

**El Dorado County  
Traffic Impact Mitigation (TIM) Fee Program Update  
Nexus & Funding Model  
Scenario 1 - Existing TIM Fee Zones**

**BOS Date: June 26, 2018**

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# **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
<b>Total</b>	<b>273</b>	<b>4,449</b>	<b>2,778</b>	<b>1,784</b>	<b>793</b>	<b>531</b>	<b>366</b>	<b>5,631</b>	<b>16,605</b>
<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
<b>Total</b>	<b>77</b>	<b>4,064</b>	<b>1,452</b>	<b>721</b>	<b>526</b>	<b>387</b>	<b>57</b>	<b>7,583</b>	<b>14,867</b>
<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
<b>Total</b>	<b>26</b>	<b>2,004</b>	<b>739</b>	<b>314</b>	<b>230</b>	<b>171</b>	<b>27</b>	<b>2,935</b>	<b>6,446</b>

<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 Creek 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	Total Cost
Indian Creek	Green Valley Rd	\$ 5,613,000
Mound Springs Creek	Green Valley Rd	5,638,000
Weber Creek	Green Valley Rd	12,115,000
South Fork American River	Salmon Falls Rd	11,182,500
Clear Creek	Sly Park Rd	6,082,000
Weber Creek	Cedar Ravine Rd	3,248,000
Carson Creek	White Rock Rd	4,792,500
North Fork Cosumnes River	Mt. Aukum Rd	4,792,500
North Fork Cosumnes River	Bucks Bar Rd	<u>8,556,000</u>
Total		\$ 62,019,500
New Development Share <sup>1</sup>		<a href="#">11.47%</a>
TIM Fee Program Share		\$ 7,113,637

<sup>1</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.

**Table 7: Intersection & Safety Improvements**

	<b>Cost per Location<sup>1</sup></b>	<b>New Development Share<sup>2</sup></b>	<b>New Development Cost per Location</b>	<b>Number of Locations</b>	<b>TIM Fee Program Share</b>
Intersection Tier 1 - Existing Deficiency	\$ 1,917,000	20%	\$ 383,400	3	\$ 1,150,200
Intersection Tier 2 - Future Deficiency	1,917,000	100%	1,917,000	19	36,423,000
Safety Improvements	\$1,196,000	20%	\$ 239,200	10	<u>2,392,000</u>
TIM Fee Program Share					\$ 39,965,200

<sup>1</sup> Intersection improvements based on \$350,000 for signalization plus \$1,450,000 for channelization (2015 costs) plus inflation adjustment from 2017 TIM Fee Update. Includes intelligent transportation systems (ITS). The Safety Improvement cost estimate is based on the average cost of CIP safety improvement projects between 2001 and 2016. Safety Improvements can occur at intersections, curves, or roadway segments.

<sup>2</sup> To avoid funding to correct an existing deficiency and to fund only that share that benefits new development, the TIM Fee Program share for Tier 1 intersections and safety improvements is based only on EDUs from new development in 2035 as a percent of total EDUs in 2035.

Sources: County of El Dorado; Table 5.

**Table 8: Transit Capital Projects**

	Amount	Unit Cost	Total Cost	New Development Share <sup>1</sup>	TIM Fee Program Share
County Line Transit Center <sup>2</sup>					
Land			\$ 1,875,000		
Construction			4,200,000		
Total			\$ 6,075,000	20%	\$ 1,215,000
Cameron Park Park-and Ride <sup>2</sup>			\$ 3,650,000	20%	730,000
Missouri Flat Transfer Point Expansion <sup>3</sup>			\$ 287,550	100%	287,550
Vehicles Required for Service Expansion <sup>3</sup>					
Dial-A-Ride Vans	10	\$ 42,000	\$ 447,300		
Local Route Buses	7	323,000	\$ 2,407,965		
Commuter Bus	1	500,000	\$ 532,500		
Total			\$ 3,387,765	100%	3,387,765
<b>Total</b>			<b>\$ 13,400,315</b>		<b>\$ 5,620,315</b>

<sup>1</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>2</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>3</sup> Costs based on Western El Dorado County Short- and Long-Range Transit Plan (2014) and Park-and-Ride Master Plan (2017). 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; Table 5.

