LATE DISTRIBUTION 2-24-14

February 23, 2014

Norma Santiago

Dear Honorable Ron Briggs, Chairman of the Board of Supervisors
El Dorado County, Ca

Since 2001 we have added about 9,500 new homes in El Dorado County. The expected trip yield from the new homes using 8.3 trips/home, totals 78,000 trips per day and 19,500,000 yearly trips (workdays only). However, an unusual event has happened in the matter of automobile impacts over the past 9 years. The vehicle miles traveled have substantially decreased on our state highways (Caltrans web site) and local roads (EDC web site). This presents difficulties legally defending an impact fee as the last 9,500 new homes did not produce the expected trips or traffic impacts. Fees were collected and improvements were made as impacts decreased. Now with no growth in homes we still have congestion and LOS "F". WHY?

We have had significant congestion on HWY 50 since the 80's. We mitigated 50 years of growth with an HOV lane and 10 buses expecting that to solve our congestion problem. Friday morning's a.m. commuter bus to Iron Point had 3 people on it and the HOV lane is virtually empty at commute time (picture documentation of the HOV and buses available by request).

Congestion on HWY 50 and local roads still exists. Reportedly 5 ballot initiatives are now moving forward gathering signatures because of road congestion. The county identifies this needed capacity in the Capital Improvement Plan (CIP). Yes, we do all drive the roads and there is no disputing there is significant congestion but it seems congestion has lessened from what it was.

We have exhibited a large map of the county road/highway system with the major roads highlighted in orange depicting trip counts below 2006. About a third of the highlighted roads are below 2003 trip count levels. Growth has slowed from 1800 permits in 2004 to a low 76 in 2010. This phenomenon has exposed a serious flaw in the collection of TIM fees because we see congestion now with no/low growth.

Cameron Park Drive, Cameron Park Interchange, and Durock Road exemplify our point. Trip counts are significantly down at this location. Counts decreased incrementally to 20% below 2003 levels on Durock. The funding source for this congestion relief comes 100% from mitigation fees. Because there are now impacts that remain with no growth in trips, their remedies must be tallied as an existing deficiency. Fewer than 500 legal buildable lots remain in Cameron Park. According each project in the CIP is subject to the same scrutiny.

The issue of existing deficiencies becomes a serious liability. The US Supreme Court has placed conditions on the collection of mitigation fees and one of these considerations is dealing with existing deficiencies. They must be accounted for – inventoried, quantified against new development and "fair share" funding is the result. Included is a simple dissertation on the matter by a leading expert.

Attached is a copy of the 2002 DOT report reflecting the existing deficiency percentage of 52% (funding responsibility for the state highways). Total fair share proportioned to existing residents in 2002 was $245 million dollars for state and local roads - about half of the fee program. California also requires an existing deficiency plan under Congestion Management legislation.

Despite a public records act request, and a request from staff personally, the county has not provided an accounting of existing deficiencies. Staff did comment that the wording of measure "Y" removed the deficiencies and placed them on new development. If this is the case, Measure "Y" becomes superior to a

Supreme Court case. "Y" confers substantial benefits to a special class of people in the R zone - the existing residents. Measure "Y" indicates - 100% funding of all cumulative impacts by new development with additional funding through other sources. Measure "Y" makes new development mitigate pass through traffic and that is a violation of the Mitigation Fee Act and gov. code 65852 again by placing unfair burdens on a special class of "R" zone properties.

Several other important issues are concerning. The projects in exhibit "B" of the current TIM fee ordinance (TIM Project list, apportionment, amount, etc.) includes instances in the matrix for collecting 100% of the cost from impact fees from new development. The county charges 100% of the project cost to new development and then gets STIP grants in the millions for the same projects (Caltrans web site). This appears to be a fraud.

The TIM fee program charges new development over $10 million for commuter buses. The county transit web site indicates the commuter buses were paid from federal grants and are good for another 7-11 years. We have been collecting fees for those buses for over ten years. Where are these TIM fees going?

Office space in industrial and warehouse buildings appears to be charged out as an office fee and the offices impacts in industrial buildings were accounted for in the ITE studies (ITE manuals, Industrial Land Use). According to county records over 1 million feet of industrial square footages are implicated.

The new model is tainted by citing outdated trip count generation rates (2000 Household Survey) which skews trip yields higher by over 17% and raises impact fees. This shows bias. Peer reviewers totally missed the student population growth in the county. The model assumes student growth up to 30% by 2025. Student populations have crashed and teachers are being laid off (CBED's already presented to the board). This erroneous assumption skews trip forecasts upwards and also radically affects employment forecasts. This assumption error produces higher impact fees. There is no support for student population growth.

Traffic models cannot project positive trips from negative trips which condition exists now in EDC. This is a simple logic issue. The logic crisis - More houses can't produce less trips then produce increased impacts. In the last year 19,500,000 annual work day trips did not happen. Trips from the 9,500 new homes didn't happen. The negative trip growth trend line precludes the calibration of the model.

The peer reviewer states the model would not calibrate using the baseline data. The model has little worth considering the nexus failure and volume of existing deficiencies. Population growth can no longer predict transportation trips or we would show increasing trip counts. The model however is supposed to locate, quantify, evaluate, and contain pertinent data regarding existing deficiencies. Are they included in the model and what are their values?

No longer are SFD generation rates reliable. Variables we never anticipated are rapidly presenting – telecommuting, the economy, and the age of population all compound and interplay. The variables not yet realized in time such as flying cars (Terrafugia) and drones would further complicate our mitigation fee calculations and even potentially convert all roads to trails. Anything can happen to our trip counts and we must realize this potential. EDC's track record on predicting and monitoring leads us here to a point of conflict.

Is there a softer way to find the reality of the existing deficiencies and turn them into a positive? We understand some of the board does not have the historical background on our impact fee program. Our request is purposed to help inform the board and public. To advance this goal we request an audit, allowed

under the Mitigation Fee Act, of the state hwy and local impact fee programs particularly concerning existing deficiency accounting and the fair share funding calculations since 2002. Existing deficiencies require an account and are carry forward deficiencies subject to inflation and construction index adjustments. Deductions (offsets) for existing deficiencies are allowed from general fund payments, voter approved taxes, congestion relief grants (pay as you go fuel tax sources), and Transportation Enhancement or other grants used to mitigate congestion.

