

See 191-2016  
Ord 5045



**RESOLUTION 172-2017**

OF THE BOARD OF SUPERVISORS OF THE COUNTY OF EL DORADO

**Adopting the El Dorado County General Plan Traffic Impact Mitigation (TIM) Fee Program  
2017 TIM Fee Schedule**

**WHEREAS**, the County Board of Supervisors has long recognized the need for new development to help fund the roadway, bridge and transit improvements necessary to serve that new development; and

**WHEREAS**, starting in 1984 and continuing until the present time, the Board of Supervisors has adopted and updated various fee resolutions to ensure that new development on the western slope pay its fair share of the costs of improving the County and state roadways necessary to serve that new development; and

**WHEREAS**, on December 6, 2016, the Board of Supervisors adopted Ordinance No. 5045 which codified the 2016 TIM Fee Program and Resolution 191-2016 which adopted the TIM fee schedule; and

**WHEREAS**, General Plan Policy TC-Xb requires the County to “at least every five years, prepare a TIM Fee 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;” and

**WHEREAS**, General Plan Measure TC-B requires the County to adopt a traffic impact mitigation fee program and to update the program annually for changes in project costs; and

**WHEREAS**, in accordance with those General Plan requirements, Ordinance No. 5045 provided that said fees shall be adjusted annually by an increase or decrease in actual project costs (accomplished by updating cost estimates using actual construction costs of ongoing and completed projects and the most current cost estimates for those projects that are far enough along in the project development cycle to have project cost estimates) or pursuant to the Engineering News-Record Building Cost Index as appropriate; and

**WHEREAS**, project costs have been updated as required by Ordinance No. 5045, resulting in revisions to the TIM fee schedule as shown on Exhibit A hereto; and

**WHEREAS**, the Board of Supervisors held a duly noticed public hearing during which updates to the fee schedule were studied and reviewed and the Board of Supervisors thereafter made the following findings in support of the updates to the fee schedule:

**Government Code Section 66001(a)(1): Identify the purpose of the fee.**

The purpose of the TIM Fee is to fund capital transportation/circulation improvements which are related directly to the incremental traffic/vehicle burden imposed upon the County’s transportation/circulation system by new development in the unincorporated west slope of El Dorado County through 2035. The TIM Fee and TIM Fee program are an implementation measure, as required by Implementation Measure TC-B of the 2004 General Plan adopted by the County Board of Supervisors: “2004 El Dorado County General Plan: A Plan for Managed Growth and Open Road; A Plan for Quality Neighborhoods and Traffic Relief.” The TIM Fee program addresses the need to fund a road system capable of achieving the traffic level of service standards of the County’s General Plan. Transportation improvements funded by the TIM Fees include future improvements as well as improvements already installed which are subject to reimbursement agreements. Improvements included in the TIM Fee program are necessary to accommodate new development; such improvements include, but are not limited to, new local roads, local road upgrades and widenings, signalization and intersection

improvements, operational and safety improvements, Highway 50 improvements, and bridge replacement and rehabilitation. The TIM Fee advances a legitimate County interest by enabling the County to provide infrastructure to new development and to require new development to pay its fair share.

**Government Code Section 66001(a)(2): Identify the use to which the fee is to be put. If the use is financing public facilities, the facilities shall be identified. That identification may, but need not, be made by reference to a capital improvement plan as specified in Section 65403 or 66002, may be made in applicable general or specific plan requirements, or may be made in other public documents that identify the public facilities for which the fee is charged.**

The fee is to be used to fund transportation/circulation improvements necessary to accommodate new development in the unincorporated west slope of El Dorado County through 2035 as contemplated by the General Plan, including future improvements as well as improvements already installed which are subject to reimbursement agreements. The TIM Fee will fund new local roads, local road upgrades and widenings, signalization and intersection improvements, operational and safety improvements, Highway 50 improvements, bridge replacement and rehabilitation, transit improvements in accordance with the El Dorado County Transit Authority's Capital Improvement Program (CIP), and costs associated with ongoing program staff and consultant costs for annual updates, major updates, and ongoing administration related to the TIM Fee Program. The County's CIP, which is updated and adopted annually, identifies every project to be funded by the TIM Fee and includes the following information for each project: detailed cash pro-formas which show all revenues by funding source and all expenditures per fiscal year; a current year work program; a future work program broken down into five year, ten year and twenty year timeframes; and additional details for each capital project, including project description, a financing plan and tentative schedule.

