

**El Dorado County  
Traffic Impact Mitigation (TIM) Fee Program Update  
Nexus & Funding Model**

**BOS Date: December 12, 2017**

**List of Tables****Section 1: New Development and Equivalent Dwelling Unit Projections**

- Table 1: Existing Development (2015)
- Table 2: Growth Projections (2015-2035)
- Table 3: Land Use Categories, Trip Generation Rates & Preliminary EDU Factors
- Table 4: Final Equivalent Dwelling Units (EDU) Factors
- Table 5: New Equivalent Dwelling Units (2015-2035)

**Section 2: TIM Fee CIP Cost Estimates and Cost Allocation By Zone**

- Table 6: Bridge Replacement Projects
- Table 7: Intersection Improvements
- Table 8: Transit Capital Projects
- Table 9: TIM Fee Capital Improvement Program (CIP) Project Costs
- Table 10: Trip Allocation By Zone
- Table 11: Cost Allocation By Zone

**Section 3: Non-TIM Fee Funding Estimates**

- Table 12: Federal, State & Local Grant Funding for TIM Fee Program
- Table 13: TIM Fee Program Fund Balances

**Section 4: TIM Fee Schedules and Budget Summaries**

- Table 14: Hwy 50 TIM Fee Cost per Equivalent Dwelling Unit - 2017 Update
- Table 15: Local Roads TIM Fee Cost per Equivalent Dwelling Unit - 2017 Update
- Table 16: Total Cost per Equivalent Dwelling Unit - 2017 Update
- Table 17: Hwy 50 TIM Fee Schedule - 2017 Update
- Table 18: Local Roads TIM Fee Schedule - 2017 Update
- Table 19: Total TIM Fee Schedule - 2017 Update
- Table 20: Federal, State & Local Grant Funding Summary
- Table 21: TIM Fee Program Budget Summary

**Section 5: Comparison of 2016 and 2017 TIM Fees**

- Table 22: Total TIM Fee Schedule - 2016 Major Update
- Table 23: Total TIM Fee Schedule - 2017 Minor Update
- Table 24: Difference in Total TIM Fees 2016 to 2017
- Table 25: Percent Difference in Total TIM Fees 2016 to 2017

# **Section 1**

## **New Development and Equivalent Dwelling Unit Projections**

**Table 1: Existing Development (2015)**

<b>Land Use<sup>1</sup></b>	<b>Dwelling Units / Employment</b>	<b>Sq. Ft. per Employee</b>	<b>Sq. Ft. (1,000s)</b>
<b>Residential</b>			
SFD Not Restricted	53,558	NA	NA
SFD Age Restricted	-	NA	NA
MFD Not Restricted	6,932	NA	NA
MFD Age Restricted	-	NA	NA
Total	60,490		
<b>Nonresidential</b>			
Commercial	15,369	500	7,685
Office	10,110	275	2,780
Medical	1,825	312	569
Industrial	5,339	1,000	5,339
Total	32,643		16,373
Note: Excludes local government employment that is exempt from the TIM Fee.			
Source: El Dorado County Travel Demand Model; Matt Kowta and Nina Miegs (BAE Urban Economics), memorandum to Shawna Purvines (El Dorado County), regarding 2035 Growth Projections, March 14, 2013, Appendix D.			

**Table 2: Growth Projections (2015-2035)**

	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6	Zone 7	Zone 8	Total
<b>Residential</b>	<b>(dwelling units)</b>								
Single Family									
Not Restricted	210	2,495	1,029	1,266	565	407	278	4,171	10,421
Age Restricted <sup>2</sup>	-	553	333	-	-	-	-	1,100	1,986
Subtotal	210	3,048	1,362	1,266	565	407	278	5,271	12,407
Multi-family									
Not Restricted	63	1,304	1,357	518	228	124	88	260	3,942
Age Restricted <sup>2</sup>	-	97	59	-	-	-	-	100	256
Subtotal	63	1,401	1,416	518	228	124	88	360	4,198
Total	273	4,449	2,778	1,784	793	531	366	5,631	16,605
<b>Nonresidential<sup>1</sup></b>	<b>(jobs)</b>								
Commercial	17	2,960	991	510	255	246	49	1,442	6,470
Office	60	553	229	75	81	60	-	4,578	5,636
Medical	-	260	75	142	160	72	8	883	1,600
Industrial	-	291	157	(6)	30	9	-	680	1,161
Total	77	4,064	1,452	721	526	387	57	7,583	14,867
<b>Nonresidential<sup>1</sup></b>	<b>(1,000 sq. ft.)</b>								
Commercial	9	1,480	496	255	128	123	25	721	3,237
Office	17	152	63	21	22	17	-	1,259	1,551
Medical	-	81	23	44	50	22	2	275	497
Industrial	-	291	157	(6)	30	9	-	680	1,161
Total	26	2,004	739	314	230	171	27	2,935	6,446

<sup>1</sup> Excludes local government growth that is exempt from the TIM Fee.

<sup>2</sup> For zones 2 and 3, age-restricted dwelling unit estimates based on share allocated under current TIM Fee program. For zone 8 estimate based on proposed Carson development project.

Source: El Dorado County Travel Demand Model; Table 1.

**Table 3: Land Use Categories, Trip Generation Rates & Preliminary EDU Factors**

Land Use	Institute for Transportation Engineers Category	Units	Trip Rate <sup>1</sup>	New Trip Ends	Net New Trip Rate	Preliminary EDU Factor <sup>2</sup>
Residential						
SFD Not Restricted	210: Single Family Detached	Dwelling Units	1.00	100%	1.00	1.00
SFD Age Restricted	251: Senior Adult - Detached	Dwelling Units	0.27	100%	0.27	0.27
MFD Not Restricted	220: Apartment	Dwelling Units	0.62	100%	0.62	0.62
MFD Age Restricted	252: Senior Adult - Attached	Dwelling Units	0.25	100%	0.25	0.25
Nonresidential						
Commercial						
General Commercial	820: Shopping Center	1,000 SqFt	3.71	47%	1.74	1.74
Hotel/Motel/B&B	320: Motel	Rooms	0.47	58%	0.27	0.27
Church	560: Church	1,000 SqFt	0.55	64%	0.35	0.35
Office						
General Office	710: General Office	1,000 SqFt	1.49	77%	1.15	1.15
Medical	720: Medical-Dental Office	1,000 SqFt	3.57	60%	2.14	2.14
Industrial	110: General Light Industrial	1,000 SqFt	0.97	79%	0.77	0.77

<sup>1</sup> Evening peak hour trip rate.

<sup>2</sup> The equivalent dwelling unit (EDU) factor is the net new trip rate normalized so one single family unit is one EDU. Residential EDU factors are per dwelling unit. Nonresidential EDU factors are per 1,000 building square feet except Hotel/Motel/B&B EDU factor is per room.

Source: Institute of Transportation Engineers, *Trip Generation 9th Edition*, 2012; San Diego Association of Governments, *Brief Guide of Vehicular Trip Generation Rates*, April 2002.