On a positive side there are solutions to the fee and congestion issues. Our suggestions are as follows in order of public benefit.

1) Restore integrity to DOT through hands on management policies, abandon what does not work.
2) Complete Saratoga immediately - it is the cheapest and most effective mitigation for HWY 50. Two-thirds of workers who live in Folsom/El Dorado Hills commute no further west than Rancho Cordova (SACOG Metro Trans Plan 2008). This project is essential to congestion relief on HWY 50.
3) Finish the EDH Interchange ramping meters
4) Complete Green Valley Rd. 4 lanes through Folsom. It would seem Folsom would need roads to higher ground regarding a dam failure. There is a persuasion to add lanes from Blue Ravine for this purpose and leverage Saratoga if needed.
5) Convert the HOV lane to a HOT lane and use proceeds towards congestion relief/repayment. Our HOV lanes are virtually empty and ineffective mitigations in rural areas. (Pictures of our empty HOV lanes available on request).
6) Promote congestion mitigation App software for commuters – Inrix uses cell phone locations and movements for real time congestion avoidance. A matching grant has been offered to assist in this endeavor.
7) Increase the park and ride lot sizes at EDH. This is the most used and beneficial Park and Ride but it is full most workdays. Silva Valley Interchange might accommodate an oversized Park and Ride and relieve the EDH Park and Ride.
8) Quantify and fund the existing deficiencies and include "fair share" funding in the matrix (impact fee ordinance) or reduce the impact fee to the fair share. (Wasn't a ¼ cent sales tax measure passed to fund transportation?)
9) Eliminate the Iron Point commuter bus program. Enhance commuter sentiment by add WiFi to commuter buses.

We protest collecting impact fees in the rural zones and HWY 50 as the required nexus is broken and "fair share" debt load from existing deficiencies is unfunded. Any impact fee payer reading these comments might gain enough knowledge to contest paying the fee or demand refunds. However, the goal of this letter is to not legally threaten but to bring out information to the board so that an informed decision can be made in hopes of solving transportation funding, uniting the community, and restoring integrity to the TIM fee process. We look forward to answering any questions.

Respectfully,

Henry Batsel

Attachments and Hand notes

adoption of complete streets policies, however, is improved safety for road users. By improving infrastructure for pedestrians and bicyclists, and reducing automobile speeds, complete streets policies are intended to reduce traffic-related injuries and fatalities (McCann & Rynne, 2010).

The complete streets concept has been widely adopted in the United States. As of late 2011, 26 states and 352 local governments had either adopted or expressed their intention to adopt complete streets policies (National Complete Streets Coalition). Within California, the Complete Streets Act of 2007 (Assembly Bill 1358) requires all local governments to plan for routine accommodation of all major modes in the transportation system (State of California, 2007).

Calculating impact fees

In a 1992 article in the *Journal of Urban Planning and Development,* Dennis Ross and Scott Ian Thorpe described two approaches to calculating impact fees: inductive and deductive (Ross & Thorpe, 1992).

The inductive method starts from a quantifiable public need and then determines what proportion of that need will be occasioned by a development (pp. 6-8). For example, a city may project growth in population and employment that will create unacceptable levels of congestion on city streets. The city will identify projects to alleviate that congestion and estimate their total cost. Since existing residents and businesses can be expected to contribute some share of future congestion, the total project cost is reduced by that share. This yields an estimated cost for improvements that can be attributed to demand arising from new development. This cost is then divided among the total trips attributable to new development. Trip generation rates drawn from ITE's *Trip Generation* and local travel demand models are then used to apportion these costs to different types of development, typically resulting in impact fees that are charged at pre-determined rates per square foot of development.

The deductive method starts by quantifying the impacts of a development and then determines how much it would cost to add facilities to offset those costs (pp. 8-9). The deductive method could be applied to a development by estimating the trips it would generate, evaluating the resulting congestion on nearby streets, and estimating the costs of mitigating that congestion. Some portion of those costs would then be paid by the developer. Deductive methods of calculation require developers and private officials to collect more information and expend

By Sarah Pistorius client Fehrs + Peers 2012

Summary of "Existing"/ "Baseline" Financing Deficit

Deferred surface treatment (approx.)	$80 million
Deferred heavy equipment replacement and reserve fund	$ 9 million
Deferred bridge replacement/ rehabilitation (approximate)	$40 million
"Existing deficiency" impact fee match – based on current programs which could change	
◆ State TIM	$162 million
◆ TIM	$ 83 million
Total	$374 million

These numbers represent the existing deficit and do not includeprojected deterioration of County roads due to insufficient annual funding.

Other Road Fund Responsibilities: Un-funded and Under-funded

- "Existing (capacity) deficiencies"
  - State Highway Traffic Impact Mitigation Fee
    - County adopted fee based upon 52% "existing deficiency"
    - This assumption may be revisited through the interim State Highway Variable Impact fee program
    - Will be considered in "final" State Highway fee developed at the end of the General Plan process
  - Traffic Impact Mitigation Fee
    - County adopted fee based upon 42% "existing deficiency"
    - Will be reconsidered during fee revision at end of General Plan process
  - El Dorado Hills/Salmon Falls Road Impact Fee requires no County "existing deficiency" share of project costs

Problem

- Determine the number of lanes required to maintain level of service C (or better) on a freeway section, given the following info:
  - 15 minute flows = 2000, 1800, 1750, 1700
  - Trucks and buses = 5%
  - RVs = 0%
  - Free flow speed = 120 km/hr
  - Lane width = 3.65 m
  - lateral obstruction none
  - interchange spacing 1 interchange per km.
  - f_p = 0.95
  - Rolling terrain

Solution

Rolling terrain: E_T=2.5 (Table 3.14)

$$f_{HV} = \frac{1}{1+P_T(E_T-1)+P_R(E_R-1)}$$

$$= \frac{1}{1+0.05(2.5-1)} = 0.93$$

q_{60}=2000+1800+1750+1700=7250

q_{15}=2000, --> 4*2000=8000

$$PHF = \frac{q_{60}}{4*q_{15}} = \frac{7250}{4*2000} = 0.91$$

$$q_p = \frac{4*q_{15}}{(l)(f_{HV})(f_p)}$$

$$4: q_p = \frac{8000}{4*0.93*0.95} = 2254\, pcphpl$$

$$5: q_p = \frac{8000}{5*0.93*0.95} = 1804\, pcphpl$$

$$6: q_p = \frac{8000}{6*0.93*0.95} = 1503\, pcphpl$$

Required maximum density at LOS C = 26 pcpmpl = 16 pc/km/ln

Try N = 4,5,6

q = kv Solve for k

$q=q_p$ v = v_f = freeflow speed

Try N = 4

2254=K*120 --> K=18.8 > 16 unacceptable (LOS E)

