



**RESOLUTION NO. \_\_\_\_\_**  
**OF THE BOARD OF SUPERVISORS OF THE COUNTY OF EL DORADO**

**RESOLUTION**  
**Adopting the 2004 General Plan Traffic Impact Mitigation (TIM) Fee**  
**Program and Adopting New TIM Fee Rates**

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

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

**WHEREAS**, the County prepared a new General Plan entitled "2004 El Dorado County General Plan: A Plan for Managed Growth and Open Roads; A Plan for Quality Neighborhoods and Traffic Relief", and in July of 2004 adopted that plan; and

**WHEREAS**, in August 2004 the Board of Supervisors directed staff to develop an integrated traffic impact mitigation fee program pursuant to Measure TC-B of the 2004 General Plan that would implement the transportation and circulation policies in the 2004 General Plan; and

**WHEREAS**, staff, with the assistance of numerous consultants and the Community Advisory Committee that the Board created to provide public input to the process, reviewed numerous fee scenarios to implement the policies of the General Plan; and

**WHEREAS** pursuant to Government Code Section 66001 et seq., the County adopted an Interim 2004 General Plan Traffic Impact Mitigation (TIM) Fee Program on September 20, 2005, with Resolution 292-2005; and

**WHEREAS** the Board adopted Resolution 189-2006 on June 20, 2006 approving an inflation adjustment of 44 percent to the Interim 2004 General Plan TIM Fee program; and

**WHEREAS** pursuant to Government Code Section 66001 et seq., the County has directed the preparation the 2004 General Plan Traffic Impact Mitigation (TIM) Fee Program final report by the Department of Transportation; and

**WHEREAS** studies were conducted to analyze the impacts of contemplated future development on existing public facilities in the County, and to determine the need for new public facilities and improvements required by the new development; and

**WHEREAS** said studies set forth the relationship between new development, the needed facilities, and the estimated costs of these improvements; and

**WHEREAS** the County has conducted a full review of the project pursuant to the California Environmental Quality Act (CEQA) and has, through Resolution \_\_\_\_-2006, certified a Supplement to the 2004 General Plan Environmental Impact Report which documents the potential increase in the severity of one impact identified in the 2004 General Plan Environmental Impact Report; and

**WHEREAS** the facts and evidence presented in the reports, analyses, and a public hearing at the Board of Supervisors establish that there is a reasonable relationship between the need for the described public facilities and the impacts of the types of development described, for which the corresponding fee is charged; and

**WHEREAS** the facts and evidence presented in the reports, analyses, and a public hearing at the Board of Supervisors establish there is a reasonable relationship between the fee's use and the type of development for which the fee is charged (document package on file with the Clerk of the Board of Supervisors and at the Department of Transportation); and

**WHEREAS** the Board of Supervisors has determined that Federal and State of California transportation improvement grants are not County tax revenues as described in Policy TC-Xa, Subsection 4., and that the estimated grant revenue from these sources has been appropriately distributed to project costs in the fee program calculations; and

**WHEREAS** the County determined that the funds collected under this fee program shall be placed in three separate funds: for Highway 50 improvements, for local roads in El Dorado Hills and for all other local roads; and

**WHEREAS** the inflation adjusted Interim 2004 General Plan TIM Fee Program fee rates took effect on Saturday, August 19, 2006 and the rates of the proposed TIM Fee Program will take effect on October 21, 2006, and in all cases the proposed new fee rates are less than those contained in the Interim TIM Fee Program with the most pronounced difference in the non-residential rates which increase 4.9% in the proposed TIM Fee Program instead of the 44% increase in the inflation-adjusted Interim Fee Program.

**WHEREAS** after a full public hearing during which the fee structure was studied and reviewed the Board determined to adopt the fee structure as presented by staff at the public hearing;

**NOW THEREFORE, BE IT RESOLVED:**

A. The Board of Supervisors hereby adopts the 2004 General Plan Traffic Impact Mitigation Fee Program and the fees as shown in the attached Exhibit A within each of the areas of benefit shown on the map in Exhibit C.

B. Those building permit applicants that have final applications submitted and accepted after the effective date of the new 2004 General Plan TIM Fee Program (October 21, 2006) will pay the fee rate(s) listed in the attached Exhibit A.

