and CIP. The Focus Groups were an essential component of the program and allowed staff and the consultant team to identify key issues and concerns early in the process, to help them be prepared to better address those concerns moving forward.
- Web based communication to maximize participation by individuals and groups who prefer electronic communications tools and are users of computers or mobile devices. This included regular email notifications regarding upcoming workshops and pertinent information, social media and web-based interactive workshops throughout the process.
- Development of web-based tools that allowed the public to provide specific input on perceived congestion and safety issue locations from home. This input was compared with the consultants' technical analysis of roadway deficiencies and CIP locations.
- Media relations to reach broad countywide audiences who follow government affairs by print or online news.
- Traditional workshops in multiple locations to ensure geographically diverse participation.
- Multiple presentations and study sessions with the Board to ensure staff and the consultant team are moving forward with Board support and direction.
- Complete documentation of each phase of the three-phase outreach effort to provide the Board and the public with a record of all input received.

The outreach program was organized in three phases, as illustrated below:

- Education: To provide an opportunity for the public to gain a clear understanding of the purpose of the effort and an opportunity for them to share concerns and/or ideas about future needs, deficiencies and growth.
- Interaction: To provide an opportunity for the public to review what was learned in the outreach effort, and validate or question the appropriateness of the direction given.
- Review: To provide an opportunity to review the proposed fee structure and CIP that will be presented to the Board for adoption and comment.



Focus Groups/Roundtable Discussions

Staff and the consultant team held a series of two focus groups/roundtable discussions to vet key issues and concerns that relate to the development of the fees with each of four groups (for a total of eight meetings). These groups included:

- Local Businesses/Economic Development Interests (chambers of commerce, tourism and film authorities, agriculture, recreation, and eco- and agri-tourism industry)
- Building Industry/Developers/Real Estate Interests
- Residential and Community Interests (homeowner associations, community alliances/associations, etc.)
- Local Agencies/Public Safety
 - Water – Water Agency, El Dorado Irrigation District
 - Fire – Fire Protection Districts
 - Sheriff/Police – County Sheriff, Placerville Police
 - Cities – Placerville and South Lake Tahoe
 - Transportation – Caltrans, El Dorado County Transportation Commission (EDCTC), Transit
 - Neighboring jurisdictions – Folsom, Sacramento County, etc.

It should be noted that due to the overwhelming response of interested participants, a fifth focus group was formed for Residential and Community Interest, and additional meetings were added to the scope of work. A total of 65 participants formed the five focus groups.

In the past, other groups have participated in TIM Fee and CIP updates, including:

- Community and Economic Development Advisory Committee (CEDAC)
- Engineering Subcommittee of CEDAC
- CIP Cost Estimate Review Committee
- TIM Fee Working Group

Staff and the consultant team reached out to these groups/individuals to solicit their active participation in one or more of the focus groups/roundtable discussions. .

The focus groups/round table discussions occurred in advance of the larger public workshops, to ensure that staff and the consultant team were able to identify issues/concerns of the various constituencies and were prepared to address them at the workshops.

- *First Round:* The first round was educational: establishing the purpose of the Major Updates, the process for developing the fees, and promoting opportunities for public engagement. This also provided an opportunity to identify key issues and concerns that need to be addressed as part of the Major Updates. It included summarizing the desired goals and outcomes of the project and identifying the nature and location of roadway deficiencies.
- *Second Round:* Staff presented the input received in the first phase of the outreach effort at the second round of focus groups/roundtable discussions. This included sharing the consultant team’s preliminary findings, including the draft CIP list and preliminary fee schedule. The outreach effort detailed the methodology for the CIP and fee schedule and provided multiple opportunities for comments and questions. Staff provided a detailed overview of the process for developing the final CIP and fee schedule products.

Public Workshops

Three (3) rounds of public workshops provided an opportunity for residents and all interested parties to share concerns and pose questions relative to the Major Updates. The workshops were held in two separate locations in the County, for a total of five workshops. The workshops generally consisted of:

- Presentation, including overview of the purpose, structure, and parameters of the Major Updates
- Facilitated discussion/Q&A regarding the process and concerns
- Review of comments received
- Overview of next steps and further opportunities for public input

Upon completion of the public workshops, these ideas were brought forth to the Board for discussion. A summary of the three phases (rounds of workshops) is provided in Chapter 3.

Project Branding

The team developed a project logo for use in all materials. It has been utilized on the project website, presentations, eblasts and maps.



Website

The consultant team launched the project website EDCWesternSlopeUpdate.com in January of 2015. The site includes information about the update, a complete document library with background information about previous efforts as well as project deliverables, information about upcoming meetings and an interactive mapping tool that allows users to identify current deficiencies and areas of concern. The site also allowed users to sign up for eNews, post questions and submit ideas

Over 5,600 individual sessions have been tracked since launch between the website and the interactive mapping tool. There are 4,500 users and 1,300 active users, with more than 7,500 page views.

eBlasts

A subscriber list was put together to include several groups that had previously expressed an interest in participating in the CIP and TIM Fee process. The website also has a subscription option. Additional contacts were obtained from those that subscribed on the project website. The project’s eBlast newsletter list currently has over 1,300 subscribers and includes all news media in El Dorado County. The consultant team has sent out 14 eBlasts promoting sign-up for focus groups, the first round of workshops and virtual workshops. There has been an average **43% click through** rate driving traffic to our project website and will continue to add subscribers.

El Dorado County also used its email notification system to promote sign-ups for focus groups and workshops.

Fifty-two people have signed up for eNews blasts, 290 comments have been received via the mapping tool and an additional 17 comments have been received from the contact link.

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. Opportunities to participate via eBlasts, the project website and local news media were promoted. Applicants were able to “self-select” based on their area of interest; development community, economic development, resident concerns or public services. Due to high resident interest, the team established a total of five groups with two representing Residential and Community Interest. A total of 65 people signed up to participate in the groups.



A total of 10 two-hour sessions were held on March 26, March 27, September 23 and September 24, 2015. Each session focused on key issues and concerns about existing deficiencies and perceptions about how the TIM Fees are developed.

The consultant team provided each group with an overview of the CIP and TIM Fee process and then, utilized a click polling system to ask questions about their views on the process, the fairness of the fee structure and how well the County uses the fees to fund projects. All five groups expressed concern that the County's fees are substantially higher than other jurisdictions as well as how the fees are actually allocated to projects.

Workshops

A total of five public workshops (three rounds) were held on April 8, April 9, September 28, September 29 and December 8, 2015. During the workshops, it became clear that there was some confusion about how the fees are calculated, as well as the difference between TIM fees and costs associated with mitigation measures required by CEQA. The team continues to explore ways to make this information more "public-friendly".



Workshop attendees, like focus group participants, expressed concerns about the fees being higher for residential development and asked for transparency in all aspects of the process so that the fee calculation may be fully vetted.

The first round of workshops was made available online as a "virtual workshop" and remained open through May, 2015. The second round of workshops was made available online as a "virtual workshop" and remained open through October 2015.

Chapter 3: Results – Outreach Summary

Public outreach was held in three phases, which are summarized in this section.

Public Outreach Phase One Summary - Education - Presented to the Board on May 5, 2015

A comprehensive public engagement program was designed to engage multiple population segments via a diverse set of outreach channels. The first phase was designed to **educate** the public, giving them a clear understanding of the purpose of the effort and an opportunity for them to share concerns and/or ideas about future needs, deficiencies and growth. El Dorado County staff worked collaboratively with the consultant team (team) to implement this program. This phase ran between January and April of 2015.

Project Branding

The team developed a project logo for use in all materials. It has been utilized on the project website, presentations, eBlasts and maps.



Website

The team launched the project website EDCWesternSlopeUpdate.com in January of 2015. The site includes information about the update, a complete document library with background information about previous efforts as well as project deliverables, information about upcoming meetings and an interactive mapping tool that allows users to identify current deficiencies and areas of concern. The site also allows users to sign up for eNews, post questions and submit ideas. **Over 1,500 individual sessions have been tracked since launch between the website and the interactive mapping tool. There are 663 active users, with more than 2,300 page views.**

Fifty-two people have signed up for eNews blasts, 290 comments have been received via the mapping tool and an additional 17 comments have been received from the contact link.

EL DORADO COUNTY WESTERN SLOPE UPDATE

PROJECT OVERVIEW INTERACTIVE MAP MEETINGS AND WORKSHOPS DOCUMENT LIBRARY CONTACT

Western Slope Capital Improvement Plan and Traffic Impact Mitigation Fee Program Updates

Welcome to our project website! This site was developed to provide the public with easy access to all of the information pertaining to El Dorado County's Major Update to the West Slope Capital Improvement Program and Traffic Impact Mitigation Fees. The project area includes the parts of the County that are outside the Tahoe basin, west of Echo Summit. We hope you will participate in this process by signing up for eNews, using our interactive map to help identify existing transportation issues, or by sending us your comments.

What is this project?
This is the major update to the County's West Slope

Public Workshop!

Join us for our first round of workshop!

Wednesday, April 8, 2015
6:30 p.m. - 8:00 p.m.
Pleasant Grove Middle School
Multi-Purpose Room
2540 Green Valley Road
Rescue, CA 95672

Thursday, April 9, 2015
6:30 p.m. to 8:00 p.m.
El Dorado County Office of Education
6767 Green Valley Road
Placerville, CA 95667

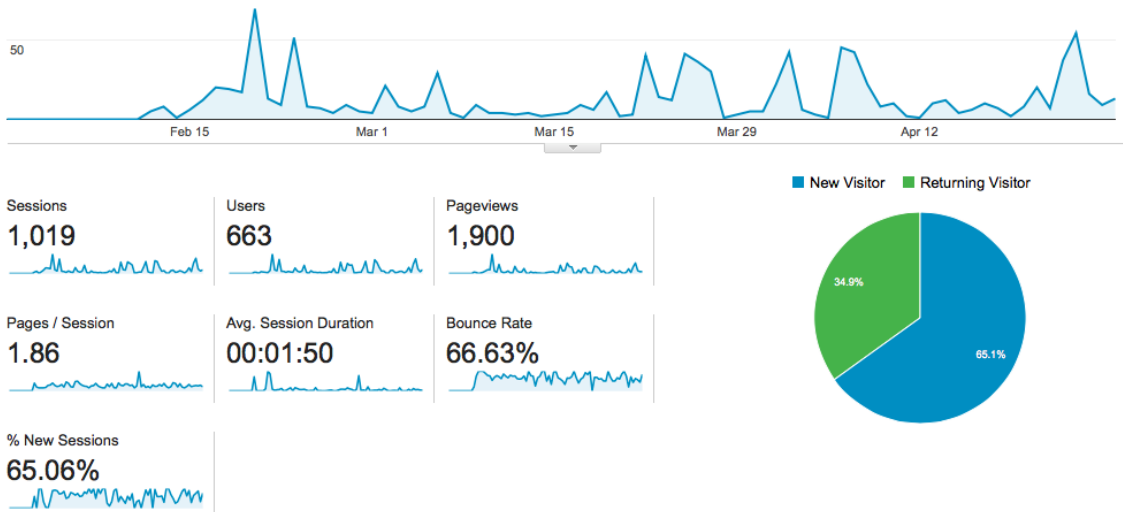
Subscribe to our mailing list

* Indicates required

Email Address

First Name

Last Name



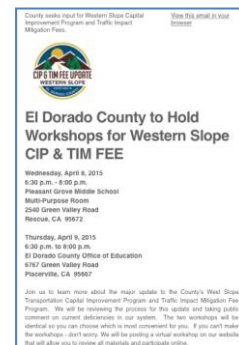
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An online version of the first workshops was launched to allow those who could not attend to participate online. **As of April 28, 2015, 90 people have viewed the presentation online.** The site will continue to be updated and monitored throughout the project.

eBlasts

The team has created an eBlast newsletter list that currently has over 800 subscribers and includes all news media in El Dorado County. The team has sent out 12 eBlasts promoting sign-up for focus groups, the first round of workshops and the virtual workshop. The click-through rate has averaged **35%**, driving traffic to the 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. Opportunities to participate via eBlasts, the project website and local news media were promoted. Applicants were able to “self-select” based on their area of interest; development community, economic development, resident concerns or public services. Due to high resident interest, the team established a total of five groups with two representing Residential and Community Interest. A total of 65 people signed up to participate in the groups.



Five, two-hour sessions were held over March 26th and March 27th. Each session focused on key issues and concerns about existing deficiencies and perceptions about how the TIM Fees are developed. The consultant team provided each group with an overview of the CIP and TIM Fee process, and then utilized a click polling system to ask questions about their views on the process, the fairness of the fee structure and how well the County uses the fees to fund projects. All five groups

expressed concern that the County's fees are substantially higher than other jurisdictions as well as how the fees are actually allocated to projects.

Workshops

Two workshops were held on Wednesday, April 8th and Thursday, April 9th. During the workshops, it became clear that there was some confusion about how the fees are calculated, as well as the difference between TIM fees and costs associated with mitigation measures required by CEQA. The team continues to explore ways to make this information more "public-friendly".



Workshop attendees, like focus group participants, expressed concerns about the fees being higher for residential development and asked for transparency in all aspects of the process so that the fee calculation may be fully vetted.

The entire workshop has been made available online as a "virtual workshop" and will remain open through May. Our second round of workshops will take place in late August or early September.

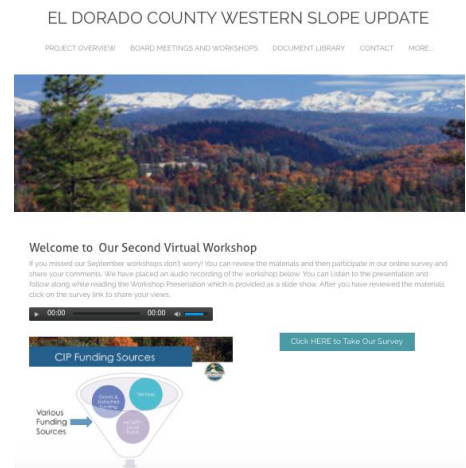
Public Outreach Phase Two Summary Report – Engagement – Presented to the Board on December 7, 2015

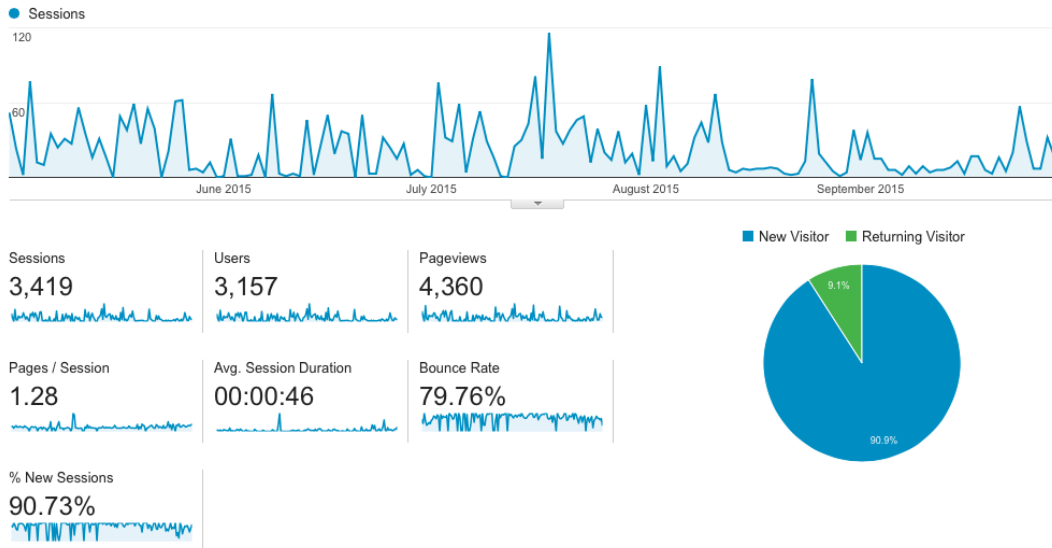
The second phase was designed to **engage** the public, giving them an opportunity to comment on and suggest projects for the CIP, review the methodology used to develop the proposed TIM Fees and comment on the proposed changes to the TIM Fee program. This phase ran between May and September of 2015.

Website

The project website continues to be a valuable tool to engage a larger County-wide audience. The site has been updated and includes all project deliverables for public review, two separate interactive workshops and tools to allow public comment on documents, suggestions for Capital Improvement Projects and online participation for public workshops. **Over 3,500 individual sessions have been tracked since launch between the website and the interactive mapping tool.** There are over **1,000 active users** and have been more than **4,300 page views**.

Forty-two people have signed up for eNews blasts, over 290 comments have been received via the mapping tool and an additional 13 comments received online.



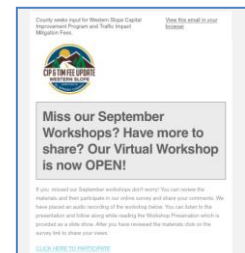


(Google Analytics)

An online version of the second round of workshops was launched to allow those who could not attend to participate online. **65 people have viewed the presentation online as of October 15, 2015.** The site will continue to be updated and monitored throughout the project.

eBlasts

The consultant team has created an eBlast newsletter list that currently has over 1,300 subscribers and includes all news media in El Dorado County. The team has sent out 9 eBlasts promoting Board presentations, release of project documents, our second round of workshops and our virtual workshop. The **click through** rate has averaged **42%** 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.

Five two-hour sessions were held 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

Two workshops were held on Monday, September 28th and Tuesday, September 29th. There were 18 attendees at the first workshop and 22 at the second. 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.

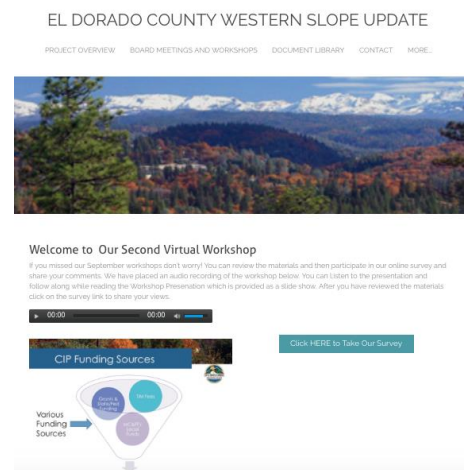
The entire workshop was made available online as a “virtual workshop” and will remain open through October. Our final round of workshops will take place in late December to give the public an opportunity to review the final CIP and TIM Fee programs.

Public Outreach Phase Three Summary Report – Opportunity to Comment – Presented to the Board on February 23, 2016

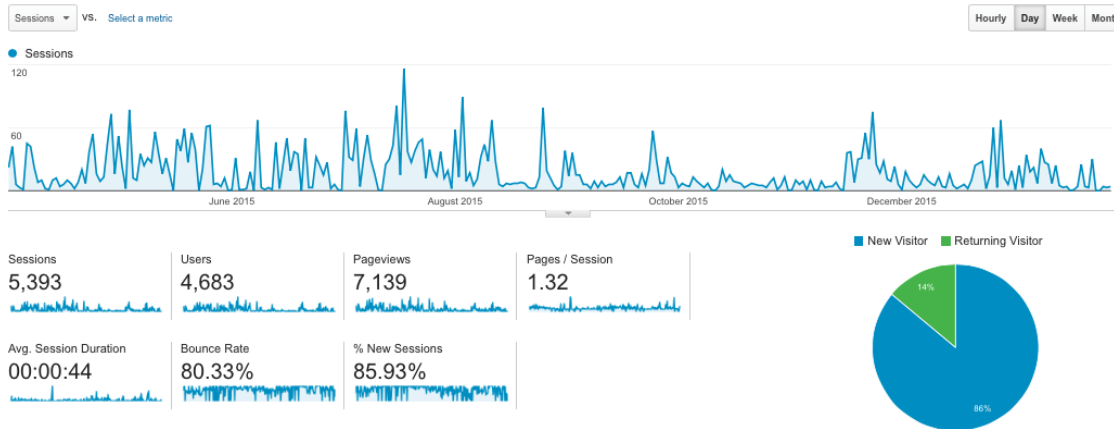
The final phase was designed to give the public an opportunity to comment on the proposed TIM Fees and review projects for the Capital Improvement Plan (CIP). This phase ran between October of 2015 and January of 2016.

Website

The project website continues to be a valuable tool to engage a larger County-wide audience. The site was regularly 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. **Over 5,300 individual sessions have been tracked since launch between the website and the interactive mapping tool.** There are over **1,100 active users** and have been more than **7,000 page views**.



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

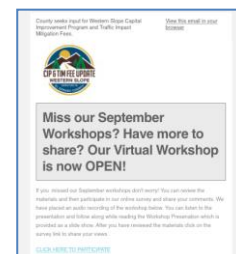


(Google Analytics)

An online version of the final workshop was launched to allow those who could not attend to participate online. **As of January 27, 2015, 115 people have viewed the presentation online.** The site will continue to be updated and monitored throughout the project.

eBlasts

The eBlast newsletter list currently has over 1,300 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, the second round of workshops and the virtual workshop. There has been an average **45% click through** rate driving traffic to the project website and continue to subscribers will continue to be added.



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.

Five two-hour sessions were held 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

The final workshop was held 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.

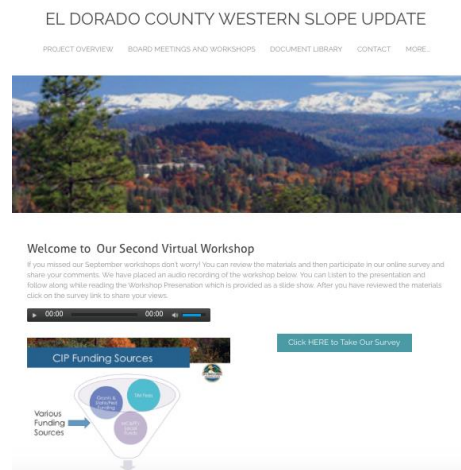
The entire workshop was made available online as a “virtual workshop” and remained open through January of 2016.

Chapter 4: Conclusions

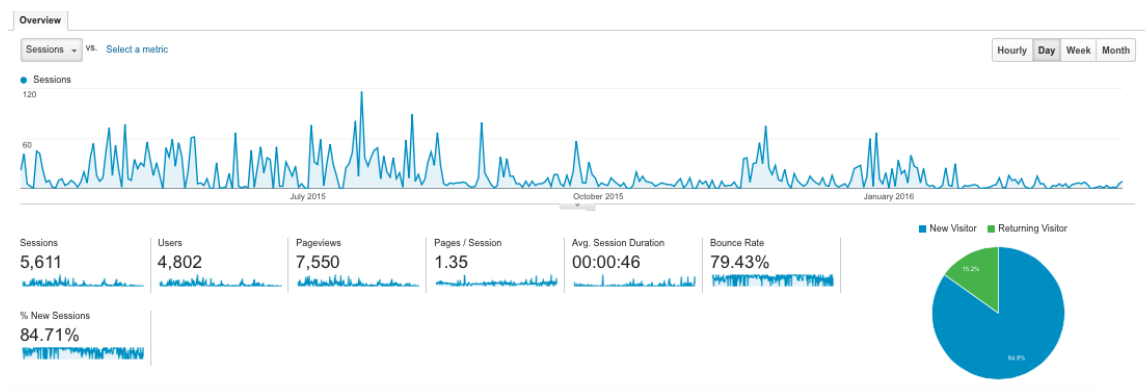
The public outreach process for the TIM Fee and CIP Major update has accomplished the objective of building a consensus and developing a mutual understanding of impact fee policy, ensuring that stakeholder interests and concerns are heard and considered to maximize community acceptance of the CIP and TIM Fee Program. Staff and the consultant team conducted a public outreach program which included communication with elected officials and extensive outreach to a broad range of stakeholders and interested parties. Specific accomplishments are stated in this section.

Website

The 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. **Over 5,600 individual sessions have been tracked since launch between the website and the interactive mapping tool.** There are over **4,500 users and 1300 active users** and have had more than **7,500 page views**.



Fifty-two people have signed up for eNews blasts and over 290 comments have been received via our mapping tool and an additional 17 comments online.

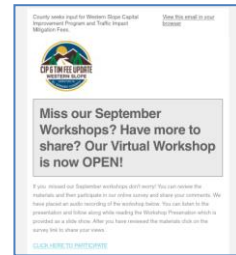


(Google Analytics)

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

The eBlast newsletter list currently has over 1300 subscribers and news media in El Dorado County. The consultant team has sent out promoting Board presentations, release of project documents, our round of workshops and our virtual workshop. We have averaged a **through** rate driving traffic to our project website and will continue to subscribers.



includes all
14 eBlasts
second
43% click
add

promote

El Dorado County also made use of its email notification system to 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.

Five, two-hour sessions were during the three project phases. 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. All members received emails containing information about the sessions and links to documents to review prior to the meetings.

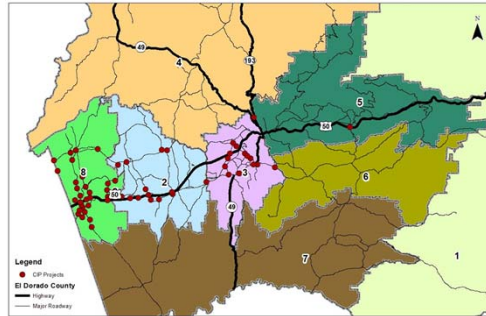
Those who attended expressed positive feedback regarding the process, the proposed projects and the changes to the fees. **Over 90% of participants rated the CIP and TIM Fee development process as Good or Excellent.**

Workshops

The final workshop was held 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 remained open through January of 2016.

Major Update to West Slope
Transportation Capital
Improvement Program (CIP)
and Traffic Impact
Mitigation (TIM) Fee
Program
County of El Dorado
February 10, 2015



AGENDA

Background

Establish Project Assumptions

1. Project Purpose and Goals
2. Baseline Assumptions
3. Fee Benefit Zone Geography
4. Approach to Public Outreach
5. Project Schedule

Background

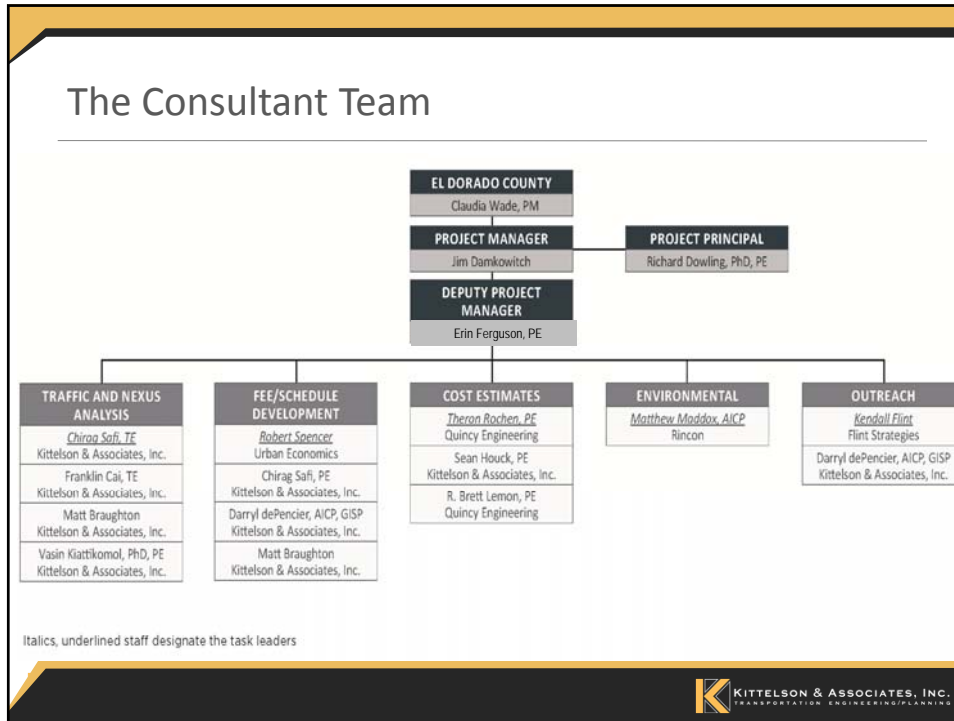
- › Board of Supervisors (BOS) Approval of Kittelson & Associates (KAI) Contract
 - Occurred September 30, 2014
- › BOS Approval of Outreach Amendment
 - Occurred December 16, 2014
- › Update to TIM Fee and CIP is required by General Plan Policy TC-Xb and Implementation Measures TC-A and TC-B. TIM Fee must be compliant with Assembly Bill (AB) 1600.
- › Project Schedule
 - 12-month schedule
 - Requires timely input from BOS to maintain the schedule
 - Requires agreement from BOS on goals for the TIM Fee Update
 - Requires awareness of necessary assumptions for TIM Fee Update
 - Schedule will lengthen and cost of TIM Fee Update could increase if any of three items above change during the course of the project



County Departments Involved in the Update

- › Community Development Agency
 - Long Range Planning Division
 - Transportation Division
 - Development Services
 - Administration & Finance
- › Chief Administrative Office
- › Economic Development
- › County Counsel



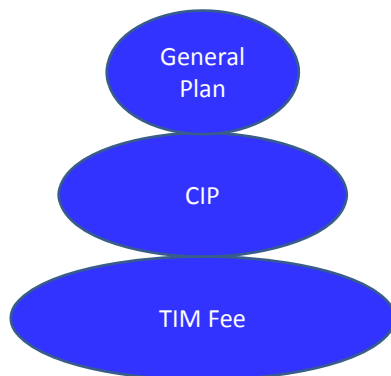


- ### Consultant Team Local and Relevant Experience
- › True Extension of County Staff
 - KAI ranks #1 to provide Traffic Engineering services to CDA
 - Quincy ranks #1 for Structure services and #3 for Transportation services
 - KAI team has served County staff for over ten years – does not contract with private development interests within the County
 - › General Plan familiarity
 - › Experience with Traffic Impact Mitigation Fee Programs
 - KAI team completed over 100 TIM fee programs throughout California
 - Richard Dowling (KAI), Howard Michael (QEI) and Robert Spencer (UE) were instrumental in County's 2006 TIM fee update
 - › Travel Demand Model Experience
 - KAI Peer Reviewed the EDC TDM Update
 - Assisted in response to comments for the TDM and TGPA/ZOU
- KITTELSON & ASSOCIATES, INC.**
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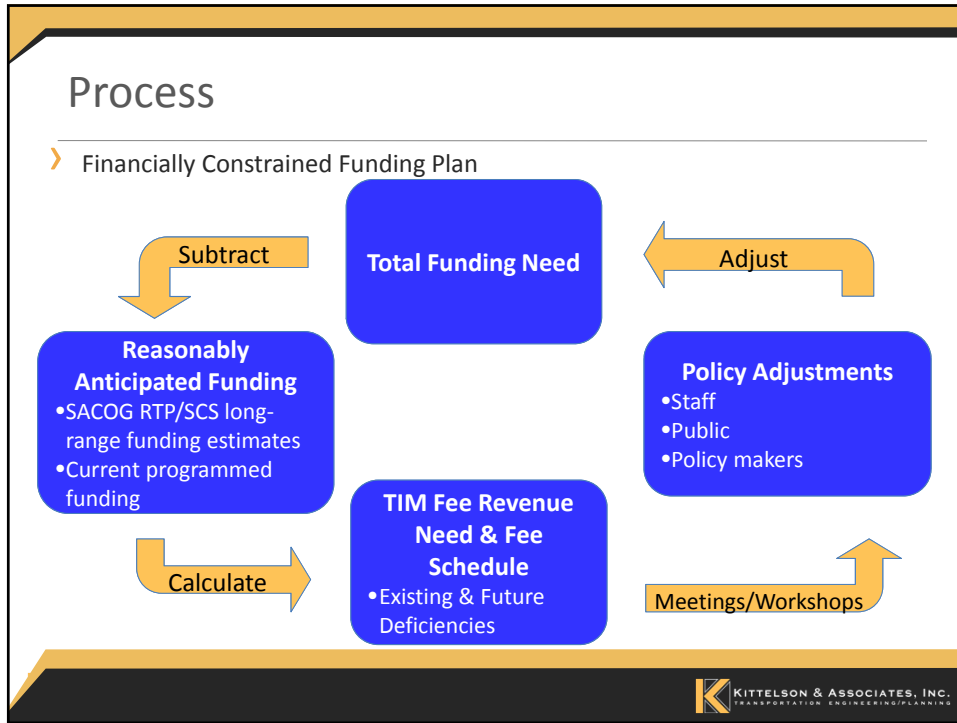
1. Project Purpose

- › TIM Fee and CIP Updates required per General Plan Policy TC-Xb and Implementation Measures TC-A and TC-B.
- › Fee Update Mandated by State Law (AB1600)
- › Fee Program Must be Compliant with State Law (AB1600)
 - Applies to new development only
 - Nexus Requirements (Fair Share)

1. Project Goals



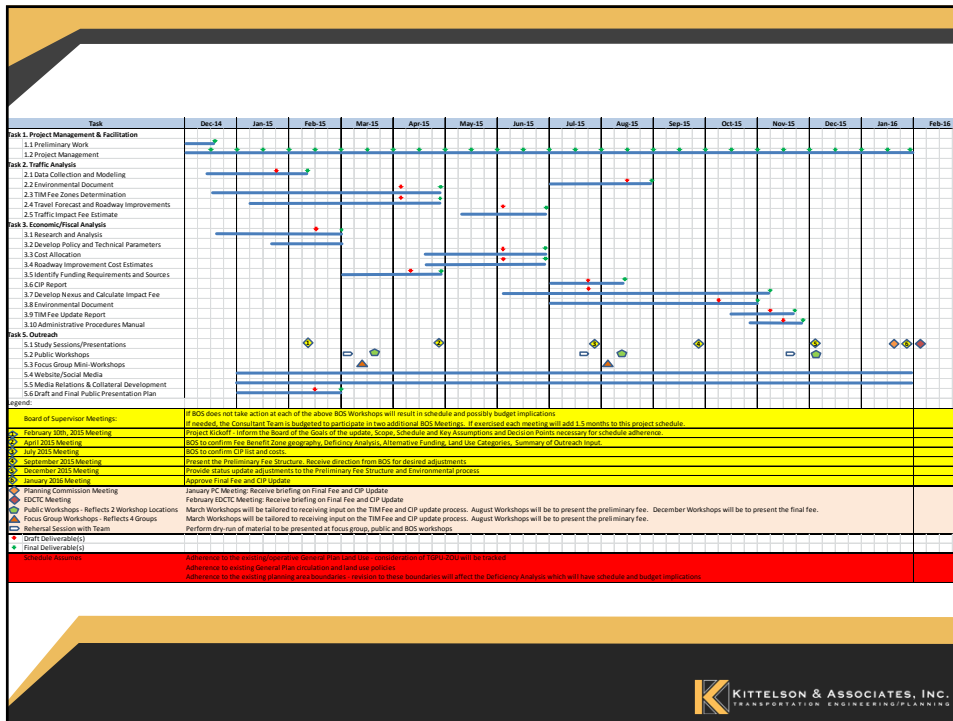
- › Develop a CIP that Supports the General Plan
 - Address the implications of planned growth on mobility and accessibility
 - Maintain quality of life for residents of El Dorado County
 - Consistency with Measure Y
- › Develop a TIM Fee that Supports the CIP
 - Ensure that future development pays for its fair share to mitigate impacts
 - Ensure that the CIP is financially constrained



- ## 2. Baseline Assumptions for TIM Fee and CIP Update
- › Adherence to the existing/operative General Plan Land Use
- Consideration of TGPA/ZOU in June timeframe is anticipated. TGPA/ZOU scenario will be tracked and incorporated if approved.
- › Adherence to 1.03% growth rate at the 75%/25% (community regions vs. rural regions/rural centers) distribution per 4/8/14 BOS direction
- › Adherence to existing General Plan circulation and land use policies
- Consideration of alternative circulation policies may have schedule and budget implications
- › Adherence to the existing planning area boundaries (i.e. Community Region Boundary Lines)
- Revision to these boundaries will affect the Deficiency Analysis which will have schedule and budget implications
- KITTELSON & ASSOCIATES, INC.**
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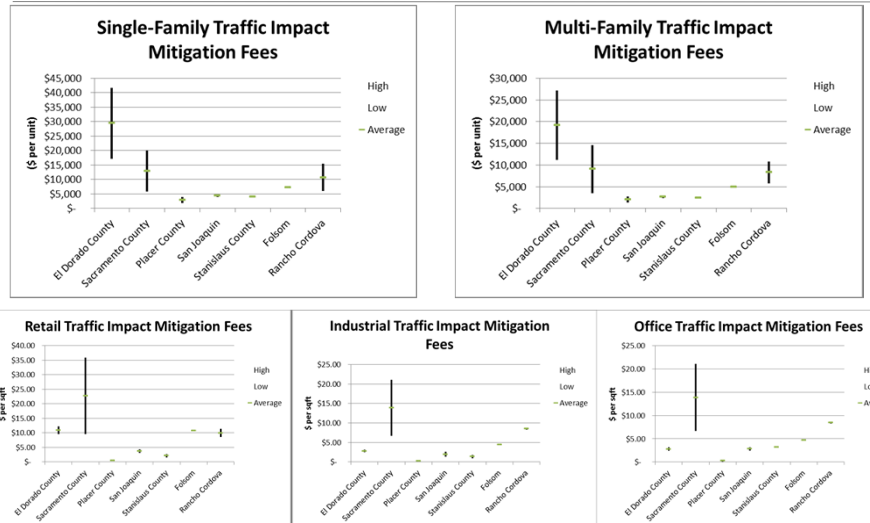
2. Baseline Assumptions for TIM Fee and CIP Update

- Future funding streams and sources assumed similar to existing
 - Consideration of a future sales tax can not be credited – must be in place.
- Preparation of a Negative Declaration environmental document



Project Understanding – How do we compare?

› Traffic Impact Fee Comparison

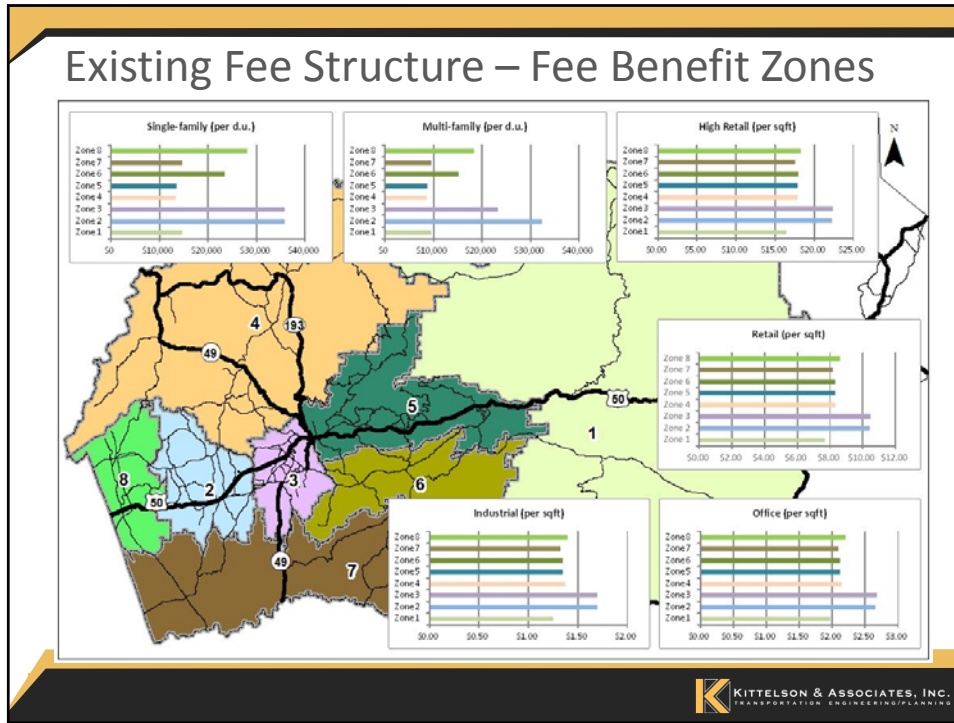


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Existing Fee Structure

- › Fees for Residential Development - on the high side – why?
 - Due to growth funneling traffic onto limited roads (primarily to/from US 50)
 - Measure Y burdens development with the entire cost
 - Cost of design and construction improvements due to topography
 - Lack of parallel facilities to US 50 and lack of transit facilities
 - US 50 Improvements are expensive
 - CIP costs includes ROW costs
- › Capture alternative funding sources as applicable
 - State/Federal Discretionary Funding (SACOG)
 - Historical Success of procuring grant funding
 - Other funding sources
- › Fee Benefit Zone Structure will be re-evaluated to provide greater equity and to simplify program.
 - Fees go down in some areas but increase in others

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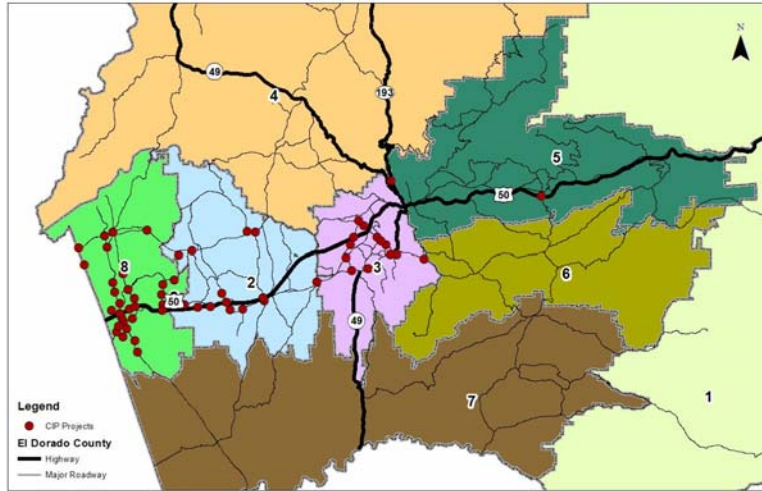
Fee Zone Variability

› Fee variability by zone expressed as a percentage of highest fee

Use	1	2	3	4	5	6	7	8
SFD (Unit)	41.0%	100.0%	100.0%	37.3%	37.7%	65.5%	41.3%	78.7%
MFD (Unit)	40.9%	100.0%	100.0%	37.0%	37.4%	65.4%	41.1%	78.8%
Age Restricted SFD (Unit)	0.0%	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	78.7%
Age Restricted MFD (Unit)	0.0%	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	78.9%
High-Trip Commercial (Sq. Ft)	73.3%	99.4%	100.0%	79.8%	79.7%	80.2%	78.1%	81.5%
General Commercial (Sq. Ft)	73.0%	99.3%	100.0%	79.4%	79.2%	79.3%	77.9%	82.0%
Office (Sq. Foot)	73.5%	99.3%	100.0%	79.9%	79.1%	79.1%	78.4%	82.1%
Industrial (Sq. Foot)	73.5%	100.0%	100.0%	80.6%	79.4%	79.4%	77.6%	82.4%
Warehouse (Sq. Foot)	73.3%	100.0%	100.0%	80.2%	79.1%	79.1%	76.7%	82.6%
Church (Sq. Foot)	73.3%	100.0%	100.0%	80.2%	79.1%	79.1%	76.7%	82.6%
Gas Station (pump)	77.8%	99.3%	100.0%	83.7%	83.6%	83.7%	82.3%	83.7%
Golf Course (per hole)	72.8%	99.4%	100.0%	79.0%	79.0%	79.3%	78.1%	81.9%
Campground (campsite)	76.5%	99.2%	100.0%	81.7%	81.7%	82.1%	80.8%	89.6%
Bed & Breakfast (rented room)	76.9%	99.5%	100.0%	82.3%	82.8%	83.0%	80.4%	89.2%

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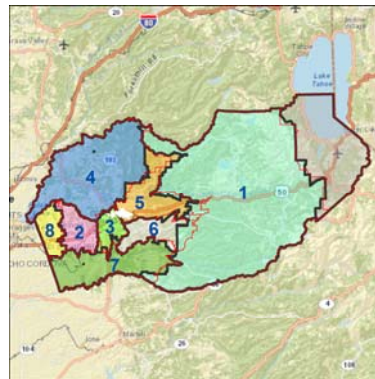
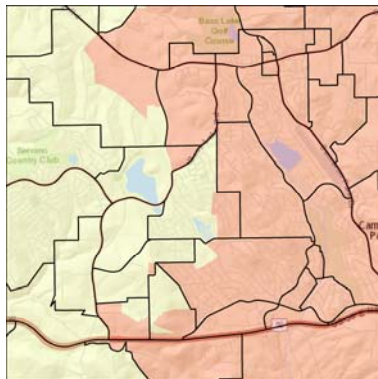
Existing TIM Fee-Funded Projects in Current CIP



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3. Existing Fee Benefit Zone Geography

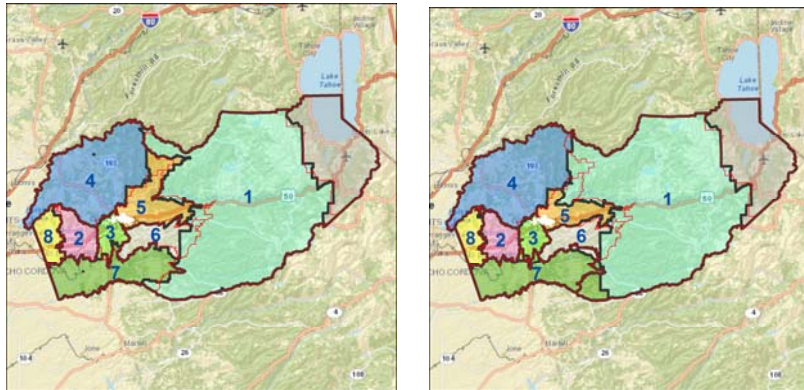
- > Not consistent with Travel Demand Model Traffic Analysis Zones (TAZ)s.
- > Zones redrawn using TAZ boundaries



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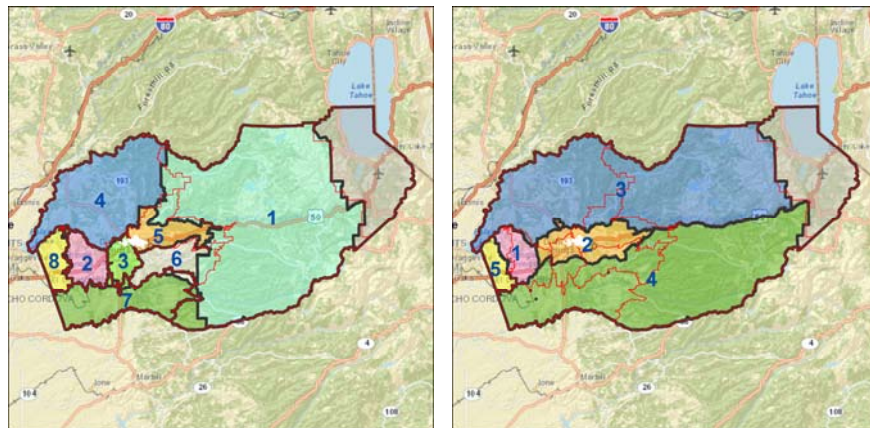
3. Fee Benefit Zone Alternative Scenarios

- Existing boundaries smoothed – 8 Zones



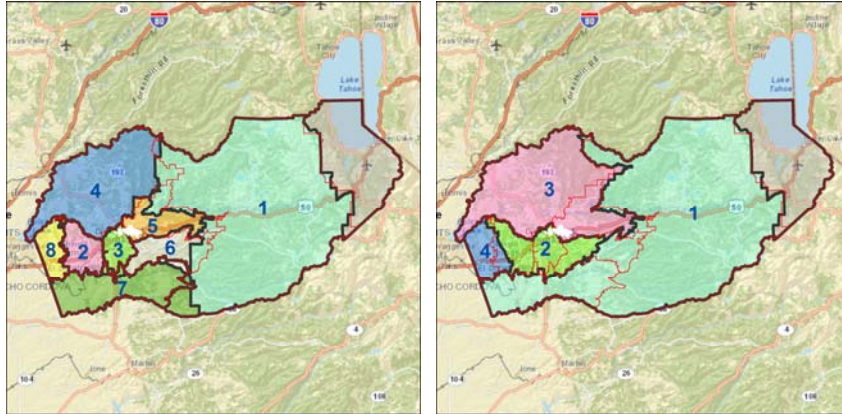
3. Fee Benefit Zone Alternative Scenarios

- Population equivalency – community centered – 5 Zones



3. Fee Benefit Zone Alternative Scenarios

- › Zones grouped by fee level – 4 Zones



4. Public Outreach Approach

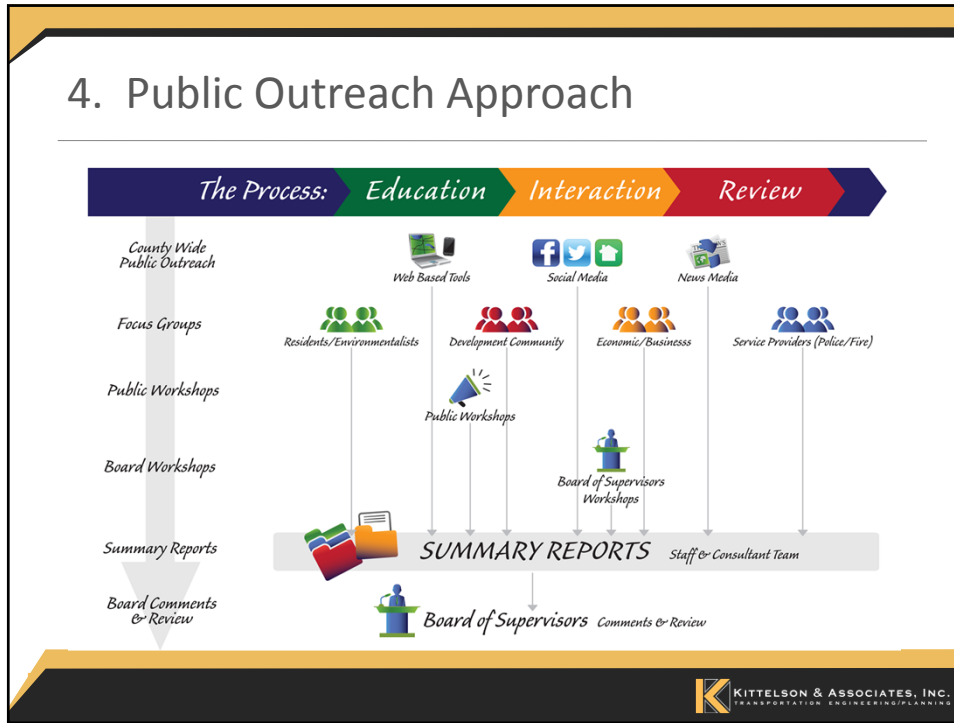
- › Collateral materials promoting effort and encouraging participation
- › Eight mini-workshops with Focus Groups and three traditional workshops with community in multiple locations
- › Coordination and outreach to business interests



Focus Group
Meetings



4. Public Outreach Approach



4. Online Tools

- › eNews blast promoting workshops and engagement opportunities
- › Effective coordination with stakeholders and economic development interests
 - Specific roundtable discussions by topic
- › Website and Social Media
 - Interactive web-based tools for public input



4. Web-based Outreach

EL DORADO COUNTY WESTERN SLOPE UPDATE

PROJECT OVERVIEW MEETINGS AND WORKSHOPS DOCUMENT LIBRARY CONTACT

Transportation Impact Mitigation Fee & Capital Improvement Plan Update

This is a comprehensive update...

Subscribe to our mailing list

Email Address ^{*} Indicates required

First Name

Last Name

Subscribe

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4. Analytics and Tracking

Overview Likes Reach Visits Posts People

Page Likes

140 Total Page Likes
+8% from last week

11 New Page Likes
+92%

Post Reach

818 Total Reach
+62.1% from last week

690 Post Reach
+62.9%

Engagement

62 People Engaged [Ⓜ]
+85.1% from last week

6 Likes

0 Comments

0 Shares

58 Post Clicks [Ⓜ]

Your 5 Most Recent Posts

Reach: Organic / Paid Post Clicks Likes, Comments & Shares

Published	Post	Type	Targeting	Reach	Engagement	Promote
10/14/2014 9:56 am	Community Meeting to Discuss Community Development and			7	0	Boost Post
10/14/2014 9:54 am	GRAND TERRACE RESIDENTS INVITED TO ATTEND			42	3	Boost Post
10/10/2014 12:13 pm	The City's recently adopted Main 9th and 91st St			1.8K	377	See Results
10/09/2014 7:02 am	City of Grand Terrace's cover photo			28	2	Boost Post
10/09/2014 7:00 am	City of Grand Terrace			2	2	Boost Post

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4. Metrics for Outreach Efforts

- › Overall participation
- › Impact of efforts
 - Meeting evaluations
 - Workshop evaluations
 - Understanding of key issues
- › Socio-economic and geographic diversity of participants
- › Complete reporting and tracking of all comments for transparency

5. TIM Fee Update & CIP Update Scope of Work

- › Overview
 - Task 1 Project Management
 - Task 2 Traffic Analysis
 - Task 3 Economic/Fiscal Analysis
 - Task 4 Contingency
 - Task 5 Outreach

5. Key Decision-Making Milestones for BOS

Workshop 1 Feb 10, 2015	Workshop 2 Apr, 2015	Workshop 3 July, 2015
<ul style="list-style-type: none"> > Concur with the project purpose and goals > Concur with project baseline assumptions > Provide input of fee geography > Concur with the public outreach strategy > Concur with the project schedule 	<ul style="list-style-type: none"> > Confirm the Fee Benefit Zone geography > Concur with draft Deficiency Assessment (existing & future deficiencies) > Concur with draft CIP List > Concur with alternative funding source assessment 	<ul style="list-style-type: none"> > BOS to confirm CIP costs > Next Steps: <ul style="list-style-type: none"> ▪ Consider adding roads to the LOS F list ▪ Allow for reduced LOS to reduce costs ▪ Additional options to be developed by Team and discussed with BOS

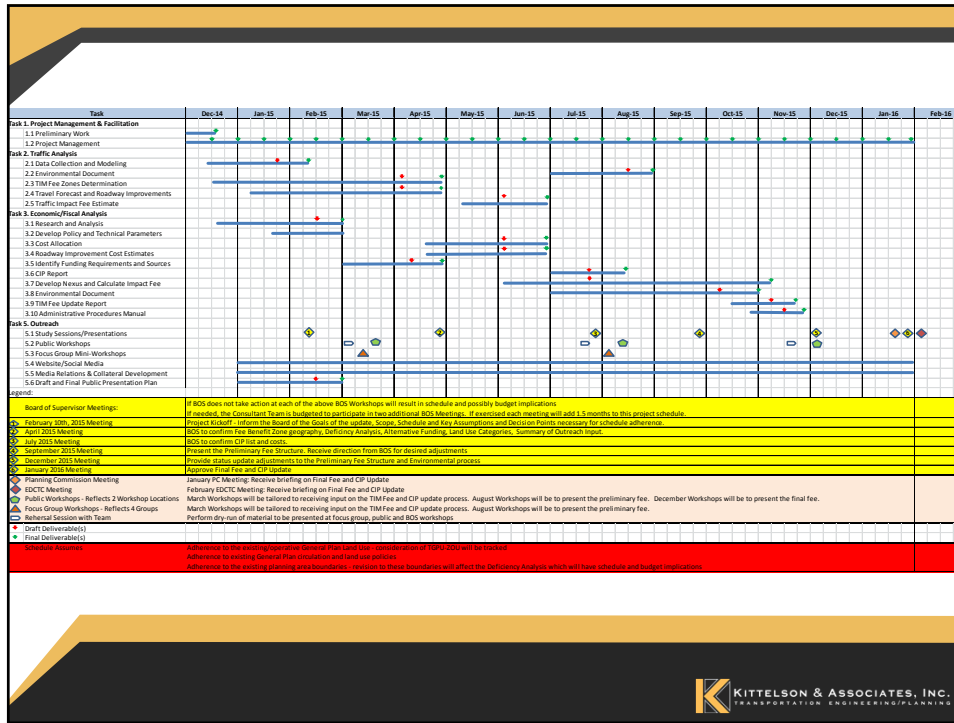


5. Key Decision-Making Milestones for BOS

Workshop 4 Sep, 2015	Workshop 5 Dec, 2015	Workshop 6 Jan, 2016
<ul style="list-style-type: none"> > BOS to provide direction on Preliminary TIM Fee Structure > Next Steps: <ul style="list-style-type: none"> ▪ Additional options to be developed by Team and discussed with BOS 	<ul style="list-style-type: none"> > BOS provide input on status update of revisions to TIM fee structure. > Next Steps: <ul style="list-style-type: none"> ▪ Additional options to be developed by Team and discussed with BOS 	<ul style="list-style-type: none"> > BOS to approve Final TIM Fee and CIP update



Attachment 1 February 10, 2015 Board Presentation



Staff Recommends the Board:

1. Confirm the project purpose and goals presented
2. Confirm the baseline assumptions presented
3. Confirm the four (4) TIM Fee Zone Geography options presented are appropriate for further analysis
4. Confirm the approach to public outreach
5. Confirm the project schedule



El Dorado County Major Update to Western Slope Transportation Impact Mitigation Fees and Capital Improvement Program Focus Group Application

We will be holding a series of focus groups to discuss key issues and concerns relating to the development of the Transportation Impact Mitigation Fees and Capital Improvement Program. Participants will be asked to attend two meetings over the course of the project, each lasting approximately two hours. Four groups will be formed to represent the following interests:

- Local Businesses/Economic Development Interests (Chambers of Commerce, tourism and film authorities, agriculture, recreation, and eco-and agri-tourism industry)
- Building Industry/Developers/Real Estate Interests
- Residential and Community Interests (homeowner associations, community alliances/associations, etc.)
- Local Agencies/Public Safety

We anticipate that each group will include 8-12 people representing diverse viewpoints within the subject area. Dates are currently scheduled for March 26, 2015 and March 27, 2015 for the first round of focus groups. The second round will be held August 19, 2015 and August 20, 2015. All focus groups meetings will be held at the County's offices. Applications will be accepted through 5:00 PM on March 6, 2015 either online or in writing at the front counter of the County of El Dorado, Community Development Office, Government Center Building C, 2850 Fairlane, Placerville, CA, 95667.



Focus Group Members

Development Community

Brian Allen
Gary Baldock
Don Barnett
Kimberly Beal
Roger Berger
Kirk Bone
Norm Brown
Jim Davies
Suzanna George
Debbie Harris
James Hill
Steven Johnson
Joel Korotkin
Lawrence Patterson
David Sederquist

Economic Development

Maryann Argyres
Bill Bacchi
Noah Briel
Ken Calhoon
Bill Center
Steve Ferry
Bill Glasser
Mark Harris
Linnea Marengo
Cathy Sarmiento
Douglas Wiele

Public Agencies/Safety

Rob Combs, Fire Districts (member of Fire Prevention Officers)
Jeff Dreher, El Dorado County Sheriff
Rebecca Neves, City of Placerville
Woody Deloria, EDCTC
Erick Fredericks, Caltrans
Robin Van Valkenburgh, EDCTA
Matt Carpenter, SACOG
Brian Mueller, EID
TBD, GPUD
TBD, El Dorado Hills CSD
Mary Cahill, Cameron Park CSD

Residents


<i>Group A</i>	<i>Group B</i>
Charlet Burcin	Dan Cattone
Michael Forbes	Steve Frost
Tom Hayhurst	John Hidahl
Jerry Homme	Doug Hus
Karen Larson	Erminja Maganja
Bill Moore	Anton Nemeth
Russ Nygaard	Lori Parlin
John Raslear	Bob Smart
Richard Spas	Stan Stailey
James Williams	Hallie Baldock
Henry Batsel	Eileen Crawford
Marti Knight	Patricia Preston
Lindell Price	Stanley Price

Note: Every individual/group that applied to participate in a focus group has been accommodated




Development Focus Group Presentation


Thursday, March 26, 2015




Why are we here today?




- ▣ Understand the purpose for the CIP and TIM Fee Update
- ▣ Understand the purpose of impact fees
- ▣ Collect input on the process
- ▣ Provide information on the process and how to stay involved.




Purpose of the Traffic Impact Mitigation Fee Update



- Required by state law (per AB1600: Government Code Section 66000)
- Ensure the program addresses new legislative requirements.
- To ensure the fees reflect the latest traffic monitoring, traffic projections and infrastructure cost data.
- To ensure the fees reflect and are consistent with the County's General Plan




Project Purpose




- Develop a CIP that Supports the General Plan
 - Address the implications of planned growth on mobility and accessibility
 - Maintain quality of life for residents of El Dorado County
 - Consistency with Measure Y
- Develop a TIM Fee that Supports the CIP
 - Ensure that future development pays for its fair share to mitigate impacts
 - Ensure that the CIP is financially constrained




What are traffic impact mitigation fees?




How are infrastructure needs determined?



- Roadway Level of Service – County Adopted Standards
 - Roadway Capacity Threshold
 - Roadway Daily Volume
- Existing Deficiencies
 - Traffic Counts
- Future Deficiencies – Travel Forecasting Model
 - Unincorporated: County GPU Preferred Land Use
 - Incorporated SACOG RTP/SCS Preferred Land Use Scenario



How are fees determined?



- ▣ Based on traffic counts, determine where existing roadway deficiencies are
- ▣ Based on future growth and traffic modeling determine where future roadway deficiencies will be
- ▣ Determine total infrastructure cost needed to remedy roadway deficiencies
- ▣ Based on projected growth allowed under the County's General Plan, determine new development's contribution (Fair Share)
- ▣ Determine other anticipated federal/state/local funding
- ▣ Determine fee



Who pays the fees?

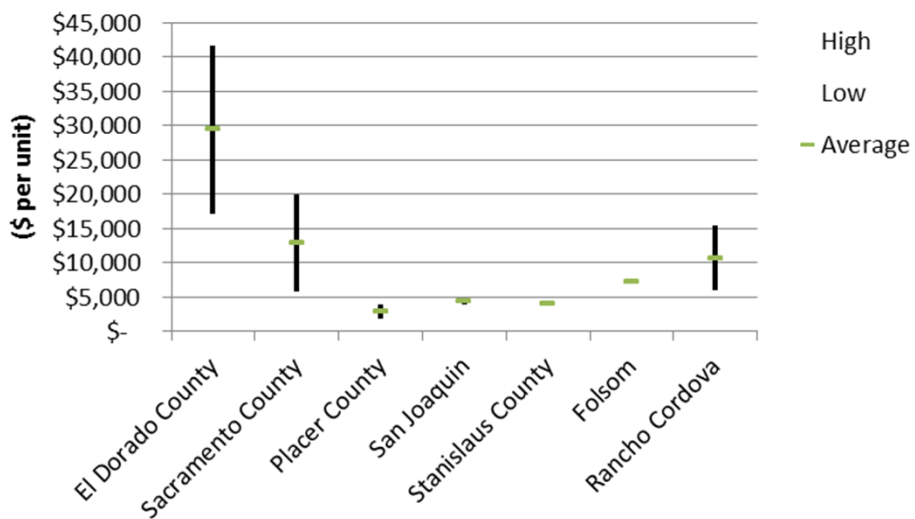


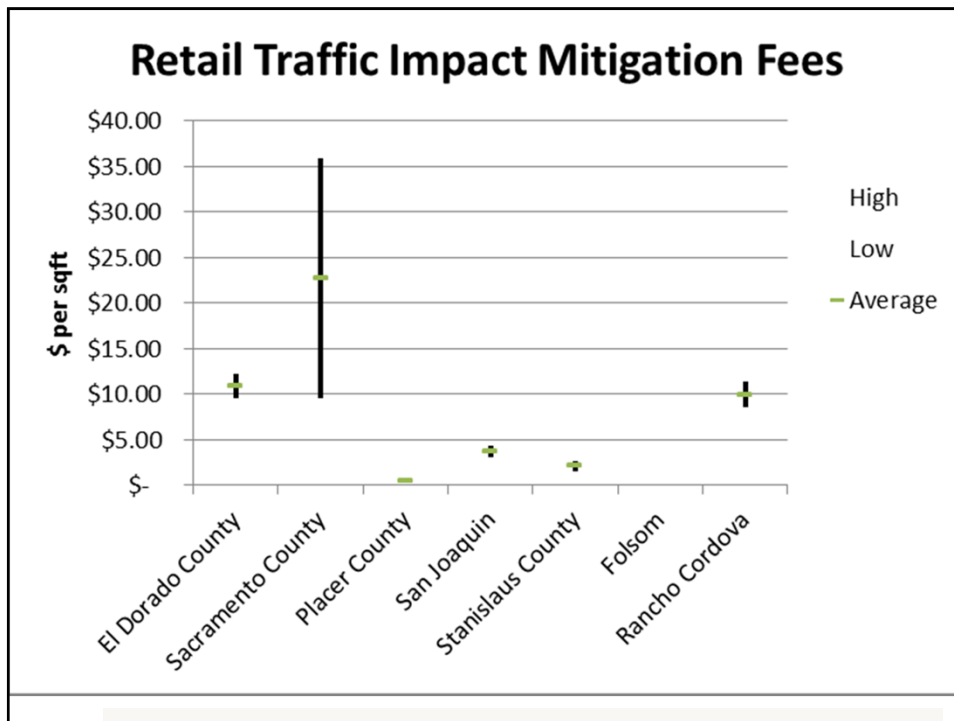
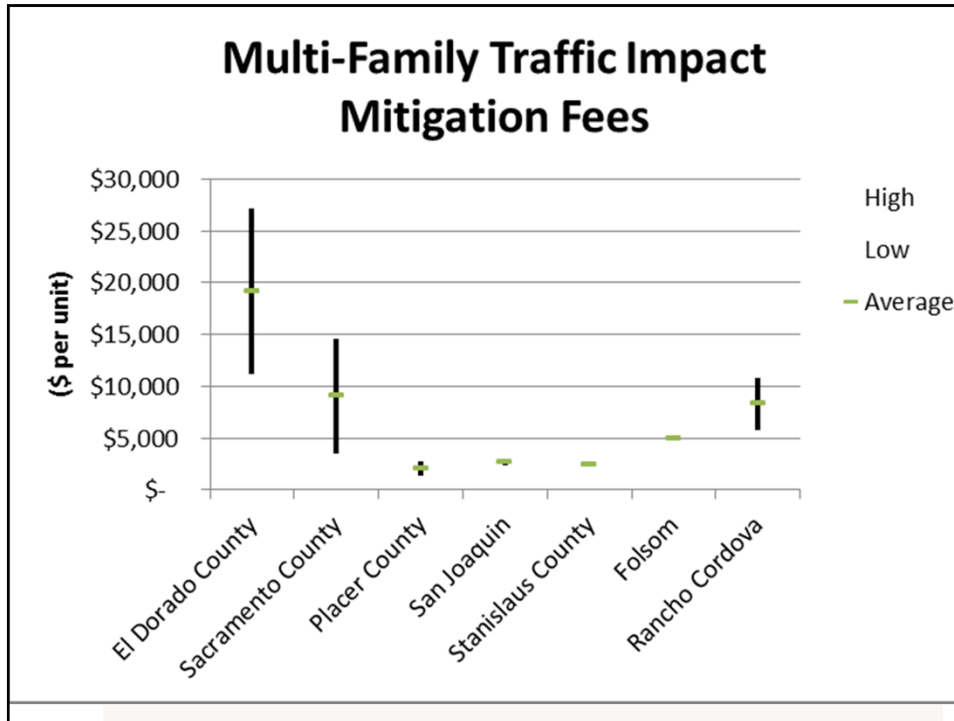
- ▣ Applies to New Development Only
 - ▣ Residential developers
 - ▣ Commercial developers
 - ▣ Industrial developers
 - ▣ Anyone developing property that will add vehicle trips to county roadways
- ▣ Does not apply to Existing Development

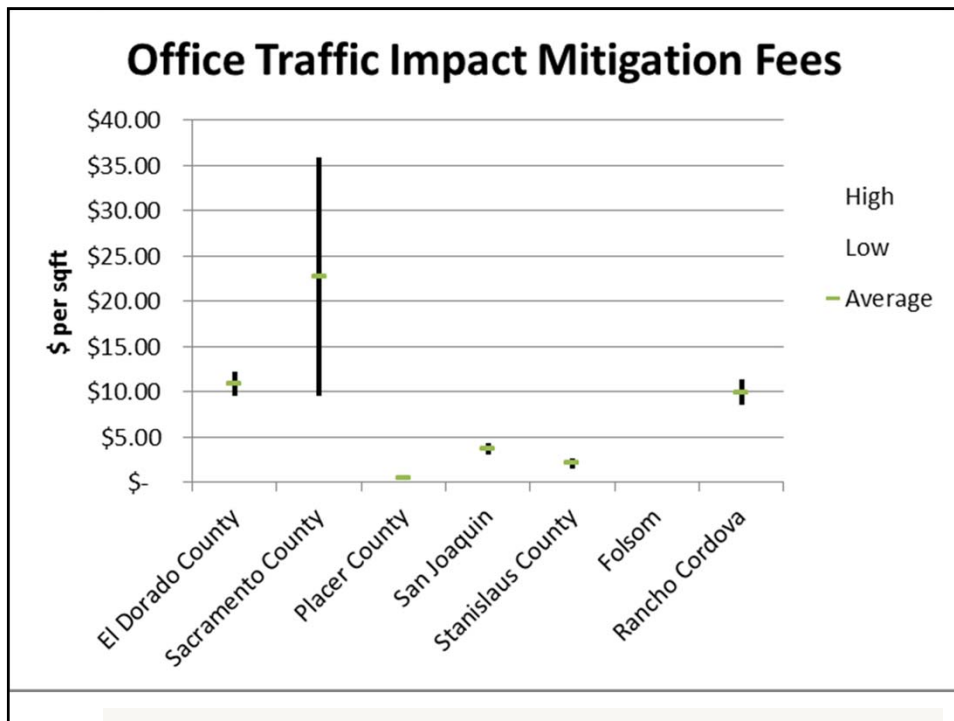
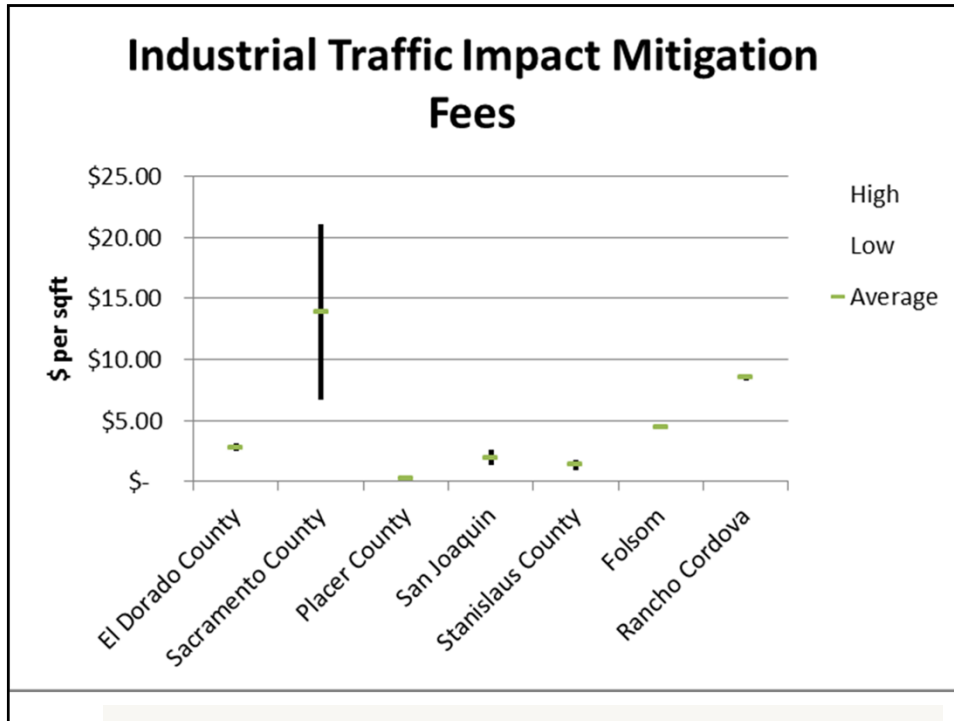



Current TIM Fee Structure

Single-Family Traffic Impact Mitigation Fees












Existing Fee Structure



- Fees for Residential Development - on the high side – why?
 - Due to growth funneling traffic onto limited roads (primarily to/from US 50)
 - Measure Y burdens development with the entire cost
 - Cost of design and construction improvements due to topography
 - Lack of parallel facilities to US 50 and lack of transit facilities
 - US 50 Improvements are expensive
 - CIP costing includes ROW costs

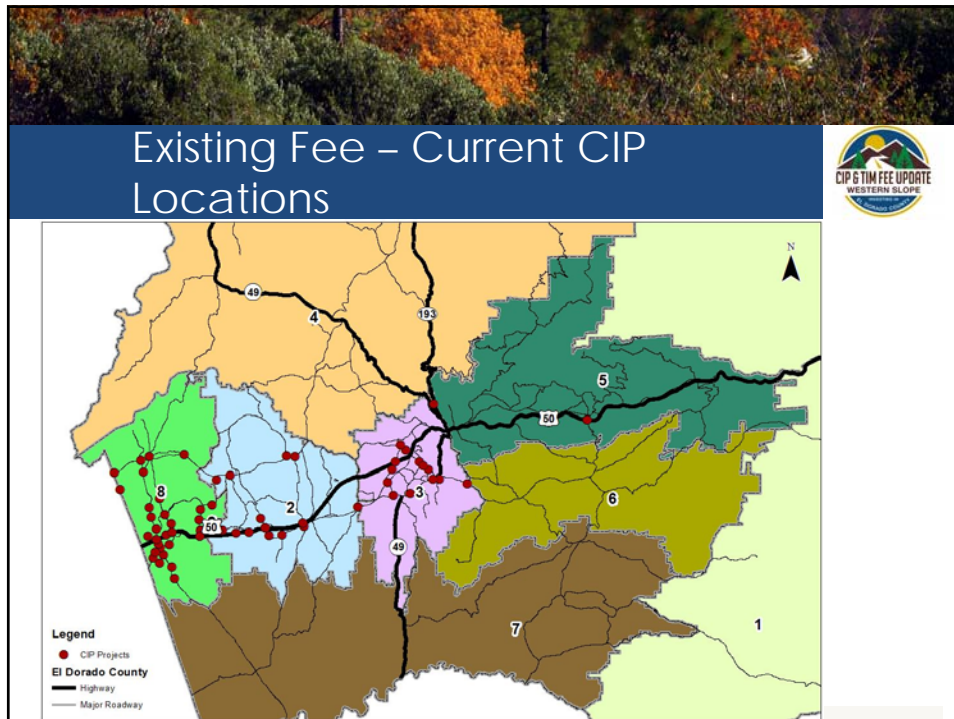
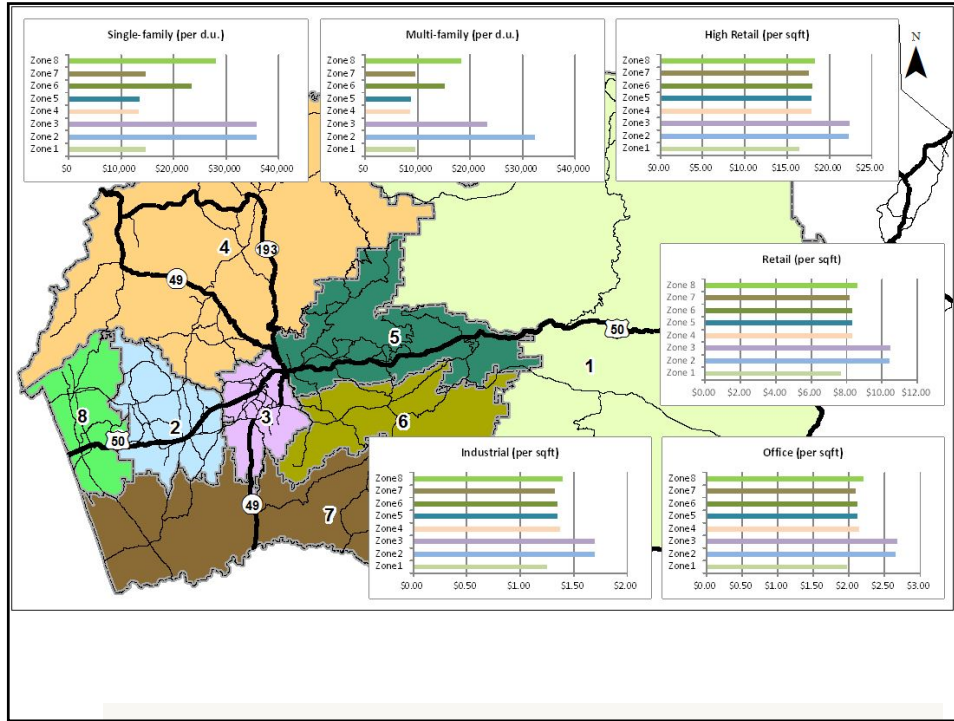


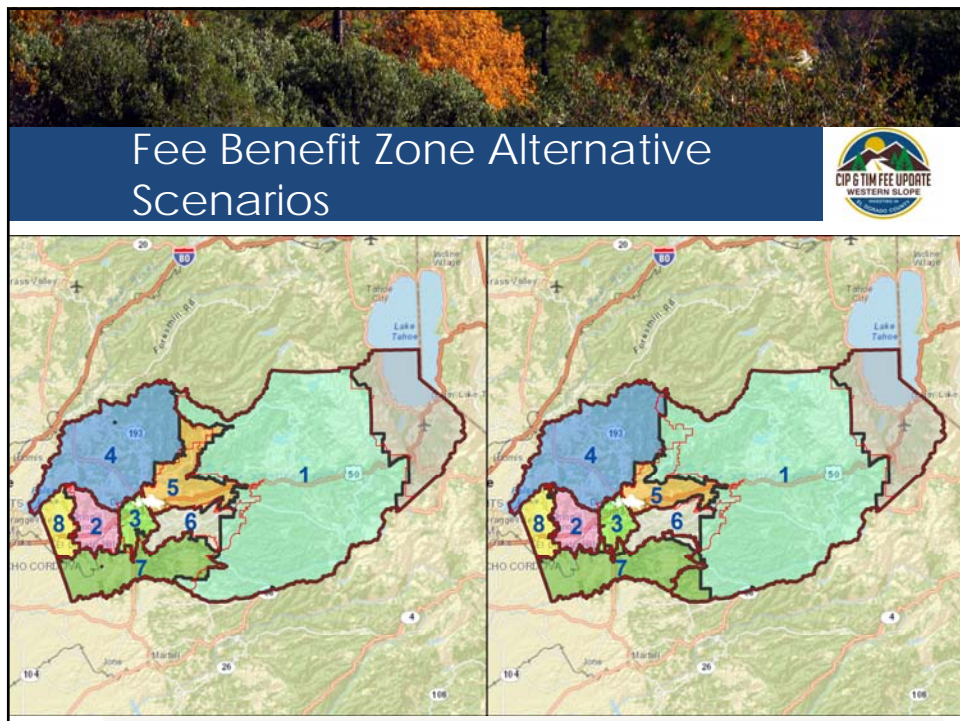
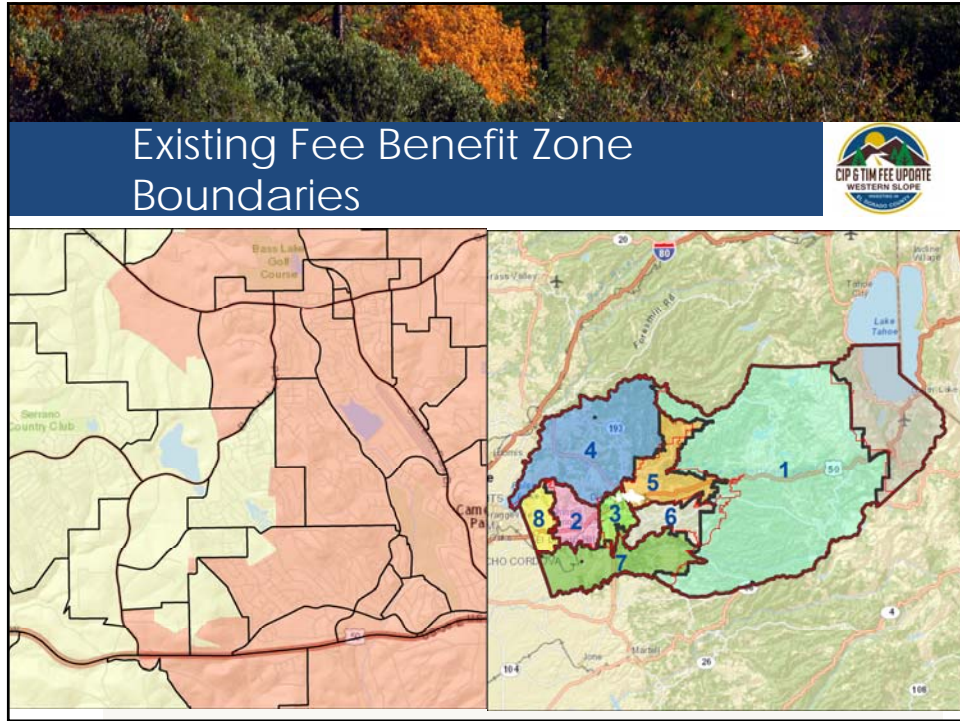
Existing Fee Structure

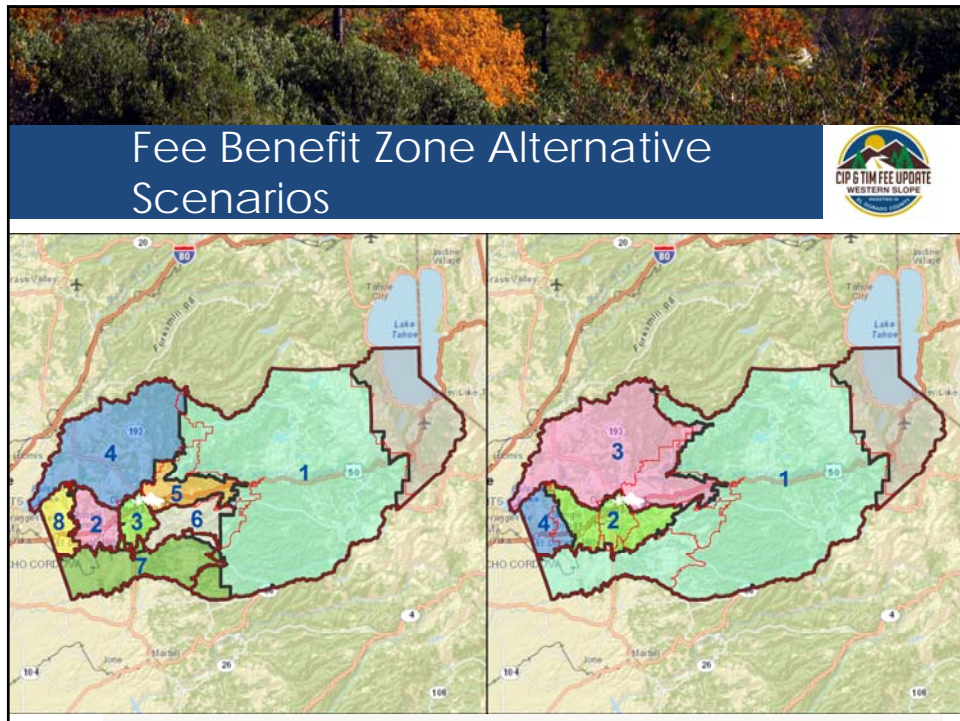
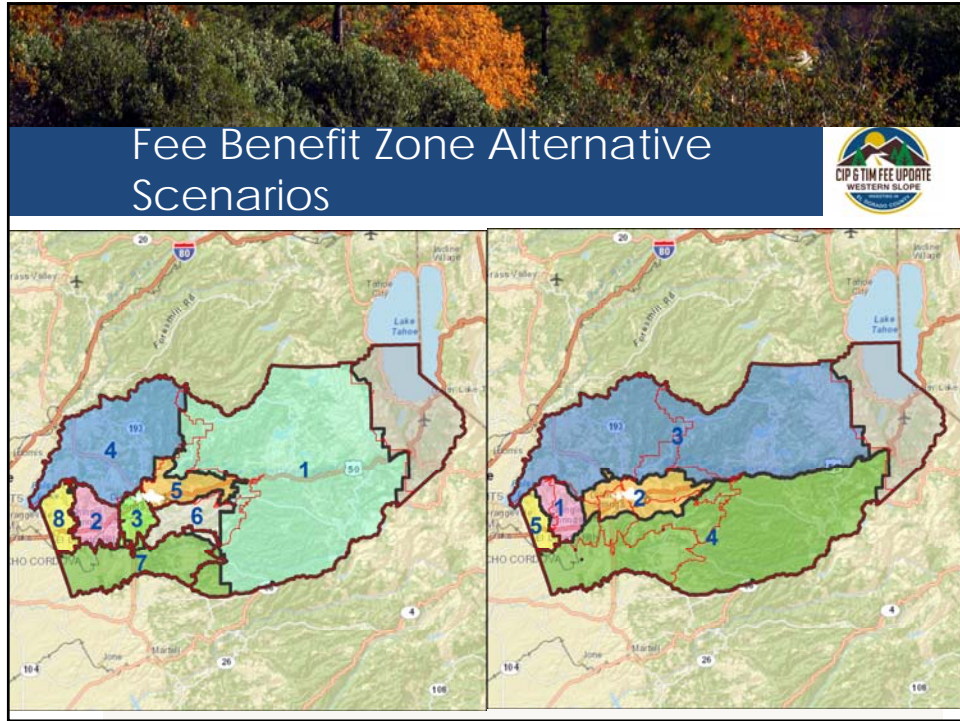


- Capture alternative funding sources as applicable
 - State/Federal Discretionary Funding (SACOG)
 - Historical Success of procuring grant funding
 - Other funding sources
- Fee Benefit Zone Structure will be re-evaluated to provide greater equity and to simplify program.
 - Fees go down in some areas but increase in others

Attachment 4
 March 26 and 27, 2015 Focus Group Presentation







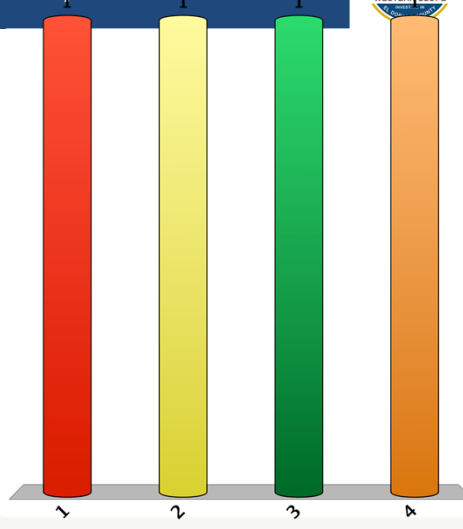


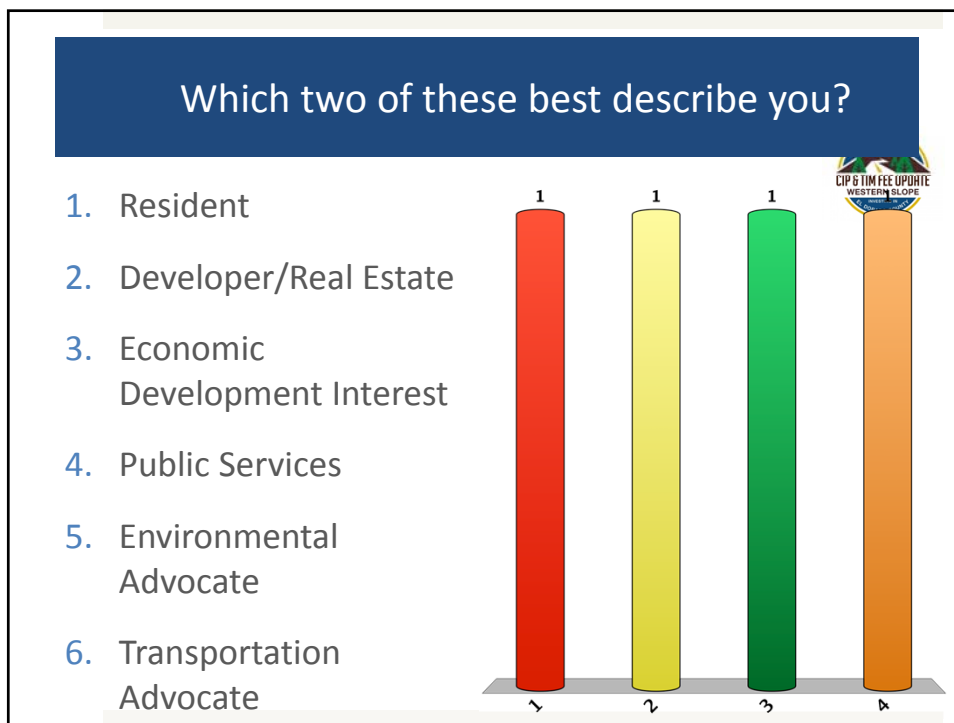
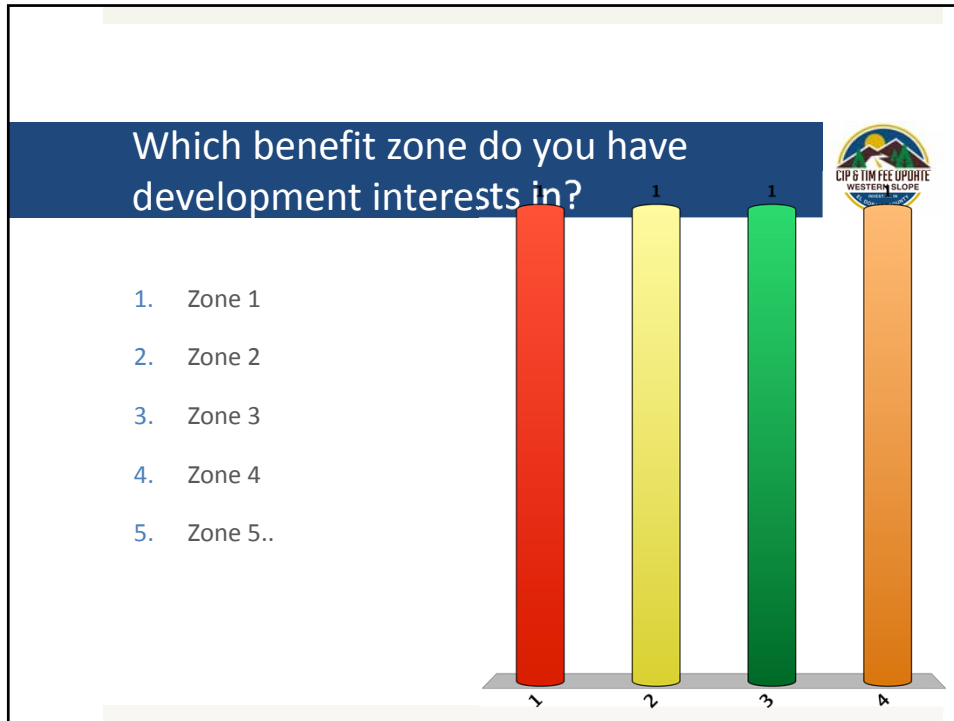
Discussion!

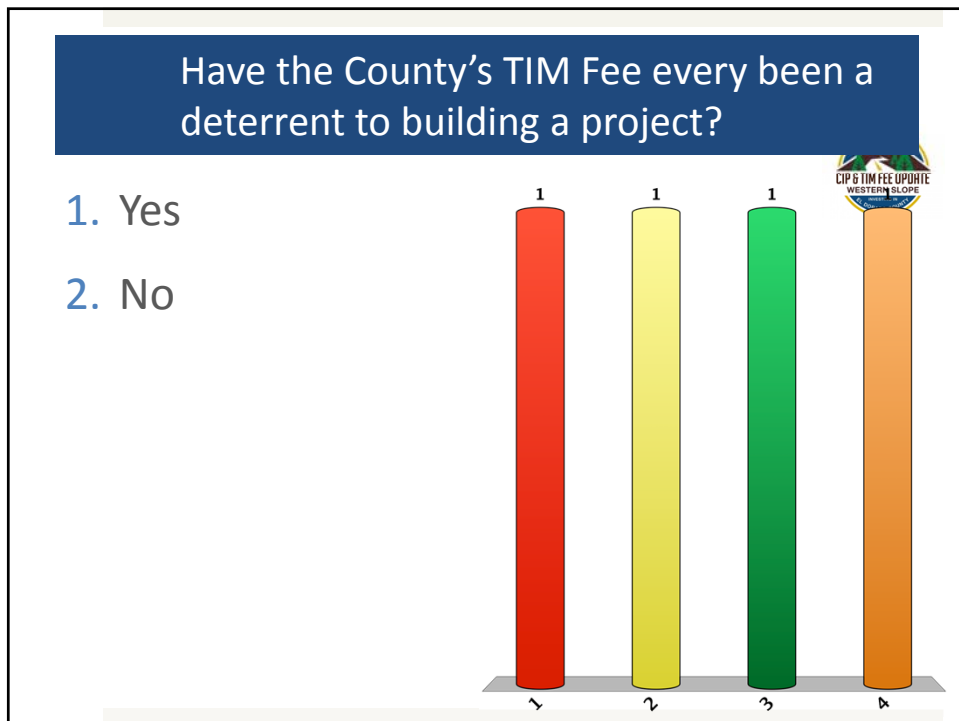
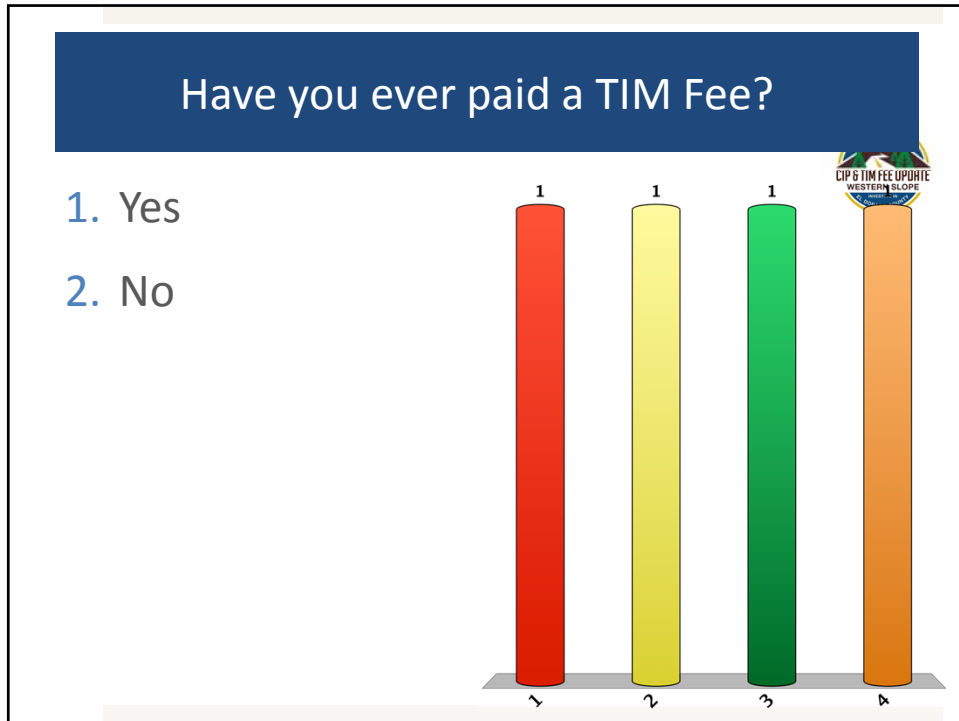
Which benefit zone do you live in?