N = 5

1804=K*120 --> K= 15.0 <16 acceptable (LOS C)

N = 6

1503 = K*120 --> K= 12.5 << 16 over designed.(LOS C)

03-ED-050

P P	POST MILE	P S	DESCRIPTION	2003 ADT	2004 ADT	2005 ADT	2006 ADT	2007 ADT	2008 ADT	2009 ADT	2010 ADT	2011 ADT	2012 ADT
R	015.211		EB ON FROM MO FLAT RD				9600						
	015.658		WB ON FROM FAIRGROUNDS	9970			11000			8800			
	015.889		EB OFF TO FAIRGROUNDS				9700			8600			
	015.943		WB OFF TO FAIRGROUNDS	3190			2850			2700			
	015.990		EB ON FROM FAIRGROUNDS	2640			2350			2150			
	017.116		WB OFF TO W PLACER	5510			4900						
	017.164		EB ON FROM W PLACER	5560			4950						
	017.420		EB OFF TO MAIN STREET	2820			2500						
	017.892		WB OFF TO COLOMA ST	810			580			660			
	018.574		WB ON FR MOSQUITO RD				6800						
	018.586		EB OFF TO BROADWAY				5100						
	018.630		WB OFF TO MOSQUITO RD	1750			1250			1000			
	018.641		EB ON FR BROADWAY				3550						
	018.982		SCHNELL SCHOOL RD-EBOFF	3150			4050			3550			4350
	019.000		SCHNELL SCHOOL RD-WB ON	2580			4500			4000			4450
	019.338		SCHNELL SCHOOL RD-EB ON	2160			1550			1600			1750
	019.353		SCHNELL SCHOOL RD-WBOFF	1200			740			1050			1000
	020.152		POINT VIEW DR-EB OFF	1450			2050			1800			1900
	020.195		POINT VIEW DR-WB ON	1610			2100			2250			2250
	020.486		POINT VIEW DR-WB OFF	270			210			280			170
	020.526		POINT VIEW DR-EB ON	480			360			380			300
	020.838		WB OFF TO NEWTOWN RD	260			250			180			160

MEASURE "Y" Bottleneck OFFENDER

TREND DOWN 14% (7 yrs)

03-ED-050

P	POST MILE	P S	DESCRIPTION	2003 ADT	2004 ADT	2005 ADT	1 2006 ADT	2 2007 ADT	3 2008 ADT	4 2009 ADT	5 2010 ADT	6 2011 ADT	7 2012 ADT
	000.598		EB OFF TO SB LATROBE RD	6440			9300			9500			
	000.686		WB ON FROM LATROBE RD	15000			18700			16300			16000
	000.832		EB OFF TO LATROBE	6180			9700			8700			
	001.041		EB ON FR LATROBE	7260			5800			6500			
	001.048		WB OFF TO LATROBE RD				7100			5500			6600
R	003.082	L	WB ON FROM BASS LAKE RD	5000			4500			7100			4750
R	003.149	R	EB OFF TO BASS LAKE RD	4370			4800			4650			4900
R	003.411		EB ON FROM BASS LAKE RD	670			1200			1150			1250
R	003.412		WB OFF TO BASS LAKE RD	690			1150			1250			1250
	004.733		EB OFF TO CAMBRIDGE RD	3870			3750			4050			3850
	004.922		EB ON FROM CAMBRIDGE	3230			3150						3750
	005.003		WB ON FROM CAMBRIDGE	4340			3750			4500			4300
	005.152		WB OFF CAMBRIDGE RD	3500			3250			4100			4100
	006.440		WB ON FR SB CAMERON PRK	3910			4150			3950			3550
	006.464		EB OFF TO CAMERON PARK	7460			8200			7200			7000
	006.618		WB ON FR NB CAMERON PRK	3040			4250			3050			3200
	006.715		EB ON FROM CAMERON PARK	7840			8700			7100			7500 -5%
	006.748		WB OFF TO CAMERON PARK	8420			8100			6700			7200 -15%
R	008.378		EB OFF TO SHINGLE SPRINGS	10100			10700			9300			
R	008.416		WB ON FROM SB SHINGLE SPRIN	4430			4700			4150			
R	008.533		EB ON FROM SHINGLE SPRINGS	2570			2250			2400			
R	008.598		WB ON FROM NB SHINGLE SPRIN				5000			5000			

CP to Shingle Down Volume

County line EDH to Missouri Flat On/off Ramp Counts
UP 1950
DOWN 14,000

Total Ramp Counts to M Flat
DOWN 12,150

Volume This Page + 1500 trips = Total trips

Source: Caltrans Web site

03-ED-050

P	POST MILE	P S	DESCRIPTION	2003 ADT	2004 ADT	2005 ADT	2006 ADT	2007 ADT	2008 ADT	2009 ADT	2010 ADT	2011 ADT	2012 ADT
R	008.763		WB OFF TO PONDEROSA RD	2980			2400			2500			
R	010.096		EB OFF TO SHINGLE SPR	990			1100			900			
R	010.152		WB ON FROM SHINGLE SPR	960			820			920			
R	010.449		EB ON FROM SHINGLE SPR	640			480			660			
R	010.505		WB OFF TO SHINGLE SPR	730			550			720			
R	011.007		EB OFF TO RED HAWK PKWY						1001				
R	011.130		WB ON FR KOTO RD						1001				
R	011.131		SEG RTE 50 ON FR KOTO RD						1001				
R	011.379		EB ON FR KOTO RD						1001				
R	011.395		SEG RTE 50 OFF TO RED HAWK						1001				
R	011.396		WB OFF TO RED HAWK PKWY						1001				
R	011.990		WB ON FROM GREENSTONE	1250			1350			1350			1500
R	012.297		EB OFF TO GREENSTONE	1140			1350			1250			
R	012.361		WB OFF TO GREENSTONE	1000			1000			880			
R	012.481		EB ON FROM GREENSTONE	710			890			870			
R	013.865		EB OFF TO EL DORADO RD	1600			1700						1750
R	013.866		WB ON FROM EL DORADO RD	1500			1650			1700			1750
R	014.142		WB OFF TO EL DORADO RD	1800			1450			1300			1350
R	014.161		EB ON FROM EL DORADO RD	1140			920			990			1100
R	014.854		WB ON FROM MISSOURI FLAT RD				7800			5700			
R	014.897		EB OFF TO MISSOURI FLAT RD	2780			7700			6800			
R	015.078		WB OFF TO MISSOURI FLAT RD	10330			9600			9200			

