



2012 TIM Fee Update

Department of Transportation
Prepared for the Board of Supervisors
February 14, 2012

Legistar Item # 08-1466

Background:

At the December 19, 2011 Board Hearing, staff was given the following direction regarding reduction of the TIM Fee Program:

- Lower fees in Zones 1-7 by approximately 14%;
- Allocate Funding for Age Restricted Categories in Zone 8 to approximately 38% of Zone 8 Fee for Single and Multi-Family Categories. Age Restricted Single Family and Multi-Family Housing shall be that as defined in California Civil Code Section 51.3;
- Lower the TIM Fees in Zone 8 by the balance of the savings in Zone 8 after creation of an Age Restricted category;
- Allocate the savings on Highway 50 TIM Fee proportionally across the zones;
- Evaluate Age Restricted Category for all zones which are within community regions and have infrastructure in place;
- Return to the Board on February 7, 2012 for TIM Fee Resolutions for Board's adoption.

Summary of TIM Fee Reduction Process:

After the April 19, 2011 Board of Supervisors Meeting, DOT staff initiated an assessment of the TIM Fee Program Cost, which was accomplished through the following five (5) steps:

- A) Deletion of Projects Not Necessary for LOS Mitigation
- B) Deletion of the remaining HOV Lane Project
- C) Reduction of the “Traffic Signal” line item in the TIM Fee Program
- D) Identify impacts of eliminating expenditure on State Highway System
- E) Review of 2010 CIP Cost Estimates in coordination with the CIP Cost Estimate Review Committee (CCERC).

With the exception of Step D), which will require the Traffic Model to be updated, the findings of the Analysis for Steps A) to C) and E) was captured within the December 19, 2011 Staff Report, which resulted in a **\$138.6M Cost Savings.**

TIM Fee Methodology:

- 1) Establish 2012 TIM Fee Program Cost
- 2) Calculate impact of Age Restricted
- 3) Distribute TIM Fee reduction into Program

- 1) Establish 2012 TIM Fee Program Cost

The total 20-year Program Cost **\$804.3M**

Less Other Available Funds:

1. Existing Revenue	\$ 74.1M
2. MCFP Funds	\$ 29.9M
3. Anticipated State & Federal Funds *	\$128.0M

Required Fee Revenue: **\$804.3M - \$232M = \$572.3M**

(*) The State and Federal Funds are allocated to be used as follows:

- a. \$15.6M to fund “pass through trips”
- b. \$20.0M to offset fees for specified affordable housing projects
- c. \$92.4M to reduce TIM Fees for commercial and industrial projects

TIM Fee Methodology: Continued

2) Calculate impact of Age Restricted

Estimate the anticipated Age Restricted Housing in Zones 2, 3, and 8 over the next twenty years. These estimates were presented to the TIM Fee Working Group (TFWG) and CCERC. See table below.

Assumptions:

- 85/15 split between Single-Family and Multi-Family Units.
- Number of units per zone to support the Age Restricted categories based on current potential planned development in Zones 2, 3, and 8.
- Proposed fee rates estimated at 38% of the regular Single-Family and Multi-Family rates

ZONE	General Plan Housing Forecast (SF & MF)	Age Restricted Forecast (85% SF / 15% MF)
1	168	0
2 (CP / Shingle Springs)	4,181	600
3 (Diamond Springs)	2,645	400
4	1,454	0
5	1,280	0
6	457	0
7	988	0
8 (El Dorado Hills)	11,289	1,200
TOTAL	22,462	2,200

TIM Fee Methodology: Continued

- 3) After subtracting the revenue required to support the Age Restricted Program from the \$138.6M, the average reduction per fund is as follows:

