

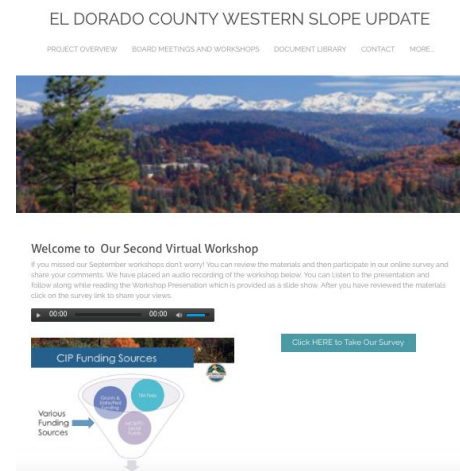


Public Outreach Phase Two Summary Report

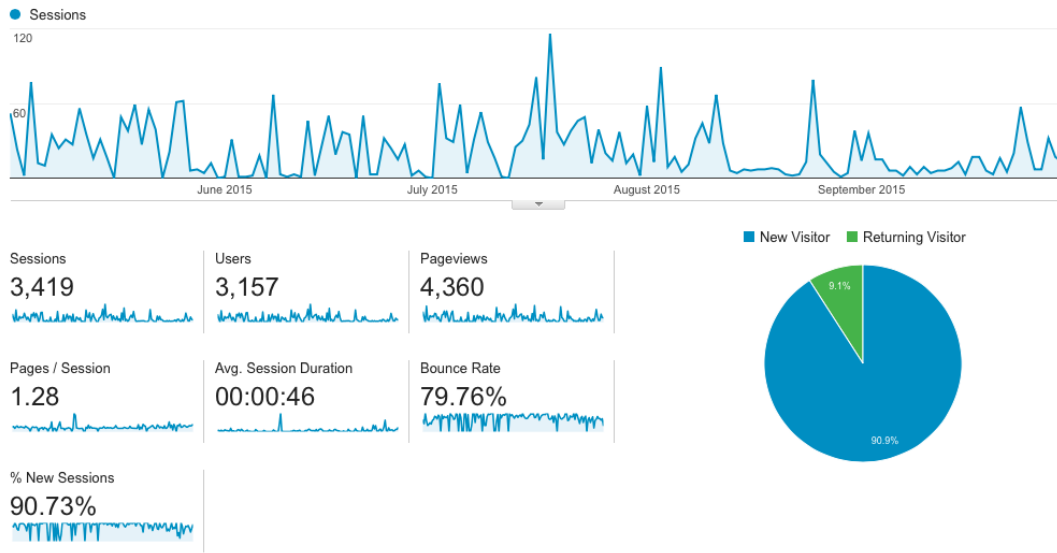
The second phase was designed to **engage** the public, giving them an opportunity to comment on and suggest projects for the Capital Improvement Program (CIP), review the methodology used to develop the proposed Traffic Impact Mitigation Fees (TIM Fees) and comment on the proposed changes to the TIM Fee program. This phase ran between May and September of 2015.

Website

Our project website continues to be a valuable tool to engage a larger County-wide audience. The site has been updated and includes all project deliverables for public review, two separate interactive workshops and tools to allow public comment on documents, suggestions for Capital Improvement Projects and online participation for public workshops. **We have tracked over 3,500 individual sessions since launch between the website and the interactive mapping tool.** We have over **1,000 active users** and have had more than **4,300 page views**.



Forty-two people have signed up for eNews blasts and we have received over 290 comments via our mapping tool and an additional 13 comments online.

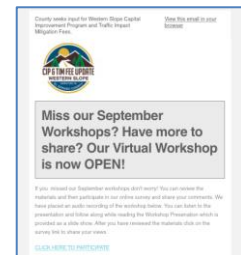


(Google Analytics)

We also launched an online version of our second round of workshops to allow those who could not attend to participate online. **65 people have viewed the presentation online as of October 15, 2015.** We will continue to update and monitor the site throughout the project.

eBlasts

We have created an eBlast newsletter list that currently has over 1,300 subscribers and includes all news media in El Dorado County. The consultant team has sent out 9 eBlasts promoting Board presentations, release of project documents, our second round of workshops and our virtual workshop. We have averaged a **42% click through** rate driving traffic to our project website and will continue to add subscribers.



