

TRANSPORTATION IMPACT FEES

Traffic counts in El Dorado County are down significantly over time. Traffic counts determine traffic impact fees because they track the level of use on the roads. Traffic congestion has decreased to levels below when impact fees were passed and as a consequence the legality of mitigation fees is in question. About 95% of local roads are below 2007 traffic levels and many of those counts drop below 2003 levels (EDC Traffic counts). Mitigation fee laws require studies and findings that justify the need for fees. In short, there must be a need for the fee and it must be used to mitigate the impacts.

At issue is the forecasting for the massive need for costly infrastructure we are building. Erroneous forecasting resulted in high mitigation fees now being charged, but, the county's failure to act on required fee updates and decreased auto trip count data has allowed the fees to remain high and continue at high rates. We detail these issues below and label them as abuse instances.

The 5-Year Update Instance

The government code requires a 5 year update and annual review

with a public hearing so fees may be validated or protested. The government code indicates fees should be returned if the 5 year update is not performed. The County Department of Transportation (DOT) is over two years behind in producing a 5 year update. No effort has been made by DOT to refund the fees.

The Trip Count Instance

The trip counts are declining long term and forecasting positive trips is near impossible from a negative statistical trend---line. DOT is forced to wait for a statistical trend turn positive. However, trips continued decreasing and the failure to account for those declines becomes a compounding problem for the county. Failure to process the required five year update and trip count declines allows for the exploit of residents paying impact fees.

There is no mention of the dramatic changes happening to our workforce. "Work at Homers" now constitute about 10% of the EDC workforce. Retirees are prevalent in El Dorado County and they are generally not commuters. We use the CTPP (Census Transportation Planning Package) to determine that the current number of work at home residents is around 8,000 out of 81,000 workers or about

10%. The rapid change in employment characteristics is reducing our need for transportation infrastructure.

Trip Count Instance HWY 50

The El Dorado County Department is charging impact fees on HWY 50 although onramp and off-ramp counts indicate total trips are down about 12,000 ticks a day from 2003 levels (ramp counts --- Cal Trans). The ramp counts done every three years by Cal Trans demonstrate HWY 50 congestion abating as transportation impact fees were increasing. The New Traffic Model Instance

Even though the Federal government requires trip counts to be used in forecasting (letters to Supervisors), the county's traffic consultant indicated (on video) they did not use historical trip count data in the new model construction.

Our new traffic model determines the need for new projects and the new impact fee amount. It now predicts thousands of new jobs, students, and many more people. In reality, data shows we lost jobs, and students --- long term. EDC's population growth in 2013 was around 400 people (Ca Department of Finance 6/14). DOT's declining

traffic counts are on their web site under Traffic Counts.

The Saratoga and Green Valley Instance

Saratoga, a parallel capacity 4 lane divided parkway has taken longer to complete than the Loma Prieta, the Bay Bridge, and I---5's earthquake repairs. The project is less than a half mile of paving and is a critical health and safety project connecting to hospitals.

The county has failed to deliver critical projects in a timely manner and instead protracted projects that would have substantially reduced congestion on HWY 50. The greatest concern we present is DOT's 17 year delay in advancing congestion relieving projects. The delays in completion of Green Valley and Saratoga in the 90's are documented in county records. According to county documents, funds were redirected to Latrobe Road to benefit development south of HWY 50 (SUP Agenda – 1/17/1995).

In 2005, county auditor Joe Harn wrote to DOT about the failure to complete Saratoga and the importance of the project (attached email and response from DOT Director and 2005 Sac Bee article) According to EDC's general plan level of service standards,

Saratoga would carry about 2,000 cars per hour at LOS "C" and 3,500 at LOS "D" or about half of HWY 50's congestion. Saratoga and Green Valley Roads were removed from the project list in 1997 (agenda 2/4/97). Saratoga would have provided substantial relief at the EDH Interchange had it been completed before the overpass work.