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

Map ID	CIP Project No.	Project Name	From	To	Total Cost	Other Funding <sup>1</sup>	Net Cost
<b>Hwy 50 Auxiliary Lanes</b>							
A-1	53125	Aux. Lane Eastbound	County Line	El Dorado Hills Blvd IC	\$ 6,933,683	\$ -	\$ 6,933,683
A-2	GP148	Aux. Lane Eastbound	Bass Lake Rd IC	Cambridge Rd IC	9,404,483	-	9,404,483
A-3	53126	Aux. Lane Eastbound	Cambridge Rd IC	Cameron Park Dr IC	9,311,828	-	9,311,828
A-4	53127	Aux. Lane Eastbound	Cameron Park Dr IC	Ponderosa Rd IC	8,925,765	-	8,925,765
A-5	53128	Aux. Lane Westbound	Ponderosa Rd IC	Cameron Park Dr IC	9,543,465	-	9,543,465
A-6		Aux. Lane Westbound	Cameron Park Dr IC	Cambridge Rd IC	11,885,000	-	11,885,000
A-7	53117	Aux. Lane Westbound	Bass Lake Rd IC	Silva Valley Pkwy IC	5,821,823	-	5,821,823
A-8	53115	Aux. Lane Westbound	El Dorado Hills Blvd IC	County Line	5,976,248	-	5,976,248
		Subtotal			\$ 67,802,293	\$ -	\$ 67,802,293
<b>Hwy 50 Interchanges Projects</b>							
I-1	71323	El Dorado Hills Blvd	NA	NA	\$ 8,925,765	\$ 279,434	\$ 8,646,331
I-2	71345	Silva Valley Pkwy-Ph 2	NA	NA	8,155,770	-	8,155,770
I-3	71330, GP148	Bass Lake Rd	NA	NA	6,254,213	522,164	5,732,049
I-4	71332, GP149	Cambridge Rd	NA	NA	9,172,845	38,722	9,134,123
I-5	72361	Cameron Park Dr	NA	NA	61,400,000	1,140,650	60,259,350
I-6	71333, 71338, 71339	Ponderosa Rd	NA	NA	42,008,335	1,327,688	40,680,647
I-7	71347, 71376	El Dorado Rd	NA	NA	16,652,340	181,532	16,470,808
		Subtotal			\$ 152,569,268	\$ 3,490,190	\$ 149,079,078
<b>Roadway Improvements</b>							
R-1	72143	Cameron Park Dr	Palmer	Sudbury Rd	\$ 8,687,000	-	8,687,000
R-2	72376	Green Valley Rd	County Line	Sophia Pkwy	2,115,550	2,030,550	85,000
R-3	GP178, GP159	Green Valley Rd	Francisco Dr	Silva Valley Rd	6,420,885	-	6,420,885
R-4	72374	White Rock Rd	Post St	South of Silva Valley Pkwy	5,987,430	-	5,987,430
R-5	72142	Missouri Flat Rd	China Garden Rd	State Route 49	4,174,800	-	4,174,800
R-6	71324, GP147	Saratoga Way	Iron Point Rd	El Dorado Hills Blvd	18,788,000	-	18,788,000
R-7	72377	Country Club Dr	El Dorado Hills Blvd	Silva Valley Pkwy	11,450,880	-	11,450,880
R-8	71362	Country Club Dr	Silva Valley Pkwy	Tong Rd	6,930,100	-	6,930,100
R-9	71361	Country Club Dr	Tong Rd	Bass Lake Rd	13,258,185	-	13,258,185
R-10	71360	Country Club Dr	Bass Lake Rd	Tierre de Dios Dr	7,969,395	-	7,969,395
R-11	72334	Diamond Springs Pkwy	Missouri Flat Rd	State Route 49	20,133,125	11,738,125	8,395,000
R-12	66116	Latrobe Connection	White Rock Rd	Golden Foothill Pkwy	394,050	-	394,050
R-13	71375	Headington Rd Extension	El Dorado Rd	Missouri Flat Rd	6,748,000	2,050,330	4,697,670
R-14	66109	Bass Lake Rd	US 50	Serrano Pkwy	14,260,000	-	14,260,000
R-15	72350	Latrobe Rd	Investment Blvd	Golden Foothill Pkwy	8,355,000	-	8,355,000
R-16	72381	White Rock Rd	County Line	Windfield Way	4,429,000	250,000	4,179,000
		Subtotal			\$ 140,101,400	\$ 16,069,005	\$ 124,032,395

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

Map ID	CIP Project No.	Project Name	From	To	Total Cost	Other Funding <sup>1</sup>	Net Cost
<b>Reimbursement Agreements<sup>2</sup></b>							
NA	71352	Bass Lake Rd	South of Serrano Parkway		\$ 3,692,152	\$ -	\$ 3,692,152
NA	72332	Green Valley Rd	Green Valley Marketplace		300,000	-	300,000
NA	66116	Latrobe Connection	Project Study		275,117	-	275,117
NA	66108	Madera Way	Right Turn Lane		125,574	-	125,574
NA	71328	Silva Valley Pkwy	Interchange Phase 1		16,380,137	-	16,380,137
NA	76107	Silver Springs Pkwy	Green Valley Rd Intersection		2,139,483	-	2,139,483
NA	66108	Silver Springs Pkwy	Offsite		3,862,152	-	3,862,152
		Subtotal			\$ 26,774,615	\$ -	\$ 26,774,615
<b>Other Program Costs (new development fair share of total costs only)</b>							
NA	NA	Bridges	Replacement		\$ 7,113,637	\$ -	\$ 7,113,637
NA	NA	Intersections & Safety	Intersection Operational Imps. & Safety Projects		39,965,200	-	39,965,200
NA	53118	Transit	Capital Improvements		5,620,315	-	5,620,315
NA	See Footnote 3	Fee Program Admin	Program Administration & Updates		11,000,000	-	11,000,000
		Subtotal			\$ 63,699,152	\$ -	\$ 63,699,152
<b>Total</b>					<b>\$ 450,946,727</b>	<b>\$ 19,559,195</b>	<b>\$ 431,387,532</b>
					100%	4%	96%
<sup>1</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. (County Line to Sophia Pkwy) net cost reflects El Dorado County's share 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>2</sup> Based on payments remaining as of July 1, 2017 and excluding reimbursement agreements retired in FY 2016 (see Table 13). <sup>3</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.							

