



Legislation Details (With Text)

File #: 20-1062 **Version:** 1

Type: Agenda Item **Status:** Approved

File created: 8/6/2020 **In control:** Board of Supervisors

On agenda: 8/25/2020 **Final action:** 8/25/2020

Title: Department of Transportation recommending the Board consider the following pertaining to the Major Update of the Traffic Impact Mitigation (TIM) Fee Program and the Capital Improvement Program (CIP):

- 1) Receive Technical Memorandum pertaining to the Analysis of rates by size for single family dwelling units (Attachment A) and provide direction as to next steps;
- 2) Receive and file Technical Memorandum on Smart Growth Discount (Attachment B); and
- 3) Receive information about the initial project list for the Major Update to the TIM Fee Program.

FUNDING: TIM Fees.

Sponsors:

Indexes:

Code sections:

Attachments: 1. A - Tech Memo - Analysis of Rates by Size of SFU, 2. B - Tech Memo - Smart Growth, 3. C - Tech Memo 1B (10-8-19 BOS Mtg) - Rates by size of SFU

Date	Ver.	Action By	Action	Result
8/25/2020	1	Board of Supervisors	Approved	Pass

Department of Transportation recommending the Board consider the following pertaining to the Major Update of the Traffic Impact Mitigation (TIM) Fee Program and the Capital Improvement Program (CIP):

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DISCUSSION / BACKGROUND

The Department of Transportation (Transportation) has been directed to accelerate the Major Update to the TIM Fee Program and the CIP (see September 17, 2019, Item 32). This is the seventh workshop to discuss policy items related to the implementation of the TIM Fee Program. Two technical memoranda have been prepared by the County's consultant, DKS & Associates (DKS). Each technical memorandum covers a specific policy subject as it relates to implementation of the TIM Fee Program.

The County's TIM Fee 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. For non-residential development, current land use categories include general commercial, hotel/motel/B&B, church, office/medical, and industrial/warehouse.

Most non-residential development generally falls into one of these above listed categories, although a

“per trip” fee may be charged when the County determines that use of the categories is not appropriate. This may be due to an uncommon land use or any other factors that, at the County’s sole discretion, render the category unrepresentative of the expected trip generation of the proposed land use.

Technical Memorandum: Analysis of Rates by Size of Single Family Unit (Attachment A).

This Technical Memorandum is additional information for Technical Memorandum 1B - Rates by size of Single-Family Unit (Attachment C). Technical Memorandum 1B was presented to the Board on October 8, 2019 (Item 26). The Board directed staff to include the methodology in the TIM Fee update. Various members of the Building Industry Association felt that categories of the sizes of the homes did not reflect El Dorado County building. The County’s consultant did additional research and using statistical data and calculations determined that the El Dorado County TIM Fees for the Single Family Unit could be broken into six categories based on size. Staff did request the consultant provide options for less than six categories, and the final page of Attachment A reflects three additional options, one with three categories and two with four categories.

Option A would provide for a greater number of categories, including a category for homes built at less than 1,000 square feet. However, this number of categories may be more difficult to administer. During 2018 and 2019, only two homes were constructed that were less than 1,000 square feet in El Dorado County. In order to provide an incentive to build smaller homes, and to optimize the efficiency of the program. Staff is recommending the Board adopt Option C with either three or four categories.

Technical Memorandum: El Dorado County TIM Fee Smart Growth Discount (Attachment B).

The Mitigation Fee Act (MFA) requires a fee discount for Smart Growth. During the last Major Update it was determined that no area within the unincorporated area of El Dorado County meets the MFA criteria for the Smart Growth discount.

This Technical Memorandum documents the update of the information for the unincorporated areas of El Dorado County. We do not have any areas that meet the criteria for the Smart Growth discount. However, strides are being made toward the development of a transit station that can assist the County in meeting the criteria within the MFA. The El Dorado County Transportation Commission (EDCTC) acquired a grant to identify ways to increase the productivity of the Transit Center site and transform it into a mobility hub. The *County Line Multi-Modal Transit Center Study*, (September 2019) has identified potential locations for a future mobility hub that could help meet the MFA criteria for a Smart Growth discount. The El Dorado County Transit Authority (El Dorado Transit) has identified their preferred sites for a future mobility hub. This technical memorandum uses those locations to determine the extent of potential Smart Growth discounts. Any Smart Growth discount would need to be offset with funding from other categories to keep the TIM Fee program fully funded.