**Table 4: Final Equivalent Dwelling Units (EDU) Factors**

Land Use	Units	2015 Development	Preliminary EDU Factor <sup>1</sup>	2015 Preliminary EDU	EDU Shift For Local Serving Business <sup>2</sup>	2015 Revised EDU	Revised EDU Factor <sup>1</sup>	Final EDU Factor <sup>1,3</sup>	2015 Final EDU
Residential									
SFD Not Restricted	Dwelling Units	53,558	1.00	53,558	12,974	66,532	1.24	1.00	53,558
SFD Age Restricted	Dwelling Units	-	0.27	-	-	-	0.33	0.27	-
MFD Not Restricted	Dwelling Units	6,932	0.62	4,298	1,041	5,339	0.77	0.62	4,298
MFD Age Restricted	Dwelling Units	-	0.25	-	-	-	0.31	0.25	-
Total Residential	Dwelling Units	60,490		57,856	14,015	71,871			57,856
<i>Local Serving Share of Nonresidential Employment<sup>1</sup></i>					64%				
Nonresidential									
Commercial									
General Commercial	1,000 SqFt	7,685	1.74	13,372	(8,558)	4,814	0.63	0.51	3,919
Hotel/Motel/B&B	Rooms	NA	0.27					0.08	
Church	1,000 SqFt	NA	0.35					0.10	
Office									
General Office	1,000 SqFt	2,780	1.15	3,197	(2,046)	1,151	0.41	0.33	917
Medical	1,000 SqFt	569	2.14	1,218	(780)	438	0.77	0.62	353
Industrial/Warehouse	1,000 SqFt	5,339	0.77	4,111	(2,631)	1,480	0.28	0.23	1,228
Total Nonresidential	1,000 SqFt	16,373		21,898	(14,015)	7,883			6,417
<b>Total Equivalent Dwelling Units (EDU)</b>				79,754	-	79,754			64,273

<sup>1</sup> Residential EDU factors are per dwelling unit. Nonresidential EDU factors are per 1,000 building square feet except Hotel/Motel/B&B EDU factor is per room.  
<sup>2</sup> Shift local serving share of total nonresidential EDUs to residential EDUs. The remaining nonresidential EDUs are associated with export based businesses (providing products and services outside the El Dorado County Western Slope unincorporated area).  
<sup>3</sup> Final EDU factors are converted from revised EDU factors so that one single family dwelling is 1.0 EDU.

Source: Tim Youmans and Rosanne Helms (Economic & Planning Systems) memorandum to Steve Borroum (El Dorado County) regarding Survey of Major Employers in El Dorado County, July 7, 2005; U.S. Census Bureau, On The Map (<http://onthemap.ces.census.gov>) (2012 employment data); Tables 1 and 3.

**Table 5: New Equivalent Dwelling Units (2015-2035)**

	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6	Zone 7	Zone 8	Total
<b>Residential</b>									
SFD Not Restricted	210	2,495	1,029	1,266	565	407	278	4,171	10,421
MFD Not Restricted	39	808	841	321	141	77	55	161	2,443
SFD Age Restricted	<1	149	90	<1	<1	<1	<1	297	536
MFD Age Restricted	<1	24	15	<1	<1	<1	<1	25	64
Subtotal	249	3,476	1,975	1,587	706	484	333	4,654	13,464
<b>Nonresidential</b>									
Commercial	5	755	253	130	65	63	13	368	1,652
Office	6	50	21	7	7	6	<1	415	512
Medical	<1	50	14	27	31	14	1	171	308
Industrial	<1	67	36	<1	7	2	<1	156	268
Subtotal	11	922	324	164	110	85	14	1,110	2,740
Total EDU, 2015-2035	260	4,398	2,299	1,751	816	569	347	5,764	16,204
Total EDU, 2015									64,273
Total EDU, 2035									80,477
Growth Share									20%

Source: Tables 2 and 4.



## **Section 2**

# **TIM Fee CIP Cost Estimates and Cost Allocation By Zone**

**Table 6: Bridge Replacement Projects**

River	Crossing	2015 Cost	Inflation Adjustment (2015-2017) <sup>1</sup>	Project Cost Adjustment <sup>2</sup>	2017 Total Cost
Indian Creek	Green Valley Rd	\$ 4,015,769	\$ -	\$ 1,558,231	\$ 5,574,000
Mound Springs Creek	Green Valley Rd	4,067,770	-	1,530,230	5,598,000
Weber Creek	Green Valley Rd	11,616,000	-	499,000	12,115,000
South Fork American River	Salmon Falls Rd	10,500,000	682,500	-	11,182,500
Clear Creek	Sly Park Rd	5,835,000	-	(19,000)	5,816,000
Weber Creek	Cedar Ravine Rd	4,500,000	-	(1,252,000)	3,248,000
Carson Creek	White Rock Rd	4,500,000	292,500	-	4,792,500
North Fork Cosumnes River	Mt. Aukum Rd	4,500,000	292,500	-	4,792,500
North Fork Cosumnes River	Bucks Bar Rd	<u>8,542,357</u>	-	<u>13,643</u>	<u>8,556,000</u>
Total		\$ 58,076,896	\$ 1,267,500	\$ 2,330,104	\$ 61,674,500
New Development Share <sup>3</sup>					<u>11.47%</u>
TIM Fee Program Share					\$ 7,074,065

<sup>1</sup> Inflation adjustment is 6.5% based on the Engineering News-Record Building Cost Index between Septmeber 2015 and November 2017.

<sup>2</sup> Project cost adjustments were provided by the Department of Transportation and based on the 2017 CIP.

<sup>3</sup> Development share based on federal funding for 88.53 percent of total costs. The remaining share is 11.47 percent. This share is less than the TIM Fee Program share that could be allocated of 20 percent based on EDUs from new development in 2035 as a percent of total EDUs in 2035.

Sources: County of El Dorado, Engineering News-Record.

**Table 7: Intersection Improvements**

	<b>2015 Cost</b>	<b>Inflation Adjustment<sup>1</sup></b>	<b>2017 Cost per Intersection<sup>2</sup></b>	<b>New Development Share<sup>3</sup></b>	<b>New Development Cost per Intersection</b>	<b>Number of Intersections</b>	<b>TIM Fee Program Share</b>
Tier 1 - Existing Deficiency	\$ 1,800,000	\$ 117,000	\$ 1,917,000	20%	\$ 383,400	3	\$ 1,150,200
Tier 2 - Future Deficiency	1,800,000	\$ 117,000	1,917,000	100%	1,917,000	19	<u>36,423,000</u>
<b>TIM Fee Program Share</b>							<b>\$ 37,573,200</b>

<sup>1</sup> Inflation adjustment is 6.5% based on the Engineering News-Record Building Cost Index between Septmeber 2015 and November 2017.  
<sup>2</sup> Based on \$350,000 for signalization plus \$1,450,000 for channelization. Includes intelligent transportation systems (ITS).  
<sup>3</sup> To avoid funding to correct an existing deficiency and to fund only that share that benefits new development, TIM Fee Program share for Tier 1 intersections is based only on EDUs from new development in 2035 as a percent of total EDUs in 2035.

Sources: Engineering News-Record; County of El Dorado; Table 5.

**Table 8: Transit Capital Projects**

	Amount	Unit Cost	2015 Total Cost	Inflation Adjustment (2015 - 2017) <sup>1</sup>	Project Cost Adjustment <sup>2</sup>	Total Cost	New Development Share <sup>3</sup>	TIM Fee Program Share
County Line Transit Center <sup>4</sup>								
Land			\$ 3,500,000	-	\$ (1,625,000)	\$ 1,875,000		
Construction			<u>5,400,000</u>	-	<u>\$ (1,200,000)</u>	<u>4,200,000</u>		
Total			\$ 8,900,000	-	\$ (2,825,000)	\$ 6,075,000	20%	\$ 1,215,000
Cameron Park Park-and Ride <sup>4</sup>			\$ 2,350,000	-	\$ 1,300,000	\$ 3,650,000	20%	730,000
Missouri Flat Transfer Point Expansion <sup>5</sup>			\$ 270,000	\$ 17,550		\$ 287,550	100%	287,550
Vehicles Required for Service Expansion <sup>5</sup>								
Dial-A-Ride Vans	10	\$ 42,000	\$ 420,000	\$ 27,300		\$ 447,300		
Local Route Buses	7	323,000	\$ 2,261,000	\$ 146,965		\$ 2,407,965		
Commuter Bus	1	500,000	\$ 500,000	\$ 32,500		\$ 532,500		
Total			\$ 3,181,000	\$ 206,765		\$ 3,387,765	100%	3,387,765
<b>Total</b>			<b>\$ 14,701,000</b>			<b>\$ 13,400,315</b>		<b>\$ 5,620,315</b>

<sup>1</sup> Inflation adjustment is 6.5% based on the Engineering News-Record Building Cost Index between Septmeber 2015 and November 2017.