**Government Code Section 66001(a)(3): Determine how there is a reasonable relationship between the fee's use and the type of development project on which the fee is imposed.**

There is a reasonable relationship between the fee's use and the type of development project on which the fee is imposed as set forth in the following documents, all of which are incorporated into this resolution as if fully set forth herein:

- The *Traffic Impact Mitigation Fee Program Update Nexus & Funding Model* (Nexus Study) prepared by Urban Economics and Kittelson and Associates, Inc. The Nexus Study was updated for cost adjustments only by County staff for the 2017 Minor TIM Fee Program Update, dated December 12, 2017.
- The most currently adopted El Dorado County *Capital Improvement Program*.
- The 2016 Programmatic Environmental Impact Report for the *Western Slope Roadway Capital Improvement Program and Traffic Impact Mitigation Fee Program for El Dorado County*, certified on December 6, 2016.
- The *2035 Growth Projections* Memorandum prepared by BAE Urban Economics, dated March 14, 2013.

There is a reasonable relationship between the TIM Fee's use and the type of development projects on which the fee is imposed because the transportation/circulation facilities funded by the TIM Fee are needed to accommodate and mitigate the incremental new traffic/vehicle burdens generated by the development of new commercial, industrial and residential uses upon which the fee is imposed. (See documents cited above.) There is a reasonable relationship between the need for the transportation/circulation facilities and the development of new commercial, industrial and residential projects upon which the fee is imposed because the new development projects paying the fee will receive a direct benefit from the transportation/circulation facilities funded by the fee; the transportation/circulation facilities funded by the fee will increase traffic/vehicle circulation capacity on streets and highways directly burdened by the increase in traffic/vehicles generated by new development projects upon which the fee is charged.

**Government Code Section 66001(a)(4): Determine how there is a reasonable relationship between the need for the public facility and the type of development project on which the fee is imposed.**

There is reasonable relationship between the need for the public facility and the type of development project on which the fee is imposed as set forth in the following documents, all of which are incorporated into this resolution as if fully set forth herein:

- The *Traffic Impact Mitigation Fee Program Update Nexus & Funding Model* (Nexus Study) prepared by Urban Economics and Kittelson and Associates, Inc. The Nexus Study was updated for cost adjustments only by County staff for the 2017 Minor TIM Fee Program Update, dated December 12, 2017.
- The most currently adopted El Dorado County *Capital Improvement Program*.
- The 2016 Programmatic Environmental Impact Report for the *Western Slope Roadway Capital Improvement Program and Traffic Impact Mitigation Fee Program for El Dorado County*, certified on December 6, 2016.
- The *2035 Growth Projections* Memorandum prepared by BAE Urban Economics, dated March 14, 2013.

There is a reasonable relationship between the need for the public facility and the type of development projects on which the fee is imposed because the transportation/circulation facilities funded by the TIM Fee are needed to accommodate and mitigate the incremental new traffic/vehicle burdens generated by the development including those from new commercial, industrial and residential uses upon which the fee is imposed. (See documents cited above.) There is a reasonable relationship between the need for the transportation/circulation facilities and the development of projects including new commercial, industrial and residential projects upon which the fee is imposed because the new development projects paying the fee will receive a direct benefit from the transportation/circulation facilities funded by the fee; the transportation/circulation facilities funded by the fee will increase traffic/vehicle circulation capacity on streets and highways directly burdened by the increase in traffic/vehicles generated by new development projects upon which the fee is charged.

The Nexus Study provides a thorough analysis of the required transportation facilities to be improved as a result of development, and provides information of the fair share analysis and fees required by TIM Fee Zone, and further broken down by development type. The TIM Fee Program Schedule Resolution, which may be amended from time to time, provides the most current TIM Fee rates per development type by TIM Fee Zone.