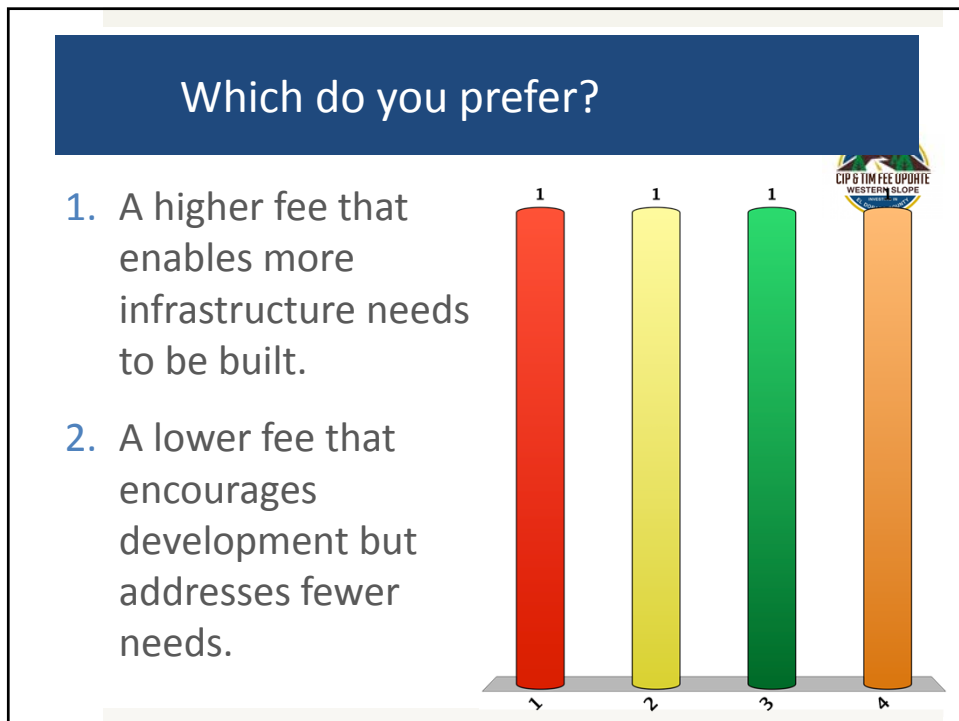
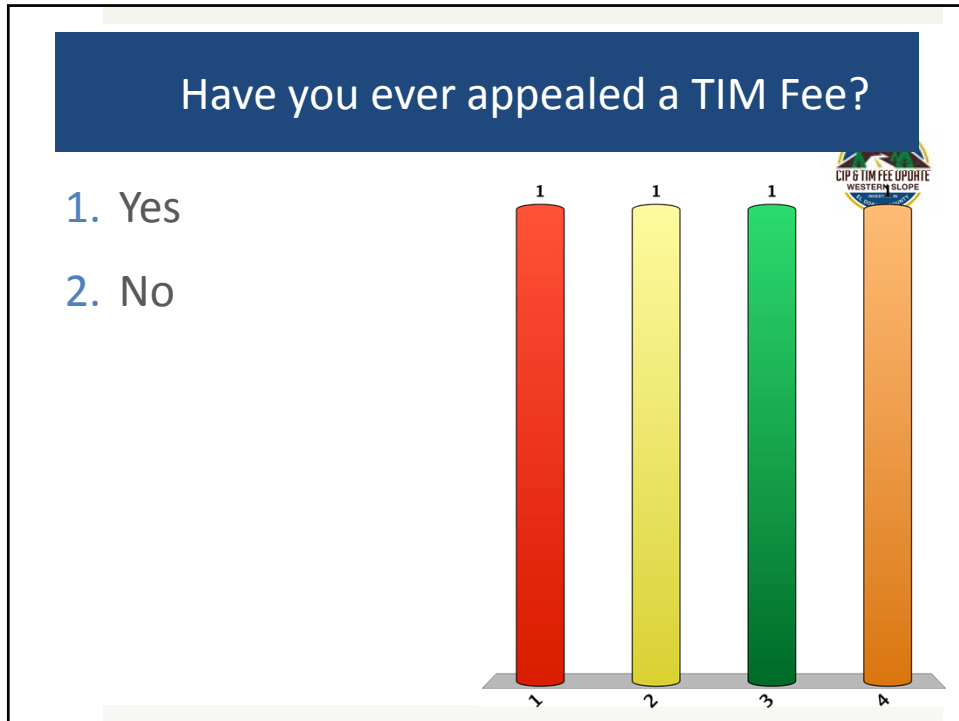


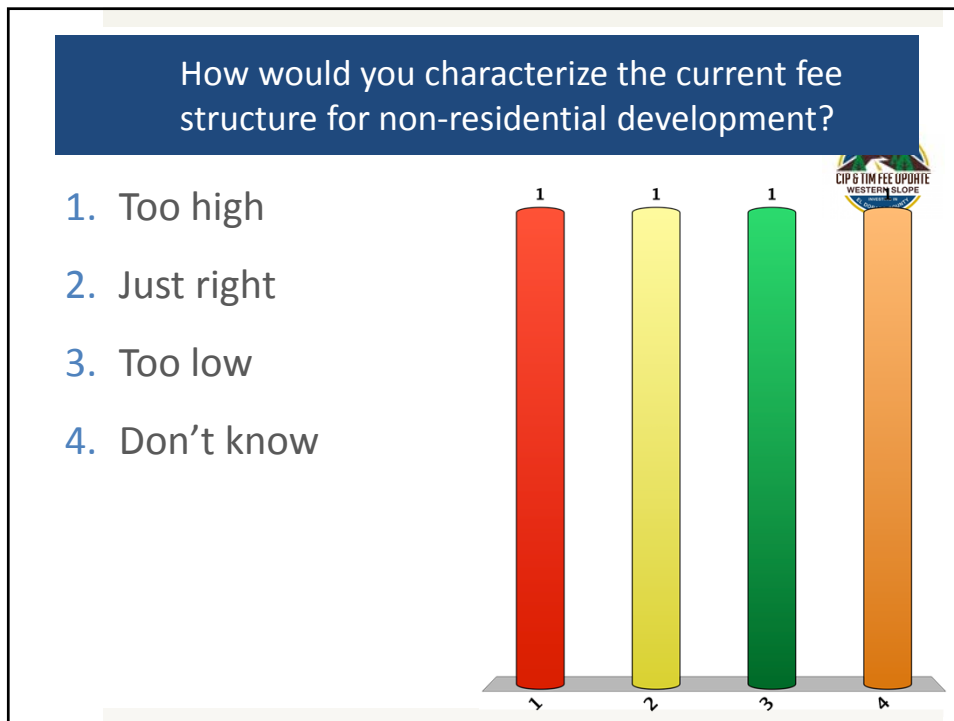
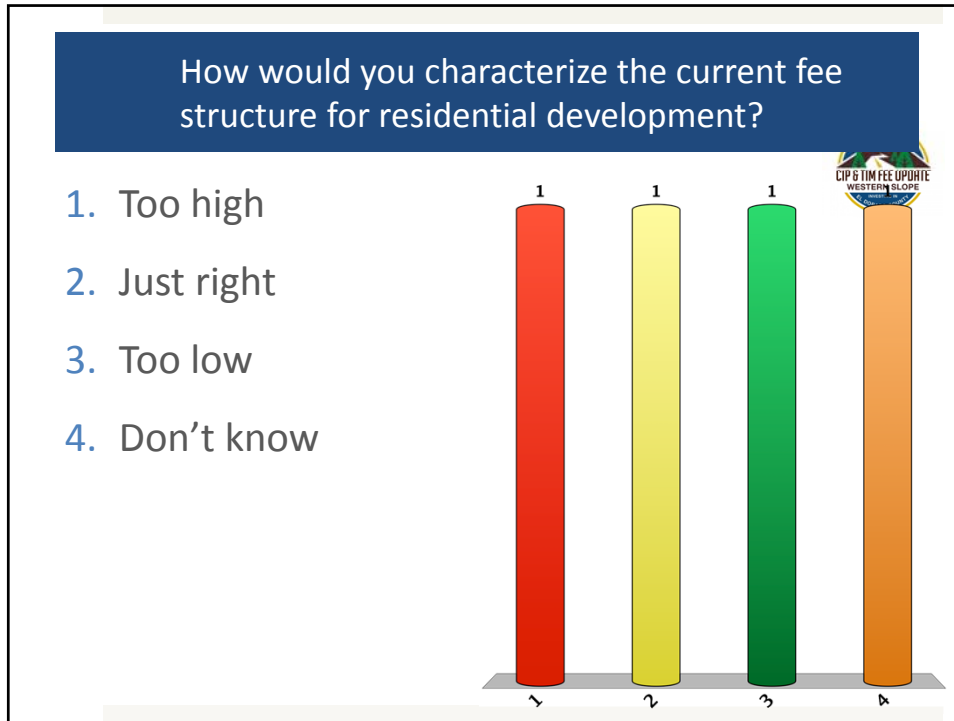
1. Zone 1
2. Zone 2
3. Zone 3
4. Zone 4
5. Zone 5..

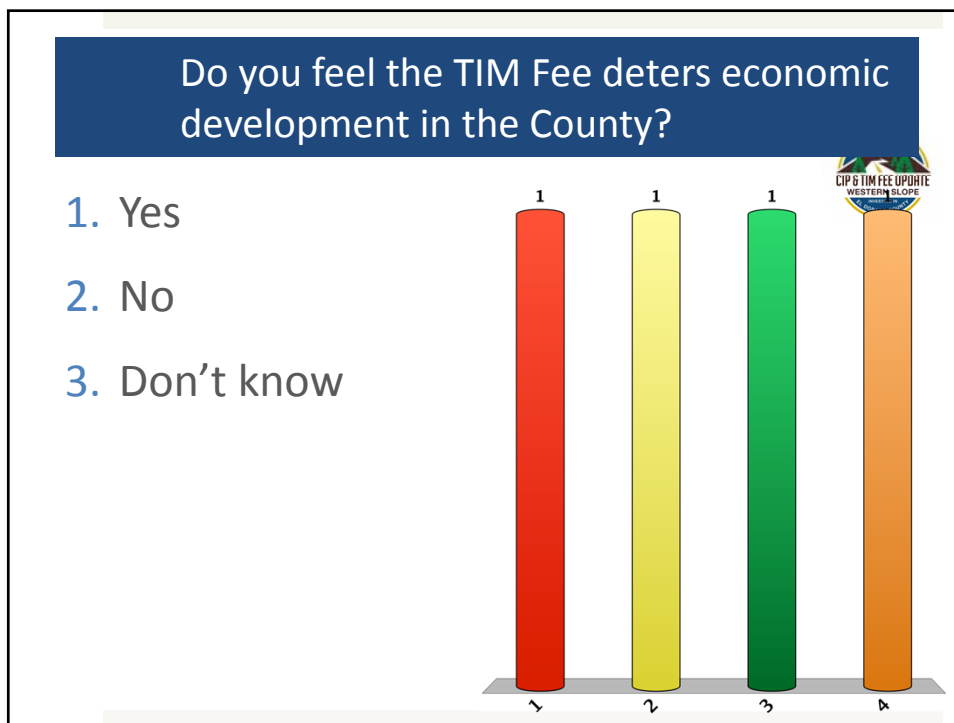
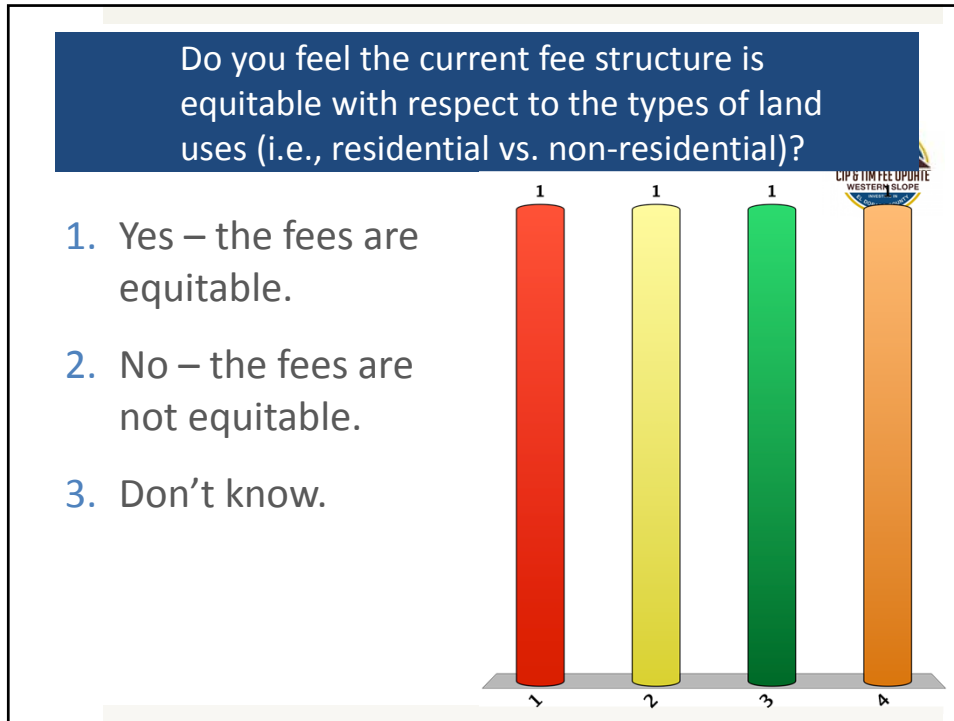


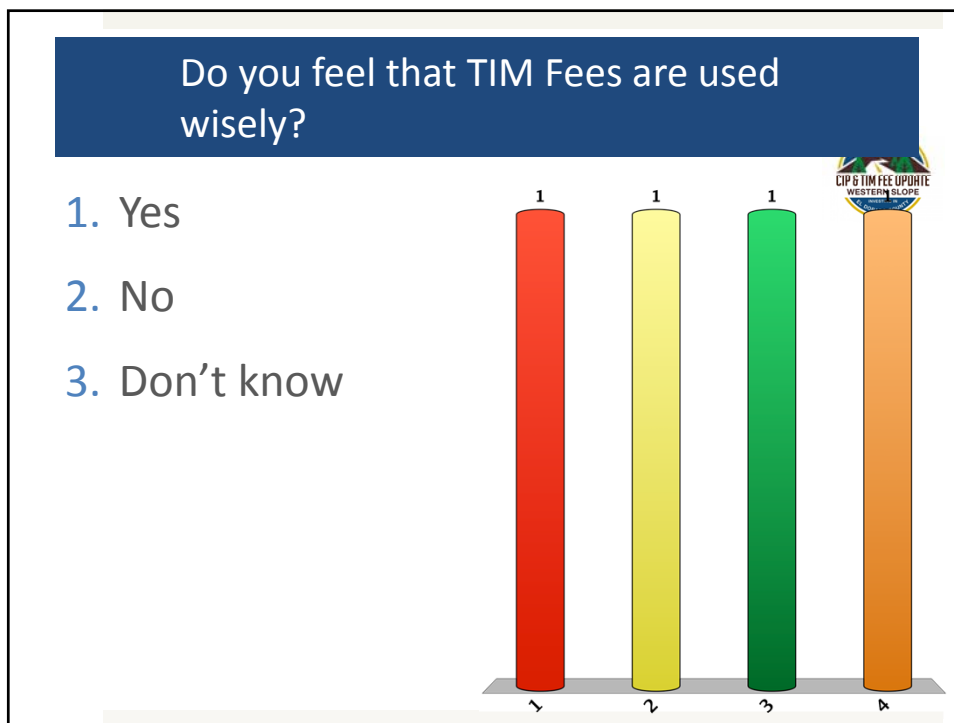
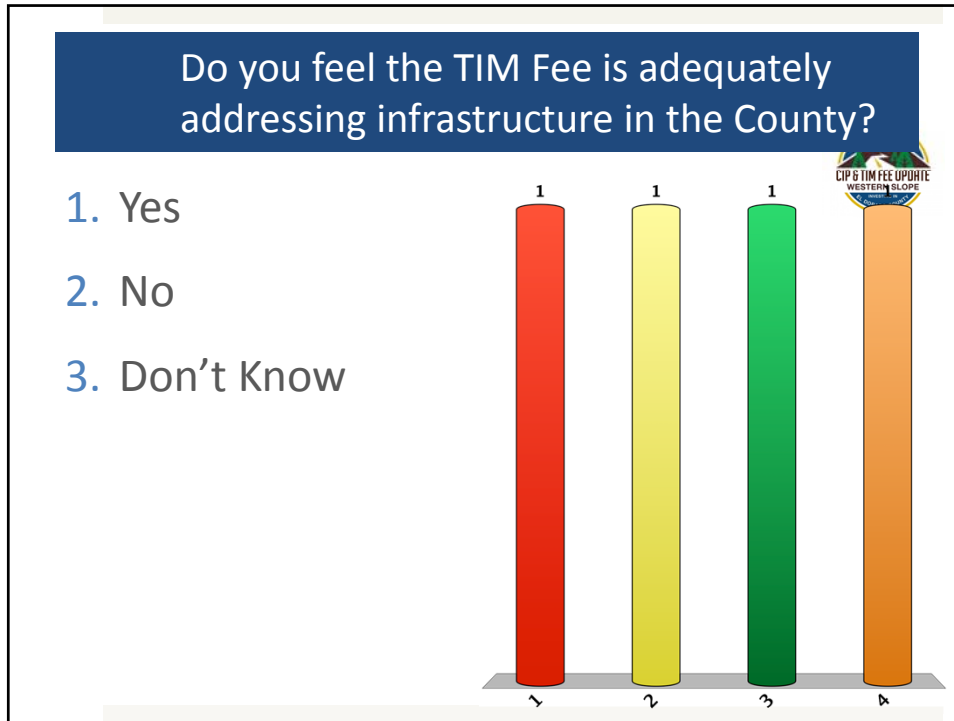














Next Steps



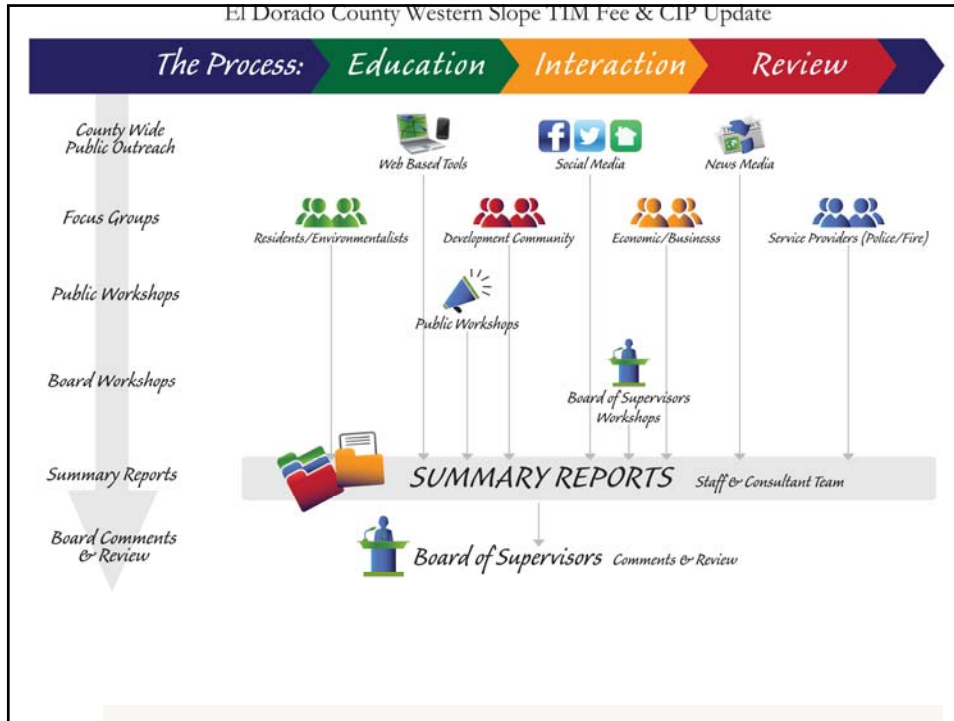
Public Outreach Approach




- ▣ Collateral materials promoting effort and encouraging participation
- ▣ Focus Groups and four traditional workshops with community in multiple locations
- ▣ Coordination and outreach to development interests
- ▣ Online engagement



Attachment 4
 March 26 and 27, 2015 Focus Group Presentation



Public Workshops



- Wednesday, April 8, 2015
 6:30 p.m. - 8:00 p.m.
 Pleasant Grove Middle School
 Multi-Purpose Room
 2540 Green Valley Road, Rescue, CA 95672
- Thursday, April 9, 2015
 6:30 p.m. to 8:00 p.m.
 El Dorado County Office of Education
 6767 Green Valley Road, Placerville, CA 95667

EL DORADO COUNTY WESTERN SLOPE UPDATE

[PROJECT OVERVIEW](#) [INTERACTIVE MAP](#) [MEETINGS AND WORKSHOPS](#) [DOCUMENT LIBRARY](#) [CONTACT](#)



Western Slope Capital Improvement Plan and Traffic Impact Mitigation Fee Program Updates

Welcome to our project website! This site was developed to provide the public with easy access to all of the information pertaining to El Dorado County's Major Update to the West Slope Capital Improvement Program and Traffic Impact Mitigation Fees. The project area includes the parts of the County that are outside the Tahoe basin, west of Echo Summit. We hope you will participate in this process by signing up for eNews, using our

Public Workshops!

Join us for our first round of workshops!

Wednesday, April 8, 2015
6:30 p.m. - 8:00 p.m.
Pleasant Grove Middle School
Multi-Purpose Room
2540 Green Valley Road
Rescue, CA 95672


Thursday, April 9, 2015



Subscribe to our mailing list

* indicates required

Email Address



Thank you!

Attachment 5 - March 26, 2015 Focus Group Results

Session Name
Resident Group A Focus Group Results

Date Created
3/26/2015 5:39:17 PM

Average Score
0.00%

Active Participants
12

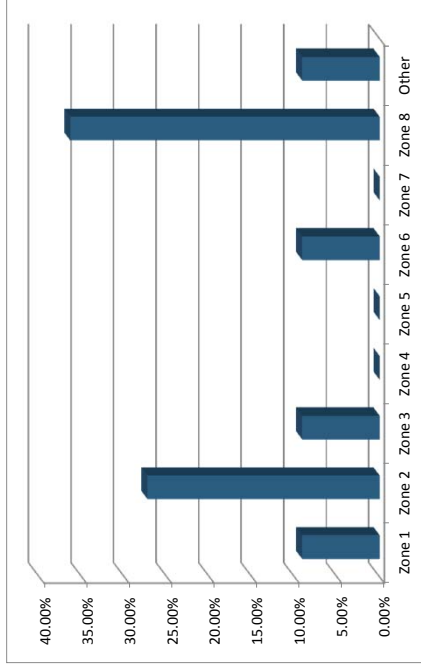
Questions
18

Total Participants
12

Results by Question

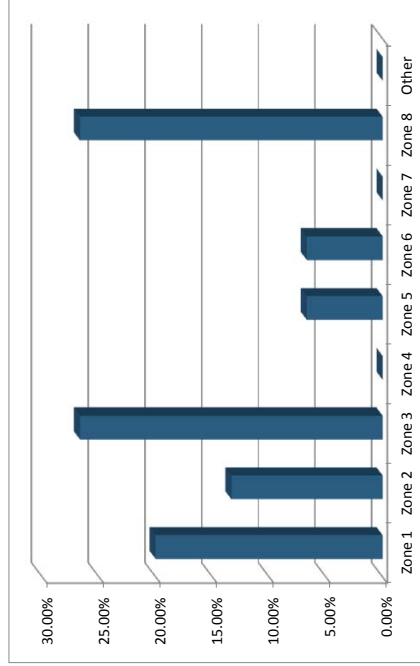
1. Which TIM fee benefit zone do you live in? (Multiple Choice)

Responses	
Percent	Count
9.09%	1
27.27%	3
9.09%	1
0.00%	0
0.00%	0
9.09%	1
0.00%	0
36.36%	4
9.09%	1
100%	11



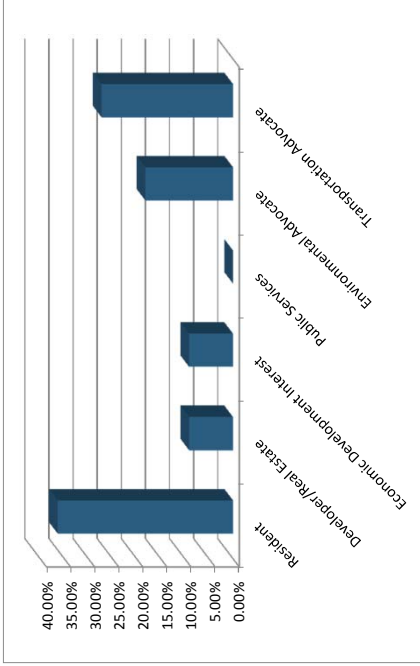
2. Which TIM Fee benefit zone do you have development interests in? (Multiple Choice - Multiple Response)

Responses	
Percent	Count
20.00%	3
13.33%	2
26.67%	4
0.00%	0
6.67%	1
6.67%	1
0.00%	0
26.67%	4
0.00%	0
100%	15



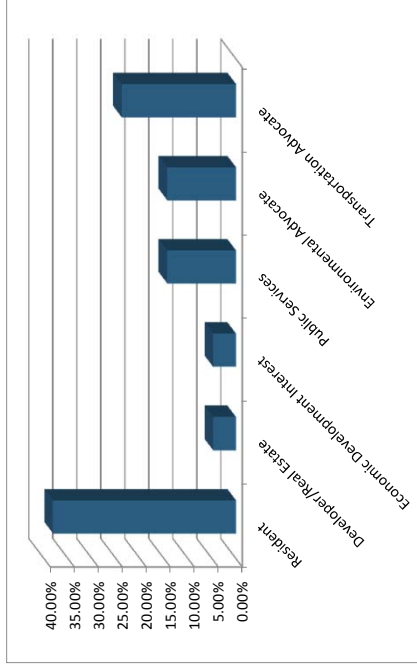
3. Which two of these best describe you? (Multiple Choice - Multiple Response)

Responses		
	Percent	Count
Resident	36.36%	4
Developer/Real Estate	9.09%	1
Economic Development Interest	9.09%	1
Public Services	0.00%	0
Environmental Advocate	18.18%	2
Transportation Advocate	27.27%	3
Totals	100%	11



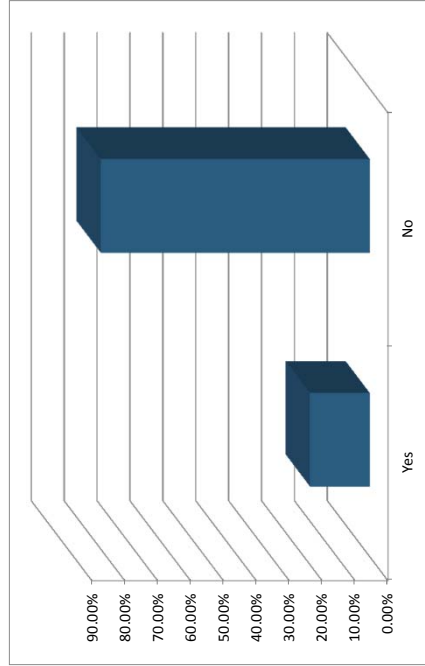
4. Which two of these best describe you? (Multiple Choice - Multiple Response)

Responses		
	Percent	Count
Resident	38.10%	8
Developer/Real Estate	4.76%	1
Economic Development Interest	4.76%	1
Public Services	14.29%	3
Environmental Advocate	14.29%	3
Transportation Advocate	23.81%	5
Totals	100%	21



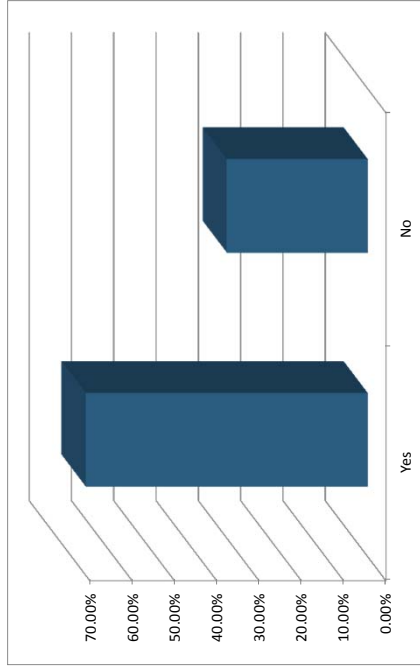
5. Have you ever paid a TIM Fee? (Multiple Choice)

Responses		
	Percent	Count
Yes	18.18%	2
No	81.82%	9
Totals	100%	11



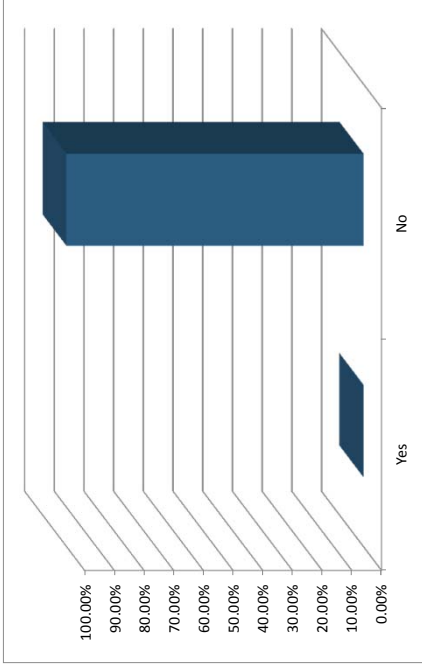
6. Have the County's TIM Fee ever been a deterrent to building a project? (Multiple Choice)

Responses		
	Percent	Count
Yes	66.67%	6
No	33.33%	3
Totals	100%	9



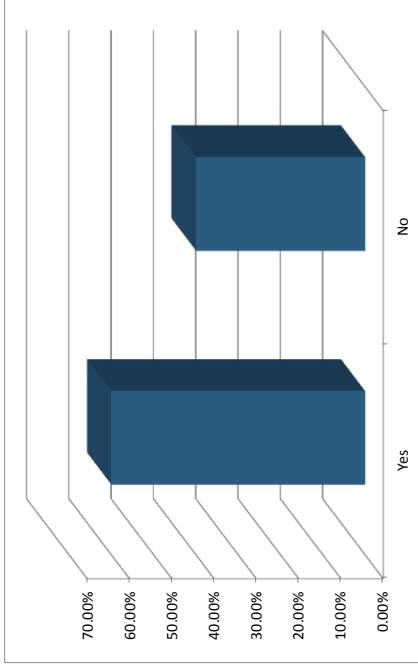
7. Have the County's TIM Fee ever been a deterrent to building a project? (Multiple Choice)

Responses		
	Percent	Count
Yes	0.00%	0
No	100.00%	1
Totals	100%	1



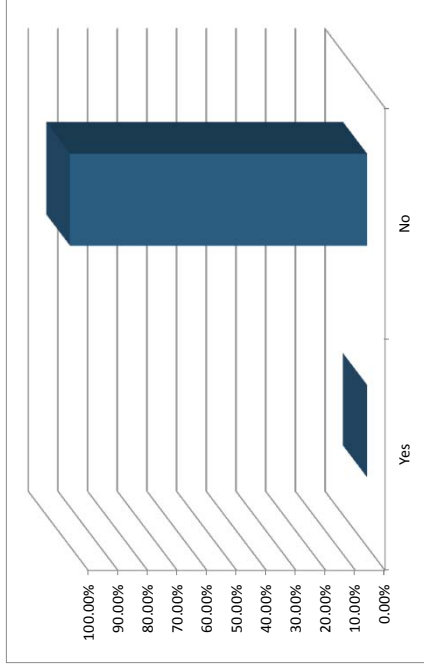
8. Have the County's TIM Fee ever been a deterrent to building a project? (Multiple Choice)

Responses		
	Percent	Count
Yes	60.00%	6
No	40.00%	4
Totals	100%	10



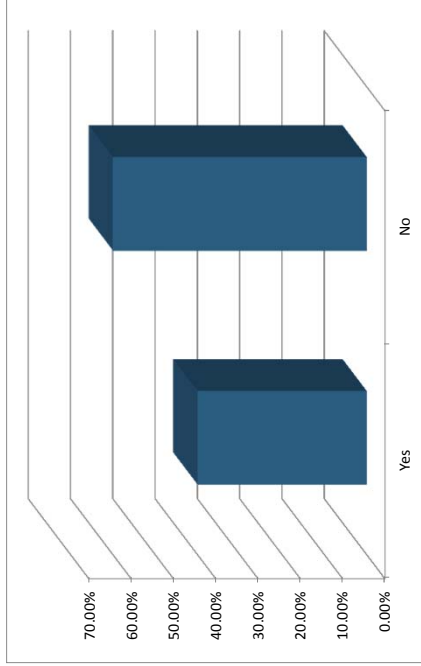
9. Have you ever appealed a TIM Fee? (Multiple Choice)

Responses		
	Percent	Count
Yes	0.00%	0
No	100.00%	6
Totals	100%	6



10. Have you ever appealed a TIM Fee? (Multiple Choice)

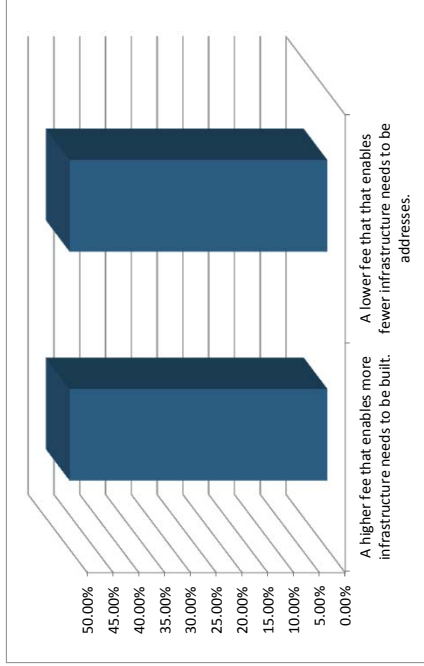
Responses		
	Percent	Count
Yes	40.00%	2
No	60.00%	3
Totals	100%	5



11. Which do you prefer? R (Multiple Choice)

Responses	
Percent	Count
50.00%	4
50.00%	4
100%	8

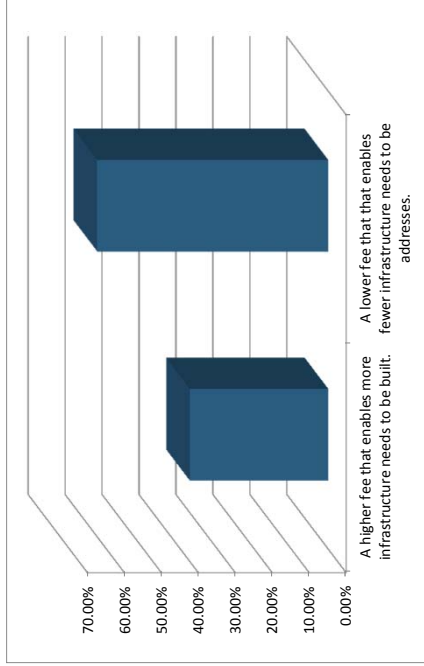
re infrastructure needs to be built.
 astructure needs to be addresses.



12. Which do you prefer? R (Multiple Choice)

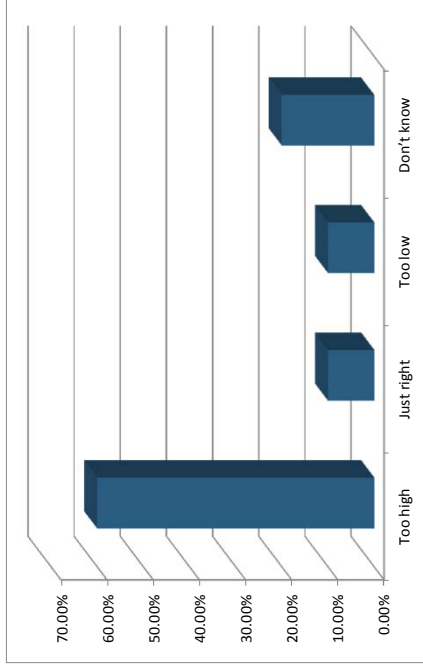
Responses	
Percent	Count
37.50%	3
62.50%	5
100%	8

re infrastructure needs to be built.
 astructure needs to be addresses.



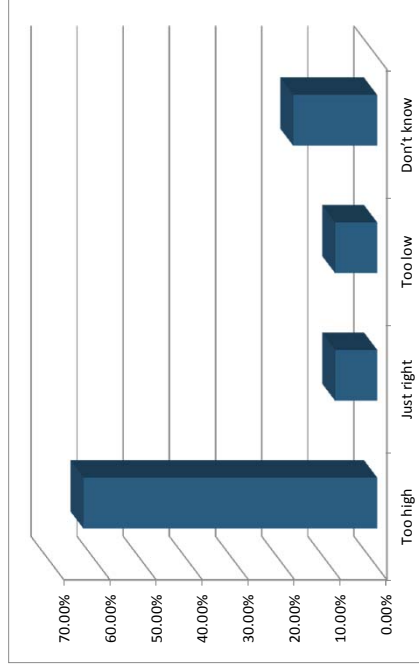
13. How would you characterize the current fee structure for residential development? (Multiple Choice)

Responses	
Percent	Count
60.00%	6
10.00%	1
10.00%	1
20.00%	2
100%	10



14. How would you characterize the current fee structure for non-residential development? (Multiple Choice)

Responses	
Percent	Count
63.64%	7
9.09%	1
9.09%	1
18.18%	2
100%	11

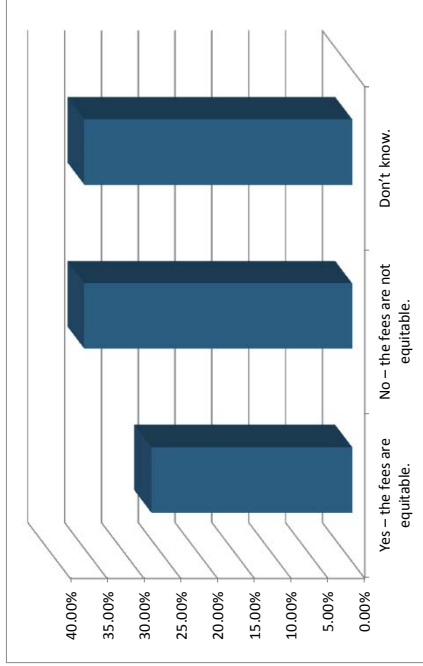


Attachment 5 - March 26, 2015 Focus Group Results

15. Do you feel the current fee structure is equitable with respect to the types of land uses (i.e., residential vs. non-residential)? (Multiple Choice)

Responses	
Percent	Count
27.27%	3
36.36%	4
36.36%	4
100%	11

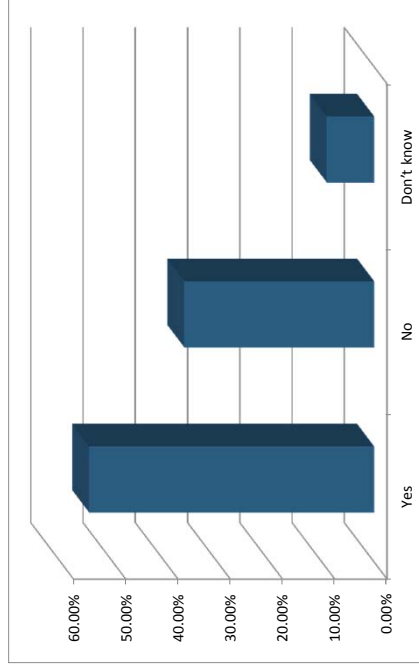
Yes – the fees are equitable.
 No – the fees are not equitable.
 Don't know.



16. Do you feel the TIM Fee deters economic development in the County? (Multiple Choice)

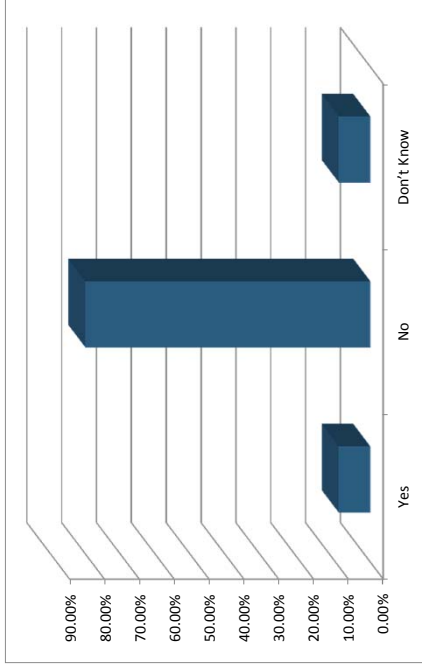
Responses	
Percent	Count
54.55%	6
36.36%	4
9.09%	1
100%	11

Yes
 No
 Don't know



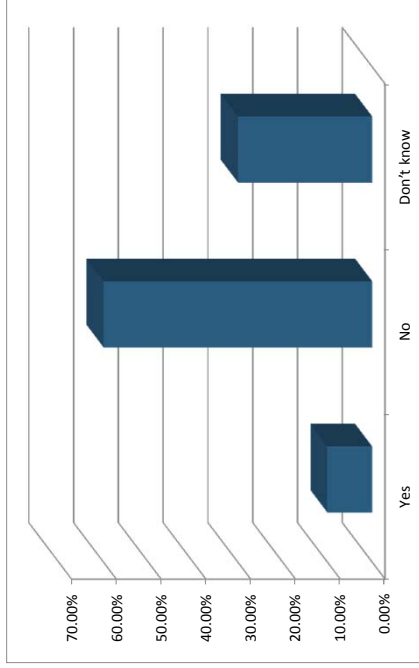
17. Do you feel the TIM Fee is adequately addressing infrastructure in the County? (Multiple Choice)

Responses		
	Percent	Count
Yes	9.09%	1
No	81.82%	9
Don't Know	9.09%	1
Totals	100%	11



18. Do you feel that TIM Fees are used wisely? (Multiple Choice)

Responses		
	Percent	Count
Yes	10.00%	1
No	60.00%	6
Don't know	30.00%	3
Totals	100%	10



Attachment 5 - March 26, 2015 Focus Group Results

Session Name
Resident Focus Group B Results

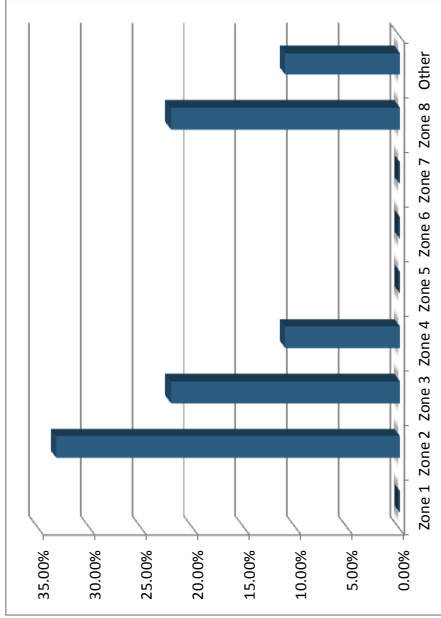
Active Participants 9 Total Participants 9

Average Score 0.00% Questions 14

Results by Question

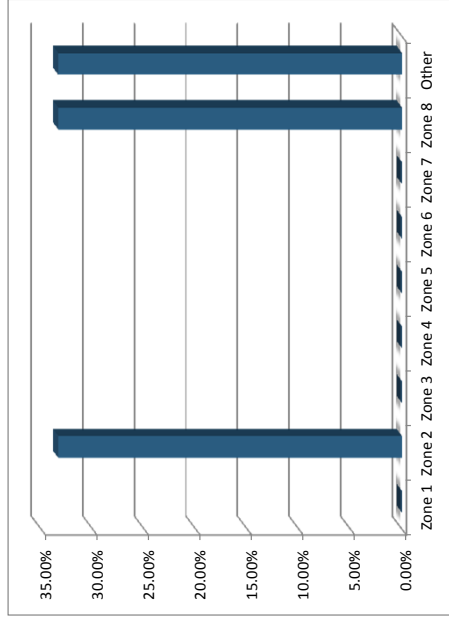
1. Which TIM fee benefit zone do you live in? (Multiple Choice)

Responses	
Percent	Count
0.00%	0
33.33%	3
22.22%	2
11.11%	1
0.00%	0
0.00%	0
0.00%	0
22.22%	2
11.11%	1
100%	9



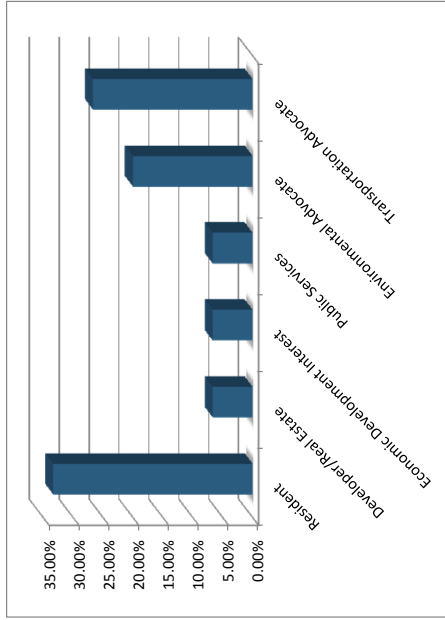
2. Which TIM Fee benefit zone do you have development interests in? (Multiple Choice - Multiple Response)

Responses	
Percent	Count
0.00%	0
33.33%	1
0.00%	0
0.00%	0
0.00%	0
0.00%	0
0.00%	0
33.33%	1
33.33%	1
100%	3



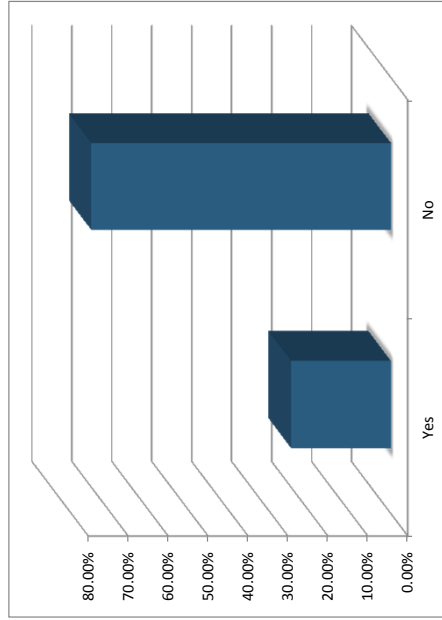
3. Which two of these best describe you? (Multiple Choice - Multiple Response)

Responses		
	Percent	Count
Resident	33.33%	5
Developer/Real Estate	6.67%	1
Economic Development Interest	6.67%	1
Public Services	6.67%	1
Environmental Advocate	20.00%	3
Transportation Advocate	26.67%	4
Totals	100%	15



4. Have you ever paid a TIM Fee? (Multiple Choice)

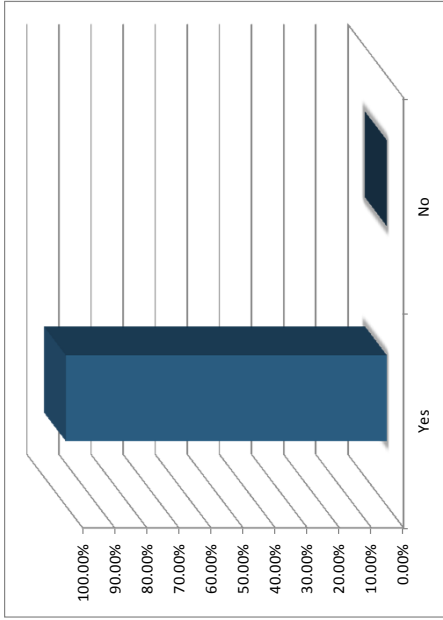
Responses		
	Percent	Count
Yes	25.00%	2
No	75.00%	6
Totals	100%	8



Attachment 5 - March 26, 2015 Focus Group Results

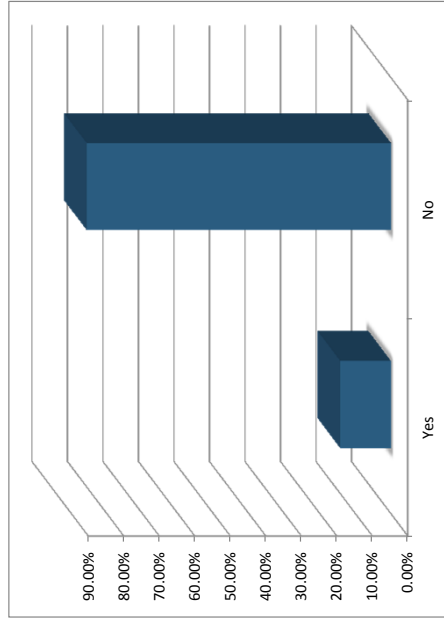
5. Have the County's TIM Fee ever been a deterrent to building a project? (Multiple Choice)

Responses		
	Percent	Count
Yes	100.00%	7
No	0.00%	0
Totals	100%	7



6. Have you ever appealed a TIM Fee? (Multiple Choice)

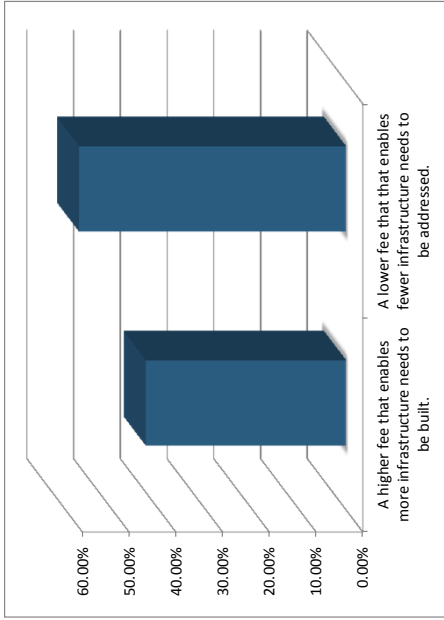
Responses		
	Percent	Count
Yes	14.29%	1
No	85.71%	6
Totals	100%	7



7. Which do you prefer? R (Multiple Choice)

Responses		
Percent	Count	
42.86%	3	
57.14%	4	
100%	7	Totals

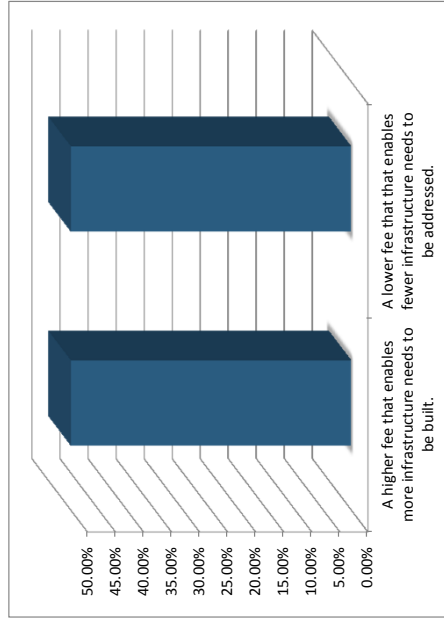
re infrastructure needs to be built.
 structure needs to be addressed.



8. Which do you prefer? C (Multiple Choice)

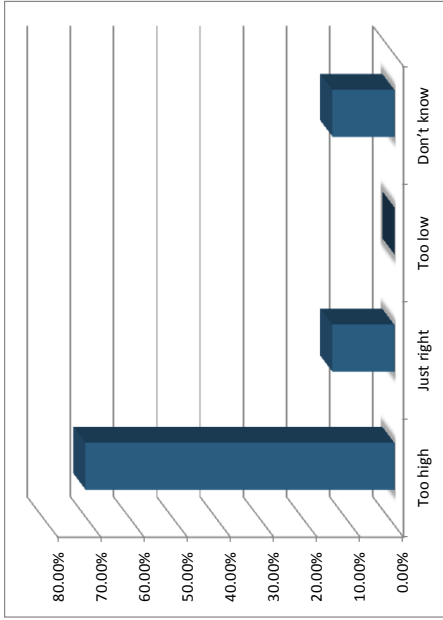
Responses		
Percent	Count	
50.00%	3	
50.00%	3	
100%	6	Totals

re infrastructure needs to be built.
 structure needs to be addressed.



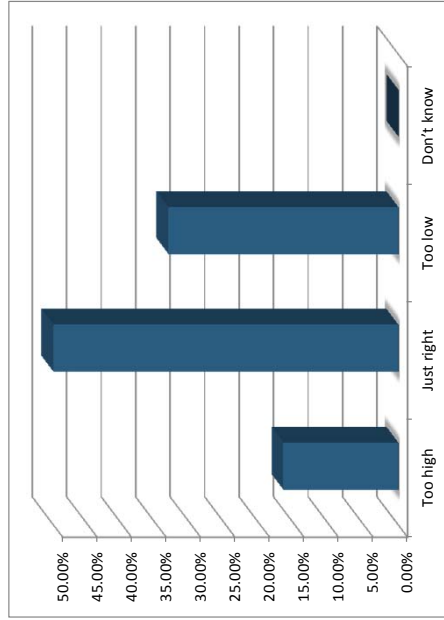
9. How would you characterize the current fee structure for residential development? (Multiple Choice)

Responses		
	Percent	Count
Too high	71.43%	5
Just right	14.29%	1
Too low	0.00%	0
Don't know	14.29%	1
Totals	100%	7



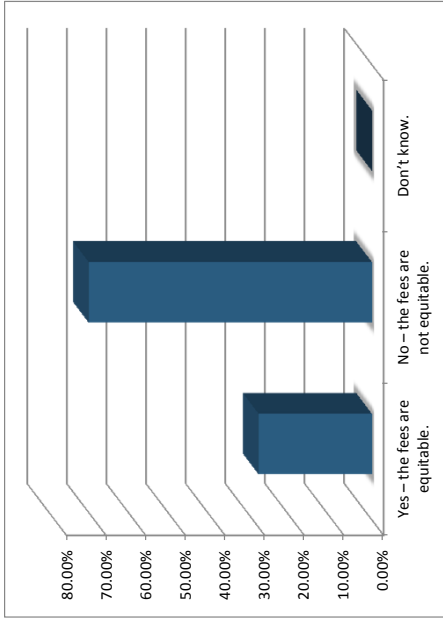
10. How would you characterize the current fee structure for non-residential development? (Multiple Choice)

Responses		
	Percent	Count
Too high	16.67%	1
Just right	50.00%	3
Too low	33.33%	2
Don't know	0.00%	0
Totals	100%	6



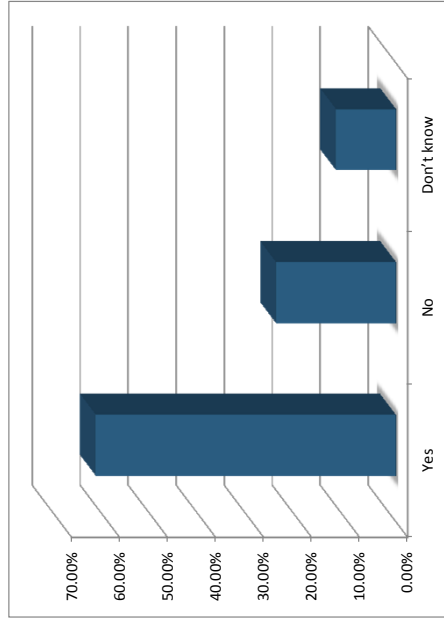
11. Do you feel the current fee structure is equitable with respect to the types of land uses (i.e., residential vs. non-residential)? (Multiple Choice)

Responses		
Percent	Count	
28.57%	2	Yes – the fees are equitable.
71.43%	5	No – the fees are not equitable.
0.00%	0	Don't know.
100%	7	Totals



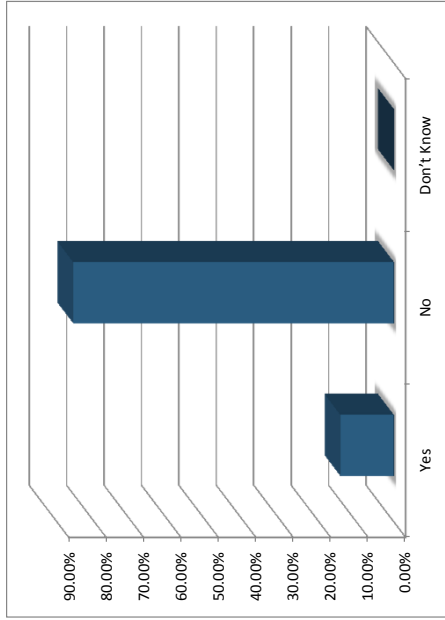
12. Do you feel the TIM Fee deters economic development in the County? (Multiple Choice)

Responses		
Percent	Count	
62.50%	5	Yes
25.00%	2	No
12.50%	1	Don't know
100%	8	Totals



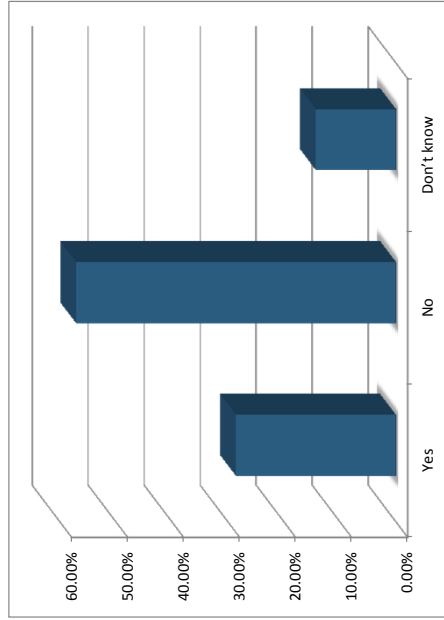
13. Do you feel the TIM Fee is adequately addressing infrastructure in the County? (Multiple Choice)

Responses		
	Percent	Count
Yes	14.29%	1
No	85.71%	6
Don't Know	0.00%	0
Totals	100%	7



14. Do you feel that TIM Fees are used wisely? (Multiple Choice)

Responses		
	Percent	Count
Yes	28.57%	2
No	57.14%	4
Don't know	14.29%	1
Totals	100%	7



Attachment 5 - March 26, 2015 Focus Group Results

Session Name
Developer Focus Group Results

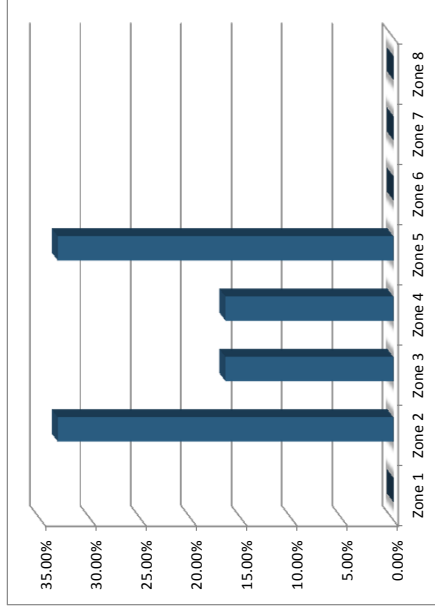
Active Participants 11
Total Participants 11

Questions 13

Results by Question

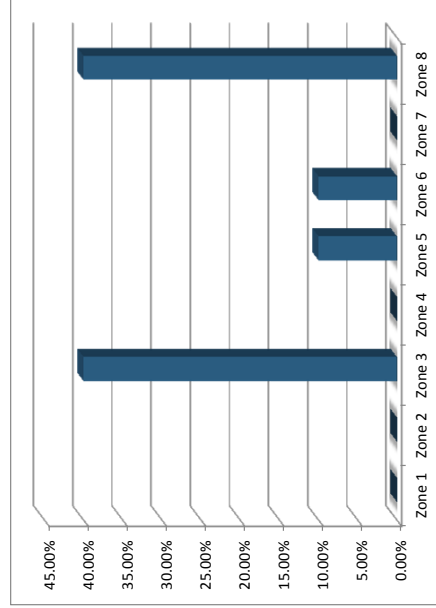
1. Which TIM fee benefit zone do you live in? (Multiple Choice)

Responses		
	Percent	Count
Zone 1	0.00%	0
Zone 2	33.33%	2
Zone 3	16.67%	1
Zone 4	16.67%	1
Zone 5	33.33%	2
Zone 6	0.00%	0
Zone 7	0.00%	0
Zone 8	0.00%	0
Totals	100%	6



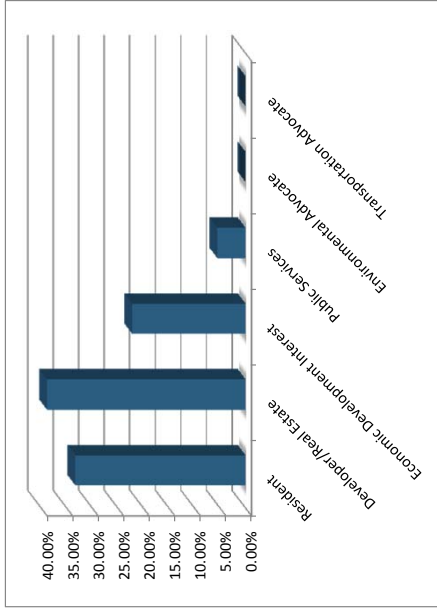
2. Which TIM Fee benefit zone do you have development interests in? (Multiple Choice)

Responses		
	Percent	Count
Zone 1	0.00%	0
Zone 2	0.00%	0
Zone 3	40.00%	4
Zone 4	0.00%	0
Zone 5	10.00%	1
Zone 6	10.00%	1
Zone 7	0.00%	0
Zone 8	40.00%	4
Totals	100%	10



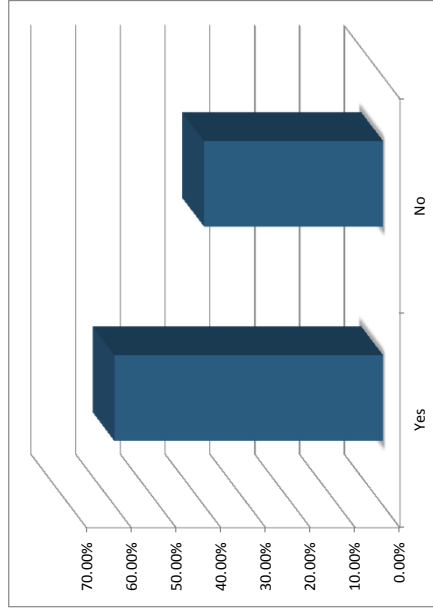
3. Which two of these best describe you? (Multiple Choice - Multiple Response)

Responses		
	Percent	Count
Resident	33.33%	6
Developer/Real Estate	38.89%	7
Economic Development Interest	22.22%	4
Public Services	5.56%	1
Environmental Advocate	0.00%	0
Transportation Advocate	0.00%	0
Totals	100%	18



4. Have you ever paid a TIM Fee? (Multiple Choice)

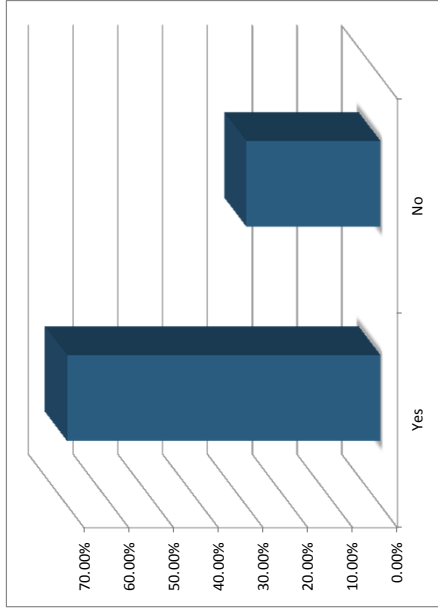
Responses		
	Percent	Count
Yes	60.00%	6
No	40.00%	4
Totals	100%	10



Attachment 5 - March 26, 2015 Focus Group Results

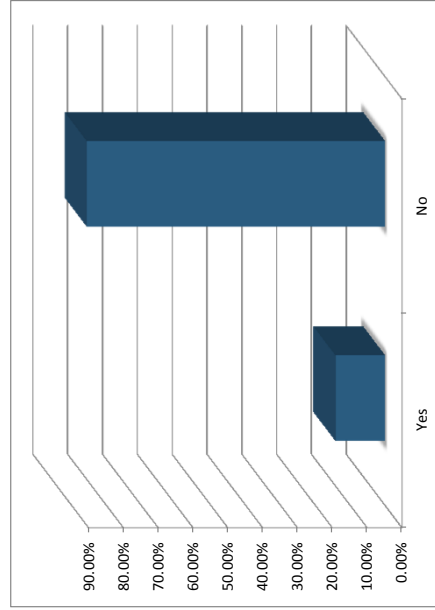
5. Have the County's TIM Fee ever been a deterrent to building a project? (Multiple Choice)

Responses		
	Percent	Count
Yes	70.00%	7
No	30.00%	3
Totals	100%	10



6. Have you ever appealed a TIM Fee? (Multiple Choice)

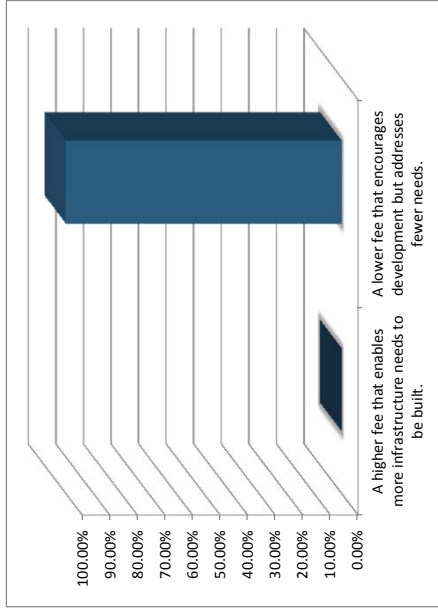
Responses		
	Percent	Count
Yes	14.29%	1
No	85.71%	6
Totals	100%	7



7. Which do you prefer? (Multiple Choice)

Responses		
Percent	Count	
0.00%	0	
100.00%	10	
100%	10	

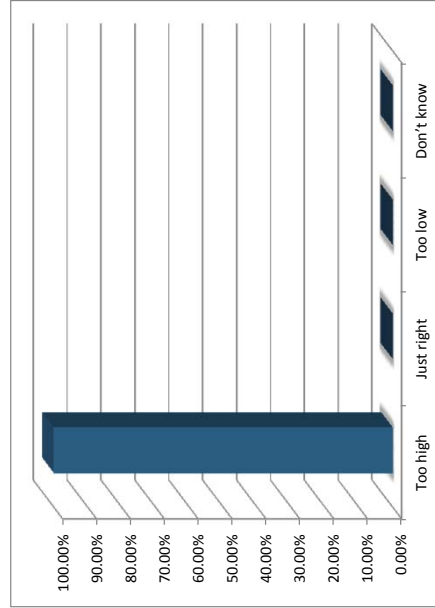
re infrastructure needs to be built.
ment but addresses fewer needs.



8. How would you characterize the current fee structure for residential development? (Multiple Choice)

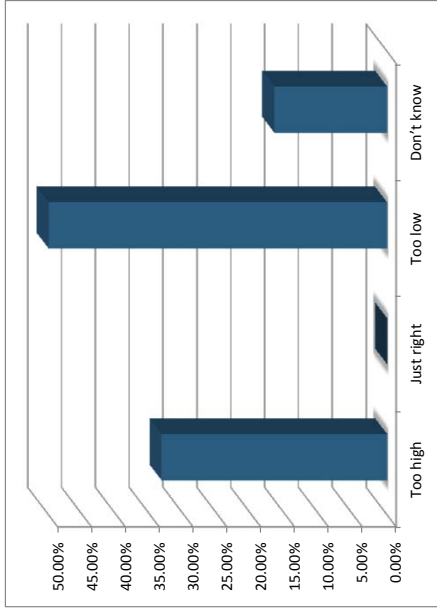
Responses		
Percent	Count	
100.00%	1	
0.00%	0	
0.00%	0	
0.00%	0	
100%	1	

Too high
Just right
Too low
Don't know



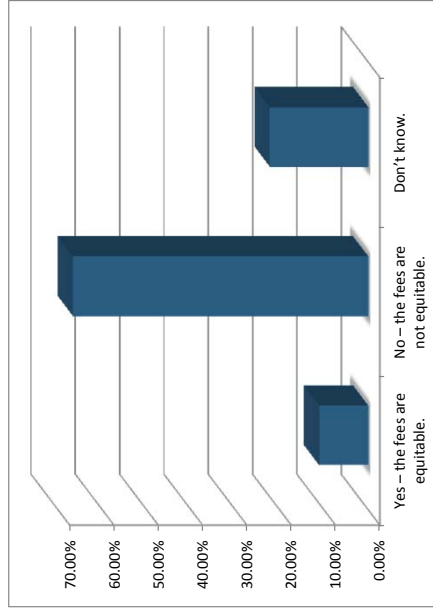
9. How would you characterize the current fee structure for non-residential development? (Multiple Choice)

Responses		
	Percent	Count
Too high	33.33%	2
Just right	0.00%	0
Too low	50.00%	3
Don't know	16.67%	1
Totals	100%	6



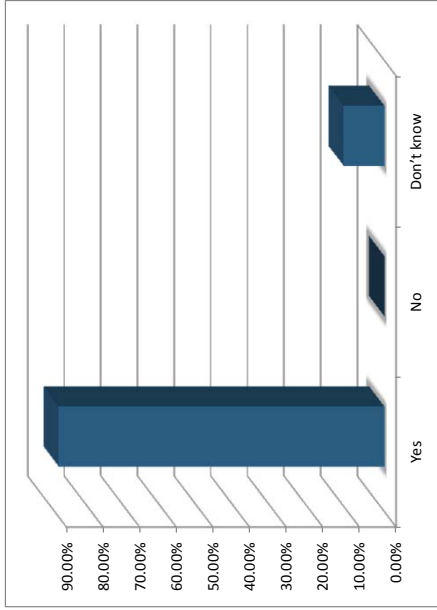
10. Do you feel the current fee structure is equitable with respect to the types of land uses (i.e., residential vs. non-residential)? (Multiple Choice)

Responses		
	Percent	Count
Yes – the fees are equitable.	11.11%	1
No – the fees are not equitable.	66.67%	6
Don't know.	22.22%	2
Totals	100%	9



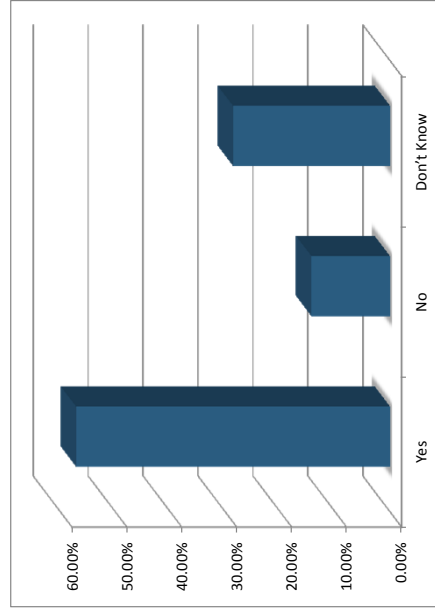
11. Do you feel the TIM Fee deters economic development in the County? (Multiple Choice)

Responses		
	Percent	Count
Yes	88.89%	8
No	0.00%	0
Don't know	11.11%	1
Totals	100%	9



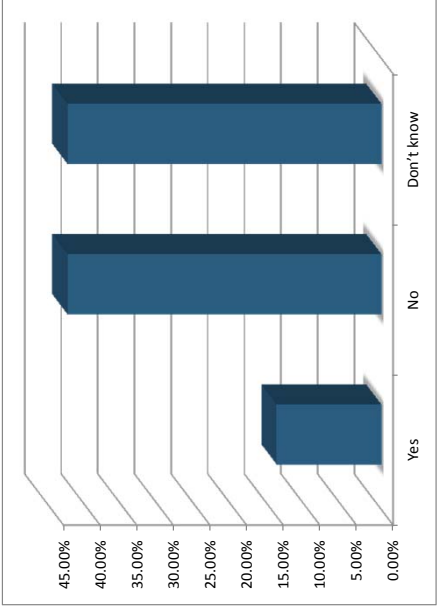
12. Do you feel the TIM Fee is adequately addressing infrastructure in the County? (Multiple Choice)

Responses		
	Percent	Count
Yes	57.14%	4
No	14.29%	1
Don't know	28.57%	2
Totals	100%	7



13. Do you feel that TIM Fees are used wisely? (Multiple Choice)

Responses		
	Percent	Count
Yes	14.29%	1
No	42.86%	3
Don't know	42.86%	3
Totals	100%	7



Attachment 5 - March 26, 2015 Focus Group Results

Session Name
Economic Development Focus Group Results

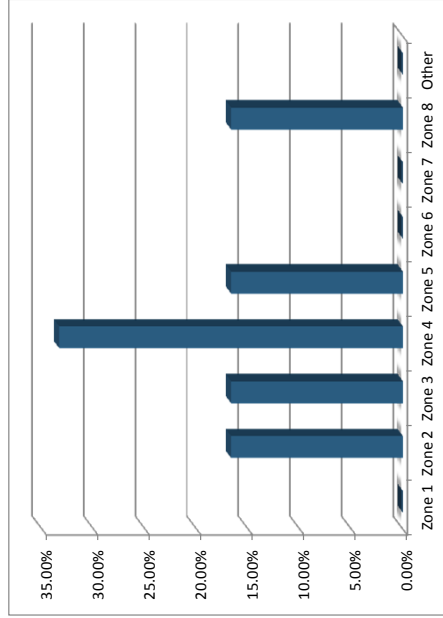
Active Participants 7
Total Participants 7

Average Score 0.00%
Questions 14

Results by Question

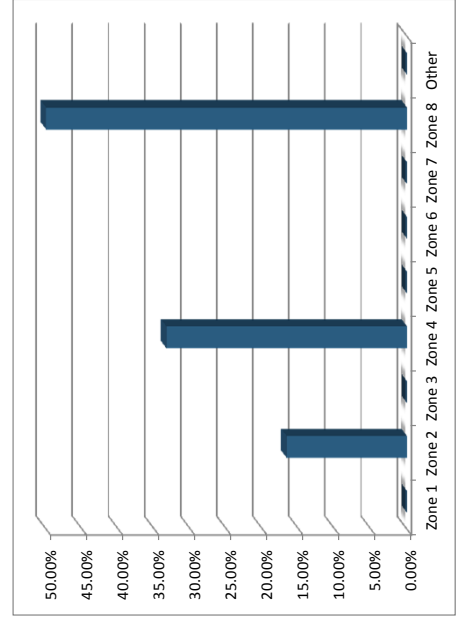
1. Which TIM fee benefit zone do you live in? (Multiple Choice)

Responses	
Percent	Count
0.00%	0
16.67%	1
16.67%	1
33.33%	2
16.67%	1
0.00%	0
0.00%	0
16.67%	1
0.00%	0
100%	6



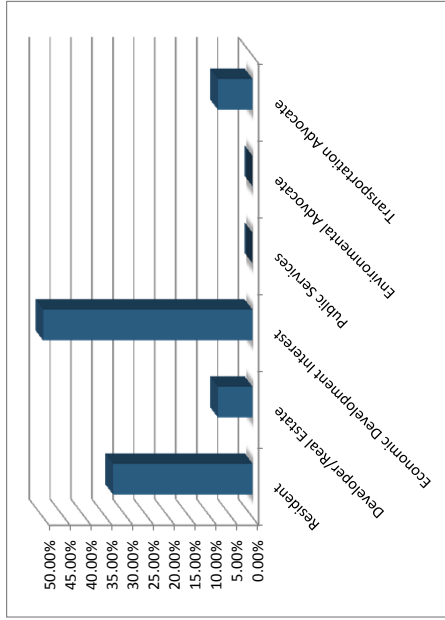
2. Which TIM Fee benefit zone do you have development interests in? (Multiple Choice - Multiple Response)

Responses	
Percent	Count
0.00%	0
16.67%	1
0.00%	0
33.33%	2
0.00%	0
0.00%	0
0.00%	0
50.00%	3
0.00%	0
100%	6



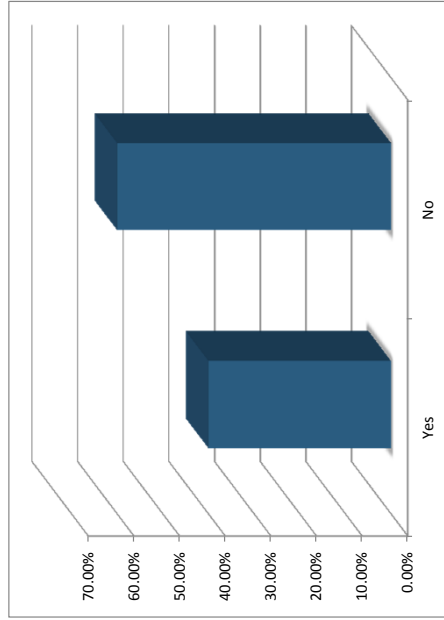
3. Which two of these best describe you? (Multiple Choice - Multiple Response)

Responses		
	Percent	Count
Resident	33.33%	4
Developer/Real Estate	8.33%	1
Economic Development Interest	50.00%	6
Public Services	0.00%	0
Environmental Advocate	0.00%	0
Transportation Advocate	8.33%	1
Totals	100%	12



4. Have you ever paid a TIM Fee? (Multiple Choice)

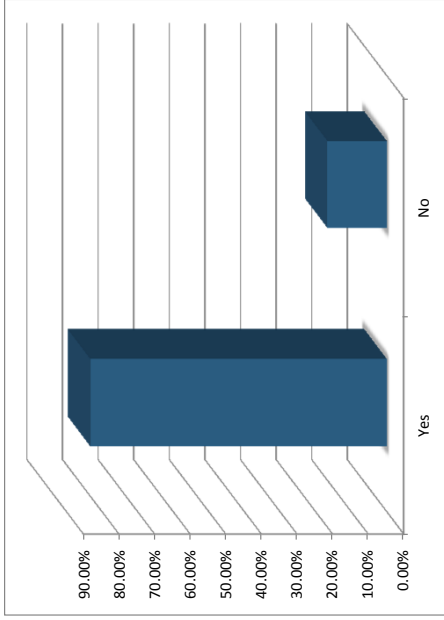
Responses		
	Percent	Count
Yes	40.00%	2
No	60.00%	3
Totals	100%	5



Attachment 5 - March 26, 2015 Focus Group Results

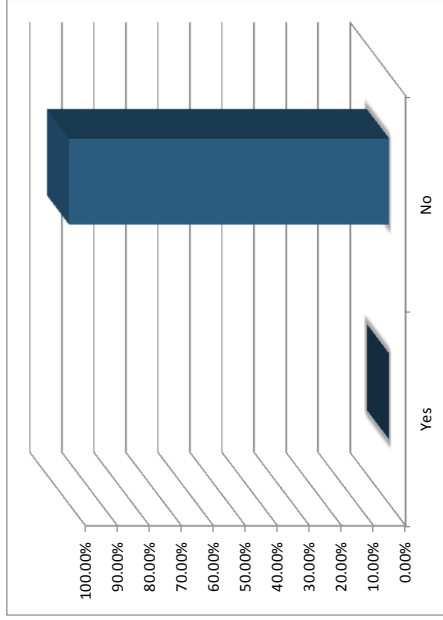
5. Have the County's TIM Fee ever been a deterrent to building a project? (Multiple Choice)

Responses		
	Percent	Count
Yes	83.33%	5
No	16.67%	1
Totals	100%	6



6. Have you ever appealed a TIM Fee? (Multiple Choice)

Responses		
	Percent	Count
Yes	0.00%	0
No	100.00%	6
Totals	100%	6

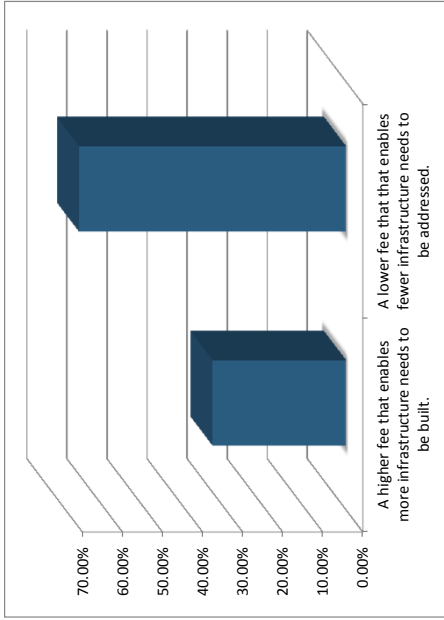


7. Which do you prefer? R (Multiple Choice)

Responses		
Percent	Count	
33.33%	2	
66.67%	4	
100%	6	

re infrastructure needs to be built.
 sstructure needs to be addressed.

Totals

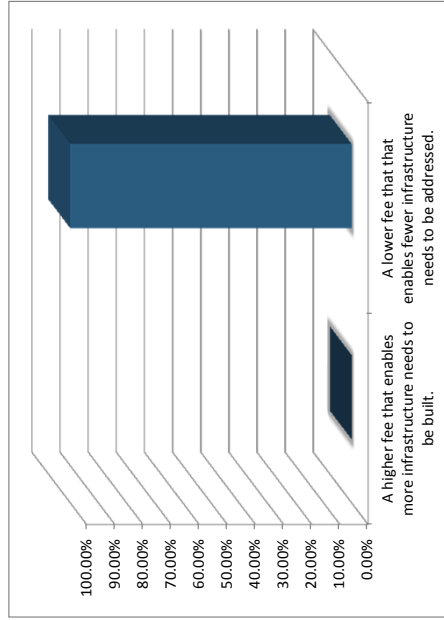


8. Which do you prefer? C (Multiple Choice)

Responses		
Percent	Count	
0.00%	0	
100.00%	5	
100%	5	

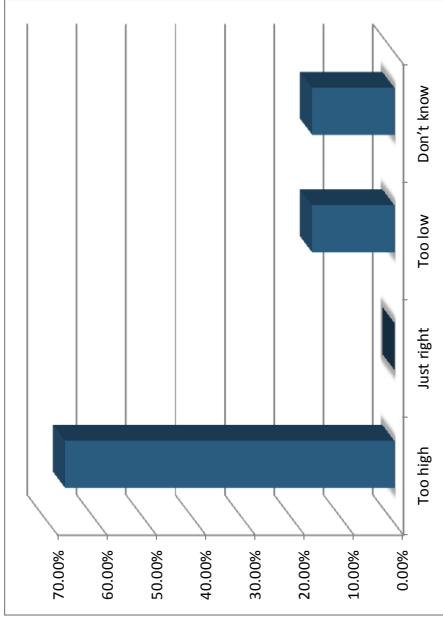
re infrastructure needs to be built.
 sstructure needs to be addressed.

Totals



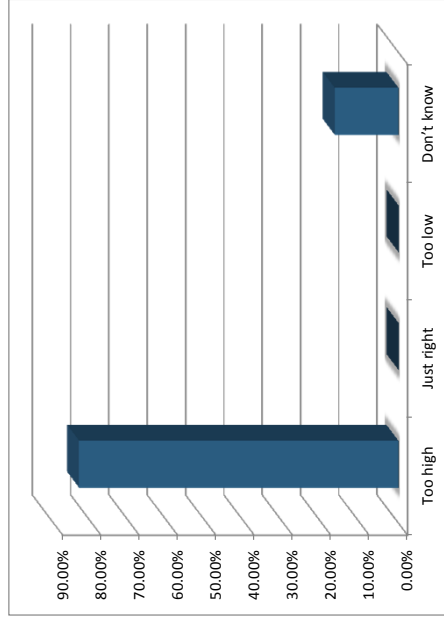
9. How would you characterize the current fee structure for residential development? (Multiple Choice)

Responses		
	Percent	Count
Too high	66.67%	4
Just right	0.00%	0
Too low	16.67%	1
Don't know	16.67%	1
Totals	100%	6



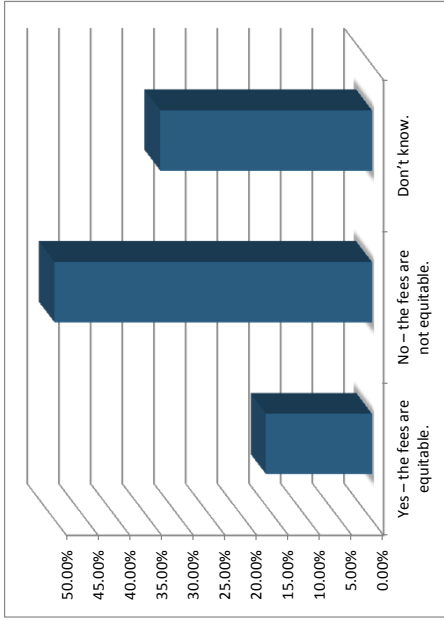
10. How would you characterize the current fee structure for non-residential development? (Multiple Choice)

Responses		
	Percent	Count
Too high	83.33%	5
Just right	0.00%	0
Too low	0.00%	0
Don't know	16.67%	1
Totals	100%	6



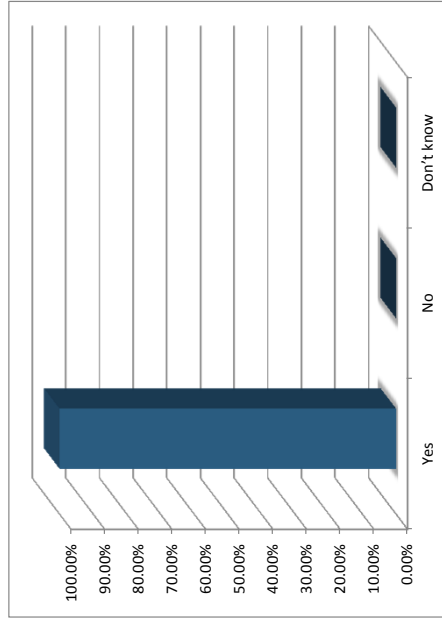
11. Do you feel the current fee structure is equitable with respect to the types of land uses (i.e., residential vs. non-residential)? (Multiple Choice)

Responses		
Percent	Count	
16.67%	1	Yes – the fees are equitable.
50.00%	3	No – the fees are not equitable.
33.33%	2	Don't know.
100%	6	Totals



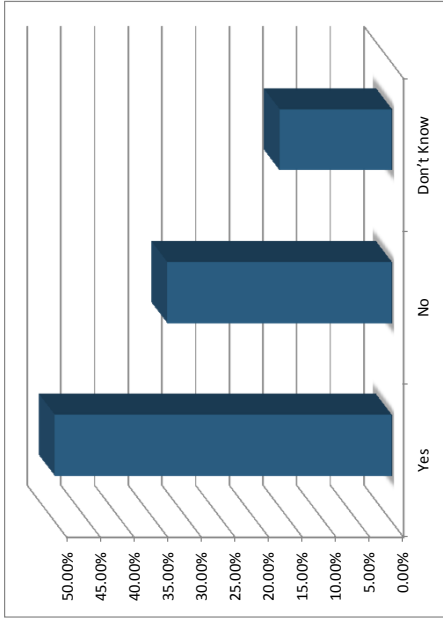
12. Do you feel the TIM Fee deters economic development in the County? (Multiple Choice)

Responses		
Percent	Count	
100.00%	5	Yes
0.00%	0	No
0.00%	0	Don't know
100%	5	Totals



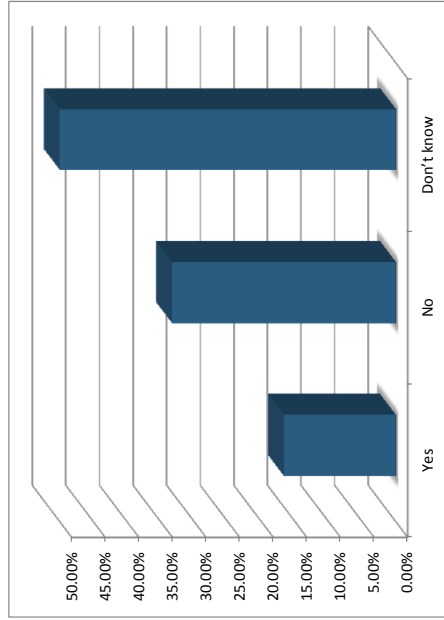
13. Do you feel the TIM Fee is adequately addressing infrastructure in the County? (Multiple Choice)

Responses		
	Percent	Count
Yes	50.00%	3
No	33.33%	2
Don't Know	16.67%	1
Totals	100%	6



14. Do you feel that TIM Fees are used wisely? (Multiple Choice)

Responses		
	Percent	Count
Yes	16.67%	1
No	33.33%	2
Don't know	50.00%	3
Totals	100%	6



Attachment 5 - March 26, 2015 Focus Group Results

Session Name
New Session 3-27-2015, 12-58 PM

Date Created
3/27/2015 9:20:56 AM

Average Score
0.00%

Active Participants
12

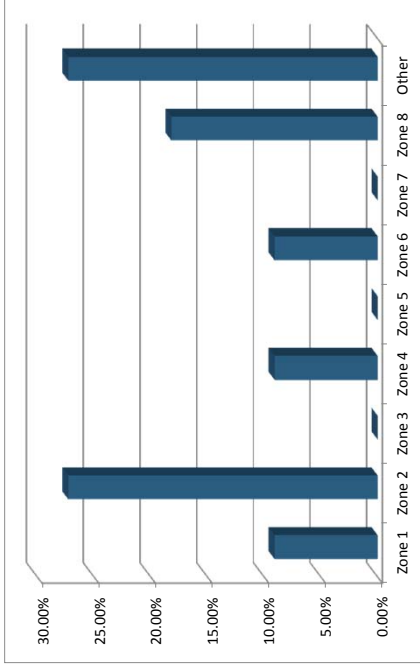
Questions
14

Total Participants
12

Results by Question

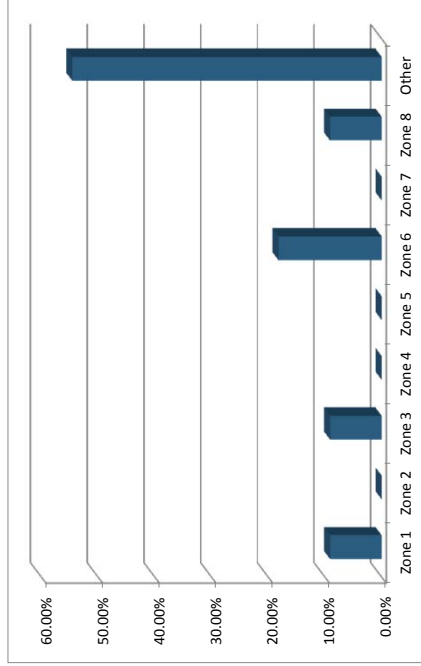
1. Which TIM fee benefit zone do you live in? (Multiple Choice)

Responses	
Percent	Count
9.09%	1
27.27%	3
0.00%	0
9.09%	1
0.00%	0
9.09%	1
0.00%	0
18.18%	2
27.27%	3
100%	11



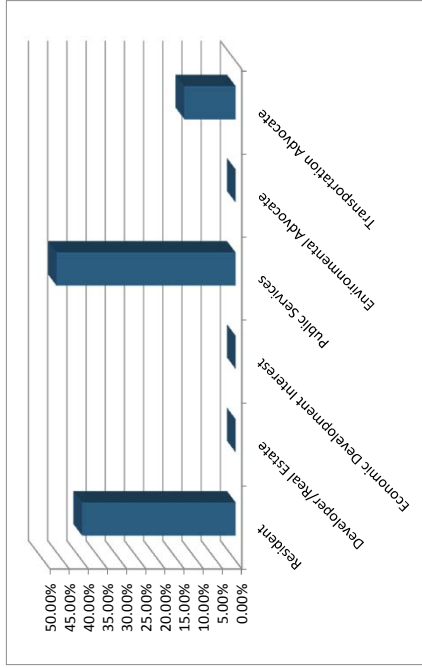
2. Which TIM Fee benefit zone do you have development interests in? (Multiple Choice - Multiple Response)

Responses	
Percent	Count
9.09%	1
0.00%	0
9.09%	1
0.00%	0
0.00%	0
18.18%	2
0.00%	0
9.09%	1
54.55%	6
100%	11



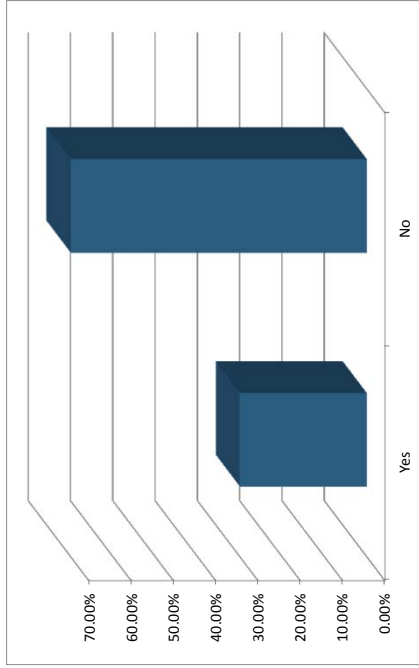
3. Which two of these best describe you? (Multiple Choice - Multiple Response)

Responses		
	Percent	Count
Resident	40.00%	6
Developer/Real Estate	0.00%	0
Economic Development Interest	0.00%	0
Public Services	46.67%	7
Environmental Advocate	0.00%	0
Transportation Advocate	13.33%	2
Totals	100%	15



4. Have you ever paid a TIM Fee? (Multiple Choice)

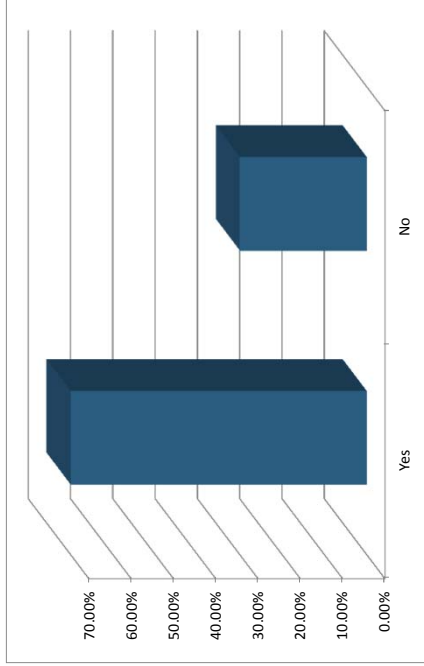
Responses		
	Percent	Count
Yes	30.00%	3
No	70.00%	7
Totals	100%	10



Attachment 5 - March 26, 2015 Focus Group Results

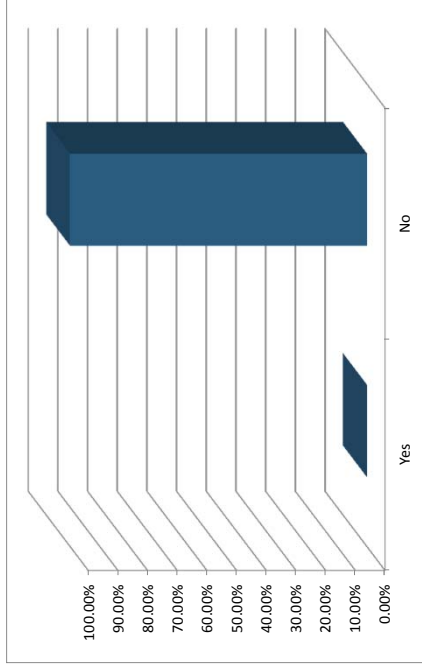
5. Have the County's TIM Fee ever been a deterrent to building a project? (Multiple Choice)

Responses		
	Percent	Count
Yes	70.00%	7
No	30.00%	3
Totals	100%	10



6. Have you ever appealed a TIM Fee? (Multiple Choice)

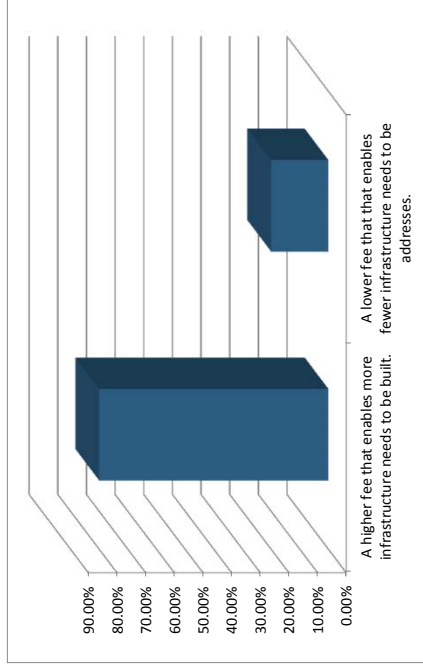
Responses		
	Percent	Count
Yes	0.00%	0
No	100.00%	10
Totals	100%	10



7. Which do you prefer? R (Multiple Choice)

Responses	
Percent	Count
80.00%	8
20.00%	2
100%	10

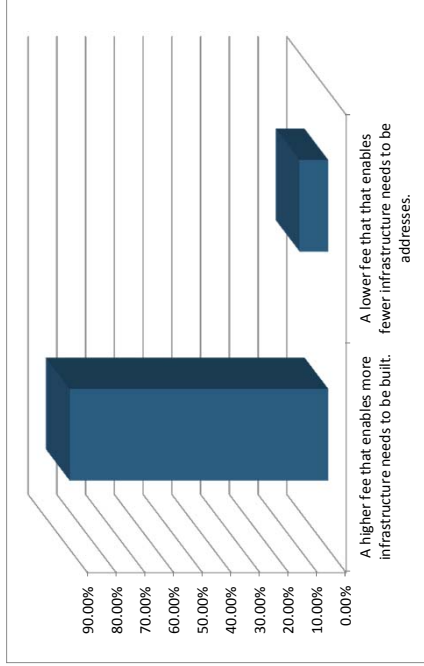
re infrastructure needs to be built.
 astructure needs to be addresses.



8. Which do you prefer? (Multiple Choice)

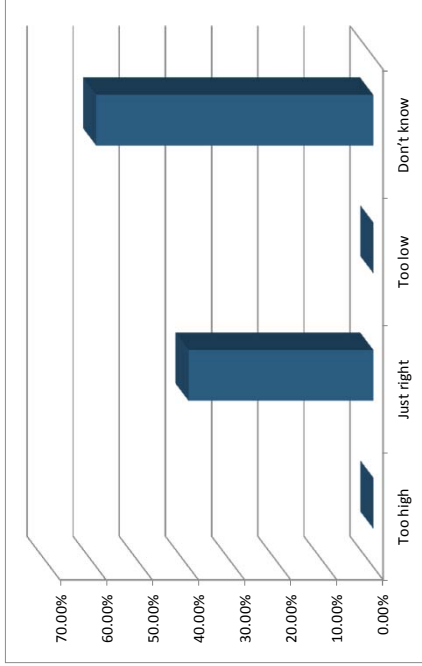
Responses	
Percent	Count
90.00%	9
10.00%	1
100%	10

re infrastructure needs to be built.
 astructure needs to be addresses.