**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	0.27%	6.84%	1.06%	0.65%	0.50%	0.43%	0.48%	39.77%	50.00%	50.00%	100.00%
A-2	Aux. Lane Eastbound	0.62%	18.87%	2.96%	1.52%	1.24%	1.08%	0.92%	32.15%	59.36%	40.64%	100.00%
A-3	Aux. Lane Eastbound	0.82%	17.99%	4.19%	2.14%	1.71%	1.45%	1.24%	30.85%	60.39%	39.61%	100.00%
A-4	Aux. Lane Eastbound	1.15%	16.17%	6.70%	3.16%	2.77%	2.27%	1.76%	28.16%	62.14%	37.86%	100.00%
A-5	Aux. Lane Westbound	1.15%	16.17%	6.70%	3.16%	2.77%	2.27%	1.76%	28.16%	62.14%	37.86%	100.00%
A-6	Aux. Lane Westbound	0.82%	17.99%	4.19%	2.14%	1.71%	1.45%	1.24%	30.85%	60.39%	39.61%	100.00%
A-7	Aux. Lane Westbound	0.45%	15.07%	2.22%	1.15%	0.91%	0.77%	0.64%	36.31%	57.52%	42.48%	100.00%
A-8	Aux. Lane Westbound	0.27%	6.84%	1.06%	0.65%	0.50%	0.43%	0.48%	39.77%	50.00%	50.00%	100.00%
<b>Hwy 50 Interchanges Projects</b>												
I-1	El Dorado Hills Blvd	0.01%	2.98%	0.27%	0.37%	0.06%	0.05%	0.45%	55.12%	59.31%	40.69%	100.00%
I-2	Silva Valley Pkwy-Ph 2	0.08%	9.19%	1.58%	0.77%	0.50%	0.29%	0.31%	56.38%	69.10%	30.90%	100.00%
I-3	Bass Lake Rd	0.03%	13.08%	0.77%	0.17%	0.18%	0.10%	0.14%	55.04%	69.51%	30.49%	100.00%
I-4	Cambridge Rd	0.08%	44.62%	1.26%	0.70%	0.39%	0.25%	0.33%	27.22%	74.85%	25.15%	100.00%
I-5	Cameron Park Dr	0.15%	51.03%	3.07%	0.84%	1.02%	0.63%	0.36%	23.58%	80.68%	19.32%	100.00%
I-6	Ponderosa Rd	0.12%	40.81%	5.43%	7.77%	0.76%	0.27%	2.14%	21.91%	79.21%	20.79%	100.00%
I-7	El Dorado Rd	0.12%	9.79%	52.20%	1.66%	2.45%	0.62%	0.64%	16.29%	83.77%	16.23%	100.00%
<b>Roadway Improvements</b>												
R-1	Cameron Park Dr	0.06%	66.60%	2.30%	0.24%	0.59%	0.44%	0.35%	17.50%	88.08%	11.92%	100.00%
R-2	Green Valley Rd <sup>1</sup>	0.00%	1.39%	0.02%	1.41%	0.00%	0.00%	0.00%	11.18%	14.00%	86.00%	100.00%
R-3	Green Valley Rd	0.01%	7.58%	0.06%	7.27%	0.01%	0.01%	0.01%	33.18%	48.13%	51.87%	100.00%
R-4	White Rock Rd	0.14%	6.25%	1.24%	0.70%	0.51%	0.31%	0.47%	61.48%	71.10%	28.90%	100.00%
R-5	Missouri Flat Rd	1.21%	6.29%	37.27%	0.60%	0.16%	8.93%	5.15%	19.07%	78.68%	21.32%	100.00%
R-6	Saratoga Way	0.03%	1.65%	0.20%	0.41%	0.09%	0.06%	0.08%	47.48%	50.00%	50.00%	100.00%
R-7	Country Club Dr	0.18%	14.60%	2.51%	0.98%	0.83%	0.51%	0.35%	55.34%	75.30%	24.70%	100.00%
R-8	Country Club Dr	0.09%	5.82%	0.56%	0.43%	0.27%	0.18%	0.23%	68.45%	76.03%	23.97%	100.00%
R-9	Country Club Dr	0.21%	19.56%	2.00%	1.06%	0.81%	0.51%	0.45%	58.30%	82.90%	17.10%	100.00%
R-10	Country Club Dr	0.04%	35.89%	0.21%	0.15%	0.09%	0.06%	0.10%	36.73%	73.27%	26.73%	100.00%
R-11	Diamond Springs Pkwy	1.76%	7.25%	47.19%	0.84%	1.84%	12.85%	5.81%	22.46%	100.00%	0.00%	100.00%
R-12	Latrobe Connection	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.36%	48.64%	50.00%	50.00%	100.00%
R-13	Headington Rd Extension	0.17%	0.67%	93.58%	0.00%	0.00%	4.62%	0.86%	0.05%	99.95%	0.05%	100.00%
R-14	Bass Lake Rd	0.03%	16.38%	0.70%	0.10%	0.17%	0.10%	0.13%	52.28%	69.89%	30.11%	100.00%
R-15	Latrobe Rd	0.00%	0.54%	0.01%	0.01%	0.00%	0.00%	2.64%	20.89%	24.09%	75.91%	100.00%
R-16	White Rock Rd	0.03%	1.36%	0.17%	0.22%	0.07%	0.06%	0.59%	47.50%	50.00%	50.00%	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%	2.72%	97.28%	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	0.12%	13.30%	2.29%	1.11%	0.72%	0.42%	0.45%	81.59%	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%