**WHEREAS**, the collection process for improvement of roadways and intersections is set forth in Ordinance No. 5045 and in the TIM Fee Administrative Manual, adopted on January 24, 2017 by Resolution 001-2017.


**THEREFORE, BE IT HEREBY RESOLVED,**

- A. The Board of Supervisors hereby adopts the updated General Plan TIM Fee Program fee schedule as shown in the attached Exhibit A, which shall become effective sixty (60) days following adoption of this Resolution;
- B. A map of the TIM Fee Zones is provided in Exhibit B;
- C. Applicants shall pay the TIM Fee rate in effect at time of building permit issuance or at time of approval of an application for a change in the use of a building or property as defined in the TIM Fee Ordinance and TIM Fee Administrative Manual;
- D. The fees listed in the attached Exhibit A will not apply to any permit issued prior to the effective date of the fee schedule adopted by this Resolution;
- E. All references to earlier programs in agreements, conditions of approval, mitigation measures, etc., will be assumed to refer to the updated TIM Fee Program and fee schedule where:

1. References to the former TIM Fee Program are assumed to include the updated 2004 General Plan TIM Fee Program.
2. References to the former State TIM and the former interim Highway 50 programs are assumed to also include the updated General Plan Highway 50 TIM Fee.

**PASSED AND ADOPTED** by the Board of Supervisors of the County of El Dorado at a regular meeting of said Board, held the 12<sup>th</sup> day of December 2017, by the following vote of said Board:

Attest:  
James S. Mitrising  
Clerk of the Board of Supervisors

By:  \_\_\_\_\_  
Deputy Clerk

Ayes: Ranalli, Frentzen, Hidahl, Veerkamp, Novasel  
Noes: None  
Absent: None

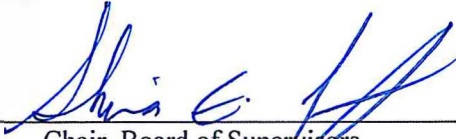
 \_\_\_\_\_  
Chair, Board of Supervisors  
Shiva Frentzen

Exhibit A

El Dorado County

TIM Fee Program Update Nexus and Funding Model

**Table 1: Hwy 50 TIM Fee Schedule - 2017 Update**

	EDU <sup>1</sup>	Fee per:	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6	Zone 7	Zone 8
<b>Residential</b>	<i>Cost per EDU<sup>1</sup> &gt;&gt;</i>		\$ 1,718	\$ 20,710	\$ 20,710	\$ 2,310	\$ 2,960	\$ 2,608	\$ 1,899	\$ 5,229
Single Family Not Age Restricted	1.00	Dwelling Unit	\$ 1,718	\$20,710	\$20,710	\$ 2,310	\$ 2,960	\$ 2,608	\$ 1,899	\$ 5,229
Multi-Family Not Age Restricted	0.62	Dwelling Unit	\$ 1,065	\$12,840	\$12,840	\$ 1,432	\$ 1,835	\$ 1,617	\$ 1,177	\$ 3,242
Single Family Age Restricted	0.27	Dwelling Unit	NA	\$ 5,592	\$ 5,592	NA	NA	NA	NA	\$ 1,412
Multi-Family Age Restricted	0.25	Dwelling Unit	NA	\$ 5,178	\$ 5,178	NA	NA	NA	NA	\$ 1,307
<b>Nonresidential</b>	<i>Cost per EDU<sup>1</sup> &gt;&gt;</i>		\$ 996	\$ 12,012	\$ 12,012	\$ 1,340	\$ 1,717	\$ 1,513	\$ 1,101	\$ 3,033
General Commercial	0.51	Bldg. Sq. Ft.	\$ 0.51	\$ 6.13	\$ 6.13	\$ 0.68	\$ 0.88	\$ 0.77	\$ 0.56	\$ 1.55
Hotel/Motel/B&B	0.08	Room	\$ 80	\$ 961	\$ 961	\$ 107	\$ 137	\$ 121	\$ 88	\$ 243
Church	0.10	Bldg. Sq. Ft.	\$ 0.10	\$ 1.20	\$ 1.20	\$ 0.13	\$ 0.17	\$ 0.15	\$ 0.11	\$ 0.30
Office/Medical	0.33	Bldg. Sq. Ft.	\$ 0.33	\$ 3.96	\$ 3.96	\$ 0.44	\$ 0.57	\$ 0.50	\$ 0.36	\$ 1.00
Industrial/Warehouse	0.23	Bldg. Sq. Ft.	\$ 0.23	\$ 2.76	\$ 2.76	\$ 0.31	\$ 0.39	\$ 0.35	\$ 0.25	\$ 0.70