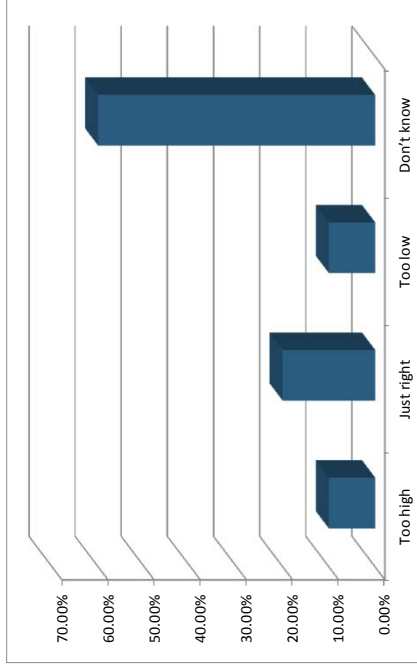
9. How would you characterize the current fee structure for residential development? (Multiple Choice)

Responses	
Percent	Count
Too high	0
Just right	4
Too low	0
Don't know	6
Totals	10



10. How would you characterize the current fee structure for non-residential development? (Multiple Choice)

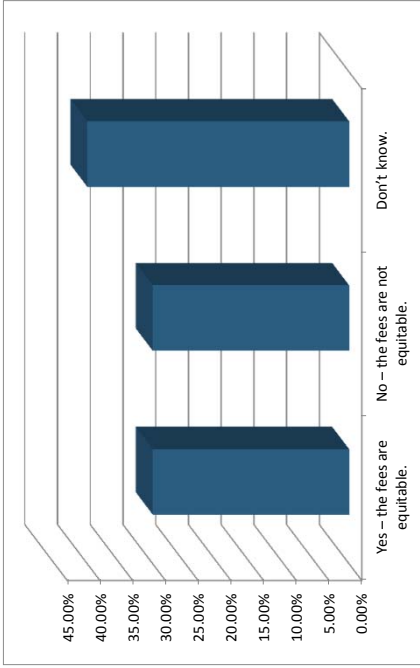
Responses	
Percent	Count
Too high	1
Just right	2
Too low	1
Don't know	6
Totals	10



11. Do you feel the current fee structure is equitable with respect to the types of land uses (i.e., residential vs. non-residential)? (Multiple Choice)

Responses	
Percent	Count
30.00%	3
30.00%	3
40.00%	4
100%	10

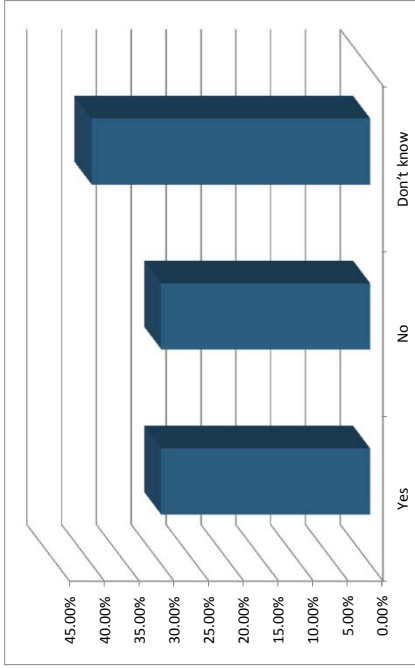
Yes – the fees are equitable.
 No – the fees are not equitable.
 Don't know.



12. Do you feel the TIM Fee deters economic development in the County? (Multiple Choice)

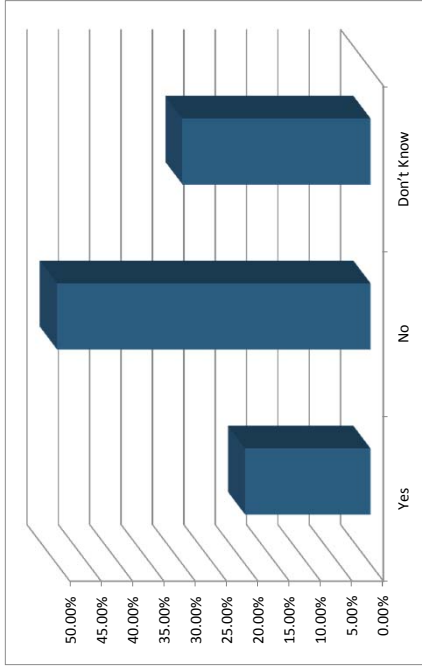
Responses	
Percent	Count
30.00%	3
30.00%	3
40.00%	4
100%	10

Yes
 No
 Don't know



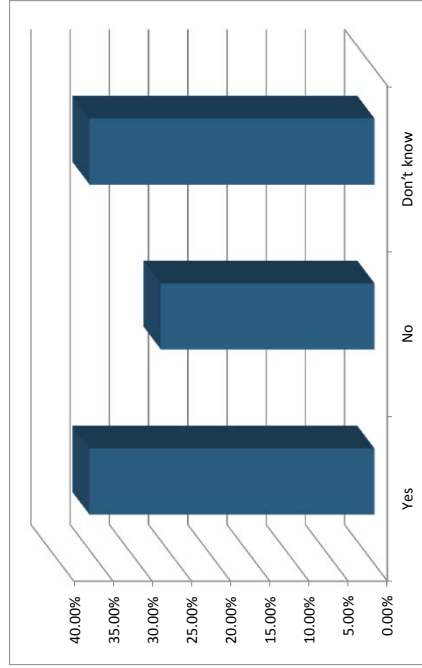
13. Do you feel the TIM Fee is adequately addressing infrastructure in the County? (Multiple Choice)

Responses		
	Percent	Count
Yes	20.00%	2
No	50.00%	5
Don't Know	30.00%	3
Totals	100%	10



14. Do you feel that TIM Fees are used wisely? (Multiple Choice)

Responses		
	Percent	Count
Yes	36.36%	4
No	27.27%	3
Don't know	36.36%	4
Totals	100%	11



Attachment 2
Focus Group Summary Notes

Development Community Focus Group

Questions

- Cited concerns from Caltrans on the EDC Traffic Model.
 - Differences of opinion between Caltrans and EDC is the choice of peak hour volumes - EDC model forecasts average weekday AM/PM peak hour volumes and while Caltrans prefers peak season/weekend data.
- Why must developers pay for CEQA mitigation even when they have paid into the TIM Fee.
 - There was confusion between the TIM fee process and CEQA. What are the roles and responsibilities under each program? If an identified impact is specific to a TIM Fee CIP project – paying into the TIM Fee is enough. However, if impacts are identified on non-CIP projects/facilities – then either project specific (existing plus project) or cumulative (cumulative plus project) mitigation may be required in addition to the TIM Fee payment.
- Several cited anecdotal information related to the TIM Fee being a deterrent for development including: owner-builders who refused to develop in El Dorado County; large developers who refused to develop in El Dorado County; delays to development projects. One cited an example where the cost of the house was \$40K and the fee was \$38K.
- Several members were uncomfortable with the wording of several questions regarding the preference for higher or lower fees.
 - Questions on whether active transportation infrastructure is ever funded with the use of TIM fees. Response is yes in some cases – although these improvements are typically not the basis for the deficiency finding or nexus requirements. Such things as sidewalks, shoulders, Class II bike lanes, landscaping etc. are add-ons to TIM Fee CIP improvements. Some are included as part of the County's or Caltrans design standards.
 - Several participants suggested that EDC is over-building many of the improvements – and would like to see less add-ons as a means for lowering the TIM Fee.
- Group recommended that the County needs to distinguish between Build-to-Own Residential and Build-to-Subdivide Residential developments.
- Group recommended that the County forego paying TIM fees for US 50 improvements and instead focus future investments on local County roads or planned parallel facilities e.g., Saratoga Extension, GVR, Country Club Drive – that may obviate the need for costly improvements to US 50.

Attachment 6
March Focus Group Summary Notes

- One participant displayed maps of historical residential and non-residential permits. Argued that based on the low number of actual permits there is simply not enough development interest to pay of the CIP. Individual also cited declining school enrollment as another indication of this. There were differences of opinion with these conclusions among the group.

Resident Focus Group A Measures of Effectiveness

- While Measure Y requires that the TIM Fee evaluate vehicular Level of Service, it does not prohibit looking at Multimodal Level of Service. System performance and development impacts should be considered for all transportation modes.

Evaluation Tools

- The Travel Demand Model has been challenged by Caltrans in its ability to properly forecast future traffic volumes.
 - Differences of opinion between Caltrans and EDC is the choice of peak hour volumes - EDC model forecasts average weekday AM/PM peak hour volumes and while Caltrans tends to evaluate peak seasonal weekend traffic which is likely the true peak in El Dorado County. Measure Y and standard industry practice dictate that the model and this fee study be based on average weekday conditions.
- Given the average weekday peak hour approach, our forecasts do not account for the impact of the Apple Hill winery operations on weekend peak season traffic
 - A separate study has been commissioned by the El Dorado County Transportation Commission to examine the peak seasonal traffic issues experienced in the Apple Hill area. El Dorado County will be a key participant in this study which will help inform future updates to the county's CIP. The Bay-to-Basin Study (also commissioned by the El Dorado CTC) analyzed peak season travel demand between the Bay Area and Tahoe Basin - including US 50 through El Dorado County. It confirmed (by use of Bluetooth) that visitor trips (interregional trips) make up over 50% of traffic on US 50 just e/o Placerville during weekdays and over 70% during peak season weekends.

Development Patterns

- The fee structure as it is now encourages growth in smaller communities, while providing little incentive to in-fill in the more established communities.
- There are not enough approved development permits in the county to pay for any significant improvements.
 - The County's current inventory of developable land and active permits is out of date and in the process of being updated. The recession did slow development significantly in the county, but it is expected to pick up again. The TIM Fees that have been paid will be applied to projects when sufficient money is available to build them, the timeline and need for these projects is dependent on the amount of development that occurs.

Project Prioritization

- The projects built by the TIM Fees are not well thought out. US 50 does not have to be the only route in and out of the County. Several other roadways are supposed to be upgraded and would cost less to build, but have not been upgraded yet.
- The interchange at El Dorado Hills Boulevard should be updated because it could cause safety problems.
- Safety improvements in the Camino area should be a priority as the number of crashes in the area seems to be increasing.

Process Comments and Questions

- The question about whether higher or lower impact fees is preferred was not fair because the focus group members were not familiar enough with what the fees are, what they pay for, and how they are currently being used. They would prefer to discuss this matter in terms of what will be built and how much is needed to build it.
- When do developers pay TIM Fees, and how long does it take to build improvements once the fees are paid?
 - Most developers pay their fees at the time permits are issued. Improvements get built as the TIM Fee balance held by the county reaches the needed threshold to build the next project on the CIP priority list. In some cases, expensive projects may take several years to accrue enough funds to meet local matching requirements (if state/federal dollars are also being programmed) or to fully fund the project. In some cases, developers will build the improvement themselves, resulting in a TIM Fee credit that the county pays back over time.
- Why are developers allowed to build their projects before the transportation improvements are constructed? This leads to congestion that can last for a long time before the roadways are upgraded.
 - Any given development contributes a little to the overall roadway traffic volume. It is very uncommon for a single development to warrant major roadway upgrades on its own. Therefore, the developer must pay a fair share of the improvement based on the proportion of their impact to the roadways. Until enough development has been approved to actually warrant construction, improvements will not be built. CIP improvements are built in order of priority to ensure that the projects that are most important regionally are constructed first. If a development does have a major CEQA impact on its own, the developer may be required as part of CEQA mitigation to build the improvement as part of their project separate from the impact fee.
- It seems like TIM Fees are not always spent as planned.
 - TIM Fees are calculated based on the estimated cost to build a specific set of projects and the amount of development anticipated. Those projects are

prioritized and built in the order that they have the most benefit. Money paid by a developer in area Y may be spent on a project in Area Z, but Area Y will receive benefit from money spent elsewhere later on. The program is designed to balance costs and benefits to the greatest extent possible.

Public Agency Focus Group

Measures of Effectiveness

- With SB 743, will VMT be added to impact fee evaluation, potentially creating a double dip on impact fees?
 - SB 743 is a CEQA modification and does not directly impact developer fee programs. The change to VMT for CEQA could cause developers to have to mitigate for both metrics (VMT under CEQA and LOS for the TIM Fee as well as a CEQA condition of approval if the County retains LOS as part of its General Plan policies).
- The County is currently updating its General Plan. That update is reviewing both the current, and a Targeted General Plan Amendment land use growth forecast.

Development Patterns

- Developers will always advocate for lower fees to get a bigger return on their investment. Some were of the opinion that development will pay the required fees to build where they see opportunity and will not be dissuaded by higher fees as they will merely pass on the cost to the buyer or original land owner.
- How do El Dorado County impact fees compare with the City of Placerville?
 - The city has slightly lower impact fees than the county, but does not have much land available for new development.
- Does the impact program currently have any categories or accommodation for mixed-use or infill development projects?
 - There are no impact fee categories for mixed use at this time. The impact fees for mixed use projects are calculated as a sum of the individual uses. This update process will examine new categories to improve fee equity.

Project Prioritization

- The current TIM Fee program is geared to promote car mobility, and does not provide much incentive for better pedestrian mobility.
 - The TIM Fee is one tool to help the county manage developer impacts, but the approval process allows the county to make other requirements of developers where there is more flexibility to provide for pedestrian and bicyclist needs.
- Traffic is currently congested at times because of the lack of parallel connectivity to US 50 and bottlenecks at the interchanges. TIM Fee projects should be prioritized addressing these issues.
- TIM Fee projects should also be used to help enhance recreational and Safe Routes to School projects.

- The use of TIM Fee money is highly regulated, particularly in El Dorado County under Measure Y. There are many grant programs that can fund recreational and Safe Routes to School projects, but TIM Fees generally cannot.
- Red roads projects (roadways with identified geometric, safety or congestion that inhibit emergency responders) should be a high priority item for updating.
 - TIM Fees can only be used for projects where new development adds stress to the system. The red roads are usually outside of those impacts and are considered to be an existing deficiency with little to no added traffic growth resulting from new development so TIM Fee funding for these roadways would be small if not non-existent.

Process Comments and Questions

- Residential impact fees are much higher than neighboring jurisdictions.
 - Residential development pays for 84% of development fees. The remaining 16% from non-residential uses is subsidized by the County an additional 10%, meaning the non-residential development pays only about 6% of impact fees.
- Residential developers will be impacted much more than other developers by changes to the impact fee program in its current form.
- In general, this group would favor a higher impact fee allowing for more and better infrastructure projects. In the long run, it is better to build things well than to build them cheaply and have to rebuild them later. This applies for both residential and commercial/industrial developers.
- This group requested examples of fees developers have actually paid to get a better idea of where El Dorado County is in terms of high/low impact fees.
- Group requested to see examples of how TIM fees are actually applied to certain land uses.
- Anecdotal input included: individual who worked with a developer that would not locate in El Dorado County due the fees.
- Cost of construction is considerably higher in El Dorado County due to topography and rocks.
- TIM fees can actually increase property values (after improvements)
- Can TIM fees be assessed on approved development as it is constructed?
 - TIM Fees are applied at the approval process and are locked in at that time. Existing development is not and cannot be made liable for additional impact fees unless significant changes are made that bring them back through the approval process.
- Can the County do more to encourage or require developers to build improvements faster?
 - In some cases, developers have built larger improvements at the beginning of their projects far in excess of their TIM Fee obligations and are therefore owed repayment through the TIM Fee account. The TIM Fee program is currently in

debt to several developers for these improvements. Other ways that the county advances certain improvements is to require them as a condition of approval when a development creates a need on its own.

- The TIM Fee's planning horizon is 20 years.
- Where can TIM fee's be spent relative to where they are paid?
 - There are three accounts of TIM Fee money. A portion of TIM Fees from all TIM Fee zones are used to fund US 50 improvements. That proportion varies by zone relative to each zone's fair share of the impact to US 50. TIM Fee Zone 8, (El Dorado Hills) pays into its local road impact fee, and those fees are spent only within Zone 8. The other seven zones pay into their local road impact fee but these funds can be spent on projects anywhere in those zones. US 50 interchange projects are funded partially with the US 50 fees and the local road fees.
- Are developers given discretion to "buy in" and address existing deficiencies as part of the TIM Fee program?
 - The TIM Fee program can only address the incremental impact of new development on existing deficiencies (no quantum fixes). Developers may choose to address off site deficiencies that impact the value of their property as part of the approval process.
- Focus group members would like to see a list of projects that have been built with TIM Fees.
 - The project team will make that information available on the project website.
- Focus group members in general did not think fees were being applied adequately to address the following: emergency services; need for sidewalks for safe routes to school; and, landscaping.
- Some indicated that Measure Y has been a huge success – have used the fee collected to implement important and needed improvements.

Economic Interests Focus Group

Measures of Effectiveness

- The TIM Fee program does not help with tourism access to the county, particularly the SR 49 connection to I-80.

Development Patterns

- Commercial development is discouraged by impact fees. Retail development, ie Target, takes trips from other retail and reassigns them. Residential development is where the trips are actually generated.
 - This is generally true at the time of construction, but commercial developers do not build assuming that they will subsist off of business taken from competitors. They build based on anticipated growth and underserved markets. Retail development has been proven generate traffic over time.
- How does the TIM Fee program address agricultural development?
 - The current TIM Fee assigns agricultural uses to the warehouse land use category.
- Is El Dorado County addressing land use? Should the county consider more commercial development, particularly in the Missouri Flat Road area?
- The TIM Fees put an additional barrier to affordable housing in El Dorado County, causing additional traffic as people commute into the county for service jobs that cannot pay for local housing.

Project Prioritization

- Why is US 50 a special category for all TIM Fee zones? Some areas of Zone 4 in particular can use I-80 as a more convenient route.
 - The proportion of fees from a given TIM Fee Zone that are assigned to US 50 are determined by the travel demand model and the amount of traffic from that zone estimated to use US 50. For most of El Dorado County, US 50 is the primary east-west route.
- Is the CIP and TIM Fee program considering alternative routes to US 50?
- The TIM Fee program does not help prioritize emergency access in El Dorado County.

Process Comments and Questions

- Where can TIM Fees be spent?

- Measure Y has strict rules on where impact fees can be spent and what they can be used for. TIM Fees can only be used on projects that directly mitigate development impacts identified at the time of approval.
- Many developers prefer to pay fair share fees for improvements. The alternative would generally be that they have to build the improvements themselves.
- The TIM Fee program is an anti-growth measure intended to discourage new residential development in El Dorado County.
- Caltrans is no longer willing to fund new highway capacity, therefore developer fees are needed to keep US 50 functioning.
 - Caltrans has not significantly changed its funding strategy for highway maintenance, but El Dorado County must compete with other rural counties for highway funding. Being able to provide local match dollars makes El Dorado County far more competitive for state grants.
- Higher impact fees are likely to further discourage growth. This focus group would rather see them stay the same or be lower.
- The question on impact fee levels is not worded very well. The tradeoff between infrastructure and impact fees is too complex to answer in this way.
- The program has been used to fund many great improvements to the roadway system. But they may not have been used fairly as some users have paid more than others, while some important improvements have not been built.
- TIM Fees are more efficient than having each development conduct an independent study and building piece-meal improvements.
- El Dorado CTC should be a more vocal partner in transportation planning efforts including this one. It is too “siloeed” and is not coordinating with the County on land use issues. They did a study of SR 49 in Diamond Springs without seeking County input. This lack of outreach does not properly incorporate community interests.
- TIM Fee program has not been transparent enough and the County’s motives and priorities are not clear.

Resident Focus Group B

Measures of Effectiveness

- The TIM Fee doesn't do enough to address impacts of tourist related activity such as Apple Hill. If people have to face horrible congestion to reach local amenities, they are more likely to go elsewhere and residents still have to deal with tourist traffic.
- The CIP should be considering latent demand when looking at prioritization. Many trips that would occur are not because of inadequate infrastructure.
- How does the TIM Fee/CIP program address US 50 congestion sourced in Folsom? Queues often spill back into El Dorado Hills for traffic bottlenecked in Sacramento County.
- MMLOS should be considered as an impact measurement for development in El Dorado County.
- Would like to see the program distinguish between active transportation and vehicular improvements.
- Would like to see the % of the CIP spent on active transportation improvements.
- Need to establish a CIP element for active transportation.
- Would like to see a jurisdictional comparison – based on: total fees and fees collected.

Evaluation Tools

- Caltrans is currently challenging the validity of the El Dorado County Travel Demand Model. How is that being addressed?
 - Caltrans' challenge to the model is that the model forecasts weekday peak period volumes and does not evaluate highly seasonal weekend traffic which is likely the true peak in El Dorado County. Measure Y and standard industry practice dictate that the model needs operate this way for consistency. The county is working with Caltrans to clear this issue.

Development Patterns

- Single family home builders who are not developers are unfairly impacted by the high residential fees. This fee makes some families unable to build in El Dorado County.

- One focus group member worked with a developer to appeal the impact fee. The appeal failed and the developer abandoned the project.
- The current fee levels for commercial development are more appropriate than the residential fees.
- Commercial development is driven to Folsom by El Dorado County's impact fees, slowing down economic growth in the county and sending tax dollars out of the county as well.
- El Dorado County residents need a car to get around. People are favoring walkable communities these days making El Dorado less attractive to younger people.

Project Prioritization

- Are bicycle and pedestrian projects considered in the TIM Fee program?
 - Measure Y and the overall goals of the TIM Fee program make it unlikely that exclusively bicycle / pedestrian projects would be funded this way. There are other programs and process where these projects are funded, including the development approval process.
- How much of the CIP budget is used to build active transportation projects?
 - It is difficult to evaluate this amount because it changes year over year and often active transportation projects are incorporated as part of a larger roadway project. Prior CIP project lists will be made available on the project website.
- Alternatives to US 50 and SR 49 should be developed such as a bridge to Auburn.
- There are still projects from the prior TIM Fee program that have not been built. Why have some projects such as widening Green Valley Road, not progressed?
 - The latest annual TIM Fee report will be made available on the project website.

Process Comments and Questions

- What other development fees are collected by the county, and how much of the total fee burden does the TIM Fee represent?
 - That information varies by development type and TIM Fee zone. Information will be gathered and made available on the project website.

Attachment 6
March Focus Group Summary Notes

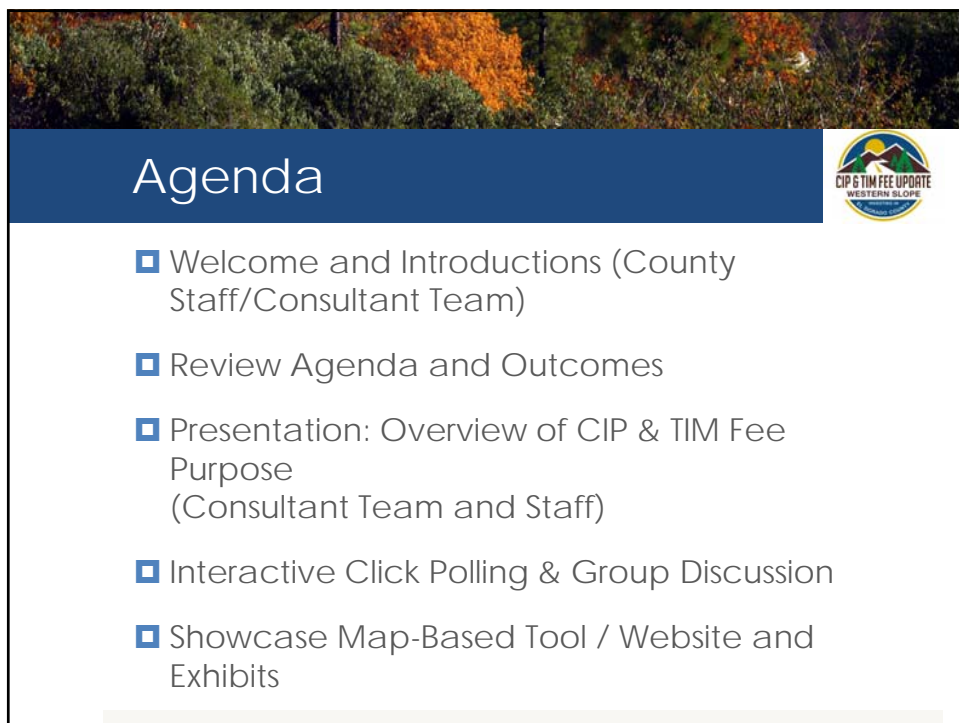
- TIM Fee is a difficult program to fund projects with, because if development is slow, then the county won't have enough money to build the project, despite other developers having already paid into the program.
- The existing fee structure was developed to attract non-residential development/jobs but has it worked? Participant opinion – no. Time to re-look.
- This group would prefer to have a nice infrastructure development program, but would want to make sure that impact fees are no higher than necessary. Higher impact fees will hurt housing affordability.
- How much of a local match is typically required for grants?
 - It depends on the grant program, but 20% match is typical.
- How much of the CIP is funded by the TIM Fees?
 - It varies year to year, but the prior CIP documents will be made available on the project website.
- Is Caltrans providing less funding for US 50 and SR 49 causing greater reliance on TIM Fees?
 - Caltrans is continuing to support system maintenance including maintaining adequate level of service. Caltrans resources have not significantly increased or decreased. It is easier for Caltrans to fund projects with a local match.




Western Slope CIP and TIM Fee Update Presentation



The slide features a scenic background of a mountain range with snow-capped peaks and evergreen trees. A dark blue horizontal band across the middle contains the title in white text. Below the band, a white rectangular area contains the project logo, which depicts a stylized mountain range with a sun and trees, surrounded by a yellow and blue circular border.




Agenda




- ▣ Welcome and Introductions (County Staff/Consultant Team)
- ▣ Review Agenda and Outcomes
- ▣ Presentation: Overview of CIP & TIM Fee Purpose (Consultant Team and Staff)
- ▣ Interactive Click Polling & Group Discussion
- ▣ Showcase Map-Based Tool / Website and Exhibits

The slide features a background image of autumn foliage in shades of orange and green. A dark blue horizontal band at the top contains the word 'Agenda' in white text. To the right of the band is a small version of the project logo. The main content is a list of five agenda items, each preceded by a blue square icon with a white 'C'.




Purpose of Tonight's Meeting




- Understand the purpose for the Capital Improvement Program and Traffic Impact Mitigation Fee Updates
- Understand the purpose of impact fees
- Collect input on the process
- Provide information on the process and how to stay involved.




Capital Improvement Program




- Develop a CIP that supports the General Plan and addresses current deficiencies AND future needs
 - Address the implications of planned growth on mobility and accessibility
 - Maintain quality of life for residents of El Dorado County
 - Consistency with Measure Y



Purpose of the Traffic Impact Mitigation Fee Update



- Required by state law (per AB1600: Government Code Section 66000)
- Ensure the program addresses new legislative requirements.
- To ensure the fees reflect the latest traffic monitoring, traffic projections and infrastructure cost data.
- To ensure the fees reflect and are consistent with the County's General Plan



Traffic Mitigation Fee



- Develop a TIM Fee that supports the project identified in the CIP for FUTURE needs caused by NEW development
 - Ensure that future development pays for its fair share to mitigate impacts
 - Ensure that the CIP is financially constrained



What are TIM Fees?



TIM Fee Versus CEQA




Expedited Building=
Upfront Investment




How are traffic needs determined?




- ▣ Roadway Level of Service – County Adopted Standards
 - ▣ Roadway Capacity Threshold
 - ▣ Roadway Daily Volume
- ▣ Existing Deficiencies
 - ▣ Traffic Counts
- ▣ Future Deficiencies
 - ▣ Travel Demand Forecasting Model




How are traffic needs determined?



- ▣ Travel Demand Forecasting Model
 - ▣ Unincorporated: County General Plan Land Use
 - ▣ Unincorporated: County Targeted General Plan Update Amendment and Zoning Ordinance Update
 - ▣ Incorporated: SACOG MTP/SCS Preferred Land Use Scenario
 - ▣ Permit data from 2010 – 2015 used to update
- ▣ Caltrans and SACOG accepted model and we are continuing to work with both agencies.



How are TIM fees determined?



- ▣ Based on traffic counts, determine where existing roadway deficiencies are.
- ▣ Based on future growth, based on the County's historic growth trend, and traffic modeling determine where future roadway deficiencies will be.
- ▣ Determine total infrastructure cost needed to remedy roadway deficiencies.



How are TIM fees determined?



- ▣ Based on projected growth allowed under the County's General Plan, determine new development's contribution (Fair Share)
- ▣ Determine other anticipated federal/state/local funding
- ▣ Determine TIM fee



Who pays the TIM fees?

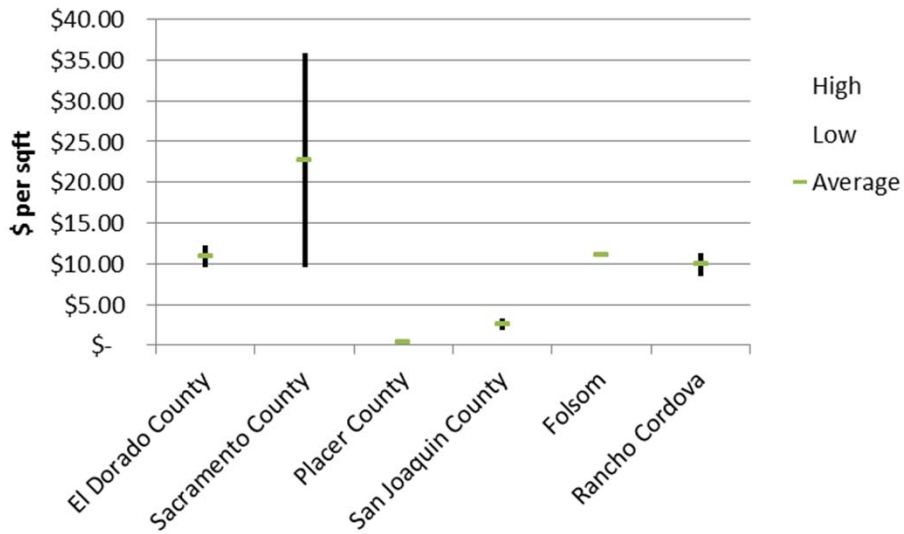


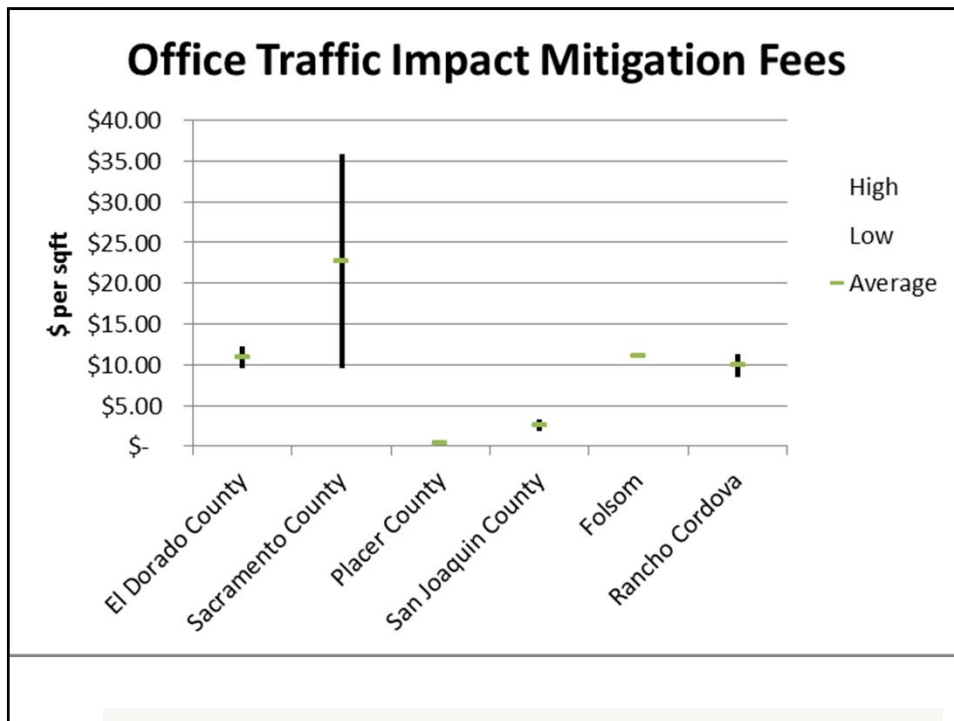
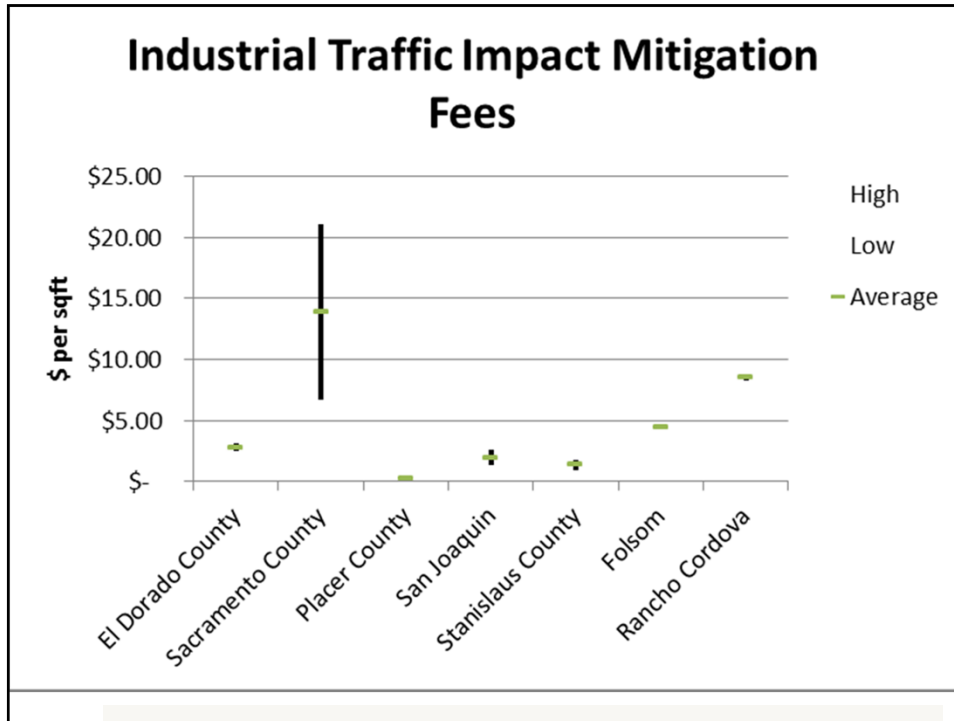
- ▣ Applies to new development ONLY
 - ▣ Residential developers
 - ▣ Commercial developers
 - ▣ Industrial developers
 - ▣ Anyone developing property that will add vehicle trips to county roadways
- ▣ Does not apply to existing development

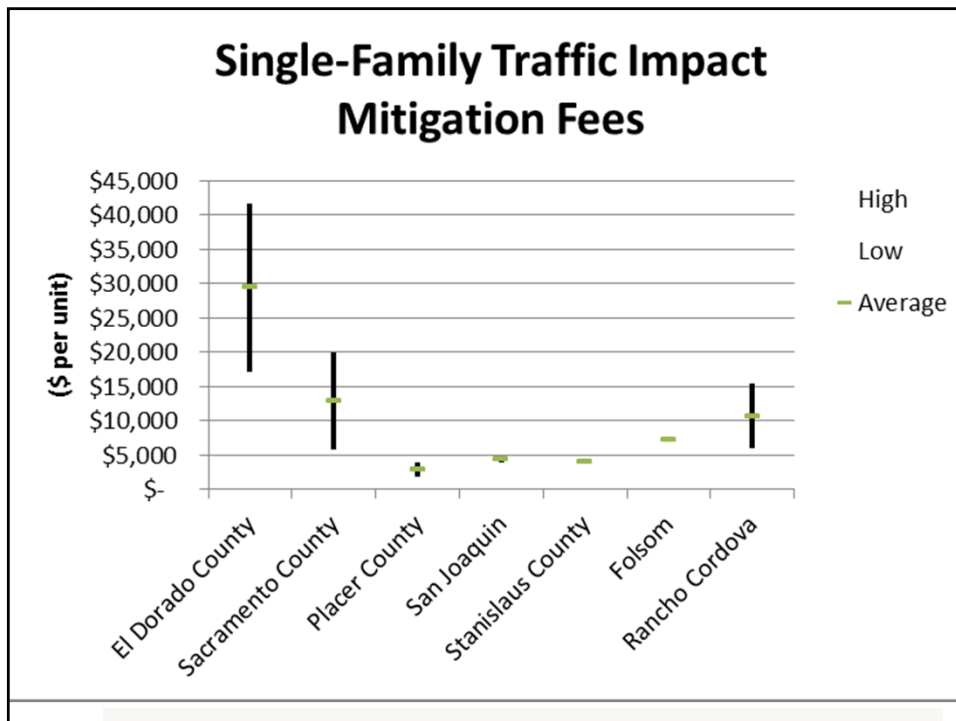
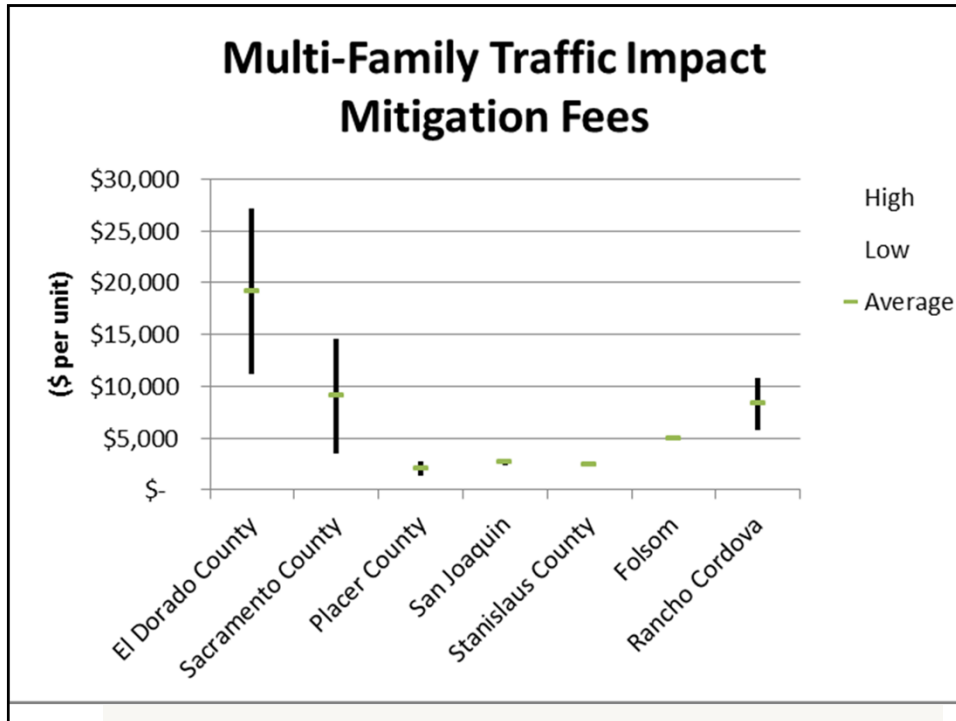


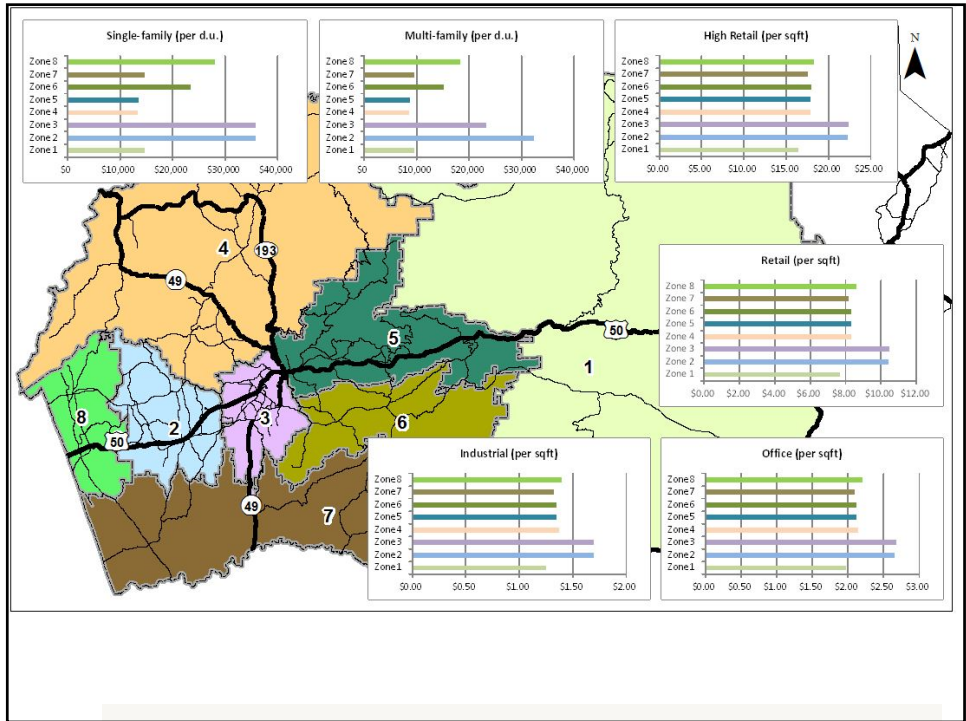
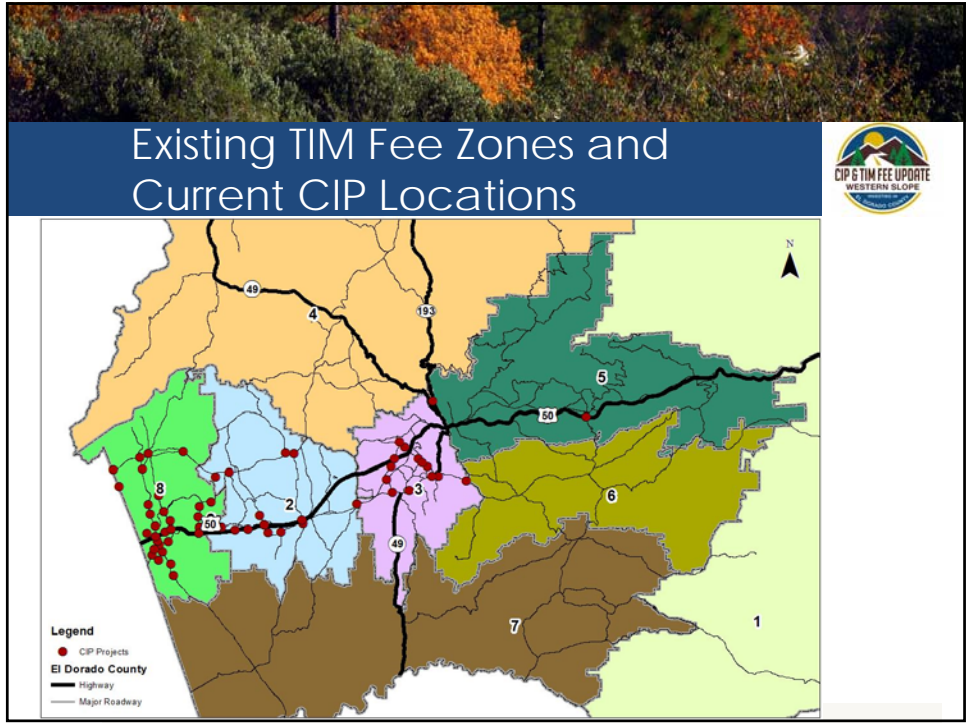
Current TIM Fee Structure


Retail Traffic Impact Mitigation Fees













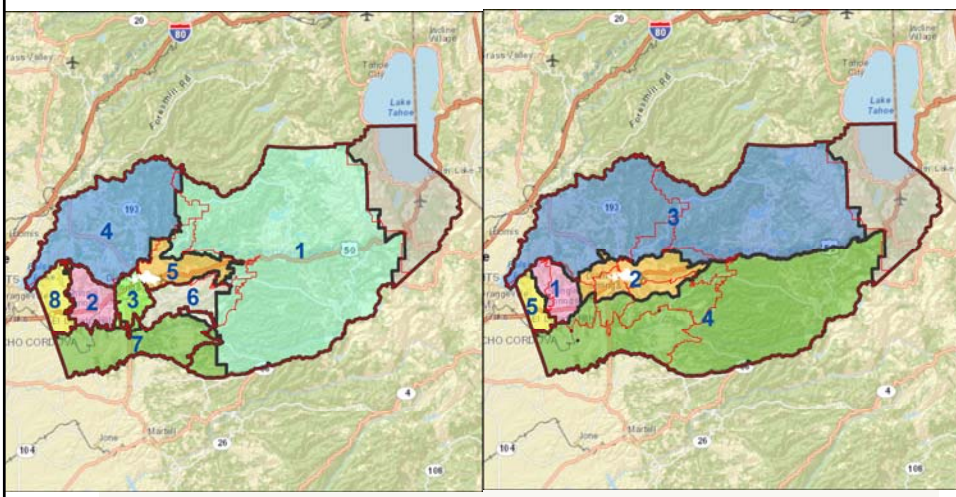

Existing TIM Fee Structure

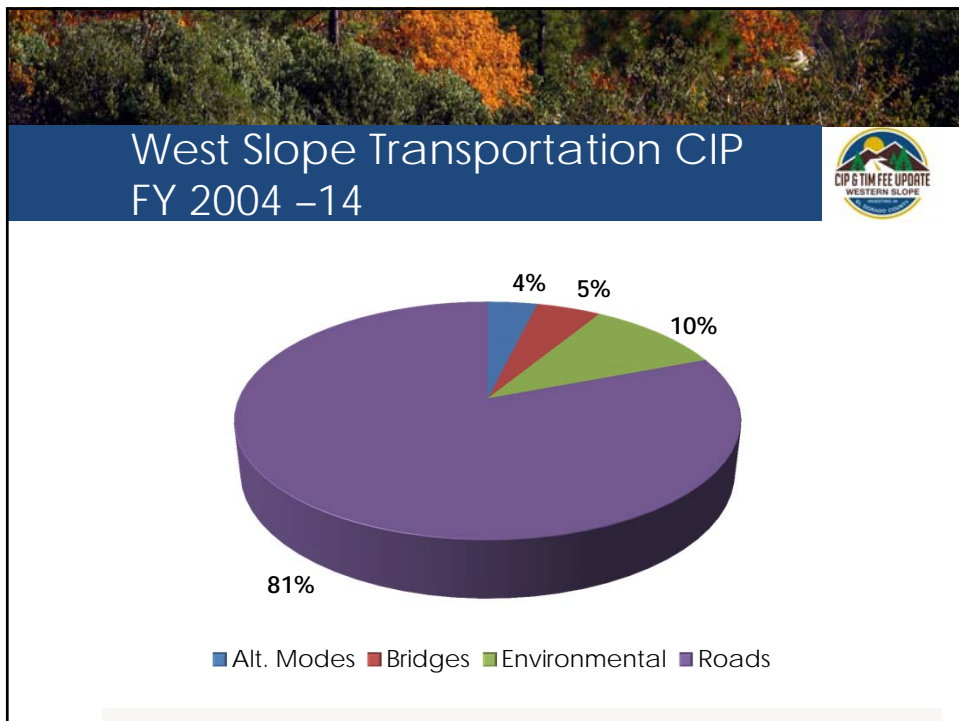
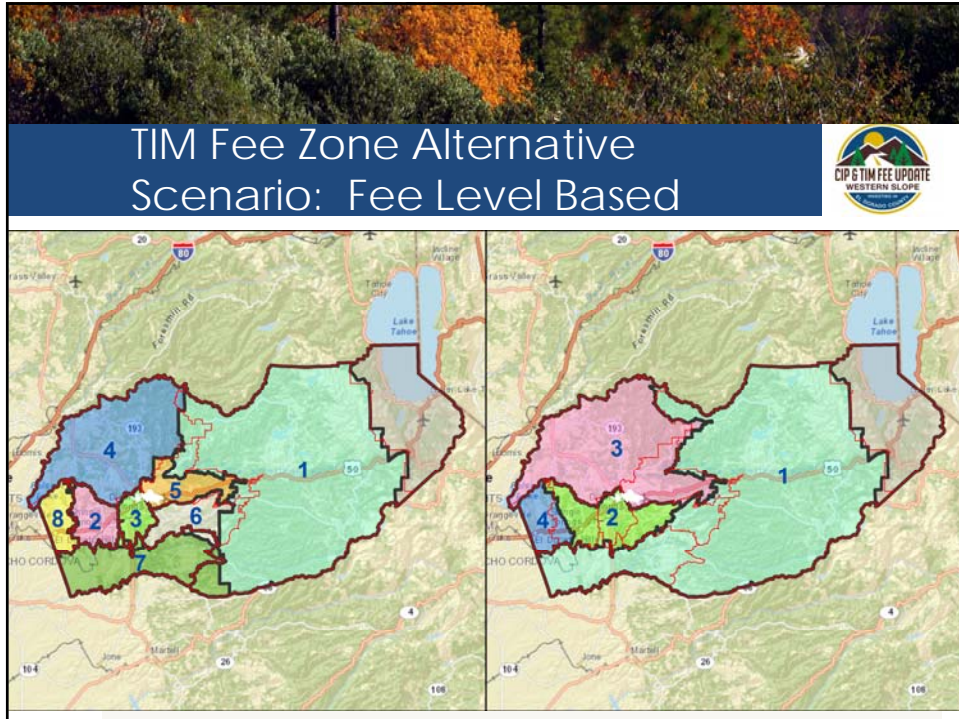


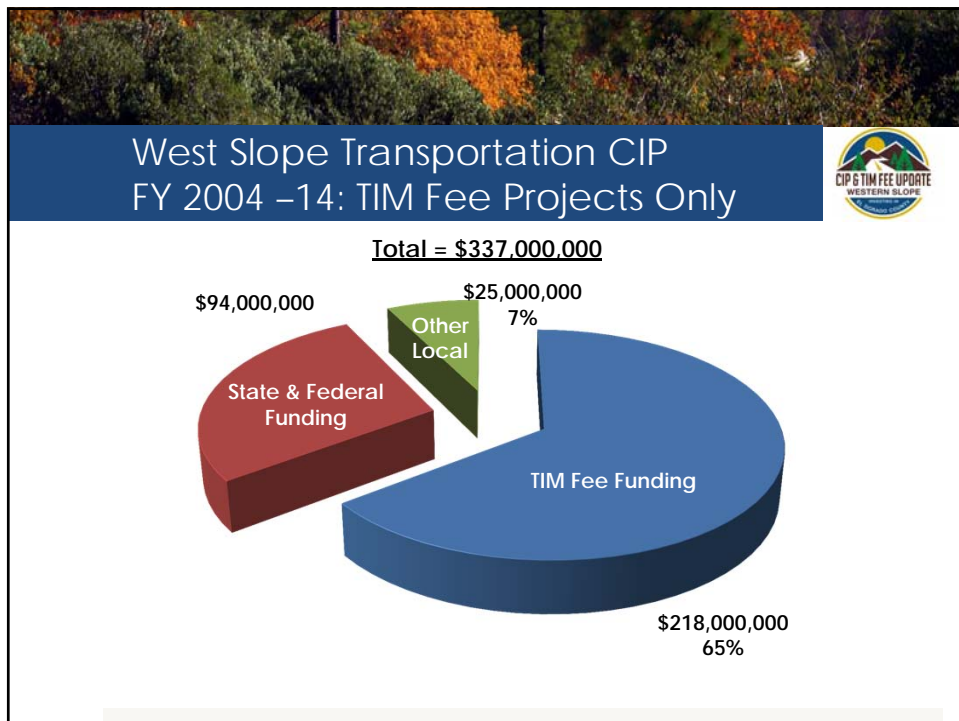
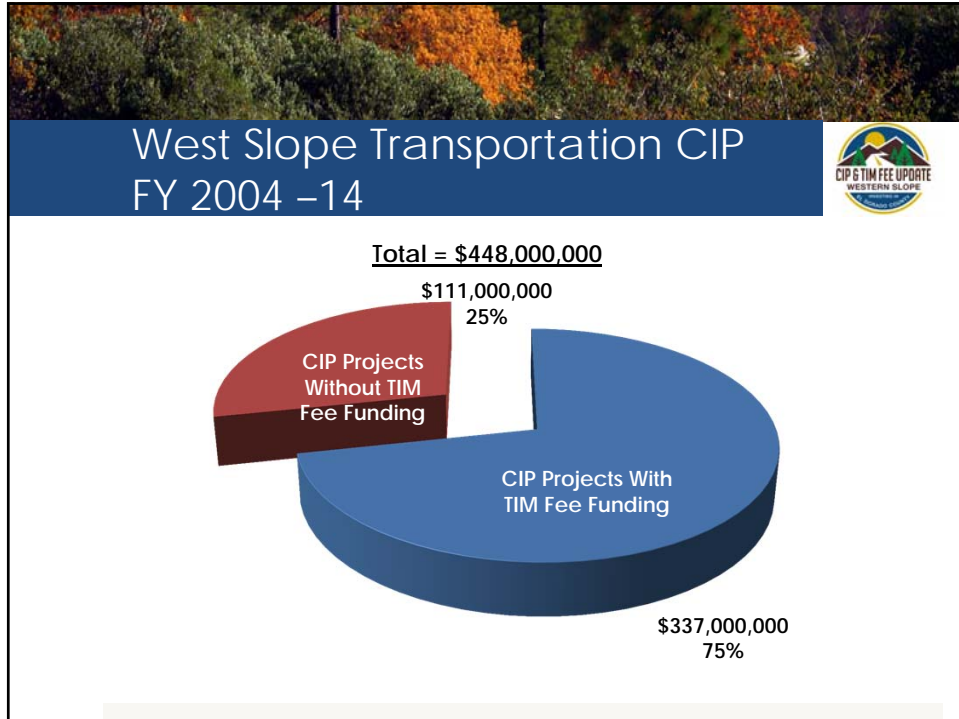
- Capture alternative funding sources as applicable
- State/Federal Discretionary Funding (SACOG)
- Historical Success of procuring grant funding
- Other funding sources
 - Fee Benefit Zone Structure will be evaluated to potentially provide greater equity and to simply program
 - Fees may go down in some areas but increase in others



TIM Fee Zone Alternative Scenario: Population Based











West Slope Transportation CIP FY 2004 –14: Top 10 TIM Fee Projects



- U.S. 50/Missouri Flat Rd. Interchange Improvements
- U.S. 50/Silva Valley Parkway Interchange
- U.S. 50 HOV Lane: El Dorado Hills to Bass Lake Grade
- Latrobe Rd. Widening
- Green Valley Rd. Widening
- U.S. 50/El Dorado Hills Blvd. Interchange
- El Dorado Hills Reimbursement
- White Rock Rd. Realignment & Widening
- White Rock Rd. Widening
- Bass Lake Rd. Realignment



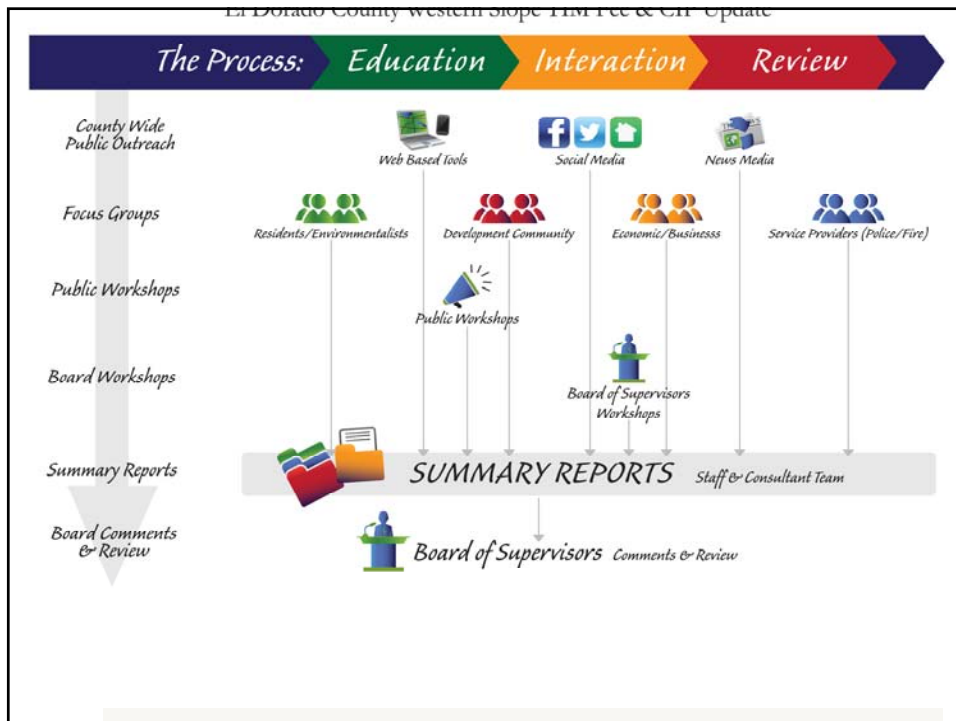
What causes fees to be high?



- Due to growth funneling traffic onto limited roads (primarily to/from US 50) and lack of parallel routes and transit
- Measure Y
- Cost of design and construction improvements due to topography
- US 50 Improvements are expensive
- CIP costing includes ROW costs



Next Steps







Public Outreach Approach



- ▣ Collateral materials promoting effort and encouraging participation
- ▣ Focus Groups and four traditional workshops with community in multiple locations
- ▣ Coordination and outreach to development interests
- ▣ Online engagement



Public Workshops



- ▣ Wednesday, April 8, 2015
6:30 p.m. - 8:00 p.m.
Pleasant Grove Middle School
Multi-Purpose Room
2540 Green Valley Road, Rescue, CA 95672
- ▣ Thursday, April 9, 2015
6:30 p.m. to 8:00 p.m.
El Dorado County Office of Education
Building L
6767 Green Valley Road, Placerville, CA 95667

EL DORADO COUNTY WESTERN SLOPE UPDATE

[PROJECT OVERVIEW](#) [INTERACTIVE MAP](#) [MEETINGS AND WORKSHOPS](#) [DOCUMENT LIBRARY](#) [CONTACT](#)



Western Slope Capital Improvement Plan and Traffic Impact Mitigation Fee Program Updates

Welcome to our project website! This site was developed to provide the public with easy access to all of the information pertaining to El Dorado County's Major Update to the West Slope Capital Improvement Program and Traffic Impact Mitigation Fees. The project area includes the parts of the County that are outside the Tahoe basin, west of Echo Summit. We hope you will participate in this process by signing up for eNews, using our

Public Workshops!

Join us for our first round of workshops!

Wednesday, April 8, 2015
6:30 p.m. - 8:00 p.m.
Pleasant Grove Middle School
Multi-Purpose Room
2540 Green Valley Road
Rescue, CA 95672

Thursday, April 9, 2015



Subscribe to our mailing list

* indicates required

Email Address

Attachment 3

EDC TIM Fee and CIP Update Workshop 1 – April 8, 2015

Notes on Discussion during Presentation

General questions/responses

Understanding the notes below:

- *Main bullets indicate specific or general questions/comments shared by community members present.*
 - *Sub-bullets summarize the responses provided by staff and consultant team members.*
- Clarifying question regarding if/when developers pay beyond the TIM Fee.
 - Team clarified that such a situation can happen if a development triggers mitigations that needed that go beyond contributing the previously identified CIP projects.
- Clarifying CEQA and SACOG acronyms.
 - CEQA = California Environmental Quality Act
 - SACOG = Sacramento Area Council of Governments
- Is TIM Fee going to be applicable to multiple counties?
 - No. It only applies to unincorporated EDC. Do want to be consistent with regional growth assumptions in the SACOG model.
- How does the permit data from 2010 to 2015 compare to what was previously forecasted for the current TIM Fee program?
 - Because of the recession and lack of growth due to the recession – seeing about a five year delay in the previously forecasted growth.
 - Note that 2015 baseline is based on empirical data – ground-truthed with the permit data mentioned above and as well as traffic counts taken within the last three years.
- Concern about amount of money being charged to developers – community member feels as though it doesn't reflect fair share based on impacts.
 - Now able to account for the recession and make better estimates for the future to be able to revise the current TIM Fees.
 - Measure Y also requires that full TIM Fee pays be paid by developers. In other jurisdictions, staff or decision-makers have the ability to decide to subsidize or reduce the TIM Fees in pre-specified circumstances. However, Measure Y does not allow such flexibility in unincorporated El Dorado County.
- Define MTP
 - Metropolitan Transportation Plan
- Define SCS
 - Sustainable Communities Strategy

- Clarifying permit data discussed above.
 - Permit data is residential permit data and non-residential permit data. These are building permits that are for developments now generating or will soon be generating trips.
- Travel Demand Model developed by previous consultant forecasted more students and jobs than what has materialized – and in actuality the number of students and jobs are going down.
 - For this TIM Fee and CIP update activities, the model baseline has been updated to be based on recent empirical data.
 - Issue at hand is the rate at which the forecasted growth will occur.
 - Empirical data collected indicates that in some areas traffic volumes are rebounding and are starting to reach levels close to the previous high that occurred in 2005/2006.
 - Prior forecasts have projected 3% growth per year. This update process is starting with an assumption of 1% growth per year – which was approved by the Board of Supervisors.
- Concern that growth projections assumed are the wrong type – community member feels as though there is a higher degree of growth in the retirement community which is different than families with children.
- Concern about individual residents wanting to develop/build single-family homes on their own property being hindered by high TIM Fees.
- Concern regarding the data for US 50 that shows trips are down; while a community member feels their own experience is that volumes on US 50 are higher.
- General concerns about what the forecasted growth includes as part of the assumptions for the TIM Fee and CIP update.
 - Forecasted growth includes approved plans and approved projects. It does not include proposed projects until they are approved. Forecasting growth consistent with the adopted General Plan.
 - El Dorado County requires analysis specific to proposed projects to identify their impacts and appropriate TIM Fees applicable – traffic studies, etc.
- Do the models capture the cultural change of millennials living more in town centers or city centers?
 - Two things occurring in the above mentioned phenomenon – 1) clustering land use and land use types to shorten trips; and 2) facilitating different mode use.

- Yes, the model takes those items above into account – to the degree it is consistent with the General Plan and is appropriate for El Dorado County.
- What access will the public have to review the data and provide input?
 - There are currently materials on the project website and the team welcomes input on materials provided.
 - Currently about 1.5 months into a 12-month project that includes additional meetings and interactions with focus groups and general public.
 - A focus for this update is transparency and as such will be providing the data and reports used to inform the TIM Fee and CIP update on the project website.
- There is a document a community member generated that discusses the inventory of currently approved lots in El Dorado Hills, Cameron Park, Shingle Springs, Diamond Springs and Eldorado – 1700 available lots to build on.
 - The General Plan includes 17,000 lots.
 - Difference in numbers above could be that the 1700 lots are those that are approved and ready to pull building permits.
- Explain the fair share for developer – what is it based on?
 - It is based on the percentage of net new trips and the repairs/improvements required to serve the new trips.
- Currently have a lot on which to develop a single-family home would incur \$35,000 in TIM Fees. How is that fair share?
 - Proximity to CIP projects within a TIM Fee zone can increase the TIM Fees. Measure Y prevents staff and decision-makers from reducing the TIM Fee for specific contexts such as a land owner wishing to construct or add a single-family home to an existing lot.
- Clarifying funding for existing deficiencies (not created by development)
 - Funding for existing deficiencies comes from state and federal monies as well as voter approved taxes. To the extent a developer's development generate trips that worsen an existing deficiency, the developer has to pay to mitigate their specific contribution to deficiency.
- Was the money spent on bridges federally funding? Would we get a better picture of fair share by removing the bridges from the data?
 - Could remove the bridge cost data in the pie chart – but it's a small percentage so the basic picture remains the same.
- How much of the numbers shown are debt?

- The \$25 million liability owed by TIM Fee to developers are not captured in the pie charts. That is captured rolling forward when rolling out the CIP.
- Would it be more correct to say the consumer rather than the developer? Who do you refer to when you say developer?
 - Three places where the burden of the fees could fall – developer (shorter profit margin), consumers (higher prices), land owner (get less for their land when trying to sell or develop it).
- Generally, feel like the rural land owners bear the burden in the scenario above. Individual land owner, individual home owner. Rural County has seen little to no improvements or development.
 - Agree – good point. There are tools/resources that rural land owners could consider – deferral programs and other options.
- Why are the residential fees high?
 - Cannot differentiate between a single-home owner developing a new home vs. an out of town development that adds many more homes.
 - Traditionally, residential splits the burden between office, retail, etc. at about 50%/50%.
 - However, a more critical evaluation led to recognition that residential creates the need for other land uses therefore, the Board of Supervisors decided to give residential more of the TIM Fee burden arriving at: 84% residential and 16% commercial as the current policy decision within the TIM Fee.
 - Measure Y requires the County to charge the maximum TIM Fee – many counties don't require that and can offer lower fees under specific circumstances. Measure Y does not allow that approach and so residential fees remain relatively high.
- Current comparison of the fee program to other locations – encourages non-residential development. But those businesses won't come unless there are residents.
 - Agree – good point.
- Maybe create more TIM Fee zones to separate out the rural areas so they are not associated with large capital projects associated with growth elsewhere in the County.
 - This could be explored. However, if the zones become smaller, there are fewer potential developments to spread the fee across and so the fees may still remain high.
- Has the County considered a way to collect the fees over time?
 - A common way is to use SKIP financing and Melo Roos.

- Understand that TIM Fee pays for initial construction but don't contribute to the maintenance?
 - Correct. Maintenance is a challenge but not within the scope of this study.
- Finishing Saratoga to Iron Point – would be a huge help to US 50.

Questions Posed to Community Members

Understanding the notes below:

- *Main bullets indicate the questions the staff and consultant team posed to community members within the interactive portion of the presentation.*
 - *Sub-bullets summarize the responses from community members present.*
- Some present believe that the current fees are not equitable. What's not equitable about the fees?
 - Residential is too high of the percentage.
 - Not equitable based on who is carrying the burden.
 - Current TIM Fee program is based on bad analysis and numbers.
 - Fees should be better used to relieve congestion. Not a believer in HOV lanes
 - Green Valley Road, Saratoga – Are examples of roads that need specific improvements.
- To your knowledge, has the TIM Fee ever prevented development?
 - 7 = yes and 2 = no
 - Community member has three properties in El Dorado County and is not developing any of them due to the fees – there would be no profit. The fee increases, since initially purchased the land, for adding on to two single family homes has been from \$30k to currently \$85k in fees. With respect to developing other land uses, the vacancy rate for office and retail are too high – so there is no point to develop new and cannot get a loan at the moment for those types of uses. For Senior Assisted Living development the TIM Fees are \$403k; for assisted living development with 75 occupants.
- Does TIM Fee deter economic development?
 - Yes = 7; No = 1; Don't Know = 3
 - Fees now are too high and based on poor data. Growth projections are too high – generating fees too high to enable development.
- Information will be available online to continue to gather input from community members.

- How will the public input be reflected in the analysis and ultimate decisions made?
 - Returning to the public and Board of Supervisors with the input received, description of how that will be incorporated into the analysis, and next steps.
 - Going to be specifically looking for input on the existing deficiencies – this will help in developing the CIP update.
 - Key goals discussed with the Board of Supervisors at project kick-off presentation:
 - CIP that is consistent with General Plan and implements the General Plan
 - TIM Fee that is consistent with state law and appropriately pays for the CIP
 - Consider and evaluate ways to reduce the TIM Fees

Attachment 4

EDC TIM Fee and CIP Update Workshop 2 – April 9, 2015

Notes on Discussion during Presentation

General questions/responses

Understanding the notes below:

- *Main bullets indicate specific or general questions/comments shared by community members present.*
 - *Sub-bullets summarize the responses provided by staff and consultant team members.*
- Explain US 50 and allocation of federal funds vs. TIM Fees. Are any of the TIM Fees put on US 50? And how are those TIM Fees allocated?
 - There are 8 TIM fee zones in EDC and the degree to which TIM Fees are used in a project on US 50 project will vary based on the zone and proximity to US 50. The TIM Fees collected have a local road component and a Highway 50 component.
- Are you going to address the down shift in traffic? Residents should not have to pay for through trips on US 50.
 - Existing deficiencies are based on actual traffic counts obtained within the last three year which reflects the drop in volume due to the recession.
 - Current assumption for the major update is an annual average growth is 1% per year for residential growth within the existing general plan land uses; this is what the future deficiencies will be based on.
- Concern about growth adjacent to El Dorado County creating additional deficiencies that El Dorado County development would have to pay for through the TIM Fee program.
 - Evaluation for TIM Fee removes interregional travel from consideration in developing the TIM Fee levels.
 - Saratoga extension as well as other similar projects is being looked at as part of this update, so they remain on the CIP list. Current considerations are more about the timing of the project not whether or not it will occur. There is an application for development along Saratoga that if approved would be paying into the Saratoga extension project, which would facilitate its implementation.
- Community members feel strongly that CIP projects need to address parallel capacity needs – routes parallel to US 50 to reduce the need for travel on US 50.

- Agree – encourage community members to use the online interactive map to suggest projects or show support for existing CIP projects by adding comments to the map.
- Are traffic counts time stamped?
 - Yes, absolutely.
- Aren't the projects already set by the General Plan?
 - For the CIP update, we take a clean snapshot based on existing volumes and updated volume forecasts – this could show that previously needed projects are no longer needed because the deficiencies did not materialize or no longer exist due to reduced traffic volumes or other implemented projects have alleviated the need.
- Can existing deficiencies be fixed using TIM Fees?
 - Yes, to the extent that a development contributes to trips to an existing deficiency the development would need to pay TIM Fees proportional to the trips that are being added and the level of improvement needed to return the facility to how it operates under existing conditions. For example, if a development degrades a facility from Level of Service (LOS) E to LOS F, that development would be responsible for improvements to return the facility to LOS E (but not improve the facility to County standard of LOS C).
- General feeling of community members of uncertainty about what the travel demand model is showing for existing conditions. And generally felt that previous analysis conducted for the TIM Fee program was a black box.
 - This update process is completely transparent and is (and will continue to) provide available documents and data on the project website.
 - This includes model documentation as well as other related documents.
- Previous base year for the model was 2010, which some could argue that 2010 was a poor base year. Now you have updated the model to a base year of 2015. What projections are you going to make - to what future year?
 - The reason the model was updated to a base year of 2015 was so that the developments that occurred from 2010 to 2015 are reflected in the model. Providing a solid and accurate base year to forecast from.
 - From the 2015 base year, we will be forecasting growth to a horizon year of 2035. Policies within the General Plan require a 20-year forecast.

- This model could project to whatever number of years we wanted to – if we wanted to.
 - Correct. We need to project 20 years into the future for the purpose of using the model to update the TIM Fees and CIP.
- Please speak to the assumptions related to the growth over the 20-year period.
 - The allowable growth that is going to be used is an average of 1%/year for residential growth.
 - Of the forecasted 1%/year – 75% of growth is forecasted along US 50 and 25% in the rural areas. If the County approved tomorrow a large development, doesn't mean the growth the projections would change. The market governs the growth projections. Some decisions at the Board of Supervisors level can influence where and what growth occurs within the County – the market determines the amount of growth.
 - Growth projections are based on a County historical trend.
 - The TIM Fee update and CIP update has to happen every five years, so there is an opportunity to adjust for unexpected growth if it occurs.
- Concern about building on the prior model and the quality of outputs by building off of the prior modeling. Previous forecasts were very poor – VMT are down, school enrollment is down and so forth. Understand that the last model was a base of 2000 and not 2010. At a national level, federal government is forecasting essentially no growth for the country.
 - This update includes fresh data to use for the modeling data to improve the forecast and improve the outputs from the model.
 - The previous model was predicting roughly 3%/year growth and the recession hit. The model created and being used for the update now reflects the recession and a reduced growth projection.
 - The team built from 2010 base to 2015 base because there was 2010 census data that provided valuable data to use within the model.
- Appreciate the transparency being provided by the team. On the charts displayed, there are reasons given for the reduction in traffic volumes. What is the analysis say about the 1 in 5 homes that are vacant?
 - Team believes that many people own second homes in the vacation areas of the county resulting in the statistics of 1 in 5 homes being vacant.
 - Model is validated to existing conditions with existing counts and therefore the model takes into account the effects of the vacancy/second home phenomenon in the County.

- General question about Placer County’s growth.
 - The difference between El Dorado County and Placer is that Placer experienced much of their growth in incorporated areas relative to El Dorado County’s growth in unincorporated areas.
- How are the fees calculated mathematically? Is there a difference between how it is calculated for incorporated vs. unincorporated areas?
 - The approach and calculations are the same. The outcomes tend to be different because unincorporated areas tend to include more lane miles and fewer potential developments to share the cost of needed improvements.
 - In El Dorado County, the unincorporated county includes the state highway (US 50).
- Why not create more fee zones (e.g., 12 zones)?
 - The total fee for the County remains the same. Therefore, if you shrink the zones the number of potential developers to share the burden is smaller so it may not shrink the fee that individual developers experience. Having more potential development share the burden of the fees, helps to shrink the fee.
- Fee Zone 8 already has a lot of debt and commitment to pay back. Would changing the zones change that debt?
 - No. The existing agreements for the current zones will continue to be tracked until the debts are paid.
- How far out do we have debt?
 - Debt is probably not the right the word for it. There is no term to it – it is more like an accounts receivable. The reimbursement to developers occurs as new growth occurs and the County receives new fees.
 - The team will be analyzing the individual agreements to understand how those individual agreements drive the revenue.
 - Currently three accounts – Zone 8, Zone 1-7, US 50 Account
 - Currently, if you pay TIM Fees for a zone within the same account, remains in that account and all TIM Fees zones pay some portion into the US 50 account.
 - Debt is also tracked by zone.
- Is it possible to stop using the term “Fair Share”? It is misleading based on what it means in the TIM Fee program.
 - How about the term “reasonable relationship”?
- Was El Dorado Hills being reimbursed?

- El Dorado Hills reimbursement is a line item as a capital project to pay back a developer for about \$7 million for having that developer contribute more than their reasonable relationship.
- What causes fees to be high for residential land uses?
 - Common practice for residential and other land uses is to assign reasonable relationship as 50% for resident and 50% to the other land uses. Several years ago a study was done in the County that shifted the trip burden to 84% residential and 16% for other land uses for those related trips.
- What you are presenting to the Board of Supervisors meeting in May at the study session?
 - Share what we have learned at the focus groups and public workshops.
 - Share the team's next steps and analysis conducted/to be conducted as result of the input.
 - This will be an informational item and provide the team with input/guidance for moving forward.
 - Intent is to keep the Board of Supervisors informed as the project progresses.
- Feel strongly that the El Dorado County needs additional employment anchors in addition to the few already here.

Questions Posed to Community Members

Understanding the notes below:

- *Main bullets indicate the questions the staff and consultant team posed to community members within the interactive portion of the presentation.*
 - *Sub-bullets summarize the responses from community members present.*
- Are current fees equitable?
 - Responses – 4 = yes equitable, 6 = not equitable, 1 = don't know.
 - The reason why one community member responded "yes" was because we got here via policy decisions – would like to understand if these were General Plan policies or Board of Supervisor policy decisions.
 - Are there any direct policies related to where we ended up? (No direct policies.)
 - Community member present says he was at the meeting where the Board of Supervisors voted to shift the burden to residential. Board of Supervisors considered several options and set policy based on what they felt to be believe equitable and necessary for the County.

- Current state of fees appears to be to encourage employment and commercial for the purpose of jobs. However, it doesn't take into account the need for employers to see residential housing stock available for employees.
- Need to do an analysis to see how that split of fees will impact the occurrence of development.
 - The high rate of residential relative to other counties/locations may depress residential development – but are unlikely to prevent other types of development from occurring within El Dorado County.
- Has the TIM Fee ever prevented development that you know of?
 - Responses. 5 yes, 2 no, 2 don't know.
 - Traffic is down. School enrollment is down. Fees need to come to down given these conditions.
- Does TIM Fee deter economic development that you know of?
 - Responses. 4 yes, 5 no
 - Community member says that Home Depot located in a different location due to the TIM Fee.
 - Not all places are experiencing a decrease in school enrollment. Where are the people going? Classroom size and quality of education – influences where people are living.
- Yes, we will provide a comparison for discussion and to understand how the transportation fees compare to the other fees being levied for development.

Western Slope CIP and TIM Fee Update Workshop

April 8, 2015

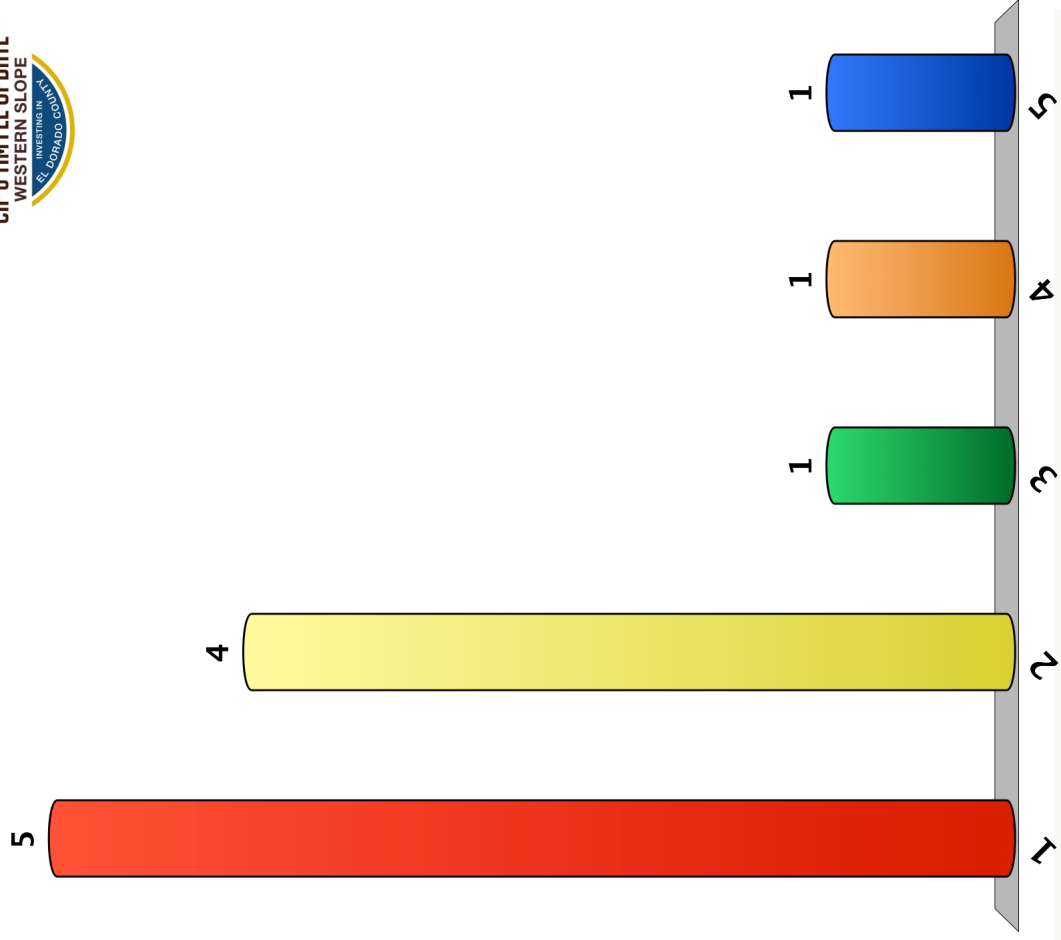


Attachment 6: Turning Point Results

YES! I know what a TIM Fee is!



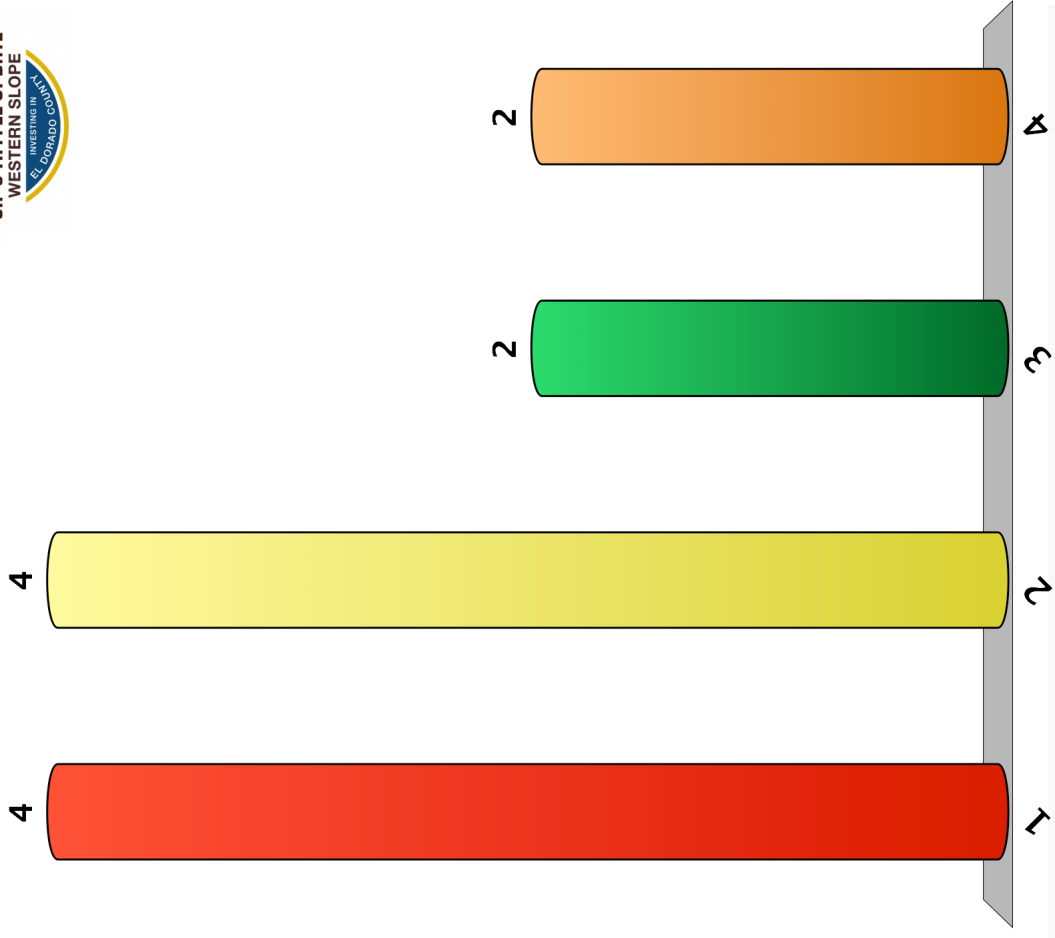
1. Absolutely!
2. I think so....
3. I have an idea but not sure.
4. Nope.
5. TIM who?



YES! I know what a the CIP is!



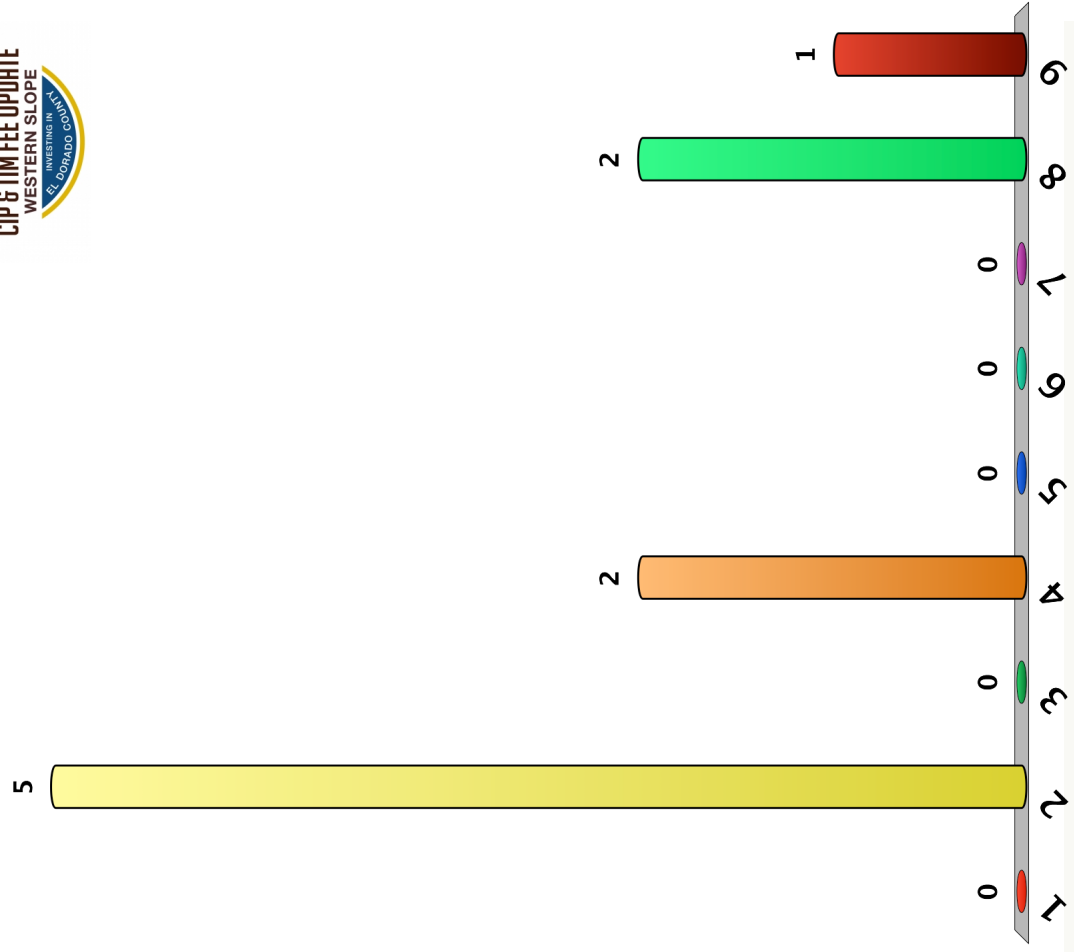
1. Absolutely!
2. I think so....
3. I have an idea but not sure.
4. Nope.



Which TIM Fee zone do you live in?

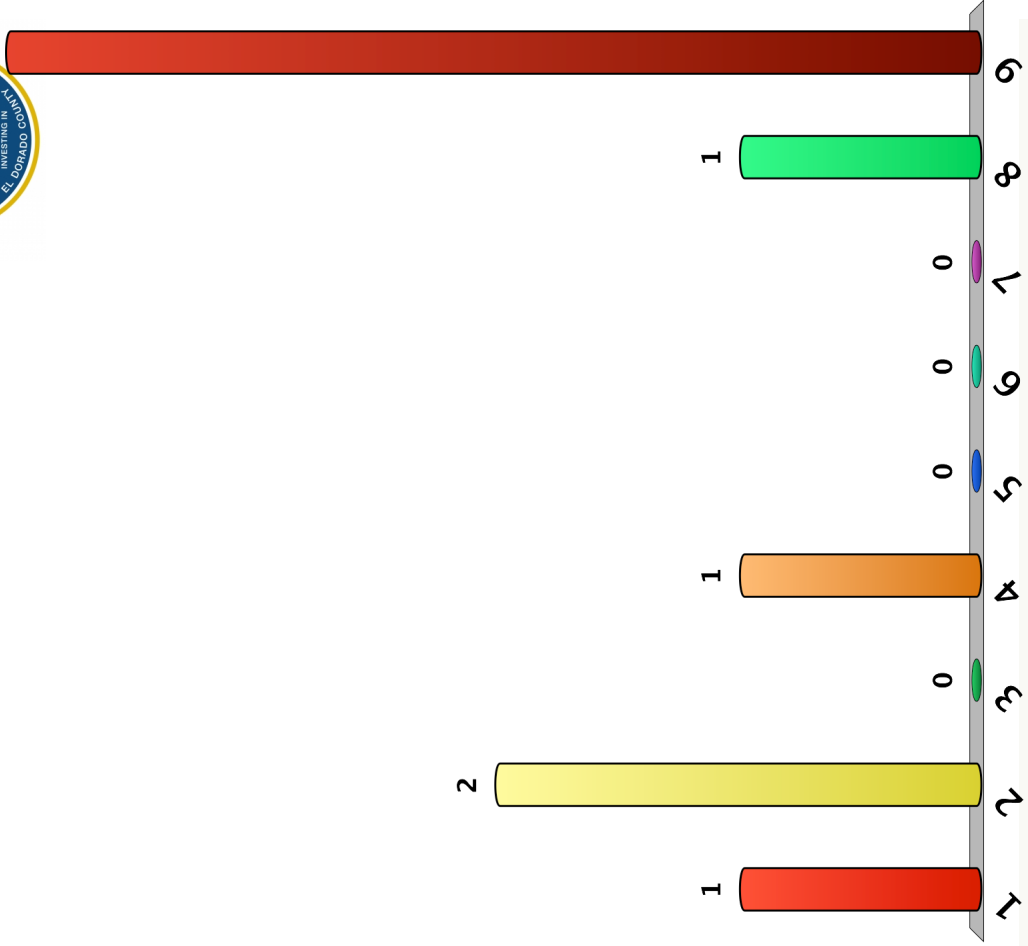


- 1. Zone 1
- 2. Zone 2
- 3. Zone 3
- 4. Zone 4
- 5. Zone 5
- 6. Zone 6
- 7. Zone 7
- 8. Zone 8
- 9. Other



Which TIM Fee zone(s) do you have development interests in?

- 1. Zone 1
- 2. Zone 2
- 3. Zone 3
- 4. Zone 4
- 5. Zone 5
- 6. Zone 6
- 7. Zone 7
- 8. Zone 8
- 9. None

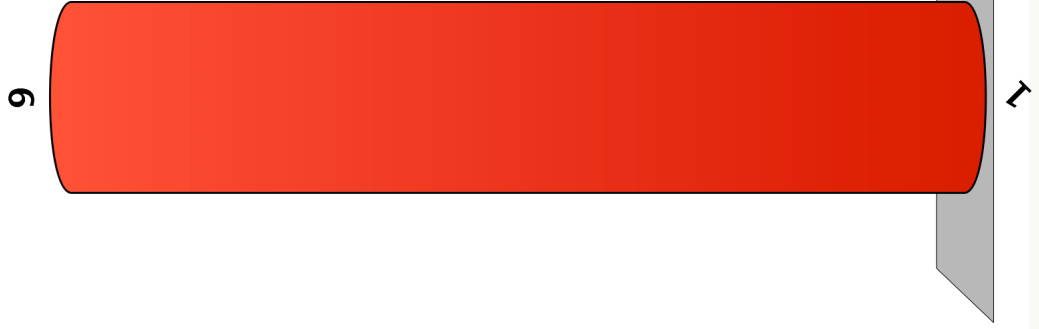


I am



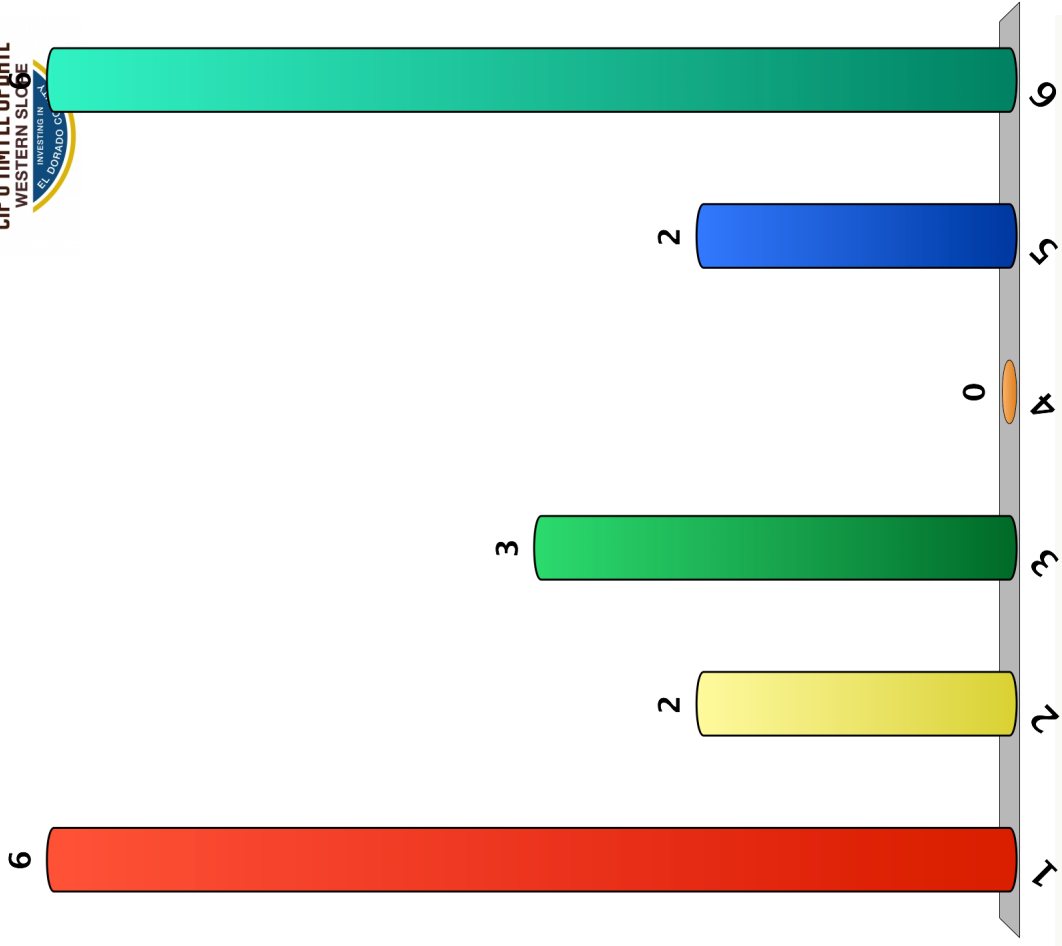
1. Male

2. Female



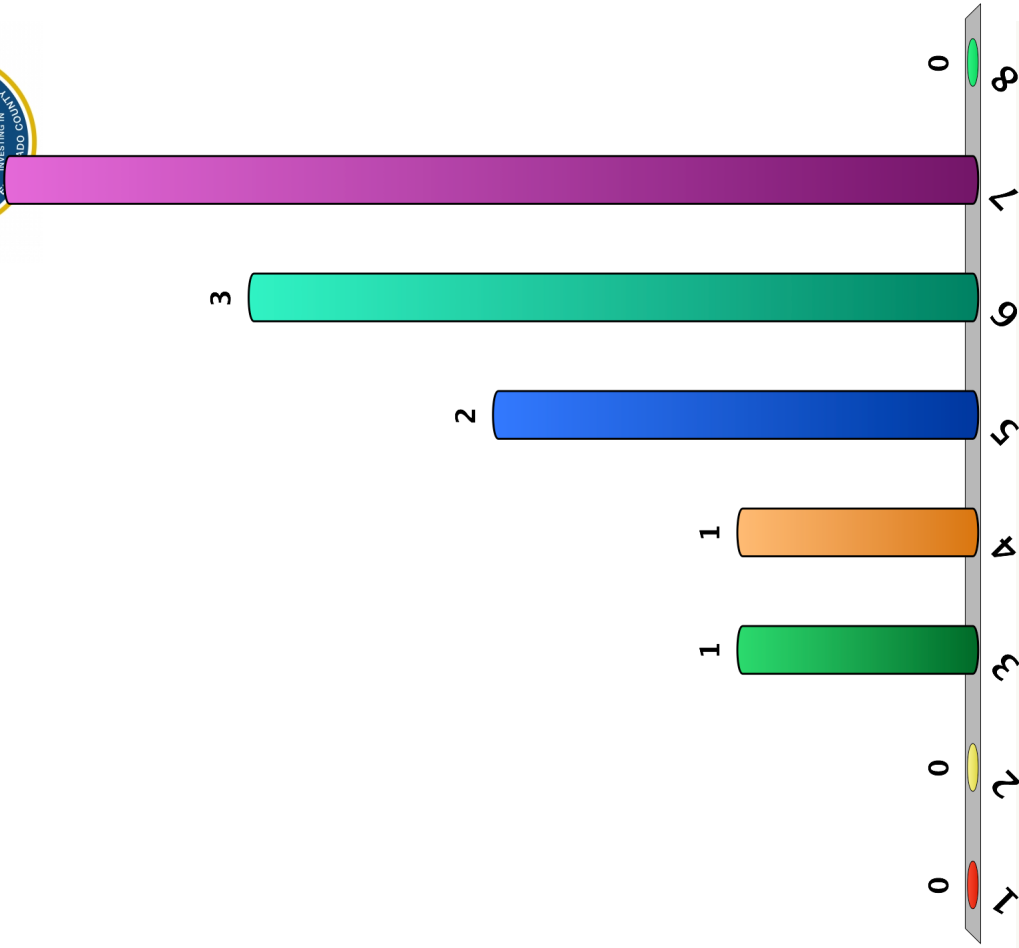
Which TWO best describe you?

- 1. Resident
- 2. Developer/Real Estate
- 3. Economic Development Interest
- 4. Public Services
- 5. Environmental Advocate
- 6. Transportation Advocate



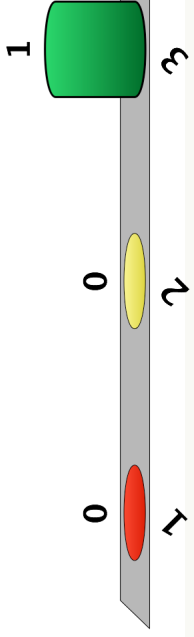
Please indicate your age.

- 1. Under 18
- 2. 18-25
- 3. 26-35
- 4. 36-45
- 5. 46-55
- 6. 56-65
- 7. 66=75
- 8. 75+



What percentage of TIM Fees are paid by residential development?