<sup>1</sup> External share includes share associated with correcting existing deficiency.

<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).

Source: 2015 El Dorado County Travel Demand Model, Kimley-Horn & Associates, Inc.



**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	18,721	474,264	73,497	45,069	34,668	29,815	33,282	2,757,525	3,466,841	3,466,842	6,933,683
A-2 Aux. Lane Eastbound	58,308	1,774,626	278,373	142,948	116,616	101,568	86,521	3,023,541	5,582,501	3,821,982	9,404,483
A-3 Aux. Lane Eastbound	76,357	1,675,198	390,166	199,273	159,232	135,021	115,467	2,872,699	5,623,413	3,688,415	9,311,828
A-4 Aux. Lane Eastbound	102,646	1,443,296	598,026	282,054	247,244	202,615	157,093	2,513,496	5,546,470	3,379,295	8,925,765
A-5 Aux. Lane Westbound	109,750	1,543,178	639,412	301,573	264,354	216,637	167,965	2,687,440	5,930,309	3,613,156	9,543,465
A-6 Aux. Lane Westbound	97,457	2,138,112	497,982	254,339	203,234	172,333	147,374	3,666,521	7,177,352	4,707,648	11,885,000
A-7 Aux. Lane Westbound	26,198	877,349	129,244	66,951	52,979	44,828	37,260	2,113,903	3,348,712	2,473,111	5,821,823
A-8 Aux. Lane Westbound	16,136	408,775	63,348	38,846	29,881	25,698	28,686	2,376,754	2,988,124	2,988,124	5,976,248
Subtotal	505,573	10,334,798	2,670,048	1,331,053	1,108,208	928,515	773,648	22,011,879	39,663,722	28,138,571	67,802,293
<b>Hwy 50 Interchanges Projects<sup>1,2</sup></b>											
I-1 El Dorado Hills Blvd	865	257,661	23,345	31,991	5,188	4,323	38,908	4,765,858	5,128,139	3,518,192	8,646,331
I-2 Silva Valley Pkwy-Ph 2	6,525	749,515	128,861	62,799	40,779	23,652	25,283	4,598,223	5,635,637	2,520,133	8,155,770
I-3 Bass Lake Rd	1,720	749,752	44,137	9,744	10,318	5,732	8,025	3,154,919	3,984,347	1,747,702	5,732,049
I-4 Cambridge Rd	7,307	4,075,646	115,090	63,939	35,623	22,835	30,143	2,486,308	6,836,891	2,297,232	9,134,123
I-5 Cameron Park Dr	90,389	30,750,346	1,849,962	506,179	614,645	379,634	216,934	14,209,155	48,617,244	11,642,106	60,259,350
I-6 Ponderosa Rd	48,817	16,601,772	2,208,959	3,160,886	309,173	109,838	870,566	8,913,129	32,223,140	8,457,507	40,680,647
I-7 El Dorado Rd	19,765	1,612,492	8,597,762	273,415	403,535	102,119	105,413	2,683,095	13,797,596	2,673,212	16,470,808
Subtotal	175,388	54,797,184	12,968,116	4,108,953	1,419,261	648,133	1,295,272	40,810,687	116,222,994	32,856,084	149,079,078
<b>Roadway Improvements<sup>2</sup></b>											
R-1 Cameron Park Dr	5,212	5,785,542	199,801	20,849	51,253	38,223	30,405	1,520,225	7,651,510	1,035,490	8,687,000
R-2 Green Valley Rd	-	1,182	17	1,199	-	-	-	9,502	11,900	73,100	85,000
R-3 Green Valley Rd	642	486,703	3,853	466,798	642	642	642	2,130,450	3,090,372	3,330,513	6,420,885
R-4 White Rock Rd	8,382	374,214	74,244	41,912	30,536	18,561	28,141	3,681,073	4,257,063	1,730,367	5,987,430
R-5 Missouri Flat Rd	50,515	262,595	1,555,948	25,049	6,680	372,810	215,002	796,134	3,284,733	890,067	4,174,800
R-6 Saratoga Way	5,636	310,002	37,576	77,031	16,909	11,273	15,030	8,920,543	9,394,000	9,394,000	18,788,000
R-7 Country Club Dr	20,612	1,671,828	287,417	112,219	95,042	58,399	40,078	6,336,918	8,622,513	2,828,367	11,450,880
R-8 Country Club Dr	6,237	403,332	38,809	29,799	18,711	12,474	15,939	4,743,654	5,268,955	1,661,145	6,930,100
R-9 Country Club Dr	27,842	2,593,301	265,164	140,537	107,391	67,617	59,662	7,729,521	10,991,035	2,267,150	13,258,185
R-10 Country Club Dr	3,188	2,860,216	16,736	11,954	7,172	4,782	7,969	2,927,159	5,839,176	2,130,219	7,969,395
R-11 Diamond Springs Pkwy	147,752	608,638	3,961,601	70,518	154,468	1,078,758	487,750	1,885,515	8,395,000	-	8,395,000
R-12 Latrobe Connection	-	-	-	-	-	-	5,359	191,666	197,025	197,025	394,050
R-13 Headington Rd Extension	7,986	31,474	4,396,080	-	-	217,032	40,400	2,349	4,695,321	2,349	4,697,670
R-14 Bass Lake Rd	4,278	2,335,788	99,820	14,260	24,242	14,260	18,538	7,455,128	9,966,314	4,293,686	14,260,000
R-15 Latrobe Rd	-	45,117	836	836	-	-	220,572	1,745,359	2,012,720	6,342,280	8,355,000
R-16 White Rock Rd	1,254	56,834	7,104	9,194	2,925	2,507	24,656	1,985,026	2,089,500	2,089,500	4,179,000
Subtotal	289,536	17,826,766	10,945,006	1,022,155	515,971	1,897,338	1,210,143	52,060,222	85,767,137	38,265,258	124,032,395

