CARD A

SIDE 1

TOP

A

OFFICIAL BALLOT
CONSOLIDATED DISTRICTS ELECTION
COUNTY OF EL DORADO
TUESDAY, NOVEMBER 7, 1995

This ballot stub shall be torn off by precinct board member and handed to the voter.

Sample Ballot

DISTRICT

RESCUE FIRE PROTECTION DISTRICT

Director	Vote for no more than Two	
RICHARD "CHARLES" PAINE Aviation Management		+
FRANCIS M. CARPENTER Retired Fire Chief		+
BOB JONES Incumbent		+
WILLIAM C. TEIE Incumbent		+
		+
		+

MEASURE SUBMITTED TO VOTE OF VOTERS

COUNTY

COMMERCIAL DEVELOPMENT FUNDING TRAFFIC IMPROVEMENTS ALONG MISSOURI FLAT ROAD CORRIDOR MEASURE B

ADVISORY VOTE ONLY

B Major traffic improvements are clearly needed along Missouri Flat Road and at Missouri Flat Road and Highway 50. In order to bring about the construction of these improvements without raising or imposing new residential taxes, it has been suggested that new commercial development be allowed along the Missouri Flat corridor. That development would be solely responsible for generating the funds needed to construct the necessary improvements. Would you favor this approach?

YES	+
NO	+

TURN CARD OVER AND CONTINUE VOTING

09-109A ▶▶ OVER ▶▶ A

SIDE 2

I HAVE VOTED-HAVE YOU?

Sample Ballot

PROPOSED CHARTER AMENDMENT PROVIDING FOR CHIEF ADMINISTRATIVE OFFICER'S ANNUAL EVALUATION OF APPOINTED DEPARTMENT HEADS MEASURE I

I Shall the El Dorado County Charter be amended to provide for review and appraisal of performance of all appointed department heads, except County Counsel, on at least an annual basis by the Chief Administrative Officer, with the appraisal to be submitted to the Board of Supervisors?

YES	+
NO	+

PROPOSED CHARTER AMENDMENT PROVIDING FOR ANNUAL EVALUATION OF THE COUNTY COUNSEL MEASURE J

J Shall the El Dorado County Charter be amended to provide that the Board of Supervisors shall review the County Counsel's performance at least once each year?

YES	+
NO	+

PROPOSED AMENDMENT TO THE EL DORADO COUNTY CHARTER ADDING A PROVISION TO GUARANTEE A LEVEL OF LIBRARY FUNDING MEASURE L

L Shall a subdivision (d) of Section 210 be added to the El Dorado County Charter to read as follows?

"(d) The Board, commencing with the fiscal year 1996-1997, shall annually budget and allocate from the County General Fund for the operation of the County library system, an amount equal to 80% of annually collected assessments for those zones receiving a majority voter approval on November 7, 1995. Such amounts shall be in addition to the debt service incurred for the Cameron Park Branch Library."

This provision shall be effective only for a period of ten (10) years and shall thereafter be repealed without further amendment of this Charter.

YES	+
NO	+

PROPOSED CHARTER AMENDMENT PROVIDING FOR DEPUTY SHERIFF'S SALARY DETERMINATION MEASURE N

N Shall the El Dorado County Charter be amended to repeal Measure A, the Sheriff's Salary Initiative (approved by a majority vote on November 7, 1972); and in lieu thereof adopt this measure which provides the Board of Supervisors shall determine at least annually the existing average salaries for the South Lake Tahoe Police Department, Amador County Sheriff's Department and the California Highway Patrol using comparable class of positions to do so; and on the first day of January of each year thereafter adjust and determine the average salary for El Dorado County Sheriff's Department personnel using certain specified positions as guidelines?

YES	+
NO	+

09-102A VOTE BOTH SIDES A

09-SB406

** COUNTY OF EL DORADO **
CONSOLIDATED ELECTIONS HELD ON NOVEMBER 7, 1995
S U M M A R Y R E P O R T

Final

RESCUE FIRE PROTECTION DISTRICT (No. to vote for 2)	(#/PCT 6) (#/RPT 6) (%/RP 100.0)	
RICHARD C PAINE	452	23.9
FRANCIS M CARPENTER	469	24.8
BOB JONES	640	33.8
WILLIAM C TEIE	330	17.4

COSUMNES RIVER CSD FULL TERM (No. to vote for 2)	(#/PCT 1) (#/RPT 1) (%/RP 100.0)	
PETER F HILLE	72	23.9
DARRELL L WILEY	86	28.5
CHRISTINA M COWELL	82	27.2
MARGARET ROBINSON	61	20.2

COSUMNES RIVER CSD SHORT TERM (No. to vote for 1)	(#/PCT 1) (#/RPT 1) (%/RP 100.0)	
CARL GRONEWOLD	83	53.2
JOHN FRANKLIN	73	46.7

GRIZZLY FLATS CSD (No. to vote for 3)	(#/PCT 1) (#/RPT 1) (%/RP 100.0)	
JACKIE KNIGHT	75	13.8
SANDI BUSH	181	33.3
MARGARET M STONE	145	26.7
RON MELVIN	142	26.1

SOUTH TAHOE PUBLIC UTILITY DISTRICT SEAT 3 (No. to vote for 1)	(#/PCT 19) (#/RPT 19) (%/RP 100.0)	
JOYCE WELLS BLACKSTONE	1600	45.8
MARY LOU MOSBACHER	1889	54.1

CAMERON PARK AIRPORT DISTRICT (No. to vote for 3)	(#/PCT 1) (#/RPT 1) (%/RP 100.0)	
WALTER R HELM	84	20.1
TOM WRIGHT	118	28.2
BILL LINDSEY	85	20.3
NANCY H MARTINO	71	17.0
JAMES M MARTINO	59	14.1

MEASURE A (No. to vote for 1)	(#/PCT 22) (#/RPT 22) (%/RP 100.0)		
RESCUE UNION SCHOOL BOND MEASURE	YES	2520	55.5
	NO	2018	44.4

MEASURE B (No. to vote for 1)	(#/PCT 69) (#/RPT 69) (%/RP 100.0)		
COMMUNITY DEVEL ADVISORY VOTE	YES	7939	54.2
	NO	6694	45.7