C. Those building permit applicants that have final applications submitted and accepted between August 19, 2006 and October 21, 2006 will be required to pay TIM fees at the rates adopted in this new 2004 General Plan TIM Fee program.

D. All TIM Fee Program receipts are to be expended on projects and in the proportions shown on Exhibit B.

E. All references to earlier programs in agreements, conditions of approval, mitigation measures, etc., will be assumed to apply to the new TIM Fee Program where:

- a. References to the former RIF are assumed to also include the new 2004 EDH TIM
- b. References to the former TIM are assumed to also include the new 2004 TIM
- c. References to the former State TIM and the former Interim Highway 50 programs are assumed to also include the new 2004 Highway 50 TIM.

**PASSED AND ADOPTED** by the Board of Supervisors of the County of El Dorado at a regular meeting of said Board, held on the \_\_\_\_\_ day of \_\_\_\_\_, 2006, by the following vote of said Board:

**ATTEST**  
**CINDY KECK**  
Clerk of the Board of Supervisors

**Ayes:**  
**Noes:**  
**Absent:**

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

\_\_\_\_\_  
Chairman, Board of Supervisors

**I CERTIFY THAT:**  
**THE FOREGOING INSTRUMENT IS A CORRECT COPY OF THE ORIGINAL ON FILE IN THIS OFFICE.**

**DATE** \_\_\_\_\_

**ATTEST: CINDY KECK, Clerk of the Board of Supervisors of the County of El Dorado, State of California**

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

**EXHIBIT A****TO RESOLUTION SETTING THE 2004 GENERAL PLAN TRAFFIC IMPACT  
MITIGATION FEE****FEE ZONE NUMBER 1**

<b>PROJECT</b>	<b>HIGHWAY 50 COMPONENT</b>	<b>LOCAL ROAD COMPONENT</b>	<b>FEE TOTAL</b>
Single-family Residential	\$3,310	\$11,800	\$15,110
Multi-family Residential	\$2,160	\$7,700	\$9,860
High-Trip Commercial (per sq. foot)	\$2.25	\$14.70	\$16.95
General Commercial (per sq. foot)	\$1.05	\$6.85	\$7.90
Office (per sq. foot)	\$0.27	\$1.76	\$2.03
Industrial (per sq. foot)	\$0.17	\$1.11	\$1.28
Warehouse (per sq. foot)	\$0.09	\$0.56	\$0.64
Church (per sq. foot)	\$0.09	\$0.56	\$0.64
Gas Station (per pump)	\$1,060	\$6,910	\$7,970
Golf Course (per hole)	\$861	\$5,620	\$6,481
Campground (per campsite)	\$341	\$2,230	\$2,571
Bed & Breakfast (per rented room)	\$171	\$1,120	\$1,291

**FEE ZONE NUMBER 2**

<b>PROJECT</b>	<b>HIGHWAY 50 COMPONENT</b>	<b>LOCAL ROAD COMPONENT</b>	<b>FEE TOTAL</b>
Single-family Residential	\$10,700	\$26,300	\$37,000
Multi-family Residential	\$6,930	\$17,200	\$24,130
High-Trip Commercial (per sq. foot)	\$6.98	\$16.20	\$23.18
General Commercial (per sq. foot)	\$3.27	\$7.58	\$10.85
Office (per sq. foot)	\$0.84	\$1.94	\$2.78
Industrial (per sq. foot)	\$0.54	\$1.23	\$1.77
Warehouse (per sq. foot)	\$0.27	\$0.62	\$0.89
Church (per sq. foot)	\$0.27	\$0.62	\$0.89
Gas Station (per pump)	\$3,090	\$7,160	\$10,250
Golf Course (per hole)	\$2,690	\$6,220	\$8,910
Campground (per campsite)	\$1,020	\$2,350	\$3,370
Bed & Breakfast (per rented room)	\$508	\$1,180	\$1,688