<sup>2</sup> Project cost adjustments were provided by the El Dorado County Transit Authority and based on the Park-and-Ride Master Plan (2017).

<sup>3</sup> For capital projects that benefit existing and new development, TIM Fee Program share is based only on EDUs from new development in 2035 as a percent of total EDUs in 2035.

<sup>4</sup> Facilities serve existing and new development so share assigned to TIM Fee Program based on new EDUs as a percent of total EDUs in 2035.

<sup>5</sup> Costs based on Western El Dorado County Short- and Long-Range Transit Plan (2014). Transfer point and vehicle fleet are expansion projects to serve new development so costs allocated 100 percent to TIM Fee Program.

Sources: El Dorado County Transit Authority; Engineering News-Record; Table 5.

**Table 9: TIM Fee Capital Improvement Program (CIP) Project Costs**

Map ID	CIP Project No.	Project Name	From	To	2015 Total Cost	Inflation Adjustment (2015 - 2017) <sup>1</sup>	Project Cost Adjustment <sup>2</sup>	2017 Total Cost	Other Funding <sup>3</sup>	Net Cost
<b>Hwy 50 Auxiliary Lanes</b>										
A-1	53125	Aux. Lane Eastbound	County Line	El Dorado Hills Blvd IC	\$ 6,510,500	\$ 423,183	\$ -	\$ 6,933,683	\$ -	\$ 6,933,683
A-2	GP148	Aux. Lane Eastbound	Bass Lake Rd IC	Cambridge Rd IC	8,830,500	573,983	-	9,404,483	-	9,404,483
A-3	53126	Aux. Lane Eastbound	Cambridge Rd IC	Cameron Park Dr IC	8,743,500	568,328	-	9,311,828	-	9,311,828
A-4	53127	Aux. Lane Eastbound	Cameron Park Dr IC	Ponderosa Rd IC	8,381,000	544,765	-	8,925,765	-	8,925,765
A-5	53128	Aux. Lane Westbound	Ponderosa Rd IC	Cameron Park Dr IC	8,961,000	582,465	-	9,543,465	-	9,543,465
A-6	GP149	Aux. Lane Westbound	Cambridge Rd IC	Bass Lake Rd IC	8,685,500	564,558	-	9,250,058	-	9,250,058
A-7	53117	Aux. Lane Westbound	Bass Lake Rd IC	Silva Valley Pkwy IC	5,466,500	355,323	-	5,821,823	-	5,821,823
A-8	53115	Aux. Lane Westbound	El Dorado Hills Blvd IC	County Line	5,611,500	364,748	-	5,976,248	-	5,976,248
		Subtotal			\$ 61,190,000	\$ 3,977,350	\$ -	\$ 65,167,350	\$ -	\$ 65,167,350
<b>Hwy 50 Interchanges Projects</b>										
I-1	71323	El Dorado Hills Blvd	NA	NA	\$ 8,381,000	\$ 544,765	\$ -	\$ 8,925,765	\$ 279,434	\$ 8,646,331
I-2	71345	Silva Valley Pkwy-Ph 2	NA	NA	7,658,000	497,770	-	8,155,770	-	8,155,770
I-3	71330, GP148	Bass Lake Rd	NA	NA	5,872,500	381,713	-	6,254,213	522,164	5,732,049
I-4	71332, GP149	Cambridge Rd	NA	NA	8,613,000	559,845	-	9,172,845	38,722	9,134,123
I-5	72361	Cameron Park Dr	NA	NA	87,284,000	5,673,460	-	92,957,460	1,140,650	91,816,810
I-6	71333, 71338, 71339	Ponderosa Rd	NA	NA	39,359,000	2,558,335	-	41,917,335	1,071,217	40,846,118
I-7	71347, 71376	El Dorado Rd	NA	NA	15,636,000	1,016,340	-	16,652,340	181,532	16,470,808
		Subtotal			\$ 172,803,500	\$ 11,232,228	\$ -	\$ 184,035,728	\$ 3,233,719	\$ 180,802,009
<b>Roadway Improvements</b>										
R-1	72143	Cameron Park Dr	Palmer	Hacienda Rd	\$ 1,324,000	\$ 86,060	\$ -	\$ 1,410,060	-	1,410,060
R-2	72376	Green Valley Rd	County Line	Sophia Pkwy	2,111,000	4,550	-	2,115,550	2,041,000	74,550
R-3	GP178, GP159	Green Valley Rd	Francisco Dr	Silva Valley Rd	6,029,000	391,885	-	6,420,885	-	6,420,885
R-4	72374	White Rock Rd	Post St	South of Silva Valley Pkwy	5,622,000	365,430	-	5,987,430	-	5,987,430
R-5	72142	Missouri Flat Rd	China Garden Rd	State Route 49	3,920,000	254,800	-	4,174,800	-	4,174,800
R-6	71324, GP147	Saratoga Way	Iron Point Rd	El Dorado Hills Blvd	11,549,000	-	1,089,000	12,638,000	-	12,638,000
R-7	72377	Country Club Dr	El Dorado Hills Blvd	Silva Valley Pkwy	10,752,000	698,880	-	11,450,880	-	11,450,880
R-8	71362	Country Club Dr	Silva Valley Pkwy	Tong Rd	8,240,000	535,600	-	8,775,600	-	8,775,600
R-9	71361	Country Club Dr	Tong Rd	Bass Lake Rd	12,449,000	809,185	-	13,258,185	-	13,258,185
R-10	71360	Country Club Dr	Bass Lake Rd	Tierra de Dios Dr	7,483,000	486,395	-	7,969,395	-	7,969,395
R-11	72334	Diamond Springs Pkwy	Missouri Flat Rd	State Route 49	20,033,000	-	100,125	20,133,125	11,738,125	8,395,000
R-12	66116	Latrobe Connection	White Rock Rd	Golden Foothill Pkwy	370,000	24,050	-	394,050	-	394,050
R-13	71375	Headington Rd Extension	El Dorado Rd	Missouri Flat Rd	3,796,000	246,740	-	4,042,740	-	4,042,740
		Subtotal			\$ 93,678,000	\$ 3,903,575	\$ 1,189,125	\$ 98,770,700	\$ 13,779,125	\$ 84,991,575

**Table 9: TIM Fee Capital Improvement Program (CIP) Project Costs**

Map ID	CIP Project No.	Project Name	From	To	2015 Total Cost	Inflation Adjustment (2015 - 2017) <sup>1</sup>	Project Cost Adjustment <sup>2</sup>	2017 Total Cost	Other Funding <sup>3</sup>	Net Cost
<b>Reimbursement Agreements<sup>4</sup></b>										
NA	71352	Bass Lake Rd	South of Serrano Parkway		\$ 3,692,152	\$ -		\$ 3,692,152	\$ -	\$ 3,692,152
NA	72332	Green Valley Rd	Green Valley Marketplace		300,000	-		300,000	-	300,000
NA	66116	Latrobe Connection	Project Study		275,117	-		275,117	-	275,117
NA	66108	Madera Way	Right Turn Lane		125,574	-		125,574	-	125,574
NA	71328	Silva Valley Pkwy	Interchange Phase 1		16,194,966	-	185,171	16,380,137	-	16,380,137
NA	76107	Silver Springs Pkwy	Green Valley Rd Intersection		2,002,509	-	136,974	2,139,483	-	2,139,483
NA	66108	Silver Springs Pkwy	Offsite		3,889,855	-	(27,703)	3,862,152	-	3,862,152
		Subtotal			\$ 26,480,173		\$ 294,442	\$ 26,774,615	\$ -	\$ 26,774,615
<b>Other Program Costs (new development fair share of total costs only)</b>										
NA	NA	Bridges	Replacement					\$ 7,074,065	\$ -	\$ 7,074,065
NA	NA	Intersection Improvements	Traffic Signals & Intersection Operational Imps.					37,573,200	-	37,573,200
NA	53118	Transit	Capital Improvements					5,620,315	-	5,620,315
NA	See Footnote 5	Fee Program Admin	Program Administration & Updates					11,000,000	-	11,000,000
		Subtotal						\$ 61,267,580	\$ -	\$ 61,267,580
<b>Total</b>								<b>\$ 436,015,973</b>	<b>\$ 17,012,844</b>	<b>\$ 419,003,129</b>
								100%	4%	96%

<sup>1</sup> Inflation adjustment is 6.5% based on the Engineering News-Record Building Cost Index between Septmeber 2015 and November 2017.