MEASURE C (No. to vote for 1)	(#/PCT 1) (#/RPT 1) (%/RP 100.0)		
COSUMNES RIVER CSD BALLOT MEASURE	YES	84	52.8
	NO	75	47.1

MEASURE E (No. to vote for 1)	(#/PCT 13) (#/RPT 13) (%/RP 100.0)		
LIBRARY MEASURE EL DORADO HILLS	YES	1878	64.4
	NO	1035	35.5

MEASURE F (No. to vote for 1)	(#/PCT 24) (#/RPT 24) (%/RP 100.0)		
LIBRARY MEASURE SOUTH LAKE TAHOE	YES	2664	72.5
	NO	1007	27.4

MEASURE G (No. to vote for 1)	(#/PCT 7) (#/RPT 7) (%/RP 100.0)		
LIBRARY MEASURE GEORGETOWN DIVIDE	YES	931	62.3
	NO	563	37.6

MEASURE H (No. to vote for 1)	(#/PCT 67) (#/RPT 67) (%/RP 100.0)		
LIBRARY MEASURE MAIN/POLLOCK PINES	YES	8663	62.6
	NO	5163	37.3

MEASURE I (No. to vote for 1)	(#/PCT 135) (#/RPT 135) (%/RP 100.0)		
CHARTER AMENDMENT DEPT HEAD EVAL	YES	20436	78.9
	NO	5443	21.0

MEASURE J (No. to vote for 1)	(#/PCT 135) (#/RPT 135) (%/RP 100.0)		
CHARTER AMENDMENT CO COUNSEL EVAL	YES	21345	83.0
	NO	4343	16.9

MEASURE L (No. to vote for 1)	(#/PCT 135) (#/RPT 135) (%/RP 100.0)		
CHARTER AMENDMENT LIBRARY FUNDING	YES	18242	68.9
	NO	8211	31.0

MEASURE N (No. to vote for 1)	(#/PCT 135) (#/RPT 135) (%/RP 100.0)		
CHARTER AMENDMENT SHERIFF DEPT SALARY	YES	17341	67.9
	NO	8171	32.0

IMPARTIAL ANALYSIS BY COUNTY COUNSEL COMMERCIAL DEVELOPMENT FUNDING TRAFFIC IMPROVEMENTS MEASURE B

This ballot measure is an advisory vote only. It is not binding on the county Board of Supervisors. The Elections Code permits advisory elections for the purpose of allowing voters to express their opinion on substantive issues or to indicate approval or disapproval of a ballot proposal.

The ballot question posits the existence of present traffic deficiencies along Missouri Flat Road and at the intersection of Missouri Flat Road and State Highway 50.

A "yes" vote indicates a preference for allowing new commercial development along the Missouri Flat corridor, if the new development would be solely responsible for generating the funds needed to construct the necessary major traffic improvements.

The ballot question itself does not specify or limit the funding mechanisms that might be used to pay for the traffic improvements, so long as the funding mechanisms do not raise existing or impose new residential taxes. The potential funding mechanisms that are available to the county include redevelopment tax increment financing, impact fees, benefit assessments, special taxes through the creation of a Mello-Roos Community Facilities District, or other similar public financing methods. However, notwithstanding the language of the ballot measure, California law and the U.S. Constitution forbid imposing financial exactions on new development which are not rationally related to the impacts caused by that new development, and which are not "roughly proportional" to the impacts caused by that new development, unless just compensation is paid by the county to the developer. Therefore new commercial development along the Missouri Flat Road corridor cannot constitutionally be charged with the costs of improving the existing traffic deficiencies but can only be charged with the costs of traffic improvements made necessary by the impacts of the new development.

A "no" vote indicates that the approach described above is not favored.

s/ William C. Neasham, II
El Dorado County Counsel

ARGUMENT IN FAVOR OF MEASURE B

A YES VOTE FOR MEASURE B WILL:

- Provide needed traffic and infrastructure improvements along Missouri Flat Road and at the Missouri Flat Road/Highway 50 interchange.
- Reduce traffic congestion along Missouri Flat Road and at the interchange.
- Encourage economic development along the Missouri Flat Road corridor and within the County.
- Provide for new construction and retail jobs within the County.
- MEASURE B WILL NOT INCREASE TAXES.

Currently, traffic on Missouri Flat Road and at the Missouri Flat Road and Highway 50 interchange is severely congested. The cost for the improvements to solve the traffic congestion problem is estimated as high as $30 MILLION.

THE COUNTY DOES NOT HAVE THE FUNDS FOR THE IMPROVEMENTS. The County could obtain the necessary funds by increasing residential taxes, OR commercial development along the Missouri Flat Road corridor can fund the improvements.

VOTING FOR MEASURE B supports the use of commercial development to fund the necessary improvements. Commercial development can fund the improvements through various measures, including development impact fees, incremental increases in sales and property taxes, and a redevelopment program, all of which would not raise or impose any new residential taxes.

VOTING FOR MEASURE B will also indicate support additional construction and retail jobs that will result directly from commercial development.

A YES VOTE ON MEASURE B REPRESENTS A TAX FREE INVESTMENT IN EL DORADO COUNTY AND THE MISSOURI FLAT CORRIDOR.

VOTE YES ON MEASURE B.

s/ Robert L. Edwards

REBUTTAL TO ARGUMENT IN FAVOR OF MEASURE B

Vote No on Measure B. The argument in favor of Measure B is not related to the Ballot Measure. A vote for Measure B will accomplish none of the items highlighted in the proponents' argument. The proponents of this Measure continue their attempt to cloud the issue. The reality is:

1. This Ballot Measure is an attempt by a small group of developers and politicians to gain access to public funds. The developers will be using public funds, including property and sales tax money to fund their projects and improvements.

2. This small group of developers and politicians must find a way to obscure the issues. This Ballot Measure strives to deceive the public into believing that the developers will be paying their own way. The developers will be using public indebtedness and money to finance their projects.

A NO vote on Measure B will send a clear message to the local politicians that subterfuge and half-truths are no longer acceptable to the people of El Dorado County. Vote NO on Measure B.

s/ Keith Johnson
s/ Susan Emmett
s/ Dianne Kruger
s/ Carol A. Patton
s/ W.B. McSwain Jr.