<sup>1</sup> "EDU" (equivalent dwelling unit) equals the demand placed on the transportation network relative to one single family detached dwelling unit. EDU factors are expressed per dwelling unit for residential development, per room for hotel/motel/B&B, and per 1,000 square feet for all other nonresidential development.  
 NA = Not Applicable  
 Source: Traffic Impact Mitigation Fee Program Update Nexus & Funding Model (El Dorado County, 2017).

**Table 2: Local Roads TIM Fee Schedule - 2017 Update**

	EDU <sup>1</sup>	Fee per:	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6	Zone 7	Zone 8
<b>Residential</b>	<i>Cost per EDU<sup>1</sup> &gt;&gt;</i>		\$ 1,659	\$ 10,603	\$ 10,603	\$ 1,950	\$ 2,056	\$ 3,516	\$ 2,731	\$ 15,699
Single Family Not Age Restricted	1.00	Dwelling Unit	\$ 1,659	\$10,603	\$10,603	\$ 1,950	\$ 2,056	\$ 3,516	\$ 2,731	\$15,699
Multi-Family Not Age Restricted	0.62	Dwelling Unit	\$ 1,029	\$ 6,574	\$ 6,574	\$ 1,209	\$ 1,275	\$ 2,180	\$ 1,693	\$ 9,733
Single Family Age Restricted	0.27	Dwelling Unit	NA	\$ 2,863	\$ 2,863	NA	NA	NA	NA	\$ 4,239
Multi-Family Age Restricted	0.25	Dwelling Unit	NA	\$ 2,651	\$ 2,651	NA	NA	NA	NA	\$ 3,925
<b>Nonresidential</b>	<i>Cost per EDU<sup>1</sup> &gt;&gt;</i>		\$ 962	\$ 6,150	\$ 6,150	\$ 1,131	\$ 1,192	\$ 2,039	\$ 1,584	\$ 9,105
General Commercial	0.51	Bldg. Sq. Ft.	\$ 0.49	\$ 3.14	\$ 3.14	\$ 0.58	\$ 0.61	\$ 1.04	\$ 0.81	\$ 4.64
Hotel/Motel/B&B	0.08	Room	\$ 77	\$ 492	\$ 492	\$ 90	\$ 95	\$ 163	\$ 127	\$ 728
Church	0.10	Bldg. Sq. Ft.	\$ 0.10	\$ 0.62	\$ 0.62	\$ 0.11	\$ 0.12	\$ 0.20	\$ 0.16	\$ 0.91
Office/Medical	0.33	Bldg. Sq. Ft.	\$ 0.32	\$ 2.03	\$ 2.03	\$ 0.37	\$ 0.39	\$ 0.67	\$ 0.52	\$ 3.00
Industrial/Warehouse	0.23	Bldg. Sq. Ft.	\$ 0.22	\$ 1.41	\$ 1.41	\$ 0.26	\$ 0.27	\$ 0.47	\$ 0.36	\$ 2.09

<sup>1</sup> "EDU" (equivalent dwelling unit) equals the demand placed on the transportation network relative to one single family detached dwelling unit. EDU factors are expressed per dwelling unit for residential development, per room for hotel/motel/B&B, and per 1,000 square feet for all other nonresidential development.  
 NA = Not Applicable  
 Source: Traffic Impact Mitigation Fee Program Update Nexus & Funding Model (El Dorado County, 2017).