<sup>2</sup> Project cost adjustments were provided by the Department of Transportation and based on the 2017 CIP.

<sup>3</sup> Amounts represents amounts spent through June 30, 2015 and the following anticipated funding: (1) Bass Lake Rd. interchange includes \$22,164 spent to date and a revised estimate of \$500,000 in funding through the Bass Lake Hills Public Facilities Financing Plan, (2) Green Valley Rd. net cost reflects El Dorado County's share plus inflation adjustment, per 2017 CIP Book with remaining funding from City of Folsom and other sources, and (3) Diamond Springs Parkway project (Phases 1A and 1B) total cost represents 2 additional lanes and anticipated funding to come from state and federal sources.

<sup>4</sup> Based on payments remaining as of July 1, 2017 and excluding reimbursement agreements to be retired in FY 2016 (see Table 13).

<sup>5</sup> Includes ongoing program staff and consultant costs for annual updates, major updates (every five years), and ongoing administration related to the TIM Fee Program.

Sources: Quincy Engineering; El Dorado County; Tables 6, 7, and 8; Engineering News-Record.

**Table 10: Trip Allocation By Zone**

		Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6	Zone 7	Zone 8	Internal Subtotal	External	Total
<b>Hwy 50 Auxiliary Lanes</b>												
A-1	Aux. Lane Eastbound	0.04%	17.64%	3.91%	0.00%	0.21%	0.25%	0.00%	27.95%	50.00%	50.00%	100.00%
A-2	Aux. Lane Eastbound	0.12%	51.32%	10.18%	1.20%	0.87%	0.73%	0.03%	10.42%	74.87%	25.13%	100.00%
A-3	Aux. Lane Eastbound	0.47%	24.64%	20.21%	3.09%	2.61%	1.98%	0.27%	12.62%	65.89%	34.11%	100.00%
A-4	Aux. Lane Eastbound	0.43%	31.11%	18.63%	2.85%	2.40%	1.82%	0.24%	10.41%	67.89%	32.11%	100.00%
A-5	Aux. Lane Westbound	0.43%	31.11%	18.63%	2.85%	2.40%	1.82%	0.24%	10.41%	67.89%	32.11%	100.00%
A-6	Aux. Lane Westbound	0.12%	51.32%	10.18%	1.20%	0.87%	0.73%	0.03%	10.42%	74.87%	25.13%	100.00%
A-7	Aux. Lane Westbound	0.11%	41.91%	9.32%	1.06%	0.75%	0.66%	0.03%	22.96%	76.80%	23.20%	100.00%
A-8	Aux. Lane Westbound	0.04%	17.64%	3.91%	0.00%	0.21%	0.25%	0.00%	27.95%	50.00%	50.00%	100.00%
<b>Hwy 50 Interchanges Projects</b>												
I-1	El Dorado Hills Blvd	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.50%	91.73%	92.23%	7.77%	100.00%
I-2	Silva Valley Pkwy-Ph 2	0.23%	21.09%	4.35%	1.54%	1.19%	0.65%	0.60%	53.71%	83.36%	16.64%	100.00%
I-3	Bass Lake Rd	0.03%	15.20%	2.57%	0.29%	0.39%	0.19%	0.27%	65.40%	84.34%	15.66%	100.00%
I-4	Cambridge Rd	0.05%	55.85%	1.26%	0.54%	0.33%	0.20%	0.31%	19.40%	77.94%	22.06%	100.00%
I-5	Cameron Park Dr	0.20%	69.85%	3.09%	0.85%	0.81%	0.56%	0.32%	11.69%	87.37%	12.63%	100.00%
I-6	Ponderosa Rd	0.18%	64.67%	5.16%	4.67%	0.94%	0.36%	0.08%	11.19%	87.25%	12.75%	100.00%
I-7	El Dorado Rd	0.27%	8.33%	64.78%	2.17%	2.52%	0.77%	1.45%	3.41%	83.70%	16.30%	100.00%
<b>Roadway Improvements</b>												
R-1	Cameron Park Dr	0.08%	86.60%	0.83%	0.08%	0.37%	0.40%	0.29%	4.78%	93.43%	6.57%	100.00%
R-2	Green Valley Rd <sup>1</sup>	0.01%	3.61%	0.06%	1.74%	0.01%	0.01%	0.03%	8.53%	14.00%	86.00%	100.00%
R-3	Green Valley Rd	0.00%	25.00%	0.00%	12.15%	0.00%	0.00%	0.00%	14.18%	51.33%	48.67%	100.00%
R-4	White Rock Rd	0.67%	41.07%	9.78%	3.27%	3.08%	1.70%	1.56%	34.23%	95.36%	4.64%	100.00%
R-5	Missouri Flat Rd	0.09%	11.79%	73.84%	1.66%	0.80%	0.98%	0.12%	10.72%	100.00%	0.00%	100.00%
R-6	Saratoga Way	0.08%	1.57%	0.00%	1.17%	0.09%	0.09%	0.00%	46.82%	49.82%	50.18%	100.00%
R-7	Country Club Dr	0.43%	34.32%	7.51%	2.38%	1.94%	1.07%	0.69%	48.32%	96.66%	3.34%	100.00%
R-8	Country Club Dr	0.03%	0.51%	0.05%	0.41%	0.02%	0.01%	0.39%	69.00%	70.42%	29.58%	100.00%
R-9	Country Club Dr	0.20%	0.10%	0.00%	0.38%	0.00%	0.17%	0.41%	83.11%	84.37%	15.63%	100.00%
R-10	Country Club Dr	0.27%	37.37%	2.36%	0.39%	1.02%	0.60%	0.43%	41.30%	83.74%	16.26%	100.00%
R-11	Diamond Springs Pkwy	0.82%	10.44%	68.06%	1.43%	2.24%	9.65%	1.77%	5.59%	100.00%	0.00%	100.00%
R-12	Latrobe Connection	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.18%	41.49%	42.67%	57.33%	100.00%
R-13	Headington Rd Extension	0.38%	1.01%	92.55%	0.00%	0.00%	4.58%	1.31%	0.00%	99.83%	0.17%	100.00%

**Table 10: Trip Allocation By Zone**

		Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6	Zone 7	Zone 8	Internal Subtotal	External	Total
<b>Reimbursement Agreements<sup>2</sup></b>												
NA	Bass Lake Rd	0.10%	28.87%	4.01%	0.73%	0.36%	0.11%	0.59%	65.23%	100.00%	0.00%	100.00%
NA	Green Valley Rd	0.01%	33.43%	0.28%	7.91%	0.02%	0.01%	0.01%	58.33%	100.00%	0.00%	100.00%
NA	Latrobe Connection	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.77%	97.23%	100.00%	0.00%	100.00%
NA	Madera Way	0.07%	35.15%	1.36%	3.45%	0.37%	0.07%	0.06%	59.47%	100.00%	0.00%	100.00%
NA	Silva Valley Pkwy	0.28%	25.30%	5.22%	1.85%	1.43%	0.78%	0.72%	64.42%	100.00%	0.00%	100.00%
NA	Silver Springs Pkwy	0.07%	35.15%	1.36%	3.45%	0.37%	0.07%	0.06%	59.47%	100.00%	0.00%	100.00%
NA	Silver Springs Pkwy	0.07%	35.15%	1.36%	3.45%	0.37%	0.07%	0.06%	59.47%	100.00%	0.00%	100.00%
<p><sup>1</sup> External share includes share associated with correcting existing deficiency.</p> <p><sup>2</sup> Cost for reimbursement agreements have no external share so that agreements are fully funded. Cost shares area based on the same project as modeled by the 2004 El Dorado County Travel Demand Model, except shares for Latrobe Rd. and Silva Valley Parkway use shares for similar projects included in 2015 TIM Fee update (projects with map ID R-12 and I-2, respectively).</p> <p>Source: 2015 El Dorado County Travel Demand Model, Kittelson &amp; Associates, Inc.</p>												



