El Dorado County Elections Code Section 9111 Report

Initiative 3- Reinstate Measure Y's Original Intent- No More Paper Roads

Prepared under the direction of the Chief Administrative Office

Date: August 26, 2014

A. Introduction

This report evaluates the potential impacts of the proposed initiative titled "Reinstate Measure Y's Original Intent – No More Paper Roads" (Initiative 3, full Initiative language as Appendix A) as requested by the El Dorado County Board of Supervisor's (Board) at its July 29, 2014 Board meeting. At the referenced meeting the Board had a discussion on additional information for consideration regarding the potential impacts of Initiative 3. The main topics of the conversation included the potential impacts on; economic development, financial implications including Traffic Impact Mitigation (TIM) fees, the use of land, and the effect on the internal consistency of the county's general and specific plans.

When an initiative is circulated and qualifies for the ballot, Section 9111 of the California Elections Code authorizes a County Board of Supervisors to request a report regarding the potential impacts of the initiative prior to deciding whether to adopt the initiative in the form of a County ordinance or to place the initiative on the ballot for the next statewide election for the purpose enabling the people of El Dorado County to vote on the initiative, as provided in Elections Code Section 9118. Section 9111 is reproduced in full in Appendix B.

B. Scope and Assumptions

Pursuant to direction from the El Dorado County Board of Supervisors, this report addresses Initiative 3's (Initiative) potential impacts on the following (as provided in the California Elections Code Section 9111):

(1) *Its effect on economic development.*
(2) *Its financial impact including Traffic Impact Mitigation fees.*
(3) *Its effect on the use of land, the impact on the availability and location of housing, and the ability of the County to meet its regional housing needs/ on the internal consistency of the county's general and specific plans.*

The analysis included in this report assumes that the Initiative is adopted by the voters and implemented as proposed. The Initiative, if adopted, would likely require an in-depth legal analysis to help determine if any constitutional limitations would constrain a portion or portions of the proposed Initiative. Additionally this report highlights many unanswered questions that would need to be further considered and analyzed during the implementation phase should the voters adopt the Initiative. Further the Initiative addresses only the proposed initiative language as submitted by the initiative proponents and has not been analyzed with or compared to any other ballot initiative currently under consideration.

C. Description of Initiative

The El Dorado County General Plan provides for long range direction and policy for land use within El Dorado County. The initiative would add new policies to the General Plan and reinstate some policies

that existed prior to voter-approved amendments made in 2008.

Current Policy TC-Xa states that "Traffic from single-family residential subdivision development projects of five or more 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." The initiative would revise that policy so that it would apply to residential development projects of five or more units or parcels.

Current Policy TC-Xa provides two methods for the County to add to the list of roads allowed to operate at Level of Service F: (1) by obtaining the voters' approval or (2) by a 4/5 vote of the Board of Supervisors. The initiative would remove the second method.

Current Policy TC-Xa requires that developer-paid traffic impact fees combined with any other available funds fully pay for building all necessary improvements to mitigate new development's traffic impacts. The initiative would revise this policy to require that road improvements necessary to prevent cumulative traffic impacts of new development from reaching Level of Service F during peak hours be fully completed before any form of discretionary approval can be given to a project. The initiative would also add a policy prohibiting the use of County tax revenues to pay for building road capacity improvements to offset traffic impacts from new development, unless County voters first approve. The initiative would allow non-County tax revenue, such as federal and state grants, to be used to pay for such improvements.

Policy TC-Xf requires that, at the time of approval of a project that worsens traffic on the County road system, the County shall: (1) condition the project to construct all road improvements necessary to maintain or attain Level of Service standards detailed in the Transportation and Circulation Element; or (2) ensure the commencement of construction of the necessary road improvements are included in either the County's 10-or 20-year Capital Improvement Program, depending on the type of project. The initiative would remove the second option.