El Dorado County, CA **November 3, 1998 General**

Measure Y

Control Traffic Congestion Initiative
County of El Dorado
General Plan Amendment

32847 / **61.0% Yes** votes ..... 20968 / **38.9% No** votes

See Also: Index of all Measures

Infomation shown below:

Shall Measure Y ("The Control Traffic Congestion Initiative") be adopted, which would add five policies to the El Dorado County General Plan related to: (i) maintenance of specified levels of service on roads in unincorporated areas of the County; (ii) a requirement that new development fully fund roadway capacity improvements needed to offset the traffic impacts of new development projects; and, (iii) establishment of a requirement of voter approval prior to the expenditure of County tax revenues to pay for road capacity improvements to mitigate impacts of new development?

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CARD F

SIDE 1

TOP

F

OFFICIAL BALLOT

CONSOLIDATED
GENERAL ELECTION

COUNTY OF EL DORADO

TUESDAY, NOVEMBER 3, 1998

This ballot stub shall be removed and retained by the voter.

MEASURES SUBMITTED TO THE VOTERS

COUNTY / EL DORADO COUNTY CHARTER AMENDMENT MEASURE G

G Shall Measure G be adopted, which would amend Section 403e of the El Dorado County Charter to remove the office of Public Administrator from the currently combined elected office of Sheriff/Coroner/Public Administrator, and to make the office of Public Administrator a separate appointed office of the County?

YES +

NO +

AMENDMENT TO EL DORADO COUNTY GENERAL PLAN

V Shall Measure V be adopted, which would amend the El Dorado County General Plan to add an objective of limiting the total county-wide population to 260,000 people?

YES +

NO +

EL DORADO COUNTY STREAMS AND RIVERS PRESERVATION ACT – MEASURE W

W Shall Measure W ("El Dorado County Streams and Rivers Preservation Act") be adopted, which would add Section 5.48.095 to the El Dorado County Ordinance Code to: (1) reduce current levels of commercial rafting operations on the South Fork of the American River by imposing an annual limit of 45,820 user days; and, (2) include all institutional and not-for-profit groups within the definition of commercial rafting operations?

YES +

NO +

AMENDMENTS TO EL DORADO COUNTY GENERAL PLAN

Y Shall Measure Y ("The Control Traffic Congestion Initiative") be adopted, which would add five policies to the El Dorado County General Plan related to: (i) maintenance of specified levels of service on roads in unincorporated areas of the County; (ii) a requirement that new development fully fund roadway capacity improvements needed to offset the traffic impacts of new development projects; and, (iii) establishment of a requirement of voter approval prior to the expenditure of County tax revenues to pay for road capacity improvements to mitigate impacts of new development?

YES +

NO +

Z Shall Measure Z ("A Measure Implementing The Control Traffic Congestion Initiative") be adopted, which would: (i) add language to the El Dorado County General Plan providing for the manner in which the policies added by Measure Y ("The Control Traffic Congestion Initiative") are to be interpreted and applied if adopted by the voters; and, (ii) amend the language of existing Policy 3.2.1.4 relating to traffic mitigation requirements?

YES +

NO +

09-613F

▶▶ OVER ▶▶

F

SIDE 2

I HAVE VOTED-HAVE YOU?

DISTRICT

EL DORADO HILLS COUNTY WATER DISTRICT ADVISORY MEASURE I

ADVISORY VOTE ONLY

I Do you support the El Dorado Hills Fire Department's intention to remain as a single-purpose, special district, independent of the proposed incorporated city of El Dorado Hills, and its opposition to the current incorporation proposal which requires the dissolution of the fire district?

YES +

NO +

09-602F

VOTE BOTH SIDES

F

15-0048 3F 5 of 21

Sample Ballot

Sample Ballot

AMENDMENTS TO EL DORADO COUNTY GENERAL PLAN (Full Text of Measure Y)

AN INITIATIVE MEASURE TO AMEND THE EL DORADO COUNTY GENERAL PLAN REGARDING TRAFFIC LEVELS OF SERVICE AND FUNDING FOR ROADWAY IMPROVEMENTS

The Circulation Element of the current General Plan sets forth goals, objectives and policies for a County-wide transportation system. The Circulation Element includes a component regarding the regional highway system. This initiative would add several policies to the Circulation Element relating to the roadway system.

Goal 3.2 of the Circulation Element is to "provide a regional highway system which supports land use policies of the county and cities." Objective 3.2.1 is to "ensure that safe and efficient transportation and circulation facilities are provided for concurrently with new development." Objective 3.2.2 is to "distribute the cost for necessary transportation improvements equitably among those who will burden the system and who will benefit from the improvements." Funding is to be provided through a variety of mechanisms, including imposition of traffic impact fees on new development. The initiative would add the following policies under Objectives 3.2.1 and 3.2.2:

Policy 3.2.1.5 would require that before giving approval to a residential development project of five or more units or parcels, the County must find that the project complies with the policies added by the initiative.

Policy 3.2.2.4 would provide that traffic impact fees paid by developers shall fully pay for road capacity improvements necessary to mitigate all direct and cumulative traffic impacts from new development upon any highways, arterial roads and their intersections in unincorporated areas of the county during weekday peak-hour periods.

Policy 3.2.2.5 would provide that County tax revenues shall not be used to fund road improvements to mitigate traffic impacts of new development projects unless approved by the voters.

Goal 3.5 of the Circulation Element establishes acceptable levels of service (LOS) for the County roadway system. Traffic operating conditions are described by LOS designations "A" through "F", with LOS "A" representing the best free-flow condition, progressing toward increased congestion to LOS "F".

Objective 3.5.1 is to maintain LOS "E" or better on all County roads. Policy 3.5.1.6 provides that under certain circumstances a LOS below those specified in Policy 3.5.1.1 may be acceptable. Policy 3.5.1.6 identifies 14 segments of County roads and Highway 50 for which a lower LOS is acceptable. The proposed initiative measure would add the following policies under Policy 3.5.1.6:

Policy 3.5.1.6.1 would provide that traffic from residential development projects of five or more units or parcels shall not result in, or worsen, LOS "F" traffic conditions during weekday, peak-hour periods on any highway, road, interchange or intersection in the unincorporated areas of the county.