**Table 11: Cost Allocation By Zone**

		Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6	Zone 7	Zone 8	Internal Subtotal	External	Total
<b>Hwy 50 Auxiliary Lanes<sup>1</sup></b>												
A-1	Aux. Lane Eastbound	2,773	1,223,102	271,107	-	14,561	17,334	-	1,937,964	3,466,841	3,466,842	6,933,683
A-2	Aux. Lane Eastbound	11,285	4,826,380	957,376	112,854	81,819	68,653	2,821	979,948	7,041,136	2,363,347	9,404,483
A-3	Aux. Lane Eastbound	43,766	2,294,434	1,881,920	287,735	243,039	184,374	25,142	1,175,153	6,135,563	3,176,265	9,311,828
A-4	Aux. Lane Eastbound	38,381	2,776,805	1,662,870	254,384	214,218	162,449	21,422	929,173	6,059,702	2,866,063	8,925,765
A-5	Aux. Lane Westbound	41,037	2,968,972	1,777,948	271,989	229,043	173,691	22,904	993,474	6,479,058	3,064,407	9,543,465
A-6	Aux. Lane Westbound	11,100	4,747,130	941,656	111,001	80,476	67,525	2,775	963,855	6,925,518	2,324,540	9,250,058
A-7	Aux. Lane Westbound	6,404	2,439,926	542,594	61,711	43,664	38,424	1,747	1,336,690	4,471,160	1,350,663	5,821,823
A-8	Aux. Lane Westbound	2,390	1,054,210	233,671	-	12,550	14,941	-	1,670,362	2,988,124	2,988,124	5,976,248
	Subtotal	157,136	22,330,959	8,269,142	1,099,674	919,370	727,391	76,811	9,986,619	43,567,102	21,600,248	65,167,350
<b>Hwy 50 Interchanges Projects<sup>1,2</sup></b>												
I-1	El Dorado Hills Blvd	-	-	-	-	-	-	43,232	7,931,279	7,974,511	671,820	8,646,331
I-2	Silva Valley Pkwy-Ph 2	18,758	1,720,052	354,776	125,599	97,054	53,013	48,935	4,380,463	6,798,650	1,357,120	8,155,770
I-3	Bass Lake Rd	1,720	871,271	147,314	16,623	22,355	10,891	15,477	3,748,759	4,834,410	897,639	5,732,049
I-4	Cambridge Rd	4,567	5,101,408	115,090	49,324	30,143	18,268	28,316	1,772,019	7,119,135	2,014,988	9,134,123
I-5	Cameron Park Dr	183,634	64,134,042	2,837,139	780,443	743,716	514,174	293,814	10,733,385	80,220,347	11,596,463	91,816,810
I-6	Ponderosa Rd	73,523	26,415,185	2,107,660	1,907,514	383,954	147,046	32,677	4,570,679	35,638,238	5,207,880	40,846,118
I-7	El Dorado Rd	44,471	1,372,018	10,669,789	357,417	415,064	126,825	238,827	561,655	13,786,066	2,684,742	16,470,808
	Subtotal	326,673	99,613,976	16,231,768	3,236,920	1,692,286	870,217	701,278	33,698,239	156,371,357	24,430,652	180,802,009
<b>Roadway Improvements<sup>2</sup></b>												
R-1	Cameron Park Dr	1,128	1,221,112	11,703	1,128	5,217	5,640	4,089	67,402	1,317,419	92,641	1,410,060
R-2	Green Valley Rd	7	2,691	45	1,297	7	7	22	6,361	10,437	64,113	74,550
R-3	Green Valley Rd	-	1,605,221	-	780,138	-	-	-	910,481	3,295,840	3,125,045	6,420,885
R-4	White Rock Rd	40,116	2,459,038	585,571	195,789	184,413	101,786	93,404	2,049,496	5,709,613	277,817	5,987,430
R-5	Missouri Flat Rd	3,757	492,209	3,082,672	69,302	33,398	40,913	5,010	447,539	4,174,800	-	4,174,800
R-6	Saratoga Way	10,110	198,417	-	147,865	11,374	11,374	-	5,917,112	6,296,252	6,341,748	12,638,000
R-7	Country Club Dr	49,239	3,929,942	859,961	272,531	222,147	122,524	79,011	5,533,066	11,068,421	382,459	11,450,880
R-8	Country Club Dr	2,633	44,756	4,388	35,980	1,755	878	34,225	6,055,163	6,179,778	2,595,822	8,775,600
R-9	Country Club Dr	26,516	13,258	-	50,381	-	22,539	54,359	11,018,878	11,185,931	2,072,254	13,258,185
R-10	Country Club Dr	21,517	2,978,163	188,078	31,081	81,288	47,816	34,268	3,291,360	6,673,571	1,295,824	7,969,395
R-11	Diamond Springs Pkw	68,839	876,438	5,713,637	120,049	188,048	810,118	148,592	469,279	8,395,000	-	8,395,000
R-12	Latrobe Connection	-	-	-	-	-	-	-	4,650	163,491	168,141	394,050
R-13	Headington Rd Extens	15,362	40,832	3,741,556	-	-	185,157	52,960	-	4,035,867	6,873	4,042,740
	Subtotal	239,224	13,862,077	14,187,611	1,705,541	727,647	1,348,752	510,590	35,929,628	68,511,070	16,480,505	84,991,575

**Table 11: Cost Allocation By Zone**

		Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6	Zone 7	Zone 8	Internal Subtotal	External	Total
<b>Reimbursements<sup>2</sup></b>												
NA	Bass Lake Rd	3,692	1,065,924	148,055	26,953	13,292	4,061	21,784	2,408,391	3,692,152	NA	3,692,152
NA	Green Valley Rd	30	100,290	840	23,730	60	30	30	174,990	300,000	NA	300,000
NA	Latrobe Connection	-	-	-	-	-	-	7,621	267,496	275,117	NA	275,117
NA	Madera Way	88	44,139	1,708	4,332	465	88	75	74,679	125,574	NA	125,574
NA	Silva Valley Pkwy	45,864	4,144,175	855,043	303,033	234,236	127,765	117,937	10,552,084	16,380,137	NA	16,380,137
NA	Silver Springs Pkwy	1,498	752,028	29,097	73,812	7,916	1,498	1,284	1,272,350	2,139,483	NA	2,139,483
NA	Silver Springs Pkwy	2,704	1,357,546	52,525	133,244	14,290	2,704	2,317	2,296,822	3,862,152	NA	3,862,152
	Subtotal	53,876	7,464,102	1,087,268	565,104	270,259	136,146	151,048	17,046,812	26,774,615	NA	26,774,615
<b>Other Program Costs<sup>2,3</sup></b>												
NA	Bridges	19,000	3,579,000	1,019,000	159,000	88,000	78,000	34,000	2,098,065	7,074,065	NA	7,074,065
NA	Intersection Imps.	101,000	19,008,000	5,414,000	845,000	466,000	413,000	180,000	11,146,200	37,573,200	NA	37,573,200
NA	Transit	15,000	2,843,000	810,000	126,000	70,000	62,000	27,000	1,667,315	5,620,315	NA	5,620,315
NA	Fee Program Admin	30,000	5,565,000	1,585,000	248,000	136,000	121,000	53,000	3,262,000	11,000,000	NA	11,000,000
	Subtotal	165,000	30,995,000	8,828,000	1,378,000	760,000	674,000	294,000	18,173,580	61,267,580	NA	61,267,580
<b>Total Program Costs</b>												
	Total	941,909	174,266,114	48,603,789	7,985,239	4,369,562	3,756,506	1,733,727	114,834,878	356,491,724	62,511,405	419,003,129
	Hwy 50 TIM Fee <sup>1</sup>	465,051	120,224,883	24,146,134	4,210,995	2,514,602	1,544,595	685,922	31,373,116	185,165,298	44,001,960	229,167,258
	Local TIM Fee <sup>2</sup>	476,858	54,041,231	24,457,655	3,774,244	1,854,960	2,211,911	1,047,805	83,461,762	171,326,426	18,509,445	189,835,871

<sup>1</sup> Highway 50 TIM Fee component includes all Highway 50 auxilliary lands and all interchanges except the El Dorado Hills Boulevard and Silva Valley Parkway - Phase II interchanges. See note 2.

