

PUBLIC COMMENT
ITEM 3 12/7/15
E. VEERKAMP.

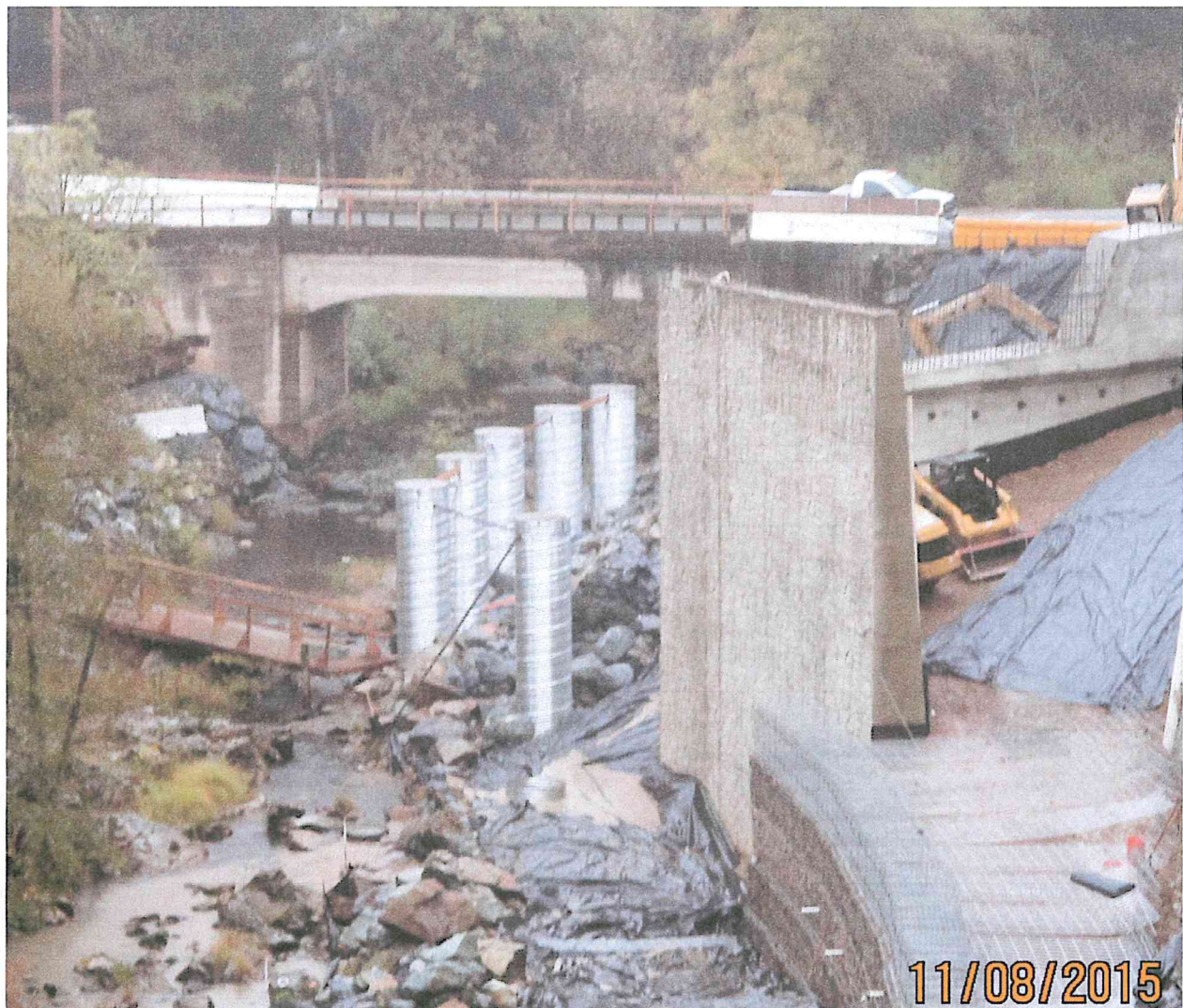
Project #77114

Green Valley Road at Weber Creek Bridge Replacement Project

Contract No. PW 13-30685 (\$6,898,983.75)

Contractor: Viking Construction Company, Inc.