Policy 3.5.1.6.2 would provide that the County shall not, except with voter approval, add any additional segments of Highway 50, or any other road, to the list of roads in Policy 3.5.1.6 for which LOS "F" is acceptable.

The policies added to the Circulation Element would remain in effect for a period of ten years, unless extended for an additional ten years by the voters, and can be amended only by voter approval.

The "Control Traffic Congestion" Initiative

For the purpose of PROTECTING PUBLIC HEALTH AND SAFETY BY REQUIRING NEW DEVELOPMENT TO FULLY PAY ITS WAY TO PREVENT TRAFFIC CONGESTION FROM WORSENING ON OUR ROADS, the El Dorado County General Plan is hereby amended by adding the following policies as follows:

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. (Policy 3.2.2.5)

Developer-paid traffic impact fees shall fully pay for building all necessary road capacity improvements to fully offset and mitigate all direct and cumulative traffic impacts from new development upon any highways, arterial roads and their intersections during weekday, peak-hour periods in unincorporated areas of the county. (Policy 3.2.2.4)

Traffic from residential development projects of 5 or more units or parcels of land 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. (Policy 3.5.1.6.1)

The County shall not add any additional segments of Highway 50, or any other roads, to the County's list of roads that are allowed to operate at Level of Service "F" (gridlock) without first getting the voter's approval. (Policy 3.5.1.6.2)

Before giving approval of any kind to a residential development project of 5 or more units or parcels of land, the County shall make a finding that the project complies with the policies added by this initiative. If this finding cannot be made, then the County shall not approve the project, or give final approval to a tentative subdivision map, until all these policy findings can be made, in order to protect the public's health and safety as provided by state law to assure that safe and adequate roads are in place as such development occurs. (Policy 3.2.1.5)

Implementation.

(a) If any portion of this initiative is declared invalid by a court, then that portion shall be removed, and the remaining portions of the initiative shall remain in full force and effect.

(b) This initiative may only be amended by a majority of County voters, and shall remain in effect for 10 years. Prior to expiration, it shall be placed on the ballot again to let the voters decide on a further 10 year extension.

ARGUMENT IN FAVOR OF MEASURE Y

Vote YES on "Measure Y".

Measure Y will place the following common sense policies in the County's General Plan to protect taxpayers.

"Measure Y" will:

- require new development to fully pay for all road improvements needed to offset all traffic impacts from their projects.
- prevent County tax dollars from being used to subsidize building roads for new development unless voters give their permission.
- prevent the approval of large subdivisions or apartment projects of 5 or more parcels or units if developers are unable to prevent their project from causing gridlock traffic congestion.

Measure Y is necessary because the Board of Supervisors' current General Plan policy is to leave county residents stuck with paying almost 50% of new development's road bills, without the residents' knowledge or permission.

If current residents don't agree to pay their so-called "fair share" for widening existing roads, then county roads will be allowed to deteriorate to gridlock levels.

The County's logic is that since current residents will be using these newly widened roads then they must pay something too. This ignores the fact that our roads wouldn't need to be widened if it weren't for new development. Measure Y requires new development to pay 100% of its way.

Almost all the lawsuits and battles over development issues in our County center around these issues. Local residents don't want gridlock traffic in their neighborhoods, and they don't want to get stuck paying 50% of the bill for new development's inadequate road improvements.

Growth in El Dorado County can easily get out of control if we aren't careful. Developer lobbyists have been very successful in getting their way in County planning matters.

Measure Y is an insurance policy for county residents to protect their checkbooks, and the quality of life they moved here for.

Vote YES on "Measure Y"... before it's too late.

s/ Sam Bradley
County Supervisor
s/ Penny Humphreys
Supervisor Elect-District IV
s/ Jon McCabe
Firefighter/Emergency Medical Technician
s/ Joan Wolfenden
School Bus Driver, Buckeye USD (retired)
s/ Kathi Lishman
County Transportation Commissioner/City Councilwoman

REBUTTAL TO ARGUMENT IN FAVOR OF MEASURE Y

Proponents of Measure Y misrepresent our traffic problem.

They say we do not need to improve our roads and highways if we have no new development. That is simply not true.

The report by the County's transportation consultants makes it clear that major improvements to Highway 50, several interchanges, and other key roads will be needed with or without new in-county development -- due to the effects of tourism, interstate travel, regional growth, existing congestion, and safety concerns.

Such improvements are obviously beyond the scope of individual development projects as small as five parcels. They require many development projects to contribute through financing plans which may be prohibited by Measure Y.

Under Measure Y, existing residents would be obligated to either pay for such improvements or live with increased congestion.

There is a better way.

- We need financing programs like the Missouri Flat Master Circulation and Funding Plan which will provide $60 million to resolve existing congestion at no cost to existing residents or taxpayers, but Measure Y may prohibit such financing.
- We need jobs close to where we live, but Measure Y is a job killer that the County's economic consultant says could deprive El Dorado County residents of thousands of permanent non-construction jobs for our future.
- We need improvements to Highway 50, El Dorado Hills Blvd. interchange, Green Valley Rd. and others, but Measure Y jeopardizes the funding for these planned improvements.

We need solutions, not simplistic rhetoric. **Vote no on Measure Y.**

s/ John E. Upton
Chairman El Dorado County Board of Supervisors
s/ F.J. Leslie
s/ Terry Kanellis
President, El Dorado County Chamber of Commerce
s/ Jerry Klovee
Chairman, Better Roads for El Dorado/
County Transportation Commissioner
s/ Ellen Day
President, Taxpayers Association of El Dorado County

ARGUMENT AGAINST MEASURE Y

The goals of controlling traffic congestion and protecting taxpayers are shared by the Board of Supervisors and consistent with County policy. However, in that regard, Measure Y may do more harm than good.

Specifically, the report on Measure Y, presented by County Counsel, County staff, and the County's professional traffic and econ consultants, reveals that the initiative could do the following:

- Cancel or delay needed improvements to Highway 50, Missouri Flat Rd. interchange, El Dorado Hills Blvd. interchange, Green Valley Rd., White Rock Rd., Cameron Park Dr., and others.
- Reduce state and federal funding for highway improvements due to a lack of matching funds.
- Require new taxes for roads and highways or congestion will worsen.
- Lose 21,000 jobs in the County including 10,000 jobs in El Dorado Hills alone.
- Reduce sales tax revenue and continue to leak sales tax to surrounding counties, estimated to exceed $200 million annually.

