

2018 Minor Technical TIM Fee Program and Schedule Update



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CEDAC Presentation
July 12, 2018

Agenda

Background

Overview of the Technical Update

2018 TIM Fee Schedule

Next Steps

Background



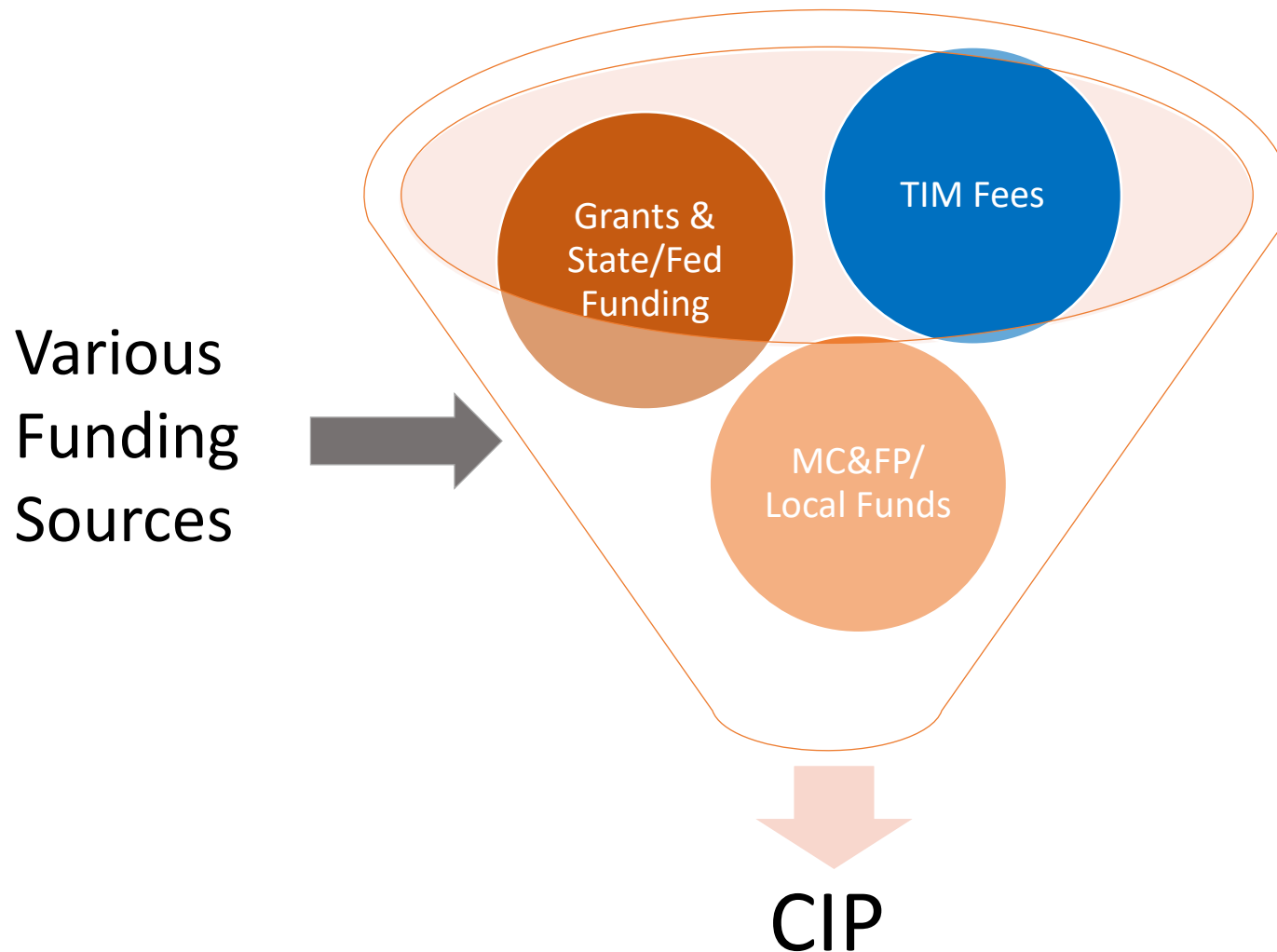
- A TIM Fee is a fee levied by a local government or public agency to ensure that new development projects pay for all or their portion of the costs of providing public infrastructure or services attributable to new development.
- TIM Fees are one of the funding sources for Capital Improvement Program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