**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	-	-	-	-	-	-	-	7,483	267,634	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	19,656	2,178,558	375,105	181,820	117,937	68,797	73,711	13,364,553	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	27,668	5,498,485	607,330	443,891	153,960	77,178	106,684	19,859,419	26,774,615	NA	26,774,615
<b>Other Program Costs<sup>2,3</sup></b>											
NA Bridges	28,000	2,442,000	783,000	190,000	90,000	102,000	97,000	3,381,637	7,113,637	NA	7,113,637
NA Intersections & Safety	160,000	13,720,000	4,396,000	1,067,000	504,000	575,000	544,000	18,999,200	39,965,200	NA	39,965,200
NA Transit	22,000	1,929,000	618,000	150,000	71,000	81,000	76,000	2,673,315	5,620,315	NA	5,620,315
NA Fee Program Admin	44,000	3,776,000	1,210,000	294,000	139,000	158,000	150,000	5,229,000	11,000,000	NA	11,000,000
Subtotal	254,000	21,867,000	7,007,000	1,701,000	804,000	916,000	867,000	30,283,152	63,699,152	NA	63,699,152
<b>Total Program Costs</b>											
Total	1,252,165	110,324,233	34,197,500	8,607,052	4,001,400	4,467,164	4,252,747	165,025,359	332,127,620	99,259,912	431,387,532
Hwy 50 TIM Fee <sup>1</sup>	673,571	64,124,806	15,485,958	5,345,216	2,481,502	1,548,673	2,004,729	53,458,485	145,122,940	54,956,329	200,079,269
Local TIM Fee <sup>2</sup>	578,594	46,199,427	18,711,542	3,261,836	1,519,898	2,918,491	2,248,018	111,566,874	187,004,680	44,303,583	231,308,263

<sup>1</sup> Highway 50 TIM Fee component includes all Highway 50 auxiliary lanes 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	<u>1,619,000</u>	<u>32,380,000</u>	86%	<u>27,852,000</u>
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)	<u>2,927,000</u>	<u>58,540,000</u>	86%	<u>50,353,000</u>
Subtotal	\$ 3,710,000	\$ 74,200,000		\$ 63,823,000
<b>Local</b>				
Caltrans Discretionary	<u>2,058,000</u>	<u>41,160,000</u>	86%	<u>35,404,000</u>
<b>Total</b>	<b>\$ 10,901,000</b>	<b>\$ 218,020,000</b>		<b>\$ 187,530,000</b>

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.