Six Piers



PUBLIC COMMENT
12/7/15 ITEM 3
H. BATSEL

Dec. 7, 2015

El Dorado County Board of Supervisors


Re; Public Comment 14-0245

Dear Board Members;

After reviewing the nexus study for the impact fees the following concerns have become apparent.

- 1) The forecast for the next twenty years is for roughly 8,000 SFD's and 5,400 apartments.
- 2) Example of overstatement – in the past 20 years under 150 apartments have been constructed and this Nexus report for the next 20 years forecasts 5, 400 MFD's (multi family). For every 8 sfd's built, an additional 5 apartments would be built.
- 3) Adjusting the geographic zone to capture trips doesn't increase the need for infrastructure – the location of growth does i.e. – the Cameron Park Interchange.
- 4) The average growth rate for the past 7 years is under 1%.
- 5) The ITE manuals do not include a reduction in auto trips for growth controlled communities and do not represent reality in El Dorado County. For example, since 2003 locally generate trip counts on HWY 50 (ramp counts) are down 12,125 trips a day after 10,000 new SFD's were constructed.
- 6) Projects need to be ranked for importance based on congestion relief. For example a parallel capacity connector from CP Dr. to Cambridge would relieve the CP Interchange and increase the load on Cambridge.
- 7) Fair share calculations need to be based on the proportion of existing residential units to new residential units constrained by the number of available parcels (buildable units) in the fee zone. According to county planning documents there are about 1,700 parcels remaining to be constructed in the 50 corridor from Cameron Park through Pollock Pines.

Respectfully,



Henry Batsel

For Friends of El Dorado County

TRANSPORTATION IN TRANSITION

A Look at Changing Travel Patterns
in America's Biggest Cities

U.S. PIRG
Education Fund

FRONTIER GROUP

Written by:

Benjamin Davis, Frontier Group

Phineas Baxandall, U.S. PIRG Education Fund

December 2013

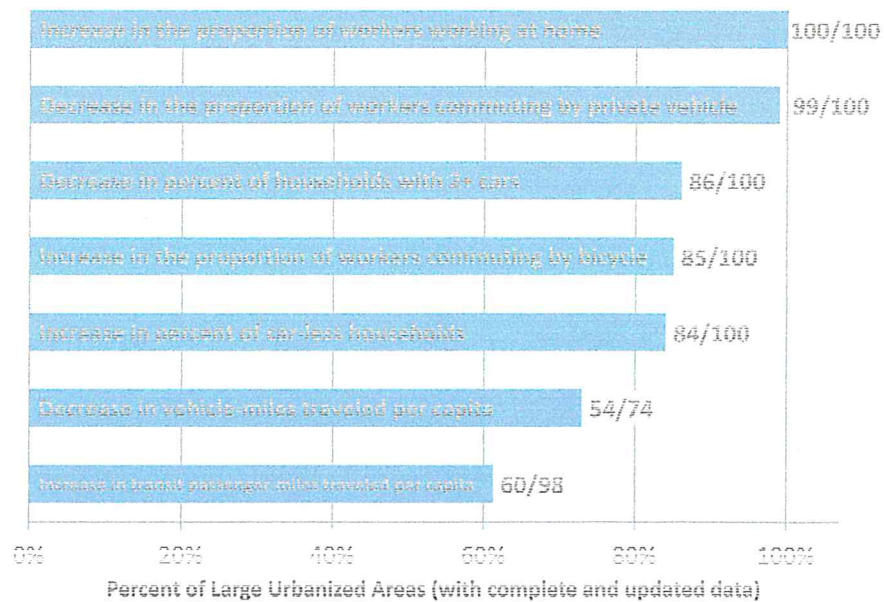
Executive Summary

Americans' transportation habits have changed. The average American drives 7.6 percent fewer miles today than when per-capita driving peaked in 2004.