Background

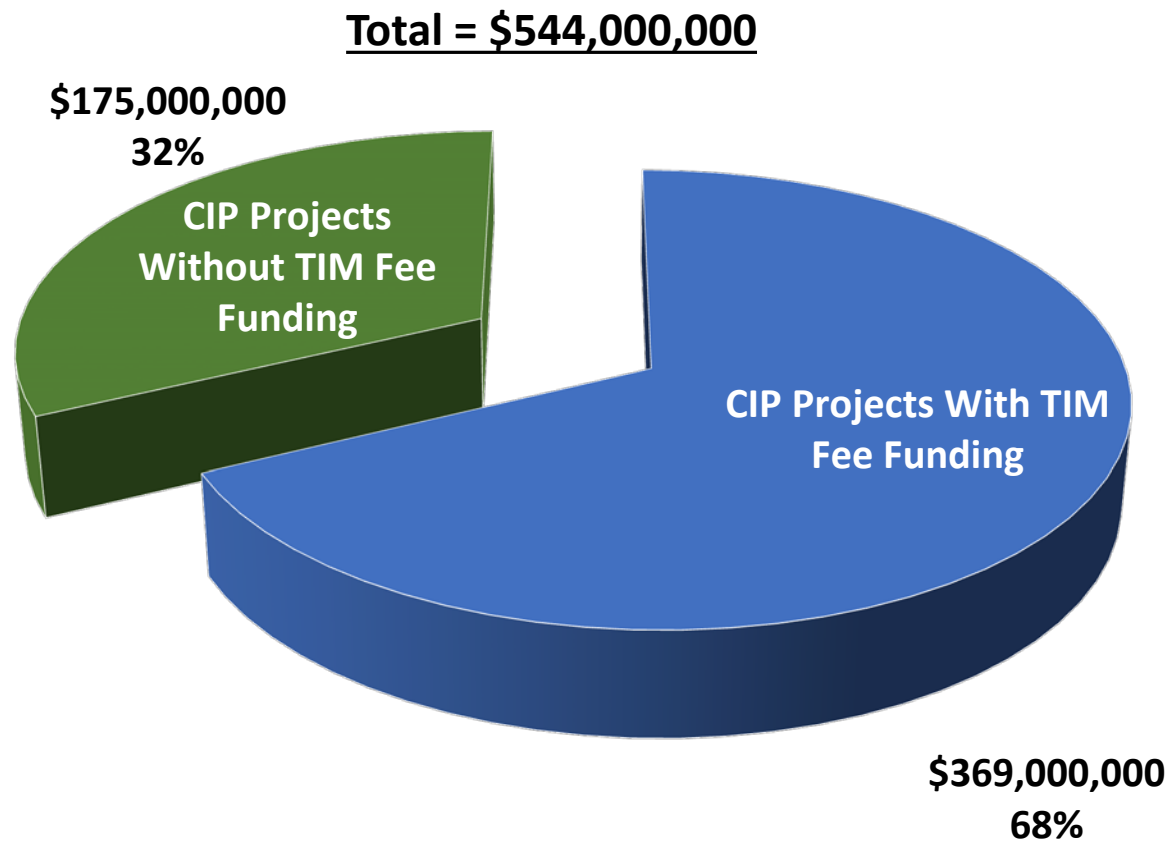
MEASURE TC-B

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

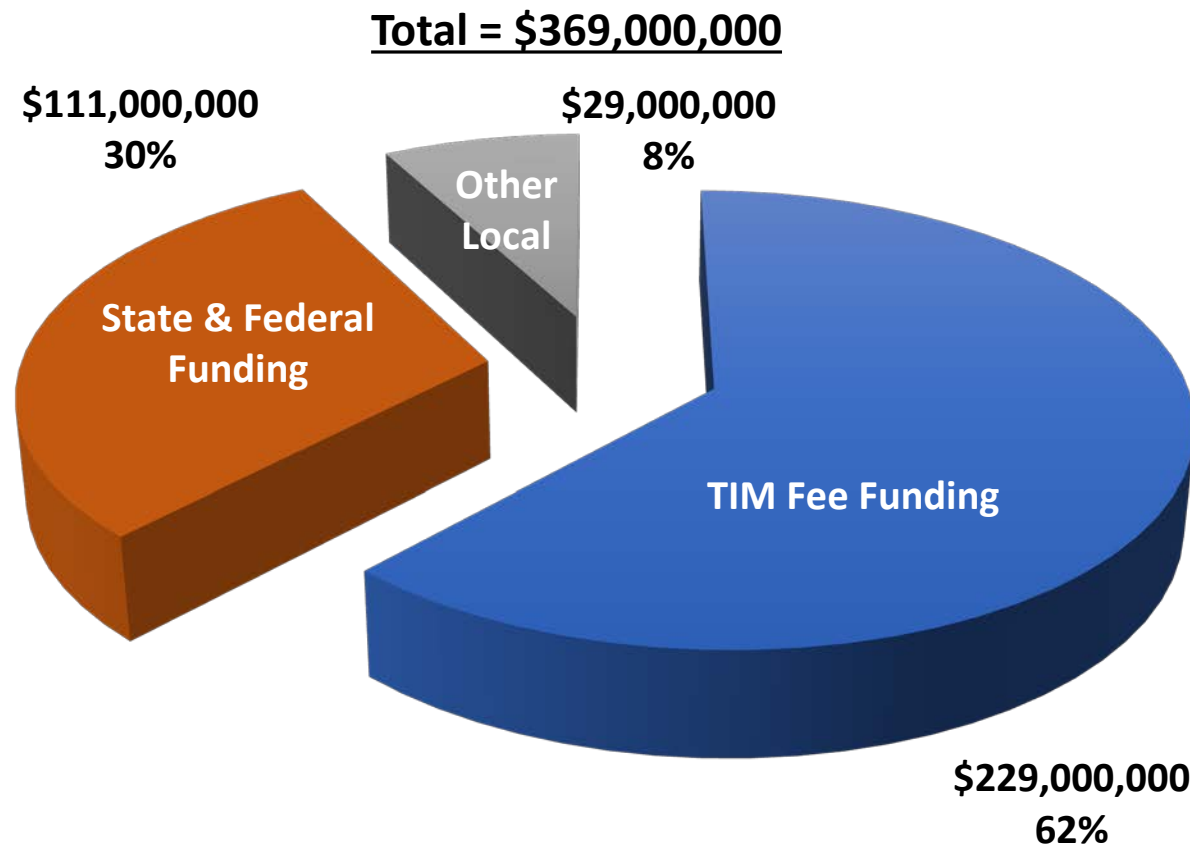
Background



CIP History FY2004-2018



CIP History TIM Fee Projects Only



FY 2004-2018

Overview of the Technical Update

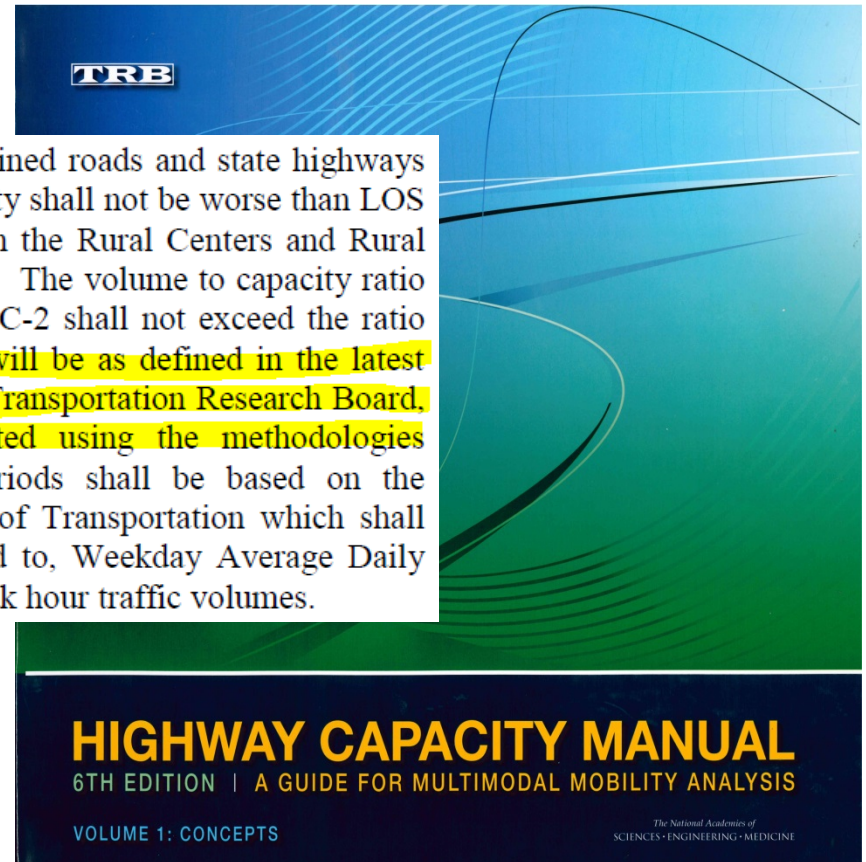


Overview of the Technical Update

HCM 6th Edition Update

Policy TC-Xd

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



Overview of the Technical Update

Projects Added:

- Bass Lake Rd Widening – US 50 to Serrano Pkwy
- Latrobe Rd Widening – Investment Blvd. to Golden Foothill Pkwy (S)
- US 50 WB Auxiliary Lane – Cameron Park Dr to Cambridge Rd

Project Revised:

- Cameron Park Dr – Palmer Dr to Sudbury Rd

Project Removed:

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

Net Effect to TIM Fee Program: Added \$33.2 million in project costs

**TIM Fee
Zone 8**

Bell
Woods

**TIM Fee
Zone 2**

Bell
Ranch

Scenario 1: Existing Zones

**TIM Fee
Zone 8**

Bell
Woods

**TIM Fee
Zone 2**

Bell
Ranch

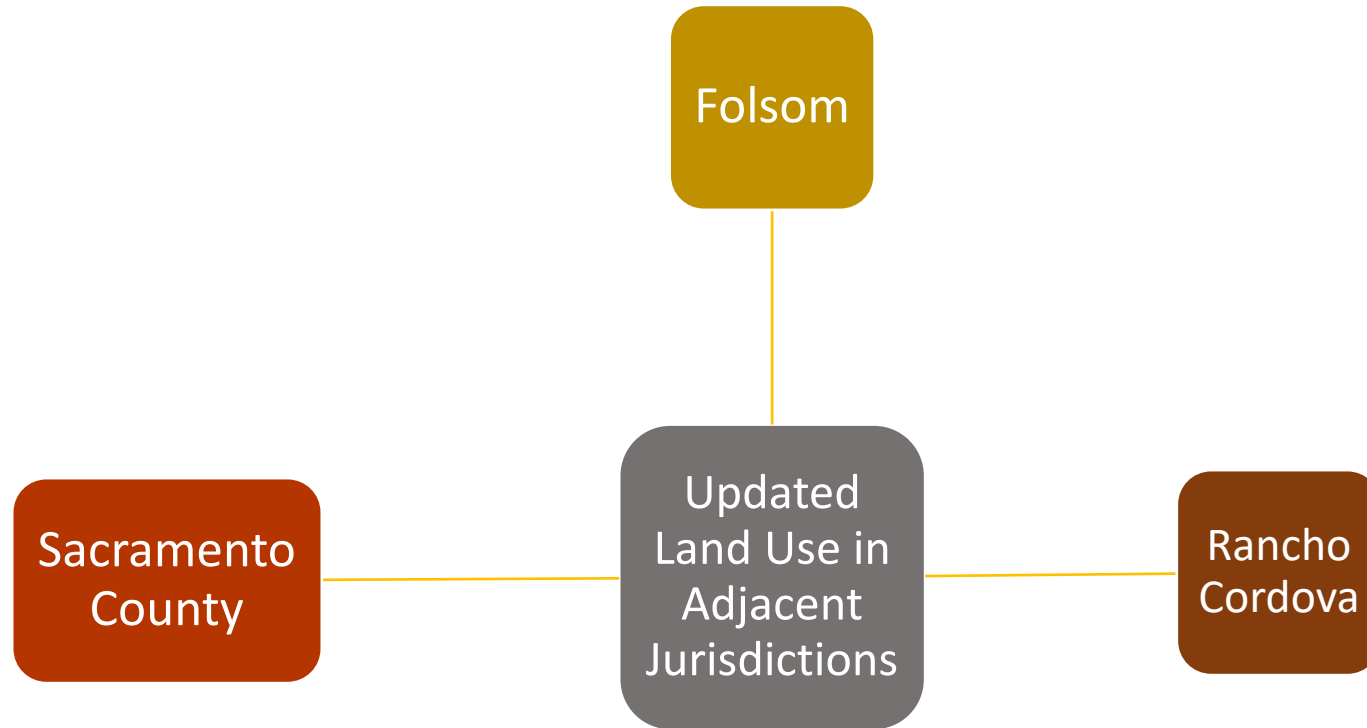
COUNTRY CL

US HWY 50

**Net Effect to TIM Fee
Program: None**

Scenario 2: Potential Zones

Overview of the Technical Update



Net Effect to TIM Fee Program: Added \$4.2 million in project costs