This analysis reflects the fact that the policies in Measure Y, taken as a whole, can be interpreted to create a legal "Catch 22" in which the very funding mechanisms required to meet the initiative's rigid standards may be prohibited. Without such funding mechanisms to enable new development to cumulatively pay for its impacts, the mitigation required in the initiative may be obviously infeasible. For example, a five parcel project could be required to build an interchange or add lanes to Highway 50.

Aside from the obvious economic issues, such a result could also worsen our traffic situation. As the staff report points out, significant existing traffic problems may not be remedied and additional improvements, which are needed to meet the demands of additional traffic that will occur in any case, may not be built -- resulting in more traffic congestion rather than less.

s/ John E. Upton
Chairman, El Dorado County Board of Supervisors
s/ F.J. Leslie
Director, El Dorado Hills Community Services District
s/ Jerry Klovee
Chairman, Better Roads for El Dorado

REBUTTAL TO ARGUMENT AGAINST MEASURE Y

Your "YES" vote on Measure Y will accomplish three things. It will:

1. Require that developers pay 100% of the cost to offset all traffic impacts from their projects.
2. Require voter approval before County tax dollars can ever be used to subsidize building roads for new development.
3. Require developers of large subdivision or apartment projects of 5 or more units or parcels of land to find a way to mitigate the traffic from their projects to prevent gridlock traffic congestion on our roads, or their projects will not receive approval.

That is what Measure Y, the Control Traffic Congestion Initiative, does. It is very simple and straightforward.

The opponents of the Control Traffic Congestion Initiative are predicting disaster if Measure Y passes. Their claims are absurd.

It's absurd to say that making new development fully pay its own way for road impacts, and refusing large developments if they will cause Level F gridlock traffic congestion on our roads, will in any way cost taxpayers money or cause worse congestion. The opponents' claim that Measure Y will somehow cost the county 21,000 jobs is beyond absurd.

Measure Y will probably reduce developers' profits, and will definitely reduce taxpayers' liability and traffic congestion on our roads.

The Measure Y opponents are using self-serving reports, hand-tailored for their political campaign against Measure Y, making purposely misleading claims, trying to frighten voters. Their reports are neither independent, nor unbiased.

Please read Measure Y for yourself, in your Sample Ballot and Voter Information Pamphlet for El Dorado County.

Please vote YES on Measure Y - to protect our quality of life and our pocketbooks.

s/ Kathi Lishman
County Transportation Commissioner/City Councilwoman
s/ Jon McCabe
Firefighter/Emergency Medical Technician
s/ Penny Humphreys
County Supervisor Elect-District IV
s/ Shirley Damato
Board President for Cameron Park Comm. Serv. Dist.
s/ Sam Bradley
County Supervisor

This is an archive of a past election.
See http://www.smartvoter.org/ca/ed/ for current information.

League of Women Voters of California Education Fund

SHARE

El Dorado County, CA

November 4, 2008 Election

Measure Y

Shall the current Meas. Y be amended and extended for ten years?

El Dorado County

Amendment to the 2004 El Dorado County General Plan - Majority Approval Required

Pass: 48333 / **71.47% Yes** votes ..... 19293 / **28.53% No** votes

See Also: Index of all Measures

Results as of Nov 5 12:56am, 100.0% of Precincts Reporting (150/150)
60.7% Voter Turnout (67626/111325)

Information shown below: Impartial Analysis | Arguments | Full Text

This election is archived. Any links to sources outside of Smart Voter may no longer be active. No further links will be added to this page.

Links to sources outside of Smart Voter are provided for information only and do not imply endorsement.

Shall the voter-enacted Measure Y General Plan policies be extended ten years and amended to provide: (1) Traffic from major single-family residential subdivisions shall not result in, or worsen, Level of Service F (gridlock) traffic congestion; (2) No additional county roadways may operate at Level of Service F without voter approval or 4/5ths vote of County Supervisors; (3) Developer-paid traffic fees, combined with any other funding source, shall pay to build necessary road improvements?

Impartial Analysis from the County Counsel

This measure, if adopted by a majority vote, would amend the original Measure Y policies and, as amended, extend them for ten years. The policies cannot be further amended or repealed except by a vote of the people.

In 1998, the voters enacted the "Control Traffic Congestion Initiative" (Measure Y), which added five policies to the 1996 General Plan. They included: (1) a prohibition of residential development projects of five or more units causing, or worsening, Level of Service (LOS) F traffic congestion during weekday, peak-hour periods; (2) a prohibition against adding roads to the list of roads allowed to operate at LOS F without voter approval; (3) a requirement that developers pay fees to mitigate traffic impacts of new development; and, (4) a prohibition against county tax revenues being used to mitigate such impacts without voter approval. Measure Y stated that the policies would remain in effect for ten years. It provided that they should be placed on the ballot prior to expiration for the

voters to decide on a 10 year extension.

In 1999, the court invalidated the 1996 General Plan. In readopting a general plan in 2004, the Board of Supervisors incorporated the Measure Y policies, which were to remain in effect until 2008. They included alternative policies to take effect upon their expiration. But, it remains unclear whether Measure Y itself, including its provision to place it back on the ballot, remains legally enforceable. However, the Board of Supervisors decided to put the policies on the ballot for an extension, with certain modifications.

The amendments to the Measure Y policies made by this measure include: (1) clarification that the prohibition against residential projects of five or more units causing or worsening LOS F applies only to single-family subdivisions; (2) a provision that a road may be added to the list of roadways which can operate LOS F by a vote of the people or by a 4/5 vote of the Board of Supervisors; (3) clarification that non-tax sources of revenue such as federal and state grants can be used to fund road projects to serve new development; and, (4) deletion of the prohibition against using county tax revenues to fund road projects to serve new development. The amended policies still require that developer fees, together with other revenue sources, fully pay to mitigate the traffic impacts of new development.