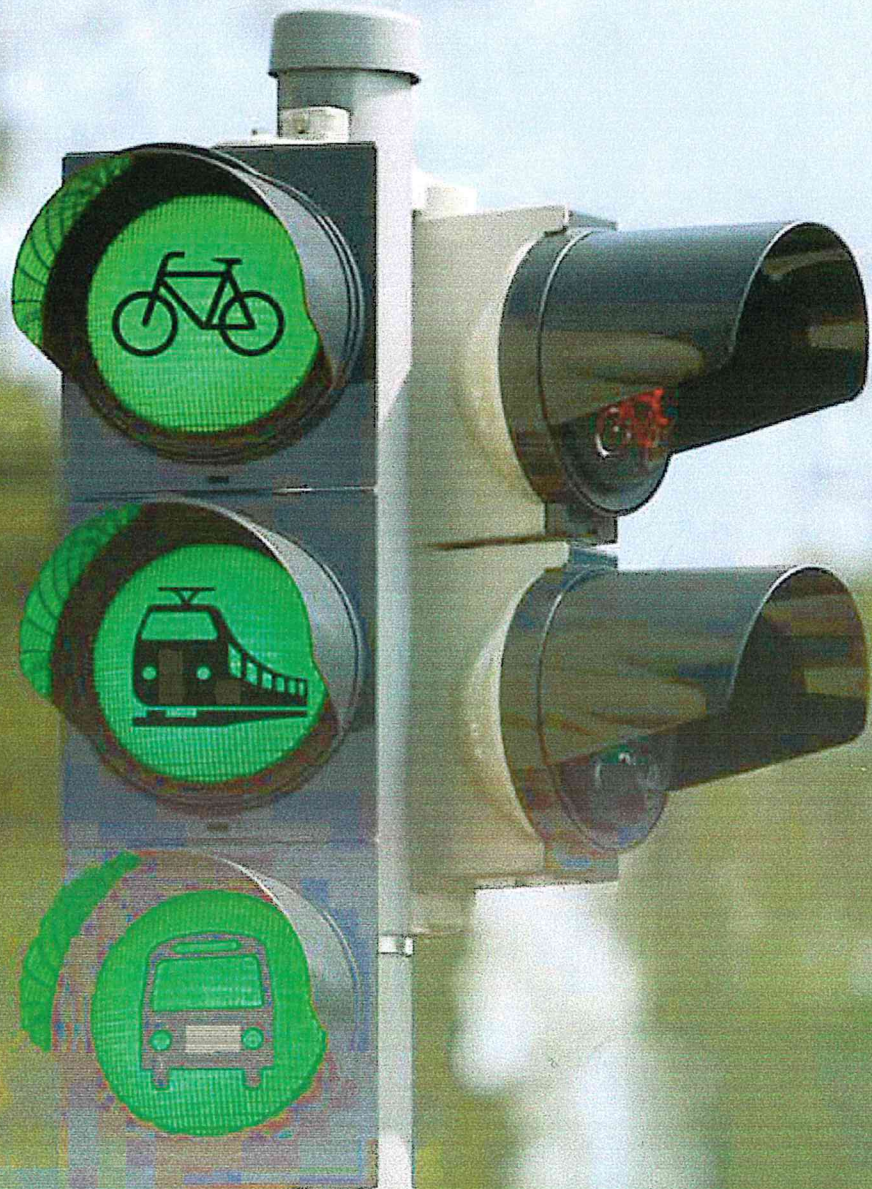
A review of data from the Federal Highway Administration, Federal Transit Administration and Census Bureau for America's 100 most populous urbanized areas – which are home to over half of the nation's population – shows that the

decline in per-capita driving has taken place in a wide variety of regions. From 2006 to 2011, the average number of **miles driven per resident fell in almost three-quarters of America's largest urbanized areas** for which up to date and accurate data are available. Most urbanized areas have also seen increases in public transit use and bicycle commuting and decreases in the share of households owning a car. (See Figure ES-1.)