<sup>2</sup> Local TIM Fee component includes all roadway improvements, reimbursements, and other program costs, plus the El Dorado Hills Boulevard and Silva Valley Parkway - Phase II interchanges. These two interchanges are included in the Local TIM Fee component to provide consistency with outstanding fee credits associated with the Blackstone development project (see Table 14).

<sup>3</sup> Other program costs are allocated by zone based on cost shares by zone for all other TIM Fee Program costs except reimbursement agreements.

Source: Tables 9 and 10.

**Section 3**

**Non-TIM Fee Funding Estimates**

**Table 12: Federal, State & Local Grant Funding for TIM Fee Program**

<b>Funding Source</b>	<b>Annual Estimate (2015 \$)</b>	<b>Total 20-Year Estimate (2015 \$)</b>	<b>Estimated Unincorporated Share<sup>1</sup></b>	<b>Unincorporated 20-Yr. Estimate (2015 \$)</b>
<b>Federal</b>				
Congestion Mitigation and Air Quality (CMAQ)	\$ 1,938,000	\$ 38,760,000	86%	\$ 33,339,000
Regional Surface Transportation Program (RSTP)	1,576,000	31,520,000	86%	27,112,000
Federal Discretionary Programs	1,619,000	32,380,000	86%	27,852,000
Subtotal	\$ 5,133,000	\$ 102,660,000		\$ 88,303,000
<b>State</b>				
State Transportation Improvement Program				
Interregional Transportation Improvement Program (ITIP)	783,000	15,660,000	86%	13,470,000
Regional Transportation Improvement Program (RTIP)	2,927,000	58,540,000	86%	50,353,000
Subtotal	\$ 3,710,000	\$ 74,200,000		\$ 63,823,000
<b>Local</b>				
Caltrans Discretionary	2,058,000	41,160,000	86%	35,404,000
<b>Total</b>	<b>\$ 10,901,000</b>	<b>\$ 218,020,000</b>		<b>\$ 187,530,000</b>
<p>Note: Funding sources applicable to TIM Fee CIP projects only. Excludes sources restricted to roadways maintenance, transit, or airport projects. Transit funding sources excluded because transit projects cost shares included in the TIM Fee CIP would be funded solely by TIM Fee revenues.</p> <p>Note: Missouri Flats Master Circulation &amp; Financing Plan (MC&amp;FP) funding is not included because funds are restricted to specific projects not included in TIM Fee Program Update.</p> <p><sup>1</sup> Unincorporated share of total grant funding could be 93 percent (\$203 mil.) based on western slope unincorporated population as a share of total western slope population (including Placerville) so estimated share for unincorporated area is conservative.</p> <p>Source: El Dorado County Transportation Commission.</p>				

**Table 13: TIM Fee Program Fund Balances**

<b>Hwy 50 TIM Fee</b>		
Hwy 50 TIM Fee Zones 1-8 Fund Balance 6/30/2015		\$ 3,560,943
04 GP Hwy 50 TIM-Blackstone Fund Balance 6/30/2015		<u>3,719,520</u>
<b>Available Hwy 50 TIM Fee Fund Balance</b>		<b>\$ 7,280,463</b>
<b>TIM Fee Zones 1-7</b>		
TIM Fee Zones 1-7 Fund Balance 6/30/2015		\$ 10,181,144
Silver Springs Parkway Right-of-Way	\$ (1,040,282)	
Pleasant Valley Rd (SR 49)/Patterson Dr Intersection Signalization	(70,000)	
Pleasant Valley Rd at Oak Hill Rd Intersection Improvements	(159,000)	
Green Valley Road at Tennessee Creek Bridge Replacement Project	(23,161)	
Reimbursement Agreements Retired During FY 2015-16		
Green Valley Rd & Silver Springs Parkway Overlay and Signal Interconnect	(124,101)	
Green Valley Rd & Deer Valley Rd Intersection	<u>(379,560)</u>	
Subtotal		<u>(1,796,104)</u>
<b>Available TIM Fee Zones 1-7 Fund Balance</b>		<b>\$ 8,385,040</b>
<b>EDH TIM Fee Zone 8<sup>1</sup></b>		
TIM Fee Zone 8 Fund Balance 6/30/2015		3,179,756
Blackstone Pre-Paid TIM Fee 6/30/2015 <sup>2</sup>	(9,580,527)	
Reimbursement Agreements Retired During FY 2015-16		
White Rock Rd West	(504,486)	
White Rock Rd East	(37,921)	
Post St / White Rock Rd Signalization	<u>(85,000)</u>	
Subtotal		<u>(10,207,934)</u>
<b>Available EDH TIM Fee Zone 8 Fund Balance</b>		<b>\$ (7,028,178)</b>
<b>Total Available TIM Fee Program Fund Balances</b>		<b>\$ 8,637,325</b>
<sup>1</sup> Excludes Silva Valley Interchange Set-aside fund balance because amount is restricted to Phase 1 of the project and the 2015 TIM Fee Program Update is only responsible for Phase 2. <sup>2</sup> Blackstone development project pre-paid local TIM Fee component and not Hwy. 50 TIM Fee component. As of 6/30/2015, 639 single family dwelling units have not been issued building permits and remain to claim fee credit. Adjustment represents loss of revenue from pre-payment of fee based on updated Zone 8 local TIM Fee rate.		
Sources: El Dorado County.		

# **Section 4**

## **TIM Fee Schedules and Budget Summaries**

**Table 14: Hwy 50 TIM Fee Cost Per Equivalent Dwelling Unit - 2017 Update**

	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6	Zone 7	Zone 8	Total
<b>TIM Fee Program Cost</b>									
Hwy 50 TIM Fee Cost Share	465,051	120,224,883	24,146,134	4,210,995	2,514,602	1,544,595	685,922	31,373,116	185,165,298
Fund Balances (6/30/2015) <sup>1</sup>	18,285	4,727,089	949,395	165,571	98,871	60,732	26,970	1,233,550	7,280,463
Net TIM Fee Program Cost	446,766	115,497,794	23,196,739	4,045,424	2,415,731	1,483,863	658,952	30,139,566	177,884,835
<b>Equivalent Dwelling Units</b>									
Residential	249	3,476	1,975	1,587	706	484	333	4,654	13,464
Nonresidential	11	922	324	164	110	85	14	1,110	2,740
Total	260	4,398	2,299	1,751	816	569	347	5,764	16,204
<b>Cost per EDU</b>									
Residential	1,718	20,710	20,710	2,310	2,960	2,608	1,899	5,229	
Nonresidential	996	12,012	12,012	1,340	1,717	1,513	1,101	3,033	
Nonresidential Offset <sup>2</sup>	42%	42%	42%	42%	42%	42%	42%	42%	
<b>Revenue</b>									
TIM Fee Residential	427,782	71,987,960	40,902,250	3,665,970	2,089,760	1,262,272	632,367	24,335,766	145,304,127
TIM Fee Nonresidential	10,956	11,075,064	3,891,888	219,760	188,870	128,605	15,414	3,366,630	18,897,187
Subtotal TIM Fee Program	438,738	83,063,024	44,794,138	3,885,730	2,278,630	1,390,877	647,781	27,702,396	164,201,314
Nonresidential Offset	8,028	32,434,770	(21,597,399)	159,694	137,101	92,986	11,171	2,437,170	13,683,521
Fund Balances (6/30/2015) <sup>1</sup>	18,285	4,727,089	949,395	165,571	98,871	60,732	26,970	1,233,550	7,280,463
Total TIM Fee Cost	465,051	120,224,883	24,146,134	4,210,995	2,514,602	1,544,595	685,922	31,373,116	185,165,298

<sup>1</sup> Fund balance allocated based on total cost shares by zone.