Exhibit A

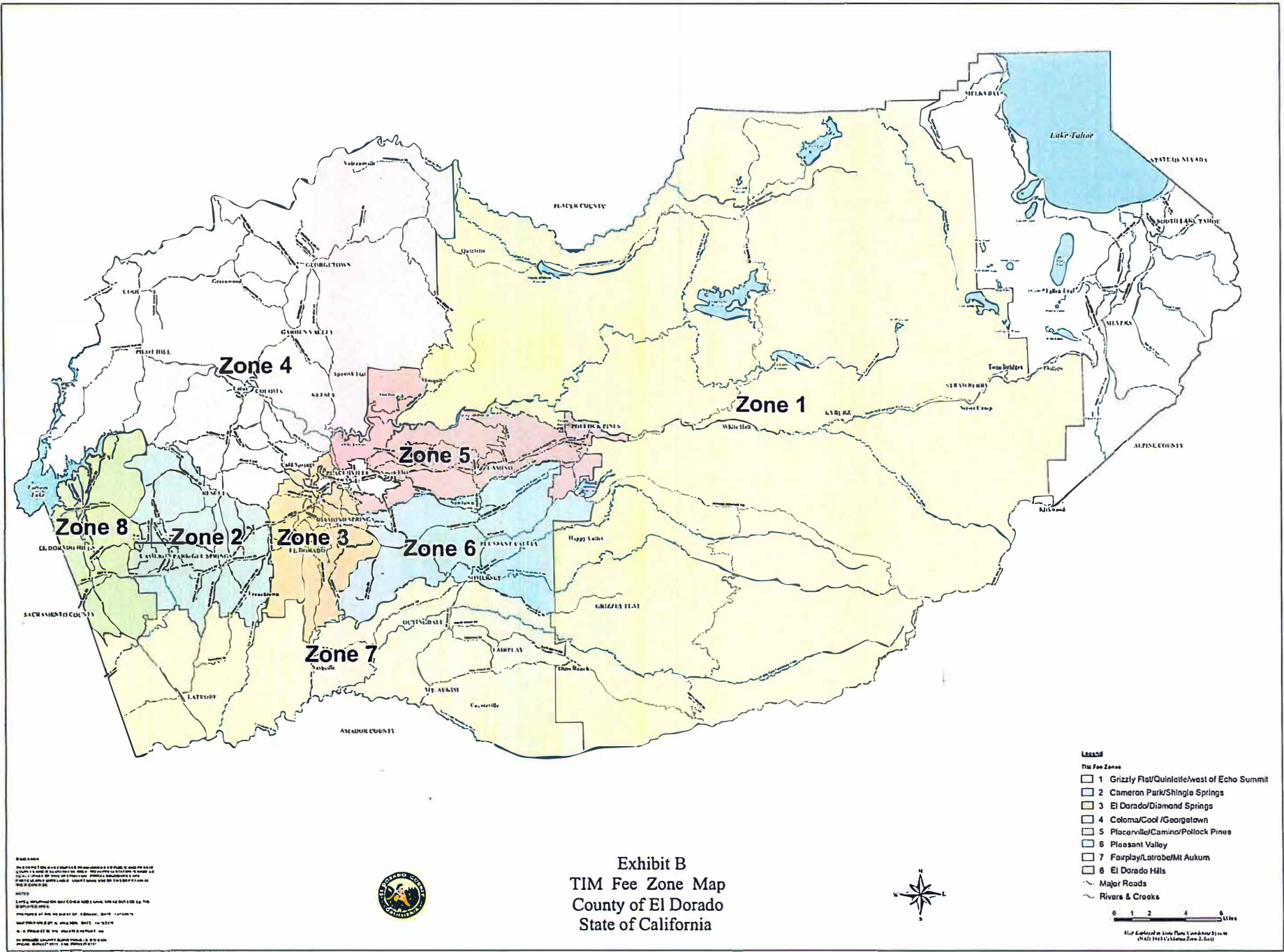
El Dorado County

TIM Fee Program Update Nexus and Funding Model

Table 3: Total TIM Fee Schedule - 2017 Update

	EDU <sup>1</sup>	Fee per:	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6	Zone 7	Zone 8
<b>Residential</b>	<i>Cost per EDU<sup>1</sup> &gt;&gt;</i>		\$ 3,377	\$ 31,313	\$ 31,313	\$ 4,260	\$ 5,016	\$ 6,124	\$ 4,630	\$ 20,928
Single Family Not Age Restricted	1.00	Dwelling Unit	\$ 3,377	\$31,313	\$31,313	\$ 4,260	\$ 5,016	\$ 6,124	\$ 4,630	\$20,928
Multi-Family Not Age Restricted	0.62	Dwelling Unit	\$ 2,094	\$19,414	\$19,414	\$ 2,641	\$ 3,110	\$ 3,797	\$ 2,870	\$12,975
Single Family Age Restricted	0.27	Dwelling Unit	NA	\$ 8,455	\$ 8,455	NA	NA	NA	NA	\$ 5,651
Multi-Family Age Restricted	0.25	Dwelling Unit	NA	\$ 7,829	\$ 7,829	NA	NA	NA	NA	\$ 5,232
<b>Nonresidential</b>	<i>Cost per EDU<sup>1</sup> &gt;&gt;</i>		\$ 1,958	\$ 18,162	\$ 18,162	\$ 2,471	\$ 2,909	\$ 3,552	\$ 2,685	\$ 12,138
General Commercial	0.51	Bldg. Sq. Ft.	\$ 1.00	\$ 9.27	\$ 9.27	\$ 1.26	\$ 1.49	\$ 1.81	\$ 1.37	\$ 6.19
Hotel/Motel/B&B	0.08	Room	\$ 157	\$ 1,453	\$ 1,453	\$ 197	\$ 232	\$ 284	\$ 215	\$ 971
Church	0.10	Bldg. Sq. Ft.	\$ 0.20	\$ 1.82	\$ 1.82	\$ 0.24	\$ 0.29	\$ 0.35	\$ 0.27	\$ 1.21
Office/Medical	0.33	Bldg. Sq. Ft.	\$ 0.65	\$ 5.99	\$ 5.99	\$ 0.81	\$ 0.96	\$ 1.17	\$ 0.88	\$ 4.00
Industrial/Warehouse	0.23	Bldg. Sq. Ft.	\$ 0.45	\$ 4.17	\$ 4.17	\$ 0.57	\$ 0.66	\$ 0.82	\$ 0.61	\$ 2.79

<sup>1</sup> "EDU" (equivalent dwelling unit) equals the demand placed on the transportation network relative to one single family detached dwelling unit. EDU factors are expressed per dwelling unit for residential development, per room for hotel/motel/B&B, and per 1,000 square feet for all other nonresidential development.  