Figure ES-1: *Reducing & Diversifying and Non-Driving Transportation is Increasing in Urbanized Areas*



The five bar charts (“Increase in the proportion of workers working at home,” “Increase in the percent of car-less households”) measure the 100 most populous urbanized areas from 2000 to 2010. The “Decrease in vehicle miles traveled per capita” measures the 74 out of the 100 most populous urbanized areas for which comparable data exist from 2006 to 2011. The “Increase in transit passenger-miles traveled per capita” measures the 98 (out of 100) most populous urbanized areas for which comparable data exist from 2005 to 2010.



Transportation in Transition

A Look at Changing Travel Patterns
in America's Biggest Cities

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FRONTIER GROUP

(2)

How did you come up w/ figure
multiplier 24%

Table 4: Final Equivalent Dwelling Units (EDU) Factors

Land Use	Units	2015 Development	Preliminary EDU Factor ¹	2015 Preliminary EDU	EDU Shift For Local Serving Business ²	2015 Revised EDU	Revised EDU Factor ¹	Final EDU Factor ^{1,3}	2015 Final EDU
Residential									
SFD Not Restricted	Dwelling Units	53,558	1.00	53,558	12,958	66,516	1.24	1.00	53,558
SFD Age Restricted	Dwelling Units	-	0.27	-	-	-	0.33	0.27	-
MFD Not Restricted	Dwelling Units	6,932	0.63	4,367	1,057	5,424	0.78	0.63	4,367
MFD Age Restricted	Dwelling Units	-	0.25	-	-	-	0.31	0.25	-
Total Residential	Dwelling Units	60,490		57,925	14,015	71,940			57,925
<i>Local Serving Share of Nonresidential Employment¹</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
Total Equivalent Dwelling Units (EDU)				79,823	-	79,823			64,342

¹ 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.

² 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).

³ 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,

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 Note - EDU's not units

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

Land Use ¹	Smoothed Zone Geography Scenario								
	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6	Zone 7	Zone 8	Total
Residential									
SFD Not Restricted	<1	2,387	1,001	104	195	<1	<1	4,328	8,015
MFD Not Restricted	178	976	753	987	347	344	244	171	4,000
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	178	3,536	1,859	1,091	542	344	244	4,821	12,615
Nonresidential									
Commercial	5	755	253	130	65	63	13	368	1,652
Office	8	35	22	24	5	6	2	412	514
Medical	<1	14	14	53	66	61	6	171	385
Industrial	<1	67	36	<1	5	2	<1	156	266
Subtotal	13	871	325	207	141	132	21	1,107	2,817
Total EDU, 2015-2035	191	4,407	2,184	1,298	683	476	265	5,928	15,432
Total EDU, 2015									64,342
Total EDU, 2035									79,774
Growth Share									19%

Dramatic Overstatement of units is A dramatic overstatement of trips.

houses
 Apartments (also EDU show by about 1/3) or actual number is 5440 units
 Represents 1/3 of future trips

* Historic mfr's = During highest building rate (2001-2006) only 34 MFD were constructed in 5 years

Basically Jobs?

fair share

Note Zone 1 has 1 home and 178 apartments built in 20 years - Using the highest historic growth rate for apartments yields 136 MFD's in 20 years (34 units per 5 years)