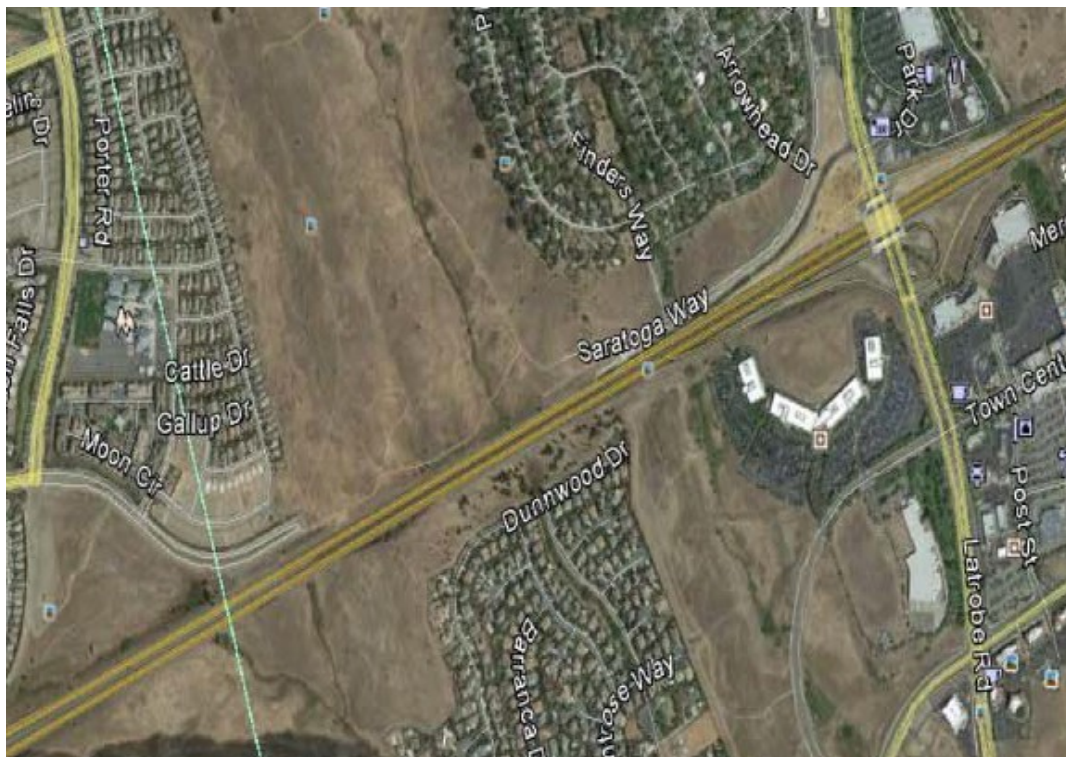
TABLE 4-2: ROADWAY LEVEL OF SERVICE STANDARDS					
Facility Type	Maximum Peak Hour Volume¹				
	LOS A	LOS B	LOS C	LOS D	LOS E
Minor 2-Lane Highway	90	200	680	1,410	1,740
Major 2-Lane Highway	120	290	790	1,600	2,050
4-Lane, Multilane Highway	1,070	1,760	2,530	3,280	3,650
2-Lane Arterial	-	-	970	1,760	1,870
4-Lane Arterial, Undivided	-	-	1,750	2,740	2,890
4-Lane Arterial, Divided	-	-	1,920	3,540	3,740
6-Lane Arterial, Divided	-	-	2,710	5,320	5,600
8-Lane Arterial, Divided	-	-	3,720	7,110	7,470

Notes: ¹ Thresholds apply to arterial roadways with moderate access control.
Source: 2004 El Dorado County General Plan.

Saratoga is the direct connection to Iron Point and Intel at the county line in ED Hills. About 2/3 of traffic going west on HWY 50 dissipates in Folsom and Rancho Cordova (SACOG 2008) emphasizing the importance of Saratoga.

We believe Saratoga was stalled 17 years to keep congestion on HWY 50 --- to keep fees high and transportation grants coming.

According to county documents, the paving length for completion is less than some drive ways --- 2,400 feet for the road connection. Saratoga is the cheapest and easiest project in our capital improvement plan that would dramatically improve HWY 50's congestion and onramp access. Thank you Google Earth.



Other more expensive projects go forward --- MF/ Diamond Springs Parkway, HOV lanes, Ray Lawyer Dr overpass, and Silva Valley Interchange. These expensive projects provide marginal congestion relief for HWY 50 . (See the Cal Trans study on

HOV lanes.)

We believe the failure to complete Saratoga is a 16 year violation of Measure Y's concurrency requirements with NO help from the Measure "Y" committee members. WHY? The Measure "Y" committee along with DOT depend on congestion --- for political power and for money.

Finally, please look at the attachments for the Saratoga and HWY 50 trip count documentation.