<sup>2</sup> "Nonresidential Offset" is the share of the nonresidential cost per EDU allocated to other funding, resulting in a reduction in the nonresidential TIM fee.

Sources: Tables 5, 11, and 13.

**Table 15: Local Roads TIM Fee Cost Per Equivalent Dwelling Unit - 2017 Update**

	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6	Zone 7	Zone 8	Total
<b>TIM Fee Program Cost</b>									
Local TIM Fee Cost Share	476,858	54,041,231	24,457,655	3,774,244	1,854,960	2,211,911	1,047,805	83,461,762	171,326,426
Fund Balances (6/30/2015) <sup>1</sup>	45,507	5,157,225	2,334,026	360,181	177,021	211,086	99,994	(7,028,178)	1,356,862
Net TIM Fee Program Cost	431,351	48,884,006	22,123,629	3,414,063	1,677,939	2,000,825	947,811	90,489,940	169,969,564
<b>Equivalent Dwelling Units</b>									
Residential	249	3,476	1,975	1,587	706	484	333	4,654	13,464
Nonresidential	11	922	324	164	110	85	14	1,110	2,740
Total	260	4,398	2,299	1,751	816	569	347	5,764	16,204
<b>Cost per EDU</b>									
Residential	1,659	10,603	10,603	1,950	2,056	3,516	2,731	15,699	
Nonresidential	962	6,150	6,150	1,131	1,192	2,039	1,584	9,105	
Nonresidential Offset <sup>2</sup>	42%	42%	42%	42%	42%	42%	42%	42%	
<b>Revenue</b>									
TIM Fee Residential	413,091	36,856,028	20,940,925	3,094,650	1,451,536	1,701,744	909,423	73,063,146	138,430,543
TIM Fee Nonresidential	10,582	5,670,300	1,992,600	185,484	131,120	173,315	22,176	10,106,550	18,292,127
Subtotal TIM Fee Program	423,673	42,526,328	22,933,525	3,280,134	1,582,656	1,875,059	931,599	83,169,696	156,722,670
Nonresidential Offset	7,678	6,357,678	(809,896)	133,929	95,283	125,766	16,212	7,320,244	13,246,894
Fund Balances (6/30/2015) <sup>1</sup>	45,507	5,157,225	2,334,026	360,181	177,021	211,086	99,994	(7,028,178)	1,356,862
Total TIM Fee Cost	476,858	54,041,231	24,457,655	3,774,244	1,854,960	2,211,911	1,047,805	83,461,762	171,326,426

<sup>1</sup> TIM Fee Zones 1-7 fund balance allocated based on zones 1-7 total cost shares by zone. EDH TIM Fee Zone 8 fund balance allocated to zone 8.

<sup>2</sup> "Nonresidential Offset" is the share of the nonresidential cost per EDU allocated to other funding, resulting in a reduction in the nonresidential TIM fee.

Sources: Tables 5, 11, and 13.



**Table 16: Total TIM Fee Cost Per Equivalent Dwelling Unit - 2017 Update**

	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6	Zone 7	Zone 8	Total
<b>TIM Fee Program Cost</b>									
Total TIM Fee Cost Share	941,909	174,266,114	48,603,789	7,985,239	4,369,562	3,756,506	1,733,727	114,834,878	356,491,724
Fund Balances (6/30/2015)	63,792	9,884,314	3,283,421	525,752	275,892	271,818	126,964	(5,794,628)	8,637,325
Net TIM Fee Program Cost	878,117	164,381,800	45,320,368	7,459,487	4,093,670	3,484,688	1,606,763	120,629,506	347,854,399
<b>Equivalent Dwelling Units</b>									
Residential	249	3,476	1,975	1,587	706	484	333	4,654	13,464
Nonresidential	11	922	324	164	110	85	14	1,110	2,740
Total	260	4,398	2,299	1,751	816	569	347	5,764	16,204
<b>Cost per EDU</b>									
Residential	3,377	31,313	31,313	4,260	5,016	6,124	4,630	20,928	
Nonresidential	1,958	18,162	18,162	2,471	2,909	3,552	2,685	12,138	
Nonresidential Offset	42%	42%	42%	42%	42%	42%	42%	42%	
<b>Revenue</b>									
TIM Fee Residential	840,873	108,843,988	61,843,175	6,760,620	3,541,296	2,964,016	1,541,790	97,398,912	283,734,670
TIM Fee Nonresidential	21,538	16,745,364	5,884,488	405,244	319,990	301,920	37,590	13,473,180	37,189,314
Subtotal TIM Fee Program	862,411	125,589,352	67,727,663	7,165,864	3,861,286	3,265,936	1,579,380	110,872,092	320,923,984
Nonresidential Offset	15,706	38,792,448	(22,407,295)	293,623	232,384	218,752	27,383	9,757,414	26,930,415
Fund Balances (6/30/2015) <sup>1</sup>	63,792	9,884,314	3,283,421	525,752	275,892	271,818	126,964	(5,794,628)	8,637,325
Total TIM Fee Cost	941,909	174,266,114	48,603,789	7,985,239	4,369,562	3,756,506	1,733,727	114,834,878	356,491,724

Sources: Tables 14 and 15.

**Table 17: 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
SFD Not Age Restricted	1.00	Dwelling Unit	1,718	20,710	20,710	2,310	2,960	2,608	1,899	5,229
MFD Not Age Restricted	0.62	Dwelling Unit	1,065	12,840	12,840	1,432	1,835	1,617	1,177	3,242
SFD Age Restricted	0.27	Dwelling Unit	NA	5,592	5,592	NA	NA	NA	NA	1,412
MFD 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. Source: Tables 4 and 14.

**Table 18: 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
SFD Not Age Restricted	1.00	Dwelling Unit	1,659	10,603	10,603	1,950	2,056	3,516	2,731	15,699
MFD Not Age Restricted	0.62	Dwelling Unit	1,029	6,574	6,574	1,209	1,275	2,180	1,693	9,733
SFD Age Restricted	0.27	Dwelling Unit	NA	2,863	2,863	NA	NA	NA	NA	4,239
MFD 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. Source: Tables 4 and 14.

**Table 19: 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
SFD Not Age Restricted	1.00	Dwelling Unit	3,377	31,313	31,313	4,260	5,016	6,124	4,630	20,928
MFD Not Age Restricted	0.62	Dwelling Unit	2,094	19,414	19,414	2,641	3,110	3,797	2,870	12,975
SFD Age Restricted	0.27	Dwelling Unit	NA	8,455	8,455	NA	NA	NA	NA	5,651
MFD 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. Source: Tables 4 and 14.