The initiative would add a new policy to the General Plan requiring that mitigation fees and assessments collected for infrastructure be applied to the geographic zone from which they were originated. –

As part of its implementation measures, the initiative seeks to exempt remodels of existing permitted units from the obligation to pay traffic impact mitigation fees. It seeks to require that tenant improvements to existing buildings receive a fee credit for prior use. It also seeks to mandate that traffic levels of service on Highway 50 on and off ramps and road segments be determined by the California Department of Transportation (CalTrans) and fully accepted by the County for traffic planning purposes. The initiative provides that the policies added by the initiative are to remain in effect indefinitely.

D. Potential Impacts of the Initiative

The El Dorado County Board of Supervisor’s has requested an evaluation of the potential effects of the

proposed Initiative on the matters described in sub-sections 1, 2 and 3 below. The potential impacts of the Initiative have been addressed from a variety of perspectives and may not be comprehensive in nature due to the short timeframe available for analysis work combined with the numerous complexities associated with interpretation of the Initiative language. The potential impact is dependent on many variables that are not fully known at this time. As such, the analysis below has been crafted to highlight potential impacts or implementation questions that may be present should county voters approve the initiative.

1. Effect on Economic Development

The El Dorado County economy possesses a diversity similar to adjacent Sierra foothill counties, though slightly more diverse than the Sacramento region. Government, health care, tourism, retail trade, and finance/insurance comprise the largest employment sectors in the County. Current forecasts indicate a greater concentration of jobs over the next 10 years, with finance/insurance, health care, tourism, and retail trade showing the most growth. (Source: Center for Strategic Economic Research (CSER), and Economic Modeling Specialists International, (EMSI) www.economicmodeling.com)

The potential economic impact of the proposed initiative is difficult to quantify, in part because the language of the initiative allows significant room for interpretation, and as a result the assumptions necessary to quantify a realistic impact are difficult to discern. Therefore, staff is taking a conservative approach in identifying potential employment impacts.

At minimum, the proposed initiative will likely have a noticeable impact on construction jobs, particularly sub-sectors of the construction industry involved with single-family residential development. It is also appropriate to assume stagnancy in retail jobs, at minimum, based on the potential challenge to increase retail sales capacity. For the purpose of this analysis, however, the focus will remain on the overall potential impact of further construction job losses.

The specific sub-sectors identified below are currently forecasted to lose jobs in the next 10 years, therefore it is a fair assumption that these sectors will see an even greater loss of jobs with passage of the proposed initiative. For the purpose this analysis, staff is forecasting an increased job loss of 10% over the next 10 years in those specific business sectors. Staff considers this to be a very conservative estimate of the potential impacts.

The table below indicates job loss is those specific industry sectors if current policies remain in effect:

NAICS*	Description	2014 Total Earnings	2014 Jobs	2024 Jobs	2014 - 2024 Change
236115	New Single-Family Housing Construction	$47,191	236	48	(188)
238130	Framing Contractors	$56,438	387	227	(160)
236220	Commercial and Institutional Building Construction	$84,154	214	93	(121)
238320	Painting and Wall Covering Contractors	$34,170	124	41	(83)
238220	Plumbing, Heating, and Air-Conditioning Contractors	$56,826	340	291	(49)
238140	Masonry Contractors	$33,006	42	12	(30)
238910	Site Preparation Contractors	$83,874	283	260	(23)
238330	Flooring Contractors	$35,999	28	21	(7)
238150	Glass and Glazing Contractors	$35,562	19	16	(3)

(Source: EMSI, U.S. Bureau of Labor Statistics, California Employment Development Department)

**North American Industrial Classification System*

Assuming a roughly 10 percent decrease in jobs in the above construction sub-sectors over a 10 year period, the cumulative direct impact is aggregated below:

$-6,438,097	**-159**	**$40,556**
Change in Earnings	**Change in Jobs**	**Average Earnings Per Job (2012)**
1.18 Multiplier	1.21 Multiplier	

(Source: EMSI Input-Output Economic Impact Scenario Analysis)

The broader impact on El Dorado County of the proposed initiative is the feasibility of attracting new jobs to the region. The minimum quantifiable impact has already been discussed, but a broader issue could include limiting the ability of the County to implement economic development policies, procedures, or incentives to assist with attracting new commercial or industrial construction.