If this measure fails, the alternative policies will go into effect. They could be amended by the Board of Supervisors at their discretion. The alternative policies generally follow the Measure Y policies, but include: (1) extension of the prohibition against causing or worsening LOS F to all residential projects (less than five units); (2) clarification that non-tax sources of revenue such as federal and state grants can be used to fund road projects to serve new development; and, (3) a provision that road segments can be added to the list of roads allowed to operate at LOS F by a 3/5 vote of the Board.

Louis B. Green - El Dorado County Counsel

Arguments For Measure Y

To control traffic congestion, El Dorado County voters approved the original Measure Y in 1998 with 61% of the vote. Since then, the measure has been working to control congestion by requiring developers to pay for the road improvements needed to keep traffic flowing. Today's Measure Y simply extends the original Measure Y for

Arguments Against Measure Y

No Argument Against This Measure Was Submitted

another ten years as follows:

- Prohibits approval of any new single-family housing subdivision of five or more parcels if the development creates or worsens traffic congestion (known as "Level of Service F" gridlock).
- Prohibits "Level of Service F" gridlock on any additional county roads, unless approved by voters or a four-fifths vote of our county supervisors.
- Requires developers to pay for any road improvements that are needed to prevent new traffic from causing gridlock or exceeding acceptable traffic levels.

Measure Y is endorsed by local business, agriculture, slow-growth, taxpayer and environmental advocates, along with the El Dorado County Republican and Democratic Parties, the Chamber of Commerce and the League of Women Voters. All agree Measure Y will control traffic and protect our rural quality of life, while encouraging jobs creation and balanced economic growth. Police and firefighters support Measure Y because it will help prevent gridlock on our county roads during emergencies.

The original Measure Y has been working effectively for the past ten years. Your "YES" vote on today's Measure Y will keep these successful policies working for the next ten years to prevent traffic gridlock, protect our rural environment and require new development to pay its fair share for new roads.

Vote YES on Measure Y.

Michael Kobus - President, El Dorado County Chamber of Commerce; Jack Sweeney - District 3 Supervisor -- County of El Dorado; Bill Center - Author, Original Measure Y; John Stelzmiller - Chair, El Dorado County Republican Central Committee; Rich Meagher - Chair, El Dorado County Democratic Central Committee

Full Text of Measure Y

Shall Policy TC-Xa of the 2004 El Dorado County General Plan be amended to read as follows and, as

amended, be extended for a period of ten years? Policy TC-Xa The following policies shall remain in effect until December 31, 2018:

1. Traffic from single family residential subdivision development projects of five or more ~~units or~~ parcels of land 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.
2. The County shall not add any additional segments of U.S. Highway 50, or any other ~~highways and~~ roads, to the County's list of roads ~~(shown in Table TC-2)~~ that are allowed to operate at Level of Service F without first getting the voters' approval or by a 4/5ths vote of the Board of Supervisors.
3. Developer-paid traffic impact fees combined with any other available funds shall fully pay for building all necessary road capacity improvements to fully offset and mitigate all direct and cumulative traffic impacts from 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.~~
~~5. Before giving approval of any kind to a residential development project of five or more units or parcels of land, the County shall make a finding that the project complies with the policies above. If this finding cannot be made, then the County shall not approve the project in order to protect the public's health and safety as provided by state law to assure that safe and adequate roads and highways are in place as such development occurs.~~

If approved by the voters on November 4, 2008, this amended policy TC-Xa shall become effective on January 1, 2009, and shall expire in ten years. It may only be amended with voter approval during that term.

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STATE PROPOSITION 4 - WAITING PERIOD AND PARENTAL NOTIFICATION BEFORE TERMINATION OF MINOR'S PREGNANCY. INITIATIVE CONSTITUTIONAL AMENDMENT. Changes California Constitution, prohibiting abortion for unemancipated minor until 48 hours after physician notifies minor's parent, legal guardian, or, in limited cases, substitute adult relative. Provides an exception for medical emergency or parental waiver. Fiscal Impact: Potential unknown net state costs of several million dollars annually for health and social services programs, court administration, and state health agency administration combined.

◯ YES ◯ NO

STATE PROPOSITION 5 - NONVIOLENT DRUG OFFENSES. SENTENCING, PAROLE AND REHABILITATION. INITIATIVE STATUTE. Allocates $460,000,000 annually to improve and expand treatment programs. Limits court authority to incarcerate offenders who commit certain drug crimes, break drug treatment rules or violate parole. Fiscal Impact: Increased state costs potentially exceeding $1 billion annually primarily for expansion of offender treatment programs. State savings potentially exceeding $1 billion annually on corrections operations. Net one-time state prison capital outlay savings potentially exceeding $2.5 billion.

◯ YES ◯ NO

STATE PROPOSITION 6 - POLICE AND LAW ENFORCEMENT FUNDING. CRIMINAL PENALTIES AND LAWS. INITIATIVE STATUTE. Requires minimum of $965,000,000 of state funding each year for police and local law enforcement. Makes approximately 30 revisions to California criminal law. Fiscal Impact: Increased net state costs exceeding $500 million annually due to increasing spending on criminal justice programs to at least $965 million and for corrections operating costs. Potential one-time state prison capital outlay costs exceeding $500 million.

◯ YES ◯ NO

STATE PROPOSITION 7 - RENEWABLE ENERGY GENERATION. INITIATIVE STATUTE. Requires government-owned utilities to generate 20% of their electricity from renewable energy by 2010, a standard currently applicable to private electrical corporations. Raises requirement for all utilities to 40% by 2020 and 50% by 2025. Fiscal Impact: Increased state administrative costs up to $3.4 million annually, paid by fees. Unknown impact on state and local government costs and revenues due to the measure's uncertain impact on retail electricity rates.

◯ YES ◯ NO

STATE PROPOSITION 8 - ELIMINATES RIGHT OF SAME-SEX COUPLES TO MARRY. INITIATIVE CONSTITUTIONAL AMENDMENT. Changes California Constitution to eliminate the right of same-sex couples to marry. Provides that only marriage between a man and a woman is valid or recognized in California. Fiscal Impact: Over next few years, potential revenue loss, mainly sales taxes, totaling in the several tens of millions of dollars, to state and local governments. In the long run, likely little fiscal impact on state and local governments.