El Dorado County has also used its email notification system to promote sign-ups for focus groups and workshops.

Focus Groups

The team opted for focus groups to explore topics and interest specific issues that relate to the development of the TIM Fees and the CIP.

We held five two-hour sessions over September 23rd and September 24th. The consultant team provided each group with an overview of the proposed CIP projects, a review of the TIM Fee process and the proposed changes to the program. Attendance was lighter than the first round despite contact with individual

participants. All members received emails containing information about the sessions and links to documents to review prior to the meetings.

Those who did attend expressed positive feedback regarding the process, the proposed projects and the changes to the fees. **Over 90% of participants rated the CIP and TIM Fee development process as Good or Excellent.**

Workshops

We held two workshops Monday, September 28th and Tuesday, September 29th. We had 18 attendees at the first workshop and 22 at the second. Workshop attendees, like focus group participants, expressed general support for the proposed fee structures but were concerned about the cost of the Cameron Park interchange and favored a review of the project to seek less costly solutions. They continue to have mixed views regarding subsidies for non-residential development.

The entire workshop was made available online as a “virtual workshop” and will remain open through October. Our final round of workshops will take place in late December to give the public an opportunity to review the final CIP and TIM Fee programs.

Attachments

Focus Group Notes

September 28, 2015 Workshop Notes

September 29, 2015 Workshop Notes

September 28, 2015 Turning Point Results

September 29, 2015 Turning Point Results

Online Interactive Mapping Tool Comments

Focus Group Summary Notes

Understanding the notes below:

- *Main bullets indicate specific or general questions/comments shared by community members present.*
 - *Sub-bullets summarize the responses provided by staff and consultant team members.*

Development Community Group

- What type of infrastructure can be funded using TIM fees?
 - TIM Fees can be used for roadways projected to exceed established Levels of Service (LOS) in the future, Parallel Capacity Roads (e.g., Saratoga, White Rock, Country Club) and Transportation Capital Improvements; not for funding operations
- Why are fees substantially different between Pollock Pines and Diamonds Springs areas?
 - The difference is attributed to the greater use of US 50 between the two areas– the traffic model matches the level of use to each zone.
- Voting for or against combining Zones 2 and 3 is truly self-serving; developers in Zone 3 would prefer not to merge.
 - Combining Zones 2 and 3 results in fee reductions for both areas.
- The need for the Cameron Park and Ponderosa interchanges were driven by the Regional Housing Needs Assessment (RHNA) and its allocation of affordable housing. The development community does not put much faith in these growth allocations.
- The TIM Fee Study is based on General Plan projections, which drives traffic to Cameron Park and Ponderosa interchanges, but its assumptions don't consider that the cost of land and fees make construction unrealistic.
 - A substantial portion of the cost for the Cameron Park interchange is right-of-way. An alternative interchange configuration referred to as a "Diverging Diamond (reverse cloverleaf)," requires substantially less land acquisition (resulting in less cost). Historically, CALTRANS has not supported this design despite successful applications outside of California. Quincy Engineering and Kittelson & Associates Inc. are working on such an interchange in the city of Elk Grove. It was suggested that alternatives with and without the Cameron Park interchange be examined.
- Developing/analyzing new alternatives would take too long. If Cameron Park interchange is removed from the program, the Board of Supervisors will look like heroes, but then the developers may have to build it, which could mean

less development.

- If the Cameron Park interchange stays in the program and developers pay the resulting fee – then later the preferred interchange design alternative changes and substantially reduces the fee – does the developers who paid the original fee get reimbursed?
 - No
- Did the consultant team analyze US 50 as it actually functions (specifically the eastbound through lane that CALTRANS defines as a “transition lane” versus a general purpose lane).
 - Yes

Resident Groups

- The question about whether higher or lower impact fees is preferred was not fair because the focus group members were not familiar enough with what the fees are, what they pay for, and how they are currently being used.
- Why do residents have to pay for through trips on US 50?
 - Approximately 31% of the total amount of funding (\$188 million) is allocated to accommodating external trips that start and end outside of the County, which can't be funded by TIM fees; these costs are paid by other revenue sources, including state, federal and regional funds.
 - Existing deficiencies are based on actual traffic counts obtained within the last three years, which reflect the drop in volume due to the recession.
 - Current assumption for the major update is an annual average residential growth rate of 1.03% per year within existing General Plan land uses; this is what the future deficiencies will be based on.
- Single family home builders who are not developers are unfairly impacted by the high residential fees. This fee makes some families unable to build in El Dorado County.
- Are bicycle and pedestrian projects considered in the TIM Fee program?
 - Not as stand-alone projects. There are other programs and procedures where these projects are funded, such as the development approval process.