This Page
+300 trips
-1800 trips

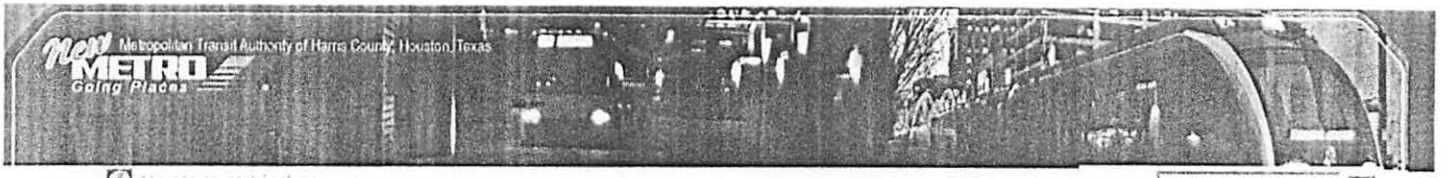
Road Name	Count Station	Mile Post	Location	Count Period	2012 Count	2011 Count	2010 Count	2009 Count	2008 Count	2003
Bedford Av	1100133	0.00	At City Limits	MAR	**411**	435	467	479	455	
Big Cut Rd	1100026	0.02	100 ft N of Pleasant Vly Rd	APR	**857**	N.C.	971	1,029	974	
Black Bart Av	1101351	0.02	100 ft W of Pioneer Tr	SEP	**N.C.**	7,231*	Const.	4,218	4,429	
Black Oak Mine Rd	1150059	0.68	3590 ft E of Marshall Rd	APR	**1,643**	2,321	2,180	2,372	2,448	
Blair Rd	1100122	0.01	50 ft N of Pony Express Tr	MAY	**840**	902	963	1,014	1,016	
Broadway	1100127	0.00	At City Limits	MAR	**3,708**	4,338	4,118	4,227	4,758	
Bucks Bar Rd	1100099	.4.70	50 ft S of Pleasant Vly Rd	MAY	**4,620**	4,594	5,018	5,114	4,885	
Bucks Bar Rd	1200099	0.05	300 ft N of Mt Aukum Rd	MAY	**4,491**	3,756	N.C.	4,183	4,109	
Cambridge Rd	1100306	0.02	At US 50 OC	DEC	**9,220**	N.C.	9,287	8,650	9,732	Down
Cambridge Rd	1200306	0.30	300 ft S of Country Club Dr.	DEC	**8,055**	8,257	8,405	8,144	8,649	
Cambridge Rd	1300306	0.38	100 ft N of Country Club Dr	DEC	**7,905**	8,278	8,145	8,215	8,307	
Cambridge Rd	1400306	1.84	300 yds N of Oxford Rd 2% Below	DEC	**4,847**	5,095	5,030	5,004	5,208	
Cambridge Rd	1500306	3.33	300 ft S of Green Valley Rd -2003	DEC	**4,548**	4,490	4,481	4,247	4,390	
Cameron Park Dr	1100200	0.02	100 ft N of Robin Ln — 21%	MAR	**8,815**	Const.	9,203	8,049	9,544	11,103
Cameron Park Dr	1200200	0.16	100 ft N of Coach Ln — 17%	MAR	**22,714**	Const.	25,703	23,949	26,603	27,267
Cameron Park Dr	1600200	0.54	300 yds S of Hacienda Dr — 7%	MAR & DEC	**19,708**	19,131	18,103	19,631	19,351	21,015
Cameron Park Dr	1700200	1.81	200 ft N of Oxford Rd — 11%	APR & DEC	**16,870**	N.C.	16,720	17,453	16,668	18,929
Cameron Park Dr	1800200	2.39	200 yds N of Mira Loma Dr — 4%	MAR & DEC	**14,273**	14,114	13,991	14,128	14,562	14,783

CP Down 10,000 trips from 2035

Road Name	Count Station	Mile Post	Location	Count Period	2007 Count	2006 Count	2005 Count	2004 Count	2003 Count
Cambridge Rd	1500306	3.33	300 ft S of Green Valley Rd	NOV	4,040	3,080	3,325	3,186	4,491
Cameron Park Dr	1100200	0.02	100 ft N of Robin Ln	MAR & DEC	9,912	10,903	10,704	10,929	11,103
Cameron Park Dr	1200200	0.16	100 ft N of Coach Ln	MAR & DEC	28,088	24,645	26,368	27,819	27,267
Cameron Park Dr	1600200	0.54	300 yds S of Hacienda Dr	MAR & DEC	21,030	21,369	20,912	21,159	21,015
Cameron Park Dr	1700200	1.81	200 ft N of Oxford Rd	APR & DEC	16,214	17,706	17,741	19,255	18,929
Cameron Park Dr	1800200	2.39	200 yds N of Mira Loma Dr	MAR & DEC	14,696	14,412	15,129	15,055	14,783
Cameron Park Dr	1900200	3.35	200 yds S of Green Valley Rd	MAR & DEC	9,490	8,950	9,949	9,906	9,937
Carson Rd	1100089	0.60	0.6 Mi E of City Limits	JUN	2,178	2,035	1,965	2,310	2,277
Carson Rd	1200089	4.23	300 yds E of Gatlin Rd	JUN	1,698	1,661	1,780	1,828	0
Carson Rd	1300089	4.44	At Carson Ct	JUN	0	2,195	2,349	2,363	2,371
Carson Rd	1400089	5.06	100 ft W of Barkley Rd	JUN	4,195	4,385	4,550	0	4,634
Carson Rd	1500089	6.66	100 ft E of Ponderosa Wy	JUN	3,014	2,949	2,326	3,170	3,281
Cedar Ravine Rd	1100086	0.10	0.1 Mi N of Pleasant Vly Rd	APR	2,022	0	2,132	1,921	2,018
Cedar Ravine Rd	1200086	4.09	0.25 Mi S of Country Club Dr	APR	2,794	2,784	2,935	2,638	2,727
China Garden Rd	1101017	0.03	150 ft N of SR 49	FEB	1,158	1,295	1,331	1,427	1,534
China Garden Rd	1201017	0.49	200 yds E of Missouri Flat Rd	FEB	3,406	3,656	3,656	3,890	4,144
Cold Springs Rd	1100020	0.00	At City Limits	JUL	4,590	4,298	4,718	4,379	5,001
Cold Springs Rd	1200020	4.20	300 yds S of Gold Hill Rd	JUL	2,857	0	3,442	3,249	3,305
Cold Springs Rd	1300020	6.99	100 ft S of SR 153	JUL	2,329	2,116	2,697	2,168	2,154
Country Club Dr	1100198	0.40	0.4 mi E of Bass Lake Rd	JAN	3,666	3,642	3,400	3,445	3,168
Country Club Dr	1200198	1.18	0.1 mi W of Merrychase Dr	JAN	2,553	2,497	2,506	2,643	2,564
Country Club Dr	1300198	1.58	0.15 mi W of Knollwood Dr	JAN	3,394	3,446	3,514	3,413	3,299

