

## PROPOSED AMENDMENTS TO POLICY TC-X

Policy TC-Xa The following policies shall remain in effect until December 31, 2018 unless extended by the voters prior to that time: 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. 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. 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. ~~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. 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.~~

### LEVELS OF SERVICE AND CONCURRENCY

In ~~1998~~ 2008, El Dorado County voters adopted an ~~initiative~~ measure known as Measure ~~Y~~ \_\_\_, the "~~Control Traffic Congestion Initiative~~ \_\_\_\_\_." ~~The initiative added several policies to the former General Plan intended to require new development to fully pay its way to prevent traffic congestion from worsening in the County. The initiative measure provided~~ provides that the ~~new~~ policies included in Measure \_\_\_\_\_ should will remain in effect for ten years and that the voters ~~should be given the opportunity to readopt those policies for an additional 10 years.~~ The policies in this section reflect the voters' intent in adopting Measure ~~Y~~ \_\_\_ by (1) applying the Measure ~~Y~~ policies through 2008, (2) providing for the possible readoption of those policies in 2008, and (3) providing alternative policies that will take effect in 2009 if the Measure ~~Y~~ policies are not extended.

Policy TC-Xa:           The following policies shall remain in effect until December 31, ~~2008~~ 2018 ~~unless extended by the voters prior to that time:~~

<b>TABLE TC-2 EL DORADO COUNTY ROADS ALLOWED TO OPERATE AT LEVEL OF SERVICE</b> <b>F<sup>1</sup></b> <b>(Through December 31, 2008 <u>2018</u>)</b>		
<b>Road Segment(s)</b>		<b>Max. V/C<sup>2</sup></b>
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
State Route 49	Ice House Road to Echo Lake	1.16
	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
<b>Notes:</b> <sup>1</sup> Roads improved to their maximum width given right-of-way and physical limitations. <sup>2</sup> 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 ~~prepare~~ prepare an annual Capital Improvement Program (CIP) specifying expenditures for roadway improvements to be completed within the next 10 years, ~~to ensure compliance with all applicable level of service and other standards in this plan, identifying improvements expected to be required within the next 20 years, and specifying funding sources sufficient to develop the improvements identified in the 10 year plan;~~ At least every five years prepare a CIP specifying expenditures for roadway improvements within the next 20 years. Each plan shall contain identification of funding sources sufficient to develop the improvements identified. B. At least every five years, prepare a Traffic Impact Mitigation (TIM) Fee Program specifying roadway improvements to be completed within the next 20 years to ensure compliance with all applicable level of service and other standards in this plan; and ~~C. B.~~ Annually monitor traffic volumes on the county's major roadway system depicted in the Circulation Diagram. ~~C. Review development proposals to ensure that the development would not generate traffic in excess of that contemplated by the Capital Improvement Program for the next ten years or cause levels of service on any affected roadway segments to fall below the levels specified in this plan.~~

~~Policy TC Xc The following policies shall take effect upon the expiration of the policies in Policy TC Xa: 1. Traffic from residential development projects shall not result in, or worsen, Level of Service F (gridlock, stop and go) traffic congestion during weekday, peak hour periods on any highway, road, interchange or intersection in the unincorporated areas of the county except as specified in Table TC 3. 2. Additional segments of U.S. Highway 50 and other highways and roads may be added to Table TC 3 only upon approval of a majority of the Board of Supervisors. 3. Developer paid traffic impact fees shall pay for the portion of road capacity improvements, which would not be paid for through other County revenue sources, necessary to offset and mitigate the traffic impacts reasonably attributable to new development upon any highways, arterial roads and their intersections during weekday, peak hour periods in unincorporated areas of the county. 4. County tax revenues shall not be used in any way to pay for building road capacity improvements to offset traffic impacts from new development projects. Exceptions are allowed if County voters first give their approval.~~

<b>TABLE TC-3</b>		
<b>El Dorado County Roads Allowed to Operate at Level of Service F<sup>1</sup></b>		
<b>(After December 31, 2008)</b>		
<b>Road Segment(s)</b>		<b>Max. V/C<sup>2</sup></b>
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
<b>Notes:</b>		
<sup>1</sup> Roads improved to their maximum width given right of way and physical limitations.		
<sup>2</sup> 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.~~

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

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

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.