-
- Would like to see Complete Street type projects in the TIM Fee CIP. Sidewalks are needed and should have been part of earlier projects. Will TIM Fee CIP improvements for deficient roadways include sidewalks?
 - In Community Areas sidewalks are included as part of the TIM Fee CIP roadway improvement but this occurs in only a few projects (these are depicted on the TIM Fee CIP map).
 - Given that Measure Y has strictly defined criteria that relates solely to vehicles combined with the AB1600 Nexus requirements, including multi-modal improvements in the TIM Fee CIP is difficult.
 - The line by line costing methodology and document sheet is appreciated.
 - Will the costing methodology applied to the TIM Fee CIP improvements be applied to the non-TIM Fee CIP improvements?
 - Yes
 - What definition did you use for auxiliary lanes?
 - Aux-lanes were analyzed as ramp to ramp connections with reduced through capacity relative to general purpose lanes.
 - Surprised that the non-residential subsidy did not come up during the Board of Supervisors meeting. This subsidy does not appear to be working (i.e., no effect on encouraging commercial development).
 - This may be due to the recession but also the subsidy may not be sufficient to make enough of a difference in a developers cost point.
 - Would like to see the Diverging Diamond interchange configuration remain on the table as a potential option to reduce the cost of the Cameron Park Interchange improvement.
 - Community would like to walk on both sides of the roadway – sidewalks should be included on both sides of the road when a roadway is improved.

Public Agency Group

- With SB 743, will Vehicle Miles Traveled (VMT) be added to impact fee evaluation, potentially creating a double dip on impact fees?
 - SB 743 is a CEQA modification and does not directly impact developer fee programs.
- Why is Missouri Springs (Flat Road, not Springs) Interchange excluded from this program?

-
- There is a local fee program in place to fund that project. Until the additional study is done for the MC&FP Phase II project, we cannot add it to the TIM Fee Program.
 - Red roads projects (roadways with identified geometric, safety or congestion that inhibit emergency responders) should be a high priority item for updating.
 - Red roads are considered to be an existing deficiency with little to no added traffic growth resulting from new development so TIM Fee funding for these roadways would be small if not non-existent.
 - What will the time horizon for the TIM Fee CIP improvements?
 - Similar to the existing program there will be short, medium and long-term improvement horizons out to 2035 (5, 10, 20 years).
 - Why were 2015 dollars used to estimate future construction costs?
 - To avoid having to calculate rates of inflation into the future. By this method, all costs and funds remain constant. This removes the uncertainty of how projects will be phased over time. Inflation will be factored in as the programs are updated annually.
 - Where is new development projected in Zone 2?
 - Only projects that are approved and under construction can be considered.
 - Would the Curb, Gutter, Sidewalk concepts require Board of Supervisor action/amendment?
 - Yes
 - The non-residential subsidy is not having an impact

EDC TIM Fee and CIP Update Workshop – September 28, 2015
Notes on Discussion during Presentation

- Has the Board of Supervisors considered removing the Cameron Park interchange from the program?
 - It would be politically difficult to modify the program, but it could be an alternative.
 - As mandated by Measure Y, the program is intended to address infrastructure that will improve deficiencies in Levels of Service, including the Cameron Park interchange. It can be removed by a 4/5 vote of the Board of Supervisors that would allow the LOS to drop to Level F.
- Has the Board of Supervisors considered going to a 4- Zone geographic breakdown?

-
- Staff will be recommending the smoothed eight-Zone geography as it is more consistent with the County's commitments.