While there is still, for the moment, vacancy in the various commercial and industrial sectors in the County, and absorption rates remain slow, this available capacity will likely not persist into the long term future. This includes the R&D-zoned space in the El Dorado Hills business park. Outside of the three major business parks on the West Slope, there are only small, isolated industrial sites in the County, most currently in use, few with the level of amenities that make them marketable sites.

Therefore, the proposed initiative would likely impact the ability of the County to increase economic development activities that would result in increased capacity for the type of high-wage, quality jobs sought by the County. If the language of the proposed initiative is interpreted strictly, even moderately, it will significantly restrict new commercial and/or industrial investment in the County. The result could impede the creation of higher-paying jobs that will be in much greater need in order to maintain any level of housing affordability.

Assuming current conditions and policies remain intact, current trends indicated in the table below demonstrates that a majority of fastest increase in jobs are lower wage in nature.

Description	2014 Jobs	2024 Jobs	2014 - 2024 Change	2012 Avg. Hourly Earnings
Food Preparation and Serving Workers, Including Fast Food	1,226	1,467	241	$9.55
Personal Care Aides	558	785	227	$9.45
Customer Service Representatives	794	1,018	224	$18.46
Waiters and Waitresses	1,218	1,422	204	$9.87
Janitors, Except Maids and Housekeeping Cleaners	733	924	191	$12.31
Retail Salespersons	1,210	1,389	179	$11.66
Elementary School Teachers, Except Special Ed	915	1,078	163	$31.16
Cashiers	1,538	1,701	163	$10.83

(Source: EMSI, U.S. Bureau of Labor Statistics, California Employment Development Department Data)

Conversely, the majority of jobs lost during the recession paid middle-income wages or better:

Description	2007 Jobs	2012 Jobs	2007 - 2012 Change	2012 Avg. Hourly Earnings
Carpenters	747	420	(327)	$22.70
Construction Laborers	719	400	(319)	$22.56
Laborers and Freight, Stock, and Material Movers, Hand	753	519	(234)	$12.25
Retail Salespersons	1,402	1,185	(217)	$11.66
Office Clerks, General	1,443	1,233	(210)	$14.23
First-Line Supervisors of Construction Trades and Extraction Workers	345	207	(138)	$32.86
Heavy and Tractor-Trailer Truck Drivers	389	263	(126)	$21.84
Secretaries & Administrative Assistants, Except Legal, Medical, Executive	734	614	(120)	$16.34
Electricians	370	256	(114)	$27.85
Bookkeeping, Accounting, and Auditing Clerks	722	610	(112)	$17.92
Painters, Construction and Maintenance	195	91	(104)	$16.60
General and Operations Managers	811	708	(103)	$50.25
Accountants and Auditors	724	627	(97)	$29.03

(Source: EMSI, U.S. Bureau of Labor Statistics, California Employment Development Department Data)

The data indicates there will continue to be growth in the tourism sector, but without the opportunity to increase accommodations capacity, available resources will likely be stretched, possibly causing inflation of room rates and other tourism-related pricing. The same may be said for the finance/insurance, health care and public sectors. There is potential for continued growth in those sectors, but this trend indicates a greater concentration of jobs in a smaller number of sectors, and a weakening in economic diversity; a loss of economic diversity in a region can cause the region to become more prone to volatility and increased instability.

2. Financial Impact

The potential financial impact could affect residents, home owners, developers, businesses, the county, and the TIM fee program among others. Consequently the exact impact on each of the previously stated sectors cannot be isolated due to the complexities that surround interpretation of the Initiative language.

As written, the Initiative would likely require either the County or developers to construct traffic improvements "…before any form of discretionary approval can be given to a project". The primary funding sources the County utilizes for the construction of Capital Road Projects are the TIM fee funds, state and federal grants, the Missouri Flat Master Circulation & Funding plan, and the Shingle Springs Band of Miwok Tribe funding. The Initiative further states that "County tax revenues shall not be used in any way to pay for building road capacity improvements to offset traffic impacts from new development" and "Exceptions are allowed if county voters first give their approval". This language indicates that the Highway Users Tax ("Gas Tax") and Road District Tax, two funding sources that currently are not but could be utilized to help fund road capacity improvements, would no longer be available for such uses without county voter approval. The Gas Tax and Road District provide roughly $12.2 million annually to the Road Fund. The impact associated with this language would likely result in less available county funding being available for road capacity improvement projects. Major funding mechanisms for providing such improvements would be limited to TIM fees, state and federal grants, and Shingle Springs Band of Miwok Tribe funding.

