



July 24, 2020

Chair Brian Veerkamp
El Dorado County Board of Supervisors
330 Fair Lane
Placerville, CA 95667

Chair Veerkamp,

First, we want to thank your staff for continuing their open dialogue with us on some of the most important policy questions in front of El Dorado County. CAO Don Ashton, Department of Transportation Director Rafael Martinez and Senior Traffic Engineer Natalie Porter have all participated in our recent El Dorado Builder/Developer Council meetings and have not only been very helpful in our understanding of the how issues such as VMT implementation challenge El Dorado County, but have also been understanding of how those issues and the County's response affects the homebuilding industry. As I mentioned in my recent comments to your Board, you have difficult problems to solve and finding workable solutions will take continued cooperation and communication from all parties throughout the process.

To that end, I'm writing to ask for some information and to provide our perspective regarding both the VMT implementation plan and your RHNA obligations. As you know, these are interrelated issues and looking at them separately is likely to yield solutions that exasperates not only these but other items as well. We've asked some of these questions before, and we know you may not have all the answers at the time of this writing. However, we felt that it was important to get on the record and we look forward to a response to each as soon as you are able:

- First, could you please share with us what baseline the County is using to measure VMT reductions against? What facilities are being examined, and what trips are being counted in the model?
- What are the current plans for how projects can mitigate their impact if they do not meet the proposed VMT reduction threshold? It is important to know if the costs of these mitigation measures will be feasible.
- If a project were to go beyond the VMT reduction threshold, is there a credit system being considered? What would those credits look like?
- What transit options are both viable in El Dorado County and likely to contribute to an overall reduction of VMT?

- Finally, are the VMT strategies being considered careful not to conflict with the County's RHNA requirements? In other words, are they likely to encourage the growth that is already planned for and happening? Doing otherwise is likely to make El Dorado County's challenges in this regard even more difficult.

For this reason, **we strongly urge staff to use a countywide comparison, rather than community regions, when considering how to implement a VMT strategy.** We are not blind to the fact that doing so may create more hurdles to building in some areas of El Dorado County. Unfortunately, we believe this is the only way the County could realistically meet the competing demands of VMT and RHNA.

As always, we welcome further discussion. These challenges are likely to play a significant role in other policy areas as well, including your upcoming adoption of a major TIM Fee update. We look forward to working with you and County staff to achieve effective and workable solutions to all these challenges.

Thanks again for working with your partners in the building industry. Sincerely,

Jeff Short
Legislative Advocate
North State Building Industry Association

CC: First Vice Chair John Hidahl, El Dorado County Board of Supervisors District I
Second Vice Chair Lori Parlin, El Dorado County Board of Supervisors District IV
Supervisor Shiva Frentzen, El Dorado County Board of Supervisors District II
Supervisor Sue Novasel, El Dorado County Board of Supervisors District V
Chief Administrative Officer Don Ashton, El Dorado County
Director Tiffany Schmid, El Dorado County Department of Planning and Building
Director Rafael Martinez, El Dorado County Department of Transportation
Sr. Traffic Engineer Natalie Porter, Dept. of Transportation, Long Range Planning