Note: Missouri Flats Master Circulation & Financing Plan (MC&FP) funding is not included because funds are restricted to specific projects not included in TIM Fee Program Update.

<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.

Source: El Dorado County Transportation Commission.

**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 - 2018 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	673,571	64,124,806	15,485,958	5,345,216	2,481,502	1,548,673	2,004,729	53,458,485	145,122,940
Fund Balances (6/30/2015) <sup>1</sup>	33,791	3,216,985	776,893	268,156	124,491	77,693	100,572	2,681,882	7,280,463
Net TIM Fee Program Cost	639,780	60,907,821	14,709,065	5,077,060	2,357,011	1,470,980	1,904,157	50,776,603	137,842,477
<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	2,461	11,291	11,291	2,900	2,888	2,585	5,487	8,809	
Nonresidential	1,427	6,549	6,549	1,682	1,675	1,499	3,182	5,109	
Nonresidential Offset <sup>2</sup>	42%	42%	42%	42%	42%	42%	42%	42%	
<b>Revenue</b>									
TIM Fee Residential	612,789	39,247,516	22,299,725	4,602,300	2,038,928	1,251,140	1,827,171	40,997,086	112,876,655
TIM Fee Nonresidential	15,697	6,038,178	2,121,876	275,848	184,250	127,415	44,548	5,670,990	14,478,802
Subtotal TIM Fee Program	628,486	45,285,694	24,421,601	4,878,148	2,223,178	1,378,555	1,871,719	46,668,076	127,355,457
Nonresidential Offset	11,294	15,622,127	(9,712,536)	198,912	133,833	92,425	32,438	4,108,527	10,487,020
Fund Balances (6/30/2015) <sup>1</sup>	33,791	3,216,985	776,893	268,156	124,491	77,693	100,572	2,681,882	7,280,463
Total TIM Fee Cost	673,571	64,124,806	15,485,958	5,345,216	2,481,502	1,548,673	2,004,729	53,458,485	145,122,940

<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 - 2018 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	578,594	46,199,427	18,711,542	3,261,836	1,519,898	2,918,491	2,248,018	111,566,874	187,004,680
Fund Balances (6/30/2015) <sup>1</sup>	64,312	5,135,145	2,079,820	362,559	168,939	324,395	249,870	(7,028,178)	1,356,862
Net TIM Fee Program Cost	514,282	41,064,282	16,631,722	2,899,277	1,350,959	2,594,096	1,998,148	118,595,052	185,647,818
<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	1,978	8,615	8,615	1,656	1,656	4,559	5,758	20,575	
Nonresidential	1,147	4,997	4,997	960	960	2,644	3,340	11,934	
Nonresidential Offset <sup>2</sup>	42%	42%	42%	42%	42%	42%	42%	42%	
<b>Revenue</b>									
TIM Fee Residential	492,522	29,945,740	17,014,625	2,628,072	1,169,136	2,206,556	1,917,414	95,756,050	151,130,115
TIM Fee Nonresidential	12,617	4,607,234	1,619,028	157,440	105,600	224,740	46,760	13,246,740	20,020,159
Subtotal TIM Fee Program	505,139	34,552,974	18,633,653	2,785,512	1,274,736	2,431,296	1,964,174	109,002,790	171,150,274
Nonresidential Offset	9,143	6,511,308	(2,001,931)	113,765	76,223	162,800	33,974	9,592,262	14,497,544
Fund Balances (6/30/2015) <sup>1</sup>	64,312	5,135,145	2,079,820	362,559	168,939	324,395	249,870	(7,028,178)	1,356,862
Total TIM Fee Cost	578,594	46,199,427	18,711,542	3,261,836	1,519,898	2,918,491	2,248,018	111,566,874	187,004,680

<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 - 2018 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	1,252,165	110,324,233	34,197,500	8,607,052	4,001,400	4,467,164	4,252,747	165,025,359	332,127,620
Fund Balances (6/30/2015)	98,103	8,352,130	2,856,713	630,715	293,430	402,088	350,442	(4,346,296)	8,637,325
Net TIM Fee Program Cost	1,154,062	101,972,103	31,340,787	7,976,337	3,707,970	4,065,076	3,902,305	169,371,655	323,490,295
<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	4,439	19,906	19,906	4,556	4,544	7,144	11,245	29,384	
Nonresidential	2,574	11,546	11,546	2,642	2,635	4,143	6,522	17,043	
Nonresidential Offset	42%	42%	42%	42%	42%	42%	42%	42%	
<b>Revenue</b>									
TIM Fee Residential	1,105,311	69,193,256	39,314,350	7,230,372	3,208,064	3,457,696	3,744,585	136,753,136	264,006,770
TIM Fee Nonresidential	28,314	10,645,412	3,740,904	433,288	289,850	352,155	91,308	18,917,730	34,498,961
Subtotal TIM Fee Program	1,133,625	79,838,668	43,055,254	7,663,660	3,497,914	3,809,851	3,835,893	155,670,866	298,505,731
Nonresidential Offset	20,437	22,133,435	(11,714,467)	312,677	210,056	255,225	66,412	13,700,789	24,984,564
Fund Balances (6/30/2015) <sup>1</sup>	98,103	8,352,130	2,856,713	630,715	293,430	402,088	350,442	(4,346,296)	8,637,325
Total TIM Fee Cost	1,252,165	110,324,233	34,197,500	8,607,052	4,001,400	4,467,164	4,252,747	165,025,359	332,127,620