- 1. 25%
- 2. 37%
- 3. 70%
- 4. 84%

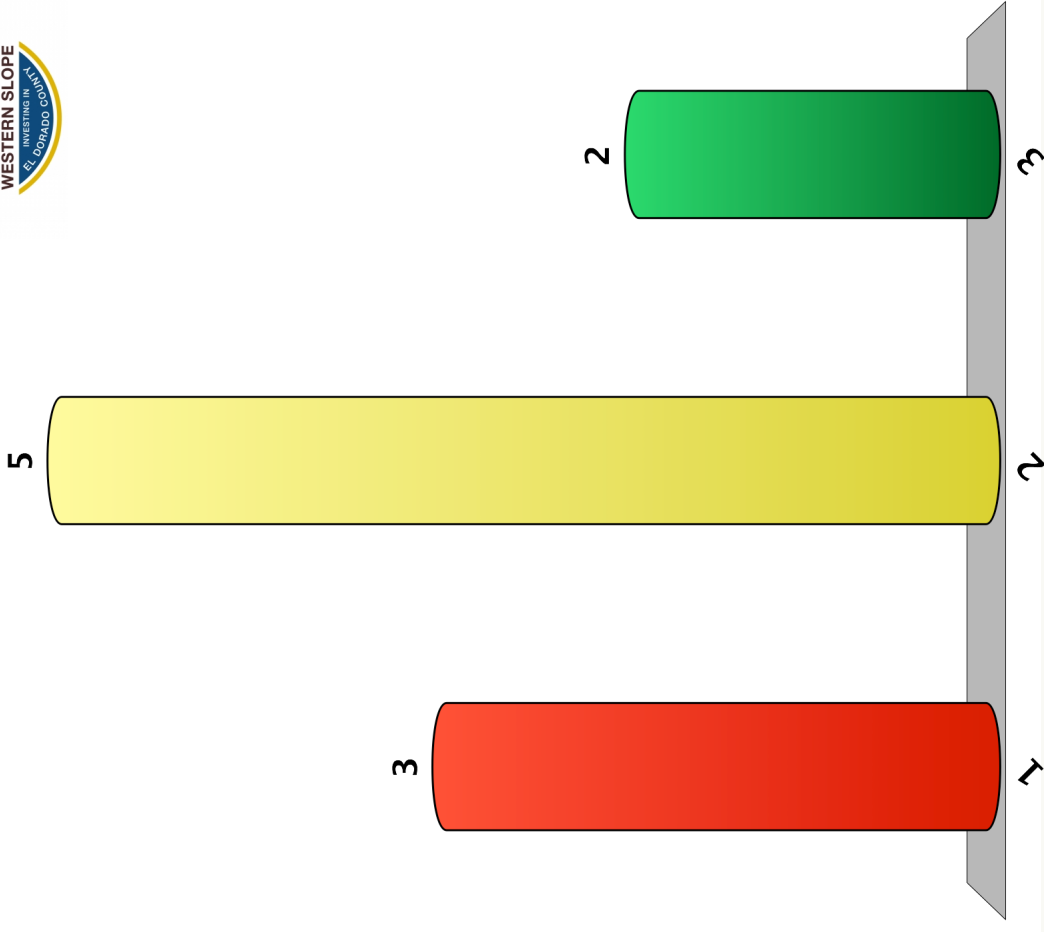


April 8, 2015 Turning Point Results

Do you feel the current fee structure is equitable with respect to the types of land uses (i.e., residential vs. non-residential)?



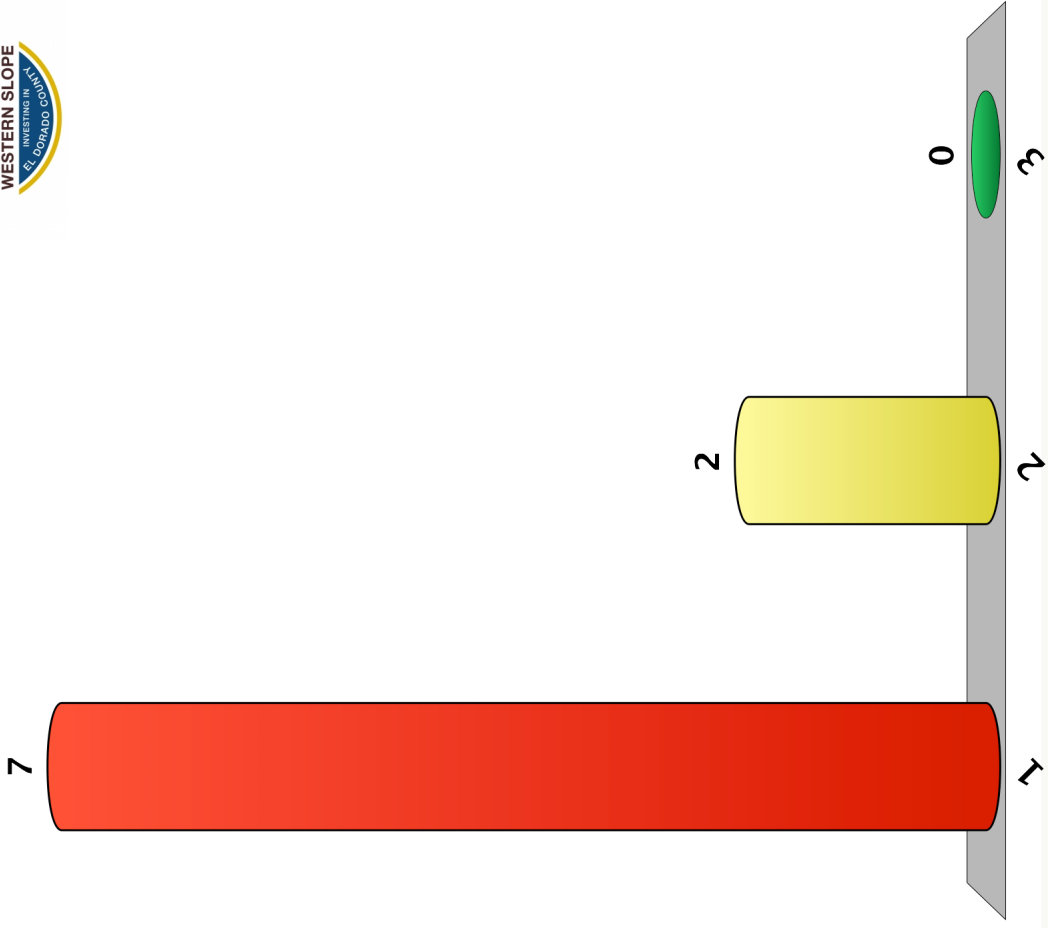
1. Yes – the fees are equitable.
2. No – the fees are not equitable.
3. Don't know.



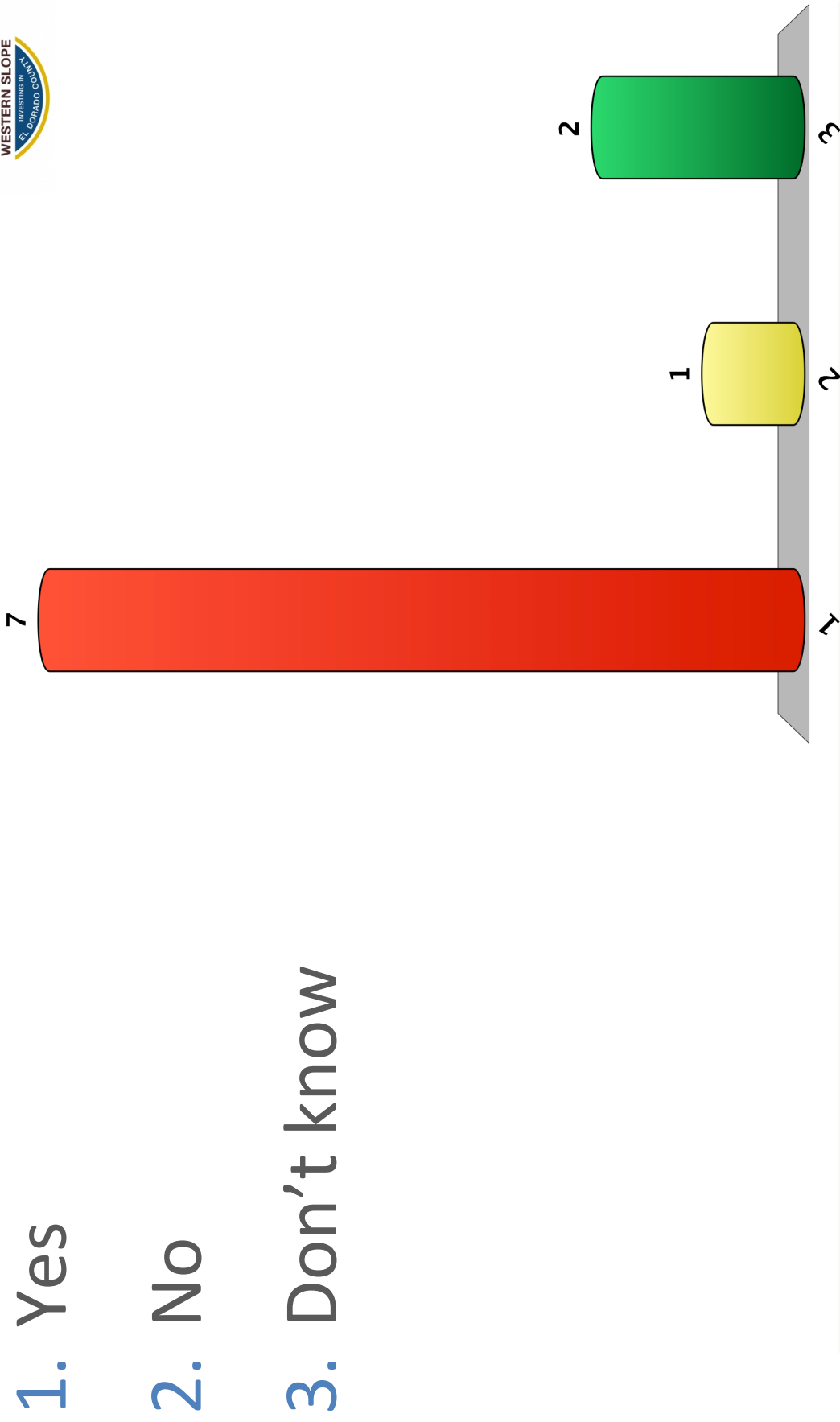
Based on your experience, has a TIM fee ever prevented development?



- 1. Yes
- 2. No
- 3. Don't know



Do you feel the TIM Fee deters economic development?



Western Slope CIP and TIM Fee Update Workshop

April 9, 2015

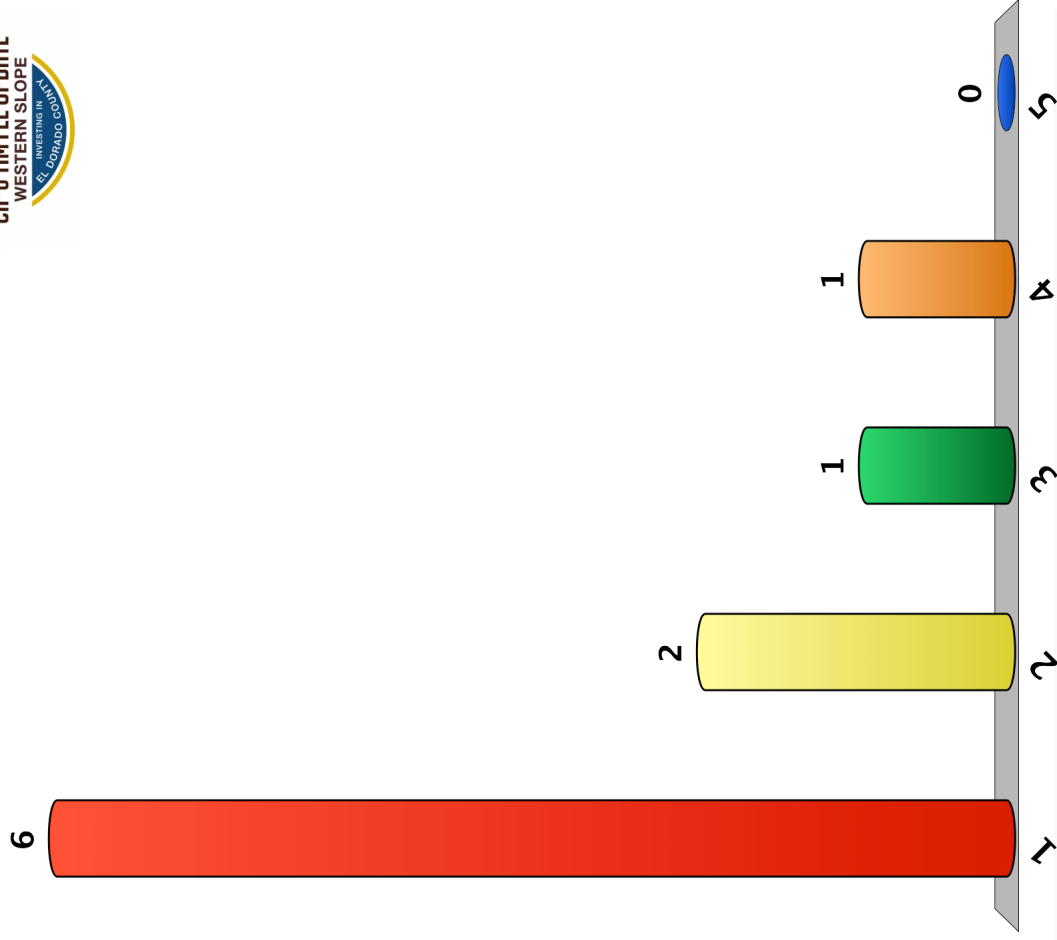


Attachment 7: Turning Point Results

Yes! I know what a TIM Fee is!



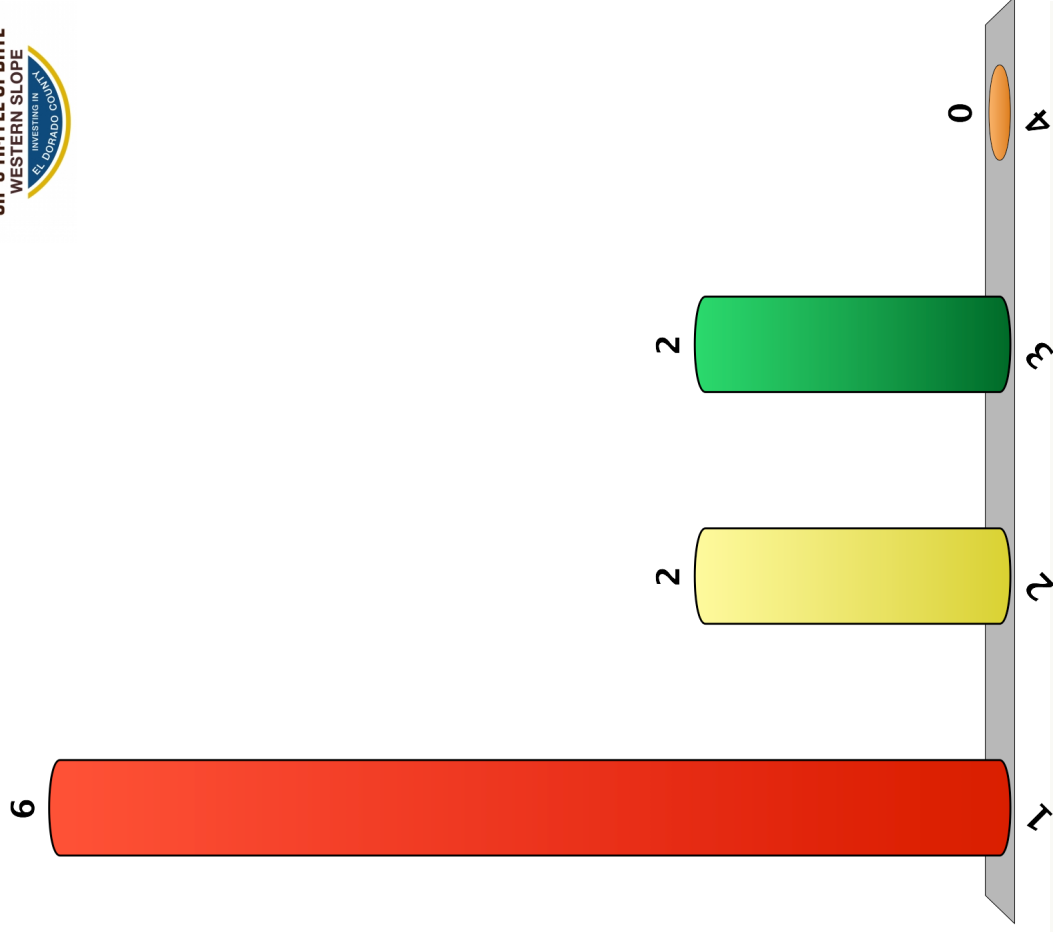
- 1. Absolutely!
- 2. I think so....
- 3. I have an idea but not sure.
- 4. Nope.
- 5. TIM who?



Yes! I know what a CIP Fee is!



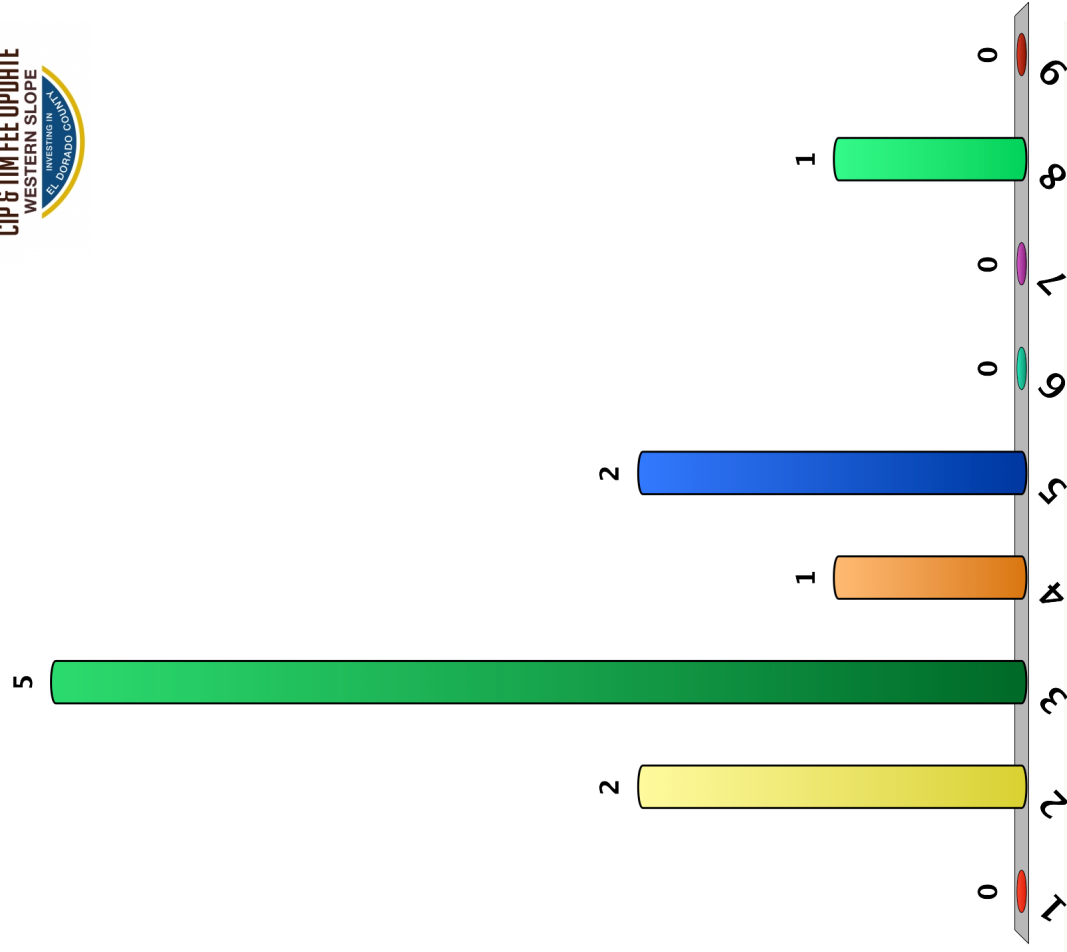
- 1. Absolutely!
- 2. I think so....
- 3. I have an idea but not sure.
- 4. Nope.



Which TIM Fee Zone do you live in?



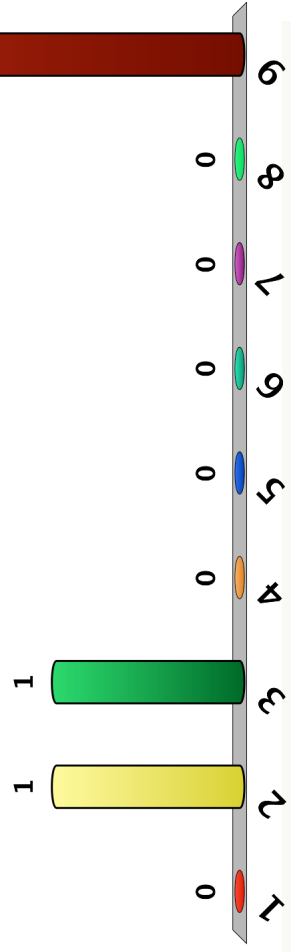
- 1. Zone 1
- 2. Zone 2
- 3. Zone 3
- 4. Zone 4
- 5. Zone 5
- 6. Zone 6
- 7. Zone 7
- 8. Zone 8
- 9. Other



Which TIM Fee Zone if any, do you have development interests in?



- 1. Zone 1
- 2. Zone 2
- 3. Zone 3
- 4. Zone 4
- 5. Zone 5
- 6. Zone 6
- 7. Zone 7
- 8. Zone 8
- 9. None

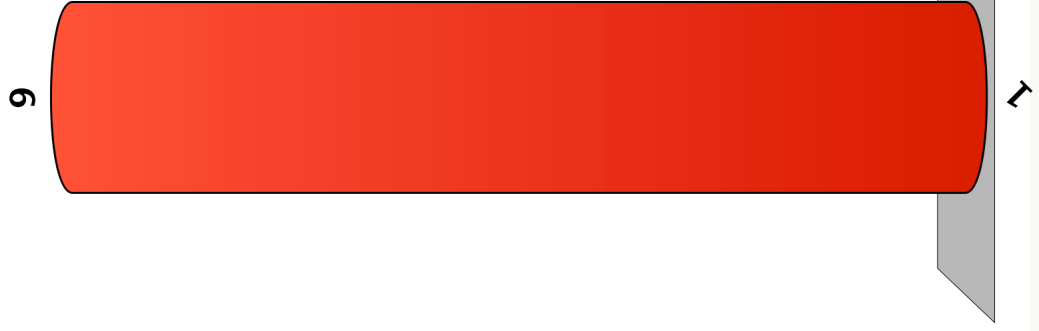


I am -

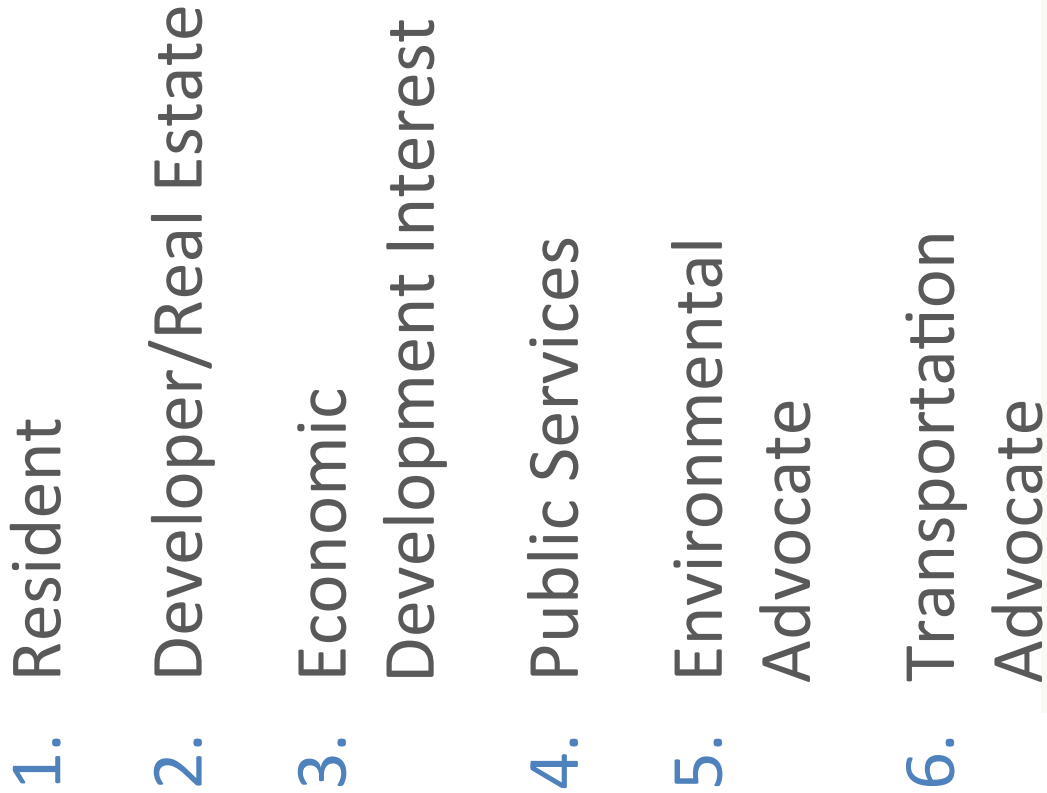


1. Male

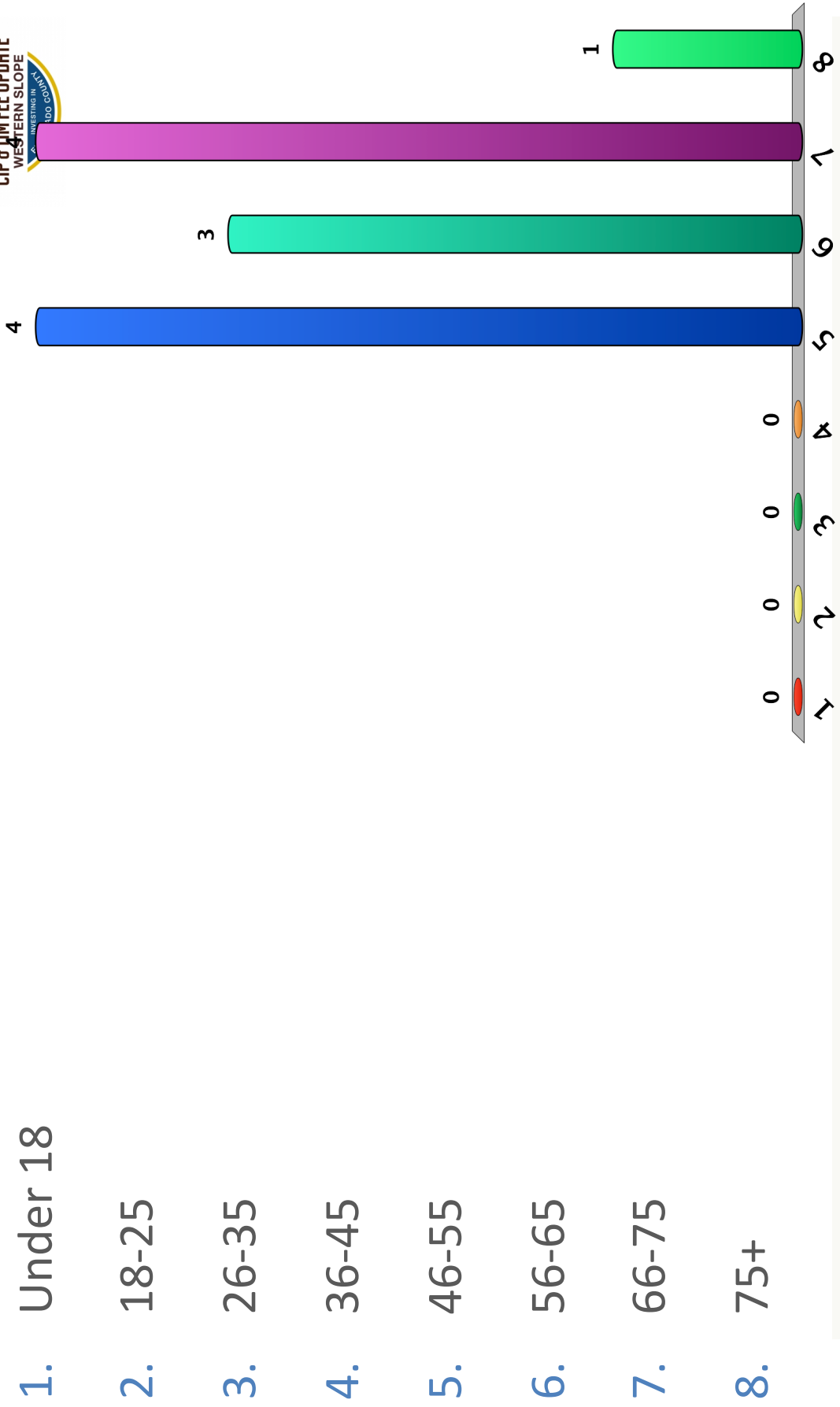
2. Female



Which two best describe you!

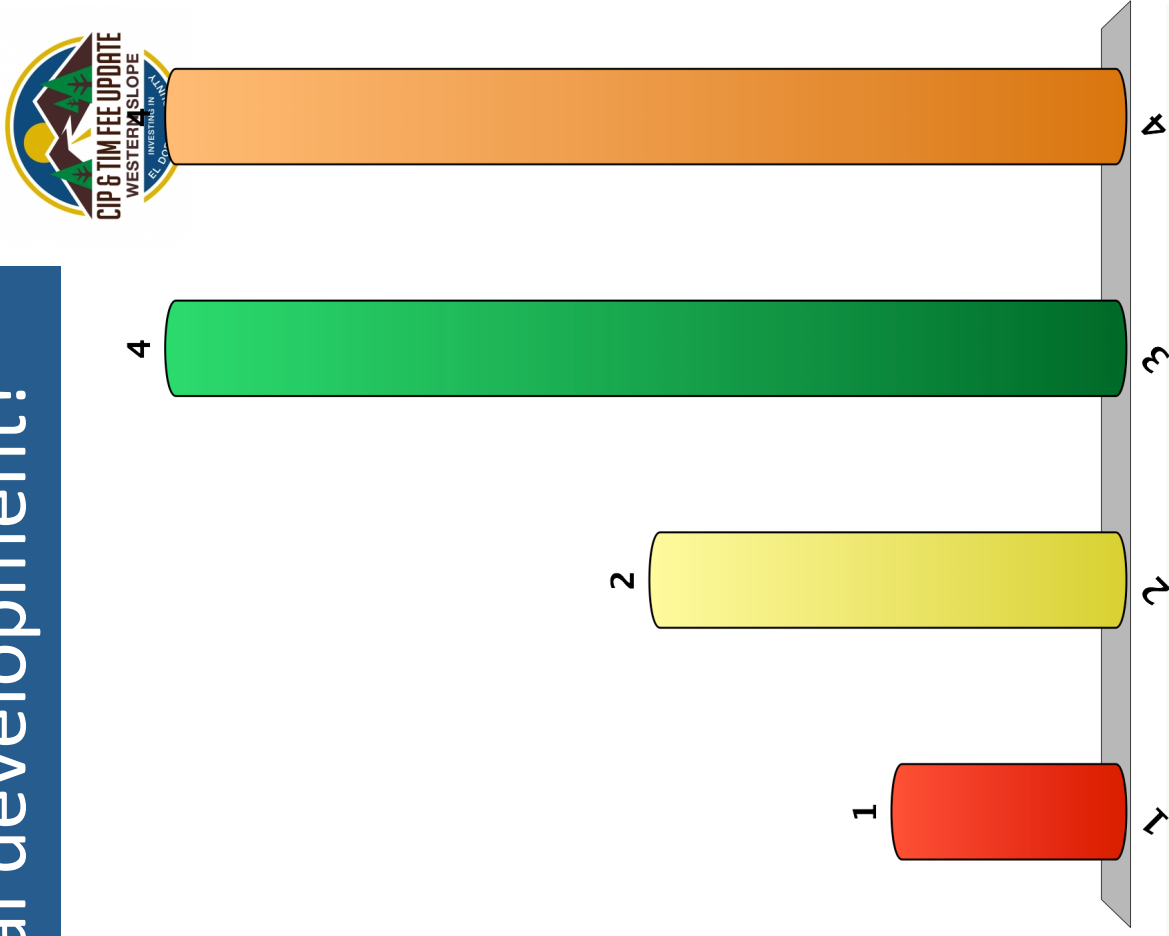


Please indicate your age.



What percentage of TIM Fees are paid by residential development?

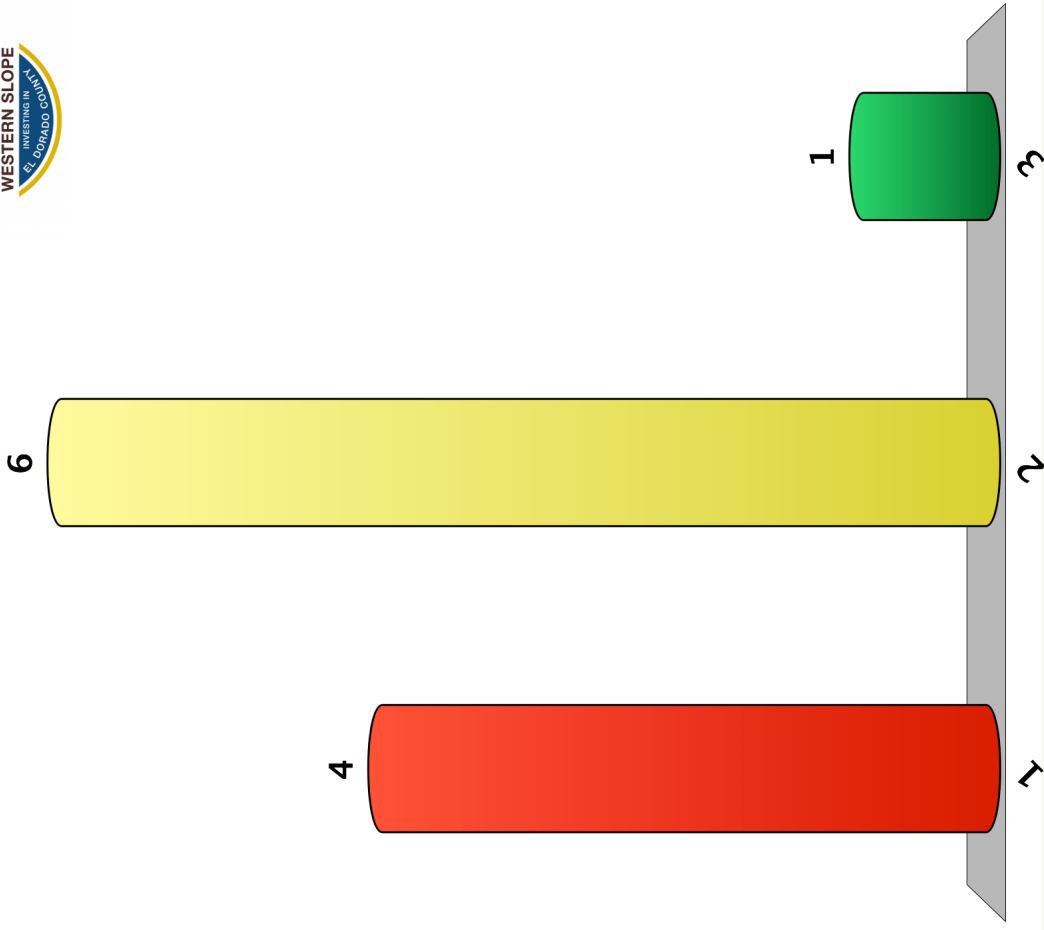
- 1. 24%
- 2. 37%
- 3. 55%
- 4. 84%



Do you feel the current fee structure is equitable with respect to the types of land uses (i.e., residential vs. non-residential)?



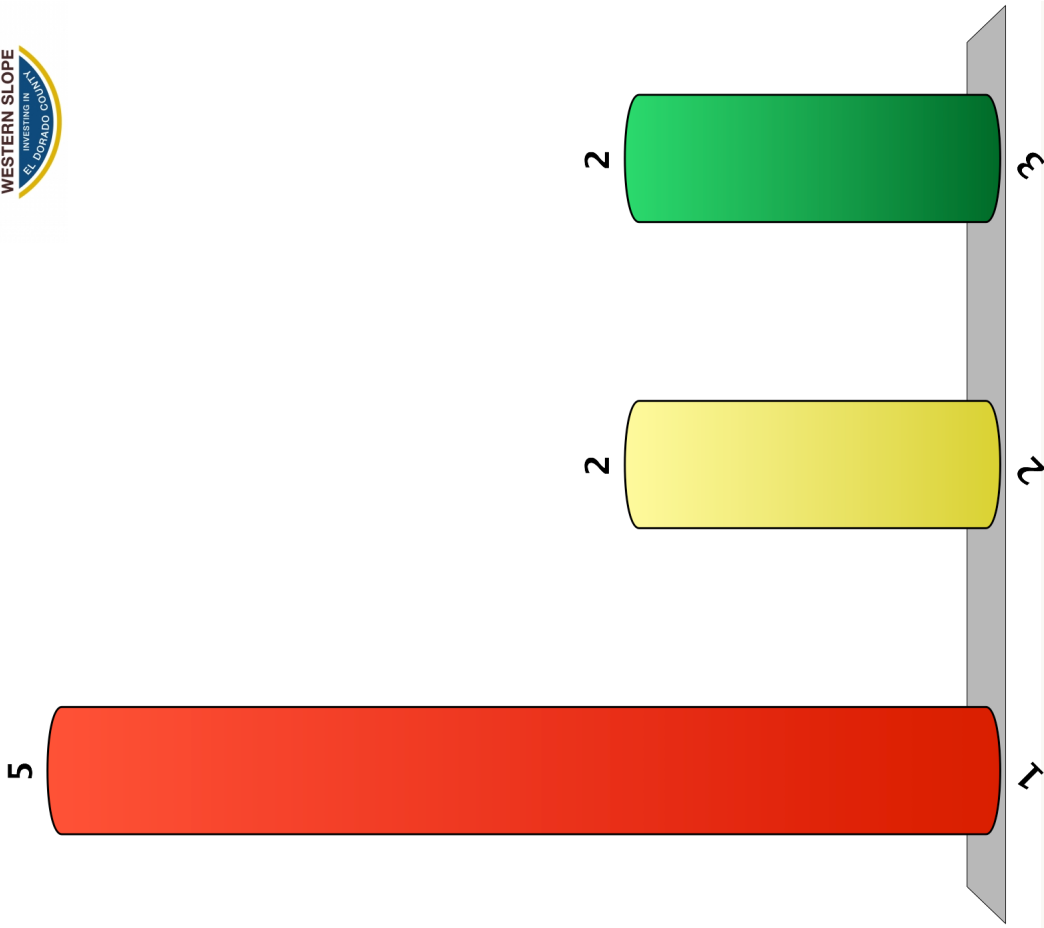
- 1. Yes – the fees are equitable.
- 2. No – the fees are not equitable.
- 3. Don't know.



Based on your experience, has a TIM fee ever prevented development?



- 1. Yes
- 2. No
- 3. Don't know



Do you feel the TIM Fee deters economic development?



1. Yes

2. No

3. Don't know



El Dorado County

Comments submitted as of 8:36AM on April 28, 2015



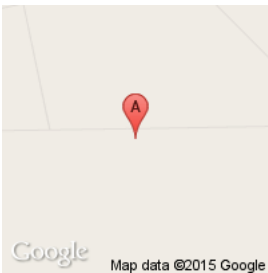
Constance Mote

Saratoga Ave should be continued to county line where it can be connected to Iron Point in Sac County

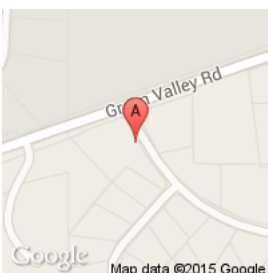


Larry Keenan

Green Valley road at Loch Way. Cars speeding west go into the shoulder to get around cars making a left turn onto Loch Way - this is extremely dangerous. We have mentioned this many times to the county. This is a tragedy just waiting to happen. Turn lanes here are essential to safety. Please help



Dangerous area Loch Way and Green Valley RD. Turn lanes are needed here now! Speeding cars on GVR go into the shoulder to get around cars turning left. Rear ends collisions have already occurred and we need help just to get onto GVR as well. Turn lanes, signalization, speed limits, etc. It's not safe at present



dale gretzinger

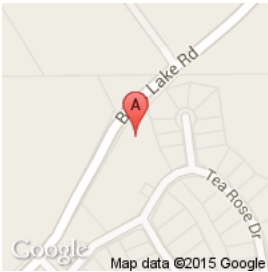
The intersection of Loch and Greenvalley is a dangerous one with no turns lanes so there have been several rear end collisions and it is just a matter of time before a critical injury or death occurs at this intersection

Attachment 12

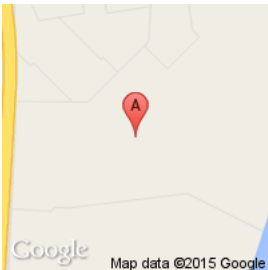
Online Interactive Mapping Tool Comments Phase 1 dale gretzinger



Hwy 88 is in major need of re-surfacing as it is one of the worst highways for holes and uneven and rough surfaces



Bass Lake Rd (the whole stretch) including the new section is extremely rough riding. The county should consider a complete rehab of various locations. Some of it should just be ground up and used as a base that can have a nice new layer of asphalt laid over it. The constant patching doesn't seem to hold up. Additionally the new stretch closer to highway 50 is an embarrassment. The county should require the contractor to come back and build road with an acceptable ride quality.



High speeds and school kids on bikes do not mix well. Near bike path for children biking to school is on Highway 193.



this is an area waiting for a very serious accident or death to happen. Highway 49 - people park their cars, walk their dogs and kids, all on Highway 49. Parking is free.



Deborah Horn

Stop light. Traffic and speed is a problem

Attachment 12
Online Interactive Mapping Tool Comments Phase 1
Stanley



Release the walk audit paid for by the State, and participated in by citizens. Talk to EDCTC.

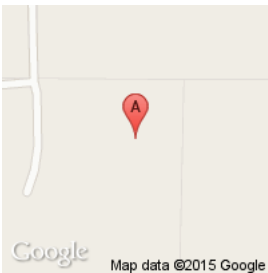


S

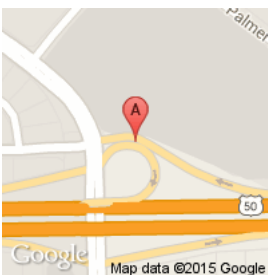
Release the walk audit that EDCTC had paid for by the State of California that had citizen participation.



If improved would divert traffic from 50.



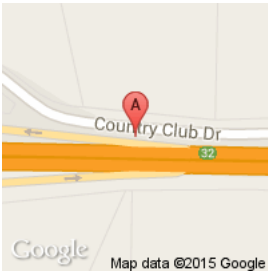
Lotus Rd is becoming very congested. The intersection of Lotus, Gold Hill & Lunaman is very hazardous when school is in session.



Lori Parlin

Narrow this median curb and widen the off ramp so that cars can queue in each of the turn lanes rather than all in the one-lane off ramp.

Online Interactive Mapping Tool Comments Phase 1 Stanley Price



Country Club Drive, narrow the current lanes, and install one 4' shoulder on the uphill side (climbing lane), for bicycles (and a place for pedestrians to walk), that would be safer than the current 55 mph speed limit. This is part of a historical route.



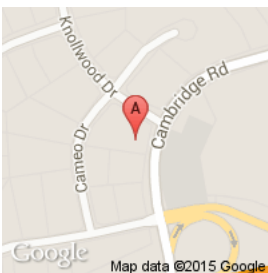
Stanley Price

Multi-use trail. This is original Lincoln Highway pavement. This route is also the Pony Express Trail.



Stanley Price

Sidewalk from at Country Club Drive to the bus stop at Merrychase Drive. Speed limit is 35, vehicles go faster, and pedestrians do walk this route out of necessity. This is a major hazard.



Stanley Price

There is not safe walking on Knollwood to the stores on Cambridge Road.



Stanley Price

Make a safe road crossing for pedestrians. Housing is on one side of the road, and the bus stop is on the other side of the road.

Online Interactive Mapping Tool Comments Phase 1 Stanley Price



North west corner of Cambridge and Merrychase. There are ped heads at the intersection, with crossing of three of the roads. There is NO safe place to wait on the NW corner. Cars turn and use all the pavement adjacent to a ditch. This is unsafe for any pedestrian.



Stanley Price

North East corner of Cambridge at SR 50 west bound ramp and Merrychase. The curb radius is too large, allowing cars to exit north to Cambridge too fast. There is a pedestrian crosswalk, and a bus stop that are not visible prior to making the turn. If there is not a stopped car on the ramp, it might be unsafe to follow the pedestrian walk signal with the high speed of the cars.



Stanley Price

There should be a multi-use path around the edge of the Marble Valley development connecting Tong Road users to the El Dorado Trail south of Shiingle Springs. Open for transportation 24 hours a day, 7 days a week.



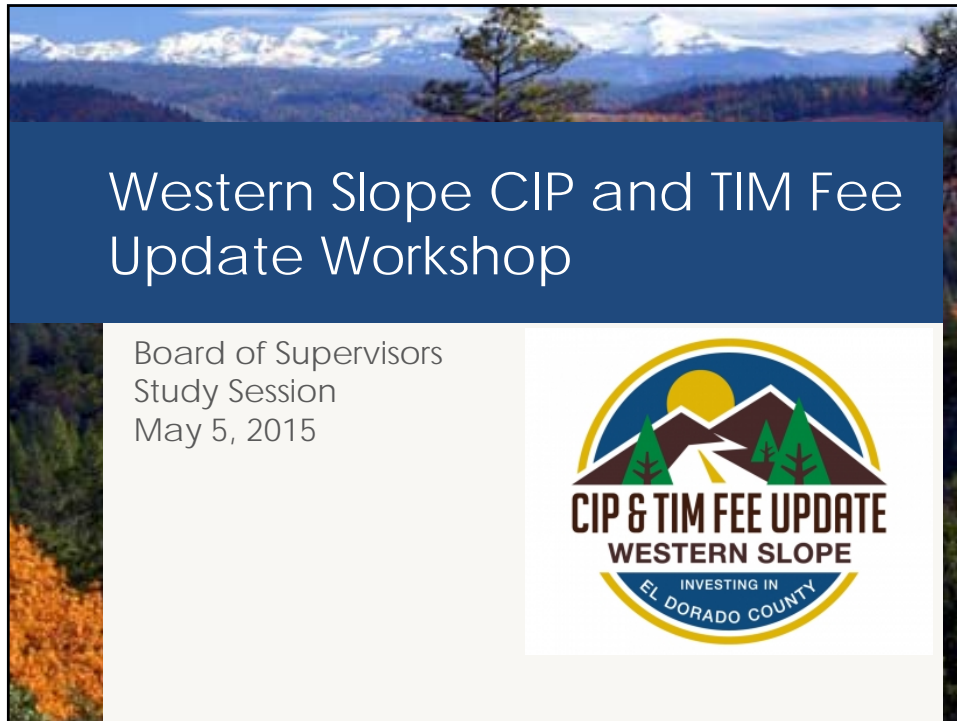
Stanley

West shoulder has horizontal crack at regular intervals, that have vegetation growing in them. Maintenance now will help preserve the roadway for cyclists to not ride on the roadway. I suggest spray, and crack seal.

Attachment 12
Online Interactive Mapping Tool Comments Phase 1
Danny J Jones




the feasibility of walking path and or Bike lane should be considered for the entire length of Sly Park Road. Heavily used road provides no place for pedestrians or cyclist to walk and or ride. Similar projects have been completed in the South Tahoe area.

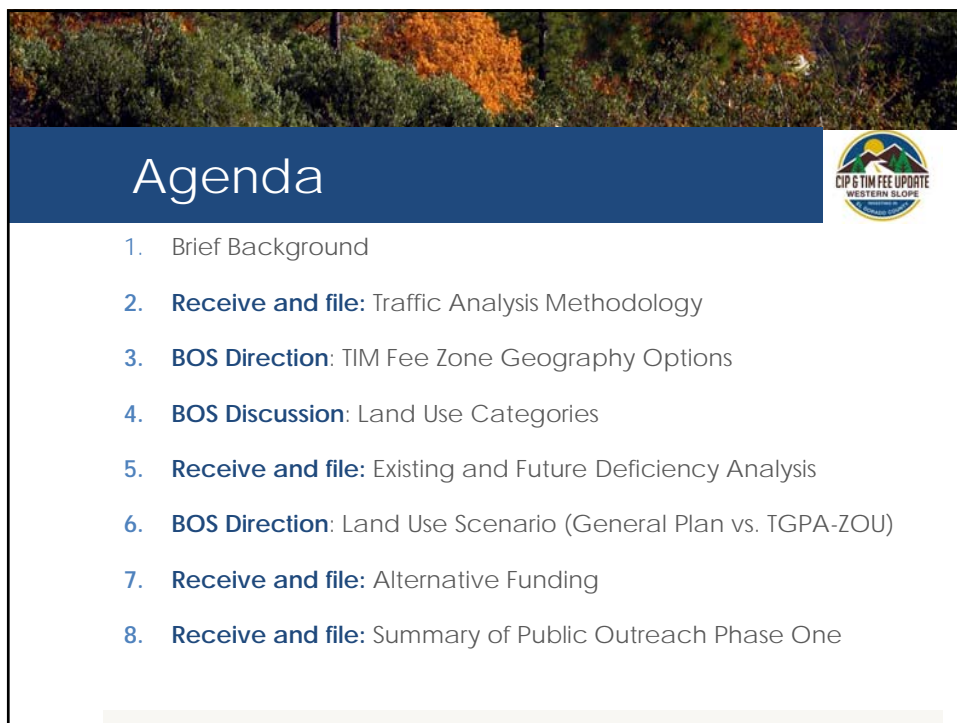


Western Slope CIP and TIM Fee Update Workshop


Board of Supervisors
Study Session
May 5, 2015




The logo features a stylized mountain range with a sun and trees, enclosed in a circular frame. Below the graphic, the text reads "CIP & TIM FEE UPDATE WESTERN SLOPE" and "INVESTING IN EL DORADO COUNTY".




Agenda




1. Brief Background
2. **Receive and file:** Traffic Analysis Methodology
3. **BOS Direction:** TIM Fee Zone Geography Options
4. **BOS Discussion:** Land Use Categories
5. **Receive and file:** Existing and Future Deficiency Analysis
6. **BOS Direction:** Land Use Scenario (General Plan vs. TGPA-ZOU)
7. **Receive and file:** Alternative Funding
8. **Receive and file:** Summary of Public Outreach Phase One




Last BOS TIM Fee Study Session




- Confirmed the project purpose and goals
- Confirmed the baseline assumptions
- Confirmed the four (4) TIM Fee Zone Geography options presented are appropriate for further analysis
- Confirmed the approach to public outreach
- Confirmed the project schedule




Work Completed Since BOS TIM Fee Study Session




- Developed Traffic Analysis Methodology (Memo 2-1)
- Completed Review of Mitigation Fee Act Best Practices (Memo 3-1)
- TIM Fee Zone Geography (Processing for GP and TGPA)(Memo 2-2)
- Existing and Future Roadway Deficiency Analysis (GP and TGPA) (Memo 2-3)
- Developed Outreach Tools (branding, website, web-based tools, Focus Group rosters, contact lists, e-Blast lists)
- Completed 1st Round of Public Outreach (5 Focus Group Workshops, 2 Public Workshops and continuous Virtual Web-based Workshop materials)




Traffic Analysis Methodology



- ▣ Describes TIM Fee Analysis Framework
 - ▣ Data
 - ▣ Data Sources
 - ▣ Analysis Methodology
 - ▣ Analysis Tools/Software
 - ▣ Assumptions
 - ▣ Level of Service Criteria (Measure of Effectiveness)
- ▣ Consistent with General Plan Policy TC-Xd
- ▣ Consistent with Measure Y

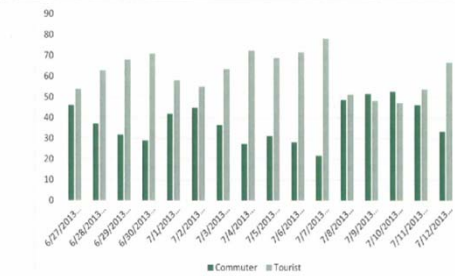


Traffic Analysis Methodology



- ▣ Annual Average Weekday Conditions (Tues-Thurs during Spring or Fall)
 - ▣ Published Volumes by Caltrans and US 50 PeMs Data
 - ▣ Traffic Counts on County roadways


Bay To Tahoe Basin Recreation and
Tourism Travel Impact Study



■ Commuter ■ Tourist

Interregional traffic on US 50


- 50% weekdays
- 70% weekends/pk season



Traffic Analysis Methodology



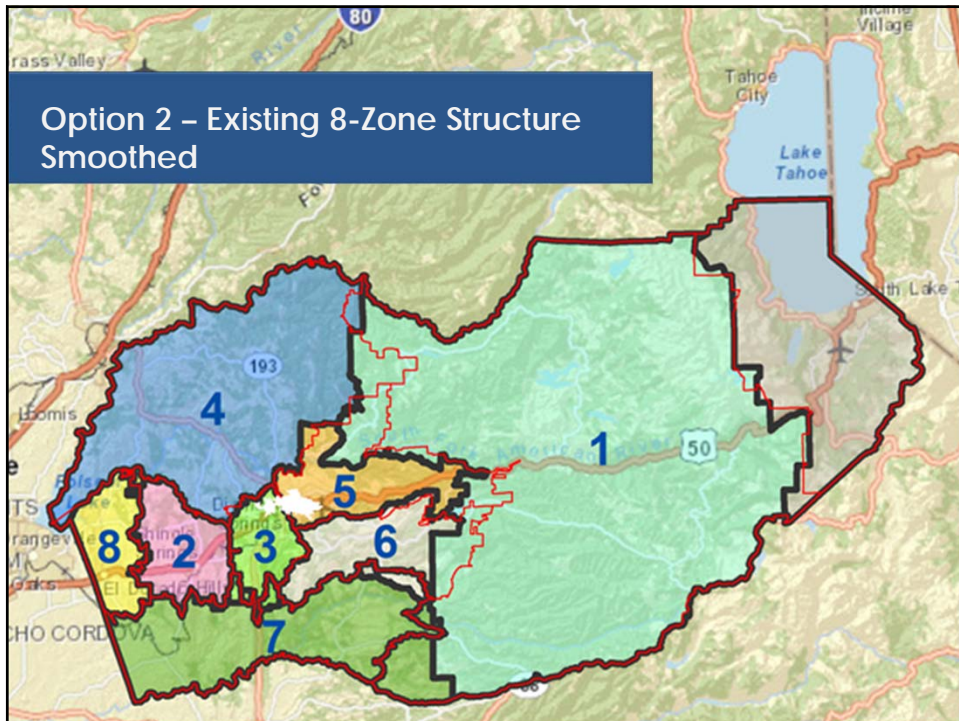
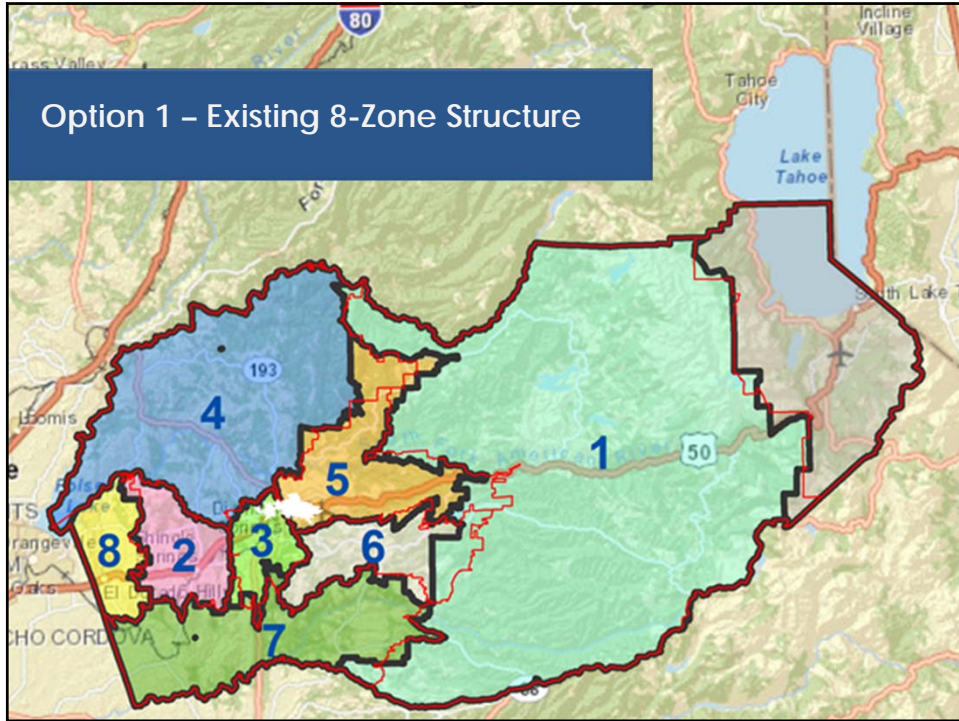
- Operational Methods – Highway Capacity Manual 2010
 - State Highways (US 50, SR 49, SR 193)
 - Green Valley Road
- Peak Hour Planning Methods – Highway Capacity Manual 2010
 - Local County Roadways
 - Green Valley Road
- Technical Memorandum 2-1
 - Posted on Project Website

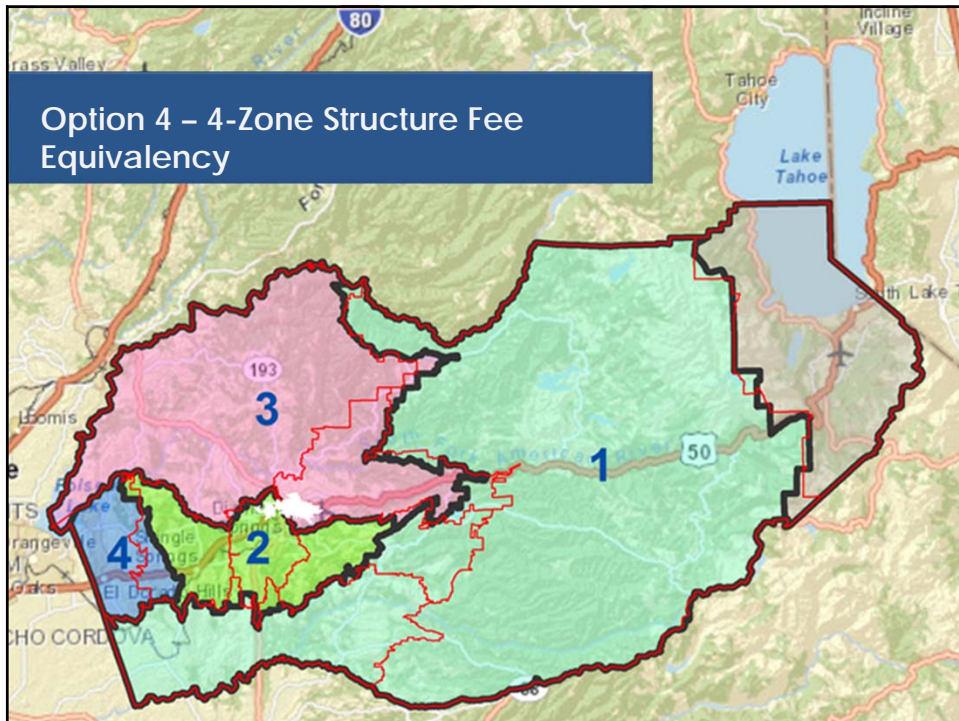
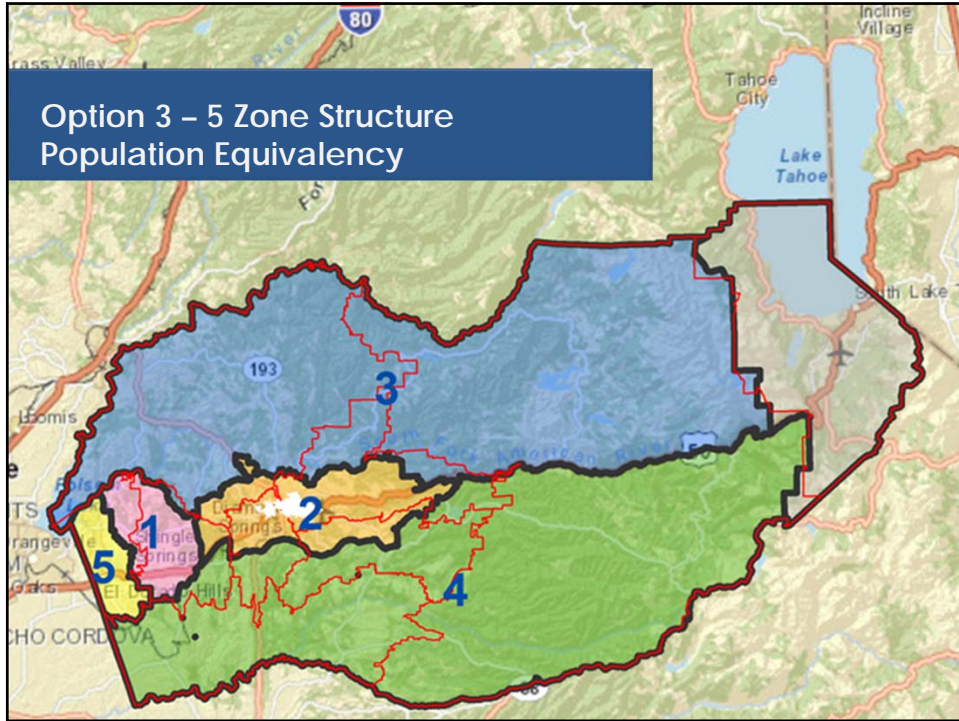



TIM Fee Benefit Zone Geography Options




- Examine Alternative Fee Geographies
- Proposed Options for BOS Consideration:
 - Existing 8-Zone Structure
 - 8-Zone Structure Smoothed
 - 5-Zone Structure – based on Population
 - 4-Zone Structure – based on combining zones with similar fees
- Technical Memorandum 2-2
 - Posted on Project Website








TIM Fee Benefit Zone Geography Options




■ BOS Action:

Final confirmation to move forward with the four (4) TIM Fee Zone geography options for further analysis.



Land Use Categories: Residential




Current	Proposed (no changes)
Single Family	Single Family
Multi-family	Multi-family
Age-restricted Single Family	Age-restricted Single Family
Age-restricted Multi-Family	Age-restricted Multi-Family




Land Use Categories: Nonresidential



Current	Proposed
High Trip Commercial	Retail / Commercial
General Commercial	
Gas Station	
Office	Office
Industrial	Industrial / Warehouse
Warehouse	
Church	Church
Golf Course	(Delete)
Campground	(Delete)
Bed & Breakfast	Hotel / Motel
(None)	Per Trip Fee




Land Use Categories: Proposed




Residential	Nonresidential
Single Family	Retail / Commercial
Multi-family	Hotel / Motel
Age-restricted Single Family	Church
Age-restricted Multi-Family	Office
	Industrial / Warehouse
	Per Trip Fee


■ BOS Action: Provide Input




Existing & Future Deficiency Analysis




- Based on the Traffic Analysis Methodology
- Existing Condition LOS Analysis based on:
 - Caltrans PeMs Data for portions of US 50 (2014)
 - Caltrans Published Volumes on State Highways (2014)
 - County Traffic Counts for County Roadways (2013-15)
- All counts reflect average weekday AM and PM peak hour conditions during non-peak seasons




Existing & Future Deficiency Analysis




- The Travel Demand Model was updated to a 2015 Baseline year by:
 - Updating land use based on constructed & occupied building permits issued between 2010 & 2015
 - Updating roadway network with facilities constructed or in construction by 1/1/15
- Two future Land Use Scenarios:
 - 2035 General Plan Land Use Scenario
 - 2035 Targeted General Plan and Zoning Ordinance Update (TGPA-ZOU) Land Use Scenario




Existing & Future Deficiency Analysis




- Travel Model Forecasts – Unique to TIM Fee due to:
 - Updated 2015 Baseline Land Use
 - Application of 2015 Network for 2035 Forecast (No Build)
 - Updated Traffic Counts and focus on Average Weekday Traffic
- Caltrans US 50 TCR/CSMP Forecasts
 - Different Baseline Volumes
 - Different Model (based on SACOG Model Forecasts)
- Prior GP and TGPA-ZOU Forecasts
 - 2010 Baseline
 - Did Not Include Different Roadway Network Assumptions Outside of EDC
 - Did Not Include CIP Projects initiated and completed between 2010-2015




Existing & Future Deficiency Analysis




- Identification of Deficient Roadways – County Adopted LOS Standards
 - State Highways (US 50, SR 49, SR 193): Spanning 60 segments
 - County Roadways: 57 County Roadways spanning 150 segments
- Identification of Deficient Interchanges
 - Relied on more detailed operational studies
 - Compared peak hour model volumes to previous forecasts by predecessor model for confirmation




Existing & Future Deficiency Analysis




Facility Type	Baseline Roadway	2035 General Plan Roadway	2035 TGPA-ZOU Roadway
State Highways	None	1. US 50 (El Dorado/ Sacramento County Line to Latrobe Road) 2. US 50 (Latrobe Road to Bass Lake Road) 3. US 50 (Bass Lake Road to Cambridge Road)	1. US 50 (El Dorado/ Sacramento County Line to Latrobe Road) 2. US 50 (Latrobe Road to Bass Lake Road) 3. US 50 (Bass Lake Road to Cambridge Road)
	Total: 0 segment	Total: 3 segments	Total: 3 segments
Local Roads	1. Green Valley Road (west of Sophia Parkway)	1. Cameron Park Drive (south of Hacienda Drive) 2. Green Valley Road (west of Sophia Parkway) 3. Green Valley Road (west of Lotus Road) 4. Latrobe Road (north of Golden Foothill Parkway) 5. White Rock Road (west of Windfield Way) 6. White Lock Road (at El Dorado/Sacramento County Line)	1. Cameron Park Drive (south of Hacienda Drive) 2. Green Valley Road (west of Sophia Parkway) 3. Green Valley Road (west of Lotus Road) 4. Latrobe Road (north of Golden Foothill Parkway) 5. Missouri Flat Road (south of China Garden Road) 6. White Rock Road (west of Windfield Way) 7. White Rock Road (at El Dorado/Sacramento County Line)
	Total: 1 segment	Total: 6 segments	Total: 7 segments


- 
- ## Existing & Future Deficiency Analysis
- 
- US 50 Interchanges (7)
 - El Dorado Hills Boulevard Interchange
 - Silva Valley Parkway Interchange (by virtue of deficiencies at both El Dorado Hills and Bass Lake Road interchanges)
 - Bass Lake Road Interchange
 - Cambridge Road Interchange
 - Cameron Park Drive Interchange
 - Ponderosa Road Interchange
 - El Dorado Road Interchange




Existing & Future Deficiency Analysis



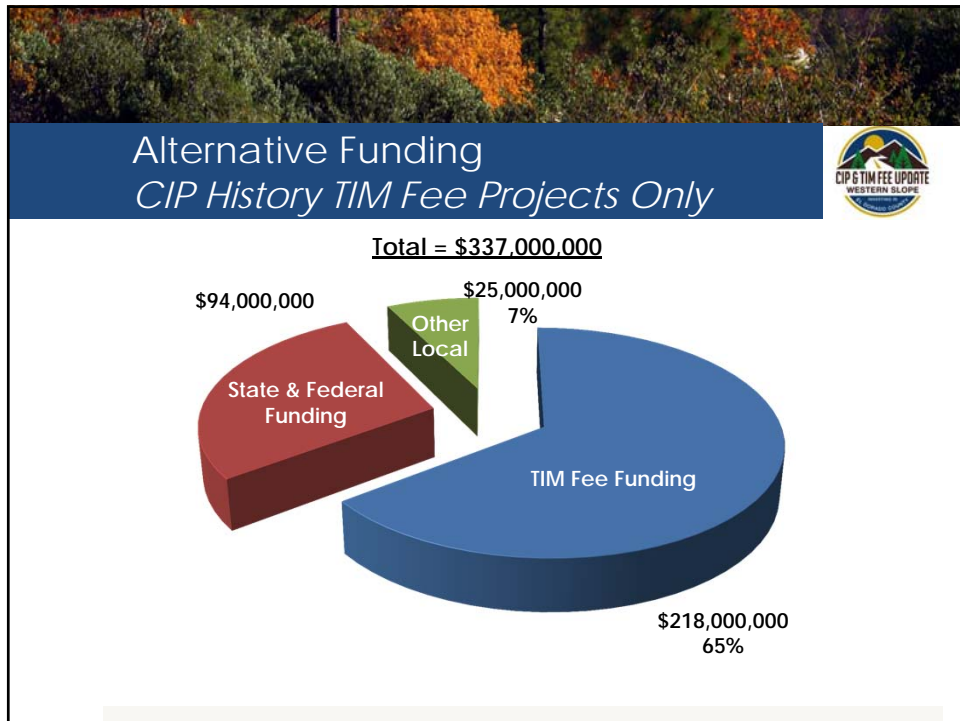
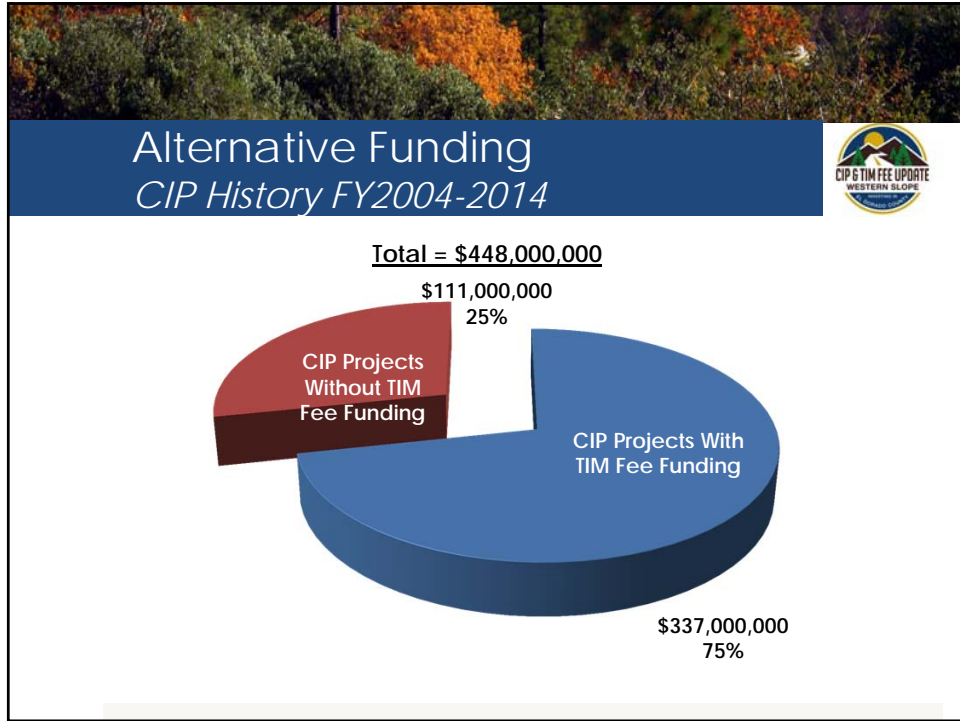
- ▣ Next Steps
 - ▣ Identify Needed Improvements to Remedy Deficiency
 - ▣ Explore parallel capacity facilities
 - ▣ Identify Logical Project Limits
 - ▣ Update Per Unit Infrastructure Cost Estimates
 - ▣ Develop improvement cost estimates
 - ▣ Perform “Fair Share” modeling analysis of deficient roadway and interchange facilities
 - ▣ Determine “Fair Share” costs to new development
- ▣ Technical Memorandum 2-3
 - ▣ Posted on Website



2035 Land Use Scenario Options



- ▣ Options:
 1. Continue both GP & TGPA-ZOU Scenarios
 - ▣ Requires contract amendment & minor schedule delay
 2. Continue with only the 2035 GP Scenario
 - ▣ Staff Recommendation
 3. Stop work until BOS has made a determination on the TGPA-ZOU
 4. Continue with only the TGPA-ZOU Scenario







West Slope Transportation CIP FY 2004 –14: Top 10 TIM Fee Projects



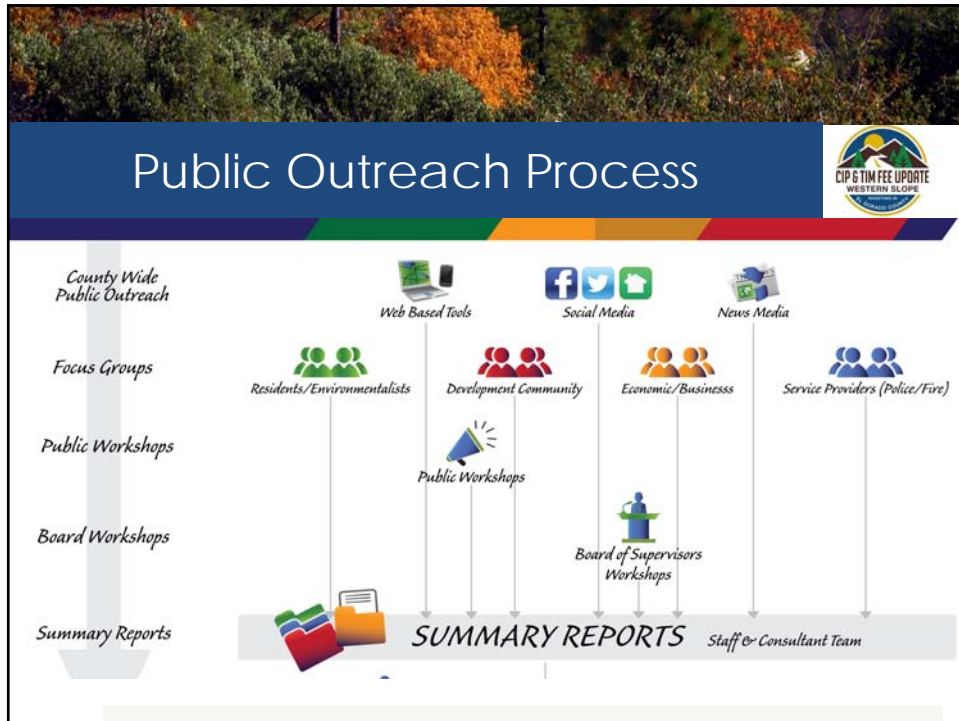
- ▣ U.S. 50/Missouri Flat Rd. Interchange Improvements
- ▣ U.S. 50/Silva Valley Parkway Interchange
- ▣ U.S. 50 HOV Lane: El Dorado Hills to Bass Lake Grade
- ▣ Latrobe Rd. Widening
- ▣ Green Valley Rd. Widening
- ▣ U.S. 50/El Dorado Hills Blvd. Interchange
- ▣ El Dorado Hills Reimbursement
- ▣ White Rock Rd. Realignment & Widening
- ▣ White Rock Rd. Widening
- ▣ Bass Lake Rd. Realignment



Public Outreach Summary




- ▣ Multi-level approach and branding to maximize participation.
- ▣ Focus Groups to explore topic specific concerns.
- ▣ Web-based communications to ensure access and availability of data.
- ▣ Traditional workshops in multiple locations.
- ▣ Multiple Board presentations and study sessions.
- ▣ Summary reports documenting participation and comments.




Brand Development

- Project team developed a specific brand to identify the Western Slope CIP and TIM Fee effort as unique among County programs and initiatives.
- County staff was presented a selection of options.
- The Brand is used on all materials.

A photograph of a workshop check-in sign. The sign is white with a blue and green logo at the top. The text on the sign reads "Welcome!" and "Workshop Check-In".



Focus Groups



- The outreach effort included gathering four focus groups representing diverse viewpoints in the County to discuss the proposed approach and methodology for the CIP and TIM Fee Update. Groups were:
 - Residents
 - Economic Interests
 - Development Community
 - Public Agencies
- Recruitment was done through eNews, media relations and social media and included former TIM Fee members.



Focus Groups



- The County received 65 applications and determined that rather than exclude anyone, a second resident based focus group was formed.
- Focus Group sessions were held March 26th and 27th resulting in valuable feedback and information about concerns and potential CIP projects.
- Notes and comments are in your staff report.



Web-Based Tools

- The project team developed a comprehensive project website which includes:
 - All information relevant to the project,
 - Background documents and deliverables,
 - Meeting and workshop information,
 - Online comments,
 - Virtual Workshop and
 - Online CIP mapping tools.

EL DORADO COUNTY WESTERN SLOPE UPDATE

PROJECT OVERVIEW | INTERACTIVE MAP | MEETINGS AND WORKSHOPS | DOCUMENT LIBRARY | CONTACT

Western Slope Capital Improvement Plan and Traffic Impact Mitigation Fee Program Updates

Welcome to our project website! This site was developed to provide the public with easy access to all of the information pertaining to El Dorado County's Major Update to the West Slope Capital Improvement Program and Traffic Impact Mitigation Fees. The project area includes the parts of the County that are outside the Tahoe basin, west of State Summit. We hope you will participate in this process by signing up for news, using our interactive map to help identify existing transportation issues, or by sending us your comments.

Public Workshops!

Join us for our first round of workshops!

Wednesday, April 8, 2015
 6:30 p.m. - 8:00 p.m.
 Pleasant Grove Middle School
 Multi-purpose Room
 2540 Green Valley Road
 Renoir, CA 95672

Thursday, April 9, 2015
 6:30 p.m. to 8:00 p.m.
 El Dorado County Office of Education
 6707 Green Valley Road
 Placerville, CA 95667

Subscribe to our mailing list

* fields required

Email Address:

First Name:

Last Name:

Web-Based Tools

- We have documented:
 - 2,300 Page Views
 - 1,500 Individual sessions
 - 663 Active users
 - 90+ participants in our Virtual Workshop

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Subscribe to our mailing list

* fields required

Email Address:

First Name:

Last Name:



eNewsletters



- We have sent 12 eNewsletters out to our database.
- Currently 1,400 subscribers.
- 38 local news agencies.
- All 65 Focus Group members.
- Averaging a 35% open rate.

County seeks input for Western Slope Capital Improvement Program and Traffic Impact Mitigation Fees. [View this email in your browser](#)




El Dorado County to Hold Workshops for Western Slope CIP & TIM FEE


Wednesday, April 8, 2015
6:30 p.m. - 8:00 p.m.
Pleasant Grove Middle School
Multi-Purpose Room
2540 Green Valley Road
Rescue, CA 95672

Thursday, April 9, 2015
6:30 p.m. to 8:00 p.m.
El Dorado County Office of Education
8767 Green Valley Road
Placerville, CA 95667

Join us to learn more about the major update to the County's West Slope Transportation Capital Improvement Program and Traffic Impact Mitigation Fee Program. We will be reviewing the process for this update and taking public comment on current deficiencies in our system. The two workshops will be identical so you can choose which is most convenient for you. If you can't make the workshops - don't worry. We will be posting a virtual workshop on our website that will allow you to review all materials and participate online.





Online Mapping Tool




- Our online mapping tool was launched in February.
- Allows user to identify current and future deficiencies.
- 20+ comments received thus far.

Click on the Map Below to Show Us Where You Believe Transportation Improvements are Needed!





Public Workshops



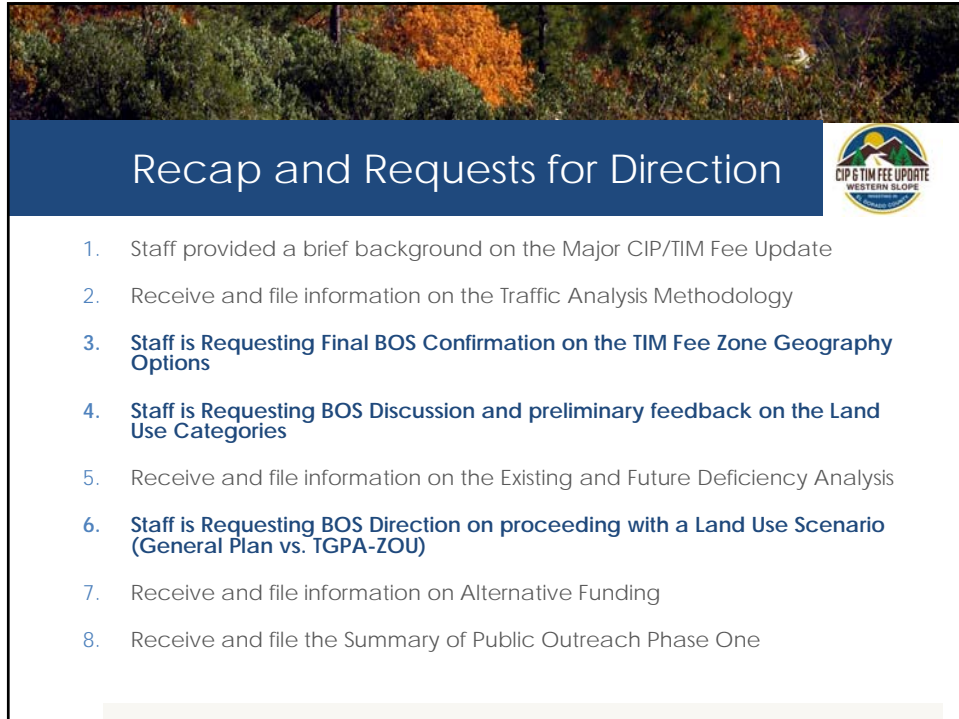
- ▣ Three rounds – each in two locations.
- ▣ First round was held April 8th and 9th.
 - ▣ Combination of presentation, exhibits and click-polling
 - ▣ Sixty-five percent of attendees “strongly agreed” or “agreed” that the workshops were “useful and informative” with 30% “neutral” and 5% that disagreed.
 - ▣ Summary notes and results in your Staff Report



Next Steps




- ▣ Second round of Focus Groups to review proposed CIP and TIM Fee structure – August 2015
- ▣ eNewsletters
- ▣ Second round of Public Workshops – September 2015
- ▣ Launch of second Virtual Workshop – September 2015
- ▣ Board presentation - October 2015



The slide features a header with a photograph of trees in autumn colors. Below the photo is a dark blue banner with the title "Recap and Requests for Direction" in white. To the right of the banner is a circular logo for "CIP & TIM FEE UPDATE WESTERN GLOPE". The main content is a numbered list of eight items, with items 3, 4, and 6 highlighted in blue text.

Recap and Requests for Direction



1. Staff provided a brief background on the Major CIP/TIM Fee Update
2. Receive and file information on the Traffic Analysis Methodology
3. **Staff is Requesting Final BOS Confirmation on the TIM Fee Zone Geography Options**
4. **Staff is Requesting BOS Discussion and preliminary feedback on the Land Use Categories**
5. Receive and file information on the Existing and Future Deficiency Analysis
6. **Staff is Requesting BOS Direction on proceeding with a Land Use Scenario (General Plan vs. TGPA-ZOU)**
7. Receive and file information on Alternative Funding
8. Receive and file the Summary of Public Outreach Phase One




Western Slope CIP and TIM Fee Update Workshop

Focus Group Presentation




1




CIP

Purpose	<ul style="list-style-type: none">• The CIP is the long-range plan for all individual capital improvement projects and funding sources• Provides strategic direction for capital projects over a current year, 5, 10, and 20 year horizon• Used as a planning tool, and updated annually (as required by General Plan Policy TC-Xb)
Process	<ul style="list-style-type: none">• The CIP is updated annually• Updates include adjustments to: revenue estimates, project scopes, costs and schedules• Project priorities are revised per Board direction



2

What is the TIM Fee Program?

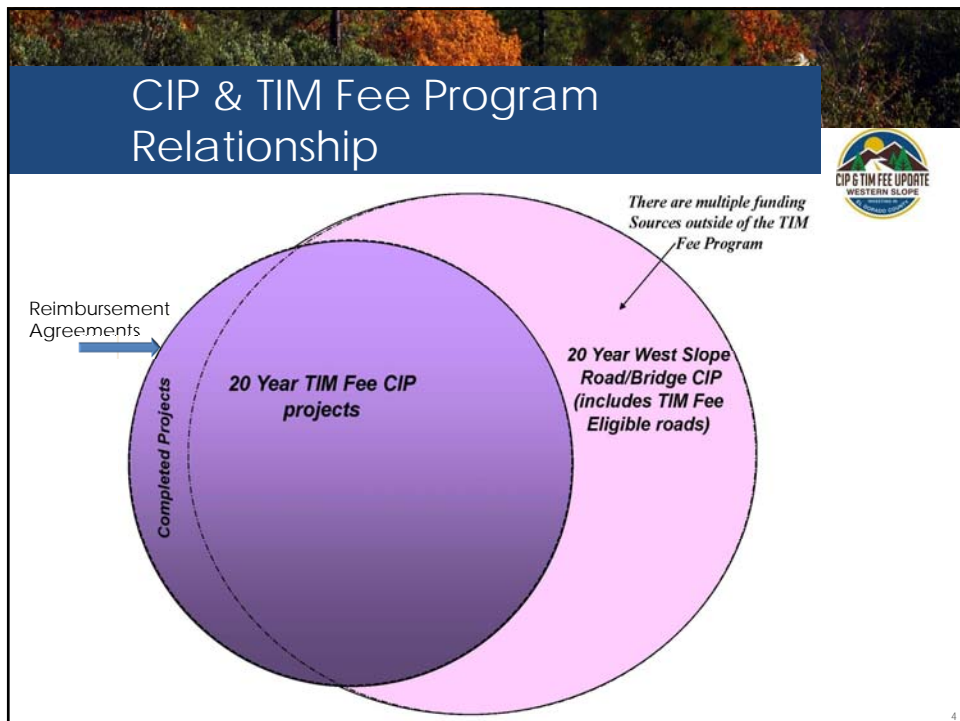


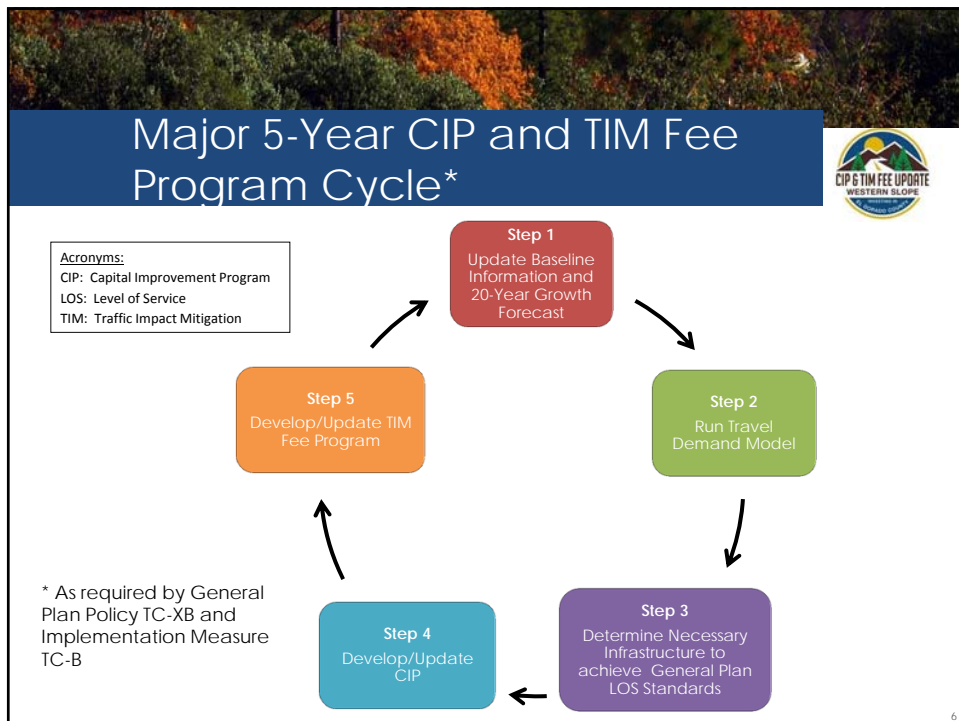
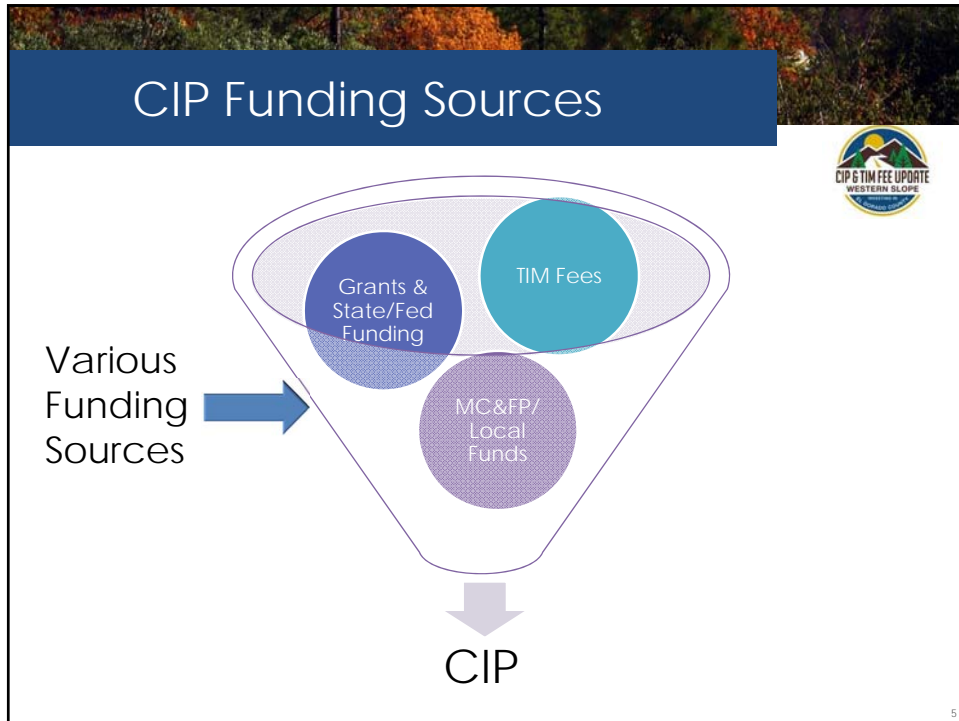
A Fee program is used to fund needed improvements including roadway widening, new roadways, roadway intersection improvements, transit to deal with future growth during a defined time period (currently based on 20 years of growth).

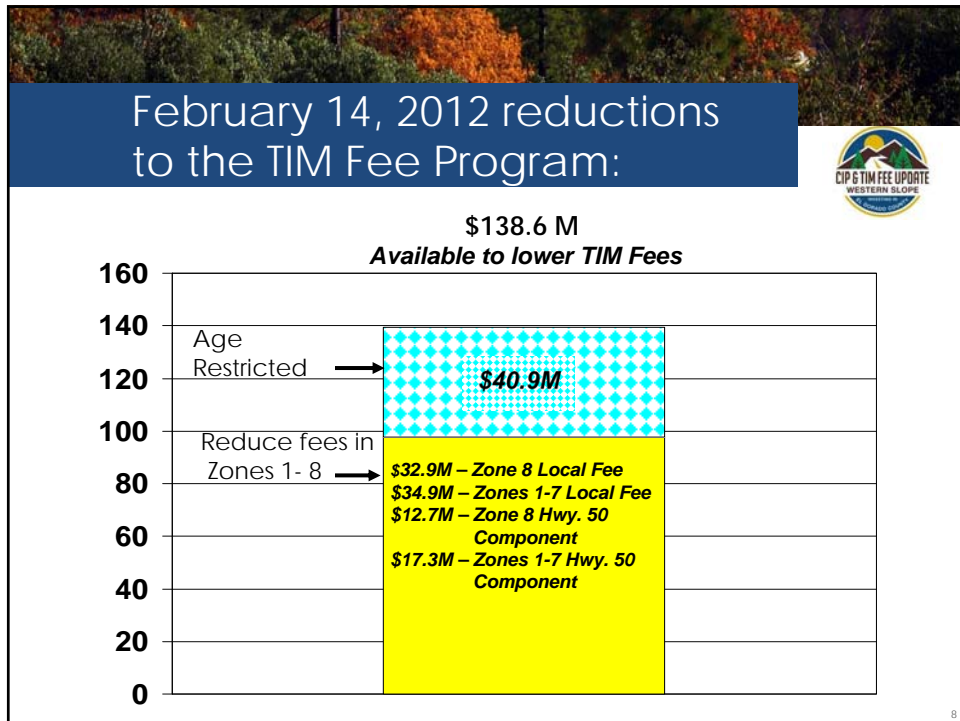
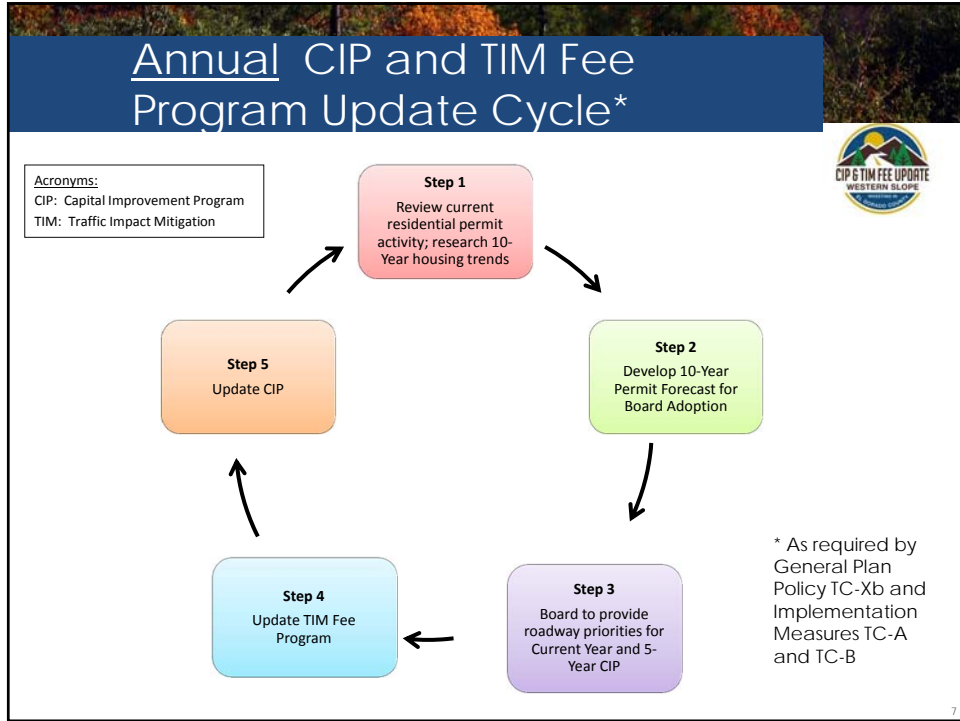
A Fee program is legally required to meet guidelines as established by Assembly Bill 1600 (California Government Code Sections 66000 through 66009).


Projects completed in prior TIM Fee programs total approximately \$320.1 Million.