**FEE ZONE NUMBER 3**

<b>PROJECT</b>	<b>HIGHWAY 50 COMPONENT</b>	<b>LOCAL ROAD COMPONENT</b>	<b>FEE TOTAL</b>
Single-family Residential	\$10,700	\$26,300	\$37,000
Multi-family Residential	\$6,930	\$17,200	\$24,130
High-Trip Commercial (per sq. foot)	\$4.12	\$19.10	\$23.22
General Commercial (per sq. foot)	\$1.93	\$8.92	\$10.85
Office (per sq. foot)	\$0.49	\$2.29	\$2.78
Industrial (per sq. foot)	\$0.31	\$1.45	\$1.76
Warehouse (per sq. foot)	\$0.16	\$0.73	\$0.88
Church (per sq. foot)	\$0.16	\$0.73	\$0.88
Gas Station (per pump)	\$1,830	\$8,430	\$10,260
Golf Course (per hole)	\$1,590	\$7,320	\$8,910
Campground (per campsite)	\$598	\$2,770	\$3,368
Bed & Breakfast (per rented room)	\$300	\$1,390	\$1,690

**FEE ZONE NUMBER 4**

<b>PROJECT</b>	<b>HIGHWAY 50 COMPONENT</b>	<b>LOCAL ROAD COMPONENT</b>	<b>FEE TOTAL</b>
Single-family Residential	\$2,070	\$11,600	\$13,670
Multi-family Residential	\$1,350	\$7,550	\$8,900
High-Trip Commercial (per sq. foot)	\$2.70	\$15.70	\$18.40
General Commercial (per sq. foot)	\$1.26	\$7.32	\$8.58
Office (per sq. foot)	\$0.33	\$1.88	\$2.21
Industrial (per sq. foot)	\$0.21	\$1.19	\$1.40
Warehouse (per sq. foot)	\$0.11	\$0.60	\$0.70
Church (per sq. foot)	\$0.11	\$0.60	\$0.70
Gas Station (per pump)	\$1,260	\$7,300	\$8,560
Golf Course (per hole)	\$1,040	\$6,000	\$7,040
Campground (per campsite)	\$405	\$2,350	\$2,755
Bed & Breakfast (per rented room)	\$203	\$1,180	\$1,383

**FEE ZONE NUMBER 5**

<b>PROJECT</b>	<b>HIGHWAY 50 COMPONENT</b>	<b>LOCAL ROAD COMPONENT</b>	<b>FEE TOTAL</b>
Single-family Residential	\$3,080	\$10,800	\$13,880
Multi-family Residential	\$2,010	\$7,020	\$9,030
High-Trip Commercial (per sq. foot)	\$2.40	\$16.00	\$18.40
General Commercial (per sq. foot)	\$1.12	\$7.45	\$8.57
Office (per sq. foot)	\$0.28	\$1.91	\$2.19
Industrial (per sq. foot)	\$0.18	\$1.21	\$1.39
Warehouse (per sq. foot)	\$0.09	\$0.61	\$0.70
Church (per sq. foot)	\$0.09	\$0.61	\$0.70
Gas Station (per pump)	\$1,120	\$7,430	\$8,550
Golf Course (per hole)	\$918	\$6,110	\$7,028
Campground (per campsite)	\$360	\$2,400	\$2,760
Bed & Breakfast (per rented room)	\$181	\$1,210	\$1,391



**FEE ZONE NUMBER 6**

<b>PROJECT</b>	<b>HIGHWAY 50 COMPONENT</b>	<b>LOCAL ROAD COMPONENT</b>	<b>FEE TOTAL</b>
Single-family Residential	\$2,450	\$21,600	\$24,050
Multi-family Residential	\$1,600	\$14,100	\$15,700
High-Trip Commercial (per sq. foot)	\$2.14	\$16.30	\$18.44
General Commercial (per sq. foot)	\$1.00	\$7.58	\$8.58
Office (per sq. foot)	\$0.25	\$1.94	\$2.19
Industrial (per sq. foot)	\$0.16	\$1.23	\$1.39
Warehouse (per sq. foot)	\$0.08	\$0.62	\$0.70
Church (per sq. foot)	\$0.08	\$0.62	\$0.70
Gas Station (per pump)	\$997	\$7,560	\$8,557
Golf Course (per hole)	\$819	\$6,220	\$7,039
Campground (per campsite)	\$321	\$2,440	\$2,761
Bed & Breakfast (per rented room)	\$161	\$1,230	\$1,391