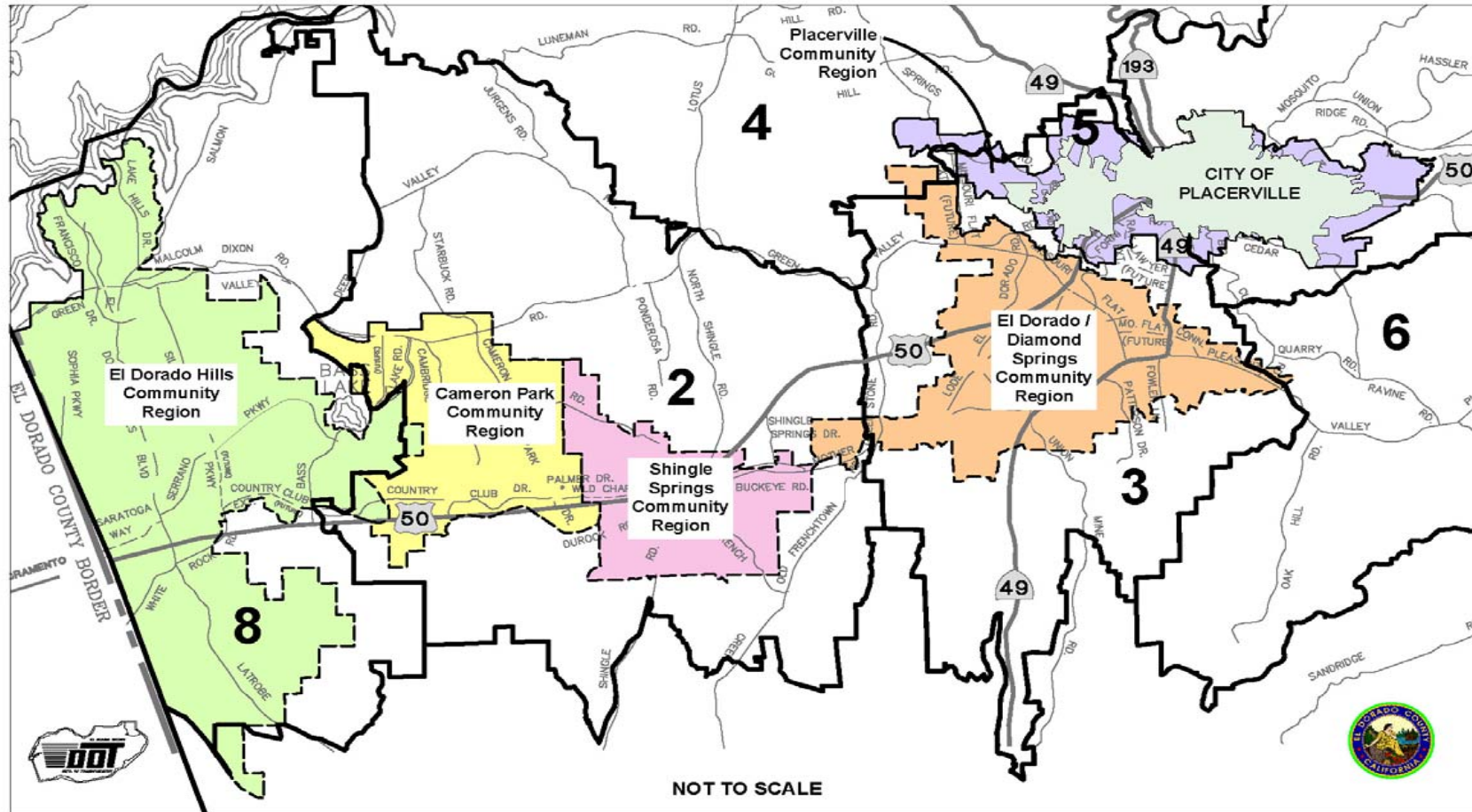
Zones 1-7: 14.1%



Zone 8: 13.3%

Hwy 50: 18.1%

COUNTY OF EL DORADO COMMUNITY REGIONS and TIM FEE ZONES

DECEMBER 19, 2011



LEGEND  Solid Filled Areas - Community Regions  TIM Fee Zones

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Zones 2, 3, and 8 within the community regions as identified on the map, meet Age Restricted infrastructure requirements (i.e. public water, public sewer, transit)

DOT is requesting that the Board:

- **Adopt the Resolution to:**
 - a. Allocate Funding for Age Restricted categories in Zone 8 to approximately 38% of Zone 8 Fee for single family and multi-family housing as defined in California Civil Code Section 51.3;
 - b. Lower the TIM Fees in Zone 8 by the balance of the savings in Zone 8 after creation of an Age Restricted category;
 - c. Allocate Funding for Age Restricted Categories for zones 2 & 3 which are within community regions and have infrastructure in place.
 - d. Allocate the savings on Highway 50 TIM Fee proportionally across all zones;