Just as the Initiative could affect the County's revenue stream needed to fund future road improvements, it could also affect the County's ability to meet its existing reimbursement obligations. The County has a number of agreements to reimburse developers who advanced construction of road improvements and/or constructed improvements beyond the project's "fair share."[1] Pursuant to those agreements, the County has over $25 million in outstanding reimbursement obligations to be paid from TIM Fee revenue. New revenue from development is required to pay for road capacity infrastructure liabilities that are currently programmed in the Capital Improvement Program (CIP) and to provide sufficient cash within a TIM fee fund to construct the necessary improvements. If this Initiative precludes discretionary approvals until after construction of all road improvements necessary to prevent cumulative traffic from reaching LOS F, TIM Fee revenues will likely decrease, potentially affecting the County's ability to meet its outstanding reimbursement obligations.

Initiative language states "Mitigation fees and assessments collected for infrastructure shall be applied to the geographic zone from which they were originated and may be applied to existing roads for maintenance and improvement projects". Originally the county collected and retained Road Impact fees for application within the zone in which they were borne. However the inequity in fees received per zone severely limited the availability of funds to construct road capacity improvements within the zone needed to mitigate the traffic impacts associated with the development. To address this issue, the County "pooled" funds for TIM fee zones 1-7, and created a stand-alone zone 8 (Appendix C). Zone 8 was left as a stand-alone primarily due to pre-existing agreements and the development of the El Dorado Hills area under a previously created fee program. The initiative language would essentially bring back the previous system where fees are separated by the zone they were borne in and would likely

[1] This Initiative appears to preclude such a practice going-forward by striking language from Policy TC-Xg that specifically allows "reimbursement from impact fees for construction of improvements beyond the project's fair share."

present the same issues that resulted in changing to the "pooled" concept. In calendar year 2013 annual fee collection in zone 8 was $1.7 million with zones 1-7 ranging from $11,000 to $470,000 per zone. The pooling of funds in zones 1-7 provides funding that contributes to all road improvements and gives the County flexibility to deliver projects when and where needed, including projects that support economic development. The initiative would likely preclude that practice, potentially require more time for each zone to collect sufficient fees to complete road projects.

3. Effect on Land Use/Consistency with General & Specific Plans

The Initiative would extend policy TC-Xa requirements to multi-family residential development. It is unknown how this new requirement may affect the County's ability to comply with state Housing Element requirements. Government Code Section 65580 et seq. requires jurisdictions' Housing Elements to include "An assessment of housing needs and an inventory of resources and constraints relevant to the meeting of these needs." This assessment must include "An inventory of land suitable for residential development, including vacant sites and sites having potential for redevelopment, and an analysis of the relationship of zoning and public facilities and services to these sites" and "An analysis of potential and actual governmental constraints upon the maintenance, improvement, or development of housing for all income levels…including land use controls, building codes and their enforcement, site improvements, fees and other exactions required of developers, and local processing and permit procedures. The analysis shall also demonstrate local efforts to remove governmental constraints that hinder the locality from meeting its share of the regional housing need in accordance with Section 65584 and from meeting the need for housing for persons with disabilities, supportive housing, transitional housing, and emergency shelters…" (emphasis added).

By extending Policy TC-Xa requirements to multi-family residential development, the Initiative's requirements could be considered an additional governmental constraint on the development of housing for all income levels. It is unclear how this new requirement may affect the County's ability to comply with State Housing Element law, including maintaining "adequate sites" per Government Code Section 65583 and/or accommodating its share of the regional housing need per Government Code Section 65584.