Transportation recommends the Board direct staff to incorporate a Smart Growth discount into the TIM Fee program once El Dorado Transit has constructed the County Line Multi-Modal Transit Center for development that meets the criteria in the MFA.

Initial List of Projects for Inclusion in the Major Update to the TIM Fee Program.

The County’s Consultant Kimley-Horn has used the El Dorado County Travel Demand Model to

determine the list of projects to be included in the Major Update to the TIM Fee Program. The Travel Demand Model has been updated to reflect the approved growth projections, the latest road improvements, and the growth that has occurred since the last major update. The initial list of projects has not changed from the current list of projects in the current TIM Fee Program. However, the interchange projects at Bass Lake Road, Cambridge Road, and El Dorado Road may be scaled back to a project less than full replacement of the interchange. Additional analysis is required to fully scope the downsizing of these projects.

NEXT STEPS

Based on input from the Board, County staff and our Consultants will incorporate the direction from the Board to the Major Update to the TIM Fee program.

ALTERNATIVES

N/A

PRIOR BOARD ACTION

May 14, 2019 (Item 41) the Board directed staff to move forward with the major update to the TIM Fee Program.

September 17, 2019 (Item 32) the Board directed staff to expedite the 2020 Major TIM Fee update and provide public outreach by holding workshops at the Board.

October 8, 2019 (Item 26) the Board received Technical Memorandum 1A: Vehicle Miles Traveled Based Equivalent Dwelling Units Rates, Technical Memorandum 1B: Fee Rates by Size of Single-Family Unit, Technical Memorandum 1C: Age-Restricted Fee Category, and the proposed schedule for the Major Update to the TIM Fee Program and Capital Improvement Program (CIP).

October 22, 2019 (Item 21) the Board approved Agreement 4324 with DKS Associates in the amount of \$300,000 to provide staff assistance in developing the Major Update to the TIM Fee Program and CIP.

November 19, 2019 (Item 35) the Board approved the use of a 0.70% annual growth rate for residential growth and 0.67% annual growth rate for non-residential growth for the next twenty year period for the TIM Fee Major Update.

December 17, 2019 (Item 53) the Board gave direction to staff to continue to pursue the eight (8) TIM Fee zones and to explore a 20 year Benefit Cost Analysis.

February 11, 2020 (Item 23) the Board gave direction to staff to: 1) Set 10% as the level of Grant Funding for the non-residential offset that staff should assume in the TIM Fee Update; 2) Provide the Board an analysis of both the current percentage (62%) and the previous percent (65%) as the basis for shifting non-residential equivalent dwelling units to residential uses; 3) Direct staff to review the employment data in conjunction with each future major update to the TIM Fee program; 4) Direct staff to analyze both the current methodology and the methodology to only shift retail /commercial and office uses; and 5) Return to the Board with historical numbers for the different non-residential categories of use for TIM Fees.

March 17, 2020 (Item 28) the Board approved the El Dorado Countywide Housing and Employment Projections, 2018 - 2040 Memoranda.

April 21, 2020 (Item 26) the Board gave direction that cannabis processing shall be treated as a light industrial facility for purposes of the TIM fee assessment, continue the use of a per trip category for wineries, and use 62% as the basis for shifting non-residential equivalent dwelling units to residential uses in the TIM fee program.

OTHER DEPARTMENT / AGENCY INVOLVEMENT

Planning and Building Department

CAO
Auditor-Controller
County Counsel

CAO RECOMMENDATION / COMMENTS

It is recommended that the Board receive and file the Technical Memoranda and approve DOT recommendations.

FINANCIAL IMPACT

There is no change to Net County Cost associated with this agenda item.

CLERK OF THE BOARD FOLLOW UP ACTIONS

N/A

STRATEGIC PLAN COMPONENT

TIM Fee funding is a major funding source for the CIP, which is a vital part of the Infrastructure component of the County Strategic Plan. Adequate infrastructure is necessary for the Economic Development component and is a requirement of the County General Plan. Safe roads are a crucial factor in the Public Safety component of the County Strategic Plan.

CONTACT

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