Sources: Tables 14 and 15.

**Table 17: Hwy 50 TIM Fee Schedule - 2018 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>	\$ 2,461	\$ 11,291	\$ 11,291	\$ 2,900	\$ 2,888	\$ 2,585	\$ 5,487	\$ 8,809
SFD Not Age Restricted	1.00	Dwelling Unit	2,461	11,291	11,291	2,900	2,888	2,585	5,487	8,809
MFD Not Age Restricted	0.62	Dwelling Unit	1,526	7,000	7,000	1,798	1,791	1,603	3,402	5,462
SFD Age Restricted	0.27	Dwelling Unit	NA	3,049	3,049	NA	NA	NA	NA	2,378
MFD Age Restricted	0.25	Dwelling Unit	NA	2,823	2,823	NA	NA	NA	NA	2,202
<b>Nonresidential</b>		<i>Cost per EDU<sup>1</sup> &gt;&gt;</i>	\$ 1,427	\$ 6,549	\$ 6,549	\$ 1,682	\$ 1,675	\$ 1,499	\$ 3,182	\$ 5,109
General Commercial	0.51	Bldg. Sq. Ft.	0.73	3.34	3.34	0.86	0.85	0.76	1.62	2.61
Hotel/Motel/B&B	0.08	Room	114	524	524	135	134	120	255	409
Church	0.10	Bldg. Sq. Ft.	0.14	0.65	0.65	0.17	0.17	0.15	0.32	0.51
Office/Medical	0.33	Bldg. Sq. Ft.	0.47	2.16	2.16	0.56	0.55	0.49	1.05	1.69
Industrial/Warehouse	0.23	Bldg. Sq. Ft.	0.33	1.51	1.51	0.39	0.39	0.34	0.73	1.18

<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 - 2018 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>	\$ 1,978	\$ 8,615	\$ 8,615	\$ 1,656	\$ 1,656	\$ 4,559	\$ 5,758	\$ 20,575
SFD Not Age Restricted	1.00	Dwelling Unit	1,978	8,615	8,615	1,656	1,656	4,559	5,758	20,575
MFD Not Age Restricted	0.62	Dwelling Unit	1,226	5,341	5,341	1,027	1,027	2,827	3,570	12,757
SFD Age Restricted	0.27	Dwelling Unit	NA	2,326	2,326	NA	NA	NA	NA	5,555
MFD Age Restricted	0.25	Dwelling Unit	NA	2,154	2,154	NA	NA	NA	NA	5,144
<b>Nonresidential</b>		<i>Cost per EDU<sup>1</sup> &gt;&gt;</i>	\$ 1,147	\$ 4,997	\$ 4,997	\$ 960	\$ 960	\$ 2,644	\$ 3,340	\$ 11,934
General Commercial	0.51	Bldg. Sq. Ft.	0.58	2.55	2.55	0.49	0.49	1.35	1.70	6.09
Hotel/Motel/B&B	0.08	Room	92	400	400	77	77	212	267	955
Church	0.10	Bldg. Sq. Ft.	0.11	0.50	0.50	0.10	0.10	0.26	0.33	1.19
Office/Medical	0.33	Bldg. Sq. Ft.	0.38	1.65	1.65	0.32	0.32	0.87	1.10	3.94
Industrial/Warehouse	0.23	Bldg. Sq. Ft.	0.26	1.15	1.15	0.22	0.22	0.61	0.77	2.74

<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 - 2018 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>	\$ 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
<b>Nonresidential</b>		<i>Cost per EDU<sup>1</sup> &gt;&gt;</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