In addition, the Initiative potentially requires anyone requesting "discretionary approval" for a "project" to build roadway improvements to address cumulative traffic impacts prior to their project being considered by the appropriate hearing body. This requirement would impose a significant and often insurmountable hurdle for proposed residential and non-residential discretionary projects. The County would need to clarify what types of discretionary projects would be subject to this requirement. For instance, this could be interpreted to include minor discretionary requests such as accessory structures. Application of these requirements would ultimately be constrained by constitutional restrictions on nexus and rough proportionality.

The Initiative would also remove some discretion provided to the Board by the voters in 2008. Policy TC-Xa was amended by the voters in 2008 to provide two methods for the County to add to the list of

roads allowed to operate at Level of Service F: (1) by obtaining the voters' approval or (2) by a 4/5 vote of the Board of Supervisors. The initiative would remove the second method. The Board has never attempted to exercise the 4/5 vote option.

Finally, it is unclear if "mitigation fees" can be "applied to existing roads for maintenance" as directed by the Initiative. Mitigation fees, such as the County's TIM fee program, must be adopted pursuant to Government Code Section 66001 et seq. The intent of such fee programs is to mitigate impacts arising from new development. Government Code Section 66001 states that "A fee shall not include the costs attributable to existing deficiencies in public facilities, but may include the costs attributable to the increased demand for public facilities reasonably related to the development project in order to (1) refurbish existing facilities to maintain the existing level of service or (2) achieve an adopted level of service that is consistent with the general plan."

E. **Conclusion**

Pursuant to Elections Code section 9116 once the report is presented to the Board of Supervisors the Board shall either adopt the proposed ordinance within 10 days or order the election.

Exhibit A - Full Initiative Text

COUNTY OF EL DORADO
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JAN 24 2014
ELECTIONS DEPT
PLACERVILLE, CA

NOTICE OF INTENTION TO CIRCULATE PETITION

Notice is hereby given by the persons whose names appear hereon of their intention to circulate the petition within the County of El Dorado for the purpose of amending the El Dorado County General Plan in order to reinstate Measure Y's 1998 original intent. The preparation of a ballot title and summary by the County Counsel is hereby requested. A statement of the reasons of the proposed action as contemplated in the petition is as follows:

Measure _ - Initiative to Reinstate Measure Y's original intent – no more paper roads

In 1998, the voters enacted the "Control Traffic Congestion Initiative" (Measure Y), which added five policies to the 1996 General Plan. The policies 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 the policies should be placed on the ballot prior to expiration for the voters to decide on a 10 year extension.

In 2008, The Board of Supervisors decided to put the policies of Measure Y on the ballot for an extension, with certain modifications. These modifications included the ability of the Board to override LOS F with a 4/5 vote, enabled the county to use taxpayer funds to pay for road improvements needed for new development and allowed developers to move forward with projects as long as the roads needed for their projects were in the County's $851,990,000+ Capital Improvement Program. Basically, if the road was on paper to be built in the future, then development could move forward.

Due to the fact that the El Dorado County Board of Supervisors, Department of Transportation and Planning Staff continue to ignore that Highway 50 has reached LOS F, that the Board has used the power of the 4/5th vote to favor certain developers over others in regards to traffic mitigation and that the County is actively moving forward using taxpayer funds to facilitate developer favored projects, it has become necessary to hold our representatives feet to the fire by restoring the original intent of Measure Y. Doing so will bring us back to preventing traffic gridlock, protecting our rural environment, and requiring new development to pay its true cost for new roads.

Also by removing paper roads from the options used by the Board of Supervisors, their forecasting of the County's Capital Improvement Program should come down to a realistic amount, which would therefore reduce the Traffic Mitigation Fees, creating more jobs locally.

Initiative Measure to be Submitted Directly to the Voters

[Insert County Counsel's title and summary]

The 2004 El Dorado County General Plan is hereby amended as follows and shall remain in effect indefinitely unless amended by voter approval:

(deletions are shown as ~~strikeouts~~, additions are shown as underlined)

Policy TC-Xa:

1. Traffic from ~~single family~~ residential ~~subdivision~~ development projects of five or more units or parcels of land or 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 from the original Table TC-2 of the 2004 General Plan 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 shall be fully completed to prevent ~~to fully offset and mitigate all direct and~~ cumulative traffic impacts from new development from reaching level of Service F during peak hours upon any highways, arterial roads and their intersections during weekday, peak-hour periods in unincorporated areas of the county before any form of discretionary approval can be given to a project.