**Table 20: Federal, State & Local Grant Funding Summary**

	Amount	Share
<b>Allocation of Grant Funding</b>		
Total Federal, State & Local Grant Funding (Table 12) <sup>1</sup>	\$ 187,530,000	100%
TIM Fee Program Allocation		
External Trip Share (Table 11)	\$ 62,510,000	33%
Affordable Housing Subsidy <sup>2</sup>	17,700,000	9%
Nonresidential Offset		
Hwy. 50 TIM Fee (Table 14)	\$ 13,680,000	7%
Local TIM Fee (Table 15)	13,250,000	7%
Subtotal	\$ 26,930,000	14%
<b>Total TIM Fee Program Allocation</b>	<b>107,140,000</b>	<b>57%</b>
Net Available Grant Funding After TIM Fee CIP Allocation	\$ 80,390,000	43%
<b>Grant Funding Share of TIM Fee Program Costs</b>		
Total TIM Fee Program Costs (Table 9)	\$ 436,020,000	
Allocation of Federal, State & Local Grant Funding	107,140,000	
<b>Grant Funding Share of TIM Fee Program Costs</b>		<b>25%</b>
<sup>1</sup> Excludes grant funding sources that are restricted to uses that do not overlap with TIM Fee Program projects.		
<sup>2</sup> Affordable housing subsidy used to fully offset TIM Fees on affordable housing and is based on 20-year estimate of future affordable housing units.		
Source: Tables 9, 11, 12, 14 and 15.		

**Table 21: TIM Fee Program Budget Summary**

	Amount	Share of Total
<b>Total Budget Allocation</b>		
TIM Fee CIP Total Costs (Table 9)	\$ 436,020,000	100%
Existing Alternative Funding		
Local Funding Currently Programmed in CIP (Table 9)	\$ 17,010,000	4%
Fund Balances (6/30/2015) (Table 13)	<u>8,640,000</u>	<u>2%</u>
Subtotal	25,650,000	6%
Federal, State & Local Grant Funding <sup>1</sup>		
External Trip Share (Table 11)	\$ 62,510,000	14%
Nonresidential Fee Offset (Table 16)	<u>26,930,000</u>	<u>6%</u>
Subtotal	<u>89,440,000</u>	<u>21%</u>
Required TIM Fee Revenue (Table 18)	<u>\$ 320,930,000</u>	<u>74%</u>
Residential Development Share (Table 16)	283,730,000	65%
Nonresidential Development Share (Table 16)	37,190,000	9%
<b>TIM Fee Revenue Allocation Including Nonresidential Offset</b>		
Residential Development TIM Fee Revenue (Table 16)	283,730,000	82%
Nonresidential Development		
TIM Fee Revenue (Table 16)	37,190,000	11%
Fee Offset (Table 16)	<u>26,930,000</u>	<u>8%</u>
Total TIM Fee Revenue Including Nonresidential Offset	<u>\$ 347,850,000</u>	100%
<sup>1</sup> The affordable housing subsidy shown in Table 24 does not reduce total required TIM fee program revenue so is not included here. The affordable housing subsidy only replaces TIM fees that would be owed by affordable housing projects.		
Source: Tables 9, 11, 13, and 16.		

**Section 5**

**Comparison of 2016 and  
2017 TIM Fees**

**Table 22: Total TIM Fee Schedule - 2016 Major 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>		\$ 3,190	\$ 29,500	\$ 29,500	\$ 4,017	\$ 4,739	\$ 5,830	\$ 4,382	\$ 19,885
SFD Not Age Restricted	1.00	Dwelling Unit	3,190	29,500	29,500	4,017	4,739	5,830	4,382	19,885
MFD Not Age Restricted	0.62	Dwelling Unit	1,978	18,290	18,290	2,490	2,938	3,614	2,717	12,329
SFD Age Restricted	0.27	Dwelling Unit	NA	7,965	7,965	NA	NA	NA	NA	5,369
MFD Age Restricted	0.25	Dwelling Unit	NA	7,376	7,376	NA	NA	NA	NA	4,971
<b>Nonresidential</b>	<i>Cost per EDU<sup>1</sup> &gt;&gt;</i>		\$ 1,850	\$ 17,110	\$ 17,110	\$ 2,330	\$ 2,748	\$ 3,382	\$ 2,542	\$ 11,533
General Commercial	0.51	Bldg. Sq. Ft.	0.95	8.72	8.72	1.19	1.40	1.72	1.30	5.88
Hotel/Motel/B&B	0.08	Room	148	1,369	1,369	186	220	270	203	923
Church	0.10	Bldg. Sq. Ft.	0.18	1.71	1.71	0.24	0.27	0.34	0.25	1.15
Office/Medical	0.33	Bldg. Sq. Ft.	0.61	5.65	5.65	0.76	0.91	1.12	0.84	3.81
Industrial/Warehouse	0.23	Bldg. Sq. Ft.	0.42	3.94	3.94	0.54	0.63	0.78	0.59	2.65

<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. Source: Tables 4 and 14.

**Table 23: Total TIM Fee Schedule - 2017 Minor 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
SFD Not Age Restricted	1.00	Dwelling Unit	3,377	31,313	31,313	4,260	5,016	6,124	4,630	20,928
MFD Not Age Restricted	0.62	Dwelling Unit	2,094	19,414	19,414	2,641	3,110	3,797	2,870	12,975
SFD Age Restricted	0.27	Dwelling Unit	NA	8,455	8,455	NA	NA	NA	NA	5,651
MFD 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. Source: Tables 4 and 14.

**Table 24: Difference in Total TIM Fees 2016 to 2017**

	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>		\$ 187	\$ 1,813	\$ 1,813	\$ 243	\$ 277	\$ 294	\$ 248	\$ 1,043
SFD Not Age Restricted	1.00	Dwelling Unit	187	1,813	1,813	243	277	294	248	1,043
MFD Not Age Restricted	0.62	Dwelling Unit	116	1,124	1,124	151	172	183	153	646
SFD Age Restricted	0.27	Dwelling Unit		490	490					282
MFD Age Restricted	0.25	Dwelling Unit		453	453					261
<b>Nonresidential</b>	<i>Cost per EDU<sup>1</sup> &gt;&gt;</i>		\$ 108	\$ 1,052	\$ 1,052	\$ 141	\$ 161	\$ 170	\$ 143	\$ 605
General Commercial	0.51	Bldg. Sq. Ft.	0.05	0.55	0.55	0.07	0.09	0.09	0.07	0.31
Hotel/Motel/B&B	0.08	Room	9	84	84	11	12	14	12	49
Church	0.10	Bldg. Sq. Ft.	0.02	0.11	0.11	-	0.02	0.01	0.02	0.06
Office/Medical	0.33	Bldg. Sq. Ft.	0.04	0.34	0.34	0.05	0.05	0.05	0.04	0.19
Industrial/Warehouse	0.23	Bldg. Sq. Ft.	0.03	0.23	0.23	0.03	0.03	0.04	0.02	0.14

<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. Source: Tables 4 and 14.

**Table 25: Percent Difference in Total TIM Fees 2016 to 2017**

	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>		6%	6%	6%	6%	6%	5%	6%	5%
SFD Not Age Restricted	1.00	Dwelling Unit	6%	6%	6%	6%	6%	5%	6%	5%
MFD Not Age Restricted	0.62	Dwelling Unit	6%	6%	6%	6%	6%	5%	6%	5%
SFD Age Restricted	0.27	Dwelling Unit		6%	6%					5%
MFD Age Restricted	0.25	Dwelling Unit		6%	6%					5%
<b>Nonresidential</b>	<i>Cost per EDU<sup>1</sup> &gt;&gt;</i>		6%	6%	6%	6%	6%	5%	6%	5%
General Commercial	0.51	Bldg. Sq. Ft.	5%	6%	6%	6%	6%	5%	5%	5%
Hotel/Motel/B&B	0.08	Room	6%	6%	6%	6%	5%	5%	6%	5%
Church	0.10	Bldg. Sq. Ft.	11%	6%	6%	0%	7%	3%	8%	5%
Office/Medical	0.33	Bldg. Sq. Ft.	7%	6%	6%	7%	5%	4%	5%	5%
Industrial/Warehouse	0.23	Bldg. Sq. Ft.	7%	6%	6%	6%	5%	5%	3%	5%

<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. Source: Tables 4 and 14.

**Average: 5.7%**