



EL DORADO COUNTY
DEPARTMENT OF TRANSPORTATION
<http://www.eldoradocounty.ca.gov/DOT/>

PLACERVILLE OFFICES:

MAIN OFFICE:

2850 Fairlane Court, Placerville, CA 95667
(530) 621-5900 / (530) 626-0387 Fax

CONSTRUCTION & MAINTENANCE:

2441 Headington Road, Placerville, CA 95667
(530) 642-4909 / (530) 642-0508 Fax

LAKE TAHOE OFFICES:

ENGINEERING:

924 B Emerald Bay Road, South Lake Tahoe, CA 96150
(530) 573-7900 / (530) 541-7049 Fax

MAINTENANCE:

1121 Shakori Drive, South Lake Tahoe, CA 96150
(530) 573-3180 / (530) 577-8402 Fax

Date: October 24, 2024

To: Planning Commission

From: Rafael Martinez, Director
Department of Transportation

Subject: Finding of General Plan Consistency Pursuant to Government Code §65103(c) and §65401 – 2024 Major Update of the Traffic Impact Fee (TIF) Program

DESCRIPTION OF REQUEST

Pursuant to General Plan Policy TC-Xb, the County is updating its Traffic Impact Fee (TIF) Program as required by the General Plan and state law. The purpose of today's hearing is to provide the Planning Commission with information on the TIF Program's consistency with the General Plan. Department of Transportation is requesting the Planning Commission makes a Finding of Consistency applicable to General Plan policies involving the proposed 2024 Major Update of the TIF Program. The project list resulting from the major update to the TIF Program will be incorporated into the Capital Improvement Program (CIP) during adoption of the 2025 CIP Book.

RECOMMENDATION

Staff is recommending that the Planning Commission makes a Finding of Consistency of the 2024 Major Update of the Traffic Impact Fee (TIF) Program with the General Plan.

BACKGROUND

The TIF Program allocates the cost of roadway improvements based on the number of new vehicle trips generated in the PM peak hour for various land use types. In order to maintain the integrity of its roadway network, the County is required to develop and maintain a TIF Program pursuant to General Plan Policy TC-Xb. The General Plan requires the CIP and TIF Program to be updated at least 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."

A TIF 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 TIF programs to ensure that new development

on the western slope pays the costs of constructing and improving county and state roads necessary to serve new development. The TIF, formerly the TIM Fee, is paid at the time of issuance of a building permit (e.g., for single family home or non-residential buildings) or when appropriate if no building permit is being issued. TIFs are calculated pursuant to Government Code 66000 et. seq. (known as the Mitigation Fee Act) and the County’s General Plan policy. Generally, fees are based on the type of land use, location, impact on roads, and level of service (LOS).

TIF funded projects are projects that are needed to accommodate new development projected over the next 20 years, which may include road widenings, intersection improvements, interchange improvements, etc. Since these new projects are needed to accommodate new development, there is a nexus, pursuant to the Mitigation Fee Act, to charge new development a fee to pay for these new projects.

2024 TIF Program Update

The 2024 Major Update of the Traffic Impact Fee (TIF) Program is being developed consistent with General Plan policies. The process involves developing a 20-year growth forecast, and then using the growth forecast to update and run the Travel Demand Model (TDM) to: 1) identify roadway segments with future LOS deficiencies, 2) determine the infrastructure improvements needed to maintain acceptable LOS, and 3) determine the fair share percentages by TIF zone for those improvements to create the fee schedule. The list of projects required based on this analysis are included in Attachment B to this item.

On March 14, 2024 (Legistar Item 24-0414), staff provided an informational workshop to the Planning Commission for the draft West Slope growth projections and subcounty growth allocations through the year 2045. Throughout this major update cycle, staff has also held five workshops with the Board of Supervisors and will be returning to the Board for final adoption of the updated TIF Program on December 3, 2024.

GENERAL PLAN CONSISTENCY ANALYSIS

In accordance with Section 65401 of the Government Code, the submitted updated report and its findings are subject to consistency determination with the El Dorado County General Plan. The table below discusses the applicable policies.

General Plan Consistency Determination

General Plan Policy	Policy Description	Consistency Determination
<p style="text-align: center;">TC-Xb (Transportation and Circulation Element)</p>	<p>At least every five years, prepare a Traffic Impact Fee (TIF) Program specifying roadway improvements to be completed within the next 20 years to ensure compliance with all applicable level of service and other standards in this plan.</p>	<p>Consistent. The previous major update of the Traffic Impact Fee Program was adopted by the Board of Supervisors on December 8, 2020. It identified the roadway improvements necessary to maintain acceptable LOS on County roads and Highway 50 within the unincorporated areas of the West Slope through 2040. This update falls within the five-year requirement.</p>