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. Non-county tax sources of revenue, such as federal and state grants, may be used to fund road projects. Exceptions are allowed if county voters first give their approval.

5. The County shall not create an Infrastructure Financing District unless allowed by a 2/3rds majority vote of the people within that district.

6. Mitigation fees and assessments collected for infrastructure shall be applied to the geographic zone from which they were originated and may be applied to existing roads for maintenance and improvement projects.

7. 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.

Policy TC-Xf: At the time of approval of a tentative map for a single family residential subdivision of five or more parcels that worsens (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 based on existing traffic plus traffic generated from the development plus forecasted traffic growth at 10-years from project submittal; ~~or (2) ensure the commencement of construction of the necessary road improvements are included in the County's 10-year CIP.~~

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-Xg: Each development project shall dedicate right-of-way and construct or fund improvements necessary to mitigate the effects of traffic from the project. The County shall require an analysis of impacts of traffic from the development project, including impacts from truck traffic, and require dedication of needed right-of-way and construction of road facilities as a condition of the development. ~~For road improvements that provide significant benefit to other development, the County may allow a project to fund its fair share of improvement costs through traffic impact fees or receive reimbursement from impact fees for construction of improvements beyond the project's fair share. The amount and timing of reimbursements shall be determined by the County.~~

IMPLEMENTATION:

This measure is not applicable within the jurisdictions of the Tahoe Regional Planning Agency and the City of Placerville.

This measure shall take effect upon certification of election results.

All 2004 General Plan Traffic Impact Mitigation Fees for all projects shall be paid at the building permit stage.

No Traffic mitigation fee shall be required for remodeling of existing residential units including adding a second kitchen, shower or bath in the house or garage that were built pursuant to a valid building permit from the County of El Dorado.

Tenant Improvements of existing buildings shall receive T.I.M. fee credit for prior use, unless the new use is less impacting, then there shall be no fee required.

Mobile homes on permanent foundation shall be subject to the single-family residential fee.

Second dwelling as defined under County Code Chapter 17.15.030 shall be subject to the multi-family fee.

LOS traffic levels on Highway 50 on-off ramps and road segments shall be determined by CalTrans and fully accepted by the County for traffic planning purposes.

If any provision of this measure is for any reason held to be invalid, the remaining provisions shall remain in full force and effect.

Proponents

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California Elections Code §9111

§9111. Report from county agencies on effect of proposed initiative measure

(a) During the circulation of the petition or before taking either action described in subdivisions (a) and (b) of Section 9116, or Section 9118, the board of supervisors may refer the proposed initiative measure to any county agency or agencies for a report on any or all of the following:

(1) Its fiscal impact.

(2) Its effect on the internal consistency of the county's general and specific plans, including the housing element, the consistency between planning and zoning, and the limitations on county actions under Section 65008 of the Government Code and Chapters 4.2 (commencing with Section 65913) and 4.3 (commencing with Section 65915) of Division 1 of Title 7 of the Government Code.

(3) Its effect on the use of land, the impact on the availability and location of housing, and the ability of the county to meet its regional housing needs.

(4) Its impact on funding for infrastructure of all types, including, but not limited to, transportation, schools, parks, and open space. The report may also discuss whether the measure would be likely to result in increased infrastructure costs or savings, including the costs of infrastructure maintenance, to current residents and businesses.

(5) Its impact on the community's ability to attract and retain business and employment.

(6) Its impact on the uses of vacant parcels of land.

(7) Its impact on agricultural lands, open space, traffic congestion, existing business districts, and developed areas designated for revitalization.

(8) Any other matters the board of supervisors request to be in the report.

(b) The report shall be presented to the board of supervisors within the time prescribed by the board of supervisors, but no later than 30 days after the county elections official certifies to the board of supervisors the sufficiency of the petition.