3











May 5, 2015 Board TIM Fee Study Session




- Confirmed the four TIM Fee Zone geography options are appropriate for analysis
- Directed staff to select one parcel in each Zone and compare existing and proposed fees
- Provided input on TIM Fee use categories
- Directed staff to proceed with the 2035 General Plan Land Use scenario for updating the CIP and TIM Fee Programs

9



Proposed Land Use Categories: Residential



Current	Proposed (no changes)
Single Family	Single Family
Multi-family	Multi-family
Age-restricted Single Family	Age-restricted Single Family
Age-restricted Multi-Family	Age-restricted Multi-Family

10




Proposed Land Use Categories: Nonresidential




Current	Proposed
High Trip Commercial	Retail / Commercial
General Commercial	
Gas Station	
Office	Office
Industrial	Industrial / Warehouse
Warehouse	
Church	Church
Golf Course	(Delete)
Campground	(Delete)
Bed & Breakfast	Hotel / Motel
(None)	Per Trip Fee

11

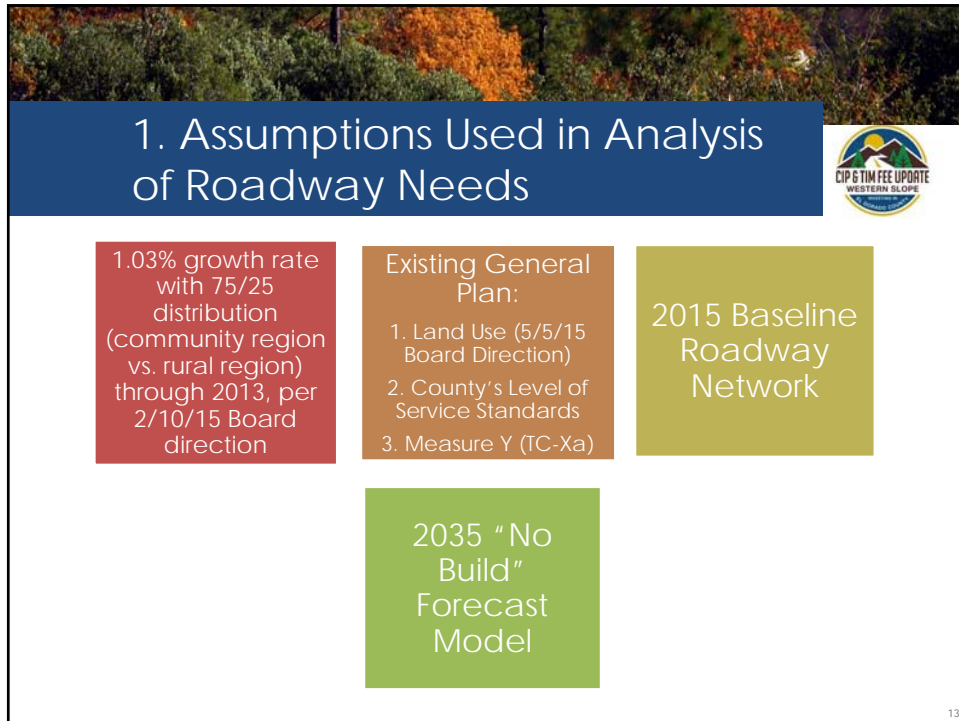


Proposed TIM Fee Categories




Residential	Nonresidential
Single Family	Retail / Commercial
Multi-family	Hotel / Motel/B&B
Age-restricted Single Family	Church
Age-restricted Multi-Family	Office
	Industrial / Warehouse
	Per Trip Fee

12



1. Assumptions Used in Analysis of Roadway Needs



1.03% growth rate with 75/25 distribution (community region vs. rural region) through 2013, per 2/10/15 Board direction

Existing General Plan:

1. Land Use (5/5/15 Board Direction)
2. County's Level of Service Standards
3. Measure Y (TC-Xa)

2015 Baseline Roadway Network

2035 "No Build" Forecast Model

13



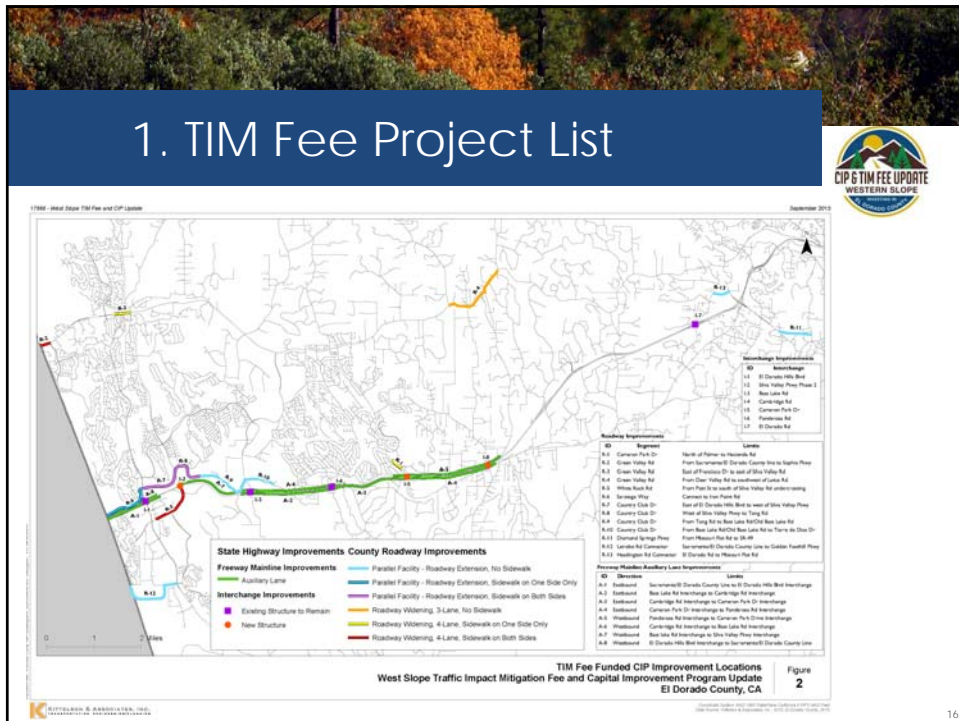
1. TIM Fee Project List




The TIM Fee project list includes the following types of projects:


- Projects needed to address future level of service (LOS) deficiencies (e.g., Green Valley Road, Highway 50 improvements). This also includes parallel capacity projects (e.g., Saratoga, White Rock Road, and Country Club extension).
- Projects with current reimbursement obligations (e.g., Silva Valley Interchange).
- Line items for bridge replacement grant match funds, intersection improvements, transit capital improvements and program administration.

14






2. Project Cost Estimating Methodology




Project Cost Estimating	Project Identification	Establish Design Criteria
<ul style="list-style-type: none"> Local Roads US50 Interchanges US50 Auxiliary Lanes 	<ul style="list-style-type: none"> Review segment recommendations Review existing County and Caltrans project studies Establish project limits 	<ul style="list-style-type: none"> Adopted El Dorado County Design Standards Draft El Dorado County Design Standards Caltrans Highway Design Manual

17



2. Project Cost Estimating Methodology



Local Road Project Unit Costs	Assume 2015 Dollars
	Review recent El Dorado County Bid Results
	Review Caltrans Cost Data
	Review Caltrans Construction Cost Index
	Determine likely item unit cost

18

2. Project Cost Estimating Methodology - Local Road Project Components

Right of Way

Capital Support Project Report/Environmental Document
Plans Specifications, & Estimate
Construction Management

Earthwork

Structural Section


Drainage & Utilities

Specialty Items Curb & Gutter
Sidewalk


Traffic Items Signals
Signing & Striping

Supplemental Items Traffic Management
Construction Contingency

Structure Items



13 Doraldo County White Rock Road

PRELIMINARY COST 

Project Limits: From Post Street to south of Silver Valley Road Overcrossing
TYPE: 4-LANE

Item	Quantity	Unit	Unit Cost	Total Cost
Right of Way	1,100	sq ft	\$12.00	\$13,200
Earthwork	1,200	cu yd	\$15.00	\$18,000
Structural Section	1,500	sq ft	\$10.00	\$15,000
Drainage & Utilities	1,800	sq ft	\$8.00	\$14,400
Specialty Items	2,000	sq ft	\$10.00	\$20,000
Traffic Items	1,000	sq ft	\$10.00	\$10,000
Supplemental Items	1,500	sq ft	\$10.00	\$15,000
Structure Items	1,000	sq ft	\$10.00	\$10,000
Subtotal				\$135,600
Contingency				\$13,560
Total				\$149,160

2. Project Cost Estimating Methodology - Local Road Project Components – US 50/Auxiliary Lanes


**US50 Interchange/
Auxiliary Lane
Estimate
Update**

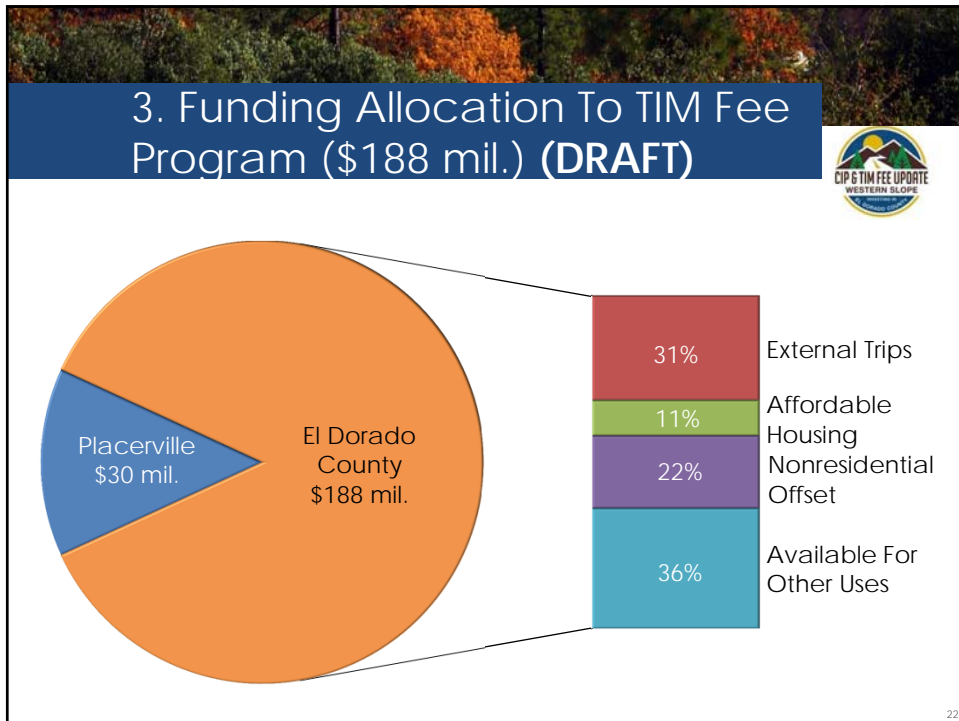
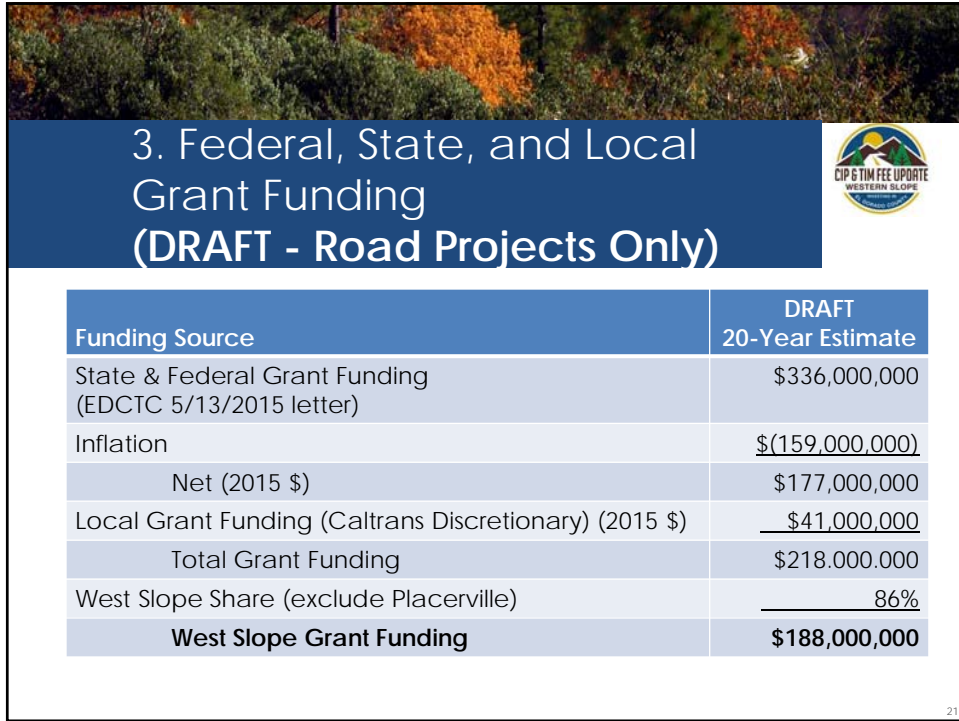
Review published Caltrans Project Reports

Updated Unit Costs


Update Right of Way Costs

Capital Support Project Report/Environmental Document
Plans, Specifications and Estimate
Construction Management





3. TIM Fee Non-Residential Offsets



	Current Program	2015 Update
Residential Fees	84%	82%
Nonresidential Fees	6%	7%
Nonresidential Offset*	10%	11%
Total	100%	100%

*Funded with local, state and federal sources

23

4. TIM Fee Zone Geographies



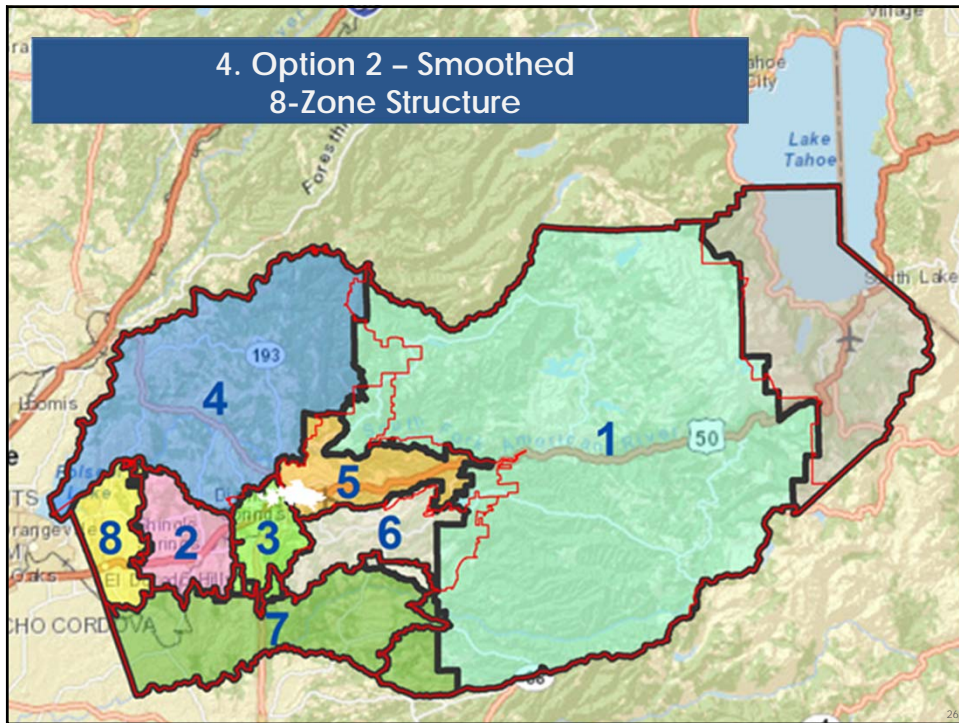
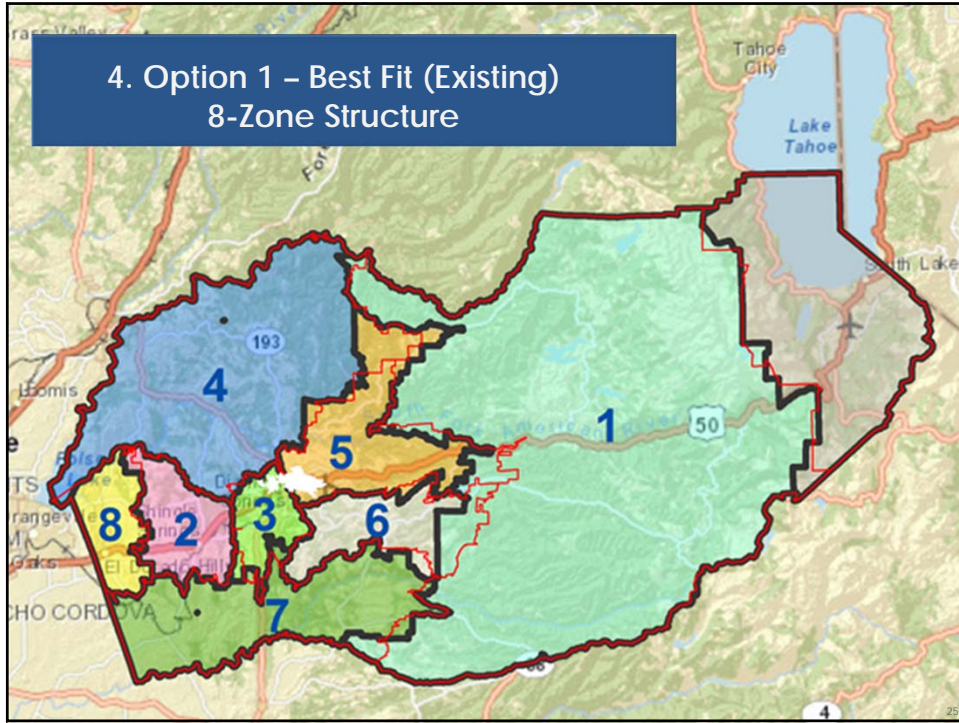
Best Fit
(Existing)

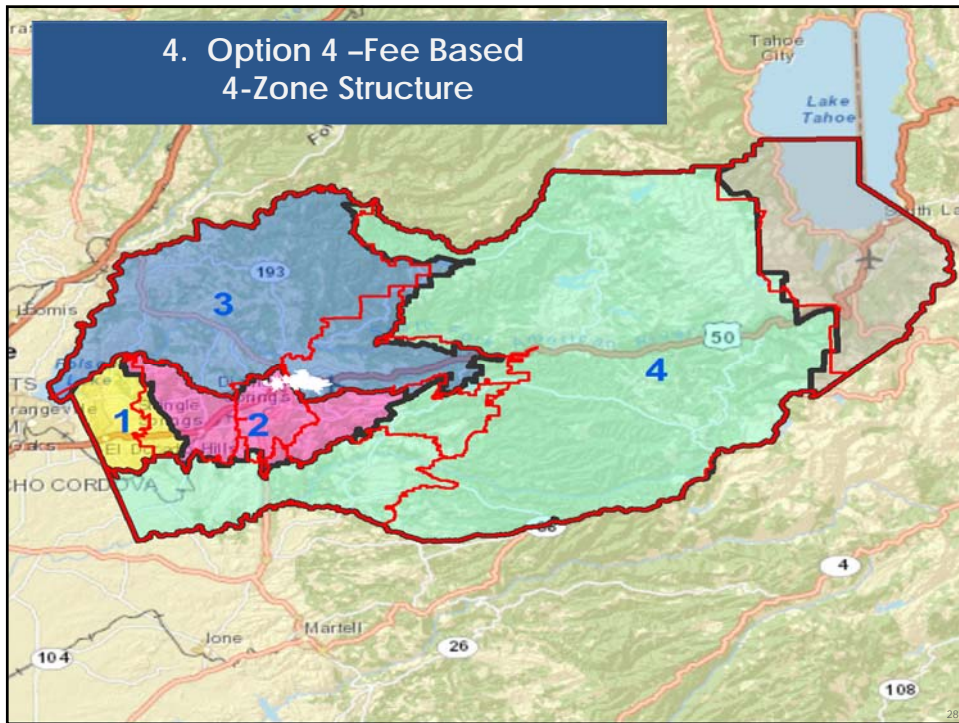
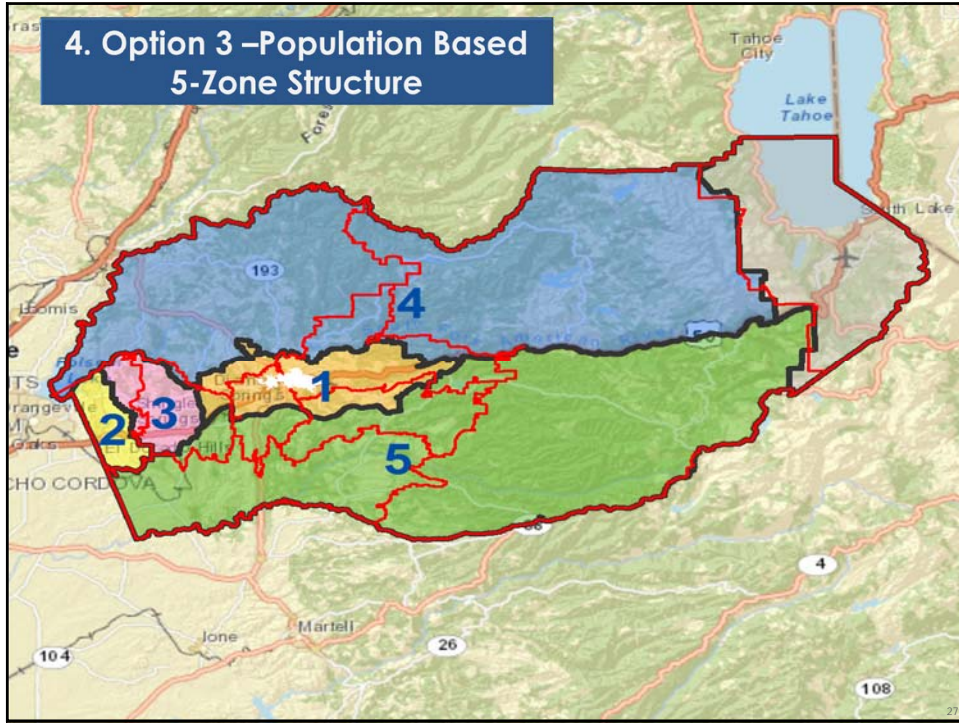
Smoothed
(8 Zones)

Population
Based
(5 Zones)

Fee Based
(4 Zones)


24






4. Reduced TIM Fee Program Cost





2012 TIM Fee Program:
\$804 Million




Proposed TIM Fee Program:
\$467 Million

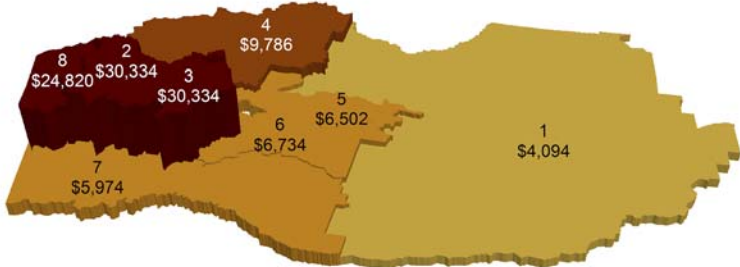
- **Reasons for reduction:**
 - **Decrease in growth rate assumptions**
 - Previous Projection: approx. 3% growth
 - Proposed Projection: approx. 1% growth (Results in less infrastructure required)
 - **Successful TIM Fee Program resulted in completed projects (\$320.1 Million).**

29

4. Distribution of Fees by Geography

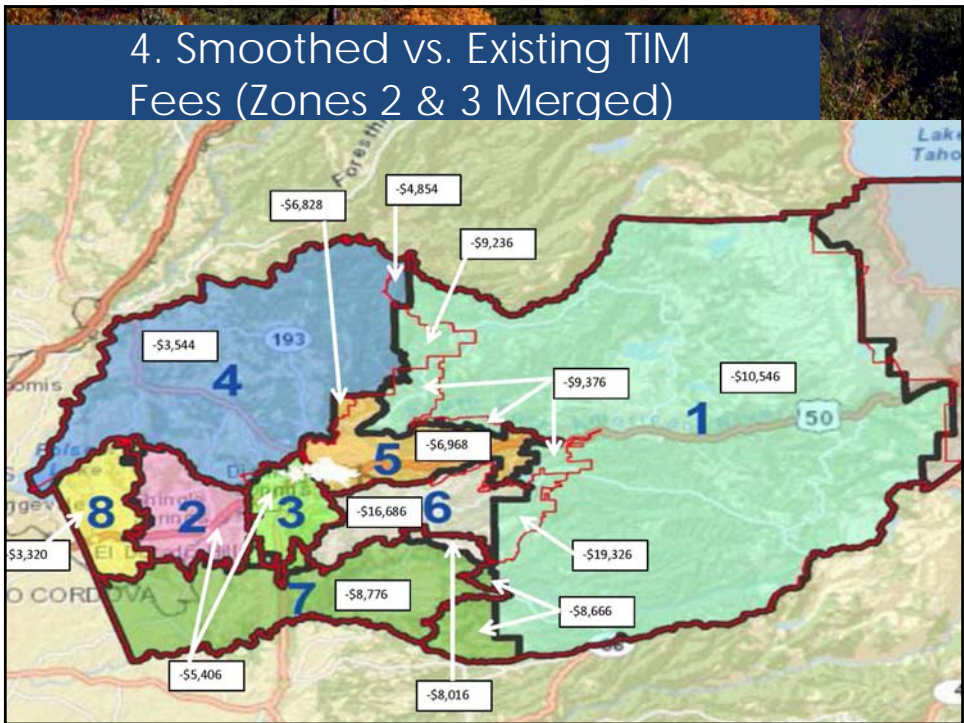
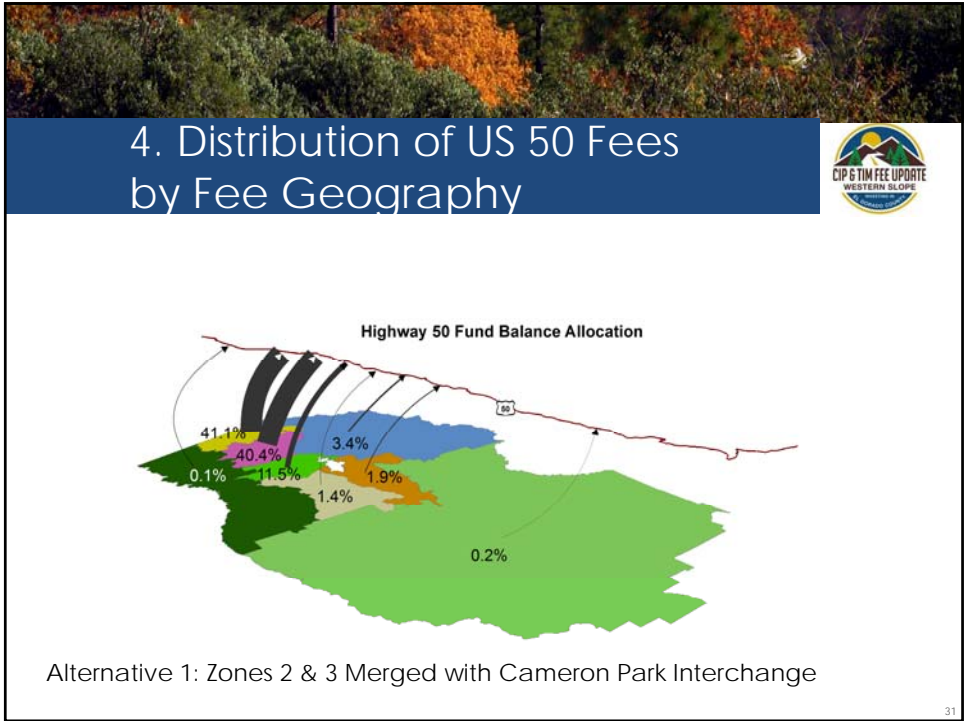


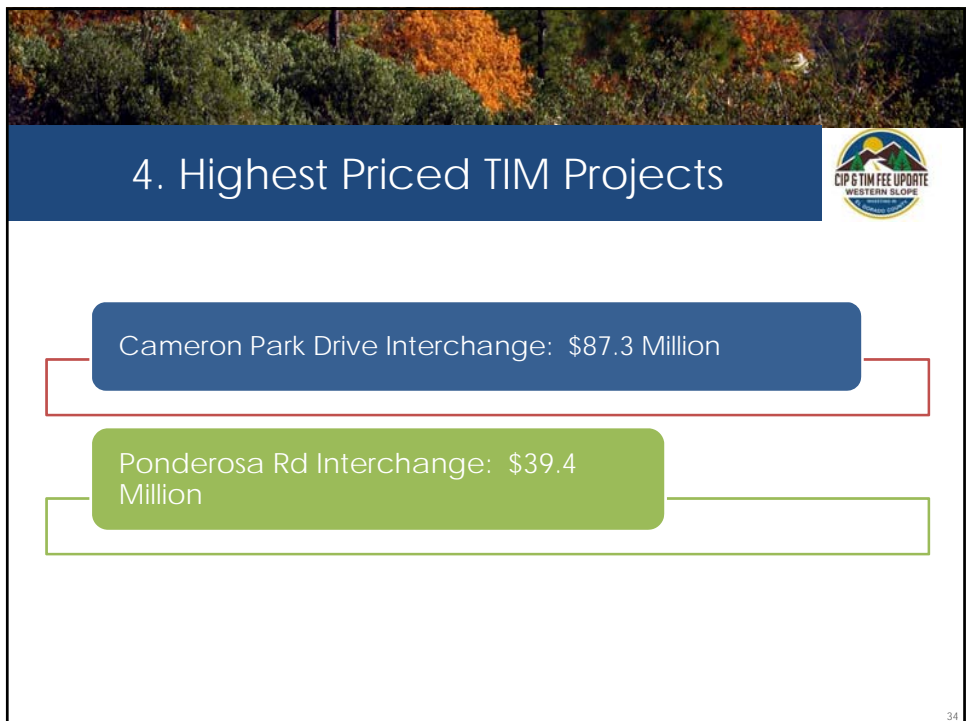
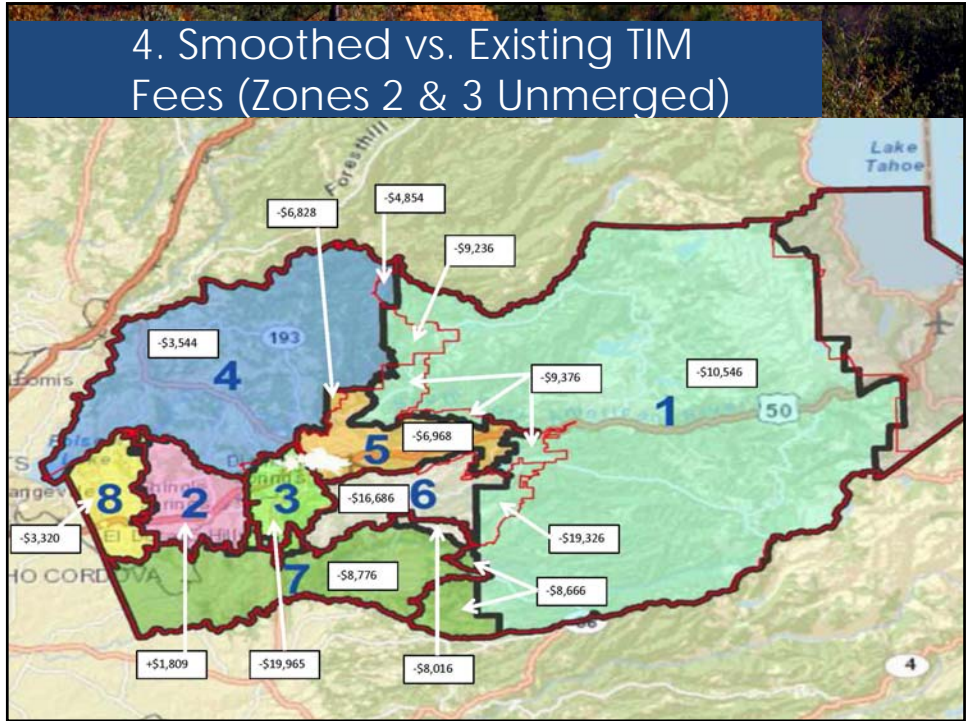
Proposed Total TIM Fee - Single Family Residence



Alternative 1: Zones 2 & 3 Merged with Cameron Park Interchange

30





4. Cameron Park Interchange



Estimated cost - \$87,284,000
 (Approximately 19% of Total Program Cost)

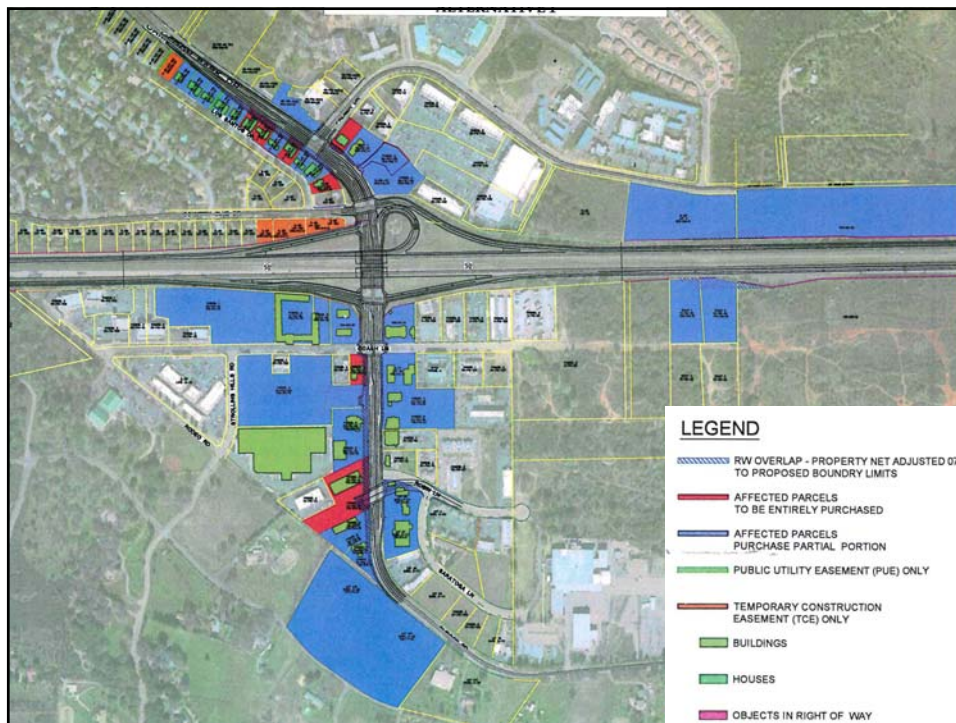
Necessary from Level of Service perspective

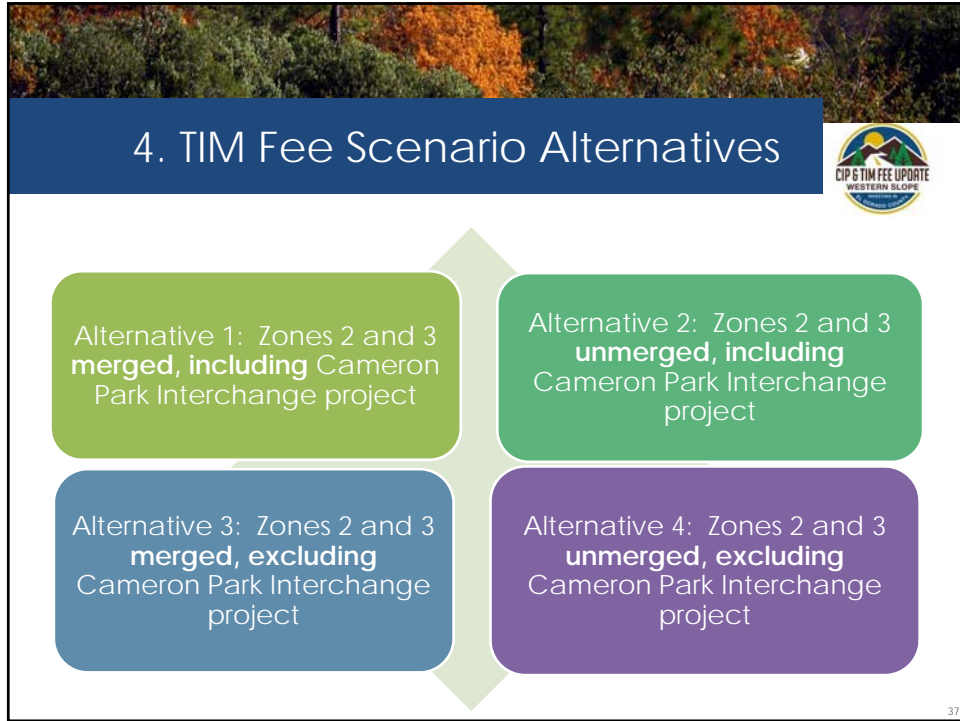
May not provide reasonable cost/benefit ratio

Removal from Program requires 4/5 vote

Acquisition of land/buildings from existing residential and commercial properties

35

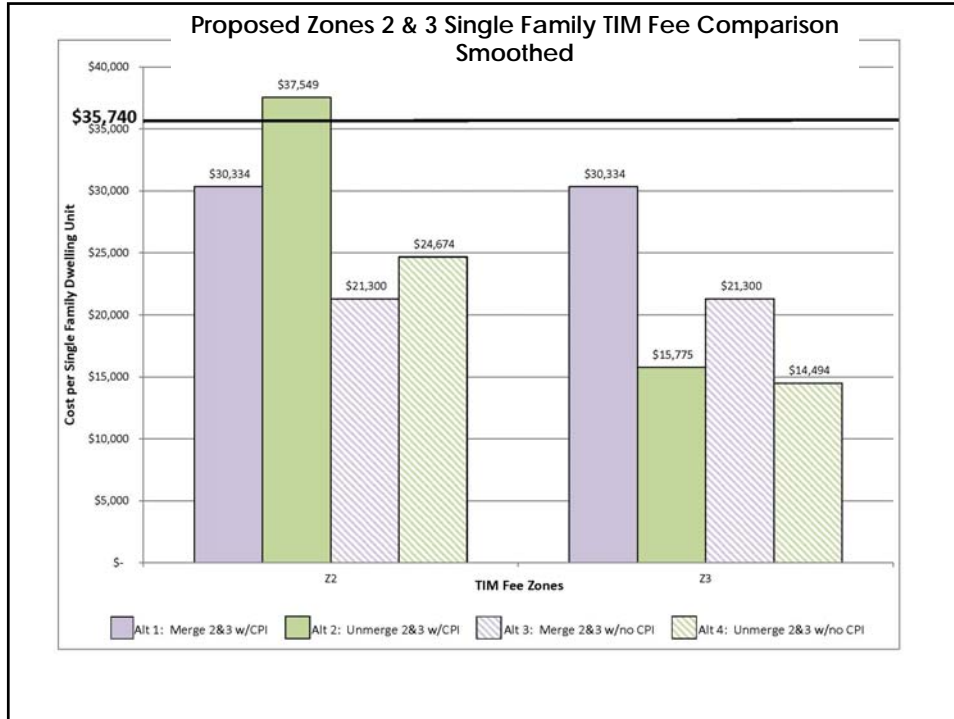




Existing vs Proposed (Smoothed) Summary


		Z1	Z2	Z3	Z4	Z5	Z6	Z7	Z8
Existing 2012 Program	SF (dwelling unit)	\$ 14,640	\$ 35,740	\$ 35,740	\$ 13,330	\$ 13,470	\$ 23,420	\$ 14,750	\$ 28,140
	General Commercial (sf)	\$ 7.66	\$ 10.42	\$ 10.49	\$ 8.33	\$ 8.31	\$ 8.32	\$ 8.17	\$ 8.60
Alternative 1 merged 2&3 w/CPI	SF (dwelling unit)	\$ 4,094	\$ 30,334	\$ 30,334	\$ 9,786	\$ 6,502	\$ 6,734	\$ 5,974	\$ 24,820
	Difference from Existing	\$ (10,546)	\$ (5,406)	\$ (5,406)	\$ (3,544)	\$ (6,968)	\$ (16,686)	\$ (8,776)	\$ (3,320)
	% Difference from Existing	-72%	-15%	-15%	-27%	-52%	-71%	-59%	-12%
	General Commercial (sf)	\$ 0.84	\$ 6.18	\$ 6.18	\$ 1.99	\$ 1.33	\$ 1.37	\$ 1.22	\$ 5.06
Alternative 2 unmerged 2&3 w/CPI	SF (dwelling unit)	\$ 4,094	\$ 37,549	\$ 15,775	\$ 9,786	\$ 6,502	\$ 6,734	\$ 5,974	\$ 24,820
	Difference from Existing	\$ (10,546)	\$ 1,809	\$ (19,965)	\$ (3,544)	\$ (6,968)	\$ (16,686)	\$ (8,776)	\$ (3,320)
	% Difference from Existing	-72%	5%	-56%	-27%	-52%	-71%	-59%	-12%
	General Commercial (sf)	\$ 0.84	\$ 7.66	\$ 3.21	\$ 1.99	\$ 1.33	\$ 1.37	\$ 1.22	\$ 5.06
Alternative 3 merged 2&3 w/no CPI	SF (dwelling unit)	\$ 3,250	\$ 21,300	\$ 21,300	\$ 8,772	\$ 5,302	\$ 5,572	\$ 4,810	\$ 22,358
	Difference from Existing	\$ (11,390)	\$ (14,440)	\$ (14,440)	\$ (4,558)	\$ (8,168)	\$ (17,848)	\$ (9,940)	\$ (5,782)
	% Difference from Existing	-78%	-40%	-40%	-34%	-61%	-76%	-67%	-21%
	General Commercial (sf)	\$ 0.66	\$ 4.34	\$ 4.34	\$ 1.79	\$ 1.08	\$ 1.13	\$ 0.98	\$ 4.56
Alternative 4 unmerged 2&3 w/no CPI	SF (dwelling unit)	\$ 3,250	\$ 24,674	\$ 14,494	\$ 8,772	\$ 5,302	\$ 5,572	\$ 4,810	\$ 22,358
	Difference from Existing	\$ (11,390)	\$ (11,066)	\$ (21,246)	\$ (4,558)	\$ (8,168)	\$ (17,848)	\$ (9,940)	\$ (5,782)
	% Difference from Existing	-78%	-31%	-59%	-34%	-61%	-76%	-67%	-21%
	General Commercial (sf)	\$ 0.66	\$ 5.03	\$ 2.95	\$ 1.79	\$ 1.08	\$ 1.13	\$ 0.98	\$ 4.56
		\$ (7.00)	\$ (5.39)	\$ (7.54)	\$ (6.54)	\$ (7.23)	\$ (7.19)	\$ (7.19)	\$ (4.04)
		-91%	-52%	-72%	-79%	-87%	-86%	-88%	-47%

*CPI = Cameron Park Interchange



5. Right-of-Way, Curb, Gutter & Sidewalk

- Current TIM Fee Program Includes Right-of Way, Curb, Gutter & Sidewalk (Frontage Improvements)
- Staff recommends removing Frontage Improvements in locations where development could fund them
- Overall TIM Fee Program costs could be reduced by \$18.9 Million (3%) (see Attachment 9)




5. CIP Status




Project website remained open through September 16 (past original August 31 deadline) to obtain public input on overall CIP.

Staff to return to the Board in December with draft CIP.

41



6. Proposed CEQA Document



TIM Fee Environmental Constraints Analysis

CEQA Exemption -CEQA Guideline Section

42




7. Updated Project Schedule




- **Board:**
 - December – receive direction for adjustments to TIM Fee Program and present CIP list
 - January 2016 – receive adjustments on TIM Structure
 - March 2016 – approve final CIP and TIM Fee Program
- **Planning Commission** – January 2016
- **EDCTC** – February 2016
- **Public Workshops** – September 28 and 29
- **Tentative Adoption date** – March 2016 (fees go into effect 60 days after Board adoption)

43



I support keeping the 8-zone (smoothed) fee geography.



1. Strongly Support
2. Somewhat Support
3. Somewhat Oppose
4. Strongly Oppose
5. No Opinion



I support the merging of Zones 2 and 3.



1. Strongly Support
2. Somewhat Support
3. Somewhat Oppose
4. Strongly Oppose
5. No Opinion



I support keeping the Cameron Park Interchange in the TIM Fee CIP.




1. Strongly Support
2. Somewhat Support
3. Somewhat Oppose
4. Strongly Oppose
5. No opinion




I support the fee reductions for residential development.




1. Strongly Support
2. Somewhat Support
3. Somewhat Oppose
4. Strongly Oppose
5. No Opinion




I support the fee reductions for non-residential development.



1. Strongly Support
2. Somewhat Support
3. Somewhat Oppose
4. Strongly Oppose
5. No Opinion



I think the new fees are equitable.



1. Strongly Support
2. Somewhat Support
3. Somewhat Oppose
4. Strongly Oppose
5. No Opinion



Next Steps



- **Public Workshops to be held:**
 - Monday, September 28th 6:30 p.m. – 8:30 p.m.
El Dorado Hills Fire Station 85
1050 Wilson Blvd., El Dorado Hills
 - Tuesday, September 29th 6:30 p.m. – 8:30 p.m.
El Dorado County, Ready Room
2441 Headington Rd., Placerville
- **Board - December** : updated fee schedule based on input from 9/22 Board meeting, public input and CIP list

Focus Group Summary Notes

Understanding the notes below:

- *Main bullets indicate specific or general questions/comments shared by community members present.*
 - *Sub-bullets summarize the responses provided by staff and consultant team members.*

Development Community Group

- What type of infrastructure can be funded using TIM fees?
 - TIM Fees can be used for roadways projected to exceed established Levels of Service (LOS) in the future, Parallel Capacity Roads (e.g., Saratoga, White Rock, Country Club) and Transportation Capital Improvements; not for funding operations
- Why are fees substantially different between Pollock Pines and Diamonds Springs areas?
 - The difference is attributed to the greater use of US 50 between the two areas– the traffic model matches the level of use to each zone.
- Voting for or against combining Zones 2 and 3 is truly self-serving; developers in Zone 3 would prefer not to merge.
 - Combining Zones 2 and 3 results in fee reductions for both areas.
- The need for the Cameron Park and Ponderosa interchanges were driven by the Regional Housing Needs Assessment (RHNA) and its allocation of affordable housing. The development community does not put much faith in these growth allocations.
- The TIM Fee Study is based on General Plan projections, which drives traffic to Cameron Park and Ponderosa interchanges, but its assumptions don't consider that the cost of land and fees make construction unrealistic.
 - A substantial portion of the cost for the Cameron Park interchange is right-of-way. An alternative interchange configuration referred to as a "Diverging Diamond (reverse cloverleaf)," requires substantially less land acquisition (resulting in less cost). Historically, CALTRANS has not supported this design despite successful applications outside of California. Quincy Engineering and Kittelson & Associates Inc. are working on such an interchange in the city of Elk Grove. It was suggested that alternatives with and without the Cameron Park interchange be examined.
- Developing/analyzing new alternatives would take too long. If Cameron Park interchange is removed from the program, the Board of Supervisors will look like heroes, but then the developers may have to build it, which could mean

less development.

- If the Cameron Park interchange stays in the program and developers pay the resulting fee – then later the preferred interchange design alternative changes and substantially reduces the fee – does the developers who paid the original fee get reimbursed?
 - No
- Did the consultant team analyze US 50 as it actually functions (specifically the eastbound through lane that CALTRANS defines as a “transition lane” versus a general purpose lane).
 - Yes

Resident Groups

- The question about whether higher or lower impact fees is preferred was not fair because the focus group members were not familiar enough with what the fees are, what they pay for, and how they are currently being used.
- Why do residents have to pay for through trips on US 50?
 - Approximately 31% of the total amount of funding (\$188 million) is allocated to accommodating external trips that start and end outside of the County, which can't be funded by TIM fees; these costs are paid by other revenue sources, including state, federal and regional funds.
 - Existing deficiencies are based on actual traffic counts obtained within the last three years, which reflect the drop in volume due to the recession.
 - Current assumption for the major update is an annual average residential growth rate of 1.03% per year within existing General Plan land uses; this is what the future deficiencies will be based on.
- Single family home builders who are not developers are unfairly impacted by the high residential fees. This fee makes some families unable to build in El Dorado County.
- Are bicycle and pedestrian projects considered in the TIM Fee program?
 - Not as stand-alone projects. There are other programs and procedures where these projects are funded, such as the development approval process.

- Would like to see Complete Street type projects in the TIM Fee CIP. Sidewalks are needed and should have been part of earlier projects. Will TIM Fee CIP improvements for deficient roadways include sidewalks?
 - In Community Areas sidewalks are included as part of the TIM Fee CIP roadway improvement but this occurs in only a few projects (these are depicted on the TIM Fee CIP map).
 - Given that Measure Y has strictly defined criteria that relates solely to vehicles combined with the AB1600 Nexus requirements, including multi-modal improvements in the TIM Fee CIP is difficult.
- The line by line costing methodology and document sheet is appreciated.
- Will the costing methodology applied to the TIM Fee CIP improvements be applied to the non-TIM Fee CIP improvements?
 - Yes
- What definition did you use for auxiliary lanes?
 - Aux-lanes were analyzed as ramp to ramp connections with reduced through capacity relative to general purpose lanes.
- Surprised that the non-residential subsidy did not come up during the Board of Supervisors meeting. This subsidy does not appear to be working (i.e., no effect on encouraging commercial development).
 - This may be due to the recession but also the subsidy may not be sufficient to make enough of a difference in a developers cost point.
- Would like to see the Diverging Diamond interchange configuration remain on the table as a potential option to reduce the cost of the Cameron Park Interchange improvement.
- Community would like to walk on both sides of the roadway – sidewalks should be included on both sides of the road when a roadway is improved.

Public Agency Group

- With SB 743, will Vehicle Miles Traveled (VMT) be added to impact fee evaluation, potentially creating a double dip on impact fees?
 - SB 743 is a CEQA modification and does not directly impact developer fee programs.
- Why is Missouri Springs (Flat Road, not Springs) Interchange excluded from this program?

- There is a local fee program in place to fund that project. Until the additional study is done for the MC&FP Phase II project, we cannot add it to the TIM Fee Program.
- Red roads projects (roadways with identified geometric, safety or congestion that inhibit emergency responders) should be a high priority item for updating.
 - Red roads are considered to be an existing deficiency with little to no added traffic growth resulting from new development so TIM Fee funding for these roadways would be small if not non-existent.
- What will the time horizon for the TIM Fee CIP improvements?
 - Similar to the existing program there will be short, medium and long-term improvement horizons out to 2035 (5, 10, 20 years).
- Why were 2015 dollars used to estimate future construction costs?
 - To avoid having to calculate rates of inflation into the future. By this method, all costs and funds remain constant. This removes the uncertainty of how projects will be phased over time. Inflation will be factored in as the programs are updated annually.
- Where is new development projected in Zone 2?
 - Only projects that are approved and under construction can be considered.
- Would the Curb, Gutter, Sidewalk concepts require Board of Supervisor action/amendment?
 - Yes
- The non-residential subsidy is not having an impact

EDC TIM Fee and CIP Update Workshop – September 28, 2015
Notes on Discussion during Presentation

- Has the Board of Supervisors considered removing the Cameron Park interchange from the program?
 - It would be politically difficult to modify the program, but it could be an alternative.
 - As mandated by Measure Y, the program is intended to address infrastructure that will improve deficiencies in Levels of Service, including the Cameron Park interchange. It can be removed by a 4/5 vote of the Board of Supervisors that would allow the LOS to drop to Level F.
- Has the Board of Supervisors considered going to a 4- Zone geographic breakdown?

- Staff will be recommending the smoothed eight-Zone geography as it is more consistent with the County's commitments.

Questions Posed to Community Members

- Do you support keeping the 8-zone (smoothed) fee geography?
 - Responses: Strongly support = 4, Somewhat support = 1, No opinion = 1
- Do you support merging Zones 2 and 3?
 - Responses: Strongly support = 8, Somewhat support = 1, Strongly oppose = 1, No opinion = 3
- Do you support keeping the Cameron Park interchange in the TIM Fee CIP?
 - Responses: Strongly support = 3, Somewhat support = 1, Somewhat oppose = 1, Strongly oppose = 5, No opinion = 1, Keep in, but consider other alternatives = 4
- Do you support additional fee reductions for residential development through state and federal subsidies?
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- Do you support additional fee reduction of subsidies for non-residential development?
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- Do you think the new fees are appropriately balanced between rural and community areas?
 - Responses: Strongly agree = 3, Somewhat agree = 5, Somewhat disagree = 1, Strongly disagree = 3
- How would you rate the CIP and TIM fee process?
 - Responses: Excellent = 2, Good = 6, Average = 3, Fair = 1, Poor = 2

EDC TIM Fee and CIP Update Workshop – September 29, 2015 Notes on Discussion during Presentation

- How is Level of Service (LOS) determined?

- LOS is based on the motorists' perception/experience while travelling the roadway system. LOS A represents the best experience without delays or congestion; free-flowing traffic conditions. The other end of the spectrum is LOS F which represents high levels of frustration.
- What constitutes a "Broken Road?"
 - These are roadways that have exceeded their capacity and are below the acceptable LOS, which is designated as LOS D in rural areas and LOS E in community areas.
- How was the 1.03% growth rate determined?
 - The rate of residential growth is determined by historic trends in statistical population growth over the past several years, building permits issued and on the projected areas of land use in the General Plan. The percentage is based on the average rate of growth County-wide.
- Is the methodology for cost estimation available to the public online?
 - Transparency is the goal of this process. It can be found at the County's website: edcwesternslopeupdate.com. It was presented at the Board of Supervisors September 22nd study session, which is also available to the public.
- Why am I paying for Highway 50 improvements?
 - This is one of the requirements of Measure Y. The greatest contribution to the payment of these fees (94%) is made by Zones 1, 2 & 3.
- When did the current TIM Fee program begin?
 - The current program started in 2006 with prior programs dating back to the mid-1980's.

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Western Slope CIP and TIM Fee Update Focus Groups

Workshop

September 28, 2015



CIP



Purpose

A-214

- The CIP is the long-range plan for all individual capital improvement projects and funding sources
- Provides strategic direction for capital projects over a current year, 5, 10, and 20 year horizon
- Used as a planning tool, and updated annually (as required by General Plan Policy TC-Xb)

Process

14-0245 22K 236 of 442

- The CIP is updated annually
- Updates include adjustments to: revenue estimates, project scopes, costs and schedules
- Project priorities are revised per Board direction



What is the TIM Fee Program?

A Fee program is used to fund needed improvements including roadway widening, new roadways, roadway intersection improvements, transit to deal with future growth during a defined time period (currently based on 20 years of growth).

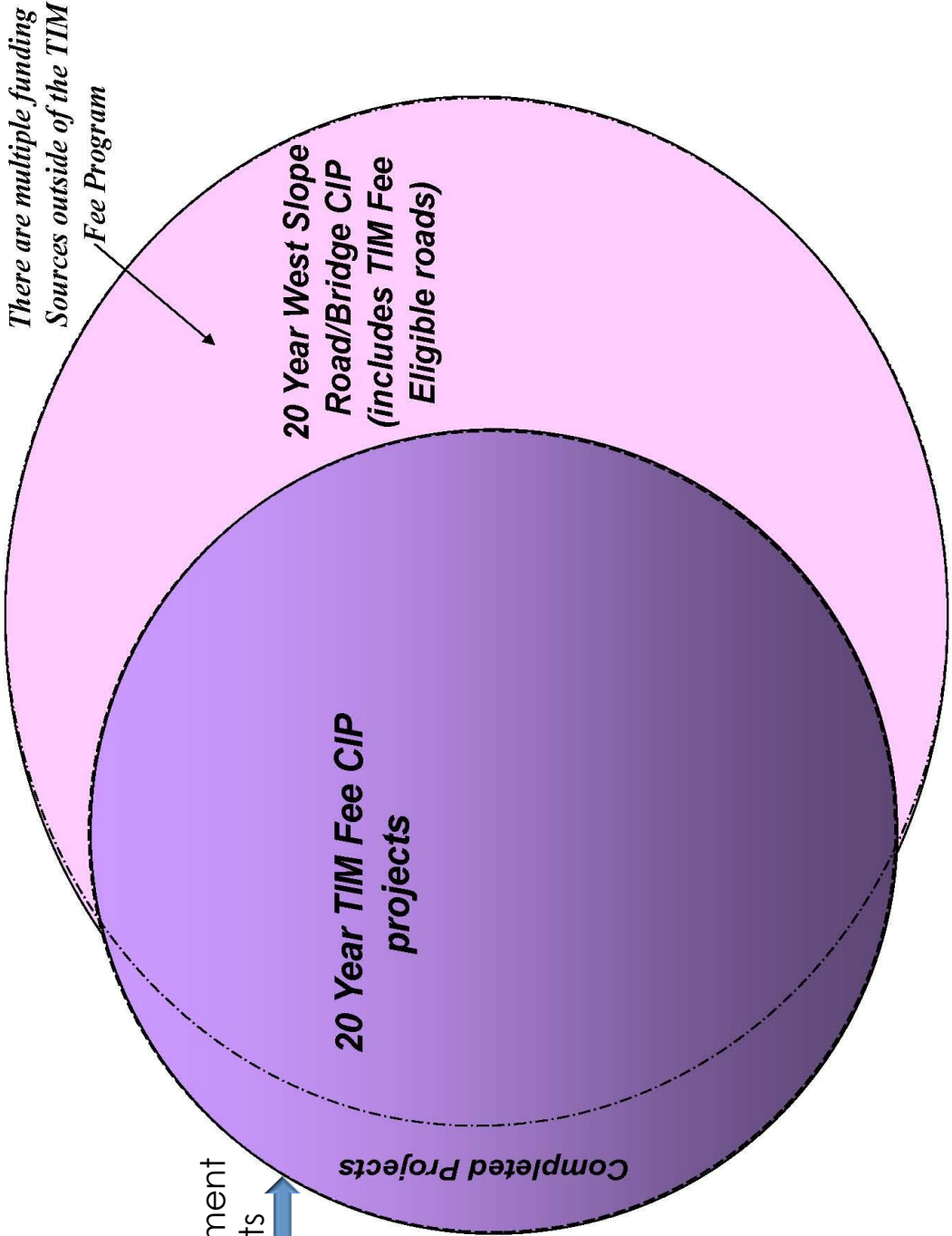
A-215

A Fee program is legally required to meet guidelines as established by Assembly Bill 1600 (California Government Code Sections 66000 through 66009).

14-0245 22K 237 of 442

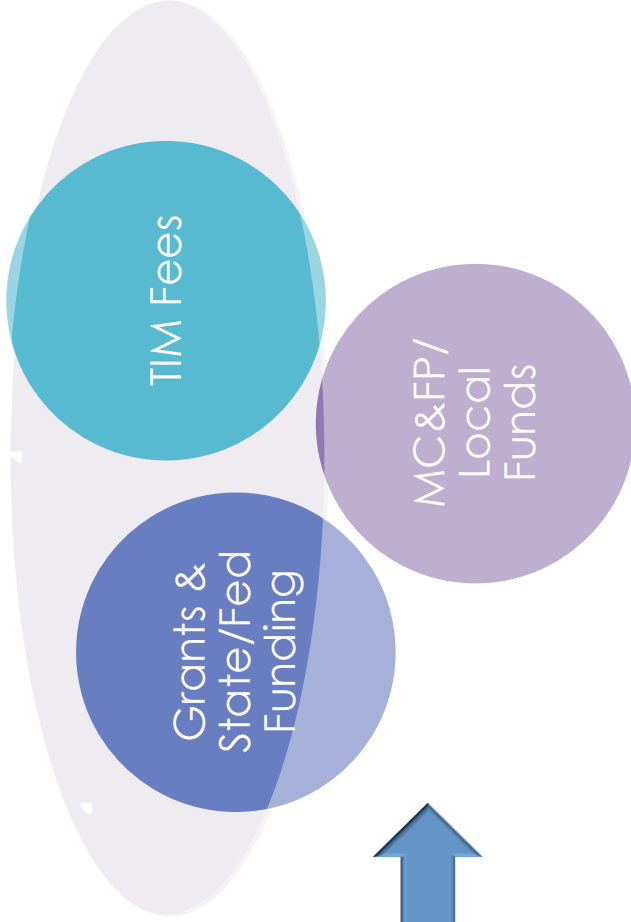
Projects completed in prior TIM Fee programs total approximately \$320.1 Million.

CIP & TIM Fee Program Relationship





Reimbursement Agreements
A-216

CIP Funding Sources



Various Funding Sources



CIP

Major 5-Year CIP and TIM Fee Program Cycle*

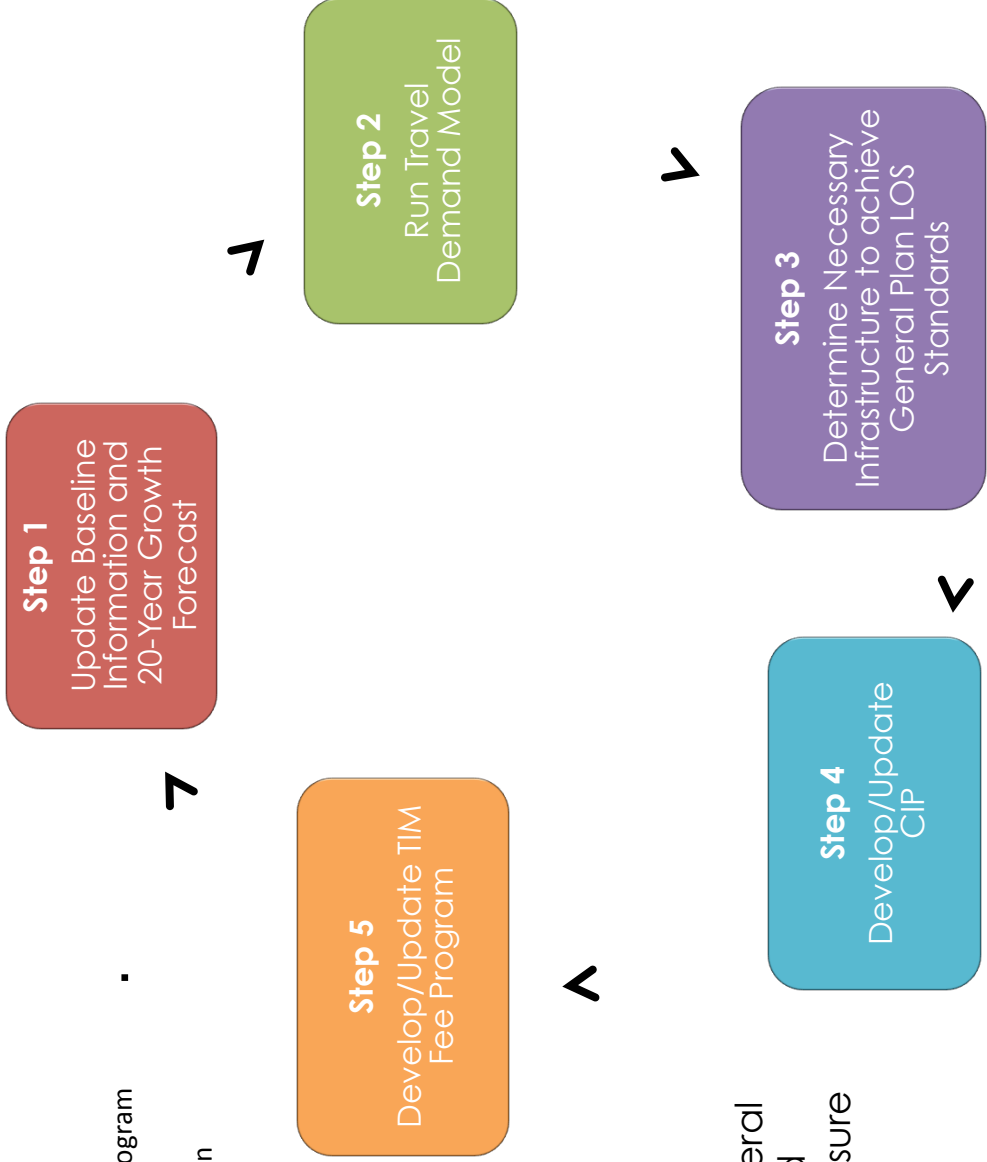


▫ Acronyms:

CIP: Capital Improvement Program

LOS: Level of Service

TIM: Traffic Impact Mitigation

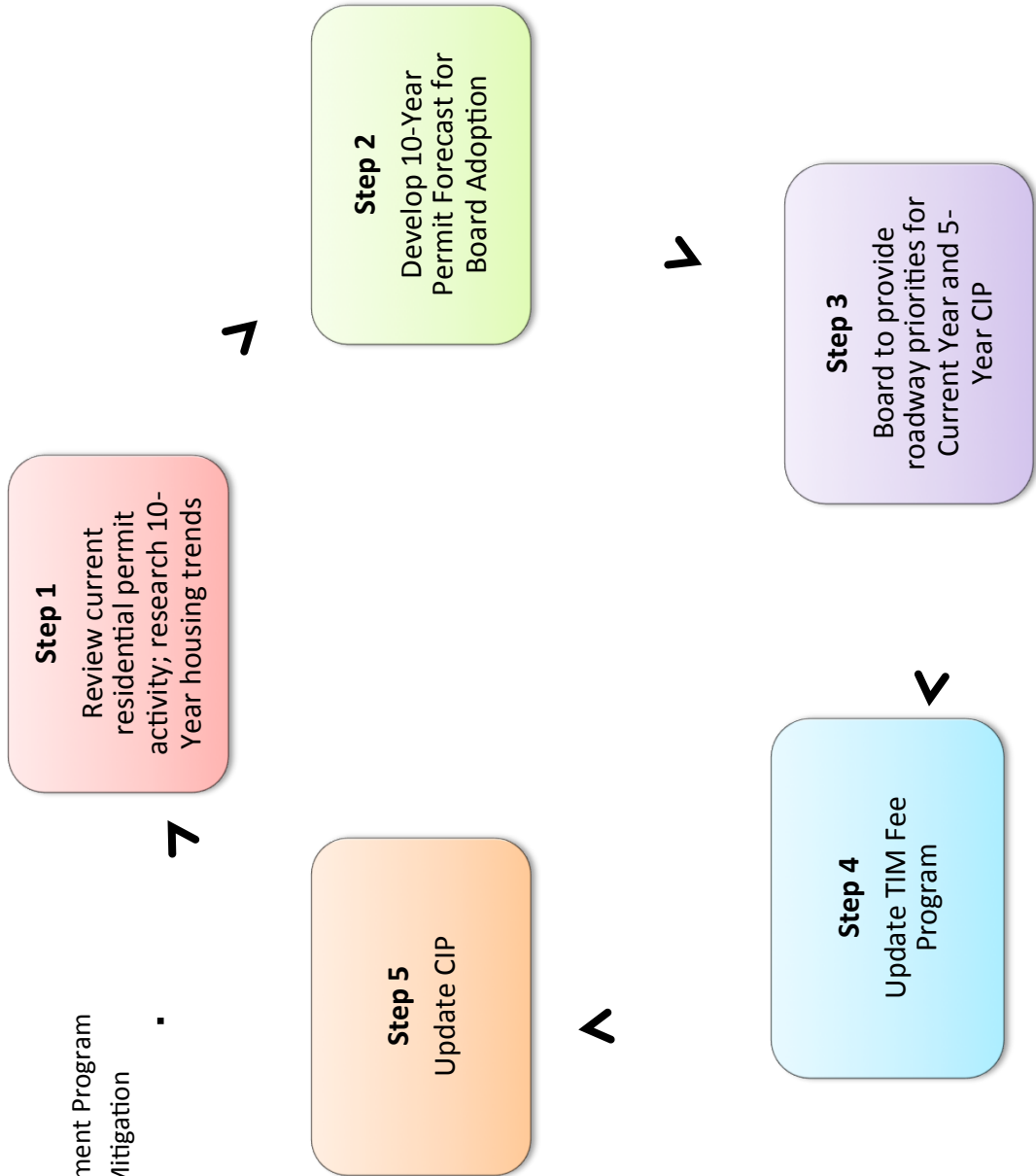


As required by General
Plan Policy TC-XB and
Implementation Measure
TC-B

Annual CIP and TIM Fee Program Update Cycle*



- Acronyms:
CIP: Capital Improvement Program
TIM: Traffic Impact Mitigation



* As required by General Plan Policy TC-Xb and Implementation Measures TC-A and TC-B

Proposed TIM Fee Categories



Residential

Single Family

Multi-family

Age-restricted Single
Family

Age-restricted Multi-Family

A-220

14-0245 22K 242 of 442

Nonresidential

Retail / Commercial

Hotel / Motel/B&B

Church

Office

Industrial / Warehouse

Per Trip Fee

Assumptions Used in Analysis of Roadway Needs



1.03% growth rate with 75/25 distribution (community region vs. rural region) through 2013, per 2/10/15 Board direction

Existing General Plan:

1. Land Use (5/5/15 Board Direction)
2. County's Level of Service Standards
3. Measure Y (TC-Xa)

2015 Baseline Roadway Network

2035 "No Build" Forecast Model

TIM Fee Project List



The TIM Fee project list includes the following types of projects:

Projects needed to address future level of service (LOS) deficiencies (e.g., Green Valley Road, Highway 50 improvements). This also includes parallel capacity projects (e.g., Saratoga, White Rock Road, and Country Club extension).

Projects with current reimbursement obligations (e.g., Silva Valley Interchange).

Line items for bridge replacement grant match funds, intersection improvements, transit capital improvements and program administration.



TIM Fee Project List

8

- Highway 50 Auxiliary Lane Projects

7

- Interchange Projects

13

- Roadway Improvement Projects

7

- Reimbursement Agreements (Completed Projects)

4

- Other Program Cost Categories

Project Cost Estimating Methodology



Project Cost Estimating

- Local Roads
- US50 Interchanges
- US50 Auxiliary Lanes

A-224

4-0245 22K 246 of 442

Project Identification

- Review segment recommendations
- Review existing County and Caltrans project studies
- Establish project limits

Establish Design Criteria

- Adopted El Dorado County Design Standards
- Draft El Dorado County Design Standards
- Caltrans Highway Design Manual

Project Cost Estimating Methodology



Local Road Project Unit Costs

Assume 2015 Dollars

Review recent El Dorado County Bid Results

Review Caltrans Cost Data

Review Caltrans Construction Cost Index

Determine likely item unit cost

Project Cost Estimating Methodology - Local Road Project Components



Right of Way

Capital Support
Project Report/Environmental Document
Plans Specifications, & Estimate
Construction Management

Earthwork

Structural Section

Drainage & Utilities

Specialty Items
Curb & Gutter

Sidewalk

Signals

Signing & Striping

Traffic Management

Construction Contingency

Structure Items

El Dorado County

White Rock Road

PRELIMINARY COST

Project Limits: From Post Street to south of Silver Valley Road Overcrossing

TYPE: 4-LANE



Prepared By:

Range of Price and proposed improvements are approximate only. Information shown is for cost estimating purposes only and is not accurate for determining construction costs.

Item Description	Quantity	Units	UNIT COST	PROJECT LENGTH	Total Cost
Earthwork				3,560	
Roadway Excavation	9,431	CY	\$30.00		\$282,930
Earthwork Grading Factor			60%		\$254,641
Structural Section					
Sidewalk Existing Asphalt Concrete	7,130	LF	\$2.50		\$17,825
Removal of Striping	8,900	LF	\$1.25		\$11,125
Removal of Pavement Markings	540	SF	\$3.00		\$1,620
Structure Items					
15# Mix Asphalt (Type A)	4,482	Ton	\$110.00		\$493,045
Crack & Aggregate Base	6,371	CY	\$60.00		\$382,270
Gravel & Bases	787	Ton	\$110.00		\$86,576
Drainage (15% of Earthwork & Struct. Sec. Costs)			15%		\$294,823
Reconnect Utility Pole	7	EA	\$10,000.00		\$70,000
Structure Items					
Concrete Sidewalk	38,840	SF	\$10.00		\$388,400
Curb and Gutter	5,720	LF	\$30.00		\$171,600
Driveway	11	EA	\$4,000.00		\$44,000
Structure Items					
Traffic Items					
Striping (Type A Lines)	3,560	LF	\$6.00		\$21,360
Striping (Type B Lines)	14	EA	\$2,000.00		\$28,000
Subtotal Roadway Construction Items	14	EA	\$300.00		\$2,400.00
Supplemental Items					
Construction Contingency			25%		\$621,270
Subtotal Supplemental Items					\$774,379
Structure Items					
Bridge Modernization	800	SF	\$300.00		\$240,000
Bridge Time-Related Overhead			10%		\$24,000
Subtotal Structure Construction Items					\$264,000
Construction Contingency			10%		\$26,400
Subtotal Construction Items					\$3,450,824
Right-of-Way					
Unimproved	49,700	SF	\$10.00		\$497,000
Unimproved Construction Support			10%		\$49,700
Subtotal R/W Items					\$546,700
Capital Support					
PS&E (P&ID)			16%		\$50,000
PS&E (P&I)			20%		\$69,070
CONSTRUCTION (CM)			15%		\$52,924
Subtotal Capital Support Items					\$1,719,600
Project Total					\$5,617,197
Rounded					\$5,618,000

Project Cost Estimating Methodology - Local Road Project Components – US 50/ Auxiliary Lanes



- US50
Interchange/
Auxiliary Lane
Estimate
Update**

A-227

Review published
Caltrans Project
Reports

Updated Unit Costs

Update Right of
Way Costs

Capital Support

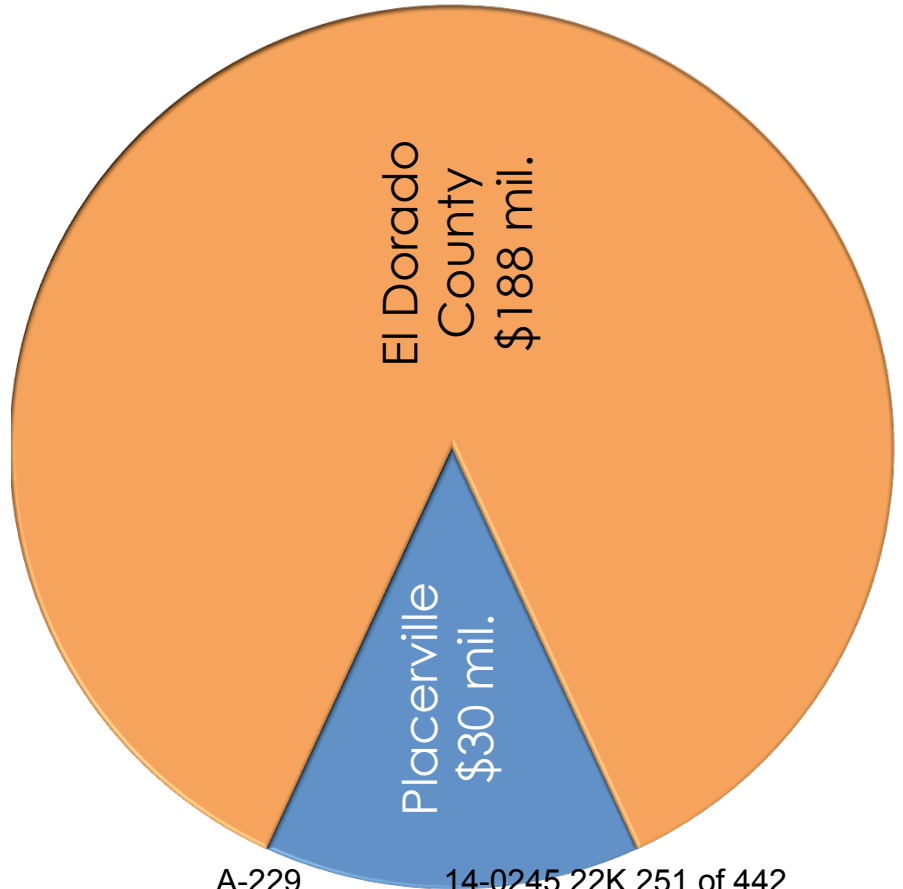
Project Report/Environmental Document
Plans, Specifications and Estimate
Construction Management

Federal, State, and Local Grant Funding (DRAFT - Road Projects Only)



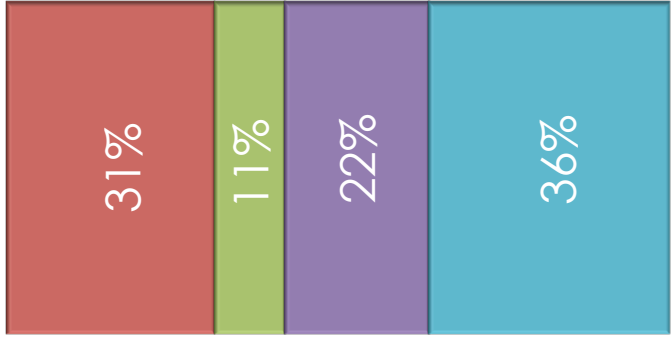
Funding Source	DRAFT 20-Year Estimate
State & Federal Grant Funding (EDCTC 5/13/2015 letter)	\$336,000,000
Inflation	<u>\$(159,000,000)</u>
Net (2015 \$)	\$177,000,000
Local Grant Funding (Caltrans Discretionary) (2015 \$)	<u>\$41,000,000</u>
Total Grant Funding	\$218,000,000
West Slope Share (exclude Placerville)	<u>86%</u>
West Slope Grant Funding	\$188,000,000

Funding Allocation To TIM Fee Program (\$188 mil.) (DRAFT)



A-229

14-0245 22K 251 of 442





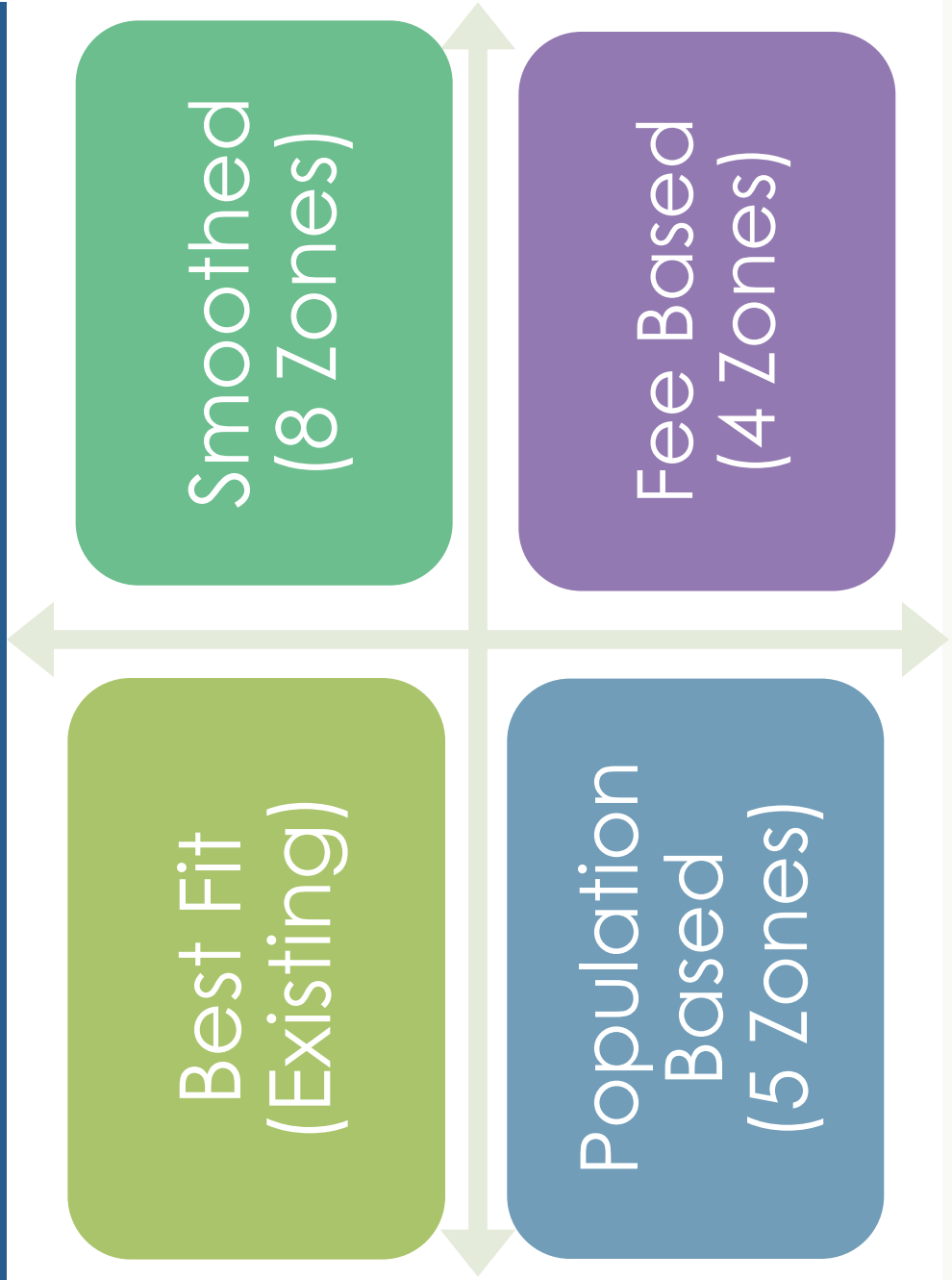
TIM Fee Non-Residential Offsets

	Current Program	2015 Update
Residential Fees	84%	82%
Nonresidential Fees	6%	7%
Nonresidential Offset*	10%	11%
Total	100%	100%

*Funded with local, state and federal sources



TIM Fee Zone Geographies



Reduced TIM Fee Program Cost



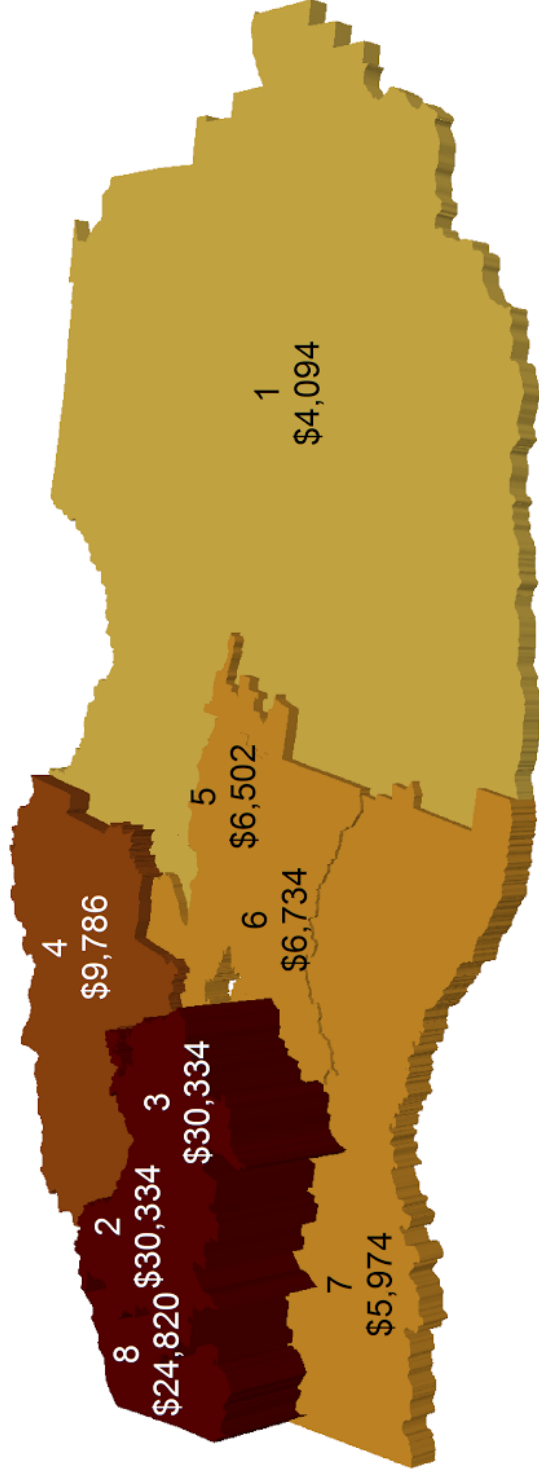
Reasons for reduction:

- **Decrease in growth rate assumptions**
 - Previous Projection: approx. 3% growth
 - Proposed Projection: approx. 1% growth (Results in less infrastructure required)
- **Successful TIM Fee Program resulted in completed projects (\$320.1 Million).**

Distribution of Fees by Geography

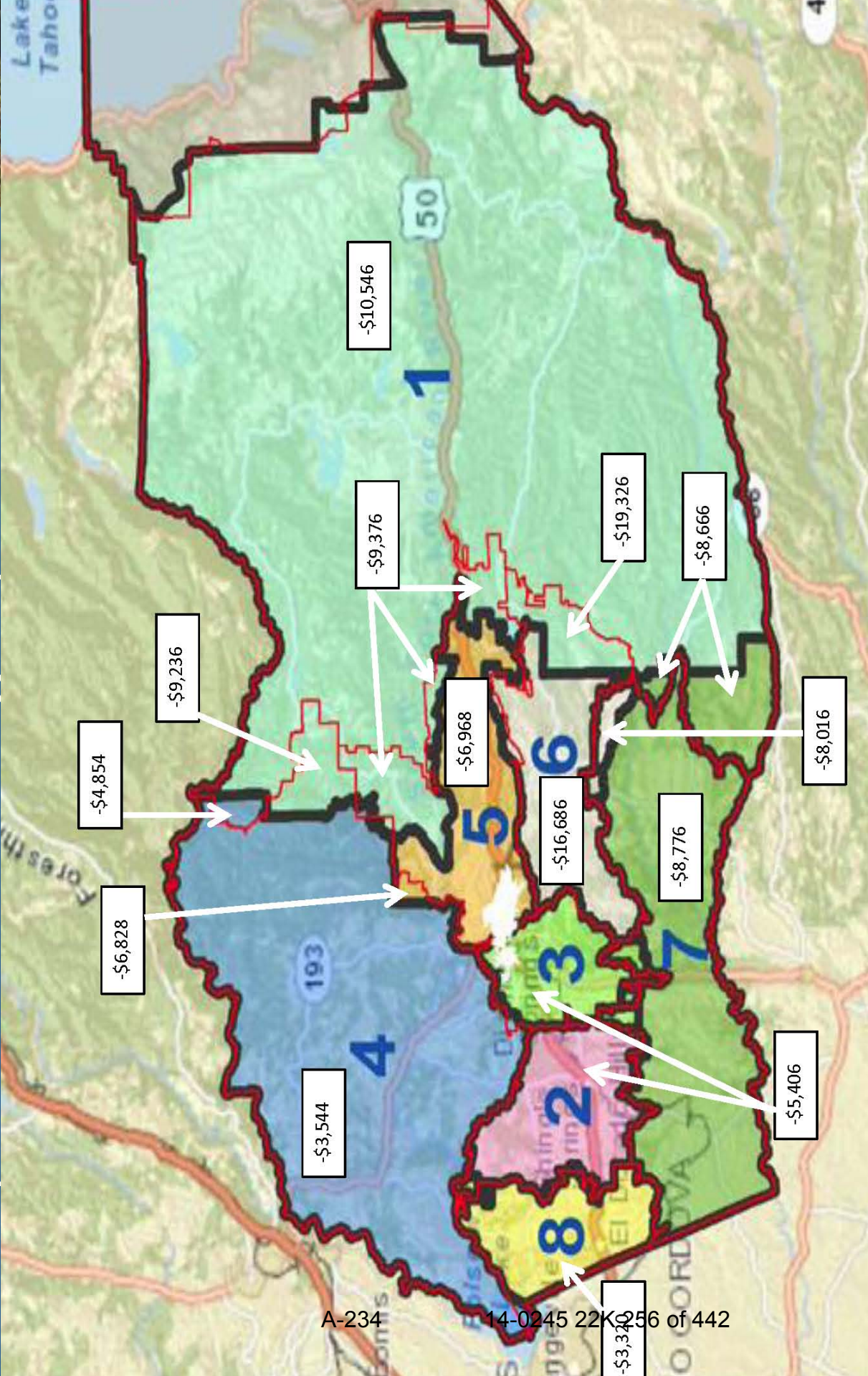


Proposed Total TIM Fee - Single Family Residence

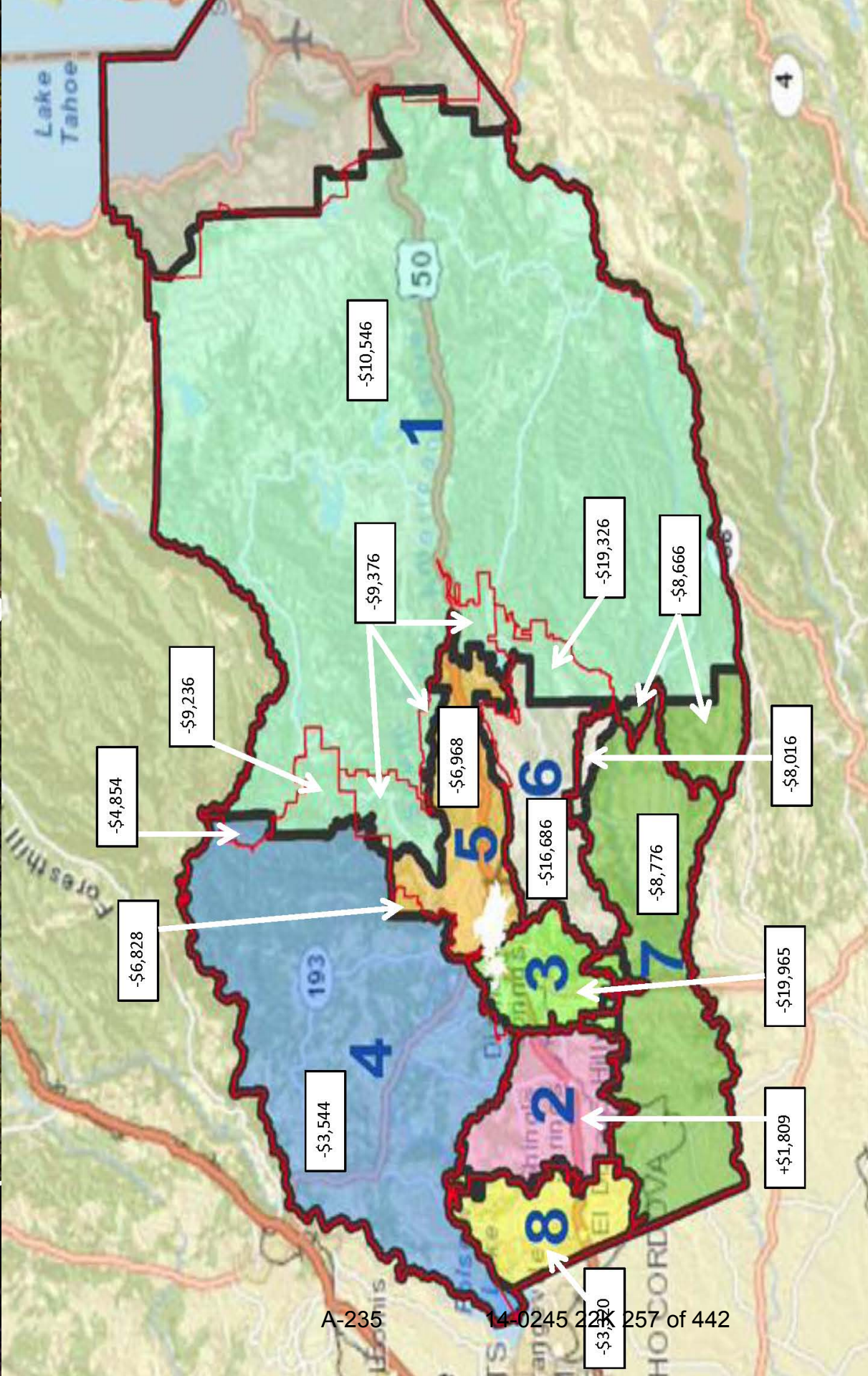


Alternative 1: Zones 2 & 3 Merged with Cameron Park Interchange

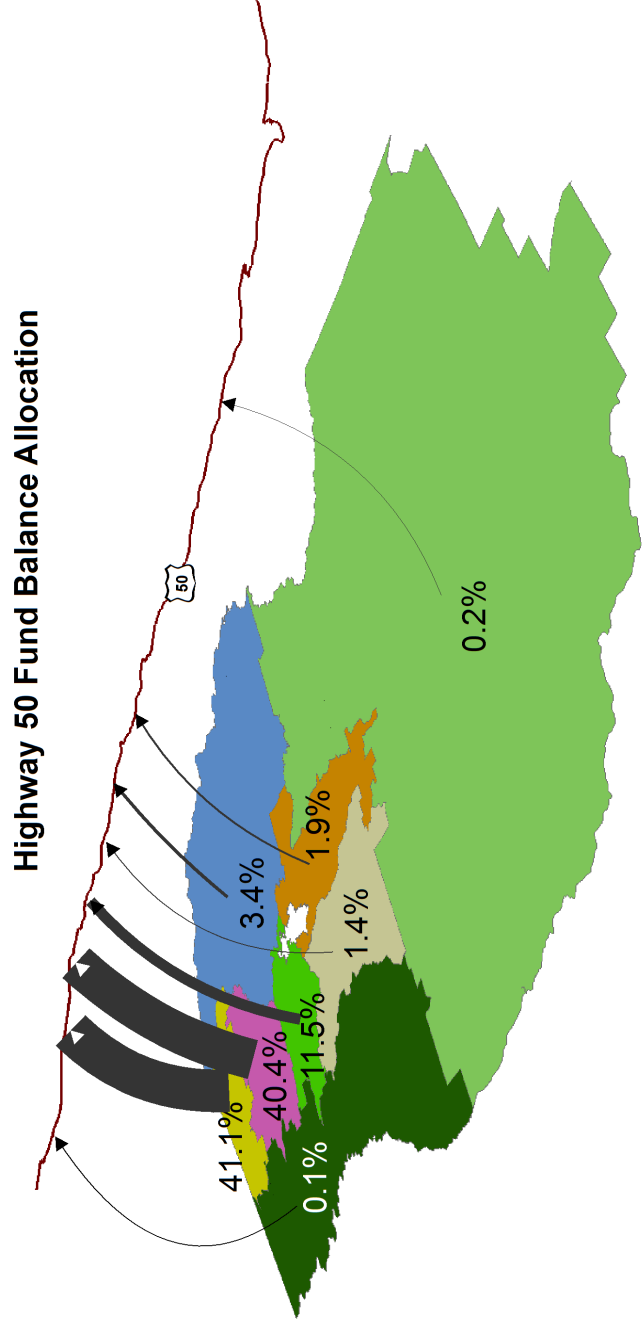
Smoothed vs. Existing TIM Fees (Zones 2 & 3 Merged)



Smoothed vs. Existing TIM Fees (Zones 2 & 3 Unmerged)



Distribution of US 50 Fees by Fee Geography





Highest Priced TIM Projects

Cameron Park Drive Interchange: \$87.3 Million

Ponderosa Rd Interchange: \$39.4 Million

Cameron Park Interchange



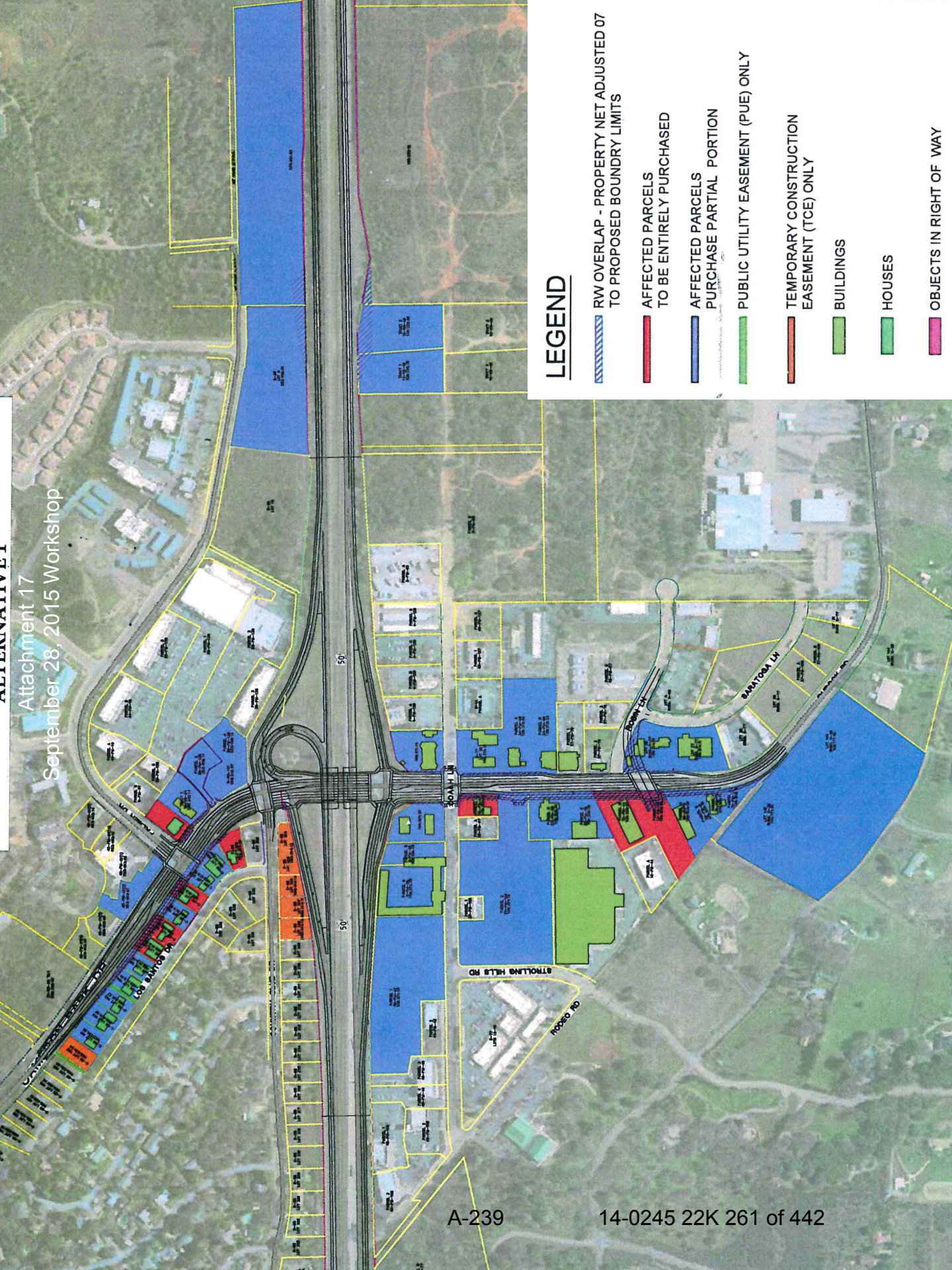
Estimated cost - \$87,284,000
(Approximately 19% of Total Program Cost)

Necessary
from Level of
Service
perspective









May not
provide
reasonable
cost/benefit
ratio

Removal
from Program
requires 4/5
vote

Acquisition of
land/
buildings
from existing
residential
and
commercial
properties



LEGEND

-  RW OVERLAP - PROPERTY NET ADJUSTED 07 TO PROPOSED BOUNDARY LIMITS
-  AFFECTED PARCELS TO BE ENTIRELY PURCHASED
-  AFFECTED PARCELS PURCHASE PARTIAL PORTION
-  PUBLIC UTILITY EASEMENT (PUE) ONLY
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-  BUILDINGS
-  HOUSES
-  OBJECTS IN RIGHT OF WAY

TIM Fee Scenario Alternatives



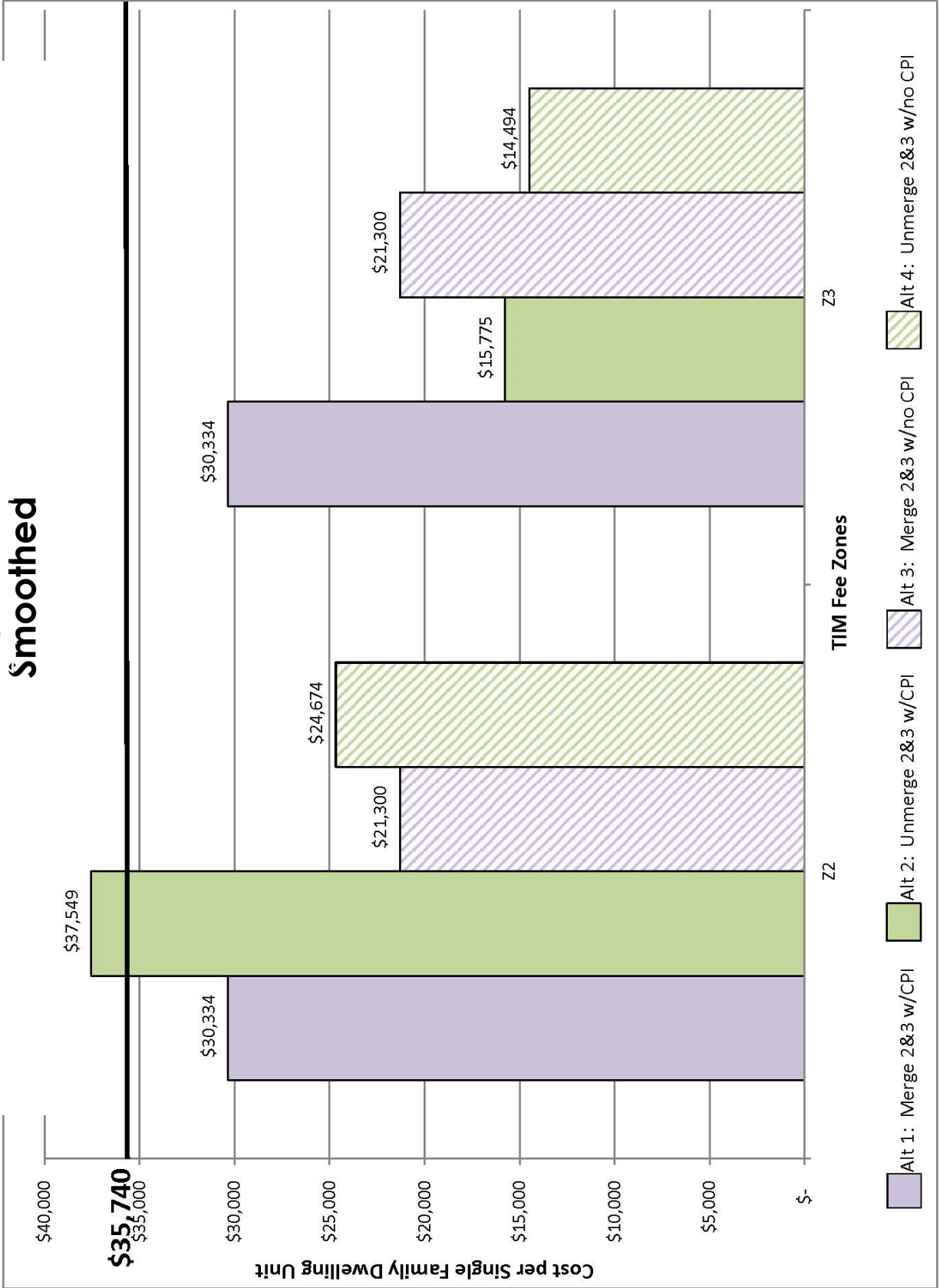
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Proposed Zones 2 & 3 Single Family TIM Fee Comparison Smoothed



Right-of-Way, Curb, Gutter & Sidewalk



Current TIM Fee Program Includes Right-of Way, Curb, Gutter & Sidewalk (Frontage Improvements)

Staff recommends removing Frontage Improvements in locations where development could fund them

Overall TIM Fee Program costs could be reduced by \$18.9 Million (3%) (see Attachment 9I)



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Project website remained open through September 16 (past original August 31 deadline) to obtain public input on overall CIP.