◯ YES ◯ NO

STATE PROPOSITION 9 - CRIMINAL JUSTICE SYSTEM. VICTIMS' RIGHTS. PAROLE. INITIATIVE CONSTITUTIONAL AMENDMENT AND STATUTE. Requires notification to victim and opportunity for input during phases of criminal justice process, including bail, pleas, sentencing and parole. Establishes victim safety as consideration for bail or parole. Fiscal Impact: Potential loss of state savings on prison operations and increased county jail costs amounting to hundreds of millions of dollars annually. Potential net savings in the low tens of millions of dollars annually on parole procedures.

◯ YES ◯ NO

STATE PROPOSITION 10 - ALTERNATIVE FUEL VEHICLES AND RENEWABLE ENERGY. BONDS. INITIATIVE STATUTE. Authorizes $5 billion in bonds paid from state's General Fund, to help consumers and others purchase certain vehicles, and to fund research in renewable energy and alternative fuel vehicles. Fiscal Impact: State cost of about $10 billion over 30 years to repay bonds. Increased state and local revenues, potentially totaling several tens of millions of dollars through 2019. Potential state administrative costs up to about $10 million annually.

◯ YES ◯ NO

STATE PROPOSITION 11 - REDISTRICTING. INITIATIVE CONSTITUTIONAL AMENDMENT AND STATUTE. Changes authority for establishing state office boundaries from elected representatives to commission. Establishes multilevel process to select commissioners from registered voter pool. Commission comprised of Democrats, Republicans, and representatives of neither party. Fiscal Impact: Potential increase in state redistricting costs once every ten years due to two entities performing redistricting. Any increase in costs probably would not be significant.

◯ YES ◯ NO

STATE PROPOSITION 12 - VETERANS' BOND ACT OF 2008. This act provides for a bond issue of nine hundred million dollars ($900,000,000) to provide farm and home aid for California veterans. Fiscal Impact: Costs of about $1.8 billion to pay off both the principal ($900 million) and interest ($856 million) on the bonds; costs paid by participating veterans. Average payment for principal and interest of about $59 million per year for 30 years.

◯ YES ◯ NO

SCHOOL

LOS RIOS COMMUNITY COLLEGE DISTRICT MEASURE M

"Shall the Los Rios Community College District be authorized to issue $475,000,000 million in bonds at the lowest available interest rates to improve student academic performance by building classrooms, facilities and labs throughout the district including for teaching green technologies; nursing and health care programs; architecture, engineering and construction management; computer sciences; early childhood development; and fire and police public safety programs at the American River, Cosumnes River, El Dorado, Folsom, and Sacramento City College campuses?"

◯ BONDS - YES ◯ BONDS - NO

COUNTY

EL DORADO COUNTY MEASURE Y 2008

"Shall the voter-enacted Measure Y General Plan policies be extended ten years and amended to provide: (1) Traffic from major single-family residential subdivisions shall not result in, or worsen, Level of Service F (gridlock) traffic congestion; (2) No additional county roadways may operate at Level of Service F without voter approval or 4/5ths vote of County Supervisors; (3) Developer-paid traffic fees, combined with any other funding source, shall pay to build necessary road improvements?"

◯ YES ◯ NO

Sample Ballot

FULL TEXT OF MEASURE Y 2008

Shall Policy TC-Xa of the 2004 El Dorado County General Plan be amended to read as follows and, as amended, be extended for a period of ten years?

Policy TC-Xa The following policies shall remain in effect until December 31, 2018:

1. Traffic from single family residential subdivision development projects of five or more ~~units or~~ parcels of land 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.

2. The County shall not add any additional segments of U.S. Highway 50, or any other ~~highways and~~ roads, to the County's list of roads ~~(shown in Table TC-2)~~ that are allowed to operate at Level of Service F without first getting the voters' approval or by a 4/5ths vote of the Board of Supervisors.

3. Developer-paid traffic impact fees combined with any other available funds shall fully pay for building all necessary road capacity improvements to fully offset and mitigate all direct and cumulative traffic impacts from 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.~~

~~5. Before giving approval of any kind to a residential development project of five or more units or parcels of land, the County shall make a finding that the project complies with the policies above. If this finding cannot be made, then the County shall not approve the project in order to protect the public's health and safety as provided by state law to assure that safe and adequate roads and highways are in place as such development occurs.~~

If approved by the voters on November 4, 2008, this amended policy TC-Xa shall become effective on January 1, 2009, and shall expire in ten years. It may only be amended with voter approval during that term.

IMPARTIAL ANALYSIS OF MEASURE Y 2008

This measure, if adopted by a majority vote, would amend the original Measure Y policies and, as amended, extend them for ten years. The policies cannot be further amended or repealed except by a vote of the people.

In 1998, the voters enacted the "Control Traffic Congestion Initiative" (Measure Y), which added five policies to the 1996 General Plan. They included: (1) a prohibition of residential development projects of five or more units causing, or worsening, Level of Service (LOS) F traffic congestion during weekday, peak-hour periods; (2) a prohibition against adding roads to the list of roads allowed to operate at LOS F without voter approval; (3) a requirement that developers pay fees to mitigate traffic impacts of new development; and, (4) a prohibition against county tax revenues being used to mitigate such impacts without voter approval. Measure Y stated that the policies would remain in effect for ten years. It provided that they should be placed on the ballot prior to expiration for the voters to decide on a 10 year extension.

In 1999, the court invalidated the 1996 General Plan. In readopting a general plan in 2004, the Board of Supervisors incorporated the Measure Y policies, which were to remain in effect until 2008. They included alternative policies to take effect upon their expiration. But, it remains unclear whether Measure Y itself, including its provision to place it back on the ballot, remains legally enforceable. However, the Board of Supervisors decided to put the policies on the ballot for an extension, with certain modifications.

The amendments to the Measure Y policies made by this measure include: (1) clarification that the prohibition against residential projects of five or more units causing or worsening LOS F applies only to single-family subdivisions; (2) a provision that a road may be added to the list of roadways which can operate LOS F by a vote of the people or by a 4/5 vote of the Board of Supervisors; (3) clarification that non-tax sources of revenue such as federal and state grants can be used to fund road projects to serve new development; and, (4) deletion of the prohibition against using county tax revenues to fund road projects to serve new development. The amended policies still require that developer fees, together with other revenue sources, fully pay to mitigate the traffic impacts of new development.