Questions Posed to Community Members

- Do you support keeping the 8-zone (smoothed) fee geography?
 - Responses: Strongly support = 4, Somewhat support = 1, No opinion = 1
- Do you support merging Zones 2 and 3?
 - Responses: Strongly support = 8, Somewhat support = 1, Strongly oppose = 1, No opinion = 3
- Do you support keeping the Cameron Park interchange in the TIM Fee CIP?
 - Responses: Strongly support = 3, Somewhat support = 1, Somewhat oppose = 1, Strongly oppose = 5, No opinion = 1, Keep in, but consider other alternatives = 4
- Do you support additional fee reductions for residential development through state and federal subsidies?
 - Responses: Strongly support = 2, Somewhat support = 1, Somewhat oppose = 6, Strongly oppose = 6, No opinion = 1
- Do you support additional fee reductions for non-residential development through state and federal subsidies?
 - Responses: Strongly support = 3, Somewhat oppose = 1, Strongly oppose = 2, No opinion = 6
- Do you support additional fee reduction of subsidies for non-residential development?
 - Responses: Strongly support = 3, Somewhat support = 3, Somewhat oppose = 3, Strongly oppose = 1, No opinion = 4
- Do you think the new fees are appropriately balanced between rural and community areas?
 - Responses: Strongly agree = 3, Somewhat agree = 5, Somewhat disagree = 1, Strongly disagree = 3
- How would you rate the CIP and TIM fee process?
 - Responses: Excellent = 2, Good = 6, Average = 3, Fair = 1, Poor = 2

EDC TIM Fee and CIP Update Workshop – September 29, 2015 Notes on Discussion during Presentation

- How is Level of Service (LOS) determined?

-
- LOS is based on the motorists' perception/experience while travelling the roadway system. LOS A represents the best experience without delays or congestion; free-flowing traffic conditions. The other end of the spectrum is LOS F which represents high levels of frustration.
 - What constitutes a "Broken Road?"
 - These are roadways that have exceeded their capacity and are below the acceptable LOS, which is designated as LOS D in rural areas and LOS E in community areas.
 - How was the 1.03% growth rate determined?
 - The rate of residential growth is determined by historic trends in statistical population growth over the past several years, building permits issued and on the projected areas of land use in the General Plan. The percentage is based on the average rate of growth County-wide.
 - Is the methodology for cost estimation available to the public online?
 - Transparency is the goal of this process. It can be found at the County's website: edcwesternslopeupdate.com. It was presented at the Board of Supervisors September 22nd study session, which is also available to the public.
 - Why am I paying for Highway 50 improvements?
 - This is one of the requirements of Measure Y. The greatest contribution to the payment of these fees (94%) is made by Zones 1, 2 & 3.
 - When did the current TIM Fee program begin?
 - The current program started in 2006 with prior programs dating back to the mid-1980's.

Questions Posed to Community Members

- Do you support keeping the 8-zone (smoothed) fee geography?
 - Responses: Strongly support = 4, Somewhat support = 1, No opinion = 1
- Do you support merging Zones 2 and 3?
 - Responses: Strongly support = 8, Somewhat support = 1, Strongly oppose = 1, No opinion = 3
- Do you support keeping the Cameron Park interchange in the TIM Fee CIP?
 - Responses: Strongly support = 3, Somewhat support = 1, Somewhat oppose = 1, Strongly oppose = 5, No opinion = 1, Keep in, but consider other alternatives = 4

-
- Do you support additional fee reductions for residential development through state and federal subsidies?
 - Responses: Strongly support = 2, Somewhat support = 1, Somewhat oppose = 6, Strongly oppose = 6, No opinion = 1
 - Do you support additional fee reductions for non-residential development through state and federal subsidies?
 - Responses: Strongly support = 3, Somewhat oppose = 1, Strongly oppose = 2, No opinion = 6
 - Do you support additional fee reduction of subsidies for non-residential development?
 - Responses: Strongly support = 3, Somewhat support = 3, Somewhat oppose = 3, Strongly oppose = 1, No opinion = 4
 - Do you think the new fees are appropriately balanced between rural and community areas?
 - Responses: Strongly agree = 3, Somewhat agree = 5, Somewhat disagree = 1, Strongly disagree = 3
 - How would you rate the CIP and TIM fee process?
 - Responses: Excellent = 2, Good = 6, Average = 3, Fair = 1, Poor = 2