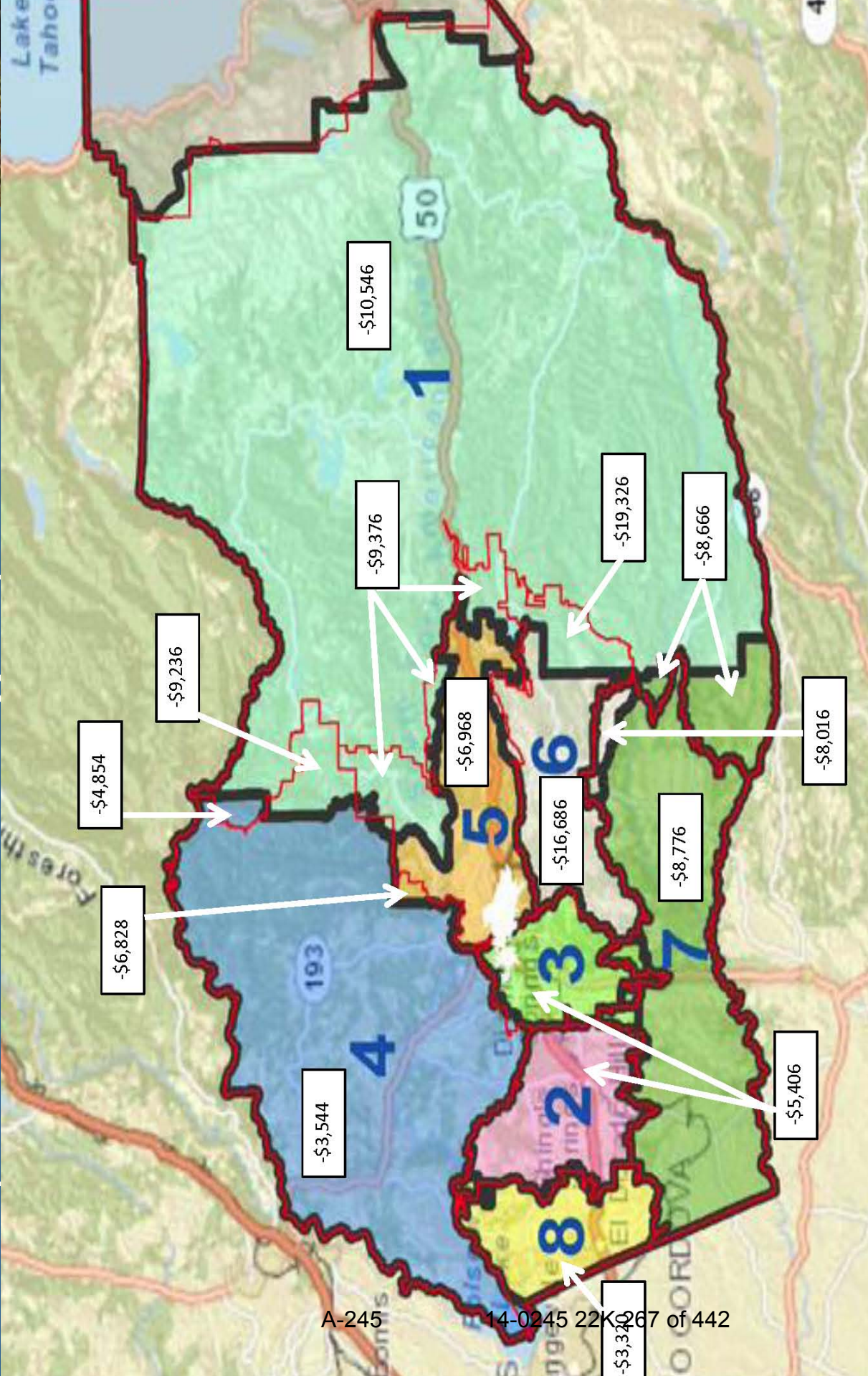
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Smoothed vs. Existing TIM Fees (Zones 2 & 3 Merged)





I support keeping the 8-zone
(smoothed) fee geography.

4

1. Strongly Support
2. Somewhat Support
3. Somewhat Oppose
4. Strongly Oppose
5. No Opinion





I support the merging of Zones 2 and 3.

- 1. Strongly Support
- 2. Somewhat Support
- 3. Somewhat Oppose
- 4. Strongly Oppose
- 5. No Opinion

8



3



1



0



Cameron Park Interchange



Estimated cost - \$87,284,000
(Approximately 19% of Total Program Cost)

Necessary
from Level of
Service
perspective

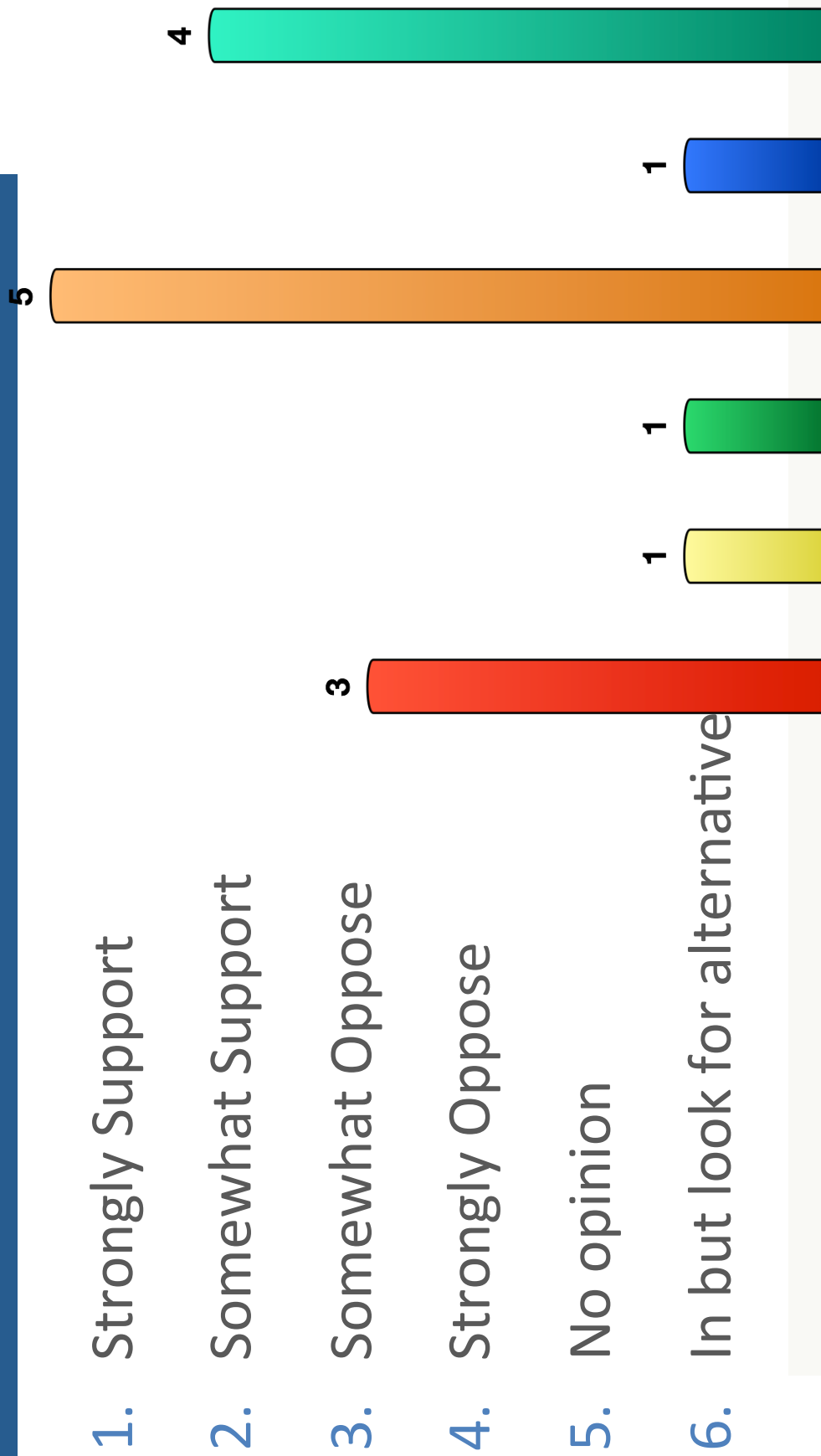
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provide
reasonable
cost/benefit
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Removal
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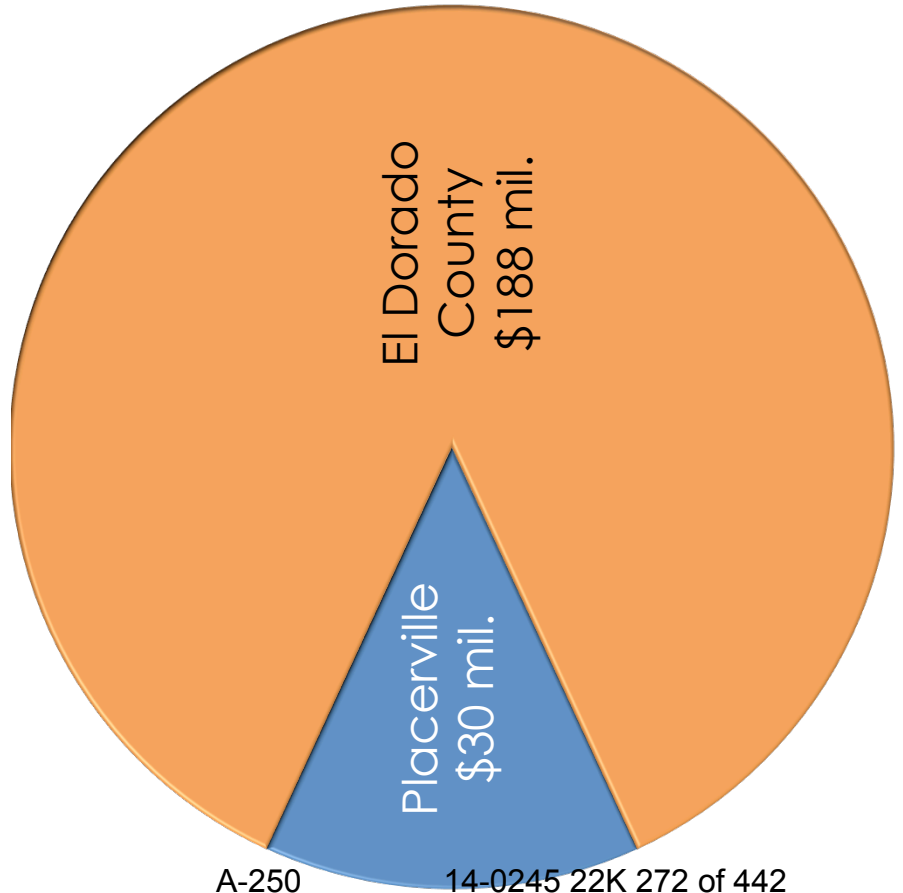
Acquisition of
land/
buildings
from existing
residential
and
commercial
properties



I support keeping the Cameron Park Interchange in the TIM Fee CIP.



Funding Allocation To TIM Fee Program (\$188 mil.) (DRAFT)



A-250

14-0245 22K 272 of 442



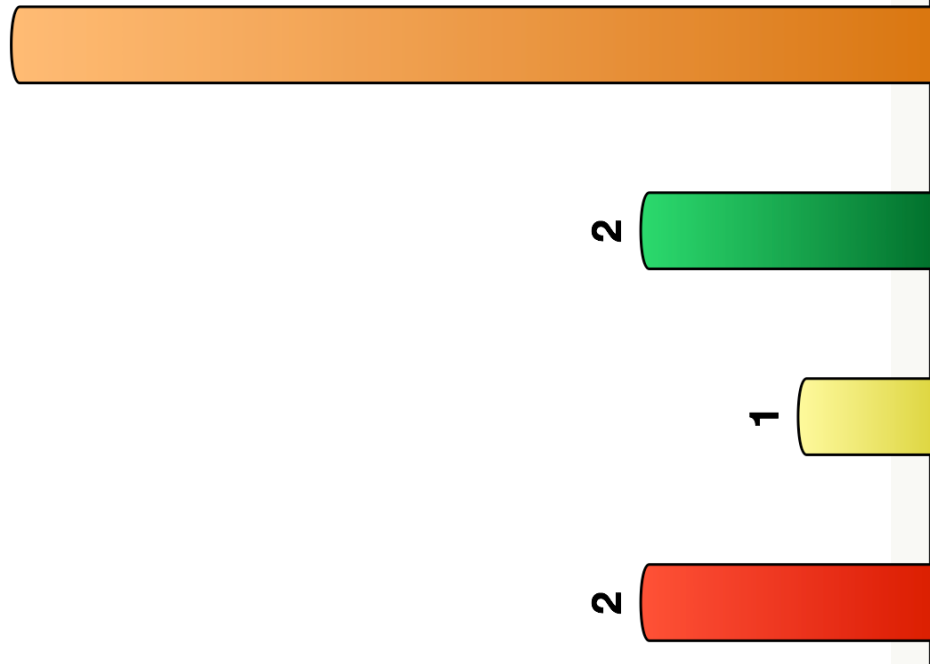
External Trips
Affordable Housing
Nonresidential Offset
Available For Other Uses



I support additional fee reductions for residential development through state and federal subsidies.

6

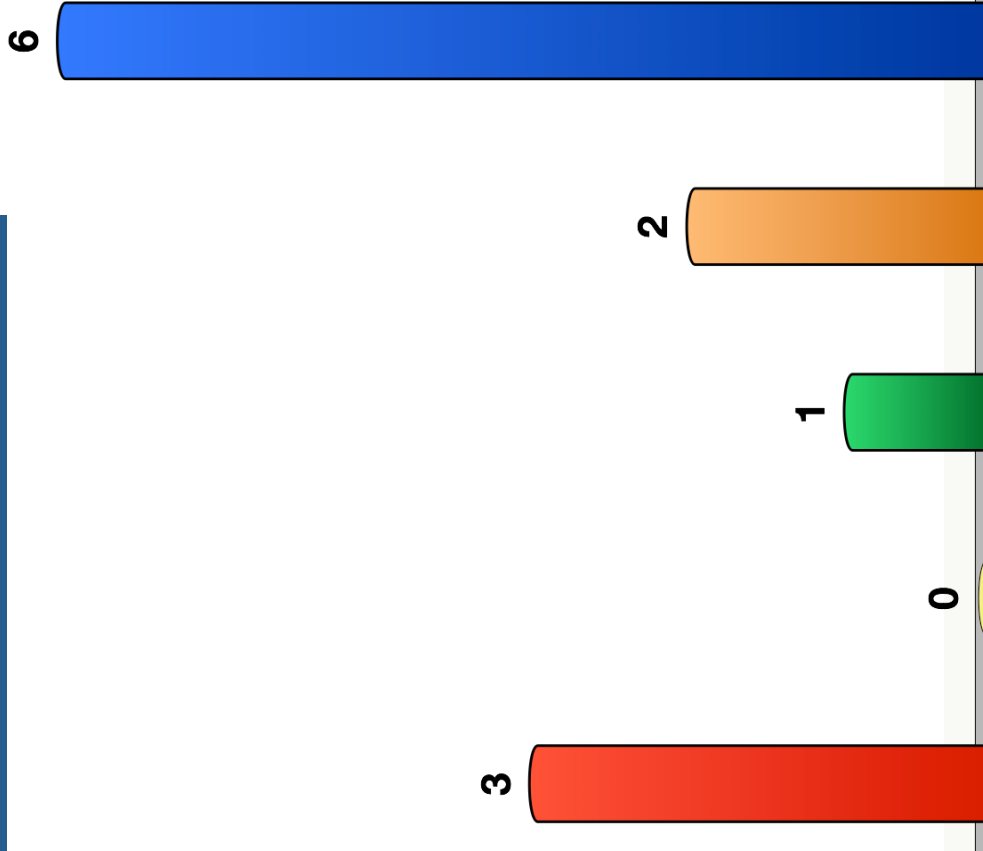
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- 5. No Opinion



I support additional fee reductions for non-residential development through state and federal subsidies.



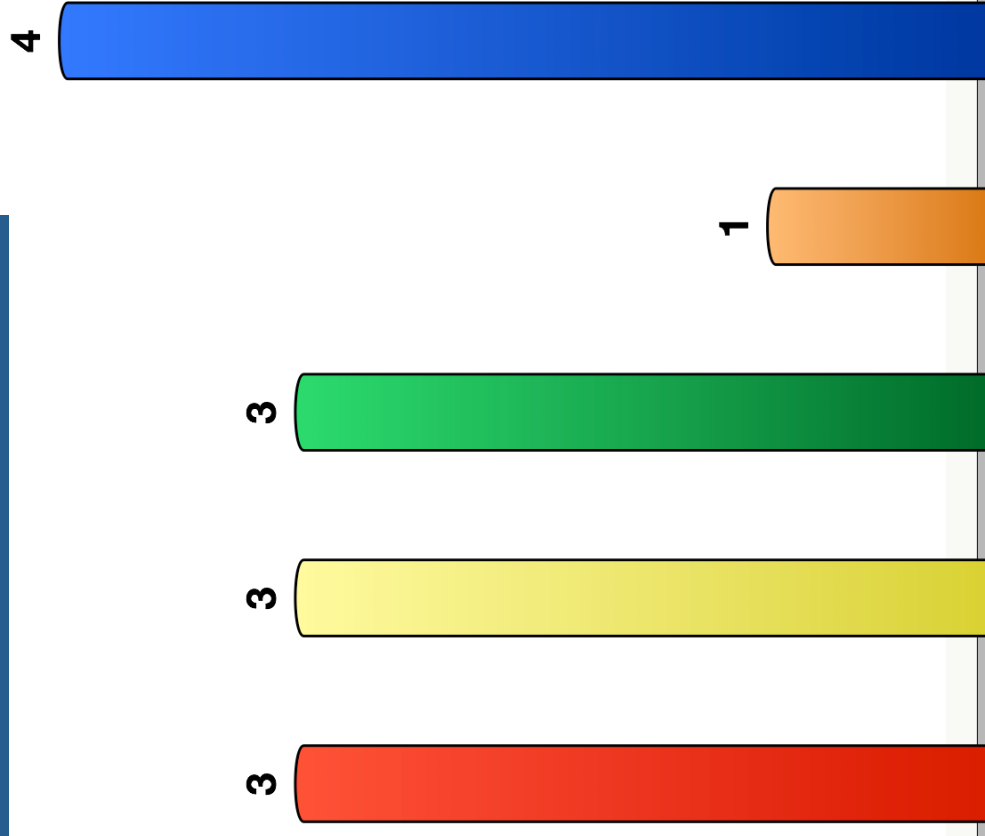
1. Strongly Support
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4. Strongly Oppose
5. No Opinion



I support the reduction of subsidies
for non-residential development.



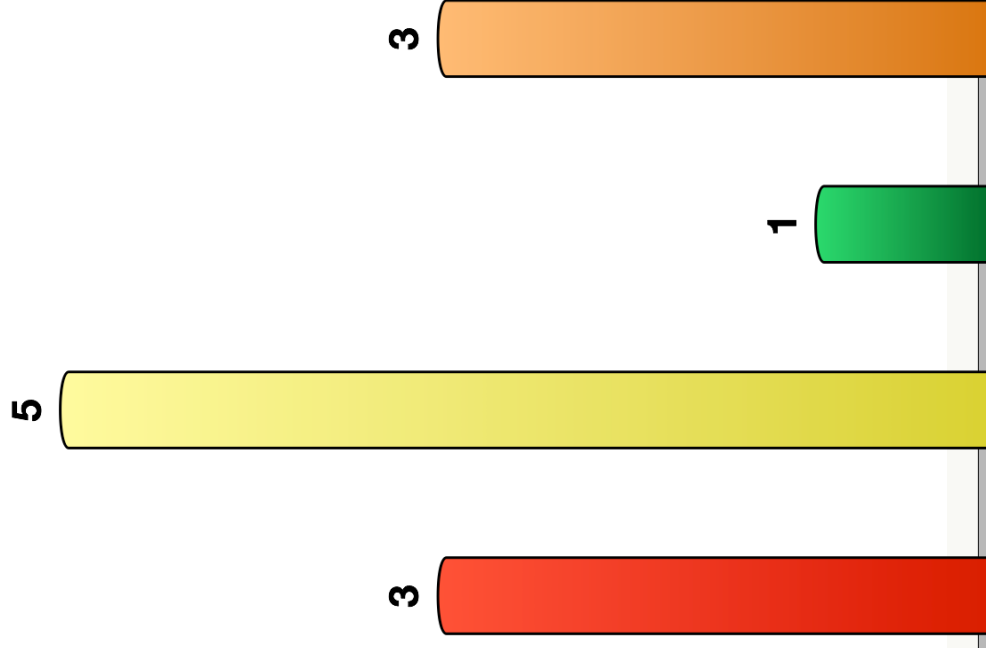
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I think the new fees are appropriately balanced between rural and community areas.



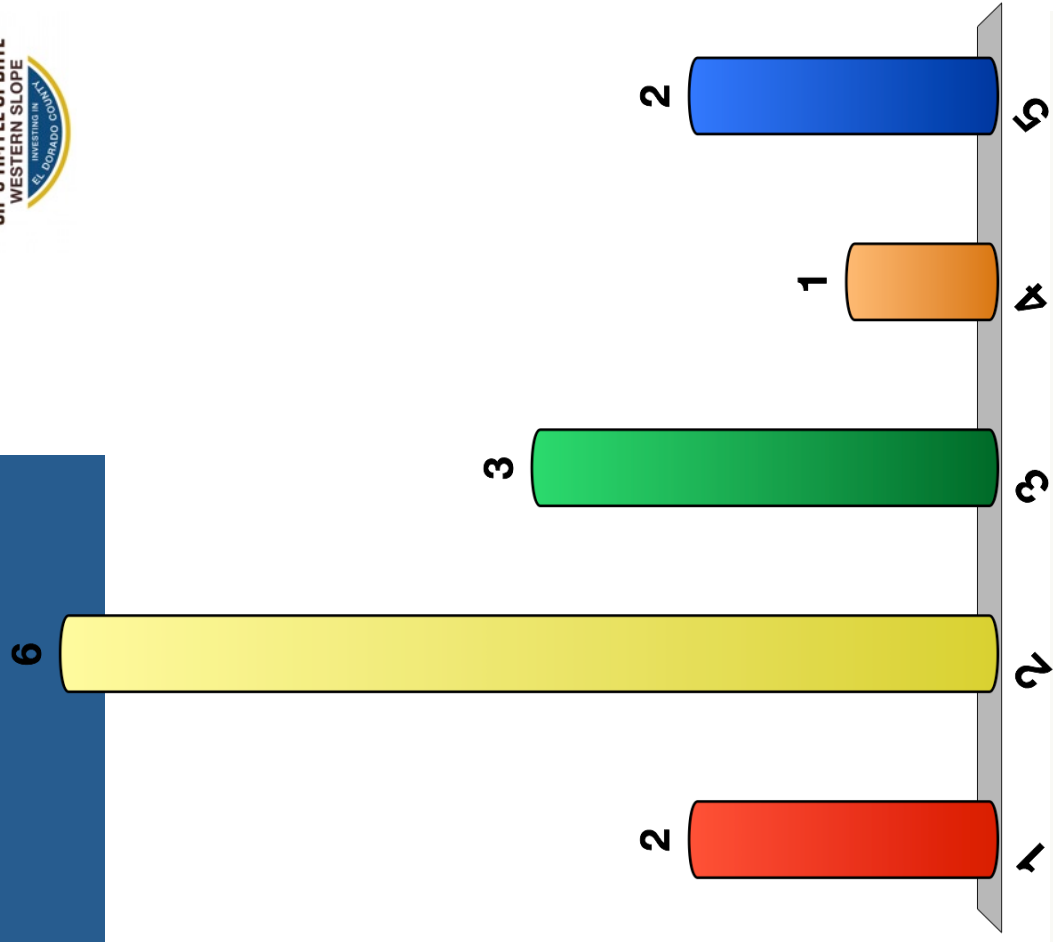
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How would you rate the CIP and TIM Fee process?

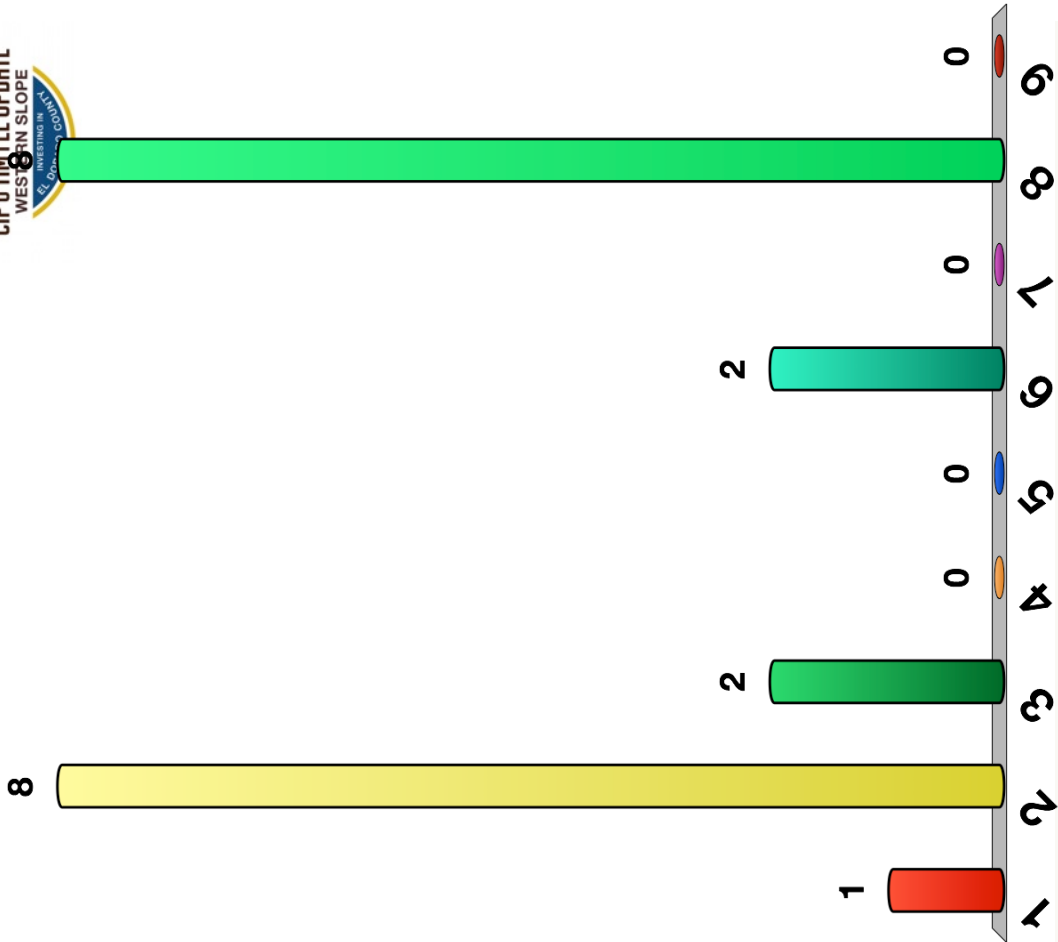
- 1. Excellent
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- 3. Average
- 4. Fair
- 5. Poor



Which zones do you live OR have interests in?

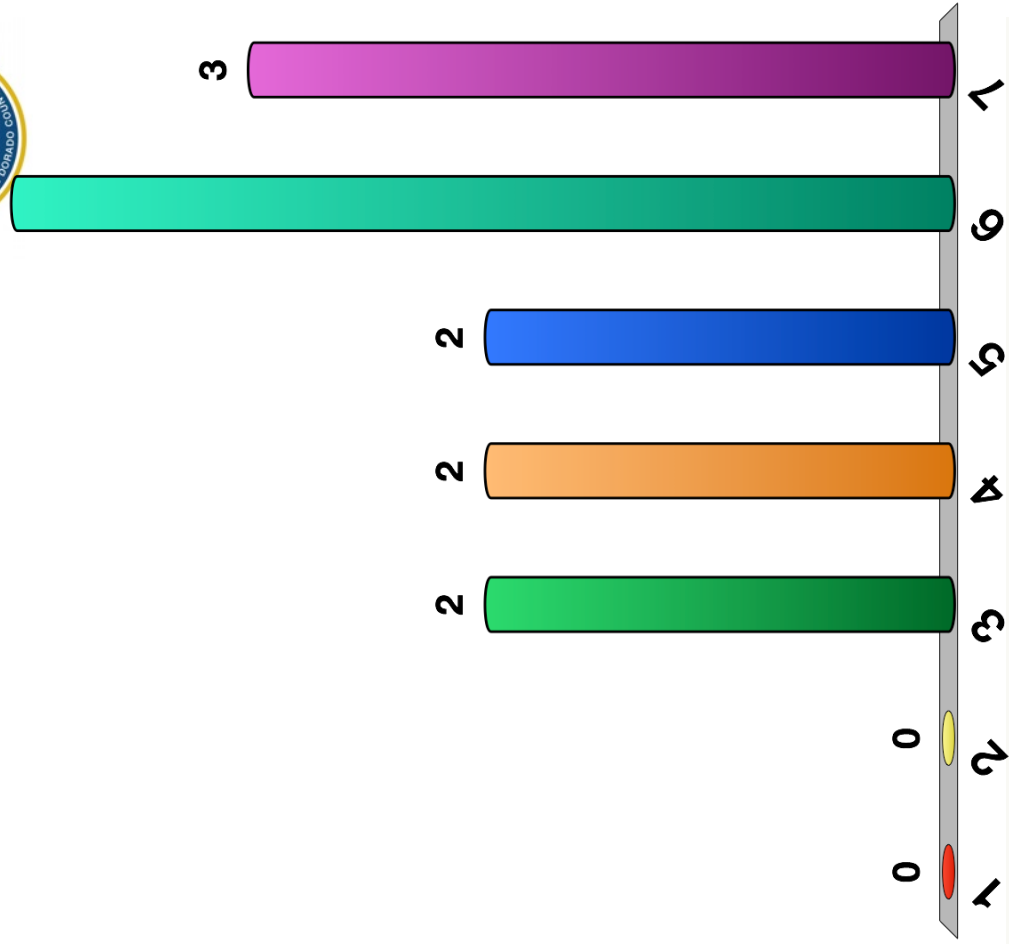


- 1. 1
- 2. 2
- 3. 3
- 4. 4
- 5. 5
- 6. 6
- 7. 7
- 8. 8
- 9. None



How old are you?

- 1. Under 18
- 2. 18-25
- 3. 26-34
- 4. 35-44
- 5. 45-54
- 6. 55-64
- 7. 65+

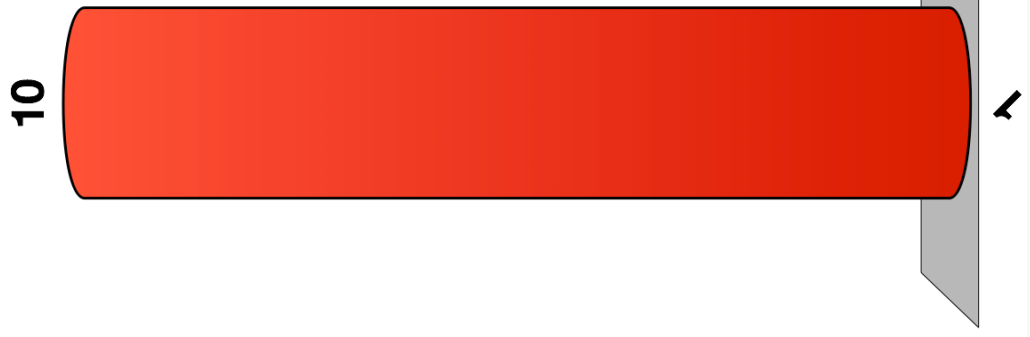


Are you...



1. Male

2. Female



Next Steps



- **Public Workshops to be held:**

- Tuesday, September 29th 6:30 p.m. – 8:30 p.m.
El Dorado County, Ready Room
2441 Headington Rd., Placerville

A-259

- **Board - December** : updated fee schedule based on input from 9/22 Board meeting, public input and CIP list

14-0245 22K 281 of 442

Western Slope CIP and TIM Fee Update Presentation

Workshop

September 29, 2015



CIP



Purpose

A-262

- The CIP is the long-range plan for all individual capital improvement projects and funding sources
- Provides strategic direction for capital projects over a current year, 5, 10, and 20 year horizon
- Used as a planning tool, and updated annually (as required by General Plan Policy TC-Xb)

Process

14-0245 22K 284 of 442

- The CIP is updated annually
- Updates include adjustments to: revenue estimates, project scopes, costs and schedules
- Project priorities are revised per Board direction



What is the TIM Fee Program?

A Fee program is used to fund needed improvements including roadway widening, new roadways, roadway intersection improvements, transit to deal with future growth during a defined time period (currently based on 20 years of growth).

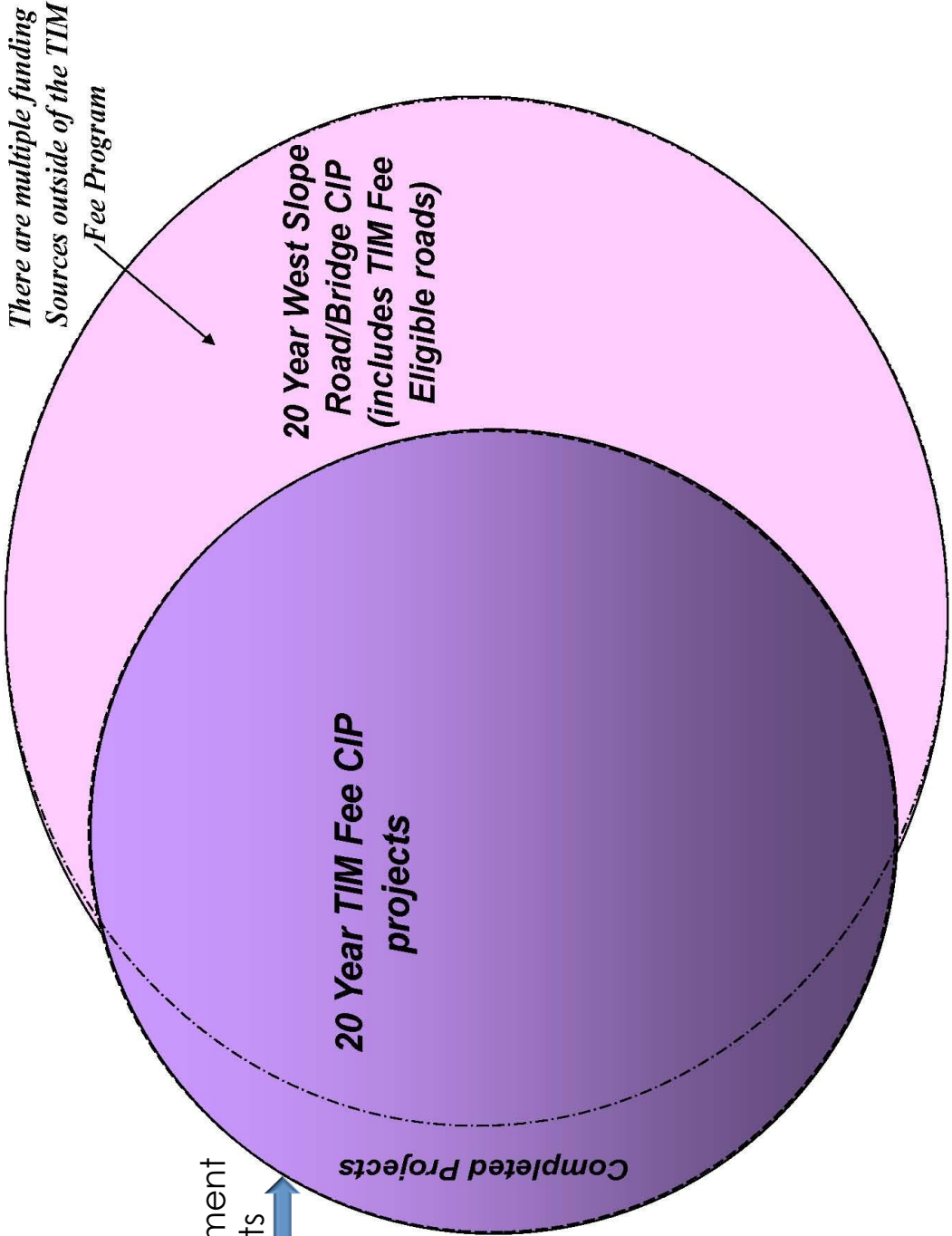
A-263

A Fee program is legally required to meet guidelines as established by Assembly Bill 1600 (California Government Code Sections 66000 through 66009).

14-0245 22K 285 of 442

Projects completed in prior TIM Fee programs total approximately \$320.1 Million.

CIP & TIM Fee Program Relationship

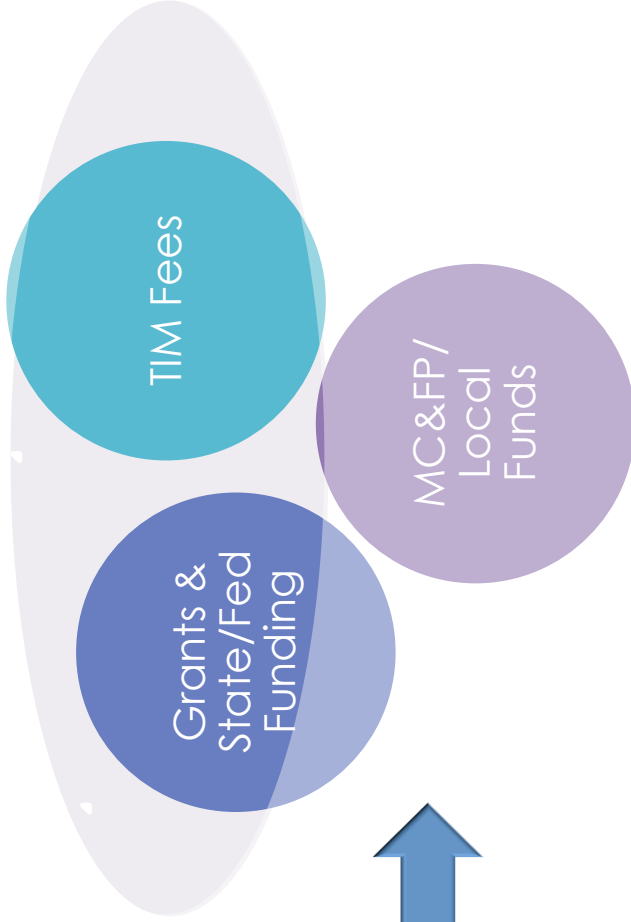


Reimbursement Agreements

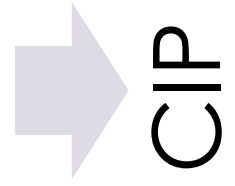

A-264

14-0245 22K 286 of 442

CIP Funding Sources



Various
Funding
Sources



CIP

Major 5-Year CIP and TIM Fee Program Cycle*

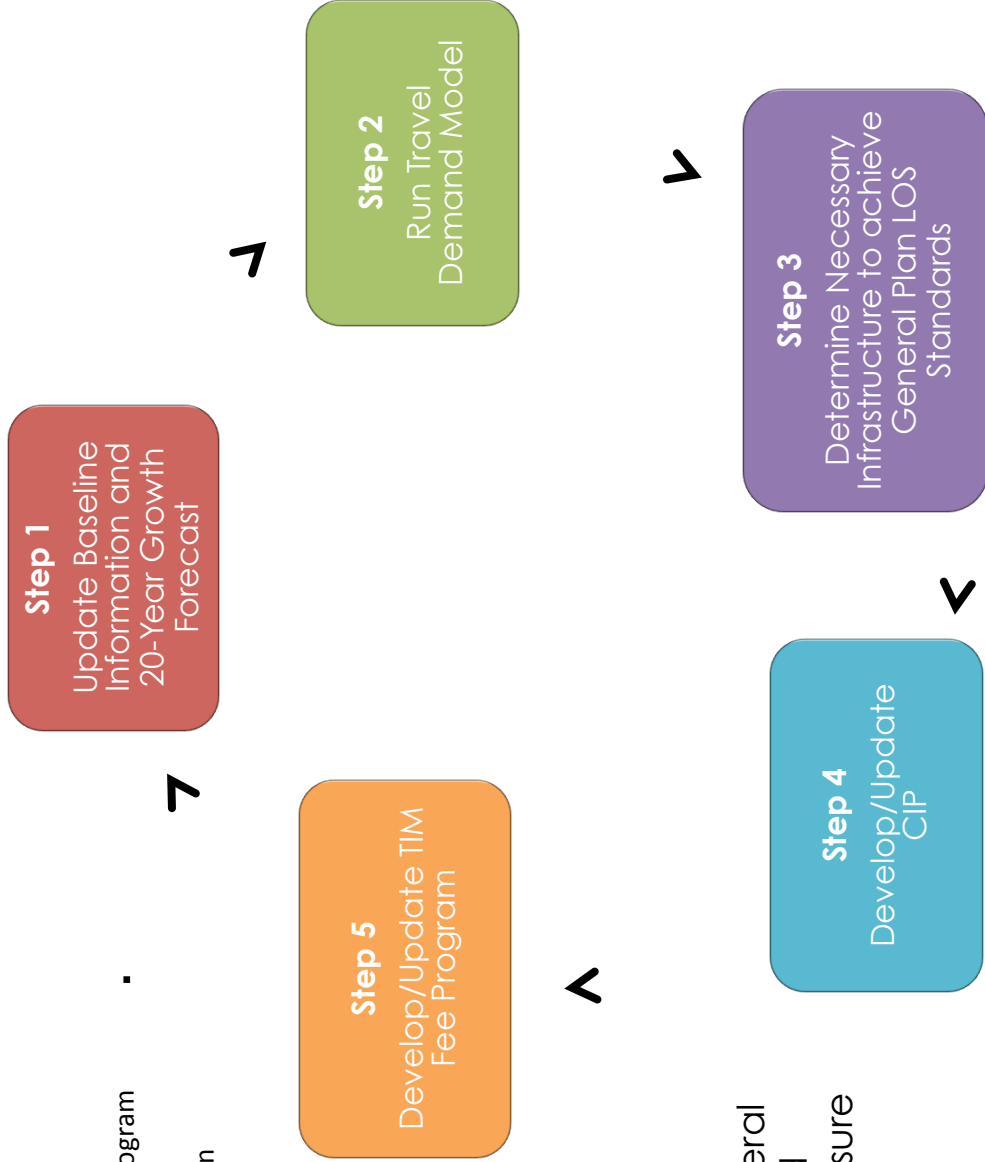


Acronyms:

CIP: Capital Improvement Program

LOS: Level of Service

TIM: Traffic Impact Mitigation

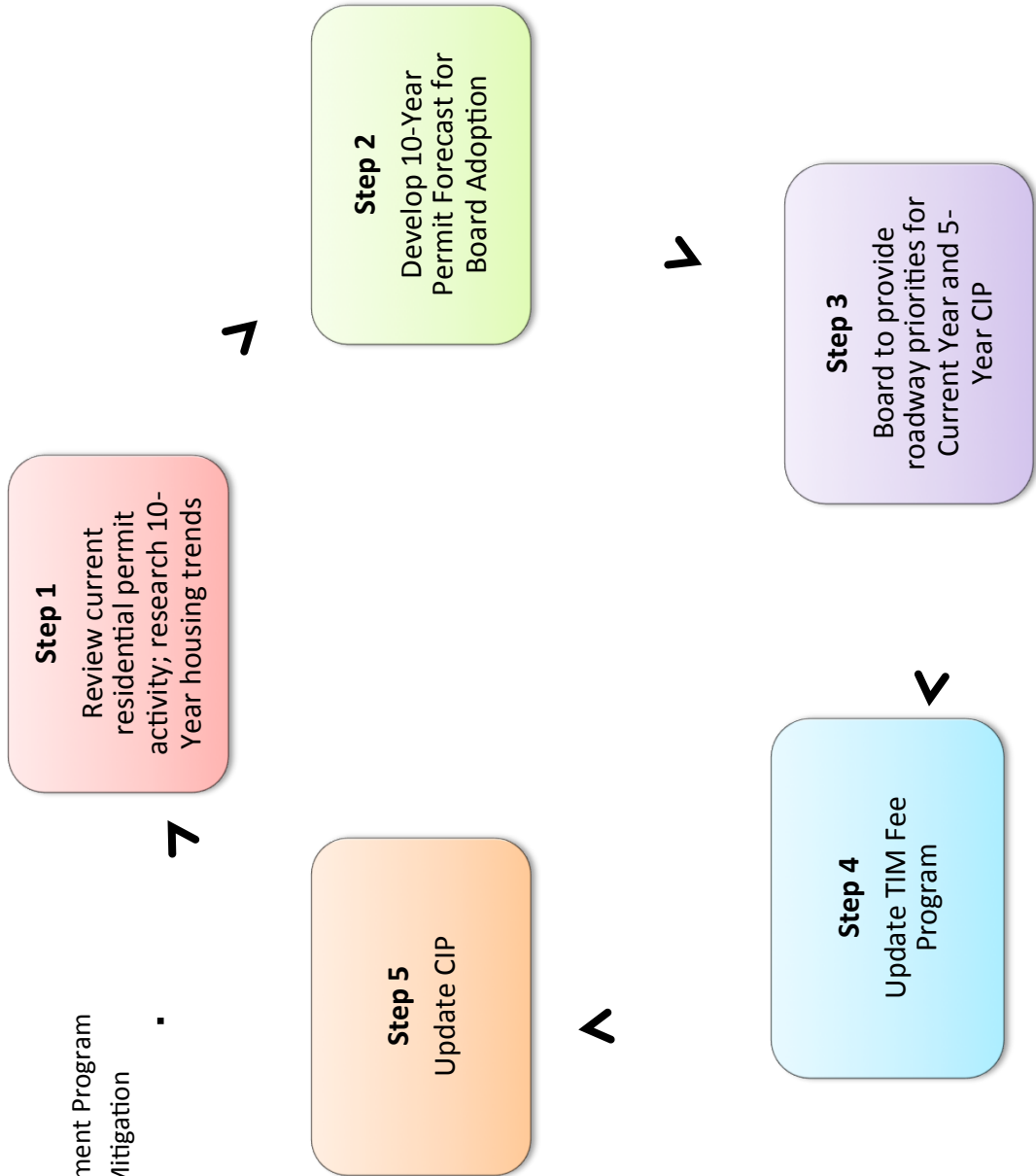


As required by General Plan Policy TC-XB and Implementation Measure TC-B

Annual CIP and TIM Fee Program Update Cycle*



- Acronyms:
CIP: Capital Improvement Program
TIM: Traffic Impact Mitigation



* As required by General Plan Policy TC-Xb and Implementation Measures TC-A and TC-B

Proposed TIM Fee Categories



Residential

Single Family

Multi-family

Age-restricted Single
Family

Age-restricted Multi-Family

Nonresidential

Retail / Commercial

Hotel / Motel/B&B

Church

Office

Industrial / Warehouse

Per Trip Fee

Assumptions Used in Analysis of Roadway Needs



1.03% growth rate with 75/25 distribution (community region vs. rural region) through 2013, per 2/10/15 Board direction

Existing General Plan:

1. Land Use (5/5/15 Board Direction)
2. County's Level of Service Standards
3. Measure Y (TC-Xa)

2015 Baseline Roadway Network

2035 "No Build" Forecast Model

TIM Fee Project List



The TIM Fee project list includes the following types of projects:

Projects needed to address future level of service (LOS) deficiencies (e.g., Green Valley Road, Highway 50 improvements). This also includes parallel capacity projects (e.g., Saratoga, White Rock Road, and Country Club extension).

Projects with current reimbursement obligations (e.g., Silva Valley Interchange).

Line items for bridge replacement grant match funds, intersection improvements, transit capital improvements and program administration.



TIM Fee Project List

8

- Highway 50 Auxiliary Lane Projects

7

- Interchange Projects

13

- Roadway Improvement Projects

7

- Reimbursement Agreements (Completed Projects)

4

- Other Program Cost Categories

Project Cost Estimating Methodology



Project Cost Estimating

- Local Roads
- US50 Interchanges
- US50 Auxiliary Lanes

Project Identification

- Review segment recommendations
- Review existing County and Caltrans project studies
- Establish project limits

Establish Design Criteria

- Adopted El Dorado County Design Standards
- Draft El Dorado County Design Standards
- Caltrans Highway Design Manual

Project Cost Estimating Methodology



Local Road Project Unit Costs

Assume 2015 Dollars

Review recent El Dorado County Bid Results

Review Caltrans Cost Data

Review Caltrans Construction Cost Index

Determine likely item unit cost

Project Cost Estimating Methodology - Local Road Project Components



Right of Way

Capital Support

Project Report/Environmental Document
Plans Specifications, & Estimate
Construction Management

Earthwork

Structural Section

Drainage & Utilities

Specialty Curb & Gutter

Items Sidewalk

Signals

Signing & Striping

Traffic Management

Supplemental

Items

Construction Contingency

Structure Items

El Dorado County

White Rock Road

PRELIMINARY COST

Project Limits: From Post Street to south of Silver Valley Road Overcrossing

TYPE: 4-LANE



Item Description	Quantity	Units	UNIT COST	PROJECT LENGTH	Total Cost
Earthwork				3,560	
Roadway Excavation	9,431	CY	\$30.00		\$282,930
Earthwork Grading Factor			60%		\$254,641
Structural Section					
Sidewalk Existing Asphalt Concrete	7,130	LF	\$2.50		\$17,825
Removal of Striping	8,900	LF	\$1.25		\$11,125
Removal of Pavement Markings	540	SF	\$3.00		\$1,620
Structure Items					
15# MPA Asphalt (Type A)	4,482	Ton	\$110.00		\$493,045
Crack & Aggregate Base	6,371	CY	\$60.00		\$382,278
Gravel & Bases	787	Ton	\$110.00		\$86,576
Drainage (15% of Earthwork & Struct. Sec. Items)			15%		\$294,823
Reconnect Utility Pole	7	EA	\$10,000.00		\$70,000
Structure Items					
Concrete Sidewalk	38,840	SF	\$10.00		\$388,400
Curb and Gutter	5,720	LF	\$30.00		\$171,600
Driveway	11	EA	\$4,000.00		\$44,000
Structure Items					
Traffic Items					
Striping (Type A, Items)	3,560	LF	\$6.00		\$21,360
Signals	14	EA	\$2,000.00		\$28,000
Subtotal Roadway Construction Items	14	EA	\$300.00		\$2,400.00
Supplemental Items					
Construction Contingency (Traffic Control)			4%		\$96,000
Construction Contingency			25%		\$821,270
Subtotal Supplemental Items					\$724,370
Structure Items					
Bridge Modernization	800	SF	\$300.00		\$240,000
Bridge Time-Related Overhead			10%		\$24,000
Subtotal Structure Construction Items			10%		\$264,000
Construction Contingency					\$3,456,824
Right-of-Way					
Unimproved	49,700	SF	\$10.00		\$497,000
Improved (Construction Support)			10%		\$49,700
Subtotal R/W Items			10%		\$546,700
Capital Support					
ES&E (P&E)			16%		\$3,500,852
PS&E (P&E)			20%		\$6,900,376
CONSTRUCTION (CM)			15%		\$5,594,534
Subtotal Capital Support Items			15%		\$15,995,602
Project Total					\$5,617,197
Rounded					\$5,618,000

Project Cost Estimating Methodology - Local Road Project Components – US 50/ Auxiliary Lanes



- **US50
Interchange/
Auxiliary Lane
Estimate
Update**

A-275

Review published
Caltrans Project
Reports

Updated Unit Costs

Update Right of
Way Costs

Capital Support

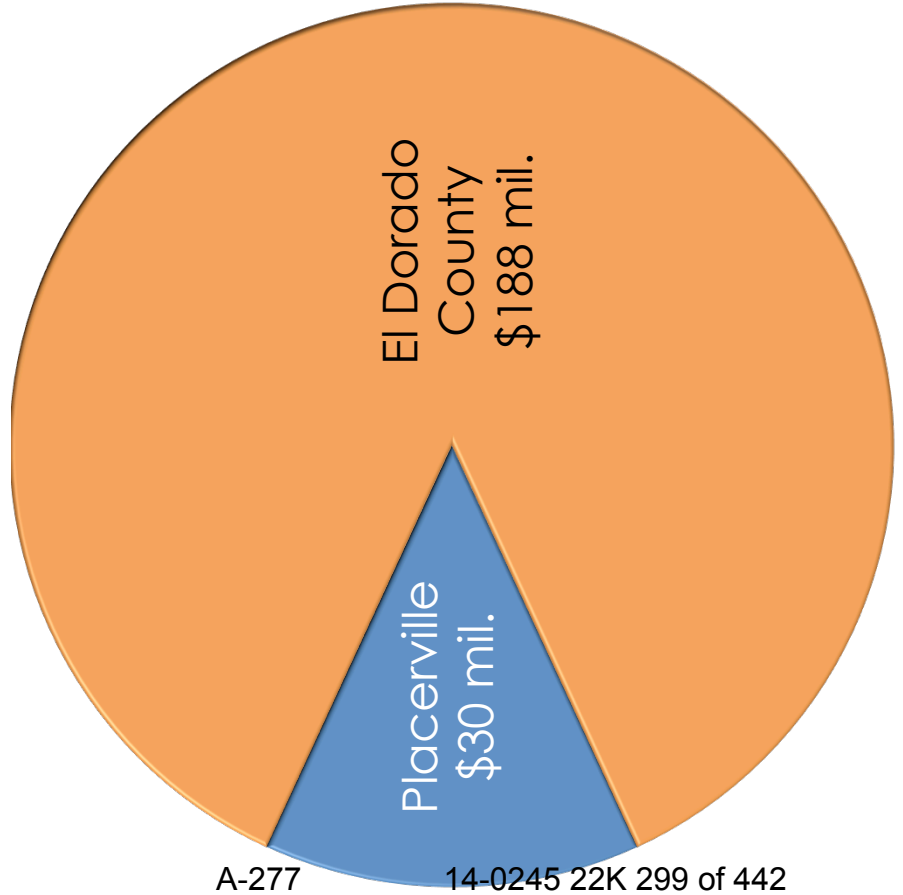
Project Report/Environmental Document
Plans, Specifications and Estimate
Construction Management

Federal, State, and Local Grant Funding (DRAFT - Road Projects Only)



Funding Source	DRAFT 20-Year Estimate
State & Federal Grant Funding (EDCTC 5/13/2015 letter)	\$336,000,000
Inflation	<u>\$(159,000,000)</u>
Net (2015 \$)	\$177,000,000
Local Grant Funding (Caltrans Discretionary) (2015 \$)	<u>\$41,000,000</u>
Total Grant Funding	\$218,000,000
West Slope Share (exclude Placerville)	<u>86%</u>
West Slope Grant Funding	\$188,000,000

Funding Allocation To TIM Fee Program (\$188 mil.) (DRAFT)



A-277

14-0245 22K 299 of 442





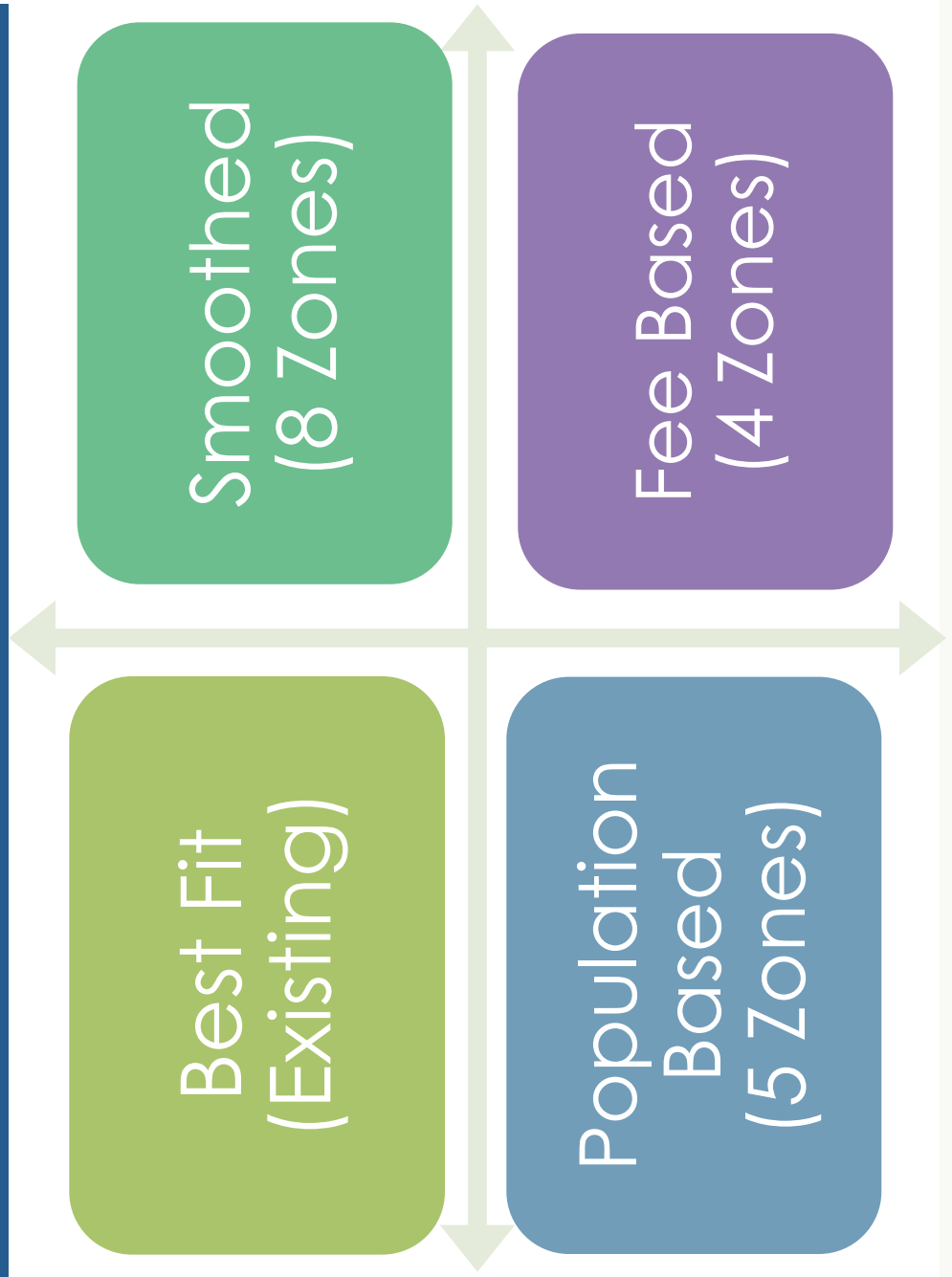
TIM Fee Non-Residential Offsets

	Current Program	2015 Update
Residential Fees	84%	82%
Nonresidential Fees	6%	7%
Nonresidential Offset*	10%	11%
Total	100%	100%

*Funded with local, state and federal sources



TIM Fee Zone Geographies



Reduced TIM Fee Program Cost



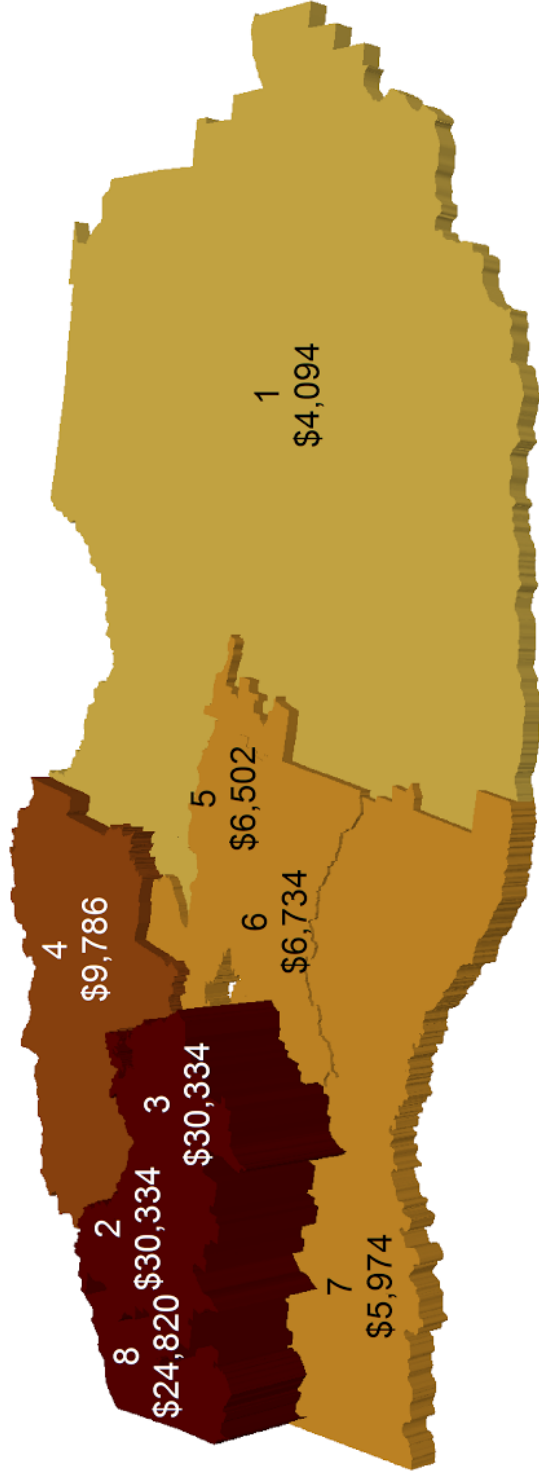
Reasons for reduction:

- **Decrease in growth rate assumptions**
 - Previous Projection: approx. 3% growth
 - Proposed Projection: approx. 1% growth (Results in less infrastructure required)
- **Successful TIM Fee Program resulted in completed projects (\$320.1 Million).**

Distribution of Fees by Geography

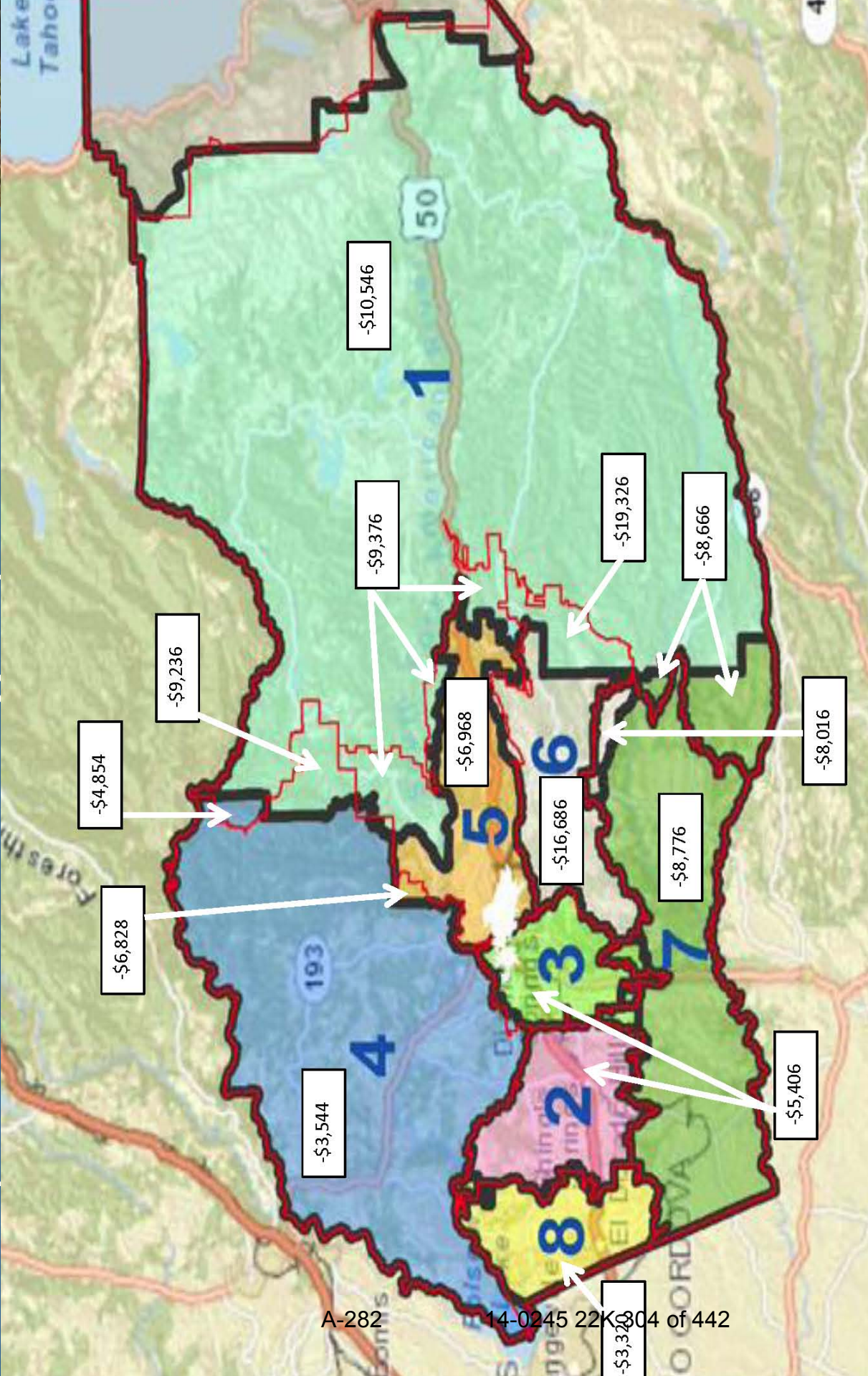


Proposed Total TIM Fee - Single Family Residence

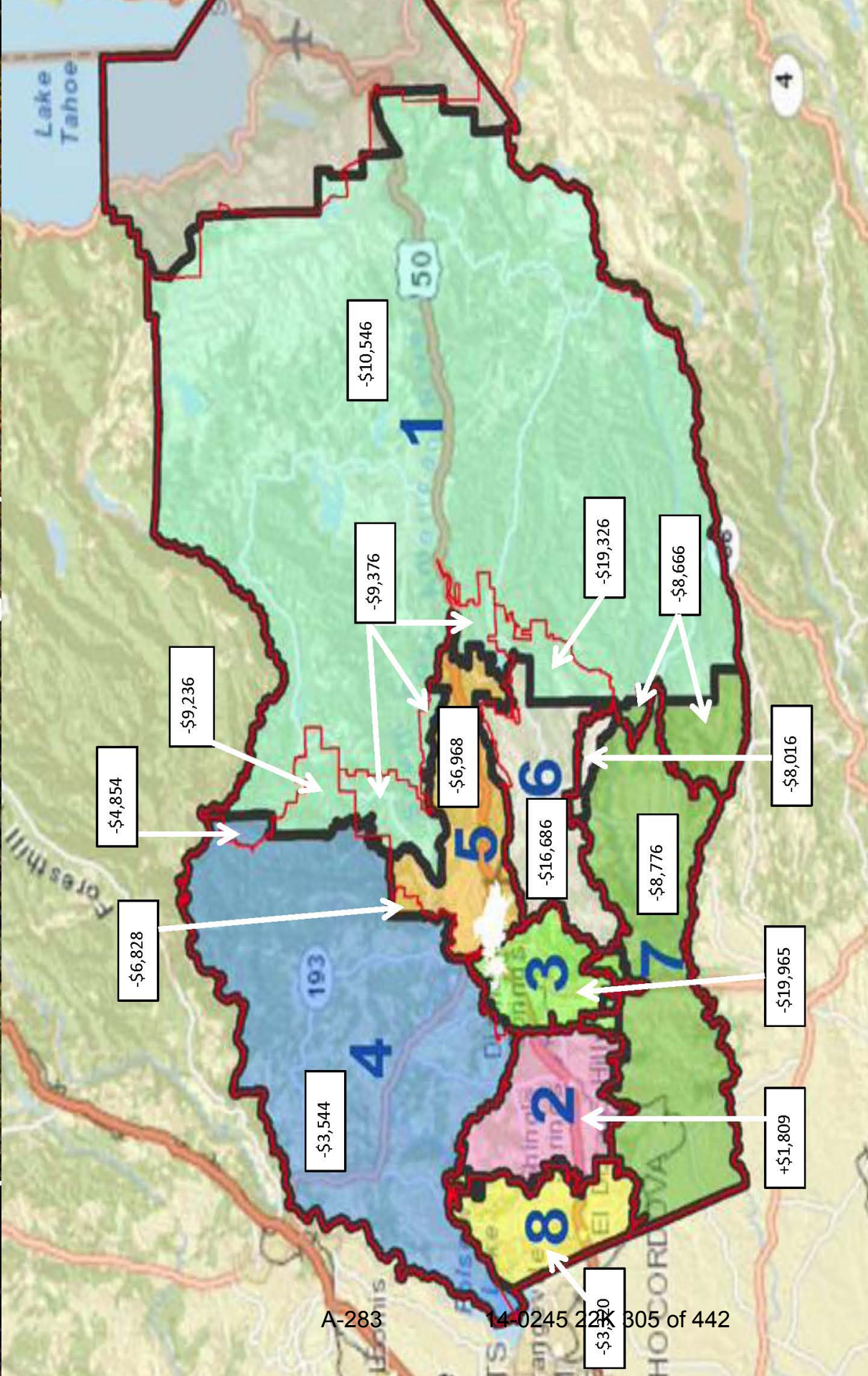


Alternative 1: Zones 2 & 3 Merged with Cameron Park Interchange

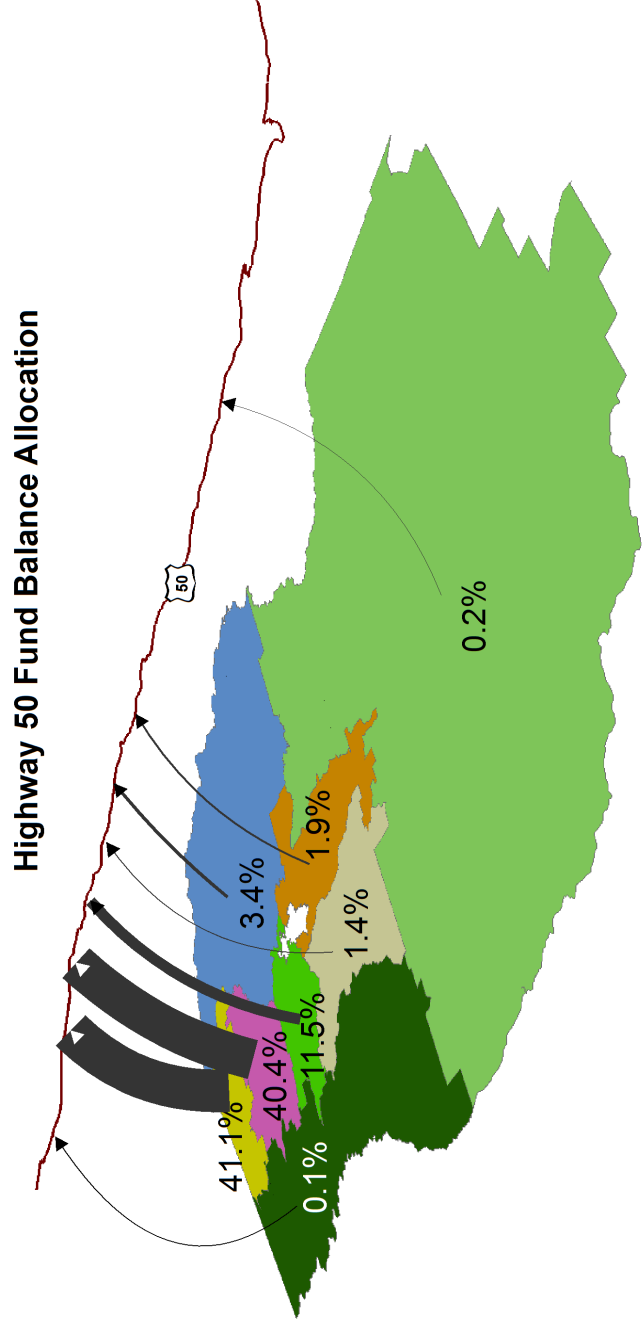
Smoothed vs. Existing TIM Fees (Zones 2 & 3 Merged)



Smoothed vs. Existing TIM Fees (Zones 2 & 3 Unmerged)



Distribution of US 50 Fees by Fee Geography





Highest Priced TIM Projects

Cameron Park Drive Interchange: \$87.3 Million

Ponderosa Rd Interchange: \$39.4 Million

Cameron Park Interchange



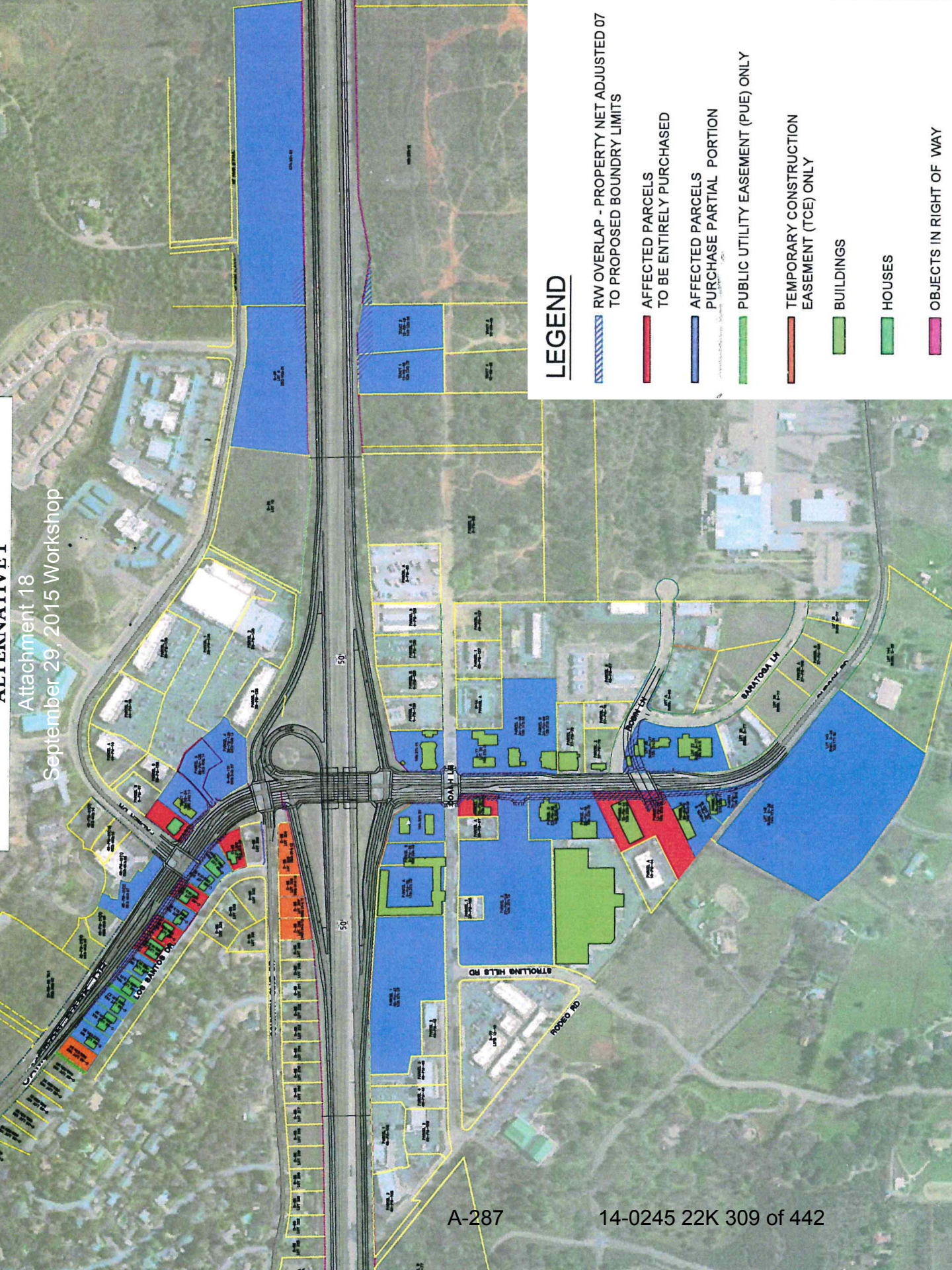
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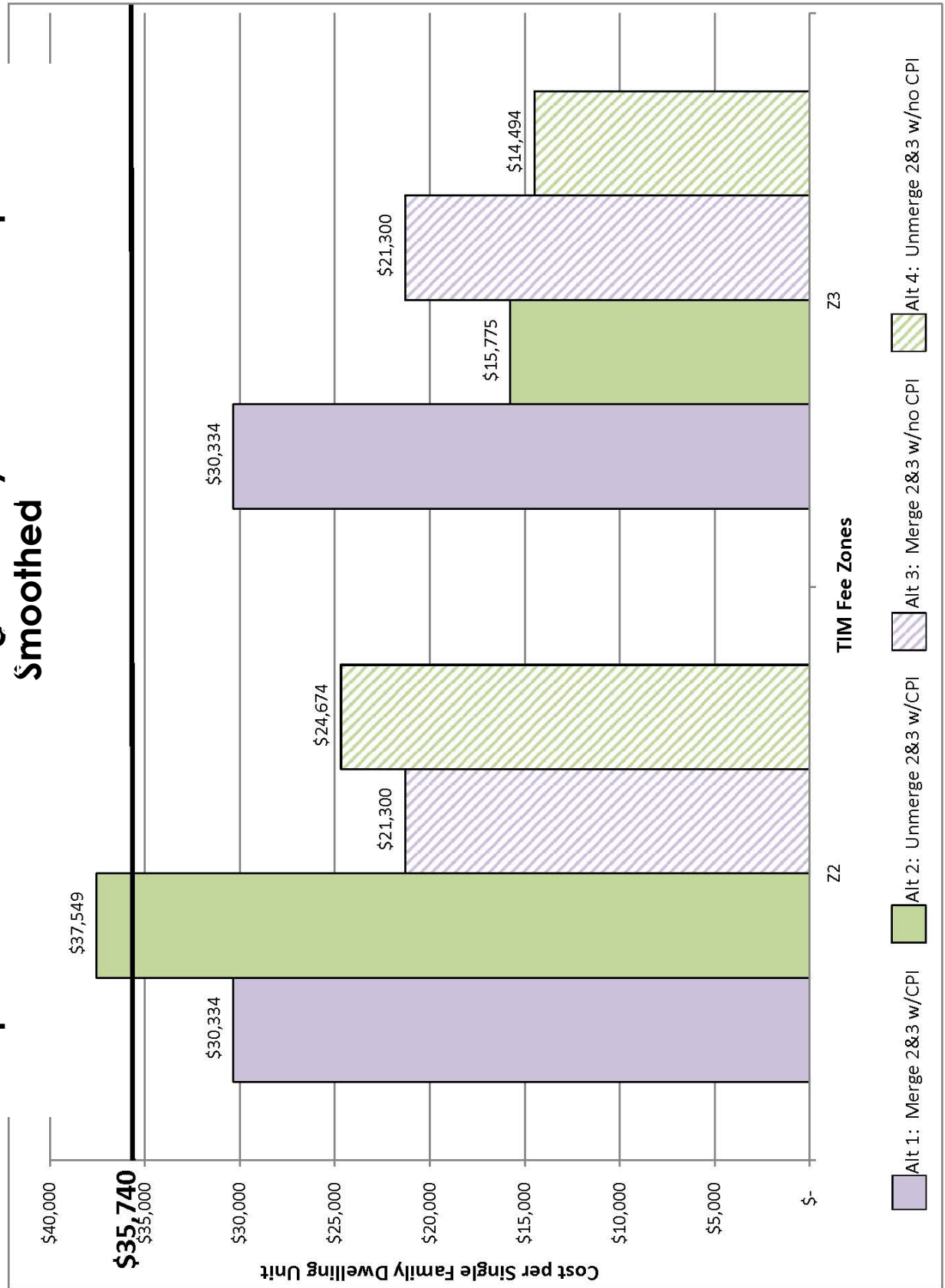
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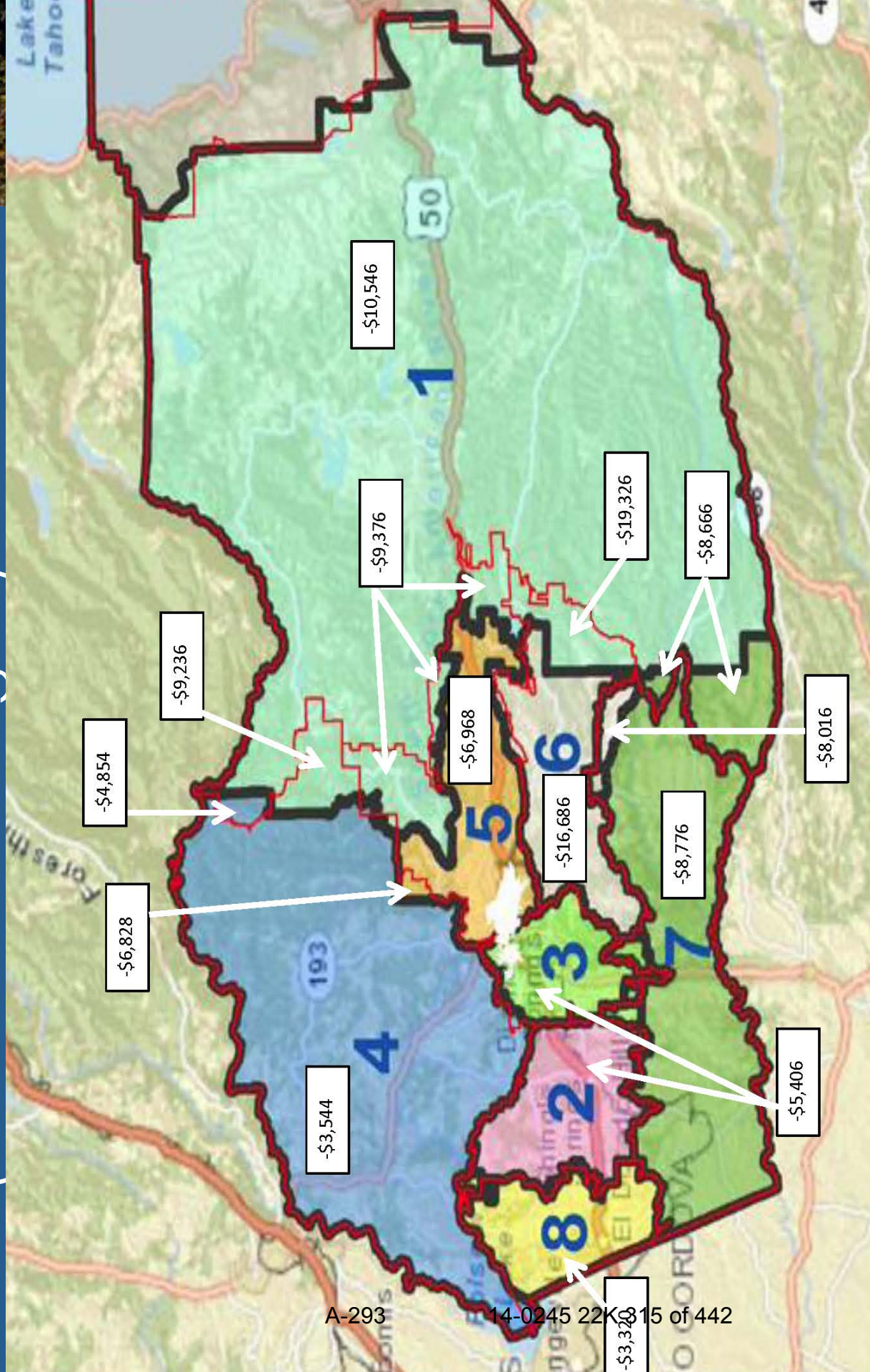
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Smoothed vs. Existing TIM Fees (Zones 2 & 3 Merged)





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(smoothed) fee geography.

4

1. Strongly Support
2. Somewhat Support
3. Somewhat Oppose
4. Strongly Oppose
5. No Opinion



1

1

0

0



I support the merging of Zones 2 and 3.

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8



Cameron Park Interchange



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(Approximately 19% of Total Program Cost)

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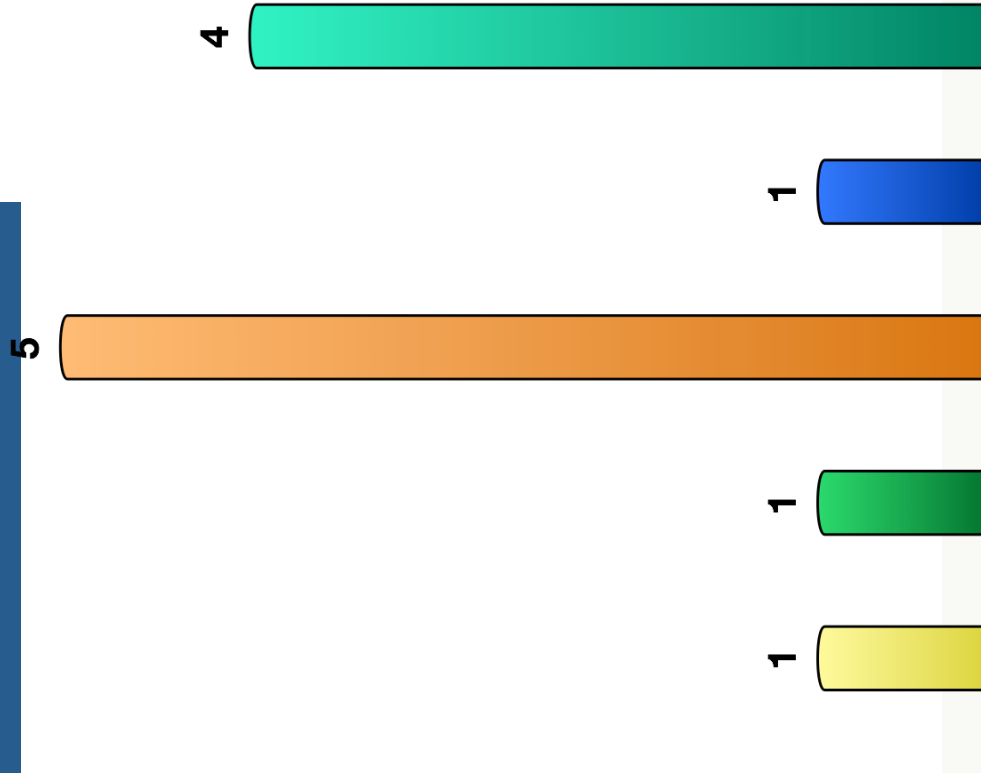
Removal
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Acquisition of
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from existing
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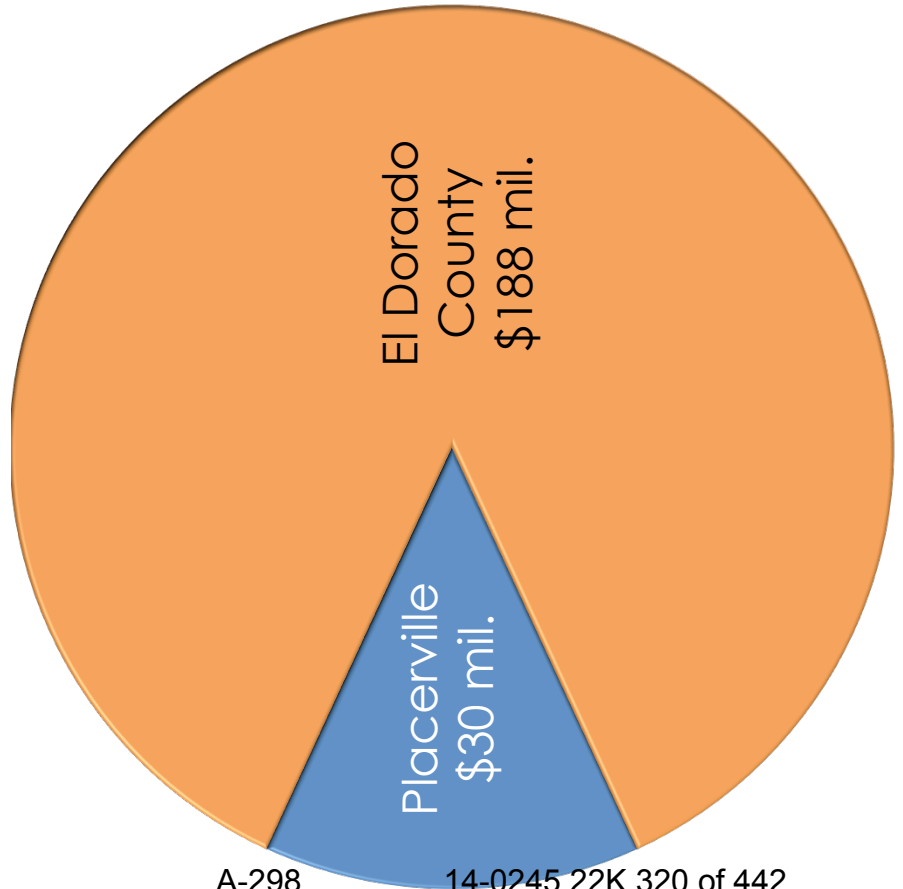


I support keeping the Cameron Park Interchange in the TIM Fee CIP.

1. Strongly Support
2. Somewhat Support
3. Somewhat Oppose
4. Strongly Oppose
5. No opinion
6. In but look for alternative



Funding Allocation To TIM Fee Program (\$188 mil.) (DRAFT)



A-298

14-0245 22K 320 of 442

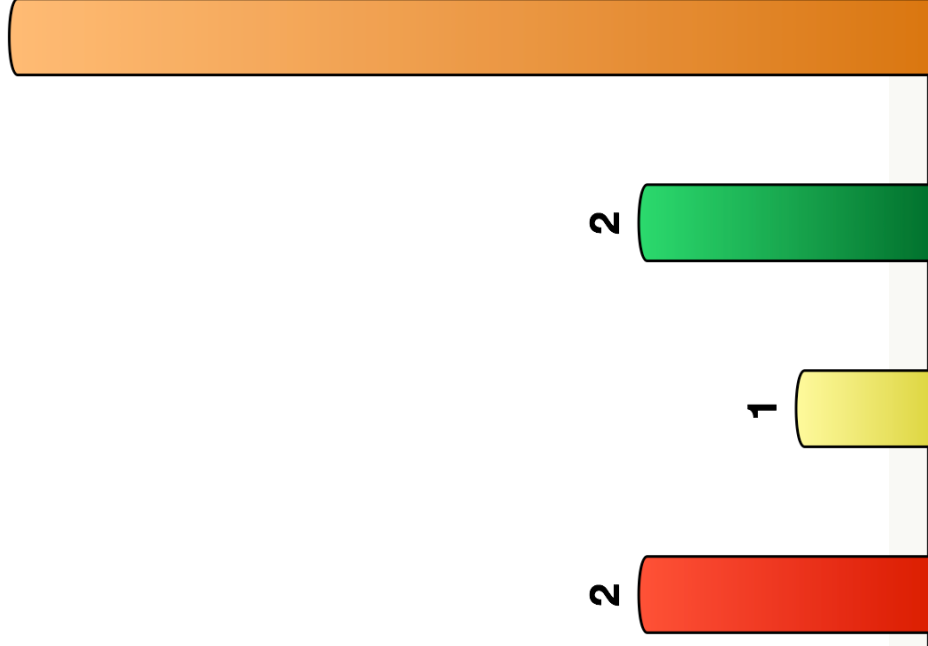




I support additional fee reductions for residential development through state and federal subsidies.

6

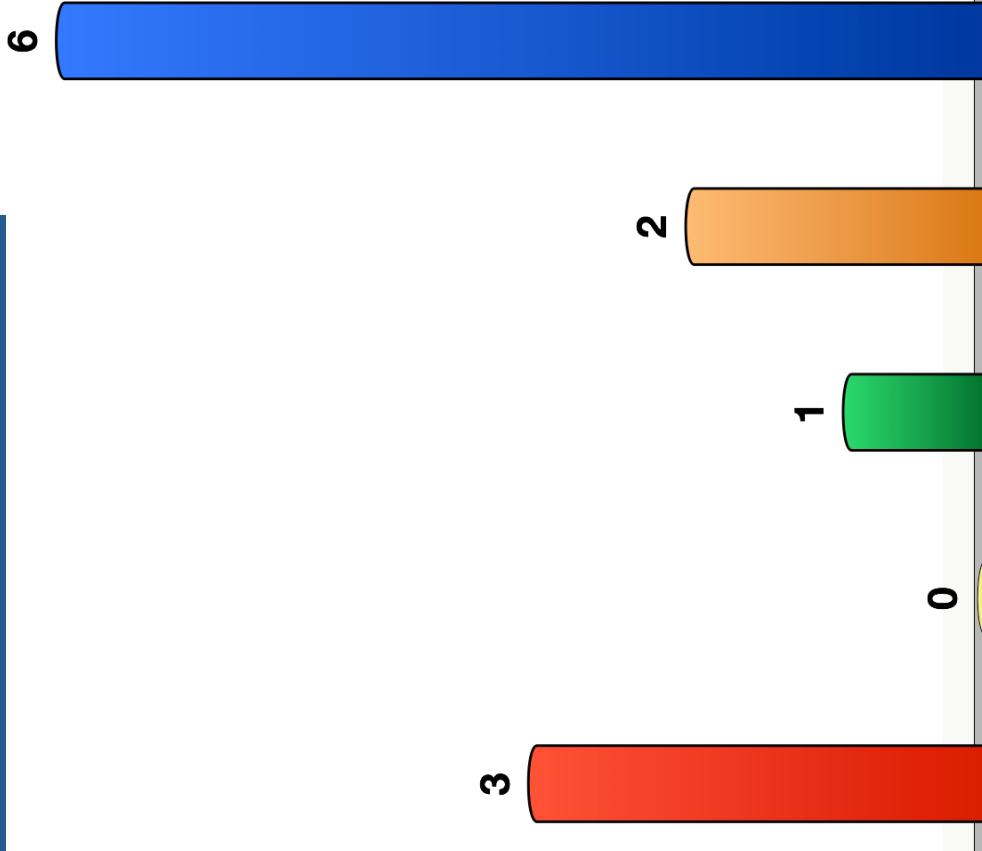
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I support additional fee reductions for non-residential development through state and federal subsidies.