If this measure fails, the alternative policies will go into effect. They could be amended by the Board of Supervisors at their discretion. The alternative policies generally follow the Measure Y policies, but include: (1) extension of the prohibition against causing or worsening LOS F to all residential projects (less than five units); (2) clarification that non-tax sources of revenue such as federal and state grants can be used to fund road projects to serve new development; and, (3) a provision that road segments can be added to the list of roads allowed to operate at LOS F by a 3/5 vote of the Board.

Louis B. Green - El Dorado County Counsel

ARGUMENT IN FAVOR OF MEASURE Y 2008

To control traffic congestion, El Dorado County voters approved the original Measure Y in 1998 with 61% of the vote. Since then, the measure has been working to control congestion by requiring developers to pay for the road improvements needed to keep traffic flowing.

Today's Measure Y simply extends the original Measure Y for another ten years as follows:

- Prohibits approval of any new single-family housing subdivision of five or more parcels if the development creates or worsens traffic congestion (known as "Level of Service F" gridlock).
- Prohibits "Level of Service F" gridlock on any additional county roads, unless approved by voters or a four-fifths vote of our county supervisors.
- Requires developers to pay for any road improvements that are needed to prevent new traffic from causing gridlock or exceeding acceptable traffic levels.

Measure Y is endorsed by local business, agriculture, slow-growth, taxpayer and environmental advocates, along with the El Dorado County Republican and Democratic Parties, the Chamber of Commerce and the League of Women Voters. All agree Measure Y will control traffic and protect our rural quality of life, while encouraging jobs creation and balanced economic growth. Police and firefighters support Measure Y because it will help prevent gridlock on our county roads during emergencies.

The original Measure Y has been working effectively for the past ten years. Your "YES" vote on today's Measure Y will keep these successful policies working for the next ten years to prevent traffic gridlock, protect our rural environment and require new development to pay its fair share for new roads.

Vote YES on Measure Y.

Michael Kobus - President, El Dorado County Chamber of Commerce
Jack Sweeney - District 3 Supervisor – County of El Dorado
Bill Center - Author, Original Measure Y
John Stelzmiller - Chair, El Dorado County Republican Central Committee
Rich Meagher - Chair, El Dorado County Democratic Central Committee

NO ARGUMENT AGAINST THIS MEASURE WAS SUBMITTED

RESOLUTION NO. 194-2008

OF THE BOARD OF SUPERVISORS OF THE COUNTY OF EL DORADO

WHEREAS, the County of El Dorado is mandated by the State of California to maintain an adequate and proper General Plan; and

WHEREAS, because of that mandate El Dorado County's General Plan and the various elements thereof must be continually updated with current data, recommendations, and policies; and

WHEREAS, the Development Services/Planning Services Department and the Planning Commission have made recommendations to the Board of Supervisors regarding potential amendments to the Transportation and Circulation Element of the General Plan; and

WHEREAS, the Board of Supervisors has reviewed and held public hearings on the recommended amendments to the Transportation and Circulation Element; and

WHEREAS, the Board of Supervisors finds that the proposed amendments to the General Plan are consistent with all elements of the General Plan not otherwise amended.

NOW, THEREFORE, BE IT RESOLVED that the El Dorado County Board of Supervisors hereby approves and accepts the environmental document on the attached amendments (see Exhibit A - Proposed Amendments to Transportation Element Policies) to the General Plan, and approves and adopts the amendments to Policies TC-Xb, TC-Xc, TC-Xd, TC-Xf, and TC-Xh; Tables: TC-2 and TC-3; and Implementation Measures TC-A and

TC-B based on the findings and reasons set forth in the staff report and Planning Commission's action, except as may be noted herein.

This Resolution becomes effective 30 days after adoption but shall become operative January 1, 2009 and only if the amendments to TC-Xa are approved by the voters on November 4, 2008.

PASSED AND ADOPTED by the Board of Supervisors of the County of El Dorado at a regular meeting of said Board, held the 1st day of July, 2008, by the following vote of said Board:

Ayes: Sweeney, Santiago, Briggs
Noes: Dupray, Baumann
Absent: none

Attest:
Cindy Keck
Clerk of the Board of Supervisors

By: _____
Deputy Clerk

_____
Chairman, Board of Supervisors
Ron Briggs, Vice Chairman

I CERTIFY THAT:
THE FOREGOING INSTRUMENT IS A CORRECT COPY OF THE ORIGINAL ON FILE IN THIS OFFICE.

DATE: _____

Attest: CINDY KECK, Clerk of the Board of Supervisors of the County of El Dorado, State of California.

By: _____

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EXHIBIT A

Proposed Amendments to Transportation Element Policies

The underlined sections indicate proposed additions and the strikeouts indicate deletions.

TABLE TC-2 EL DORADO COUNTY ROADS ALLOWED TO OPERATE AT LEVEL OF SERVICE F[1]
(Through December 31, ~~2008~~ 2018)

Road Segment(s)		Max. V/C[2]
Cambridge Road	Country Club Drive to Oxford Road	1.07
Cameron Park Drive	Robin Lane to Coach Lane	1.11
Missouri Flat Road	U.S. Highway 50 to Mother Lode Drive	1.12
	Mother Lode Drive to China Garden Road	1.20
Pleasant Valley Road	El Dorado Road to State Route 49	1.28
U.S. Highway 50	Canal Street to junction of State Route 49 (Spring Street)	1.25
	Junction of State Route 49 (Spring Street) to Coloma Street	1.59
	Coloma Street to Bedford Avenue	1.61
	Bedford Avenue to beginning of freeway	1.73
	Beginning of freeway to Washington overhead	1.16
	Ice House Road to Echo Lake	1.16
State Route 49	Pacific/Sacramento Street to new four-lane section	1.31
	U.S. Highway 50 to State Route 193	1.32
	State Route 193 to county line	1.51

Notes:
[1] Roads improved to their maximum width given right-of-way and physical limitations.
[2] Volume to Capacity ratio.

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-Xe 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 F[1]~~
~~(After December 31, 2008)~~

~~Road Segment(s)~~		~~Max. V/C[2]~~
~~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 amendment 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.