Road Name	Count Station	Mile Post	Location	Count Period	2012 Count	2011 Count	2010 Count	2009 Count	2008 Count
Durock Rd	1100165	0.01	50 ft S of Robin Ln	FEB	6,439	Const.	6,159	7,062	7,744
Durock Rd	1300165	2.01	50 ft W of S Shingle Rd	FEB	5,940	Const.	5,905	6,364	6,811
East San Bernardino Av	1102252	0.15	Btwn Bakersfield St & Apache Av	SEP	N.C.	181	Const.	162	168
East San Bernardino Av	1202252	0.25	Btwn Apache Av & San Diego St	SEP	N.C.	458	Const.	334	379
El Dorado Hills Bl	1200219	0.19	200 ft S of Saratoga Wy	JUN & DEC	32,098	31,726	31,136	31,007	29,228
El Dorado Hills Bl	1300219	1.02	100 ft S of Wilson Bl	DEC	22,544	21,953	22,569	22,071	21,113
El Dorado Hills Bl	1340219	1.25	100 ft N of Wilson Bl	DEC	21,907	21,061	21,844	21,388	20,357
El Dorado Hills Bl	1380219	1.56	100 ft S of Olson Ln	DEC	N.C.	21,874	21,931	21,622	20,432
El Dorado Hills Bl	1400219	1.62	10 ft N of Olson Ln	DEC	N.C.	19,755	19,819	19,405	18,004
El Dorado Hills Bl	1500219	2.13	100 ft N of Harvard Wy	JUN & DEC	17,902	17,743	17,776	17,588	16,376
El Dorado Hills Bl	1600219	3.77	300 ft S of Francisco Dr	DEC	16,048	15,170	15,893	14,979	14,346
El Dorado Hills Bl	1700219	4.18	100 ft S of Green Vly Rd	JUN & DEC	4,991	5,100	5,109	4,899	4,758
El Dorado Rd	1100008	0.11	200 yds N of Pleasant Vly Rd	FEB	2,334	2,370	2,490	2,347	2,688
El Dorado Rd	1200008	1.66	0.2 mi S of US 50	FEB	5,005	4,940	5,092	4,951	5,732
El Dorado Rd	1300008	1.97	0.11 N of US 50	MAR	2,427	2,470	2,352	2,383	N.C.
El Dorado Rd	1400008	2.92	50 ft N of Missouri Flat Rd	MAR	2,783	3,028	2,751	2,807	N.C.
Enterprise Dr	1101464	0.02	100 ft E of Forni Rd	MAR	N.C.	3,042	3,042	3,133	3,544
Enterprise Dr	1301464	0.73	100 yds W of Missouri Flat Rd	FEB	2,589	2,722	2,972	2,857	2,819

Road Name	Count Station	Mile Post	Location	Count Period	2007 Count	2006 Count	2005 Count	2004 Count	2003 Count
Country Club Dr	1400198	2.16	300 yds E of Cambridge Rd	JAN	3,489	3,730	3,709	3,749	3,678
Country Club Dr	1500198	3.41	0.2 mi W of Cameron Park Dr	JAN	4,871	5,125	4,889	5,197	5,077
Durock Rd	1100165	0.01	50 ft S of Robin Ln	FEB	7,990	7,797	8,265	8,563	8,039
Durock Rd	1300165	2.01	50 ft W of S Shingle Rd	FEB	6,731	6,554	7,155	0	7,522
El Dorado Hills Bl	1200219	0.19	200 yds N of Saratoga Wy	JUN & DEC	32,028	32,798	35,024	36,035	34,382
El Dorado Hills Bl	1300219	1.02	100 ft S of Wilson Bl	JUN & DEC	21,806	22,613	22,010	21,364	25,014
El Dorado Hills Bl	1340219	1.25	100 ft N of Wilson Bl	JUN & DEC	20,457	20,875	20,814	0	0
El Dorado Hills Bl	1380219	1.56	100 ft S of Olson Ln	JUN & DEC	0	20,932	20,723	0	0
El Dorado Hills Bl	1400219	1.62	10 ft N of Olson Ln	JUN & DEC	0	18,262	18,109	19,168	18,700
El Dorado Hills Bl	1500219	2.13	100 ft N of Harvard Wy	JUN & DEC	16,838	17,527	17,022	17,415	16,774
El Dorado Hills Bl	1600219	3.77	300 ft S of Francisco Dr	JUN & DEC	14,923	14,997	14,776	15,475	15,278
El Dorado Hills Bl	1700219	4.18	100 ft S of Green Vly Rd	JUN & DEC	5,111	5,838	5,814	5,497	5,705
El Dorado Rd	1100008	0.11	200 yds N of Pleasant Vly Rd	FEB	2,373	2,404	2,418	2,252	2,277
El Dorado Rd	1200008	1.66	0.2 mi S of US 50	FEB	4,578	4,820	5,014	4,574	4,446
El Dorado Rd	1300008	1.97	0.11 N of US 50	FEB	2,624	3,050	3,071	2,676	2,552
El Dorado Rd	1400008	2.92	50 ft N of Missouri Flat Rd	FEB	3,418	3,860	3,291	2,698	2,549
Enterprise Dr	1101464	0.02	100 ft E of Forni Rd	FEB	3,355	3,071	2,976	2,814	2,830
Enterprise Dr	1301464	0.00	100 yds W of Missouri Flat Rd	FEB	2,816	3,232	3,264	3,311	3,581
Fairplay Rd	1200106	0.02	100 ft S of Mt Aukum Rd	MAY	2,282	2,401	2,149	2,388	2,398
Forebay Rd	1101680	0.02	100 ft N of Pony Express Tr	MAY	2,230	2,213	2,197	2,302	2,312
Forni Rd	1100132	0.03	200 ft N of SR 49	APR	3,473	3,599	3,333	3,273	2,509