General Plan Policy	Policy Description	Consistency Determination
<p>TC-Xi (Transportation and Circulation Element)</p>	<p>The planning for the widening of U.S. Highway 50, consistent with the policies of this General Plan, shall be a priority of the County. The County shall coordinate with other affected agencies, such as the City of Folsom, the County of Sacramento, and Sacramento Area Council of Governments (SACOG).</p>	<p>Consistent. County coordinates with the City of Folsom, Caltrans, SACOG and the El Dorado County Transportation Commission (EDCTC) to ensure consistency of U.S. Highway 50 projects. The TIF Program provides funding to add auxiliary lanes or supplement and match grant funding sources to finance projects on the U.S. Highway 50 corridor.</p>
<p>TC-1a (Transportation and Circulation Element)</p>	<p>The County shall plan and construct County-maintained roads as set forth in Table TC-1.</p>	<p>Consistent. The County plans and constructs improvements to the countywide road and highway system to ensure the safe, orderly, and efficient movement of people and goods consistent with the road standards identified in Table TC-1 of the Transportation and Circulation Element.</p>
<p>TC-1b (Transportation and Circulation Element)</p>	<p>In order to provide safe, efficient roads, all roads should incorporate the cross sectional road features set forth in Table TC-1.</p>	<p>Consistent. The County incorporates the cross sectional road features identified in Table TC-1 in the CIP projects.</p>
<p>TC-1k (Transportation and Circulation Element)</p>	<p>County to coordinate with El Dorado County Transportation Commission (EDCTC), Sacramento Area Council of Governments (SACOG), and California Department of Transportation (Caltrans) to maintain a Regional Transportation Plan (RTP) to identify funding priorities and develop expenditure plans for available regional transportation funding opportunities for state highways and county roads.</p>	<p>Consistent. County coordinates with EDCTC, SACOG, and Caltrans to ensure consistency of roadway projects within the CIP and TIF Program with the RTP.</p>
<p>HO-1.25 (2021 Housing Element)</p>	<p>The County shall encourage programs that will result in improved levels of service on existing roadways and allow for focused reductions in the Traffic Impact Mitigation (TIM) Fee. Such programs may include, but not be limited to, analyzing the traffic benefits of mixed-use development.</p>	<p>Consistent. The TIF Program includes Intelligent Transportation System (ITS) improvements to streamline traffic flows and improve level of service in areas of higher population density. Grant funds are allocated toward offsetting TIF in rural areas of the county, and toward an Affordable Housing Offset which covers fees that would otherwise be collected when new very low- and low-income housing is built.</p>

General Plan Policy	Policy Description	Consistency Determination
<p>5.1.1.1 (Public Services and Utilities Element)</p>	<p>County to coordinate CIP with other agencies' long-range facilities plans affecting the County road system.</p>	<p>Consistent. The TIF Program includes a project providing partial funding towards transit needs (expansions of existing facilities and for new facilities) required as a result of development. The allocation of funding towards eligible facilities is based on El Dorado County Transportation Authority's (EDCTA) CIP.</p>
<p>5.1.3.1 (Public Services and Utilities Element)</p>	<p>Growth and development shall be primarily directed to Community Regions and Rural Centers.</p>	<p>Consistent. On January 9, 2024, the Board directed staff to use a 20-Year housing and employment growth forecast, which assumes a 0.62% annual growth rate for residential growth and 0.62% annual growth rate for non-residential growth. On April 2, 2024, the Board approved the El Dorado County Housing and Employment Projections (2023-2045). This assumption was used along with the adopted General Plan land use to determine what roadway improvements would be required over a period of 20 years as a result of growth.</p>
<p>5.1.3.1 (Public Services and Utilities Element)</p>	<p>The CIP shall emphasize capacity in providing infrastructure in Community Regions and Rural Centers.</p>	<p>Consistent. On April 8, 2014, the Board directed staff to assume 75% of growth to occur within the Community Regions and 25% to occur in the Rural Regions. On January 9, 2024, the Board directed staff to use a 20-Year housing and employment forecast, which assumes a 0.62% annual growth rate for residential growth and 0.62% annual growth rate for non-residential growth. On April 2, 2024, the Board approved the El Dorado County Housing and Employment Projections (2023-2045). These assumptions were used along with the adopted General Plan land use to determine what roadway improvements would be required over a period of 20 years as a result of growth. An analysis was done using future traffic volume results obtained from the travel demand model to determine what roadway projects would be required to accommodate the projected growth through 2045.</p>

General Plan Policy	Policy Description	Consistency Determination
Implementation Measure TC-A (Transportation and Circulation Element)	Prepare and adopt a priority list of road and highway improvements for the Capital Improvement Program (CIP).	Consistent. The TDM has been updated to predict traffic volumes over time, identifying the timeline on which improvements will be required. These improvements are incorporated into the CIP, and are prioritized based upon actual traffic volumes and available funding sources. The Department of Transportation prepares the priority list of road and highway improvements for annual adoption by the Board.

CONCLUSION

Based on the above analysis, the proposed updated study and its findings are found to be consistent with the applicable policies of the El Dorado County General Plan.