

EXHIBIT A

Proposed Amendments to Transportation Element Policies

Policy TC-Xb To ensure that potential development in the County does not exceed available roadway capacity, the County shall:

A. ~~Every year~~ P prepare an annual Capital Improvement Program (CIP) specifying expenditures for roadway improvements ~~to be completed within the next 10 years, to ensure compliance with all applicable level of service and other standards in this plan, identifying improvements expected to be required within the next 20 years, and specifying funding sources sufficient to develop the improvements identified in the 10-year plan;~~ At least every five years prepare a CIP specifying expenditures for roadway improvements within the next 20 years. Each plan shall contain identification of funding sources sufficient to develop the improvements identified.

B. At least every five years, prepare a Traffic Impact Mitigation (TIM) Fee Program specifying roadway improvements to be completed within the next 20 years to ensure compliance with all applicable level of service and other standards in this plan; and

~~C.~~ B. Annually monitor traffic volumes on the county's major roadway system depicted in the Circulation Diagram.

~~C. Review development proposals to ensure that the development would not generate traffic in excess of that contemplated by the Capital Improvement Program for the next ten years or cause levels of service on any affected roadway segments to fall below the levels specified in this plan.~~

Policy TC Xc ~~—The following policies shall take effect upon the expiration of the policies in Policy TC Xa:~~

~~1. Traffic from residential development projects shall not result in, or worsen, Level of Service F (gridlock, stop and go) traffic congestion during weekday, peak hour periods on any highway, road, interchange or intersection in the unincorporated areas of the county except as specified in Table TC-3.~~

~~2. Additional segments of U.S. Highway 50 and other highways and roads may be added to Table TC-3 only upon approval of a majority of the Board of Supervisors.~~

~~3. Developer paid traffic impact fees shall pay for the portion of road capacity improvements, which would not be paid for through other County revenue sources, necessary to offset and mitigate the traffic impacts reasonably attributable to new development upon any highways, arterial~~

~~roads and their intersections during weekday, peak hour periods in unincorporated areas of the county.~~

~~4. County tax revenues shall not be used in any way to pay for building road capacity improvements to offset traffic impacts from new development projects. Exceptions are allowed if County voters first give their approval.~~

TABLE TC-3 El Dorado County Roads Allowed to Operate at Level of Service F¹ (After December 31, 2008)		
Road Segment(s)		Max. V/C²
U.S. Highway 50	Canal Street to junction of State Route 49 (Spring Street)	1.23
	Bedford Avenue to beginning of freeway	1.13
	Beginning of freeway to Washington overhead	1.13
	Ice House Road to Echo Lake	1.03
Notes: ¹⁻ Roads improved to their maximum width given right-of-way and physical limitations. ²⁻ Volume to Capacity ratio.		

Policy TC-Xd Level of Service (LOS) for County-maintained roads and state highways within the unincorporated areas of the county shall not be worse than LOS E in the Community Regions or LOS D in the Rural Centers and Rural Regions except as specified in Table TC-2 ~~or, after December 31, 2008, Table TC-3.~~ The volume to capacity ratio of the roadway segments listed in Tables TC-2 ~~and TC-3 as applicable~~ shall not exceed the ratio specified in that table. Level of Service will be as defined in the latest edition of the Highway Capacity Manual (Transportation Research Board, National Research Council) and calculated using the methodologies contained in that manual. Analysis periods shall be based on the professional judgment of the Department of Transportation which shall consider periods including, but not limited to, Weekday Average Daily Traffic (ADT), AM Peak Hour, and PM Peak hour traffic volumes.

Policy TC-Xf At the time of approval of a tentative map for a single family residential subdivision of five or more parcels ~~Prior to occupancy for development~~ that worsens (defined as a project that triggers Policy TC-Xe [A] or [B] or [C]) traffic on the County road system, the ~~developer~~ County shall do one of the following: (1) condition the project to construct all road improvements necessary to regional and local roads needed to maintain or attain Level of Service standards detailed in this Transportation and Circulation Element based on existing traffic plus traffic generated from the development plus

forecasted traffic growth at 10-years from project submittal; or (2) ensure adequate funding is identified and available the commencement of construction of for the necessary road improvements are included in the county's 10 year CIP, and those projects are programmed. The determination of compliance with this requirement shall be based on existing traffic plus traffic generated from the and from other reasonably foreseeable projects. For all other discretionary projects that worsen (defined as a project that triggers Policy TC-Xe [A] or [B] or [C]) traffic on the County road system, the County shall do one of the following: (1) condition the project to construct all road improvements necessary to maintain or attain Level of Service standards detailed in this Transportation and Circulation Element; or (2) ensure the construction of the necessary road improvements are included in the County's 20-year CIP.

Policy TC-Xh All subdivisions shall be conditioned to pay the traffic impact fees in effect at the time a building permit is issued for any parcel created by the subdivision. ~~Until such time as updated traffic impact fees are adopted pursuant to this General Plan, any subdivisions will be required to either (1) execute an agreement agreeing to pay the higher fees, even after building permits have been issued or (2) have a notice of restriction placed on the final map prohibiting the issuance of building permits until the updated traffic impact fees are adopted.~~

IMPLEMENTATION PROGRAM

MEASURE TC-A

Prepare and adopt a priority list of road and highway improvements for the Capital Improvement Program (CIP) based on a horizon of ~~five~~ ten years. The Board of Supervisors shall update the CIP every ~~two~~ years, or more frequently as recommended by the responsible departments. The CIP shall prioritize capital maintenance and rehabilitation, reconstruction, capacity, and operational and safety improvements. Non-capital maintenance activities need not be included in the CIP. The CIP shall be coordinated with the five-year major review of the General Plan and shall be included in the annual General Plan review. [Policies TC-1k, TC-1m, and TC-1n]

Responsibility:	Department of Transportation, Planning Department, and Board of Supervisors
Time Frame:	Within six months of General Plan <u>amendment</u> adoption; every one year thereafter.

IMPLEMENTATION PROGRAM

MEASURE TC-B

Revise and adopt traffic impact fee program(s) for unincorporated areas of the county and adopt additional funding mechanisms necessary to ensure that improvements contained in the fee programs are fully funded and capable of being implemented concurrently with new development as defined by Policy TC-Xf. The traffic fees should be designed to achieve the adopted level of service standards and preserve the integrity of the circulation system. The fee program(s) shall be updated annually for changes in project costs, and at least every five years with revised growth forecasts, revised improvement project analysis and list, and revised construction cost estimates to ensure the programs continue to meet the requirements contained in the policies of this General Plan. [Policies TC-Xa, TC-Xb, and TC-Xg]

Responsibility:	Department of Transportation and Planning Department
Time Frame:	First full fiscal year following General Plan adoption.