Service
Bus
METRORail
METROLift
HOV Lanes
Park & Ride
METRO STAR (Vanpool & Carpool)
Motorist Assistance Program (MAP)
Regional Transit Plans
METRO Solutions Program

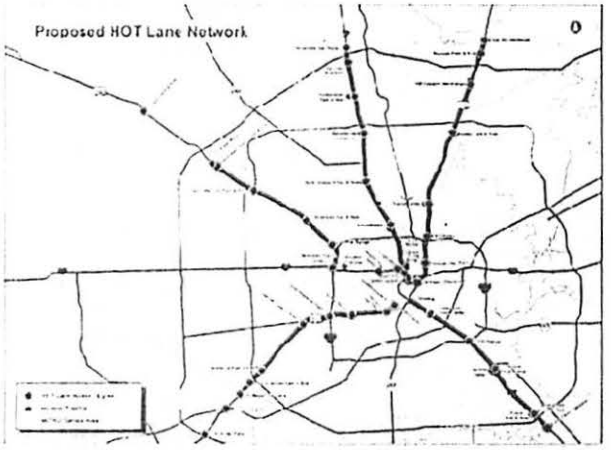
METRO HOT LANES ARE HERE

The New METRO has an exciting option to make commuting easier: METRO HOT Lanes.

We enhanced METRO's High Occupancy Vehicle Lanes (HOV Lanes) to give people driving solo in cars the option to pay a small toll to use the lanes.

HOT Lanes Customer Support 713-462-5263.

Carpools, vanpools and motorcyclists can still ride for free, view HOV Lane information.



How Do METRO HOT Lanes Work?

Current HOV Lane users will see only one significant change: a lane for verification of the number of occupants in the vehicle.

Drivers without passengers are allowed to use the system by paying a toll with an authorized toll tag. This includes a METRO HOT Lanes Toll Tag, Harris County EZ TAG, TxDOT's TxTAG or the Dallas NTTA Toll Tag.

Traffic monitoring systems will help METRO maintain traffic speeds to ensure optimal travel times for existing HOV Lane users, as well those using the METRO HOT Lanes.

Conversion of the HOV Lanes to make them compatible for METRO HOT Lanes allows for the following improvements:

- Automated remote-controlled gates at entrances and exits to the HOV Lanes allow for quick opening and closing of the lanes
- Camera monitoring systems
- Enforcement monitoring booths
- Traffic flow monitoring systems

Need a METRO HOT Lanes Toll Tag?
Click on the button below to purchase your METRO HOT Lanes Toll Tag or manage your toll tag account.

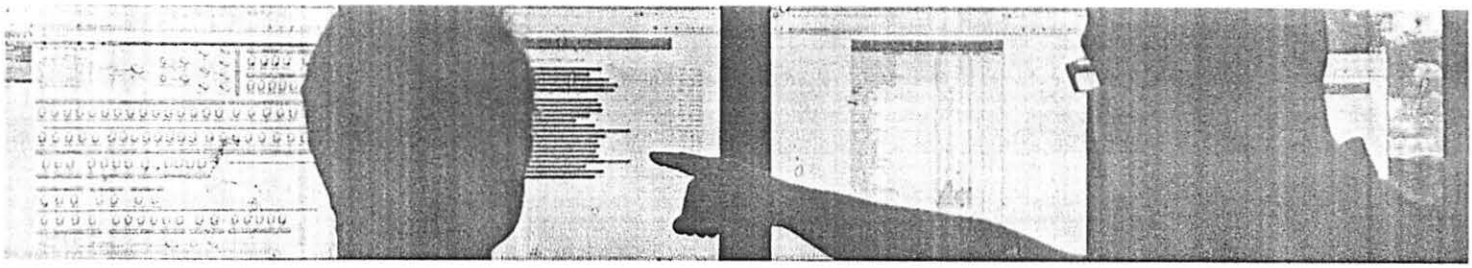
click here

To set up a new account and get a METRO HOT Lanes Toll Tag, click on "Create a New Account" and follow the prompts.

If you already have a METRO HOT Lanes Toll Tag and want to manage your account online, click on "Setup Online Access."

Forgot your username or password? Click on "I Can't Access My Account."

METRO HOT Lanes Corridors



INRIX PARTNERS WITH BMW TO INTRODUCE INTERMODAL NAVIGATION IN THE NEW i3 AND i8 ELECTRIC VEHICLES

• INRIX Powers the First In-Car Navigation System to Inform Drivers if the Car, a Bus or Train is the Fastest Way to complete their journey

Las Vegas – 2014 International CES®– January 6, 2014 – INRIX is partnering with BMW to help reshape personal mobility worldwide with the introduction of the industry's first in-car intermodal navigation system.

Debuting in BMW ConnectedDrive systems in the new i3 and i8 electric vehicles, INRIX Intermodal Navigation is the first in-car service to integrate local public transport connections into journey planning.

The service monitors real-time traffic conditions alerting drivers to faster alternative modes of transportation when major delays occur along local routes. Upon selecting an alternative mode, the system provides turn-by-turn navigation to the nearest public transport station in time for the next departure.

"In an increasingly urban, time-compressed and socially-conscious marketplace, the future of the automobile depends on our ability to market mobility as much as it depends on horsepower, styling, or fuel economy," said Rafay Khan, Senior Vice President of Sales and Product, INRIX.

"It's our shared goal with customers like BMW to meet drivers' demands for greater mobility and sustainability in the connected car."

The BMW i3 and i8 have been designed like no other vehicle ever powered by an electric drive system.

As the world's first fully-networked electrically powered cars, it provides a robust system of intelligence for sharing information between the vehicle, the driver and the outside world. In addition to intermodal route guidance and pedestrian navigation through the BMW iRemote app, INRIX's role in BMW ConnectedDrive services extends beyond navigation to energy management.