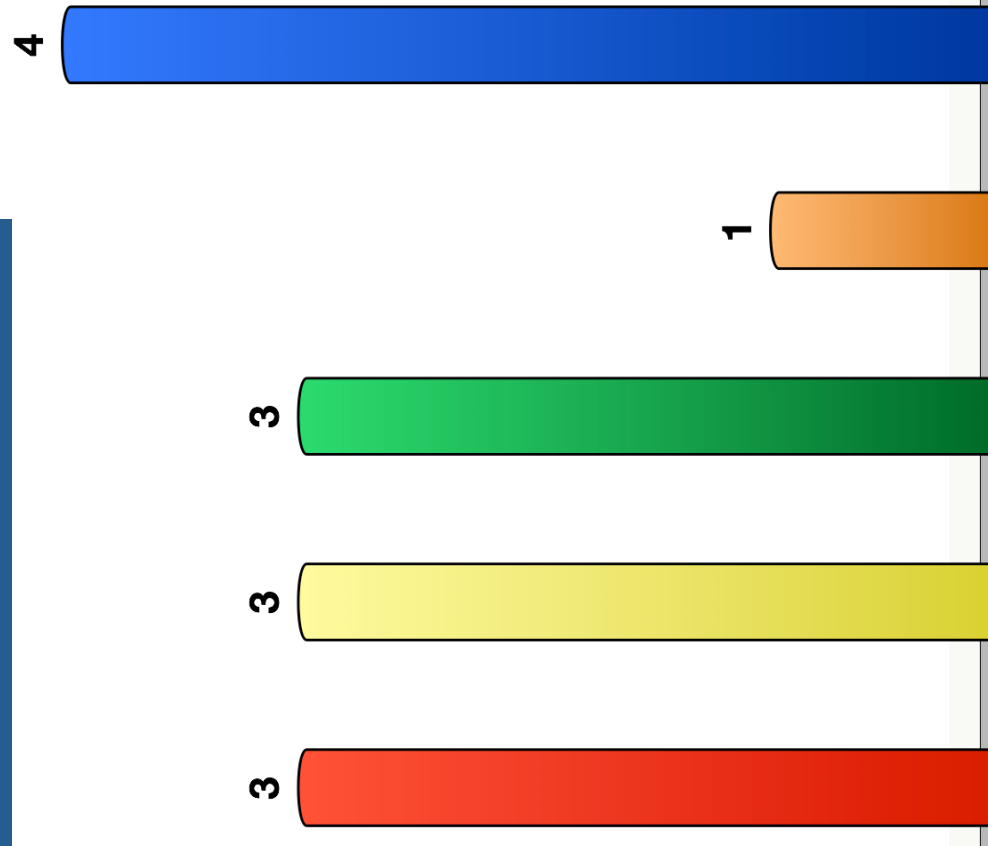
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I support the reduction of subsidies
for non-residential development.



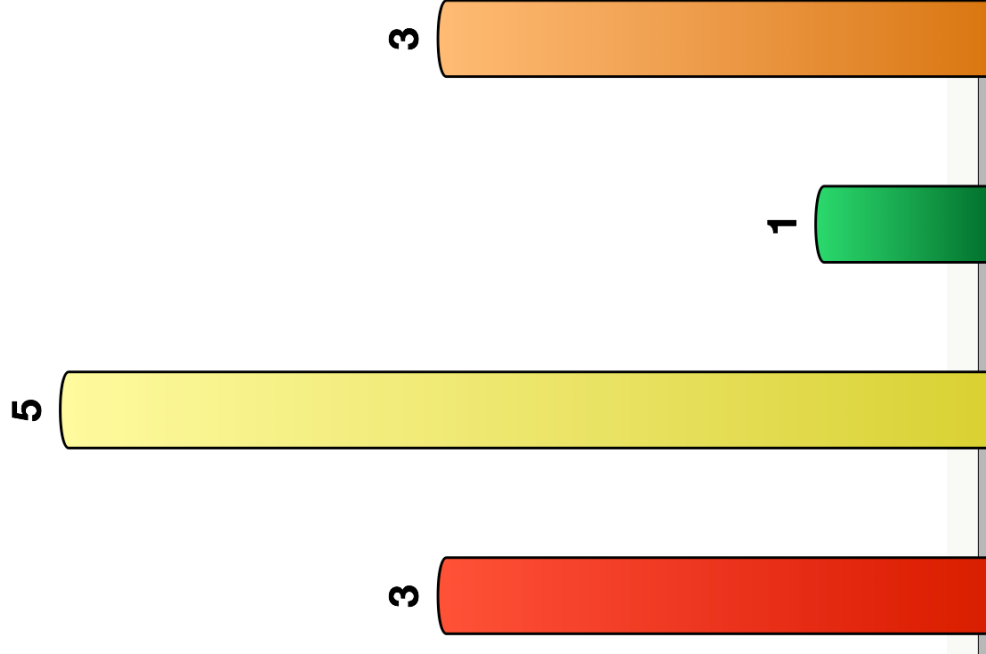
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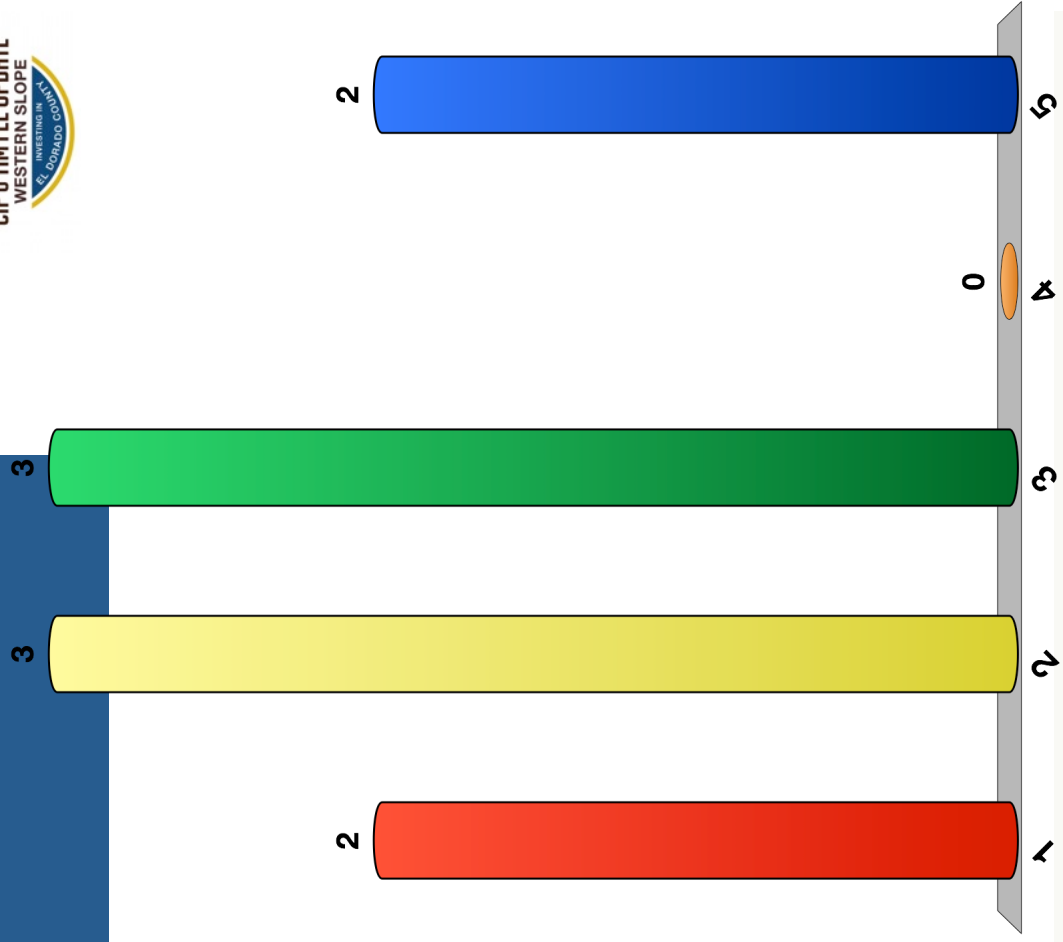
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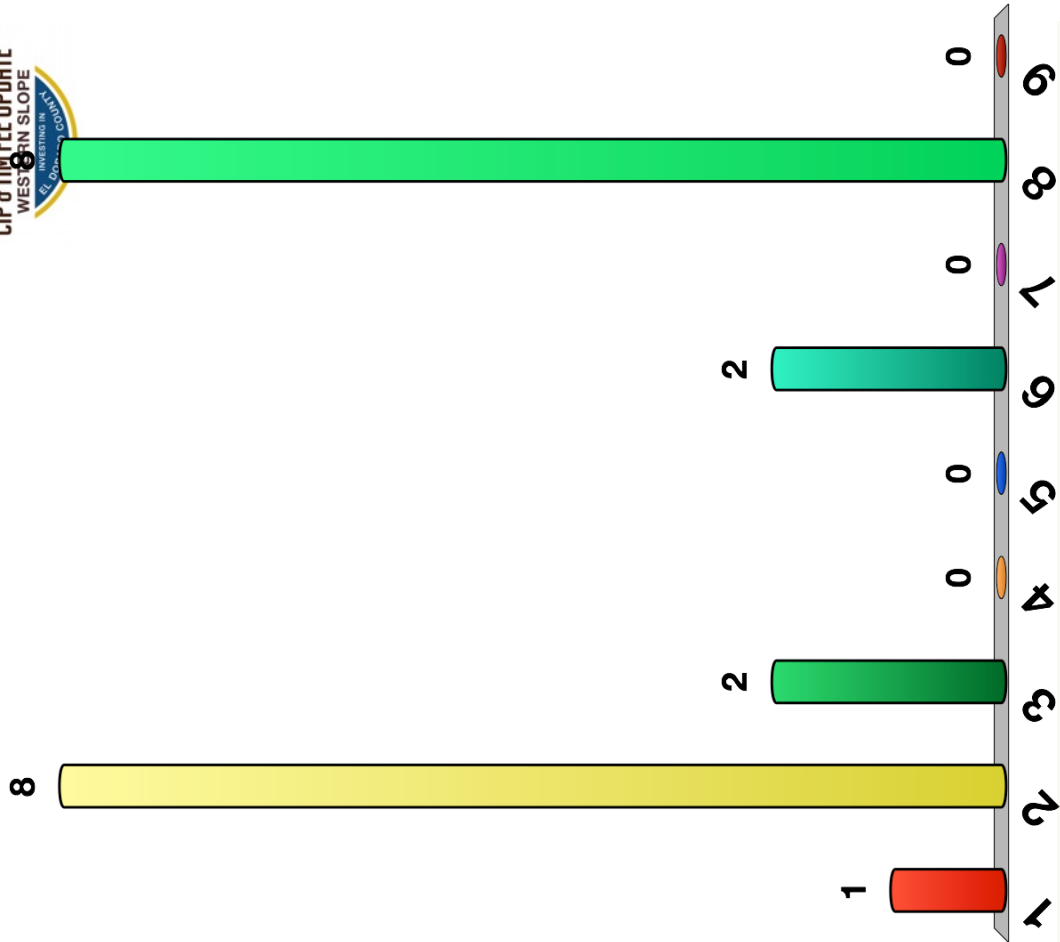
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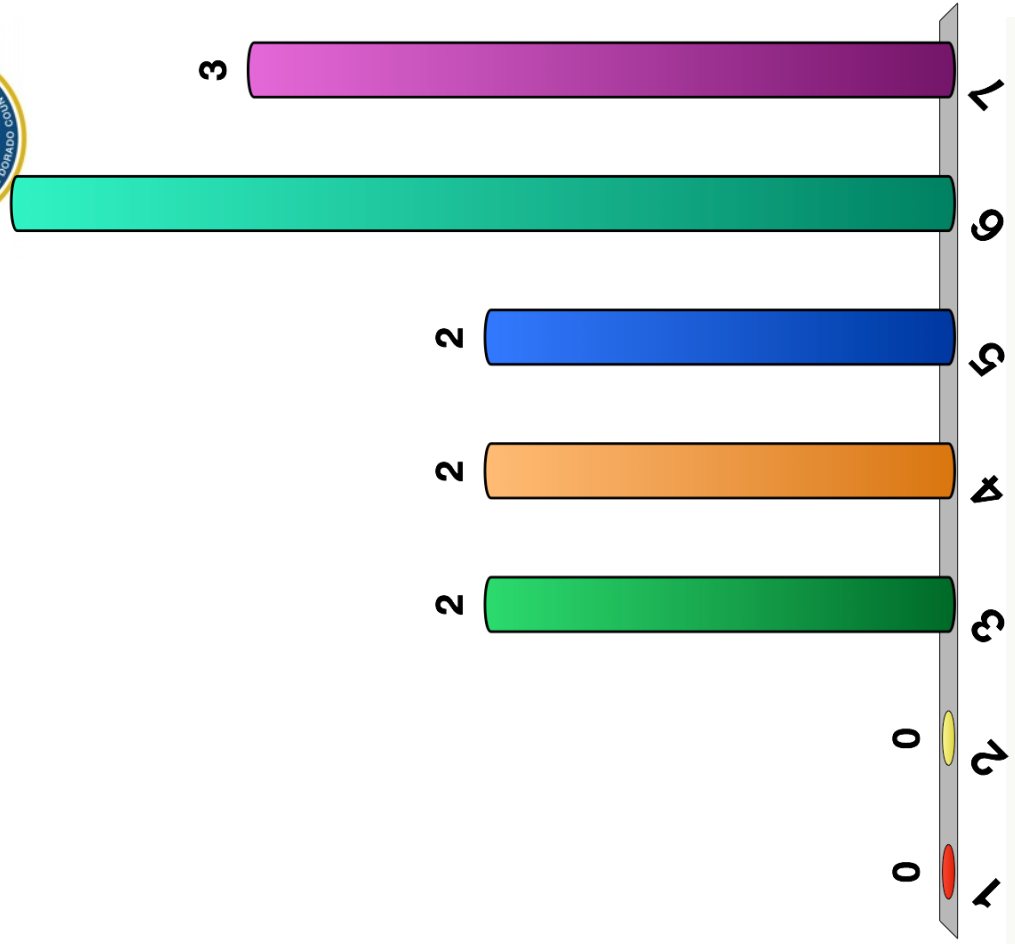


- 1. 1
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- 3. 3
- 4. 4
- 5. 5
- 6. 6
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- 8. 8
- 9. None



How old are you?

1. Under 18
2. 18-25
3. 26-34
4. 35-44
5. 45-54
6. 55-64
7. 65+

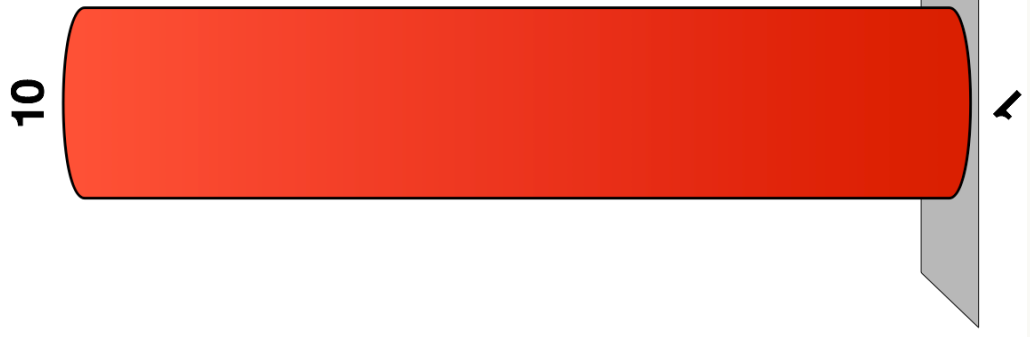


Are you...



1. Male

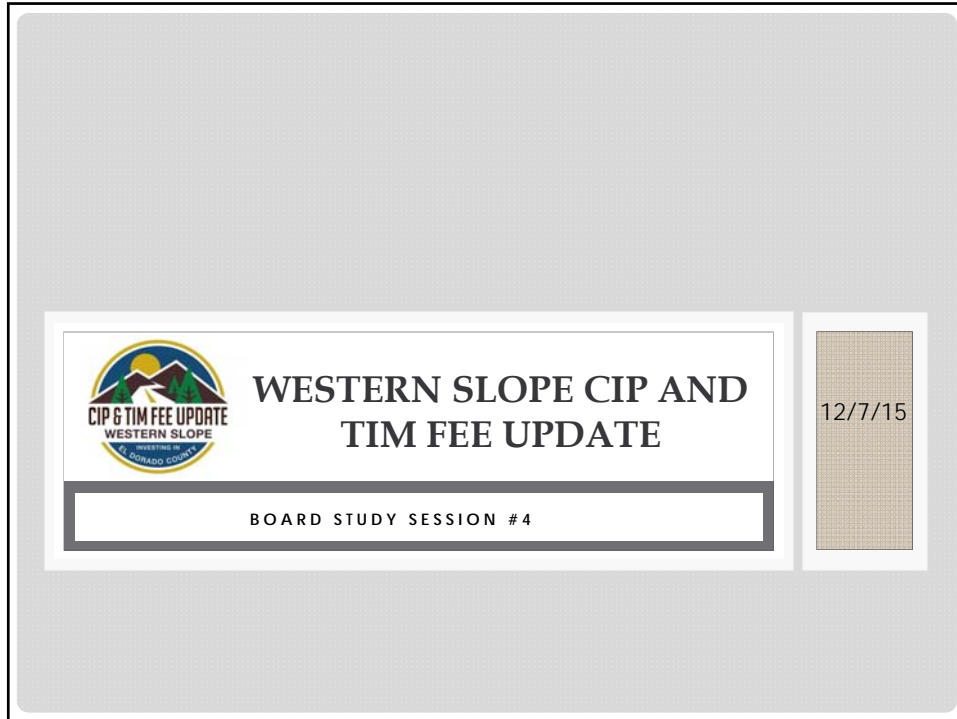
2. Female



Attachment 19
Online Interactive Map Comments

Attachment

Date Submitted	First Name	Last Name	City	Comment
02/21/2015 09:21am	Steve	Ferry	El Dorado Hills	I would like to be considered for this Task Force. Thank you. Steve
03/02/2015 07:31am	henry	batsel	Granite Bay	Good Morning, Do you have the revised CIP and associated cost with the percentages of existing deficiencies. For example major improvements have been scheduled to the CP interchange however Cameron Park is about 97% built out. Can the web site provide this critical information and the schedule for projects? Thanks, Henry Batsel
04/02/2015 10:49am	john	Raslear	EL Dorado Hills	At our last focus group meeting I mentioned that CALTRANS considers the DOT traffic analysis PROGRAM to be flawed and I would like to know what is being done to correct this. I also found some of your questions to be too vague to get a correct response from participants. I hope that these answers that don't correctly reflect the participants opinions are used to support the predetermined positions of this survey group.
04/06/2015 09:00pm	mike	Mutzig		We need to eliminate all one lane bridges, starting alphabetically by road names. Sell off all county road repair equipment and put all repairs out to bid. Cut administration costs by 50%.
04/07/2015 04:07pm	Choral	Engstrom	Camino	A barrier along Highway 50 between the Apple Cafe and the Camino Heights exit is desperately needed. There have been multiple fatalities and injuries along that corridor. A barrier is long overdue. Lives are being lost! And... Snows Road is traveled by hundreds of residents each day. The road is treacherous, filled with potholes, cliffs, and is crumbling away. Improvements are sorely needed.
04/10/2015 10:33am	Sherrie	Waugh	Somerset	I JUST CHECKED MY EMAIL AND SAW THAT A PRESS RELEASE WAS ANNOUNCED ABOUT THE WEST SLOPE CIP/TIM FEE PROGRAM. I'M GUESSING THAT IT IS TOO LATE TO PARTICIPATE ON LINE, BUT I WANTED TO FIND OUT ABOUT THE UPDATES. ALSO, WHEN WILL CONSTRUCTION BEGIN ON THE BUCKS BAR ONE-WAY BRIDGE? THANKS, SHERRIE WAUGH
04/28/2015 08:54am	Dave	Spiegelberg		How will General Plan impacts incurred to the existing highway system 2006 - present be accounted for? I am especially concerned about impacts that could be removed from the program, due to the fact that they were not discretely identified in 2006, but rather, were included en-mass in a larger project that may now be considered for removal from the program. For example, numerous existing intersections on Green Valley Road could have been (and most likely were) impacted by development from 2006 - present. These impacts would be mitigated by the current program - Green Valley Road 4 lane widening from Francisco to Deer Valley. However, if the 4-lane widening project is scrubbed from the project list, these impacts could go un-mitigated. Similar circumstances could exist on any roadway on General Plan Exhibit TC-1. Bass Lake Road, Cameron Park Drive and Missouri Flat Road for example. Will the new program include each and every intersection on the major roadways (Exhibit TC-1) for General Plan Cumulative Impact analysis?
05/25/2015 09:54am	Tim	Kulton	Coloma	We are asking that bike lanes be integrated into Hwy 49 between Coloma and Cool. Also bike lanes thru The Marshall Gold Discovery park would be helpful. Tim Kulton
06/22/2015 03:58pm	Shelby	Abbott		I am looking for the dates to the second round of focus groups to review proposed CIP and TIM fee structures that are to take place in August, and the second round of public workshops that are to be held in September. The scheduled graph is very vague and doesn't offer actual dates. Please contact me at (916) 383-2500 as soon as possible. Thank you.
08/03/2015 12:04pm	Art	Daniel	El Dorado Hills	Invite and encourage private transportation such as Uber. This system is the ultimate in flexibility and response to needs of citizens. There is no cost at all to the taxpayers or county government. No office or county overhead expenses are incurred. It's a win all around.
08/25/2015 12:21pm	Randy	Pesses	Diamond Springs	This process you have engaged in is pointless, and probably illegal. The TIM fee program is directly tied to the County General Plan as a mitigation measure for the increase in traffic associated with future General Plan allowed growth. The impact to the roadways is established through detailed growth projections, with associated traffic volumes. Those traffic volumes are distributed to the road network through very sophisticated modelling techniques. Those roadways that exceed the EIR triggers to require improvements are evaluated and the costs of improvements estimated, and the total of that becomes your General Plan Capital improvement program. The total cost divided by the total number of future trips becomes the TIM fee unit cost, which is then distributed to the various development categories based upon their respective trip generation rates. Simplistically, this is the process. To survey the general public to see where they would like to see improvements, and using that to prioritize your CIP is inconsistent with CEQA and General Plan law.



The slide features a central white box with a logo on the left and text on the right. The logo is circular with a mountain and sun, and contains the text "CIP & TIM FEE UPDATE WESTERN SLOPE" and "EL DORADO COUNTY". To the right of the logo, the text reads "WESTERN SLOPE CIP AND TIM FEE UPDATE". Below this, a dark grey bar contains the text "BOARD STUDY SESSION #4". To the right of the main white box is a vertical rectangular area with a textured background and the date "12/7/15".

AGENDA

- **BACKGROUND**
- **PUBLIC OUTREACH SUMMARY AND REPORT**
- **RECEIVE INFORMATION AND PROVIDE DIRECTION:**
 1. Traffic Impact Mitigation (TIM) Fee Zone Geography
 2. TIM Fee Project List
 3. Inclusion/removal of right-of-way, sidewalk, and curb and gutter
 4. El Dorado County Transportation Commission State/Federal Grant Projection
 5. Relief for secondary dwelling units

2

AGENDA, CONTINUED

6. Resolution of Intention (ROI) to amend the General Plan
7. TIM Fee revenue annual transfer of funds
8. Draft TIM Fee Ordinance and Resolution
9. TIM Fee Program Environmental Constraints Analysis
10. Draft Capital Improvement Program (CIP) project list, and "Unfunded" CIP Projects
11. Project Schedule Information

- **NEXT STEPS**

3

CIP

Purpose

- The CIP is the long-range plan for all individual capital improvement projects and funding sources
- Provides strategic direction for capital projects over a current year, 5, 10, and 20 year horizon
- Used as a planning tool, and updated annually (as required by General Plan Policy TC-Xb)

Process

- The CIP is updated annually
- Updates include adjustments to: revenue estimates, project scopes, costs and schedules
- Project priorities are revised per Board direction

4

WHAT IS THE TIM FEE PROGRAM?

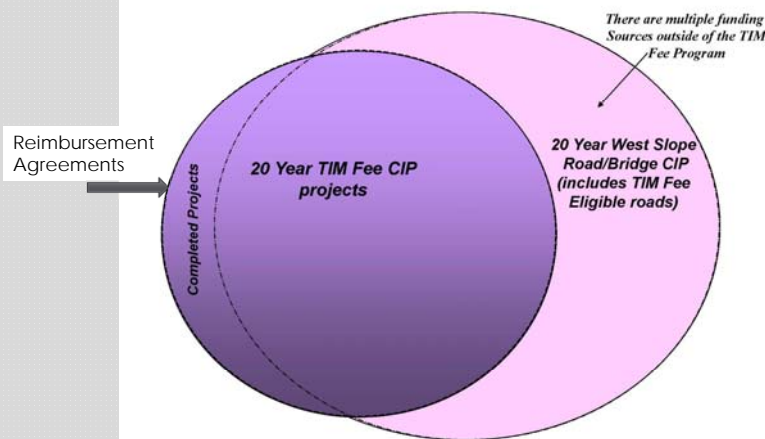
A Fee program is used to fund needed improvements including roadway widening, new roadways, roadway intersection improvements, transit to deal with future growth during a defined time period (currently based on 20 years of growth).

A Fee program is legally required to meet guidelines as established by Assembly Bill 1600 (California Government Code Sections 66000 through 66009).

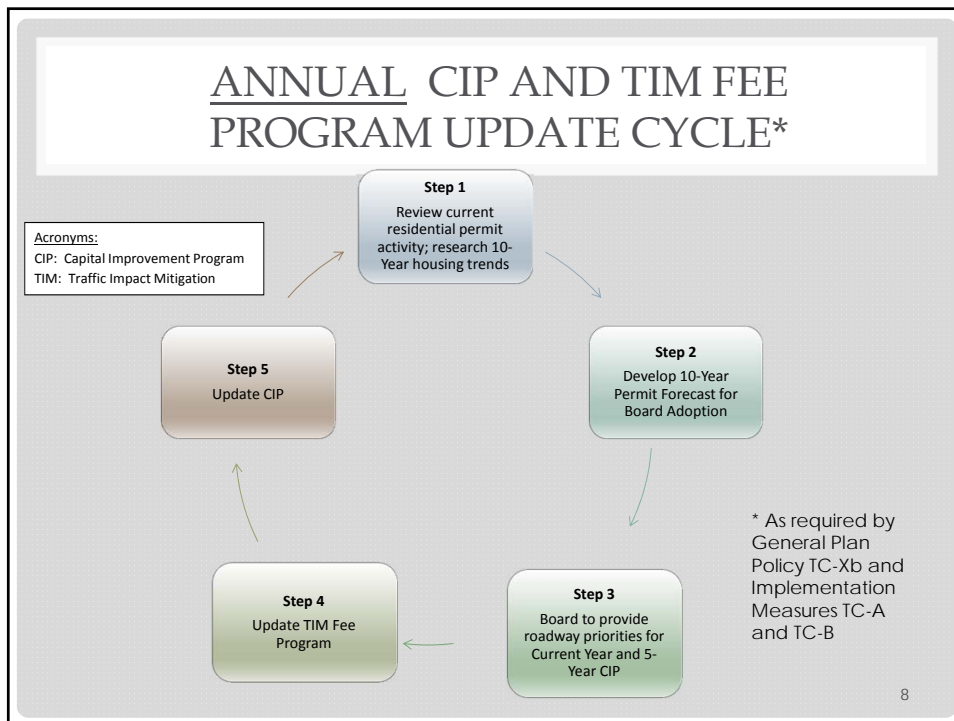
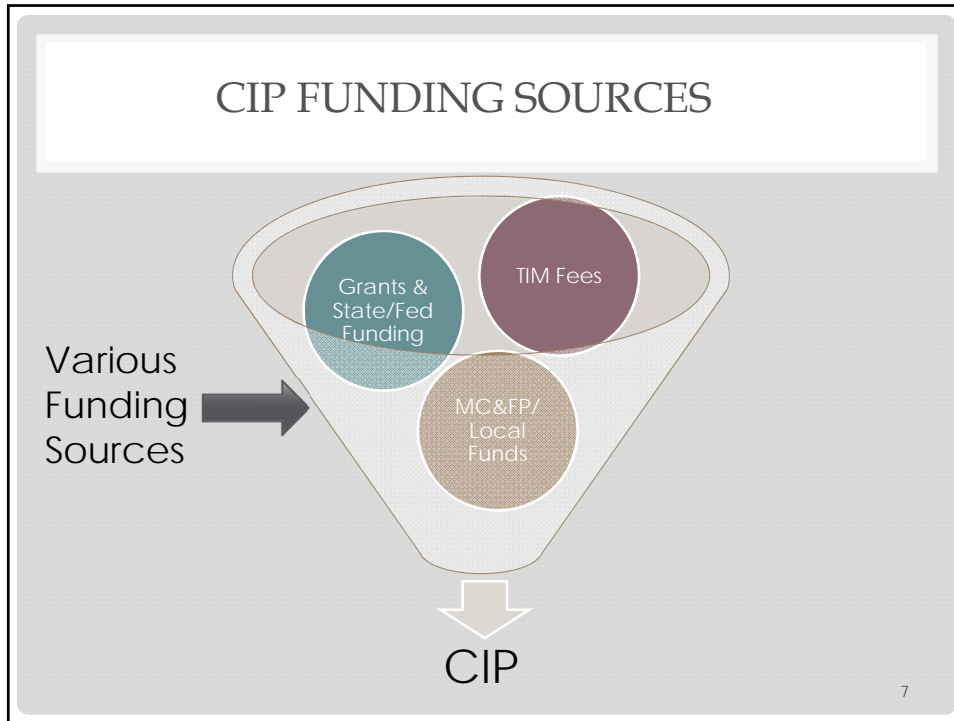
Projects completed in prior TIM Fee programs total approximately \$320.1 Million.

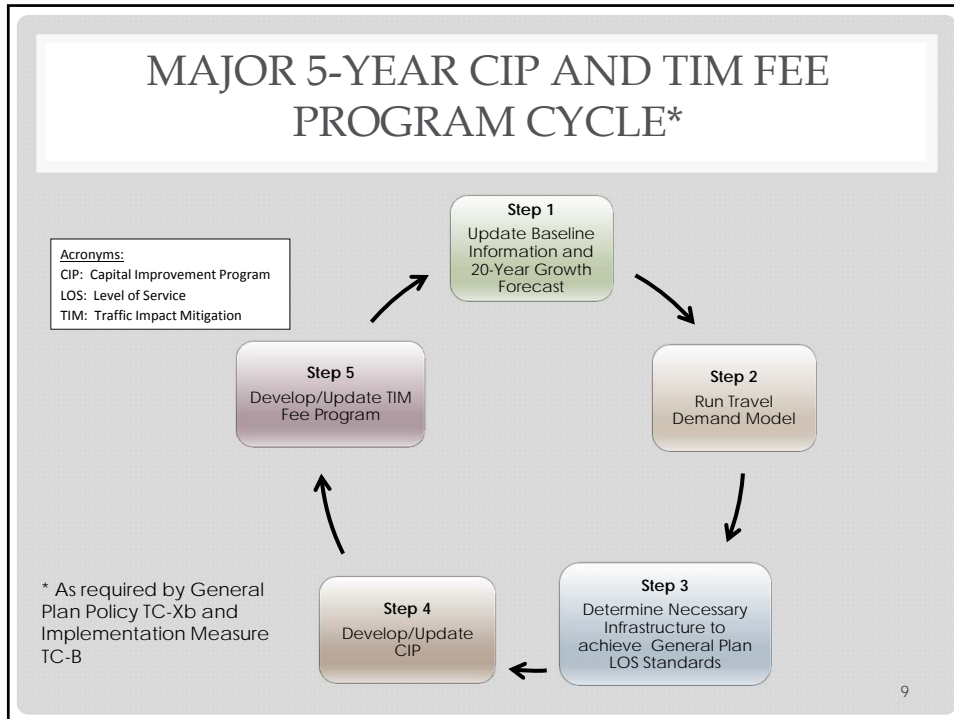
5

CIP AND TIM FEE PROGRAM RELATIONSHIP

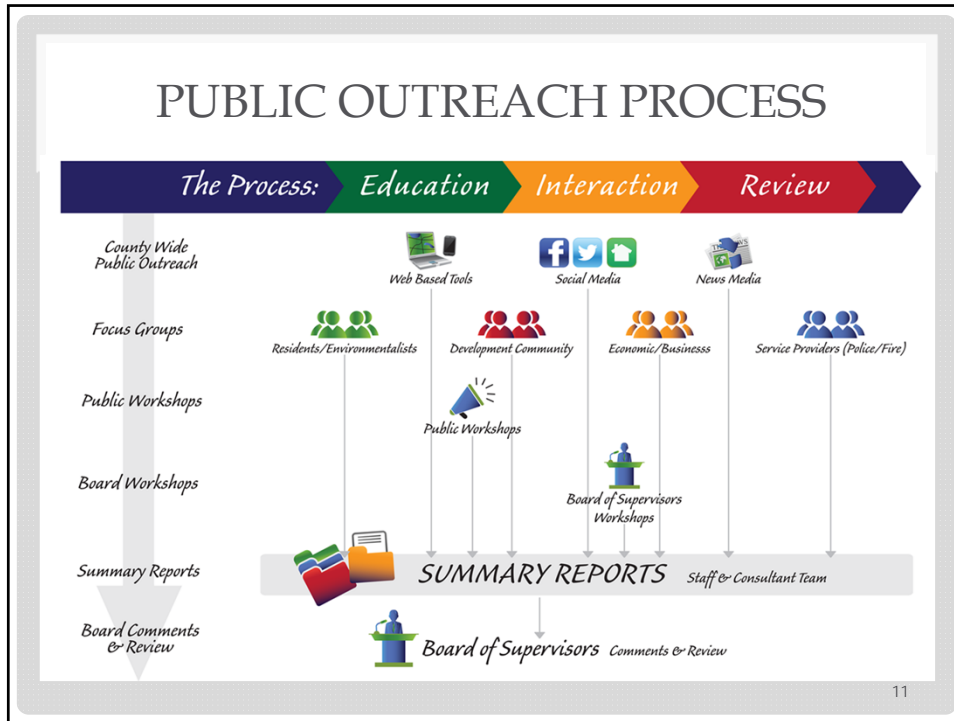


6





- ### RECENT STEPS
- At the September 22, 2015 Board Study Session, staff provided the following DRAFT documents:
 - Proposed 2035 TIM Fee project list
 - Proposed 2035 TIM Fee project component assumptions
 - Status of proposed CIP project list
 - Alternative funding sources
 - Updated project schedule
 - Draft TIM Fee structure
 - Proposed California Environmental Quality Act (CEQA) document for the TIM Fee Program
 - Public workshops and focus groups were in September to gain input from the public and stakeholders
 - Staff revised draft documents based on public comment and further analysis
 - Today, staff is presenting the revised documents and requesting direction
- 10



APPROACH AND BRANDING

- Established Brand
- Launched Website in May 2015
- 3,500 individual site visits
- Over 1,000 active users
- 300+ online comments received

EL DORADO COUNTY WESTERN SLOPE UPDATE

PROJECT OVERVIEW INTERACTIVE MAP MEETINGS AND WORKSHOPS DOCUMENT LIBRARY CONTACT

Western Slope Capital Improvement Plan and Traffic Impact Mitigation Fee Program Updates

Welcome to our project website! This site was developed to provide the public with easy access to all of the information pertaining to El Dorado County's Major Update to the West Slope Capital Improvement Program and Traffic Impact Mitigation Fees. The project area includes the parts of the County that are outside the Tahoe basin, west of Lake Tahoe. We hope you will participate in the process by signing up for alerts, using our interactive map to help identify existing transportation issues, or by sending us your comments.

What is this project?
This is the major update to the County's West Slope

Public Workshops!

Join us for our first round of workshops:

Wednesday, April 8, 2015
6:30 p.m. - 8:30 p.m.
Pleasant Grove Middle School
Multi-Purpose Room
2540 Green Valley Road
Republic, CA 95972

Thursday, April 9, 2015
6:30 p.m. to 8:30 p.m.
El Dorado County Office of Education
6767 Green Valley Road
Placerville, CA 95667

Subscribe to our mailing list

*Indicates required


12



E-BLASTS AND NEWS RELEASES

- Currently has 1,300 subscribers including all County news media
- 21 E-Blasts sent promoting meetings and documents.
- 42% Click-through rate

County seeks input for Western Slope Capital Improvement Program and Traffic Impact Mitigation Fees. View this email in your browser.



El Dorado County to Hold Workshops for Western Slope CIP & TIM FEE

Wednesday, April 8, 2015
6:30 p.m. - 8:00 p.m.
Pleasant Grove Middle School
Multi-Purpose Room
2540 Green Valley Road
Rescue, CA 95672

Thursday, April 9, 2015
6:30 p.m. to 8:00 p.m.
El Dorado County Office of Education
6767 Green Valley Road
Placerville, CA 95667

Join us to learn more about the major update to the County's West Slope Transportation Capital Improvement Program and Traffic Impact Mitigation Fee Program. We will be reviewing the process for this update and taking public comment on current deficiencies in our system. The two workshops will be identical so you can choose which is most convenient for you. If you can't make the workshops - don't worry. We will be posting a virtual workshop on our website that will allow you to review all materials and participate online.

14

FOCUS GROUPS

- Recruited 65 people to participate in 5 focus groups:
 - 2 Resident Groups
 - Economic Development
 - Development Interests
 - Public Safety and Special Districts



15

FOCUS GROUPS

- Held two rounds of five 2-Hour Sessions (10 total) in May and August
- 90% of participants rated the TIM Fee & CIP development process as "Good" or "Excellent"



16

WORKSHOPS

- Four workshops – two in May and two in September
- Attended by 70+ people in person
- Viewed by 155 people online
- Final workshop planned for December 8



EL DORADO COUNTY WESTERN SLOPE UPDATE

PROJECT OVERVIEW BOARD MEETINGS AND WORKSHOPS DOCUMENT LIBRARY CONTACT MORE...

Welcome to Our Second Virtual Workshop

If you missed our September workshops, don't worry! You can review the materials and then participate in our online survey and share your comments. We have placed an audio recording of the workshop below. You can listen to the presentation and follow along with reading the Workshop Presentation which is provided as a slide show. After you have reviewed the materials, click on the survey link to share your views.

00:00 00:00

CIP Funding Sources

Click HERE to Take Our Survey

Various Funding Sources

17

BOARD PRESENTATIONS AND SUMMARY REPORTS

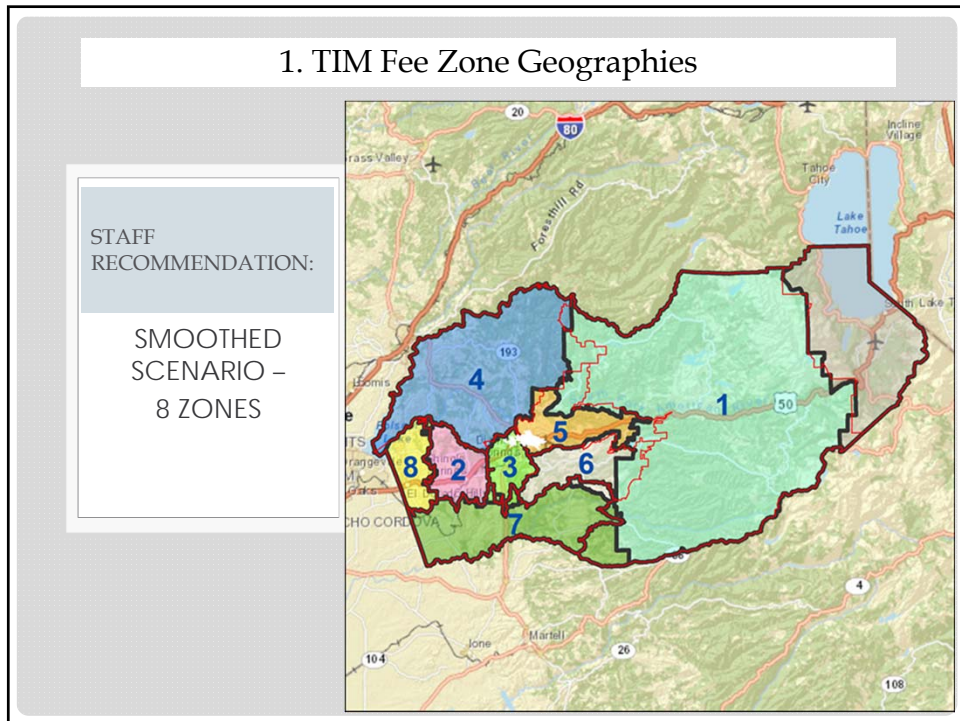
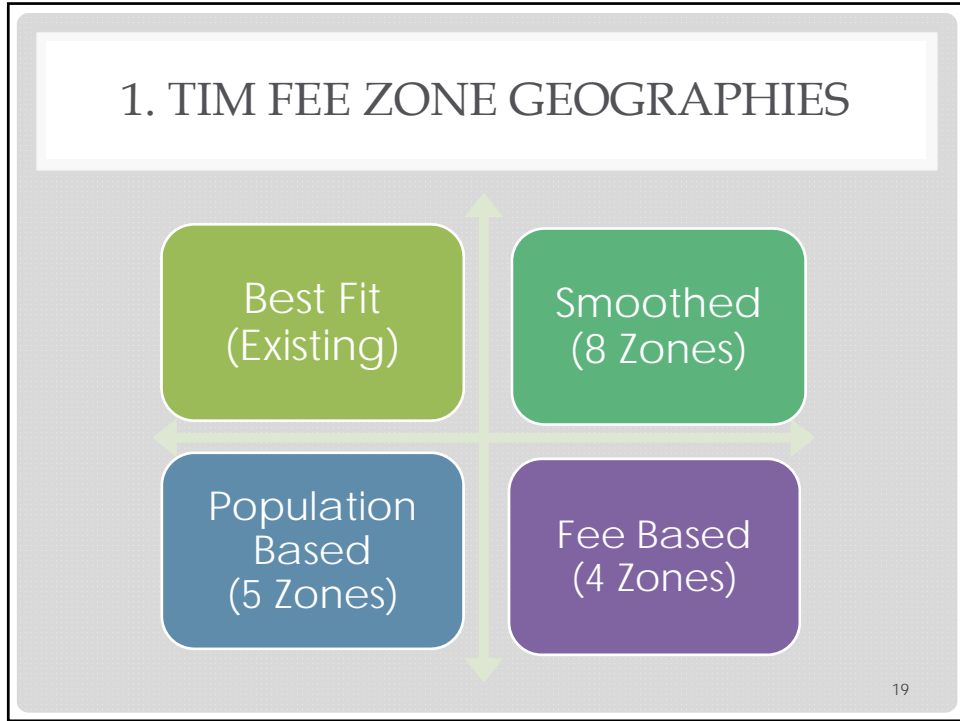
Multiple presentations and study sessions were held to update the Board:

- February
- May
- September
- December

Complete summary reports for Phase One and Phase Two were provided to the Board and published on the project website.

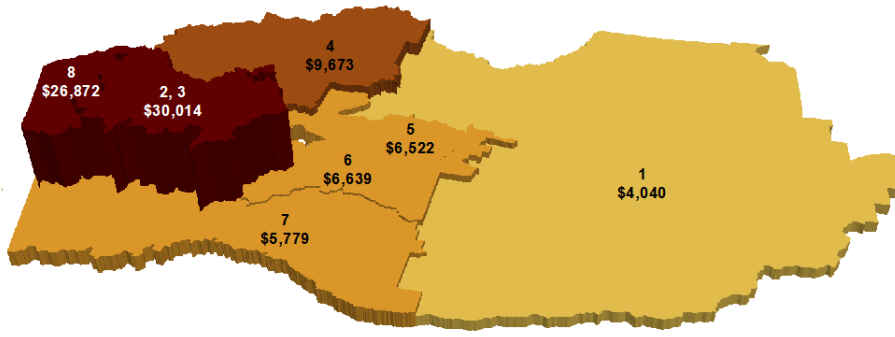
Board Action:
Receive and File

18



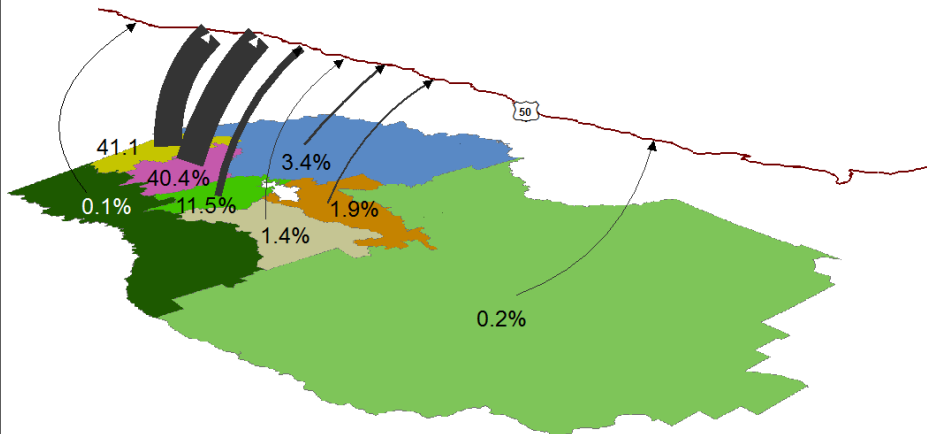
1. DISTRIBUTION OF FEES BY GEOGRAPHY

Proposed Total TIM Fee - Single Family Residence



21

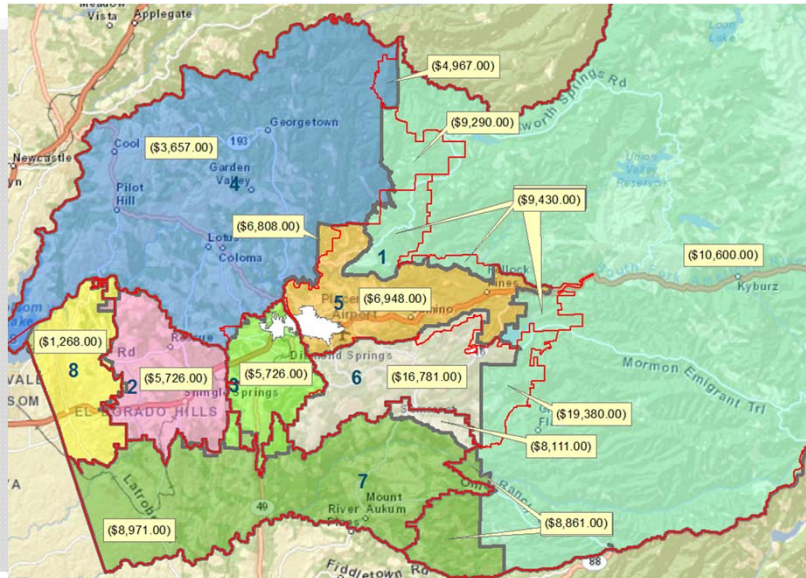
1. DISTRIBUTION OF US 50 FEES BY FEE GEOGRAPHY



Based on US 50 mainline improvements only.

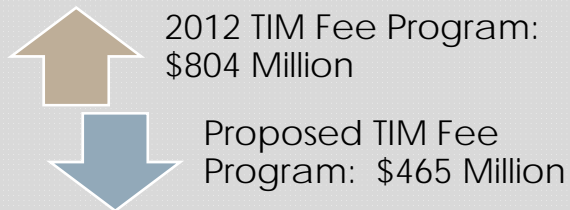
22

1. SMOOTHED VS. EXISTING TIM FEES
 (ZONES 2 AND 3 MERGED)



23

1. REDUCED TIM FEE PROGRAM COST



Reasons for reduction:

- **Decrease in growth rate assumptions**
 - Previous Projection: approx. 3% growth
 - Proposed Projection: approx. 1% growth (Results in less infrastructure required)
- **Successful TIM Fee Program resulted in completed projects (\$320.1 Million).**

24

1. ACTION: TIM FEE ZONE GEOGRAPHIES

Board Options:

- *Alternative 1: Zone Geography 1 - Best Fit*
- *Alternative 2: Zone Geography 2 – Smoothed*
- *Alternative 3: Zone Geography 3 - Population Based*
- *Alternative 4: Zone Geography 4 - Fee Based*

Tentative Board Action

(Staff Recommendation is Alternative 2)

25

1. ACTION: MERGE ZONES 2 AND 3

Board Options:

- 1) *Merge Zones 2 and 3 (i.e., maintain the status quo of the current TIM Fee Program)*
- 2) *Keep Zones 2 and 3 separate.*

Tentative Board Action

(Staff Recommendation is Option 1)

26

2. TIM FEE PROJECT LIST

Projects needed to address future level of service (LOS) deficiencies (e.g., Green Valley Road, Highway 50 improvements). This also includes parallel capacity projects (e.g., Saratoga, White Rock Road, and Country Club extension).

Projects with current reimbursement obligations (e.g., Silva Valley Interchange).

Line items for bridge replacement grant match funds, intersection improvements, transit capital improvements and program administration.

27

2. TIM FEE PROJECT LIST

8

• Highway 50 Auxiliary Lane Projects

7

• Interchange Projects

13

• Roadway Improvement Projects

7

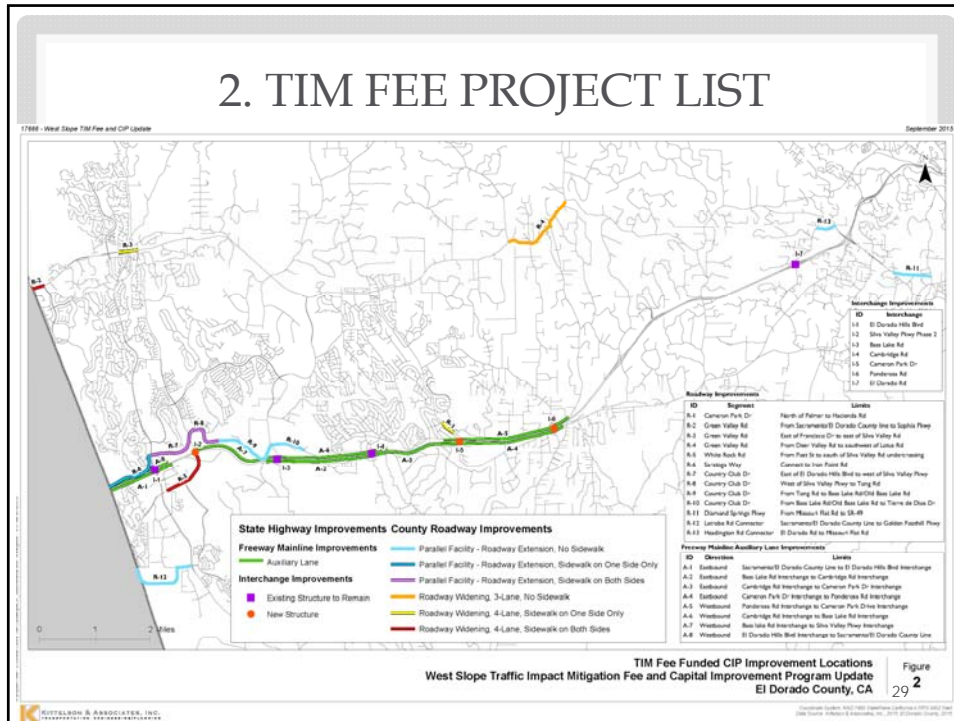
• Reimbursement Agreements (Completed Projects)

4

• Other Program Cost Categories

28

2. TIM FEE PROJECT LIST



2. CAMERON PARK INTERCHANGE (CPI)

Estimated cost - \$87,284,000
(Approximately 19% of Total Program Cost)

Necessary from Level of Service perspective

Current project may not provide reasonable cost/benefit ratio

Little support for removing this project

Direct staff to study a less costly alternative

2. ACTION: TIM FEE PROJECT LIST

Board Options:

- 1) *Adopt the proposed TIM Fee Project list as shown in Attachment 13B and continue with the current CPI improvement provided in the existing Project Study Report.*
- 2) *Adopt the proposed TIM Fee Project list as shown in Attachment 13B and direct staff to conduct an alternatives study to determine a more viable improvement for CPI once the Major CIP and TIM Fee Update is complete.*
- 3) *Adopt the proposed TIM Fee Project list as shown in Attachment 13B and proceed with a General Plan Amendment via a 4/5 vote by Board to remove the CPI project from the TIM Fee list.*

*Tentative Board Action
(Staff Recommendation is Option 2)*

31

3. RIGHT-OF-WAY, CURB, GUTTER AND SIDEWALK

Current TIM Fee Program Includes Right-of Way, Curb, Gutter & Sidewalk (Frontage Improvements)

Staff recommends removing Frontage Improvements in locations where development could fund them

Overall TIM Fee Program costs could be reduced by \$18.9 Million (3%) (see Attachment 13C)

32

3. FRONTAGE IMPROVEMENTS ORDINANCE

- Requires development to construct frontage improvements and dedicate right-of-way
- This practice is consistent with other local jurisdictions
- Ordinance would be processed with CIP/TIM Fee Update

33

3. ACTION: RIGHT-OF-WAY, CURB, GUTTER AND SIDEWALK

Board Options:

- 1) Leave all right-of-way. Sidewalk, curb and gutter costs to be eligible for reimbursement in the TIM Fee Program*
- 2) Remove right-of-way, sidewalk, curb and gutter from feasible projects as demonstrated in Attachment 13C and proceed with a Frontage Improvement Ordinance (Attachment 13D).*

*Tentative Board Action
(Staff Recommendation is Option 2)*

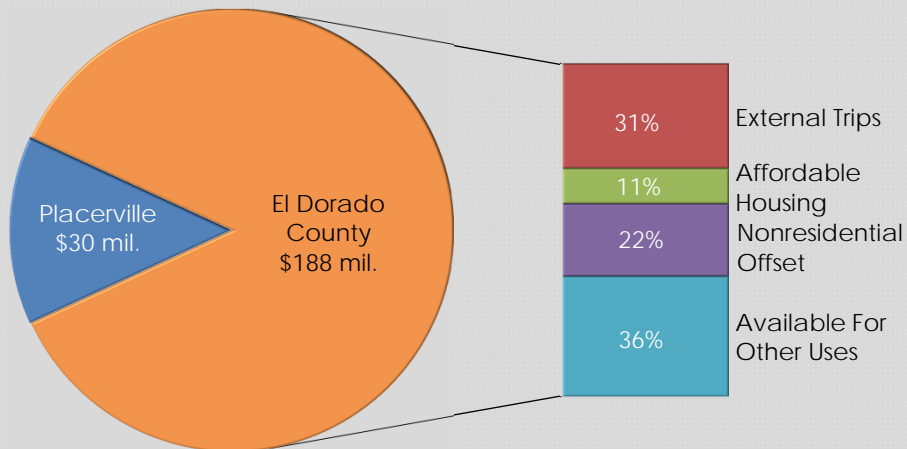
34

4. FEDERAL, STATE, AND LOCAL GRANT FUNDING (DRAFT - ROAD PROJECTS ONLY)

Funding Source	DRAFT 20-Year Estimate
State & Federal Grant Funding (EDCTC 5/13/2015 letter)	\$336,000,000
Inflation	<u>\$(159,000,000)</u>
Net (2015 \$)	\$177,000,000
Local Grant Funding (Caltrans Discretionary) (2015 \$)	<u>\$41,000,000</u>
Total Grant Funding	\$218,000,000
West Slope Share (exclude Placerville)	<u>86%</u>
West Slope Grant Funding	\$188,000,000

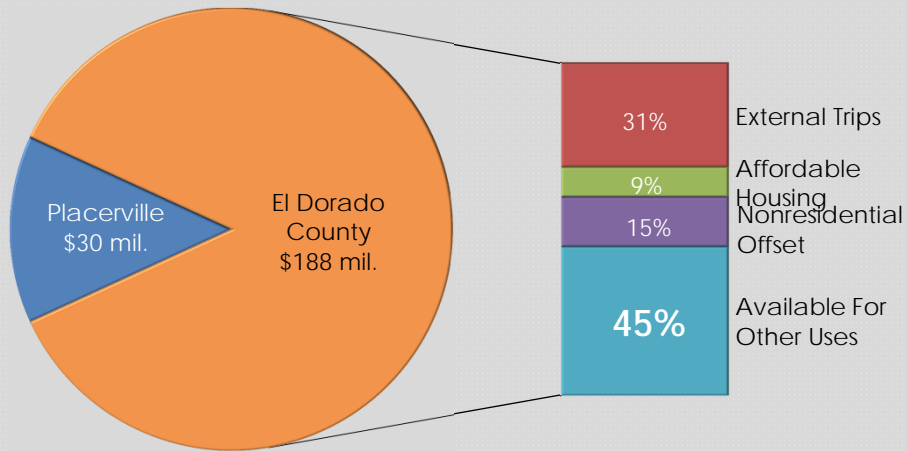
35

4. FUNDING ALLOCATION TO TIM FEE PROGRAM (\$188 MIL.) (SEPT. PROPOSAL)



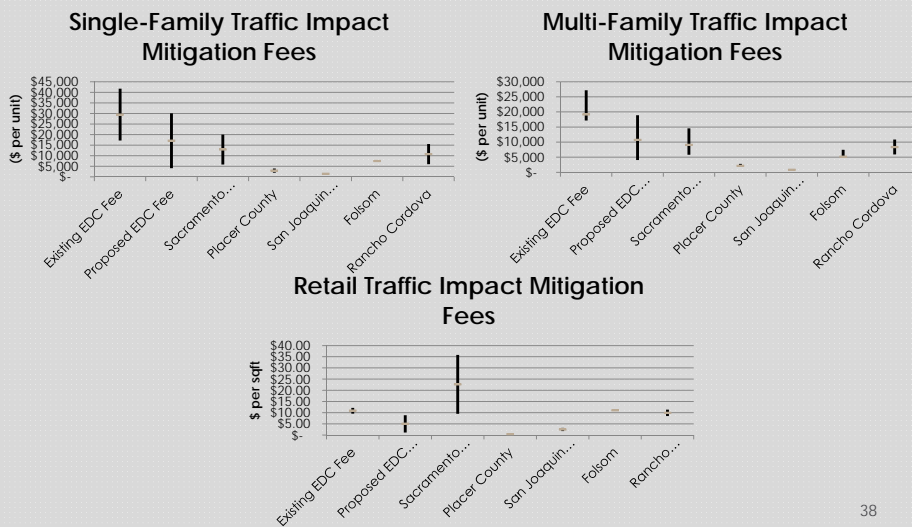
36

4. FUNDING ALLOCATION TO TIM FEE PROGRAM (\$188 MIL.) (CURRENT PROPOSAL)



37

4. PROPOSED TIM FEE RELATIVE TO OTHER JURISDICTIONS



38

4. ACTION: FEDERAL, STATE, AND LOCAL GRANT FUNDING

Board Options:

1) Apportion 64% of the projected grant revenue to the TIM Fee Program. Apportion remaining 36% to the non-TIM Fee funded CIP projects.

2) Apportion 55% of the projected grant revenue to the TIM Fee Program. Apportion remaining 45% to the non-TIM Fee funded CIP projects.

3) Apportion a different percentage, between 55% and 64%, of the projected grant revenue to the TIM Fee Program, per Board direction.

Tentative Board Action

(Staff Recommendation is Option 2)

39

5. SECONDARY DWELLING UNITS

Option
1

- Applicants apply for relief using TIM Fee Offset Program

Option
2

- Allocate a portion of Federal/State grant funds to reduce costs

40

5. ACTION: SECONDARY DWELLING UNITS

Board Options:

1) Continue to allow applicants to apply for relief via the TIM Fee Offset Program for Developments with Affordable Housing Units.

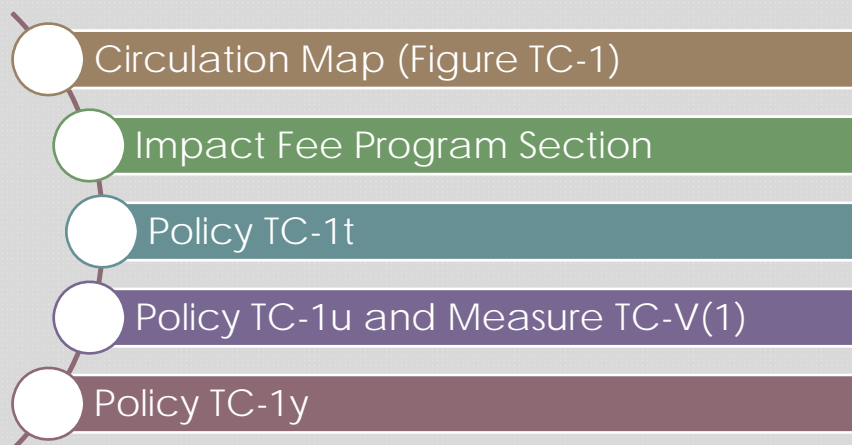
2) Designate a portion of the projected Federal/State grant funds to reduce the costs of secondary dwellings.

*Tentative Board Action
(Staff Recommendation is Option 1)*

41

6. ROI TO AMEND GENERAL PLAN

General Plan Amendment needed for:



42

6. ACTION: ROI TO AMEND THE GENERAL PLAN

Board Options:

- 1) *Do not amend the road list as provided in the 2012 TIM Fee Program, and disregard the ROI*
- 2) *Adopt the ROI to proceed with General Plan Amendment*

Tentative Board Action

(Staff Recommendation is Option 2)

43

7. TIM FEE COSTS

Existing program:

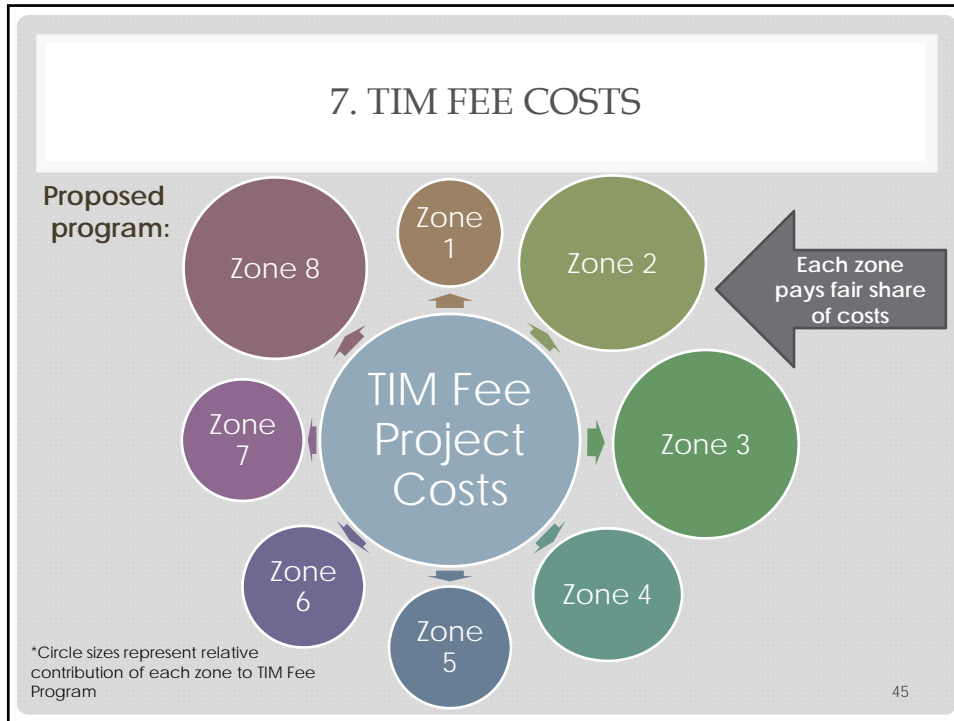
TIM Fee Program Costs

Zone 8
pays for
Zone 8
projects

Zones 1-7 pay for
Zone 1-7 projects

Highway 50 Mainline costs allocated to all 8 zones

44



7. TIM FEE COSTS

Proposed Zone 8 TIM Fee reduction is not as large as previously reported due to:

- Adjustments to account for the pre-payment of TIM fees for the Blackstone development
- Downward adjustment of the forecasted Federal and State funding to be applied to the non-residential offset

7. ACTION: TIM FEE COSTS

Board Options:

- 1) *Maintain the collection and use of TIM fee money consistent with the current TIM Fee Program.*
- 2) *Require all TIM Fee Zones to pay their fair share payments of roadway improvements.*

Tentative Board Action

(Staff Recommendation is Option 2)

47

8. DRAFT TIM FEE ORDINANCE AND RESOLUTION

TIM Fee Ordinance

Establishes TIM Fee Structure

TIM Fee Resolution

Establishes Fee Schedule

Amended Annually for Rate Adjustments

Board Action: Receive and File

48

9. TIM FEE ENVIRONMENTAL CONSTRAINTS ANALYSIS

More comprehensive document required than originally scoped

Will be used to develop Programmatic Environmental Impact Report (EIR)

Necessitates Contract Amendment

Board Action: Receive and File

49

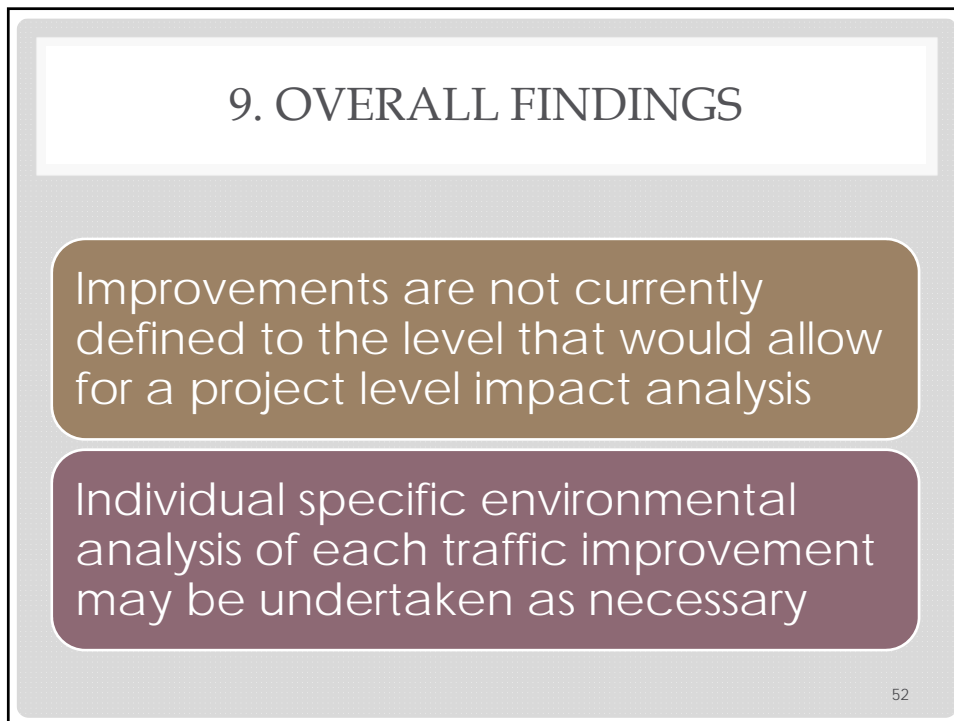
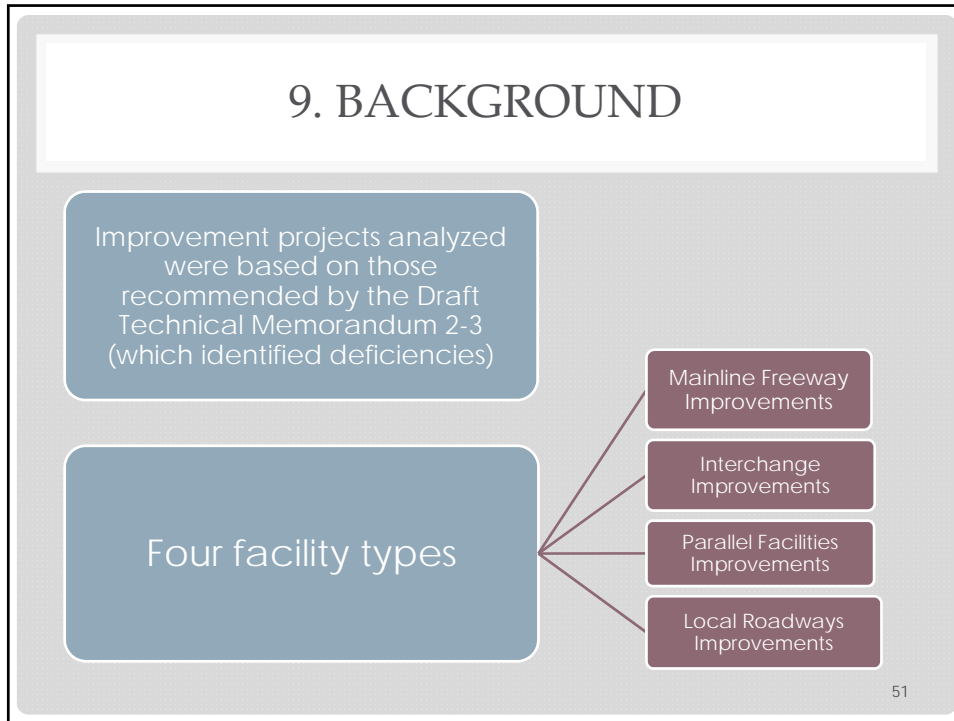
9. PURPOSE OF CONSTRAINTS ANALYSIS

Identify potential environmental issues within the general footprint of the suggested improvements

Identify type of future studies and evaluations which may need to be performed

Present a region-wide assessment of the impacts of the proposed TIM Fee Update

50



9. OVERALL FINDINGS

Most of the traffic improvements appear to have less than significant impacts or can be mitigated (thus generally feasible from an environmental perspective)

Biological Resources

Cultural Resources

Geology/
Soils

Hydrology
/Water
Quality

Noise

Transportation/
Traffic

53

9. NEXT STEPS

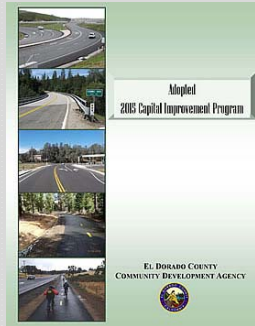
Prepare an environmental document consistent with the requirements of the CEQA that also includes similar constraints analysis for the non-TIM Fee CIP list of improvements.

Environmental Impact Report (EIR) is required to consider overall environmental implications of CIP and TIM Fee Program.

EIR will focus on the macro-level impacts associated with build-out of improvements identified in the updated CIP and TIM Fee Program.

54

10. DRAFT CIP PROJECT LIST



Includes TIM Fee Projects
(Attachment 13B)

Includes non-TIM Fee
Projects (Attachment 13J)

Project schedules will be
discussed in January

55

10. RECOMMENDED CIP PROJECTS (UNFUNDED)

Sources include: Projects in the current CIP or TIM Fee programs that are not proposed for funding under the updated TIM Fee program

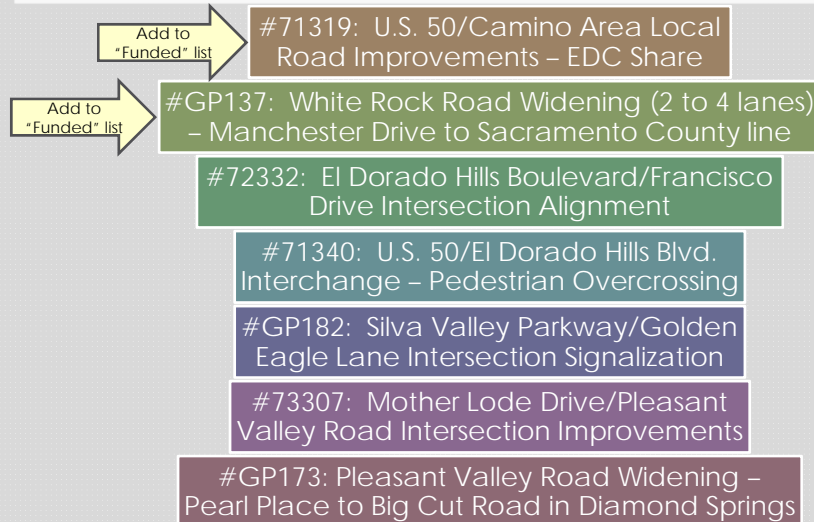
Projects suggested by the public through the El Dorado County Western Slope Update project website (www.edcwesternslopeupdate.com)

Projects included in the *El Dorado County Bicycle/Pedestrian Plan 2010*

Projects suggested by the *Green Valley Road Final Corridor Analysis Report, 2014*, *Diamond Springs-El Dorado Area Mobility and Livable Community Plan, 2014* and *Cameron Park Community Transportation Plan, 2015*

56

10. TOP 7 RANKED NON-TIM FEE FUNDED PROJECTS



57

10. ACTION: DRAFT CIP PROJECT LIST

Board Options:

- 1) Approve in concept the proposed CIP Project list as shown in Attachment 13J
 - a) Add #71319 U.S. 50/Camino Area Local Road Improvements (EDC Share) and #GP137 White Rock Road Widening (2 to 4 lanes) – Manchester Drive to Sacramento County line projects to the overall CIP Project list.
 - b) Approve in concept the Unfunded CIP Project list, as shown in Attachment 13K, without the two projects listed above. The CIP Project list will be included in the Annual CIP Book.
 - c) Approve in concept the addition of projects 3-7 to the CIP upon receipt of funding.
- 2) Approve in concept the proposed CIP Project list as shown in Attachment 13J with any changes as discussed at the December 7, 2015 Board Study Session.

*Tentative Board Action
(Staff Recommendation is Option 1)*

58

PROJECT SCHEDULE

Programmatic EIR required –
will extend project schedule
approximately 3 months

Tentative Adoption date –
June 2016 (fees go into effect
60 days after Board adoption)

Updated Schedule – will be
included as an attachment
to the Dec. 15 Board item.

59

NEXT STEPS

Dec.
8

Public Workshop to be held:

Tuesday, December 8, 6:30 p.m. – 8:30 p.m.
El Dorado County Planning Commission Hearing Room
2850 Fairlane Court, Placerville

Dec.
15

December 15 Board Meeting – Staff will:

Request Contract Amendment with Kittelson and Associates, Inc.
for development of a programmatic EIR
Present the updated project schedule

Jan.
2016

January Board Meeting - Staff will:

Present updated information based on input from 12/7 Board
meeting and public input
Request direction on prioritization of all CIP projects
Request direction on scope of work for CIP Programmatic EIR
Request for approval on proposed General Plan Amendments

60

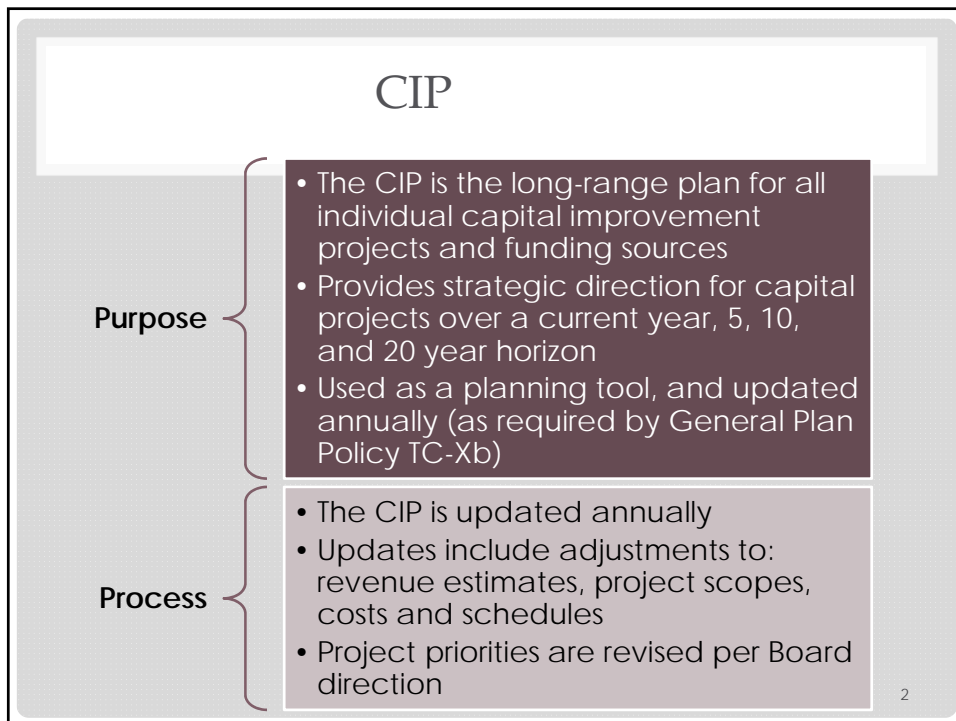
STAFF RECOMMENDS THE BOARD:

1. *Adopt Smoothed 8 Zone TIM Fee Geography - Zones 2 and 3 merged*
2. *Approve TIM Fee Project List*
3. *Remove right-of-way, sidewalk, and curb and gutter from TIM Fee Projects; direct staff to process Frontage Improvements Ordinance*
4. *Direct staff to apply 45% of future grant funding towards non-TIM Fee CIP projects and 55% towards the TIM Fee Program*
5. *Allow applicants with secondary dwelling units to apply for relief via the TIM Fee Offset Program*
6. *Adopt ROI - direct staff to proceed with General Plan Amendment*
7. *Direct staff to require all TIM Fee Zones to pay their fair share payments of roadway improvements*
8. *Receive and file Draft TIM Fee Ordinance and Resolution*
9. *Receive and file TIM Fee Program Environmental Constraints Analysis*
10. *Approve in concept the proposed CIP Project list*
11. *Receive and file Public Outreach Summary and Report*

61



The banner features a logo on the left with a mountain and sun, and the text "CIP & TIM FEE UPDATE WESTERN SLOPE" and "INSPIRED BY EL DORADO COUNTY". To the right of the logo, the text "WESTERN SLOPE CIP AND TIM FEE UPDATE" is displayed in a large, bold font. Below this, a dark bar contains the text "PUBLIC WORKSHOP". On the far right, a vertical rectangular box contains the date "12/8/15".



The diagram is titled "CIP" at the top. It is divided into two sections: "Purpose" and "Process".

Purpose

- The CIP is the long-range plan for all individual capital improvement projects and funding sources
- Provides strategic direction for capital projects over a current year, 5, 10, and 20 year horizon
- Used as a planning tool, and updated annually (as required by General Plan Policy TC-Xb)

Process

- The CIP is updated annually
- Updates include adjustments to: revenue estimates, project scopes, costs and schedules
- Project priorities are revised per Board direction

2

WHAT IS THE TIM FEE PROGRAM?

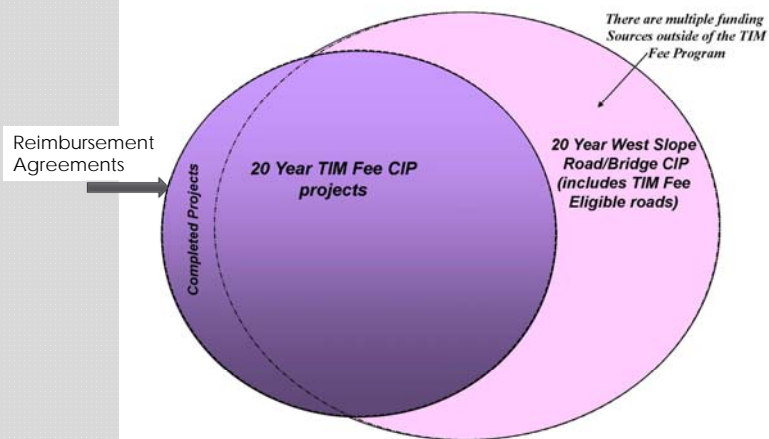
A Fee program is used to fund needed improvements including roadway widening, new roadways, roadway intersection improvements, transit to deal with future growth during a defined time period (currently based on 20 years of growth).

A Fee program is legally required to meet guidelines as established by Assembly Bill 1600 (California Government Code Sections 66000 through 66009).

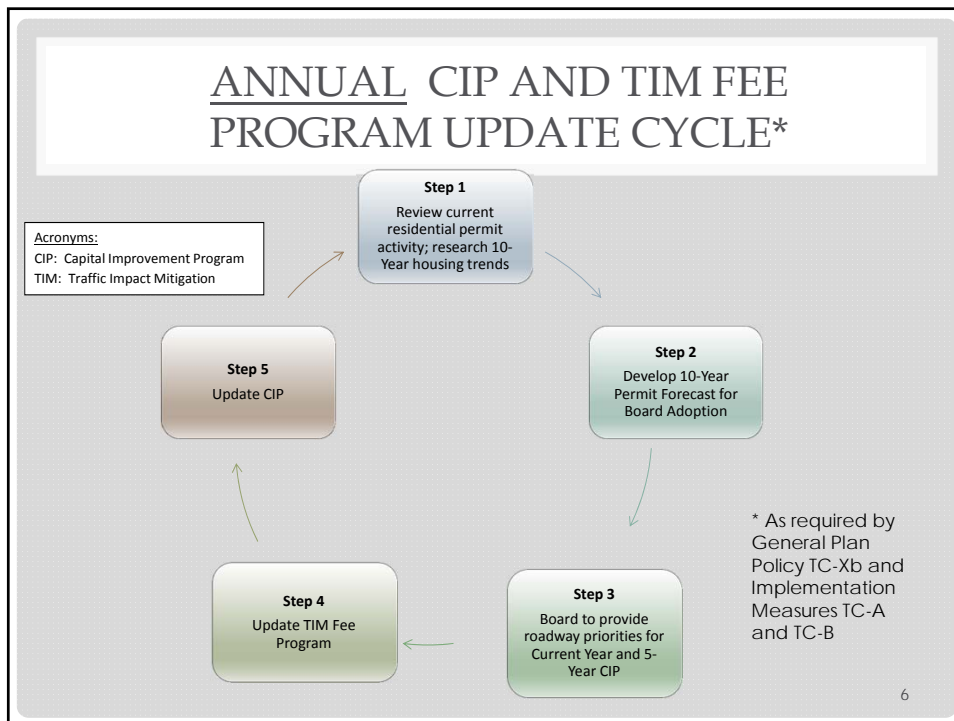
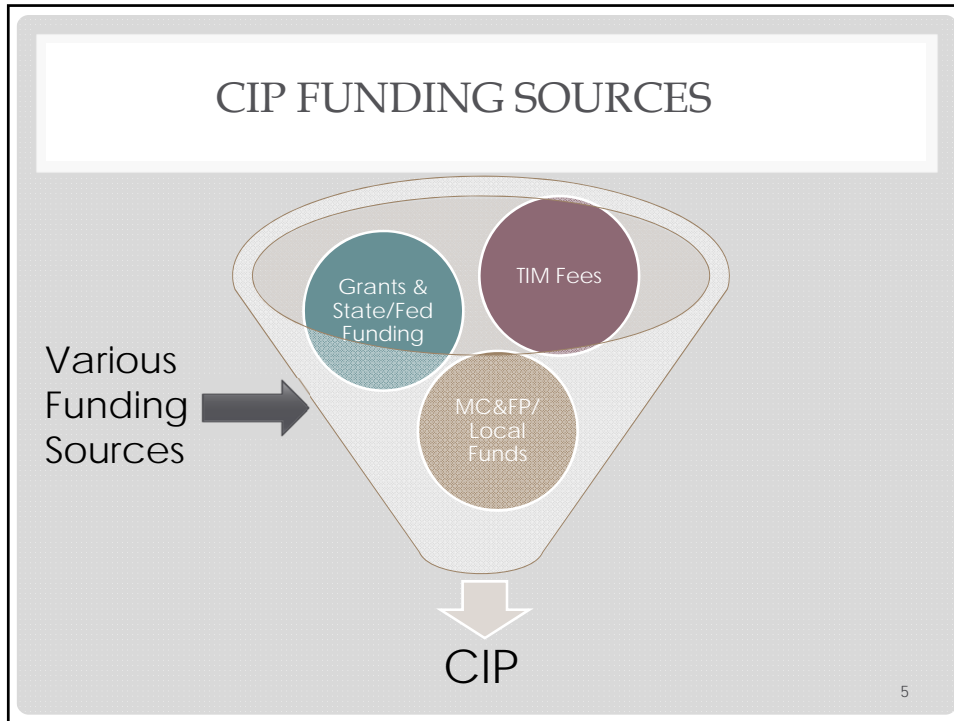
Projects completed in prior TIM Fee programs total approximately \$320.1 Million.

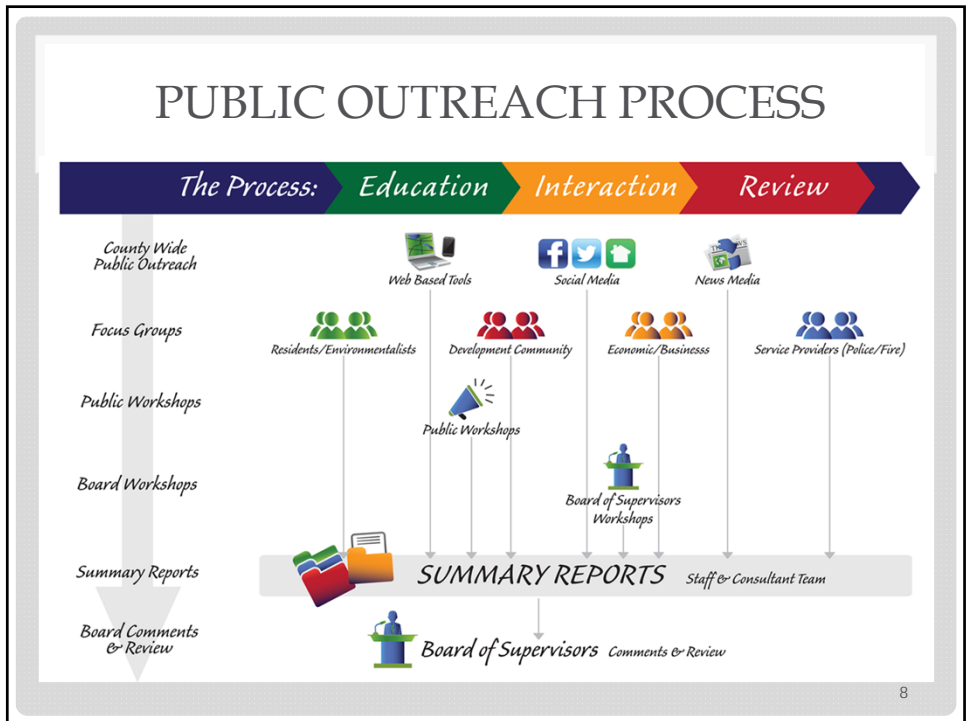
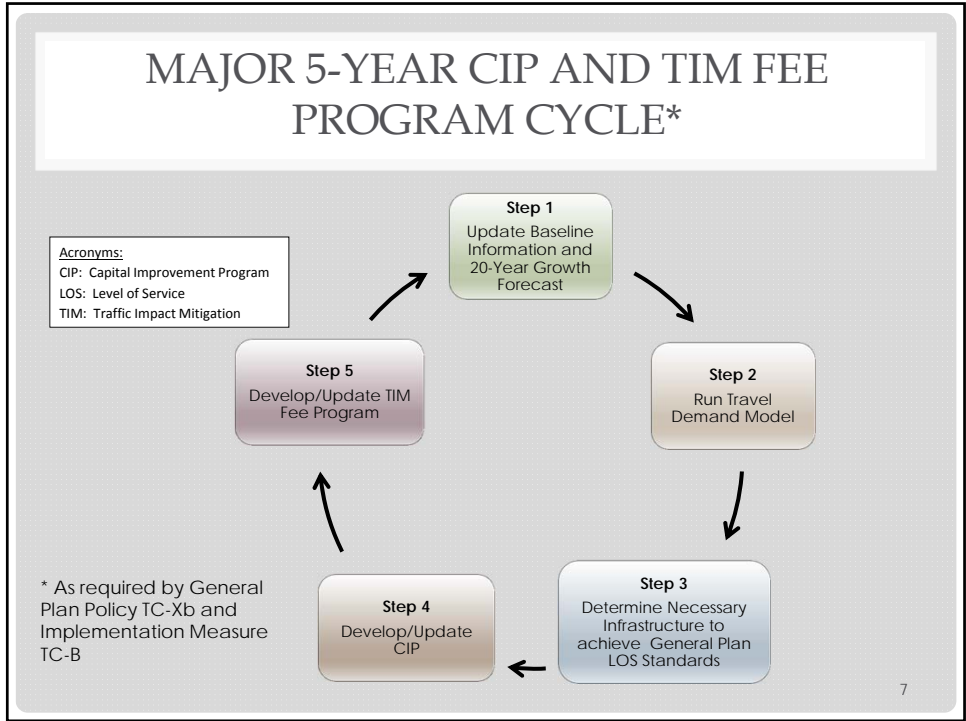
3

CIP & TIM FEE PROGRAM RELATIONSHIP

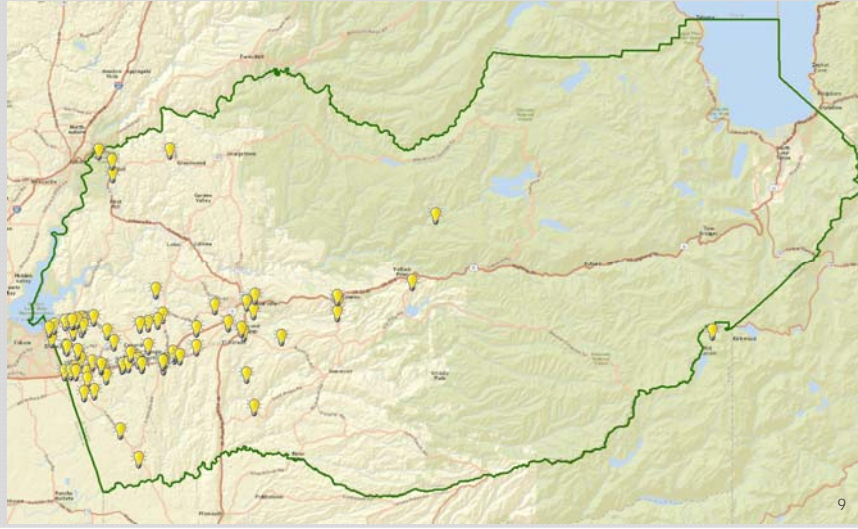


4

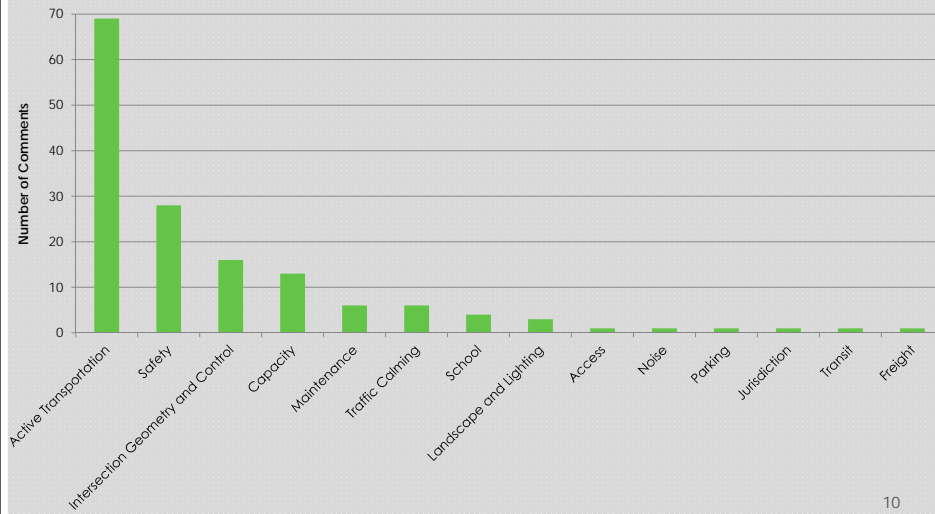


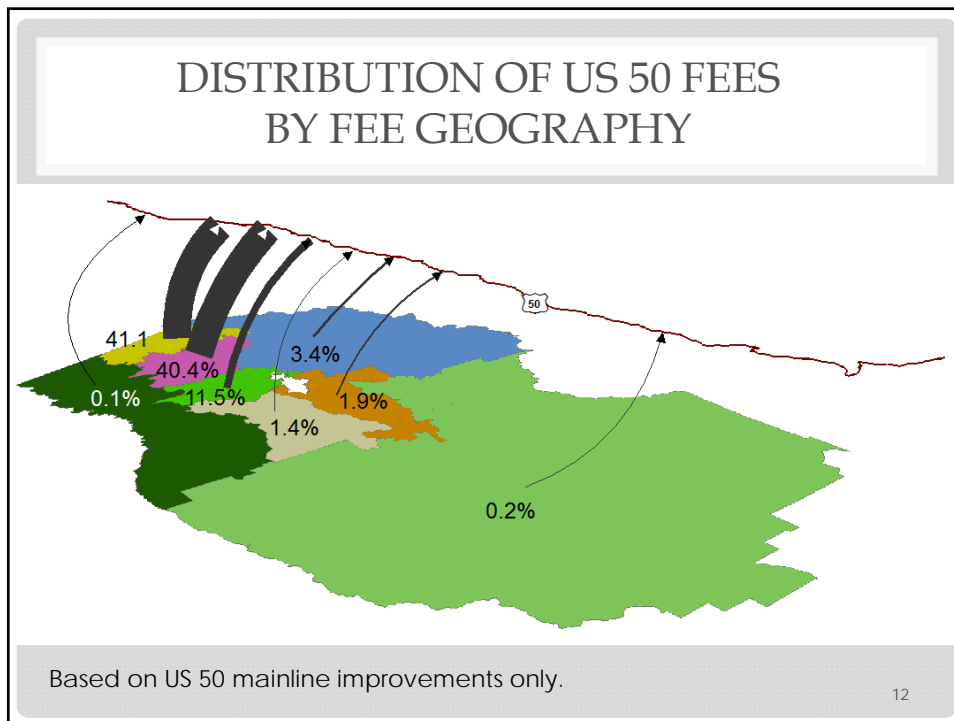
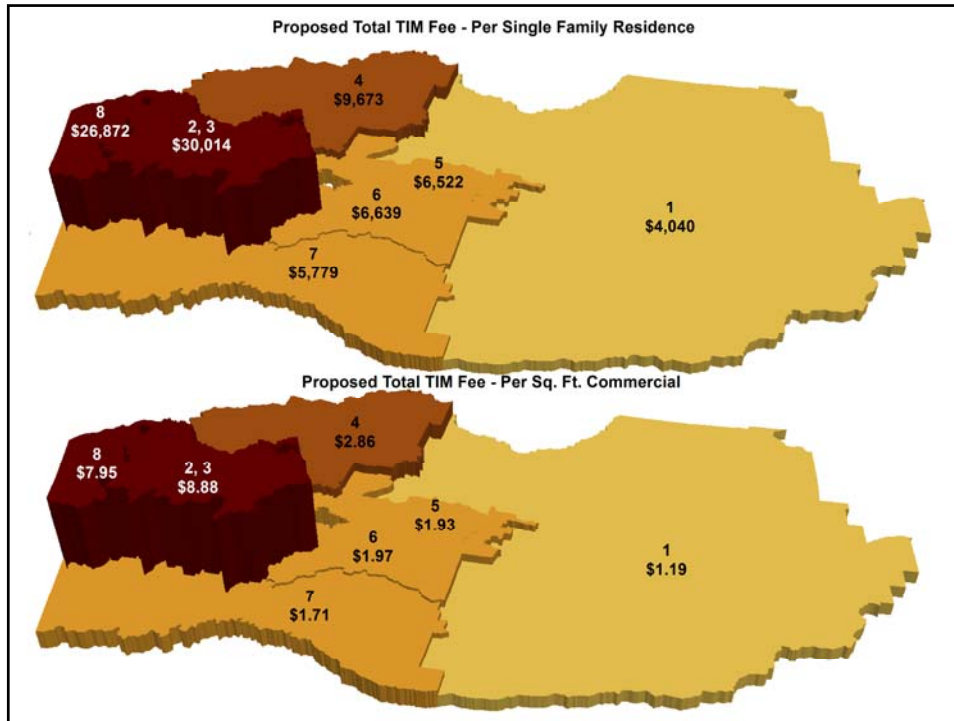


Comment Map

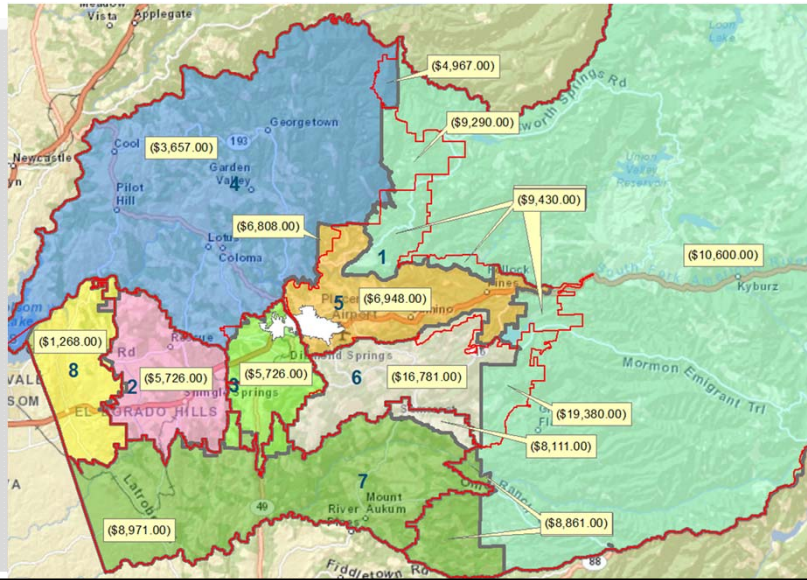


Comment Topics





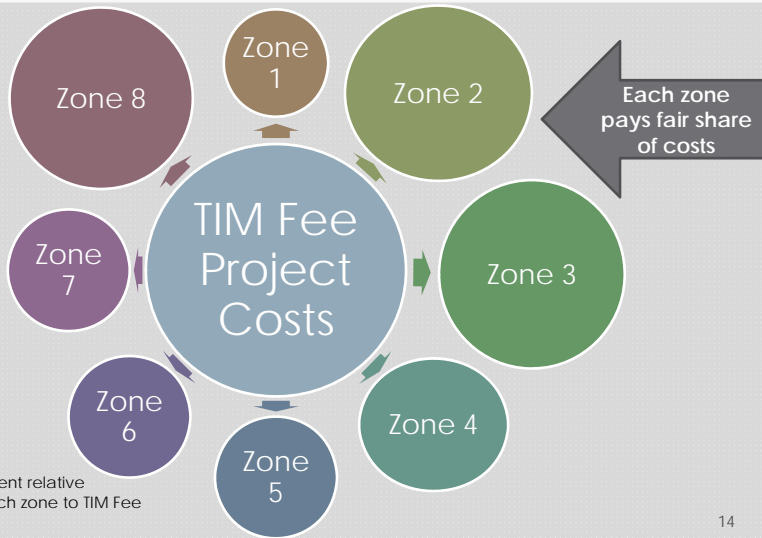
SMOOTHED VS. EXISTING TIM FEES
 ZONES 2 & 3 MERGED



13

TIM FEE COSTS

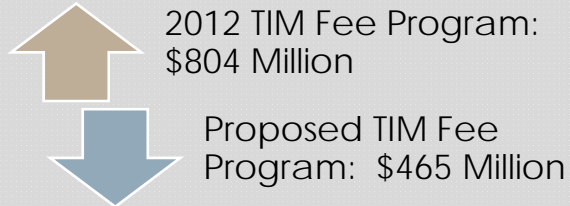
Proposed program:



*Circle sizes represent relative contribution of each zone to TIM Fee Program

14

REDUCED TIM FEE PROGRAM COST



Reasons for reduction:

- **Decrease in growth rate assumptions**
 - Previous Projection: approx. 3% growth
 - Proposed Projection: approx. 1% growth (Results in less infrastructure required)
- **Successful TIM Fee Program resulted in completed projects (\$320.1 Million).**

15

TIM FEE PROJECT LIST

Projects needed to address future level of service (LOS) deficiencies (e.g., Green Valley Road, Highway 50 improvements). This also includes parallel capacity projects (e.g., Saratoga, White Rock Road, and Country Club extension).