 NA = Not Applicable  
 Source: Traffic Impact Mitigation Fee Program Update Nexus & Funding Model (El Dorado County, 2017).



**BOUNDARIES**  
 The County of El Dorado is a public corporation and a political subdivision of the State of California. It is organized under the provisions of the California Constitution and the State Constitution. The County is a public corporation and a political subdivision of the State of California. It is organized under the provisions of the California Constitution and the State Constitution. The County is a public corporation and a political subdivision of the State of California. It is organized under the provisions of the California Constitution and the State Constitution.

**NOTES**  
 1. This map is a representation of the County's boundaries and is not intended to be a legal boundary. It is for informational purposes only.  
 2. The County is a public corporation and a political subdivision of the State of California. It is organized under the provisions of the California Constitution and the State Constitution. The County is a public corporation and a political subdivision of the State of California. It is organized under the provisions of the California Constitution and the State Constitution.



Exhibit B  
 TIM Fee Zone Map  
 County of El Dorado  
 State of California



**Legend**

**TIM Fee Zones**

- 1 Grizzly Flat/Quinlot/West of Echo Summit
- 2 Cameron Park/Shingle Springs
- 3 El Dorado/Diamond Springs
- 4 Coloma/Cool/Georgetown
- 5 Placerville/Camino/Pollock Pine
- 6 Pleasant Valley
- 7 Fairplay/Latrobe/Mt Aukum
- 8 El Dorado Hills

Major Roads  
 Rivers & Creeks

0 1 2 4 6 Miles

Map Explains in State Plane Coordinate System  
 (NAD 1983) UTM Zone 11N