INRIX EV Services help drivers determine available range from their current location as well as identify and route to available charging locations.

INRIX VP and General Manager of Automotive Andreas Hecht added, "We're thrilled to have created such a unique product with such a quality-oriented OEM. In meeting BMW's demands for accuracy, we've

1. Complete connector (2530 ft.) Saratoga to Iron Point (4 lane).
2. Green Valley Rd. Francisan to Co. Line complete JPA to E Natoma Folsom
3. Implement smart systems - IE Inrix software to Commuters
4. Eliminate fees at Nexus failure.
5. Pay back over collected fees
6. Convert Hov to Hot lanes for

TABLE 45: Average Morning Boarding and Alighting: Iron Point Connector

Stop	On	Off	Total
Iron Point Connector Eastbound			
Iron Point Light Rail Station	1	0	1
Ingersoll Way and Parker Drive	2	0	2
Intel Folsom Campus	0	0	0
Kaiser Permanente	0	0	0
FLC – Folsom Campus	0	1	1
El Dorado Hills Park-and-Ride	5	1	6
Cambridge Rd. Park-and-Ride	0	0	0
Ponderosa Rd. Park-and-Ride	0	0	0
Red Hawk Casino	0	0	0
Missouri Flat Transfer Center	0	0	0
Central Transit Center	0	4	4
Total	**8**	**6**	**14**
Iron Point Connector Westbound			
Central Transit Center	0	0	0
Missouri Flat Transfer Center	2	0	2
Red Hawk Casino	3	0	3
Ponderosa Rd. Park-and-Ride	0	0	0
Cambridge Rd. Park-and-Ride	1	0	1
El Dorado Hills Park-and-Ride	3	1	4
Iron Point Light Rail Station	0	7	7
Total	**9**	**8**	**17**

Source: LSC Transportation Consultants, Inc.–onboard surveys conducted May 2011.

Boardings by Route

Boardings by morning commuter route are shown in Table 47. As indicated, Commuter Route #7, which departs the Fairgrounds at 8:00 AM, is the busiest route, contrary to the busiest travel time being earlier in the morning. In fact, the next busiest routes are Commuter Routes #10 and #12, which depart at 6:35 AM and 7:30 AM respectively, indicating that the earlier morning passenger loads are distributed among more routes (#1, 3, 4, 5 and 8 account for the heavy loads from 6:00 to 6:29 AM).

TABLE 47: Boardings by AM Commuter Route

Route	Departure Time	Boardings	
		Number	Percent
Commuter #7	8:00 AM	36	12.0%
Commuter #10	6:35 AM	35	11.6%
Commuter #12	7:30 AM	29	9.6%
Commuter #1	5:25 AM	28	9.3%
Commuter #11	5:10 AM	26	8.6%
Commuter #8	6:10 AM	25	8.3%
Commuter #3	5:40 AM	25	8.3%
Commuter #4	5:25 AM	23	7.6%
Commuter #6	5:50 AM	22	7.3%
Commuter #5	5:50 AM	18	6.0%
Commuter #2	5:20 AM	17	5.6%
IPC eastbound	6:55 AM	4	1.3%
IPC westbound	6:00 AM	3	1.0%
IPC eastbound	8:55 AM	4	1.3%
IPC westbound	8:00 AM	6	2.0%
Total		**301**	

17 actual Friday

Mix ? OR Eliminate

Source: LSC Transportation--onboard surveys conducted May 2011.

Park was on-time for only 64 percent of the time checks, and Placerville West was on-time for just 75 percent of the time checks. The Placerville East, Pollock Pines West and Diamond Springs routes had on-time rates in the 80th percentile. It should be noted that on-time performance data was collected for the equivalent of one day per each local fixed route, and in the mornings only for the commuter routes. Ongoing on-time performance tracked by El Dorado Transit indicates the transit system maintains their standards of on-time performance (90 percent on-time for commuter routes and 85 percent for local fixed routes).

low cost or free transfers are provided. Passengers who regularly transfer can benefit from purchasing monthly passes.

Issues Identified in the Commuter Survey

The commuter services provide a convenient mode of travel for El Dorado County residents working in downtown Sacramento. Almost all (85 percent) of the passengers were employees traveling for full time work, though 10 percent of the employees were part time, and 5 percent of survey respondents were students. Most of the passengers are discretionary transit users who have driver's licenses and cars available but choose to use transit. In fact, over 80 percent of respondents drove alone to the bus stop to catch the commuter bus. Passengers ranked most service attributes positively, though the 3.5 ranking for cost of service and 3.8 ranking for bus stops and shelters shows some dissatisfaction with these service factors. Items or issues that were identified in the Commuter Passenger Surveys include the following:

1. **Frequency of Service:** The most often requested improvement in the Commuter Surveys was for additional afternoon departures (75 respondents, fairly evenly spread between 2:00 to 6:00 PM) and additional morning departures (50 respondents, with many of these asking for additional downtown arrivals between 8:00 and 9:00 AM).

   Recommendation: Increasing the frequency in service (several mentioned departures every half hour in the afternoon would be desirable) would be an expensive undertaking which would likely require a trade-off in other services and is **not recommended**. Service is provided nearly every half hour at locations such as 5th and P Street in the downtown, but not at locations such as 5th and N, which means that passengers may be required to walk further than they wish. However, this distance is a reasonable walking distance within transit industry standards, which recommend transit stops within a quarter mile of passengers' originations.

   If additional morning service is found to be a viable need in the next Short Range Transit Plan, arrivals should be scheduled to reach downtown Sacramento between 8:00 AM and 9:00 AM. This is a **medium priority**, contingent on funding. Due to the dispersed timing of requests in the afternoon, it is unlikely that additional departure times will generate an increase in ridership.

2. **Buses and Amenities:** A number of respondents complained about the older buses, particularly noting that the heating and cooling on these buses is inadequate. Several mentioned they would like to see amenities such as Wi-Fi, or even bathrooms.

   Recommendation: The El Dorado Transit adopted a Vehicle Replacement Policy in February 1997 following Caltrans and Federal Transit Administration (FTA) guidelines. El Dorado Transit is required to follow FTA guidelines for replacement vehicles purchased through FTA capital assistance grant programs. The policy is critical for budget forecasting, vehicle inventory management, and developing capital assistance programs.