Projects with current reimbursement obligations (e.g., Silva Valley Interchange).

Line items for bridge replacement grant match funds, intersection improvements, transit capital improvements and program administration.

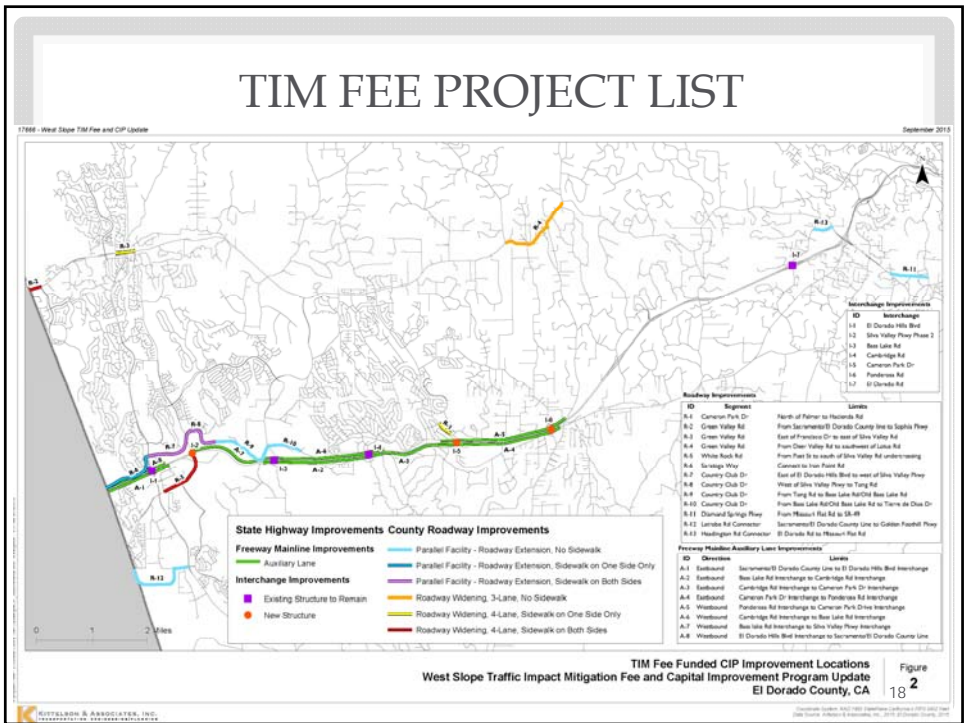
16

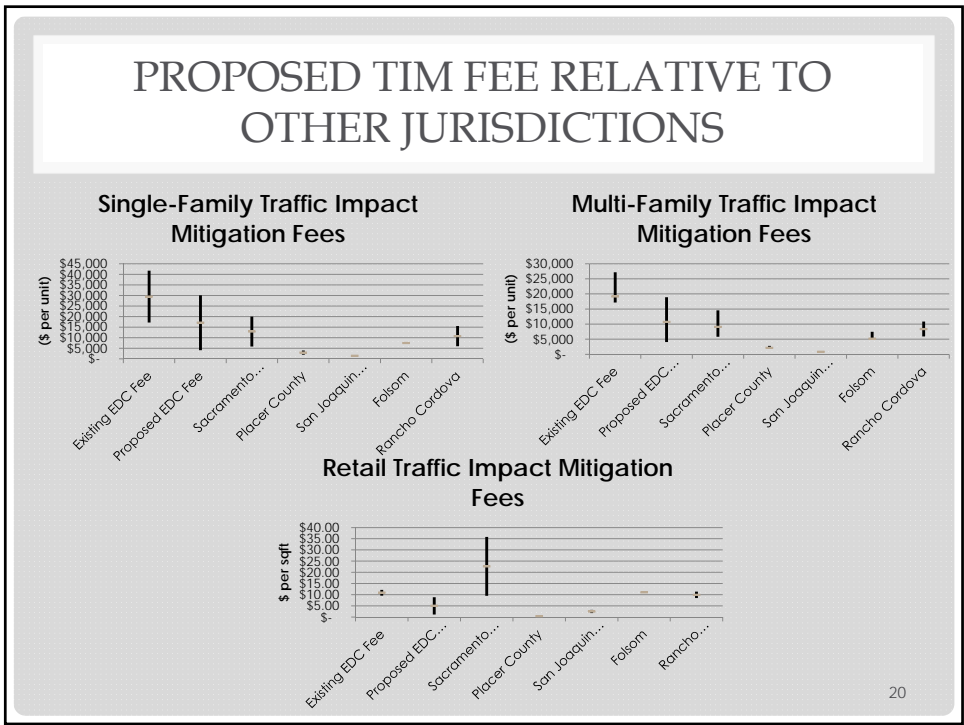
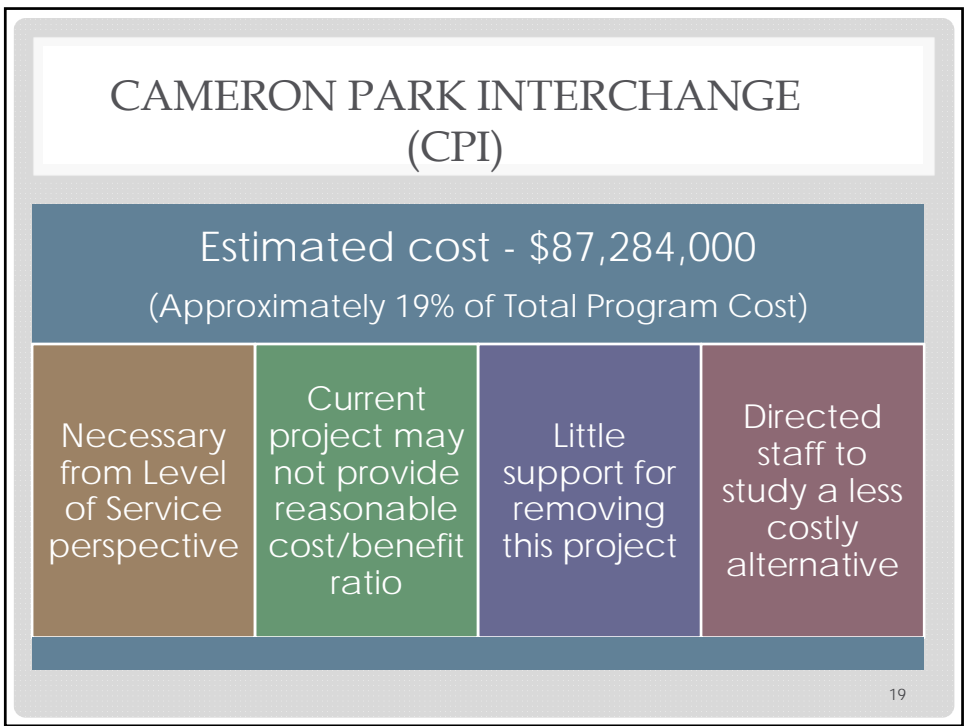
TIM FEE PROJECT LIST

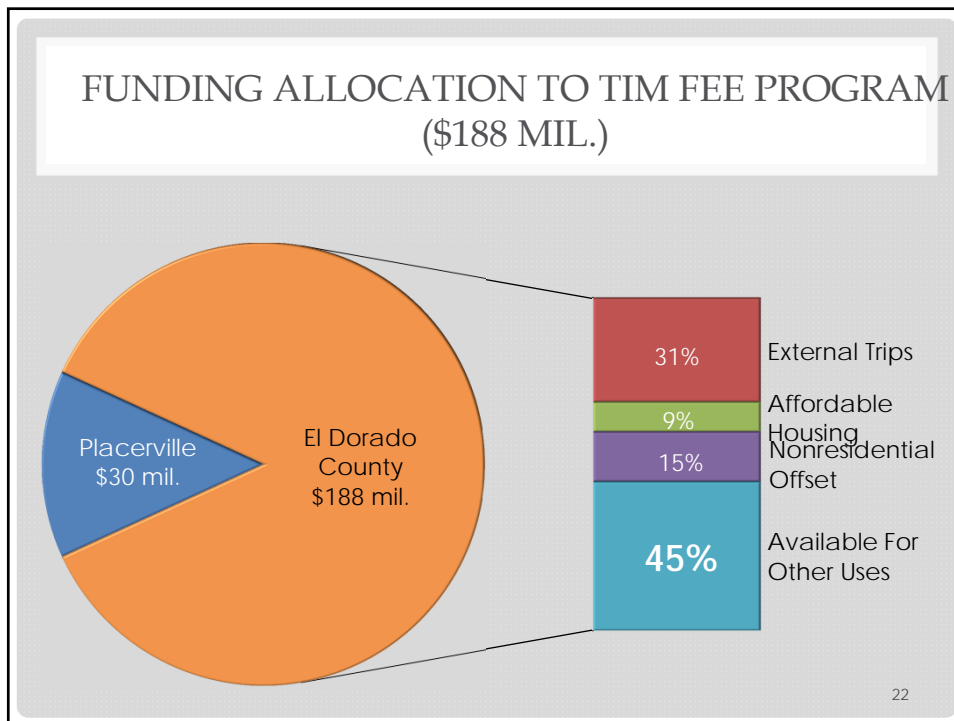
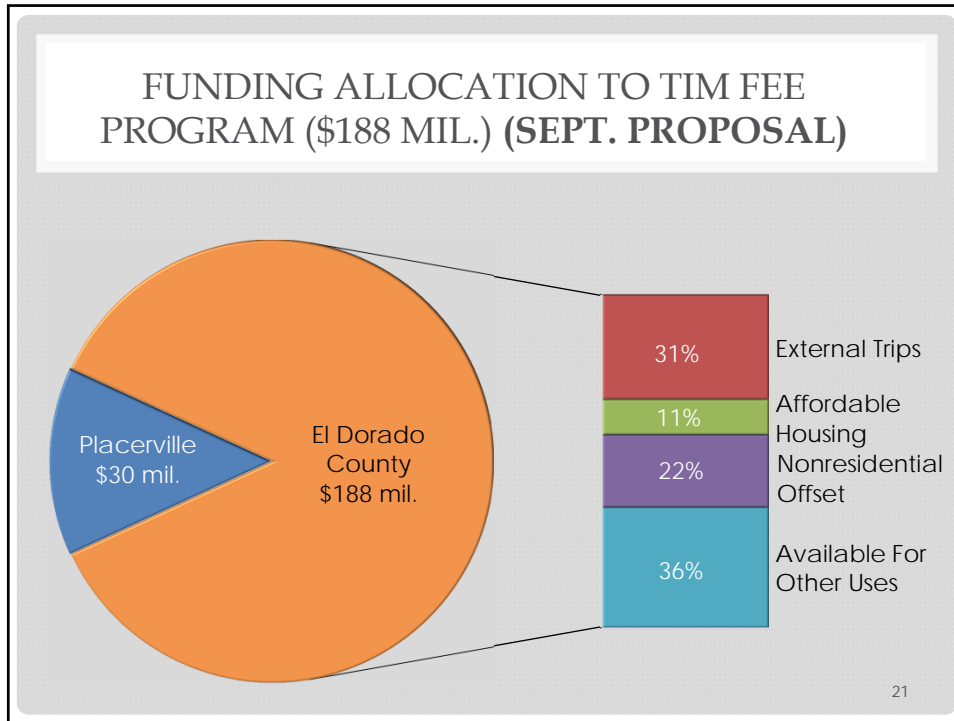
- 8** • Highway 50 Auxiliary Lane Projects
- 7** • Interchange Projects
- 13** • Roadway Improvement Projects
- 7** • Reimbursement Agreements (Completed Projects)
- 4** • Other Program Cost Categories

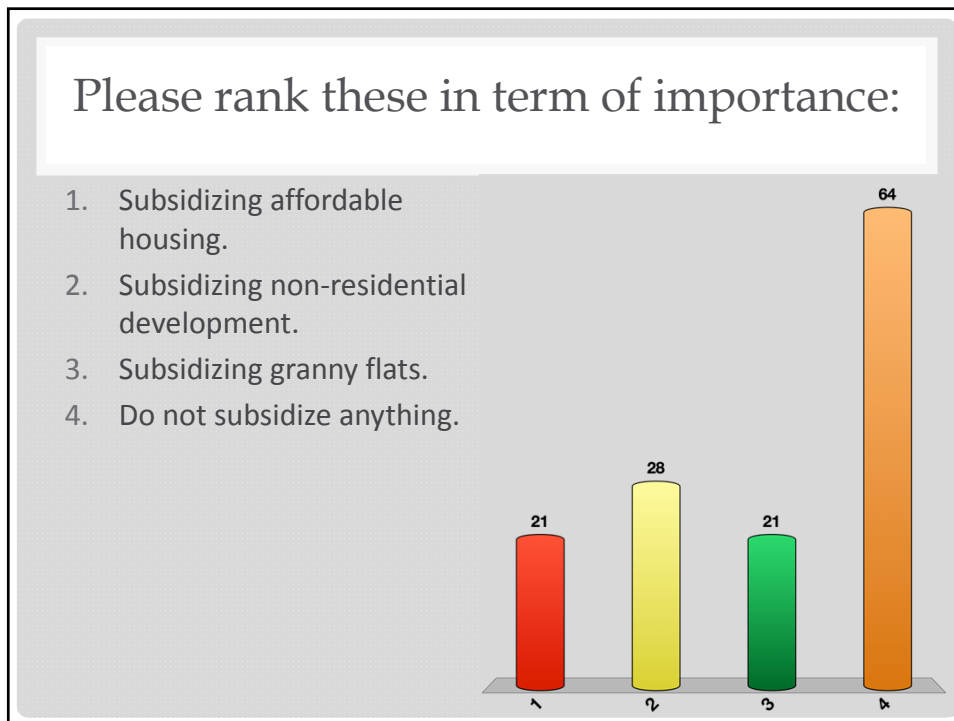
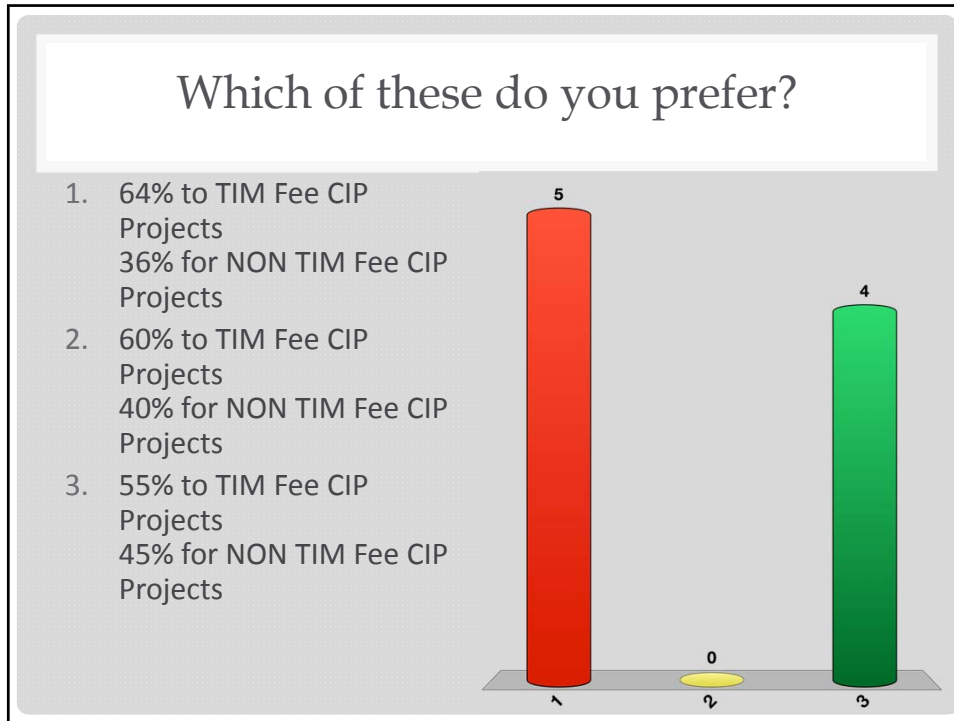
17

TIM FEE PROJECT LIST

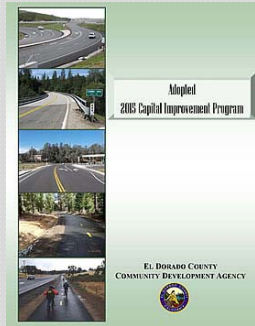








DRAFT CIP PROJECT LIST



Includes TIM Fee Projects

Includes non-TIM Fee Projects

Project schedules will be discussed in January

25

RECOMMENDED CIP PROJECTS (UNFUNDED)

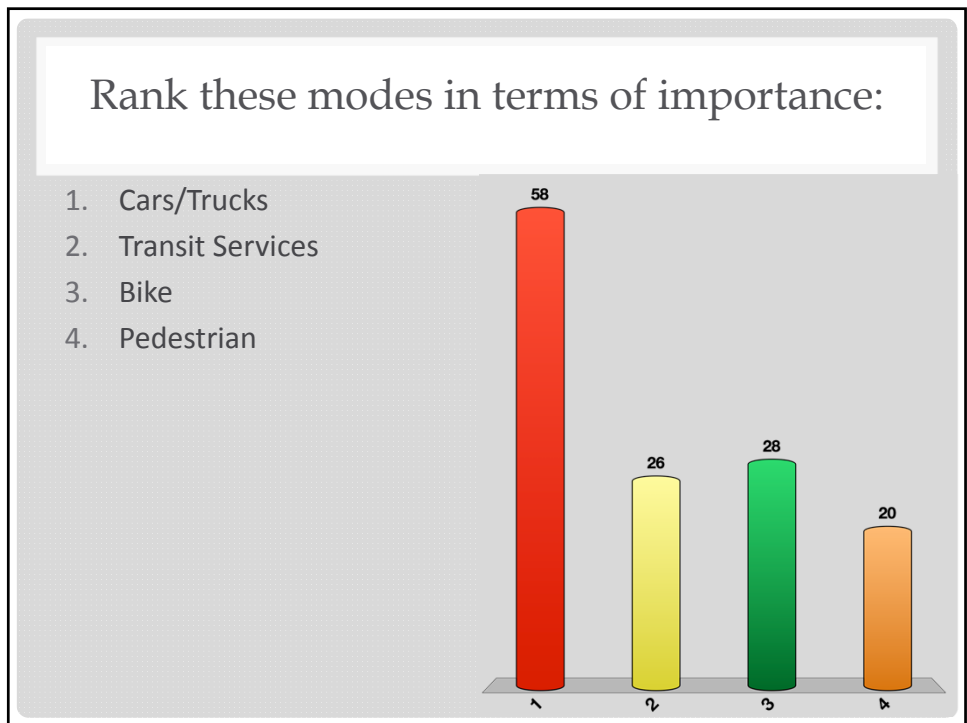
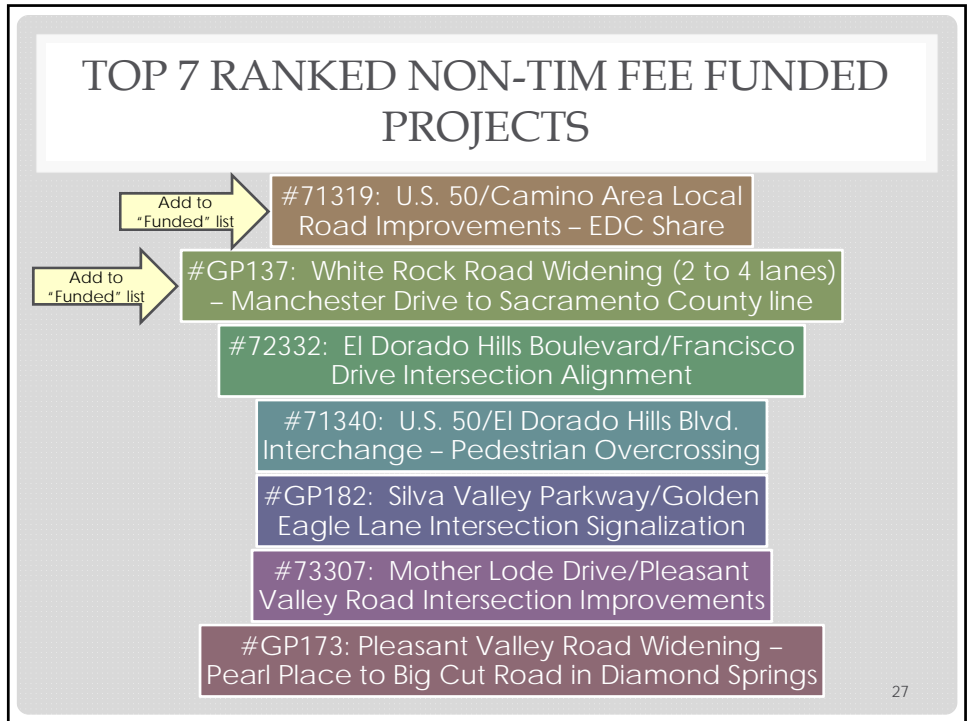
Sources include: Projects in the current CIP or TIM Fee programs that are not proposed for funding under the updated TIM Fee program

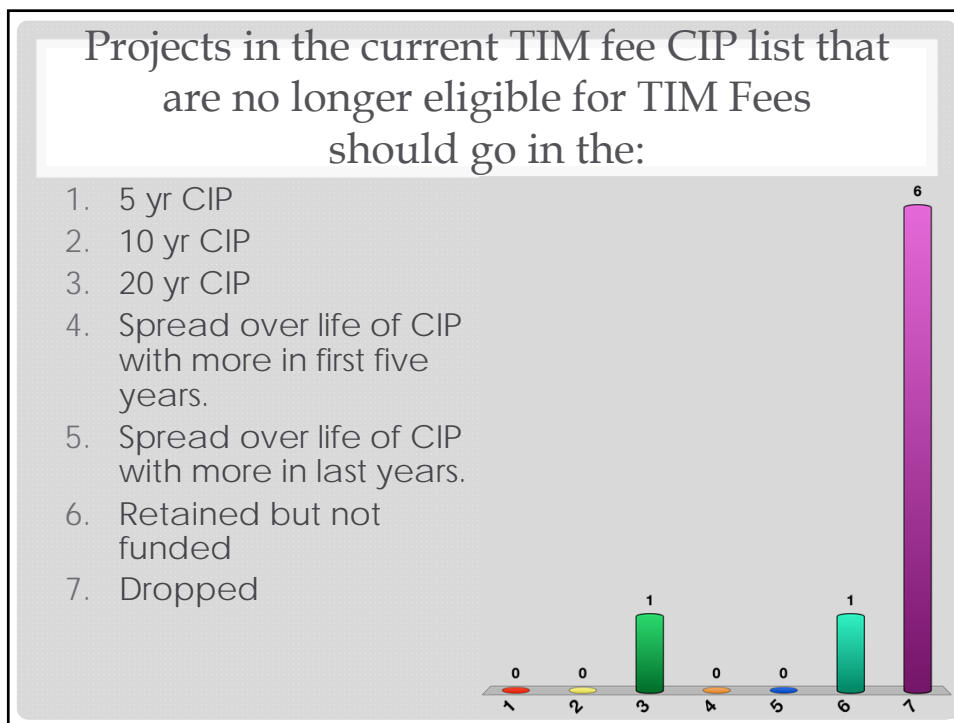
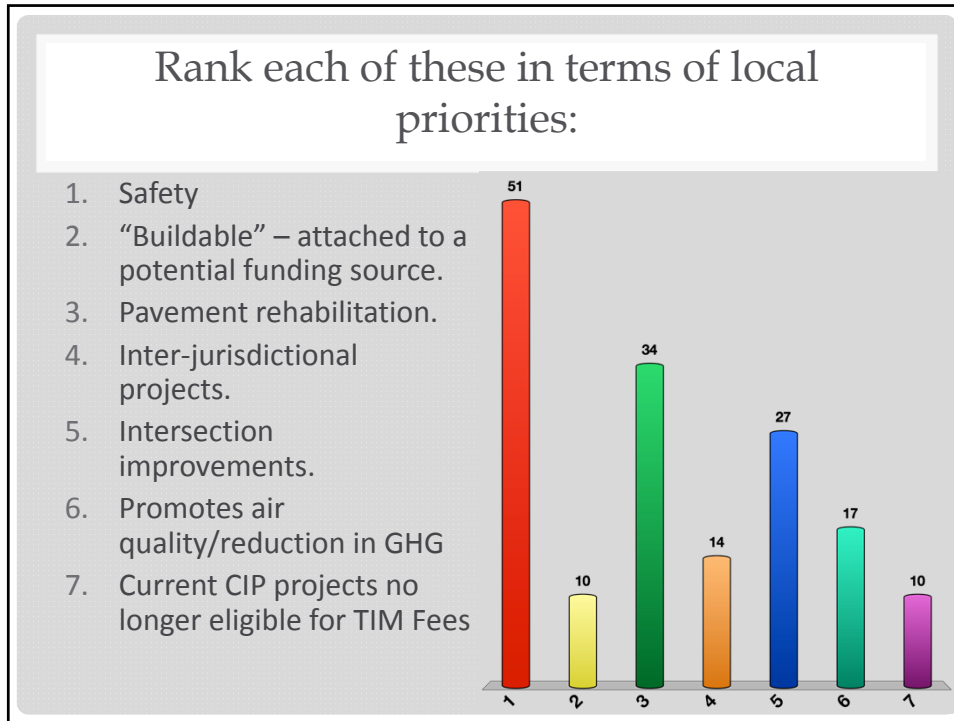
Projects suggested by the public through the El Dorado County Western Slope Update project website (www.edcwesternslopeupdate.com)

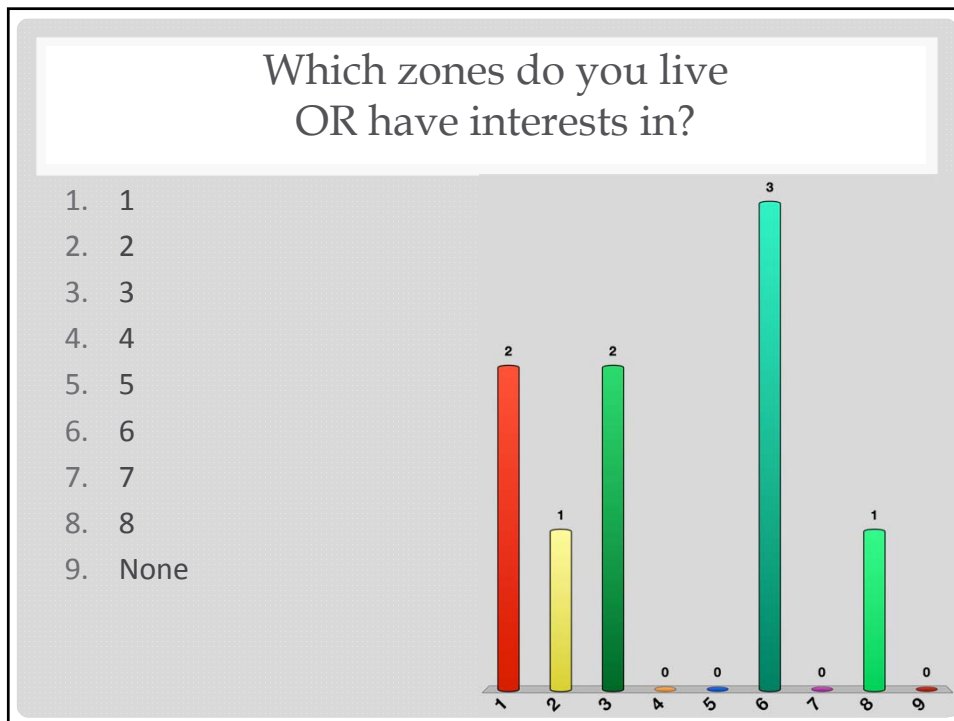
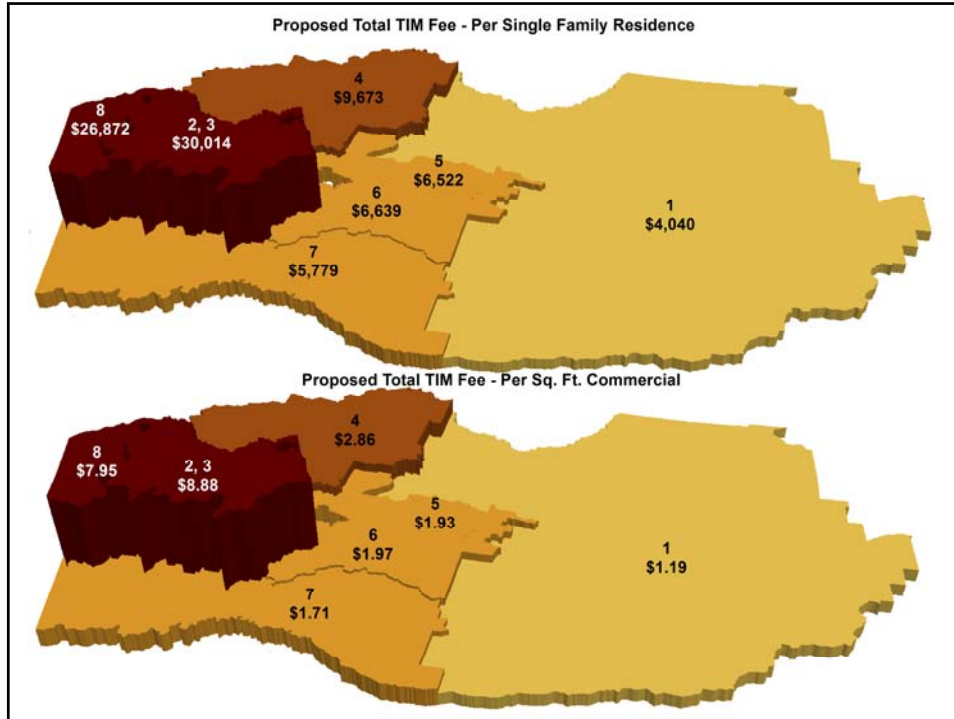
Projects included in the *El Dorado County Bicycle/Pedestrian Plan 2010*

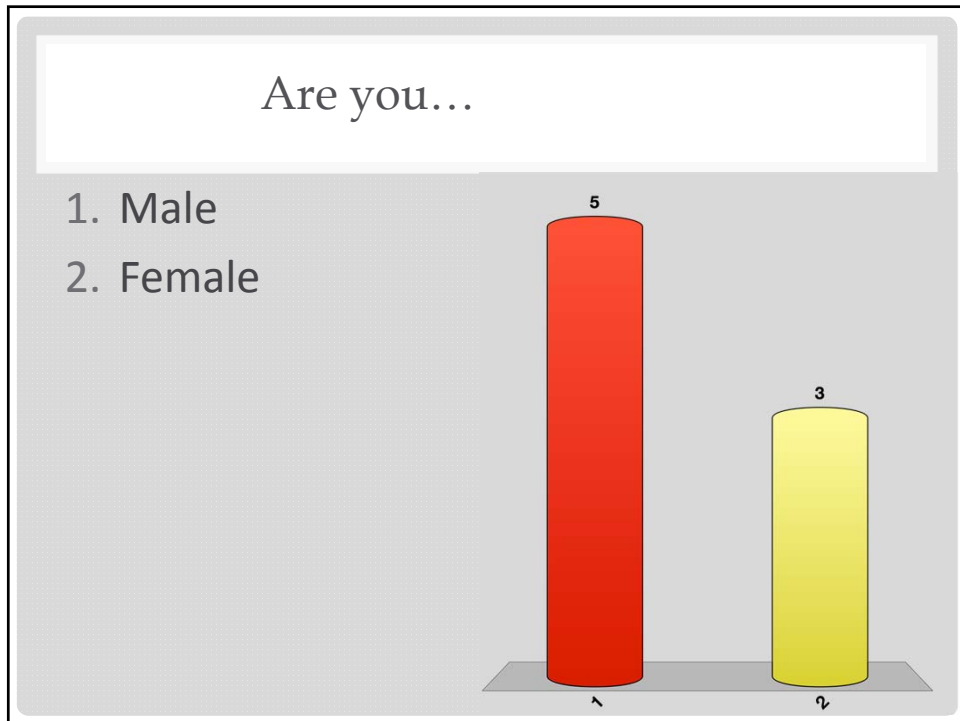
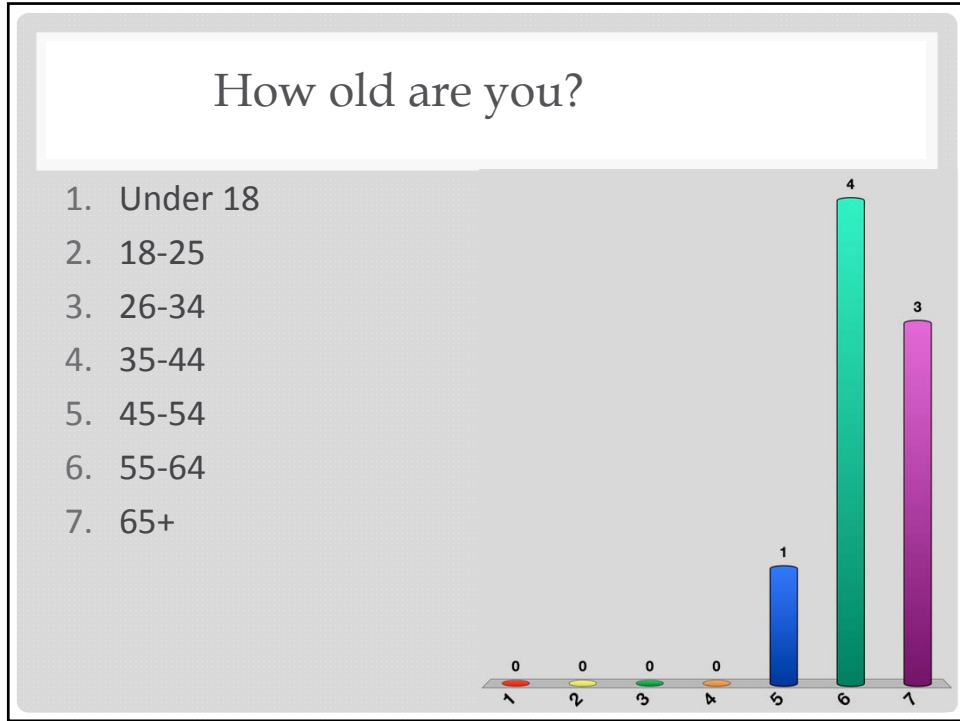
Projects suggested by the *Green Valley Road Final Corridor Analysis Report, 2014*, *Diamond Springs-El Dorado Area Mobility and Livable Community Plan, 2014* and *Cameron Park Community Transportation Plan, 2015*

26









PROJECT SCHEDULE

Programmatic EIR required – will extend project schedule approximately 3 months

Tentative Adoption date – June 2016 (fees go into effect 60 days after Board adoption)

Updated Schedule – will be included as an attachment to the Dec. 15 Board item.

35

NEXT STEPS

Dec.
15

December 15 Board Meeting – Staff will:

Request Contract Amendment with Kittelson and Associates, Inc. for development of a programmatic EIR
Present the updated project schedule

Jan.
2016

January Board Meeting - Staff will:

Present updated information based on input from 12/7 Board meeting and public input
Request direction on prioritization of all CIP projects
Request direction on scope of work for CIP Programmatic EIR
Request for approval on proposed General Plan Amendments

36

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?

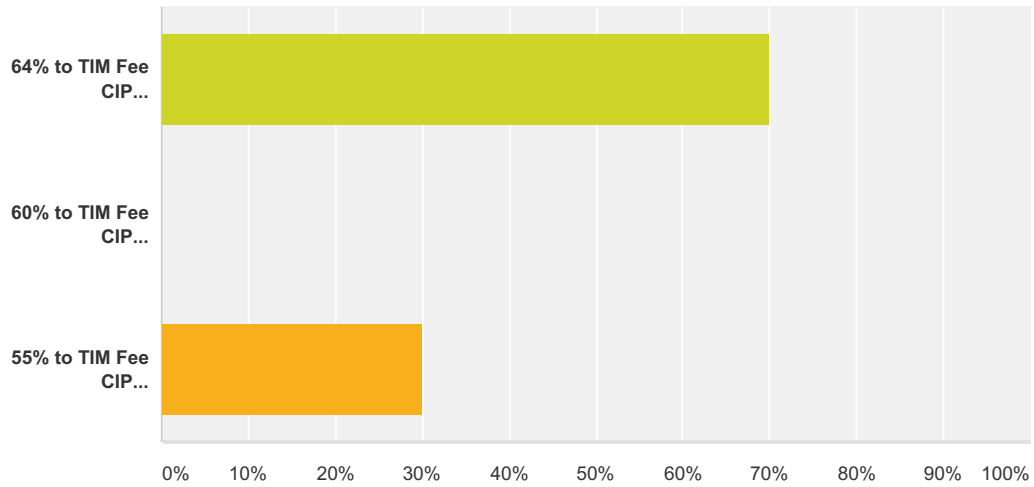
Response: The Missouri Flat Master Circulation and Financing Plan (MC&FP) Phase II is a separate project and not included in TIM Fees at this time.

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"

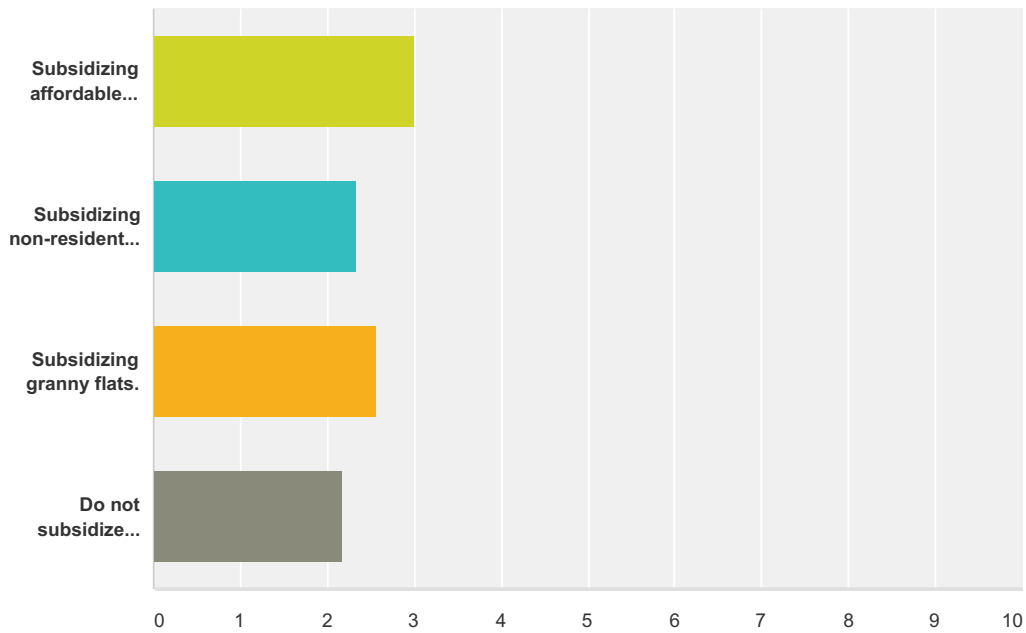
Answered: 10 Skipped: 2



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.

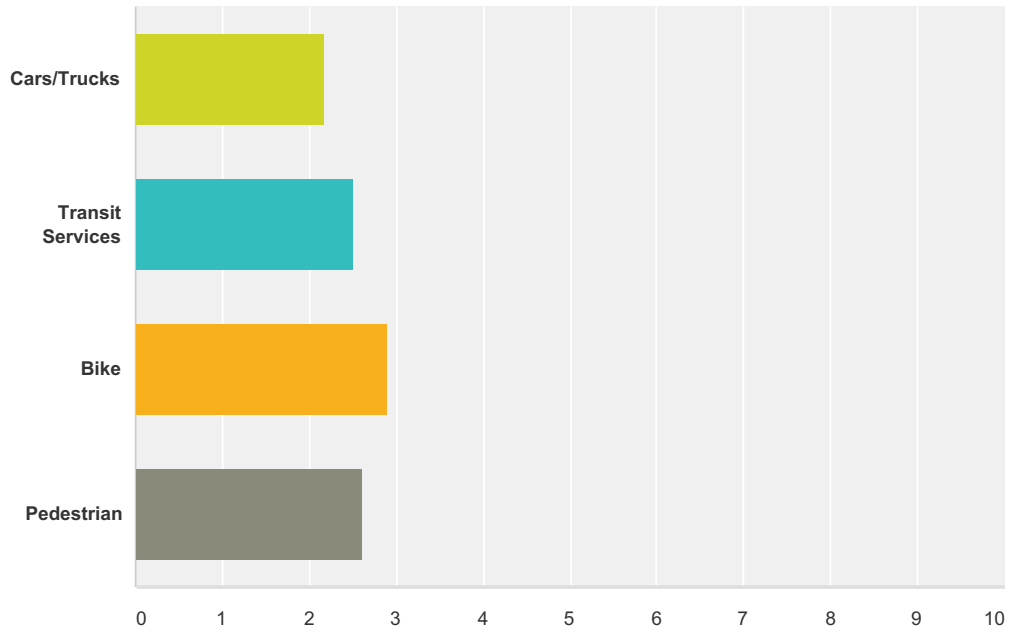
Answered: 11 Skipped: 1



	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:

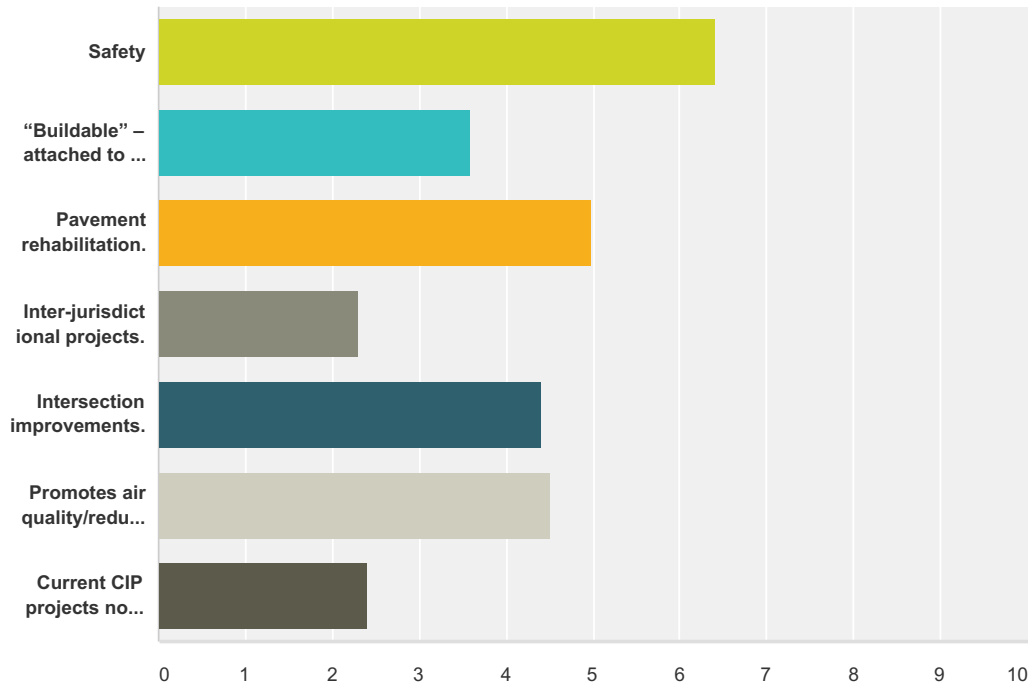
Answered: 11 Skipped: 1



	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:

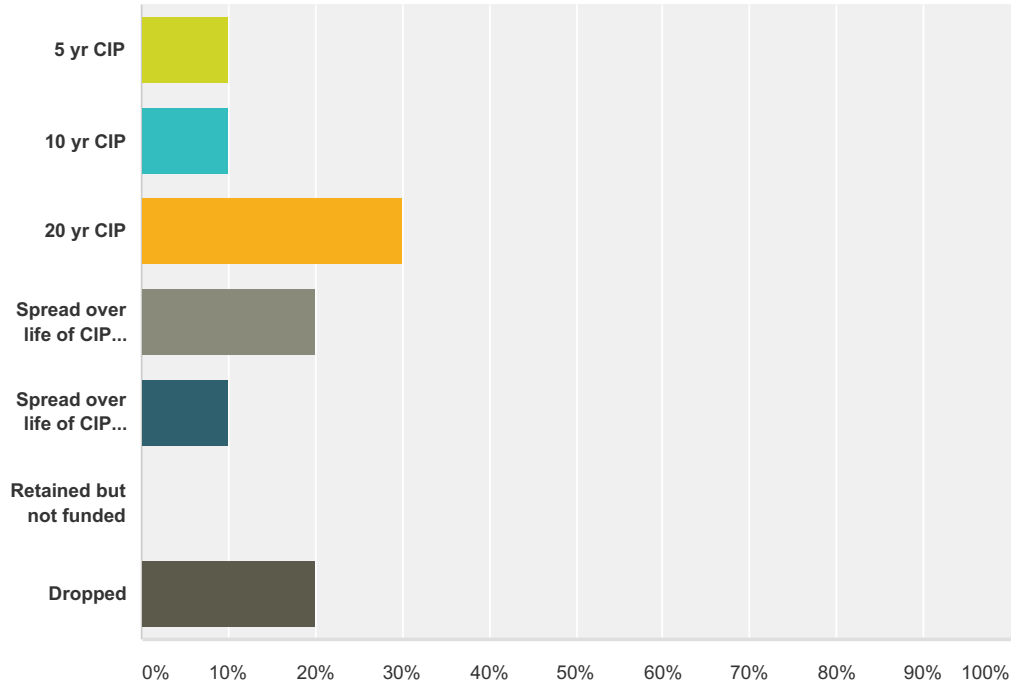
Answered: 11 Skipped: 1



	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:**

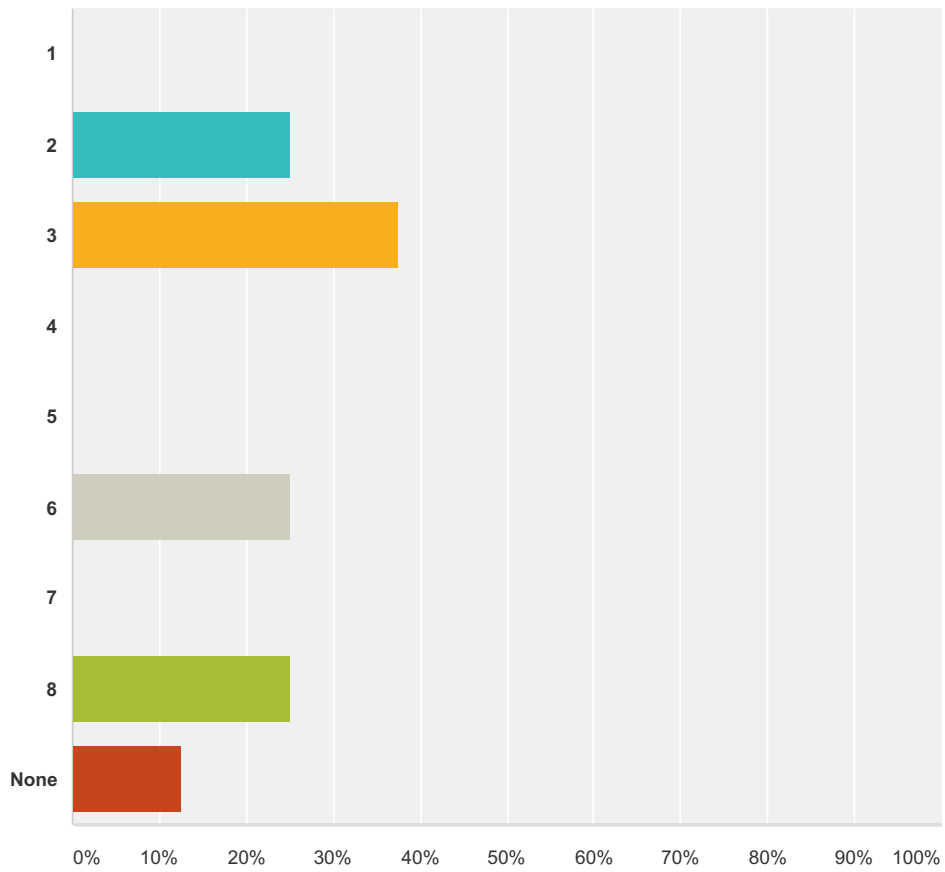
Answered: 10 Skipped: 2



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?

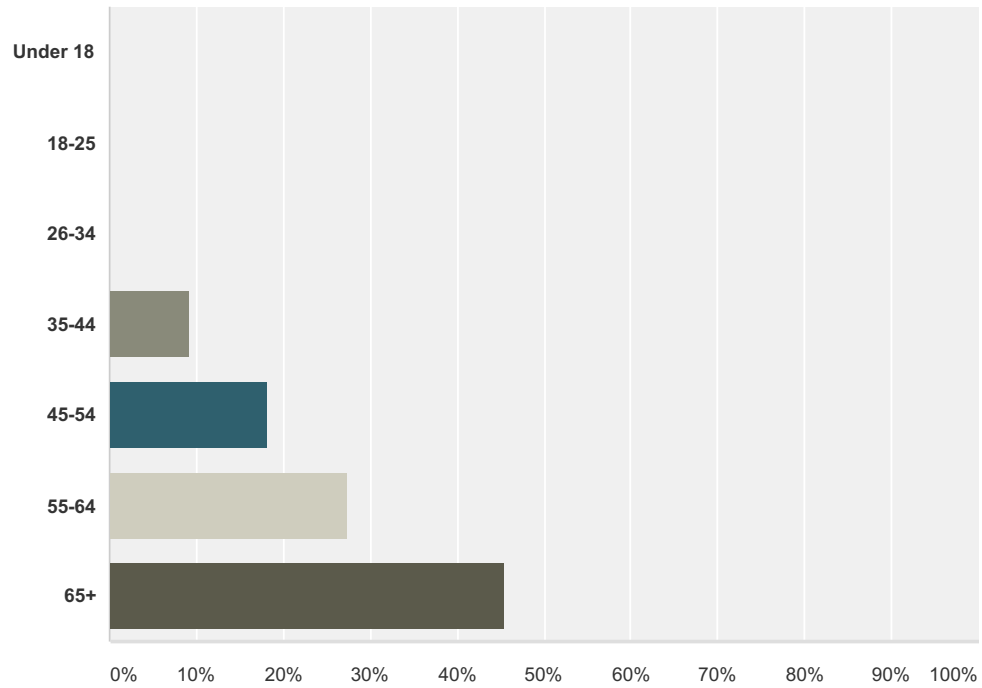
Answered: 8 Skipped: 4



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?

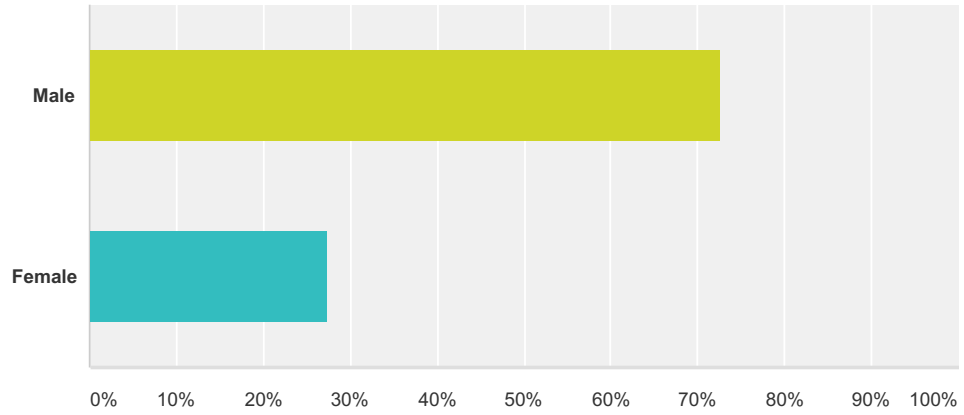
Answered: 11 Skipped: 1



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



COMMUNITY DEVELOPMENT AGENCY

LONG RANGE PLANNING

2850 Fairlane Court, Placerville, CA 95667
Phone (530) 621-4650, Fax (530) 642-0508

PARTICIPANTS NEEDED FOR THE MAJOR UPDATE TO THE COUNTY'S CAPITAL IMPROVEMENT PROGRAM (CIP) AND TRAFFIC IMPACT MITIGATION (TIM) FEE PROGRAM FOCUS GROUPS

Department: Community Development Agency
Date: February 20, 2015

Contact: Claudia Wade
Phone#: (530) 621-5977

El Dorado County has launched an effort to conduct a major update to the County's Capital Improvement Program (CIP) and Traffic Impact Mitigation (TIM) Fee Program.

Community Development Agency, Long Range Planning Division will be holding a series of focus groups to discuss key issues and concerns relating to the development of the TIM Fee Program and CIP. Participants will be asked to attend two meetings over the course of the project, each lasting approximately two hours. Four groups will be formed to represent the following interests:

- Local Businesses/Economic Development Interests (Chambers of Commerce, tourism and film authorities, agriculture, recreation, and eco- and agri-tourism industry)
- Building Industry/Developers/Real Estate Interests
- Residential and Community Interests (homeowner associations, community alliances/associations, etc.)
- Local Agencies/Public Safety

We anticipate that each group will include 8-12 people representing diverse viewpoints within the subject area. Dates are currently scheduled for March 26, 2015 and March 27, 2015 for the first round of focus groups. The second round will be held August 19, 2015 and August 20, 2015. All focus group meetings will be held at the County's offices. Applications will be accepted through 5:00 PM on March 6, 2015 either online or in writing at the front counter of the County of El Dorado, Community Development Office, Government Center Building C, 2850 Fairlane Court, Placerville, CA, 95667.

The online application for the focus groups can be found at
<http://www.edcwesternslopeupdate.com/focus-group-signup.html>.

This website also provides web based mapping tools. These tools will allow you to provide your comments and help establish regional priorities. This website will also include all meeting and public workshop information to keep you up to date with the project status and process.

We will also hold two public workshops on April 8 and 9, 2015 in the evening. We strongly encourage your participation in the public workshops as well.

###

Attachment 24
Eblasts, Press Releases, News Coverage



El Dorado County, CA - Government

February 23 ·

The County of El Dorado is now accepting applications for the following positions: FISCAL ADMINISTRATION MANAGER, FISCAL TECHNICIAN - County Promotional, HEALTH EDUCATION COORDINATOR, SOCIAL SERVICE AIDE - MERIT, SOCIAL WORKER I - MERIT



County of El Dorado

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El Dorado County, CA - Government

February 20 ·

New Capital Improvement Program (CIP) and Traffic Impact Mitigation (TIM) Fee Update Website

New Capital Improvement Program (CIP) and Traffic Impact Mitigation (TIM) Fee Update Website

New Capital Improvement Program (CIP) and Traffic Impact Mitigation (TIM) Fee Update Website. Check out Long Range Planning Division's new Western Slope Traffic Impact Mitigation (TIM) Fee & Capital Improvement Program (CIP) Updates website . This site was developed to provide the public with easy a...

EDCGOV.US

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El Dorado County, CA - Government

February 20 ·

The County of El Dorado is now accepting applications for the following positions: Mental Health Aide, MENTAL HEALTH PROGRAM COORDINATOR IA/IB/II



County of El Dorado

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- Developers
- Careers
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- Cookies
- Terms
- Help

Facebook © 2015
English (US)

Attachment 24
Eblasts, Press Releases, News Coverage



Claudia Wade <claudia.wade@edcgov.us>

Western Slope CIP & TIM Fee Update Workshops

1 message

Kendall Flint <EDCWesternSlopeUpdate@gmail.com>
Reply-To: Kendall Flint <EDCWesternSlopeUpdate@gmail.com>
To: Claudia <claudia.wade@edcgov.us>

Wed, Apr 1, 2015 at 11:50 AM

County seeks input for Western Slope Capital Improvement Program and Traffic Impact Mitigation Fees.

[View this email in your browser](#)



El Dorado County to Hold Workshops for Western Slope CIP & TIM FEE

Wednesday, April 8, 2015
6:30 p.m. - 8:00 p.m.
Pleasant Grove Middle School
Multi-Purpose Room
2540 Green Valley Road
Rescue, CA 95672

Thursday, April 9, 2015
6:30 p.m. to 8:00 p.m.
El Dorado County Office of Education
6767 Green Valley Road
Placerville, CA 95667

Join us to learn more about the major update to the County's West Slope Transportation Capital Improvement Program and Traffic Impact Mitigation Fee Program. We will be reviewing the process for this update and taking public comment on current deficiencies in our system. The two workshops will be identical so you can choose which is most convenient for you. If you can't make the workshops - don't worry. We will be posting a virtual workshop on our website that will allow you to review all materials and participate online.

For more information about this project please visit our project website at www.EDCWesternSlopeUpdate.com

Claudia Wade, Project Manager
claudia.wade@edcgov.us
(530) 621-5977

Kendall Flint, Outreach Task Manager
kendall@flintstrategies.com
(650) 455-1201

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You have requested to be kept informed during the Major Update to El Dorado County's Western Slope Transportation Impact Mitigation Fees and Capital Improvement Program.

Our mailing address is:

El Dorado County
2850 Fairlane Court
Placerville, CA 95667

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This Week: Warehouse Artists Lofts gets grand opening Thursday

BY MARY LYNNE VELLINGA - MVELLINGA@SACBEE.COM

04/05/2015 3:51 PM | Updated: 04/06/2015 10:48 AM



Warehouse Artist Lofts on R Street. MANNY CRISOSTOMO / MCRISOSTOMO@SACBEE.COM

The new Warehouse Artists Lofts in midtown Sacramento will host its grand opening Thursday. Mayor Kevin Johnson and other local dignitaries will be on hand for a 4 p.m. ceremony. The public is invited to tour the development at 1108 R St. and participate in creating a three-dimensional art installation by collaging or drawing on it.

The lofts are a centerpiece of the city's decades-long effort to re-create the old R Street industrial corridor into a destination district with housing, shops, restaurants, theaters and nightspots. The core of the development is a warehouse built in 1914, which has been refurbished into 49 living spaces. Another 67 housing units are next door in a new building connected to the warehouse.

A public market on the ground floor will have a sushi shop, juice bar, vintage clothing stand, vinyl record store and shoemaker. Bottle & Barlow, a combination bar and barbershop, plans to open in May. The complex is filled with work from local artists.

The project cost \$41.5 million, a large part of it from affordable housing subsidies.

Mary Lynne Vellinga

El Dorado residents can discuss road issues

El Dorado County residents can discuss roadway deficiencies during two workshops this week. The identical sessions are intended to inform the public about the process for a major update to the county's West Slope transportation capital improvement and traffic impact mitigation fee programs. The first workshop will be held Wednesday in the Pleasant Grove Middle School multipurpose room, 2540 Green Valley Road, in Rescue. The second is set for Thursday at the El Dorado County Office of Education, 6767 Green Valley Road, Placerville. Both are scheduled from 6:30 to 8 p.m.

Info: www.EDCWesternSlopeUpdate.com

River Cats' season begins Thursday at Raley Field

The Sacramento River Cats begin their 2015 season Thursday, hosting the Salt Lake Bees at 7:05 p.m. at Raley Field. It will be the first game for the River Cats as a San Francisco Giants' Triple-A affiliate. The first 7,500 fans through the gates Thursday will receive a pair of Thunderstix.

Info: www.rivercats.com

Biologists to lead Arcade Creek exploration

The Sacramento Area Creeks Council will host an Arcade Creek Exploration from 10 a.m. to noon Saturday at Del Paso Regional Park, 3635 Auburn Blvd., Sacramento. Participants can learn about the land and water of the creek and the animals that call it home. Biologists will guide the creek exploration, part of the area's Creek Week events, and answer questions.

Info: www.creekweek.net/activities.html or (916) 454-4544

Indie expo on Saturday will salute video games

Head to Cafe Colonial for the Sacramento Indie Arcade Gaming Expo, scheduled from 10 a.m. to 5 p.m. Saturday at 3522 Stockton Blvd. The event will focus exclusively on video games. There will be game studios, a speaker panel, tournaments and an afterparty.

Info: www.indiearcade.org

Sac State will feature art from 1960s, '70s

Sacramento State will host "Here as Everywhere: Art of the Sixties and Seventies in Northern California" from 1 to 5 p.m. Saturday at Mariposa Hall on campus, 6000 J St. The annual art symposium will feature Michael Schwager's keynote address, "Don't Hide the Madness: Bay Area Art in the 1950s and '60s." Schwager is the gallery director and professor of art history at Sonoma State University.

Info: www.al.csus.edu/art/festivalofarts.php

Footgolf fundraiser to benefit Sacramento SPCA

A fundraising Sacramento SPCA Footgolf Classic will take place at 3 p.m. (check-in is at 2 p.m.) Saturday at Haggin Oaks Golf Complex, 3645 Fulton Ave., Sacramento. Proceeds will benefit the Sacramento SPCA.

Info: www.sspca.org/2015/03

Comments (#tabs-b0710947-1-tabPane-2)

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Claudia Wade <claudia.wade@edcgov.us>

REMINDER! Western Slope CIP & TIM Fee Update Workshops

1 message

Kendall Flint <EDCWesternSlopeUpdate@gmail.com>
Reply-To: Kendall Flint <EDCWesternSlopeUpdate@gmail.com>
To: "secretary@sage-edc.org" <secretary@sage-edc.org>

Tue, Apr 7, 2015 at 6:25 AM

County seeks input for Western Slope Capital Improvement Program and Traffic Impact Mitigation Fees.

[View this email in your browser](#)



El Dorado County to Hold Workshops for Western Slope CIP & TIM FEE

Wednesday, April 8, 2015
6:30 p.m. - 8:00 p.m.
Pleasant Grove Middle School
Multi-Purpose Room
2540 Green Valley Road
Rescue, CA 95672

Thursday, April 9, 2015
6:30 p.m. to 8:00 p.m.
El Dorado County Office of Education
6767 Green Valley Road
Placerville, CA 95667

Attachment 24 Eblasts, Press Releases, News Coverage

Join us to learn more about the major update to the County's West Slope Transportation Capital Improvement Program and Traffic Impact Mitigation Fee Program. We will be reviewing the process for this update and taking public comment on current deficiencies in our system. The two workshops will be identical so you can choose which is most convenient for you. If you can't make the workshops - don't worry. We will be posting a virtual workshop on our website that will allow you to review all materials and participate online.

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Mountain Democrat



EDH man arrested for Folsom shooting

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Workshops for major update to West Slope CIP/TIM Fee Program

By News Release

April 07, 2015 |

The county of El Dorado will be holding workshops to inform the public about the process for the Major Update to the West Slope Transportation Capital Improvement Program (CIP) and Traffic Impact Mitigation (TIM) Fee Program. The workshops will provide an opportunity for the public to comment on existing roadway deficiencies in El Dorado County.

Workshops will be held on the following dates and times:

- Wednesday, April 8, from 6:30 to 8 p.m. at Pleasant Grove Middle School in the Multi-Purpose Room at 2540 Green Valley Road in Rescue
- Thursday, April 9, from 6:30 to 8 p.m. at the El Dorado County Office of Education at 6767 Green Valley Road in Placerville.

The workshops will be identical, so you can attend the most convenient one for you. If you can't attend the workshops, don't worry, a virtual workshop will be posted on the CIP/TIM Fee Major Update Website that will allow you to review all materials and participate online.

For more information about this project, visit our Website at EDCWesternSlopeUpdate.com.

Comments

0 comments

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News Release

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Chapel of the Pines Funeral Home

For More Information Regarding Current Services: [CLICK HERE](#)
 (530) 622-3813 • 2855 Cold Springs Road • Placerville
www.chapelofthepinesfunerals.com/dm20/en_US/locations/70/7042/index.page

News

Heard over the back fence: Let's take a hike

By Bob Billingsley | From Page: B1

EID board approves plan to sell water at special meeting

By Dawn Hodson | From Page: A1

Harris' daughter testifies

By Cole Mayer | From Page: A1

Defendant Harris takes the stand in murder trial

By Dawn Hodson | From Page: A1 | Gallery

Attachment 24
Eblasts, Press Releases, News Coverage



Claudia Wade <claudia.wade@edcgov.us>

[cda-lrp-bldg-c] REMINDER! Western Slope CIP & TIM Fee Update Virtual Workshop Now Open

1 message

Kendall Flint <EDCWesternSlopeUpdate@gmail.com>
Reply-To: Kendall Flint <EDCWesternSlopeUpdate@gmail.com>
To: cda-lrp-bldg-c@edcgov.us

Tue, Apr 28, 2015 at 8:10 AM

County seeks input for Western Slope Capital Improvement Program and Traffic Impact Mitigation Fees.

[View this email in your browser](#)

Western Slope CIP & TIM FEE Virtual Workshop Now OPEN

If you were unable to attend our Public Workshops earlier this month or if you did attend but have more comments, we encourage you to participate online. We have posted the presentation along with notes to help people learn more about the major update to the County's Western Slope Transportation Capital Improvement Program and Traffic Impact Mitigation Fee Program. You can review all of the exhibits that were presented and then share your ideas via our online survey. This will remain open through the end of May, 2015. [Click HERE to participate!](#)

For more information about this project please visit our project website at www.EDCWesternSlopeUpdate.com

Claudia Wade, Project Manager
claudia.wade@edcgov.us
(530) 621-5977

Kendall Flint, Outreach Task Manager
kendall@flintstrategies.com
(650) 455-1201

EL DORADO COUNTY WESTERN SLOPE UPDATE

- PROJECT OVERVIEW
 - VIRTUAL WORKSHOP
 - INTERACTIVE MAP
 - MEETINGS AND WORKSHOPS
- [DOCUMENT LIBRARY](#) [CONTACT](#)



Participate in Our Virtual Workshop!

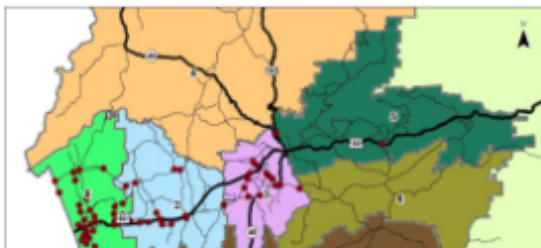
If you were unable to attend our one of our public workshops, you are welcome to participate online.

[Click HERE](#) to review the presentation.
[Click HERE](#) to share your ideas and comments.

Exhibits

- [Level of Service](#)
- [General Plan \(Current\)](#)
- [Targeted General Plan Amendment Scenario](#)
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Fee Benefit Zone Map Below



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2850 Fairlane Court
Placerville, CA 95667

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Claudia Wade <claudia.wade@edcgov.us>

[cda-lrp-bldg-c] El Dorado County to Release Draft EIR for Western Slope CIP & TIM Fee Update

1 message

Kendall Flint <EDCWesternSlopeUpdate@gmail.com>
Reply-To: EDCWesternSlopeUpdate@gmail.com
To: cda-lrp-bldg-c@edcgov.us

Thu, May 19, 2016 at 3:13 PM

County seeks input for Western Slope Capital Improvement Program and Traffic Impact Mitigation Fees.

[View this email in your browser](#)



County to Release Draft EIR for Western Slope CIP & TIM Fee Update

El Dorado County has released the Draft Programmatic Environmental Impact Report (DEIR) for the Western Slope CIP & TIM Fee Update. The DEIR was prepared to determine the nature and extent of the Program's potential impacts to the environment. The public comment period for the Draft Programmatic Environmental Impact Report will begin on May 19, 2016 and end at **5:00 p.m. on July 5, 2016.**

[Click HERE to access the Notice of Availability \(NOA\)](#)

[Click HERE to access the Draft EIR.](#)

For questions or for additional information please contact:

Claudia Wade, PE, Project Manager
530-621-5977
claudia.wade@edcgov.us

Kendall Flint, Outreach Task Manager
kendall@flintstrategies.com
(650) 455-1201



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Claudia Wade <claudia.wade@edcgov.us>

[cda-lrp-bldg-c] Weigh in on Needed CIP Projects- Save the Dates for September Workshops

1 message

Kendall Flint <EDCWesternSlopeUpdate@gmail.com>
Reply-To: Kendall Flint <EDCWesternSlopeUpdate@gmail.com>
To: cda-lrp-bldg-c@edcgov.us

Mon, Aug 3, 2015 at 8:39 AM

County seeks input for Western Slope Capital Improvement Program and Traffic Impact Mitigation Fees.

[View this email in your browser](#)



Click on the map below to share your ideas for needed Capital Improvements!

Our Virtual Workshop and interactive mapping tool are still open and we need your help to identify existing transportation and roadway deficiencies in the Western Slope area of El Dorado County. This information will help us determine appropriate projects to fund and appropriate impact fees for the region. Both will remain open until August 31, 2015.

EL DORADO COUNTY

Major Update to West Slope Transportation Capital Improvement Program and Traffic Impact Mitigation Fee Program

Click on the map within the study area to let us know where you think we should invest in improving the transportation system of El Dorado County.

Your comments will help us establish regional priorities and to determine the amount of money that needs to be raised through development impact fees.

Having trouble viewing or using the map? Please contact Darryl dePencier at ddepencier@kittelson.com with your comments.

© 2007-2015 Kittelson & Associates, Inc. unless otherwise noted. [Admin login](#)

El Dorado County to Hold Workshops for Western Slope CIP & TIM FEE

Monday, September 28, 2015

6:30 p.m. - 8:30 p.m.

El Dorado Hills Fire Station 85

1050 Wilson Blvd

El Dorado Hills

Tuesday, September 29, 2015

6:30 p.m. to 8:30 p.m.

El Dorado County, Transportation Division Ready Room

2441 Headington Road

Placerville

Our next two workshops will review the proposed changes to the Fee Program and review potential projects for the Capital Improvement Plan. The two workshops will be identical so you can choose which is most convenient for you. If you can't make the workshops - don't worry. As before, we will be posting a virtual workshop on our website that will allow you to review all materials and participate online.

For more information about this project please visit our project website at www.EDCWesternSlopeUpdate.com

Eblasts, Press Releases, News Coverage

Claudia Wade, Project Manager

claudia.wade@edcgov.us

(530) 621-5977

Kendall Flint, Outreach Task Manager

kendall@flintstrategies.com

(650) 455-1201

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Eblasts, Press Releases, News Coverage



COMMUNITY DEVELOPMENT AGENCY LONG RANGE PLANNING

2850 Fairlane Court, Placerville, CA 95667
Phone (530) 621-4650, Fax (530) 642-0508

El Dorado County to Hold Workshops for the Major Update to West Slope CIP/TIM Fee Program

FOR IMMEDIATE RELEASE

September 23, 2015

Placerville, CA – The County of El Dorado will be holding workshops to discuss the Major Update to the West Slope Transportation Capital Improvement Program (CIP) and Traffic Impact Mitigation (TIM) Fee Program. The workshops will provide an opportunity for the public to comment on the draft information for the TIM Fee Program Update.

Workshops will be held on the following dates and times:

Monday, September 28, 2015
6:30 p.m. – 8:00 p.m.
El Dorado Hills Fire Station 85
1050 Wilson Blvd.
El Dorado Hills, CA 95762

Tuesday, September 29, 2015
6:30 p.m. – 8:00 p.m.
2441 Headington Road, Building A
Placerville, CA 95667

The workshops will be identical, so you can attend the most convenient one for you. If you can't attend the workshops, don't worry! A virtual workshop will be posted on the CIP/TIM Fee Major Update website that will allow you to review all materials and participate online.

For more information about this project, please visit our website at www.EDCWesternSlopeUpdate.com

Questions should be directed to the following individuals:

Claudia Wade, Project Manager
claudia.wade@edcgov.us
(530) 621-5977

Kendall Flint, Outreach Task Manager
kendall@flintstrategies.com
(650) 455-1201

###

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Eblasts, Press Releases, News Coverage



Claudia Wade <claudia.wade@edcgov.us>

[cda-lrp-bldg-c] Board of Supervisors Study Session on Western Slope CIP & TIM Fee Update, Tuesday, September 22

1 message

Kendall Flint <EDCWesternSlopeUpdate@gmail.com>
Reply-To: Kendall Flint <EDCWesternSlopeUpdate@gmail.com>
To: cda-lrp-bldg-c@edcgov.us

Thu, Sep 17, 2015 at 2:39 PM

County Board of Supervisors to hold Study Session September 22, 2015 on Western Slope Capital Improvement Program and Traffic Impact Mitigation Fees.

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Board to Hold Study Session on Western Slope CIP & TIM Fee Tuesday September 22, 2015 at 1:00 PM (Time Approximate)

The purpose of Tuesday's Board study session is for staff and the consultant team to provide information and seek input on the following:

- 1) Proposed 2035 TIM Fee project list
- 2) Proposed 2035 TIM Fee project component assumptions
- 3) Status of proposed CIP project list
- 4) Alternative funding sources
- 5) Updated project schedule
- 6) Draft TIM Fee structure; and

Attachment 24
Eblasts, Press Releases, News Coverage

7) Proposed California Environmental Quality Act (CEQA) document for the TIM Fee Program.

The complete staff report and agenda can be accessed [HERE](#). Public comment is welcome.

You may also wish to review interim DRAFT documents prepared for the Board's review. Click [HERE](#) to review these materials.

For more information about this project please visit our project website at www.EDCWesternSlopeUpdate.com

Claudia Wade, Project Manager
claudia.wade@edcgov.us
(530) 621-5977

Kendall Flint, Outreach Task Manager
kendall@flintstrategies.com
(650) 455-1201

EL DORADO COUNTY WESTERN SLOPE UPDATE

- PROJECT OVERVIEW
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Participate in Our Virtual Workshop!

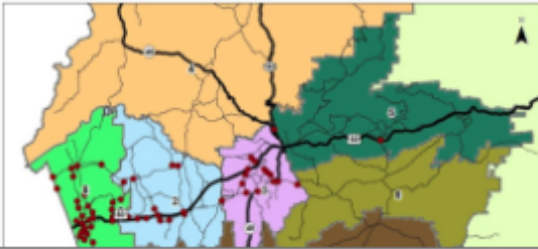
If you were unable to attend our one of our public workshops, you are welcome to participate online.

[Click HERE](#) to review the presentation.
[Click HERE](#) to share your ideas and comments.

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- [Level of Service](#)
- [General Plan \(Current\)](#)
- [Targeted General Plan Amendment Scenario](#)
- [Capital Improvement Projects](#)
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Fee Benefit Zone Map Below



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Claudia Wade <claudia.wade@edcgov.us>

REMINDER: Western Slope CIP & TIM Fee September Focus Group Meeting

1 message

Kendall Flint <EDCWesternSlopeUpdate@gmail.com>
Reply-To: Kendall Flint <EDCWesternSlopeUpdate@gmail.com>
To: claudia.wade@edcgov.us

Thu, Sep 17, 2015 at 9:05 AM

Thanks you for signing up to participate in the Western Slope CIP & TIM Fee Focus Groups!

[View this email in your browser](#)



Economic Development Focus Group

Thursday, September 24, 2015

2:00 p.m. - 4:00 p.m.

Diamond Springs Station 49

501 Pleasant Valley Road

Diamond Springs

Please join us for our second round of focus groups in support of the CIP and TIM Fee update.

Please plan to arrive approximately 10 minutes early to allow time to sign in. Participants are encouraged to bring laptop computers, tablets and/or mobile devices as we will be showcasing the interactive tools we will be using as part of this outreach effort.

For more information about this project please visit our project website at www.EDCWesternSlopeUpdate.com

Eblasts, Press Releases, News Coverage

Questions can be directed to:

Claudia Wade, Project Manager

claudia.wade@edcgov.us

(530) 621-5977

Kendall Flint, Outreach Task Manager

kendall@flintstrategies.com

(650) 455-1201

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Thank you for applying to participate in a focus group for the Western Slope CIP & TIM Fee Update!

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Claudia Wade <claudia.wade@edcgov.us>

Reminder: Western Slope CIP & TIM Fee September Focus Group Meeting

1 message

Kendall Flint <EDCWesternSlopeUpdate@gmail.com>
Reply-To: Kendall Flint <EDCWesternSlopeUpdate@gmail.com>
To: claudia.wade@edcgov.us

Thu, Sep 17, 2015 at 9:04 AM

Thanks you for signing up to participate in the Western Slope CIP & TIM Fee Focus Groups!.

[View this email in your browser](#)

Developer Focus Group

Wednesday, September 23, 2015**2:00 p.m. - 4:00 p.m.****Diamond Springs Station 49
501 Pleasant Valley Road
Diamond Springs**

Please join us for our second round of focus groups in support of the CIP and TIM Fee update.

Please plan to arrive approximately 10 minutes early to allow time to sign in. Participants are encouraged to bring laptop computers, tablets and/or mobile devices as we will be showcasing the interactive tools we will be using as part of this outreach effort.

For more information about this project please visit our project website at www.EDCWesternSlopeUpdate.com

Questions can be directed to:

A-399

14-0245 22K 421 of 442

Claudia Wade, Project Manager
claudia.wade@edcgov.us
(530) 621-5977

Kendall Flint, Outreach Task Manager
kendall@flintstrategies.com
(650) 455-1201

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Thank you for your interest in serving on one of the focus groups for the Western Slope CIP & TIM Fee Update!

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2850 Fairlane Court
Placerville, CA 95667

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Claudia Wade <claudia.wade@edcgov.us>

REMINDER: Western Slope CIP & TIM Fee Focus Group Meeting Sept 24

1 message

Kendall Flint <EDCWesternSlopeUpdate@gmail.com>
Reply-To: Kendall Flint <EDCWesternSlopeUpdate@gmail.com>
To: claudia.wade@edcgov.us

Thu, Sep 17, 2015 at 9:06 AM

Thanks you for signing up to participate in the Western Slope CIP & TIM Fee Focus Groups!

[View this email in your browser](#)



Public Services Focus Group

Thursday, September 24, 2015

10:00 a.m. - Noon

Diamond Springs Station 49

501 Pleasant Valley Road

Diamond Springs

Please join us for our second and final round of focus groups for the CIP and TIM Fee Update.

Please plan to arrive approximately 10 minutes early to allow time to sign in. Participants are encouraged to bring laptop computers, tablets and/or mobile devices as we will be showcasing the interactive tools we will be using as part of this outreach effort.

For more information about this project please visit our project website at www.EDCWesternSlopeUpdate.com

Questions can be directed to:

Eblasts, Press Releases, News Coverage

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claudia.wade@edcgov.us

(530) 621-5977

Kendall Flint, Outreach Task Manager

kendall@flintstrategies.com

(650) 455-1201

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Thank you for participating in the Western Slope CIP & TIM Fee Update Focus Group!

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Placerville, CA 95667

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Claudia Wade <claudia.wade@edcgov.us>

REMINDER: Western Slope CIP & TIM Fee September Focus Group Meeting

1 message

Kendall Flint <EDCWesternSlopeUpdate@gmail.com>
Reply-To: Kendall Flint <EDCWesternSlopeUpdate@gmail.com>
To: claudia.wade@edcgov.us

Thu, Sep 17, 2015 at 9:05 AM

Thanks you for signing up to participate in the Western Slope CIP & TIM Fee Focus Groups!

[View this email in your browser](#)



Resident Focus Group

Wednesday, September 23, 2015

6:00 p.m. - 8:00 p.m.

Diamond Springs Station 49

501 Pleasant Valley Road

Diamond Springs

Please join us for our second round of focus groups in support of the CIP and TIM Fee update.

Please plan to arrive approximately 10 minutes early to allow time to sign in. Participants are encouraged to bring laptop computers, tablets and/or mobile devices as we will be showcasing the interactive tools we will be using as part of this outreach effort.

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claudia.wade@edcgov.us

(530) 621-5977

Kendall Flint, Outreach Task Manager

kendall@flintstrategies.com

(650) 455-1201

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Placerville, CA 95667

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Claudia Wade <claudia.wade@edcgov.us>

REMINDER: Western Slope CIP & TIM Fee September Focus Group Meeting

1 message

Kendall Flint <EDCWesternSlopeUpdate@gmail.com>
Reply-To: Kendall Flint <EDCWesternSlopeUpdate@gmail.com>
To: claudia.wade@edcgov.us

Thu, Sep 17, 2015 at 9:04 AM

Thanks you for signing up to participate in the Western Slope CIP & TIM
Fee Focus Groups![View this email in your browser](#)

Resident Focus Group

Thursday, September 24, 2015**6:00 p.m. - 8:00 p.m.****Diamond Springs Station 49
501 Pleasant Valley Road
Diamond Springs**

Please join us for our second round of focus groups in support of the CIP and TIM Fee update.

Please plan to arrive approximately 10 minutes early to allow time to sign in. Participants are encouraged to bring laptop computers, tablets and/or mobile devices as we will be showcasing the interactive tools we will be using as part of this outreach effort.

For more information about this project please visit our project website at www.EDCWesternSlopeUpdate.com

Questions can be directed to:

A-405

14-0245 22K 427 of 442

Claudia Wade, Project Manager
claudia.wade@edcgov.us
(530) 621-5977

Kendall Flint, Outreach Task Manager
kendall@flintstrategies.com
(650) 455-1201

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Thank you for applying to participate in a focus group for the Western Slope CIP & TIM Fee Update!

Our mailing address is:
El Dorado County
2850 Fairlane Court
Placerville, CA 95667

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Claudia Wade <claudia.wade@edcgov.us>

Draft CIP & TIM Fee Materials for Review

1 message

Kendall Flint <EDCWesternSlopeUpdate@gmail.com>
Reply-To: Kendall Flint <EDCWesternSlopeUpdate@gmail.com>
To: claudia.wade@edcgov.us

Sat, Sep 19, 2015 at 10:29 AM

Thanks you for signing up to participate in the Western Slope CIP & TIM
Fee Focus Groups![View this email in your browser](#)

CIP and TIM Fee Documents Available for Review

Click [HERE](#) to access Draft Materials for discussion
at this week's Focus Group Meeting

We are looking forward to our upcoming Focus Group sessions and public workshops. To better prepare for our discussion next week, please take a moment to review the Draft Materials by clicking the link above. The agenda item for Tuesday's Board of Supervisors meeting including a series of attachments regarding proposed changes to the CIP and TIM Fee plans.

For more information about this project please visit our project website at www.EDCWesternSlopeUpdate.com

Questions can be directed to:

Claudia Wade, Project Manager

claudia.wade@edcgov.us

(530) 621-5977

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Claudia Wade <claudia.wade@edcgov.us>

REMINDER: Western Slope CIP & TIM Fee September Focus Group Meeting TONIGHT

1 message

Kendall Flint <EDCWesternSlopeUpdate@gmail.com>
Reply-To: Kendall Flint <EDCWesternSlopeUpdate@gmail.com>
To: claudia.wade@edcgov.us

Thu, Sep 24, 2015 at 8:31 AM

Thanks you for signing up to participate in the Western Slope CIP & TIM Fee Focus Groups!

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Resident Focus Group

Thursday, September 24, 2015

6:00 p.m. - 8:00 p.m.

Diamond Springs Station 49

501 Pleasant Valley Road

Diamond Springs

Please join us for our second round of focus groups in support of the CIP and TIM Fee update.

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For more information about this project please visit our project website at www.EDCWesternSlopeUpdate.com

Eblasts, Press Releases, News Coverage

Questions can be directed to:

Claudia Wade, Project Manager

claudia.wade@edcgov.us

(530) 621-5977

Kendall Flint, Outreach Task Manager

kendall@flintstrategies.com

(650) 455-1201

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Claudia Wade <claudia.wade@edcgov.us>

If you missed last night's focus group - attend TONIGHT!

1 message

Kendall Flint <EDCWesternSlopeUpdate@gmail.com>
Reply-To: Kendall Flint <EDCWesternSlopeUpdate@gmail.com>
To: claudia.wade@edcgov.us

Thu, Sep 24, 2015 at 8:34 AM

Thanks you for signing up to participate in the Western Slope CIP & TIM Fee Focus Groups!.

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If you were unable to attend last night's meeting:

Resident Focus Group #2

Thursday, September 24, 2015

6:00 p.m. - 8:00 p.m.

Diamond Springs Station 49

501 Pleasant Valley Road

Diamond Springs

Please join us for our second round of focus groups in support of the CIP and TIM Fee update.

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as we will be showcasing the interactive tools we will be using as part of this outreach effort.

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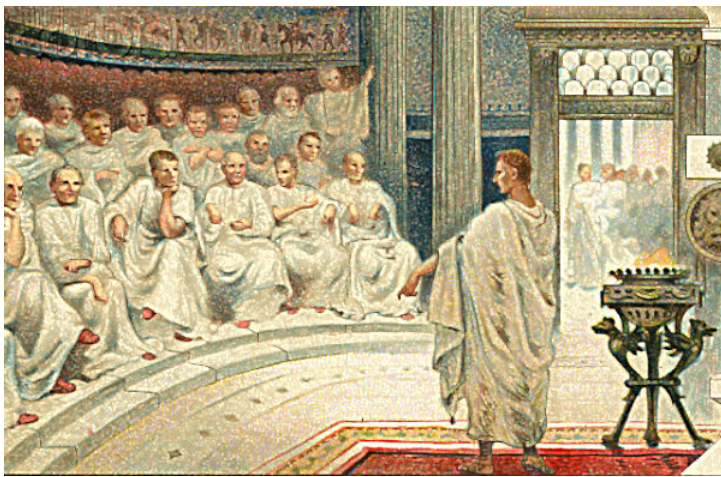
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Public Input Sought on County Major Update to Western Slope CIP/TIM Fee Program

by admin / Sep 24, 2015 / 0 comments



Caption: Illustration of Cato the Elder before the Roman senate

By: Placerville Newswire
2015-09-24, 04:03:36 PLACERVILLE CA

El Dorado County to Hold Two scheduled Workshops for the Major Update to West Slope CIP/TIM Fee Program.

Placerville, CA - The County of El Dorado will be holding workshops to discuss the Major Update to the West Slope Transportation Capital Improvement Program (CIP) and Traffic Impact Mitigation (TIM) Fee Program. The workshops will provide an opportunity for the public to comment on the draft information for the TIM Fee Program Update.

Workshops will be held on the following dates and times:

Monday, September 28, 2015

6:30 p.m. - 8:00 p.m.
El Dorado Hills Fire Station 85
1050 Wilson Blvd.
El Dorado Hills, CA 95762

Tuesday, September 29, 2015

6:30 p.m. - 8:00 p.m.
2441 Headington Road, Building A
Placerville, CA 95667

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The workshops will be identical, so you can attend the most convenient one for you. If you can't attend the workshops, don't worry! A virtual workshop will be posted on the CIP/TIM Fee Major Update website that will allow you to review all materials and participate online.

For more information about this project, please visit our website at <http://www.edcwesternslopeupdate.com/>

Questions should be directed to the following individuals:
Claudia Wade, Project Manager claudia.wade@edcgov.us (530) 621-5977
Kendall Flint, Outreach Task Manager kendall@flintstrategies.com (650) 455-1201

Department:Community Development Agency
Claudia Wade
Date:September 23, 2015
(530) 621-5977

→ **Geo Locate:** Placerville
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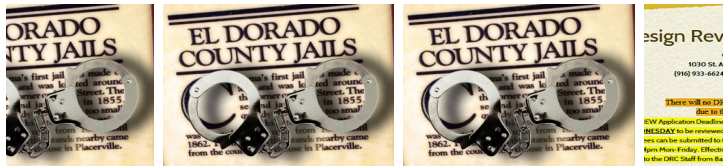
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News

Traffic Impact Mitigation fees may be heading south

By Chris Daley

From page A1 | September 25, 2015

Developers, large and small, were warned not to hold their breath but to anticipate that Traffic Impact Mitigation (TIM) fees might go down in the foreseeable future. Tuesday's El Dorado County Board of Supervisors meeting featured a presentation by the Long Range Planning Division of the Community Development Agency.

Staff from that division, along with consultants from three specialty planning and engineering firms, explained that a combination of better data and technology have allowed planners to "fine-tune" a number of issues from traffic congestion to demographics in order to better determine the county's response to projected growth rates over the next 20 years.

Still in draft form, the working document presented the county's major Capital Improvement Program (CIP) and a TIM fee program updates, which include proposed projects eligible for TIM funding through the year 2035.

The draft is based on assumptions about the rate and weight and directions of growth, and those assumptions drive development of the planning process.

Jim Damkowitch, principal planner with Kittelson Associates, an urban planning and traffic engineering firm, explained that a significant assumption informing the TIM fee and CIP updates is that the county will grow at the rate of approximately 1.03 percent annually over the length of the planning process. As previously recommended, the ratio of community region/urban to rural growth is established at 75/25 percent. The baseline for the data was established as Jan. 1, 2015, Damkowitch said.

A decade ago projections showed the county growing at a much faster pace than what became the reality. The deepening recession cut the projected growth rate roughly by half.

"Fees are generally going down and significantly," Long Range Planning Director Dave Defanti told supervisors during his introduction of the other speakers.

Program Manager Claudia Wade provided some history of the TIM fee program's accomplishments. Since it began in 2004, the program has completed \$320 million worth of projects, Wade explained.

Currently fees range from a high of \$35,740 in TIM Zones 2 and 3; generally that includes the Diamond Springs and El Dorado regions. The TIM fee for Zone 8, which applies to El Dorado Hills, is \$28,140. All fees listed apply to single-family residential units only. Fees for multi-family units, commercial and industrial vary from zone to zone as well.

Acknowledging that the wheels of government often move at a glacial pace, Defanti told supervisors late in the discussion that a final recommendation on TIM fee cuts might not be completed before next June.

"June? Really? We need to get a deferral sooner," board Chairman Brian



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http://www.gbbwealth.com/john-zezini

Veerkamp declared.

Earlier in the session, District 1 Supervisor Ron Mikulaco had suggested, "We don't want people to have to wait till the fees go down; people are wanting to invest in our community; is there a (fee) deferral program?"

"We're having this discussion," Defanti responded at the time.

Supervisors eventually directed Defanti and his staff to begin work on developing a process whereby potential developers might be able to defer all or a portion of the current TIM fee in order to speed up the permit process. They requested an update on that effort by the board's regular meeting Oct. 6.

Diamond Springs activist and former engineer with the county's Department of Transportation, Kris Payne, applauded his former agency's work, especially for completion of a Travel Demand Model, a critical tool in traffic planning and engineering. Payne also urged a focus on development of "parallel capacity" as opposed to Highway 50 auxiliary lanes.

Growth on El Dorado County's western end has added congestion on Highway 50 and Veerkamp noted that the carpool lane between Cameron Park and the county line has done little to relieve it. He echoed Payne's recommendation for parallel capacity, especially in school areas where congestion twice a day often becomes gridlock.

The reality, however, Veerkamp noted, is that, "We have no influence on where schools go." Location of schools is a function of the state and counties have little authority to intervene.

Kirk Bone with the Parker Development company weighed in on the issue from a different perspective. State law and the county's General Plan require the jurisdiction to provide a percentage of low-cost and moderate-cost housing relative to its overall housing needs.

Moderate-cost homes are difficult to produce if there is a \$35,000 or \$40,000 upfront TIM fee attached to the permit, Bone suggested.

Developer Noah Briel added that while there are state subsidies for low-cost housing, there is no subsidy for moderate-cost housing. The latter is considered to be a home that the average individual or family working in the neighborhood could afford to buy and live in. It is seen as a partial antidote to commuting and production of greenhouse gases and as a spur to creating more healthful, cohesive communities.

Considering the aging demographic of the county, however, Briel stated the obvious. "Our kids can't afford to live here, so they're leaving."

At that point in the public comment element of the meeting, Debbie Manning asked exuberantly if it were true that there might be an "80 percent reduction in the TIM fee for hotels." Manning is executive director of the El Dorado Hills Chamber of Commerce.

"We hope so," Defanti said.

The county's Capital Improvement Program is partially funded by TIM fees. The structure of the programs rests on the notion that new development may negatively impact the quality of life of the existing residents by increasing demand for local infrastructure, especially roads.

In order to lessen or mitigate that impact, the developer is charged a TIM fee to pay for all or part of the necessary improvements such as curbs, sidewalks, gutters, road widening and even portions of freeway interchanges. In order for a CIP project to be all or partially funded by TIM fees, it must be shown that it is directly related to mitigating the projected impact.



Claudia Wade <claudia.wade@edcgov.us>

[Test] El Dorado County TIM Fee and CIP Virtual Workshop OPEN

1 message

Kendall Flint <EDCWesternSlopeUpdate@gmail.com>
Reply-To: us10-03beefde63-c872ccc5fe@inbound.mailchimp.com
To: "<< Test First Name >>" <claudia.wade@edcgov.us>

Mon, Oct 12, 2015 at 2:29 PM

County seeks input for Western Slope Capital Improvement Program and Traffic Impact Mitigation Fees.

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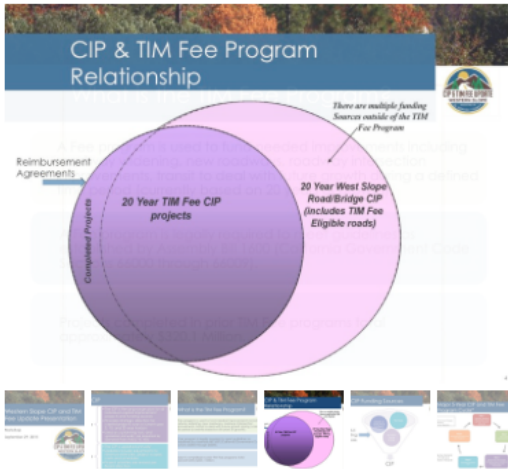
If you missed our September workshops don't worry! You can review the materials and then participate in our online survey and share your comments. We have placed an audio recording of the workshop below. You can listen to the presentation and follow along while reading the Workshop Presentation which is provided as a slide show. After you have reviewed the materials click on the survey link to share your views.

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It will remain open until October 31, 2015.

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Claudia Wade <claudia.wade@edcgov.us>

[cda-lrp-bldg-c] El Dorado County TIM Fee and CIP Virtual Workshop OPEN

1 message

Kendall Flint <EDCWesternSlopeUpdate@gmail.com>
Reply-To: Kendall Flint <EDCWesternSlopeUpdate@gmail.com>
To: cdalrpblgdg@edcgov.us

Tue, Oct 13, 2015 at 10:35 AM

County seeks input for Western Slope Capital Improvement Program and Traffic Impact Mitigation Fees.

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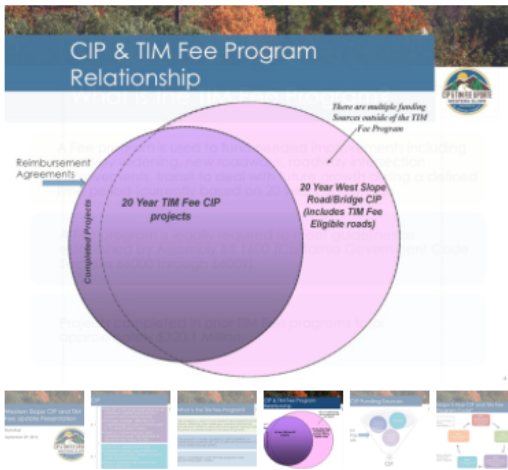
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