Source: http://www.leginfo.ca.gov/
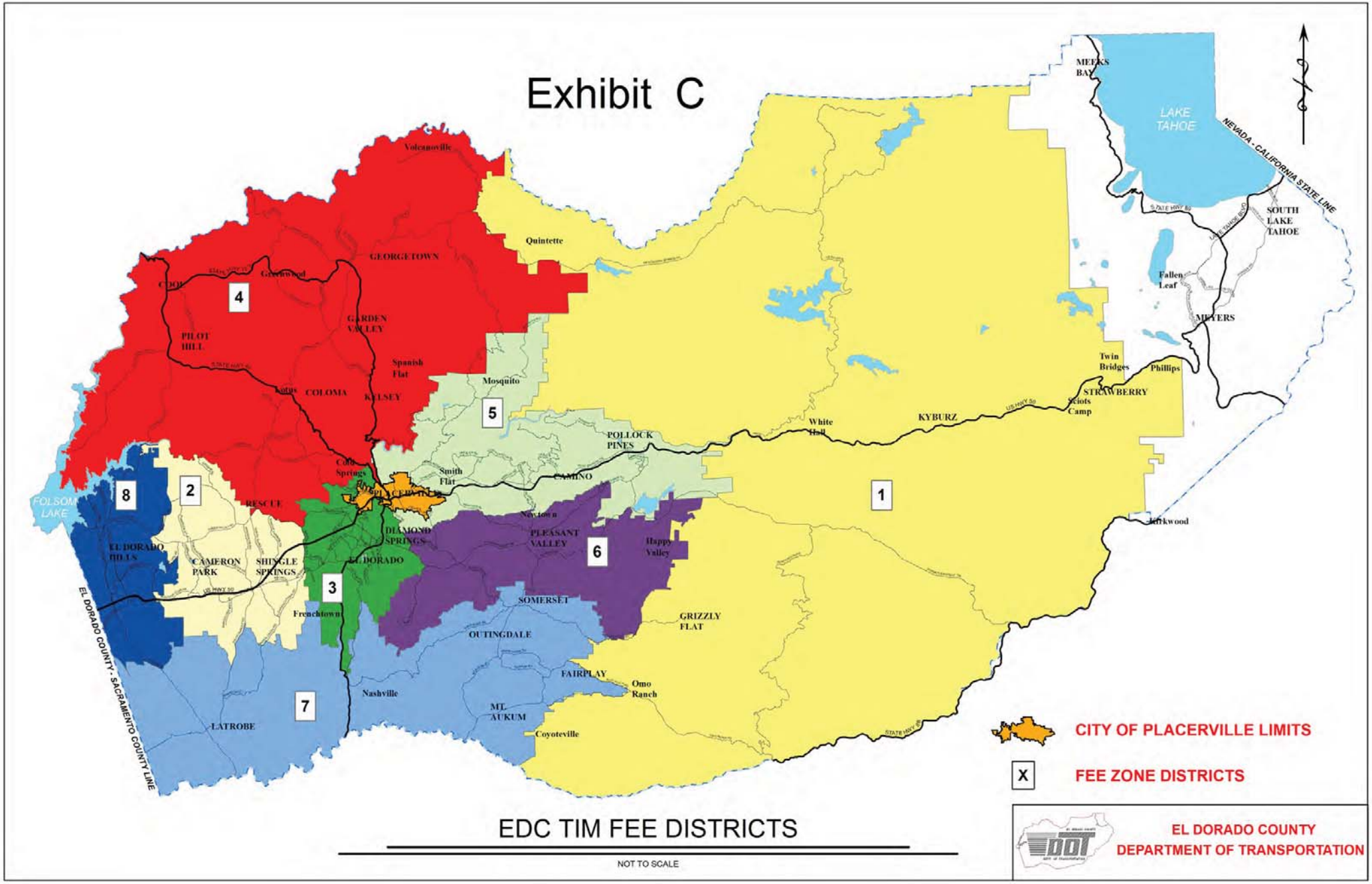
Exhibit C - TIM Fee Zone Map