Standard-sized heavy duty buses such as the commuter buses are expected to last at least 12 years or an accumulation of 500,000 miles. As indicated in Table 9 in Chapter 3, none of the commuter buses will reach the end of their useful life within the next five years. Given the El Dorado Transit policy, the existing buses are expected to last another 7 to 11 years, with the possible exception of a few buses that may reach the mileage expiration before the year expiration. There is no other realistic way to fund the vehicles, and so this schedule must be followed. It is **not recommended** that vehicles be purchased prior to reaching their expected service life. However, it **is recommended** that vehicles are checked for temperature control (observing the front area versus the back so that drivers will appropriately adjust to make passengers adequately comfortable). Windows should also be checked for rattling and repairs made as needed.

Wireless internet service is becoming increasingly available on transit systems. El Dorado Transit could provide Wi-Fi for an estimated $1,000 to $2,000 per bus. Given that commuters are frequent internet users, this benefit is likely to attract or maintain customers. It should be noted that there is spotty cell phone reception from Placerville to Folsom, and wireless internet is likely to have similar reception on transit vehicles through these areas. Nonetheless, providing this attractive amenity is recommended as a **high priority** contingent on funding.

According to survey responses, the majority of commuter passengers (82 percent) travel for less than an hour and a half from home to work. Only two passengers specifically suggested bathrooms as an improvement. While bathrooms would be a convenience, it is not a necessity warranting the cost and is **not recommended**.

3. **Parking**: Several commuters complained of a lack of parking at the El Dorado Hills Park-and-Ride. Some express frustration with non-commuters using the lot, which is a long standing complaint noted in previous surveys.

   Recommendations: Alternatives to the El Dorado Hills Park-and-Ride have been discussed and evaluated, but none has proven superior. The lot is available not only to transit users but to others who wish to park and carpool. Parking enforcement is therefore difficult.

4. **Scheduling:** Among the miscellaneous comments elicited under "additional comments", almost two dozen were related to scheduling. These requests ranged from earlier departures and specific stop locations to a better range of departures. Additionally, some passengers (5 of 83 who submitted comments) stated they were frustrated by the number of stops and wish there were fewer choices so the bus trip would be faster.

   Recommendations: As shown in Table 25 in the previous chapter, commuters indicated they primarily use the parking lot closest to their residence. For example, all El Dorado Hills residents said they used the El Dorado Hills Park-and-Ride lot, and an estimated 85 percent of all morning commuters use the lot closest to their homes. While no commuters go out of their way to drive "up the hill" to use less crowded Park-and-Ride lots, some commuters do drive from uphill locations, particularly in Placerville where 17 of the 37

LUPPU: Proposed New Homes

	LUPPU/GP "Achievable" Units[1]		Currently Approved Lots		Additional LUPPU / 2004 GP Units	%New Housing Increase
El Dorado Hills	7,872	-	7,290	=	**582**	53%
Cameron Park	4,462		341	=	**4,121**	59%
Shingle Springs	2,018	-	116	=	**1,902**	124%
Diamond Springs/ El Dorado	4,960	-	652	=	4,308	101%
Total			10,100 fee units		10,916	

[1] CEDAC/LUPPU 2013

8/22/2013

$ 4.8 mill yield

$ HOV 22 mil

$ Interchange 58 mil

GOVERNMENT CODE 65800 IS SUBJECT TO THE THE UNIFORMITY CLAUSE

"The uniformity requirements specified in section 65852 relate to

'All such regulations' adopted under the authority of section 65800. – Neighbors v Tuolumne

GOVERNMENT CODE - GOV
TITLE 7. PLANNING AND LAND USE [65000 - 66499.58]
(Heading of Title 7 amended by Stats. 1974, Ch. 1536.)

DIVISION 1. PLANNING AND ZONING [65000 - 66103]
(Heading of Division 1 added by Stats. 1974, Ch. 1536.)

CHAPTER 4. Zoning Regulations [65800 - 65912]
(Chapter 4 repealed and added by Stats. 1965, Ch. 1880.)

ARTICLE 1. General Provisions [65800 - 65804]
(Article 1 added by Stats. 1965, Ch. 1880.)

65800.
It is the purpose of this chapter to provide for the adoption and administration of zoning laws, ordinances, rules and regulations by counties and cities, as well as to implement such general plan as may be in effect in any such county or city. Except as provided in Article 4 (commencing with Section 65910) and in Section 65913.1, the Legislature declares that in enacting this chapter it is its intention to provide only a minimum of limitation in order that counties and cities may exercise the maximum degree of control over local zoning matters.

(Amended by Stats. 1980, Ch. 1152.)

Neighbors v Tuolumne
http://ceres.ca.gov/ceqa/cases/2007/Neighbors_in_Support_of_Appropriate_Land_Use_v._Co._of_Tuolumne.pdf

The general meaning of this sequence is not difficult to understand: Cities and counties may create rules and they may create zones; the rules should be the same for each parcel within a zone but may be different for parcels in different zones. Our Supreme Court aptly has explained the fundamental reason for having a scheme of this nature. It did so in the context of a dispute over a variance, but the same principle applies here:

"A zoning scheme, after all, is similar in some respects to a contract; each party foregoes rights to use its land as it wishes in return for the assurance that the use of neighboring property will be similarly restricted, the rationale being that such mutual restriction can enhance total community welfare. [Citations.] If the interest of these parties in preventing unjustified variance awards for neighboring land is not sufficiently protected, the consequence will be subversion of the critical reciprocity upon which zoning regulation rests." (Topanga Assn. for a Scenic Community v. County of Los Angeles (1974) 11 Cal.3d 506, 517-518.)

If a zoning scheme is like a contract, the uniformity requirement is like an enforcement clause, allowing parties to the contract to challenge burdens unfairly imposed on them or benefits unfairly conferred on others. According to a leading treatise, section 65852 "is intended to prevent unreasonable discrimination against or benefit to particular properties within a given zone."

(4 Manaster & Selmi, Cal. Environmental Law and Land Use, supra, Zoning, § 60.70, p. 60-114.3 (rel. 45-9/06).

5 Earlier versions of the uniformity requirement were enacted in 1917 (Stats. 1917, ch. 734, § 3, p. 1420), 1949 (Stats. 1949, ch. 79, § 1, p. 185), and 1951 (Stats. 1951, ch.

1690, § 6, p. 3896).