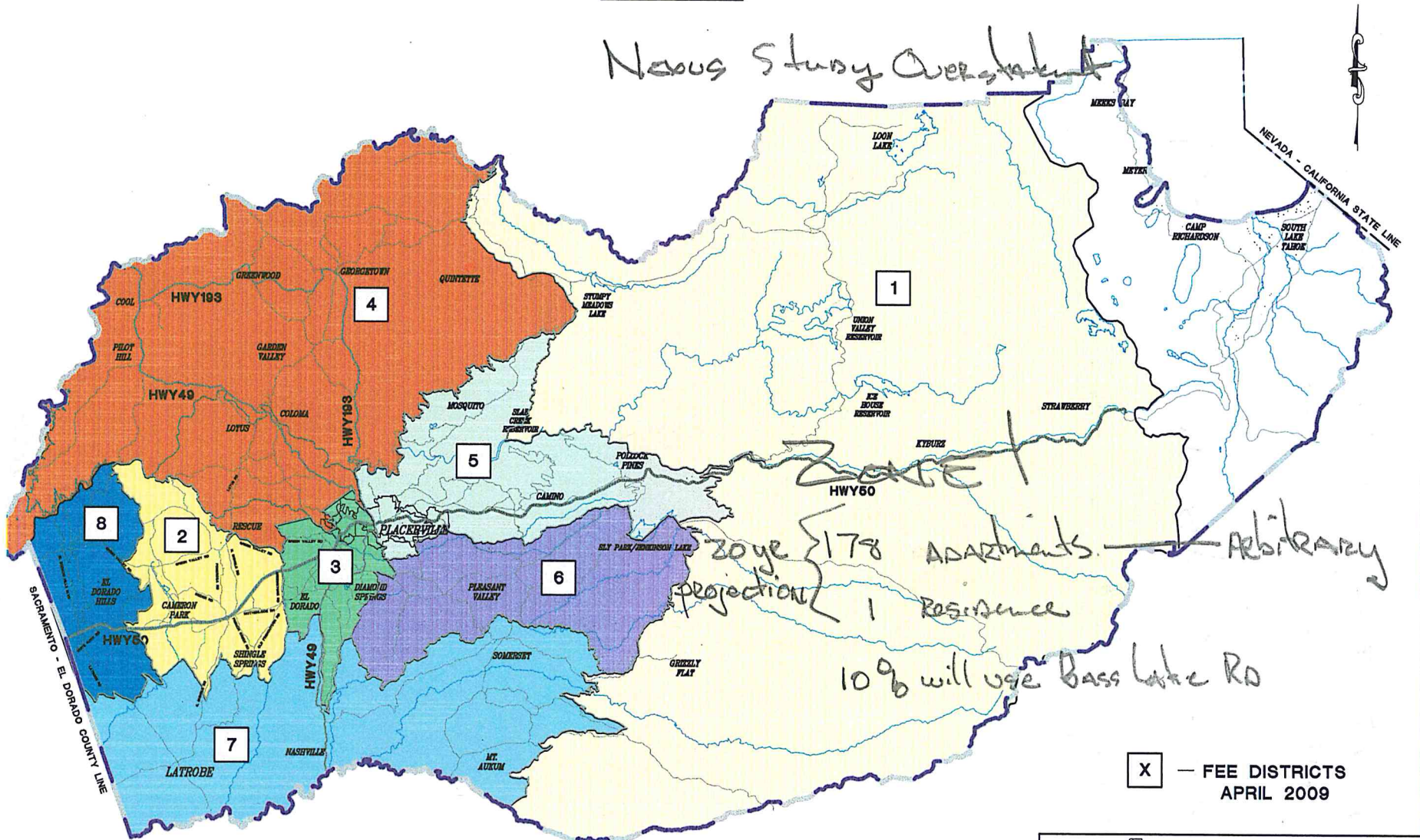
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1) Over statement of projects

2) Charging fees to non-impacting zone

EXHIBIT C

Neous Study Oversight



X — FEE DISTRICTS
APRIL 2009

EDC TIM FEE DISTRICTS

NOT TO SCALE



EL DORADO COUNTY
DEPARTMENT OF TRANSPORTATION

09-0538.C.1