Overview of the Technical Update

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

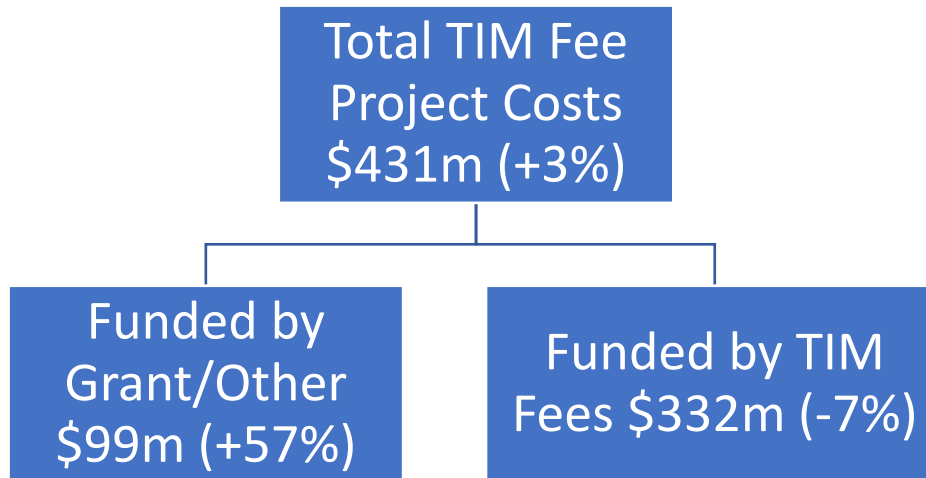


Net Effect to TIM Fee Program: Removed \$25.4 million in project costs

2018 TIM Fee Schedule

El Dorado
COUNTY LINE

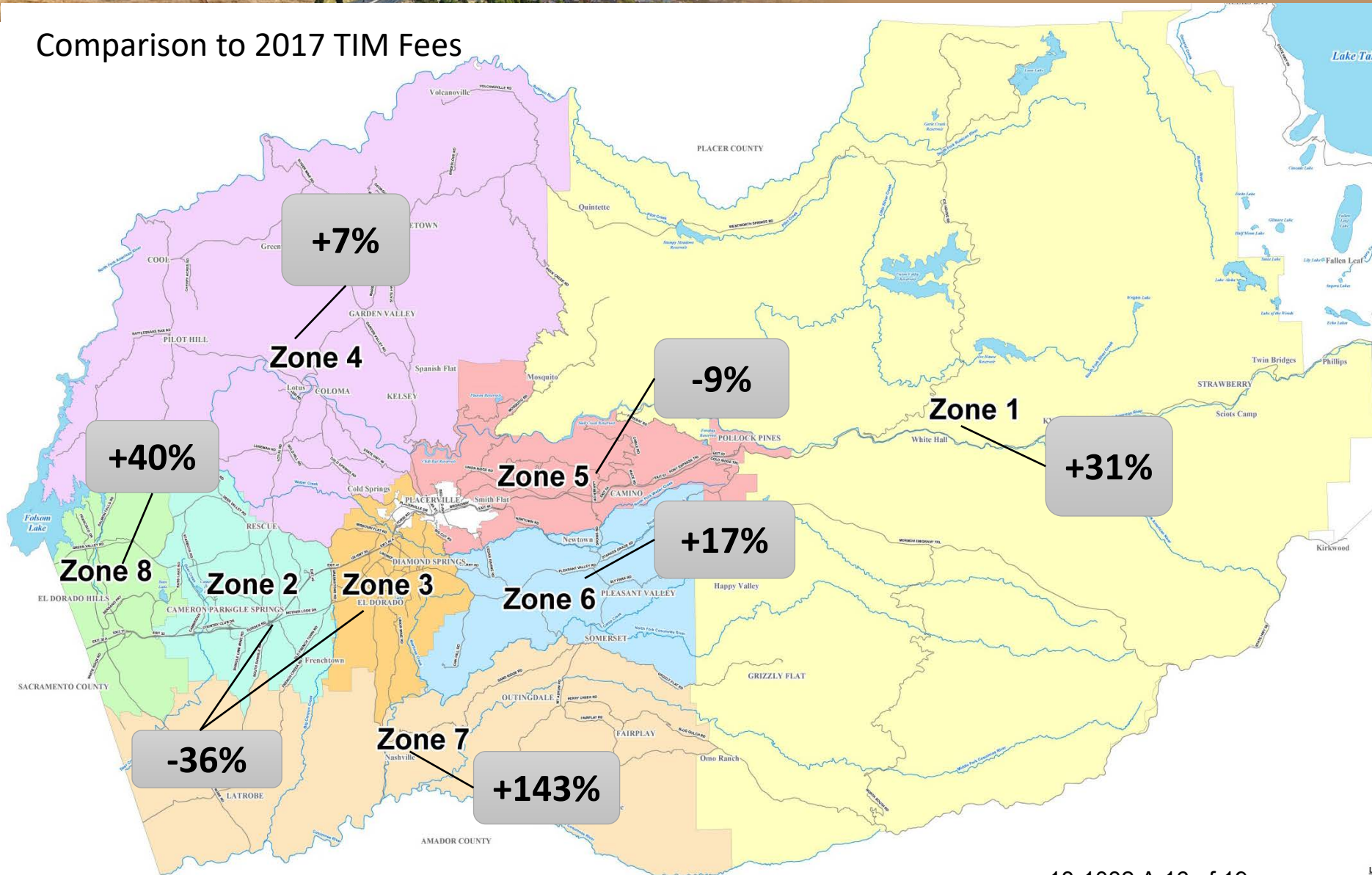
2018 TIM Fee Schedule



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

¹ "EDU" (equivalent dwelling unit) equals the demand placed on the transportation network relative to one single family detached dwelling unit. EDU factors are expressed per dwelling unit for residential development, per room for hotel/motel/B&B, and per 1,000 square feet for all other nonresidential development. Source: Tables 4 and 14.

Comparison to 2017 TIM Fees



Next Steps

El Dorado
COUNTY LINE

Next Steps

BOS Hearing on June 26, 2018 at 3 PM

TIM Fees go into effect 60 days after approval.

Annual Update next Spring/Summer

Questions?

El Dorado
COUNTY LINE