<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)	\$ 99,260,000		53%
Affordable Housing Subsidy <sup>2</sup>	17,700,000		9%
Nonresidential Offset			
Hwy. 50 TIM Fee (Table 14)	\$ 10,490,000		6%
Local TIM Fee (Table 15)	14,500,000		8%
Subtotal	\$ 24,990,000		13%
<b>Total TIM Fee Program Allocation</b>	<b>141,950,000</b>		<b>76%</b>
Net Available Grant Funding After TIM Fee CIP Allocation	\$ 45,580,000		24%
<b>Grant Funding Share of TIM Fee Program Costs</b>			
Total TIM Fee Program Costs (Table 9)		\$ 450,950,000	
Allocation of Federal, State & Local Grant Funding		141,950,000	
<b>Grant Funding Share of TIM Fee Program Costs</b>		<b>31%</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)	\$ 450,950,000	100%
Existing Alternative Funding		
Local Funding Currently Programmed in CIP (Table 9)	\$ 19,560,000	4%
Fund Balances (6/30/2015) (Table 13)	<u>8,640,000</u>	<u>2%</u>
Subtotal	28,200,000	6%
Federal, State & Local Grant Funding <sup>1</sup>		
External Trip Share (Table 11)	\$ 99,260,000	22%
Nonresidential Fee Offset (Table 16)	<u>24,980,000</u>	<u>6%</u>
Subtotal	<u>124,240,000</u>	<u>28%</u>
Required TIM Fee Revenue (Table 18)	<u>\$ 298,510,000</u>	<u>66%</u>
Residential Development Share (Table 16)	264,010,000	59%
Nonresidential Development Share (Table 16)	34,500,000	8%
<b>TIM Fee Revenue Allocation Including Nonresidential Offset</b>		
Residential Development TIM Fee Revenue (Table 16)	264,010,000	82%
Nonresidential Development		
TIM Fee Revenue (Table 16)	34,500,000	11%
Fee Offset (Table 16)	<u>24,980,000</u>	<u>8%</u>
Total TIM Fee Revenue Including Nonresidential Offset	<u>\$ 323,490,000</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 2017 and 2018 TIM Fees**

**Table 22: 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 23: Total TIM Fee Schedule - 2018 Technical 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>		\$ 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
<b>Nonresidential</b>	<i>Cost per EDU<sup>1</sup> &gt;&gt;</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

<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 2017 to 2018**

	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>		\$ 1,062	-\$ 11,407	-\$ 11,407	\$ 296	-\$ 472	\$ 1,020	\$ 6,615	\$ 8,456
SFD Not Age Restricted	1.00	Dwelling Unit	1,062	(11,407)	(11,407)	296	(472)	1,020	6,615	8,456
MFD Not Age Restricted	0.62	Dwelling Unit	658	(7,073)	(7,073)	184	(292)	633	4,102	5,244
SFD Age Restricted	0.27	Dwelling Unit		(3,080)	(3,080)					2,282
MFD Age Restricted	0.25	Dwelling Unit		(2,852)	(2,852)					2,114
<b>Nonresidential</b>	<i>Cost per EDU<sup>1</sup> &gt;&gt;</i>		\$ 616	-\$ 6,616	-\$ 6,616	\$ 171	-\$ 274	\$ 591	\$ 3,837	\$ 4,905
General Commercial	0.51	Bldg. Sq. Ft.	0.31	(3.38)	(3.38)	0.09	(0.15)	0.30	1.95	2.51
Hotel/Motel/B&B	0.08	Room	49	(529)	(529)	14	(22)	47	307	392
Church	0.10	Bldg. Sq. Ft.	0.05	(0.67)	(0.67)	0.03	(0.02)	0.06	0.38	0.49
Office/Medical	0.33	Bldg. Sq. Ft.	0.20	(2.18)	(2.18)	0.07	(0.09)	0.19	1.27	1.63
Industrial/Warehouse	0.23	Bldg. Sq. Ft.	0.14	(1.51)	(1.51)	0.04	(0.05)	0.13	0.89	1.13

<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 2017 to 2018**

	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>		31%	(36%)	(36%)	7%	(9%)	17%	143%	40%
SFD Not Age Restricted	1.00	Dwelling Unit	31%	(36%)	(36%)	7%	(9%)	17%	143%	40%
MFD Not Age Restricted	0.62	Dwelling Unit	31%	(36%)	(36%)	7%	(9%)	17%	143%	40%
SFD Age Restricted	0.27	Dwelling Unit		(36%)	(36%)					40%
MFD Age Restricted	0.25	Dwelling Unit		(36%)	(36%)					40%
<b>Nonresidential</b>	<i>Cost per EDU<sup>1</sup> &gt;&gt;</i>		31%	(36%)	(36%)	7%	(9%)	17%	143%	40%
General Commercial	0.51	Bldg. Sq. Ft.	31%	(36%)	(36%)	7%	(10%)	17%	142%	41%
Hotel/Motel/B&B	0.08	Room	31%	(36%)	(36%)	7%	(9%)	17%	143%	40%
Church	0.10	Bldg. Sq. Ft.	25%	(37%)	(37%)	13%	(7%)	17%	141%	40%
Office/Medical	0.33	Bldg. Sq. Ft.	31%	(36%)	(36%)	9%	(9%)	16%	144%	41%
Industrial/Warehouse	0.23	Bldg. Sq. Ft.	31%	(36%)	(36%)	7%	(8%)	16%	146%	41%

<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: 16.7%**