**FEE ZONE NUMBER 7**

<b>PROJECT</b>	<b>HIGHWAY 50 COMPONENT</b>	<b>LOCAL ROAD COMPONENT</b>	<b>FEE TOTAL</b>
Single-family Residential	\$3,330	\$11,900	\$15,230
Multi-family Residential	\$2,170	\$7,750	\$9,920
High-Trip Commercial (per sq. foot)	\$7.86	\$10.50	\$18.36
General Commercial (per sq. foot)	\$3.67	\$4.90	\$8.57
Office (per sq. foot)	\$0.94	\$1.26	\$2.20
Industrial (per sq. foot)	\$0.60	\$0.80	\$1.40
Warehouse (per sq. foot)	\$0.30	\$0.40	\$0.70
Church (per sq. foot)	\$0.30	\$0.40	\$0.70
Gas Station (per pump)	\$3,660	\$4,890	\$8,550
Golf Course (per hole)	\$3,010	\$4,050	\$7,060
Campground (per campsite)	\$1,180	\$1,580	\$2,760
Bed & Breakfast (per rented room)	\$592	\$790	\$1,381

**FEE ZONE NUMBER 8**

<b>PROJECT</b>	<b>HIGHWAY 50 COMPONENT</b>	<b>LOCAL ROAD COMPONENT</b>	<b>FEE TOTAL</b>
Single-family Residential	\$5,270	\$23,600	\$28,870
Multi-family Residential	\$3,440	\$15,400	\$18,840
High-Trip Commercial (per sq. foot)	\$2.20	\$16.40	\$18.60
General Commercial (per sq. foot)	\$1.04	\$7.74	\$8.78
Office (per sq. foot)	\$0.26	\$1.98	\$2.24
Industrial (per sq. foot)	\$0.17	\$1.26	\$1.43
Warehouse (per sq. foot)	\$0.09	\$0.63	\$0.72
Church (per sq. foot)	\$0.09	\$0.63	\$0.72
Gas Station (per pump)	\$1,010	\$7,470	\$8,480
Golf Course (per hole)	\$854	\$6,360	\$7,214
Campground (per campsite)	\$353	\$2,630	\$2,983
Bed & Breakfast (per rented room)	\$177	\$1,320	\$1,497

**Notes:**

1. All 2004 General Plan Traffic Impact Mitigation Fee Program fees for residential projects shall be paid at the building permit stage. The fees charged will be the fees in effect on the date a completed application is accepted by the Development Services Department's Building Services.
2. No fee shall be required for remodeling of existing residential units pursuant to County Code Chapter 12.32.030. B. However, the fee may be due to bring a residential unit up to the applicable building code specifications if the unit was initially built without the approval of and inspection by the building department.
3. The fees other than residential shall be based on the projected use of structures, as determined by plans submitted for building permits, and paid

prior to the issuance of a building permit. Pursuant to the terms of Board of Supervisors Policy B-3 for fee deferral, some projects may be eligible to defer payment of the fee until issuance of the certificate of occupancy, or may elect to pay a portion of the fee over a five-year period.

4. Mobile homes on permanent foundations shall be subject to the single-family residential fee.
5. Second dwelling as defined under County Code Chapter 17.15.020 shall be subject to the multi-family fee.
6. A gas pump (defined) is a customer service location with a fuel delivery device containing fuel dispensing hose(s), which may or may not be located on an island or other raised platform.
7. At the discretion of the Director of Transportation, an applicant required to pay a fee calculated on the basis of the above schedule may receive a full or partial waiver of the fee or may receive credits against future fee obligations, and/or future reimbursements for any road improvement expenditures in excess of applicants fee obligation, if the Director of Transportation certifies that the applicant has constructed improvements included in the 2004 General Plan Traffic Impact Mitigation Fee Program through other funding mechanisms.
8. Refunds will be made payable to the current owner(s) or whomever they legally designate.
9. The fees set forth above in this Exhibit "A" will be adjusted annually on, or about April 1<sup>st</sup> of each year, by updating improvement cost estimates using actual construction costs on going and completed projects, the most current cost estimates for those projects that are far enough along in the project development cycle to have project specific cost estimates, or for all other projects, the California Department of Transportation (Caltrans) Price Index for Selected California Construction Items. The above fees are based on the end of the third quarter 2005 index figure of 240.7. The Department of Transportation will also incorporate any changes to the land use forecasts should new General Plan land use forecasts become available.