

From: Don Smullin [mailto:█@eurekachamber.com]
Sent: Thursday, February 04, 2016 12:00 PM
To: Bass, Virginia <VBass@co.humboldt.ca.us>
Subject: how did you delineate the traffic impact fee area

From: ernieorjudy [REDACTED]@suddenlink.net]
Sent: Saturday, February 06, 2016 04:54 PM Pacific Standard Time
To: Mattson, Tom
Cc: bgervig@ci.eureka.ca.gov
Subject: Traffic Impact Fee

Gentlemen: The article in today's (Sat.) Times Standard asked for public input on the proposed Traffic Impact Fee. This is the first notice I've seen about this proposal. Why didn't you print the proposal, why is it necessary, what will it cost the taxpayer, where it will apply, how it will be enforced, who does it apply to, etc.? You get my point. It is impossible to "comment" on something we, the public, have never seen. Please print the exact wording of the fee proposal and answers to the questions I've raised in this e-mail. I assume, since the County is involved, that it will apply to EVERYONE, even tho the article states "Eureka area", whatever that means. It is not convenient for everyone to attend the meeting to comment, and it is unreasonable to expect that we first hear of the wording of this fee and expect us to comment at the same time without giving it due consideration. Therefore, it is imperative that you print the wording of the proposed fee, by TJKM, and answers to my questions so we, the public, can make reasoned comment. I'd also appreciate an answer to this e-mail. Regards, Ernie DeGraff, Fortuna, CA

From: Lois Sullivan [mailto: [REDACTED]@pacbell.net]
Sent: Sunday, February 07, 2016 10:44 PM
To: Mattson, Tom <TMattson@co.humboldt.ca.us>
Subject: Traffic Impact Fee

The Saturday 2-6-16 Times-Standard newspaper has an article about a meeting to discuss the formation of a proposed traffic impact fee for the Eureka area. What does this mean? Who came up with this idea? Who would be paying the "fee" and what would the money be used for? Isn't this proposed "fee" like the "fire fee" (which is really a tax but is called a fee to avoid having to have it voted on by the public). We object to any additional "fees" that are just imposed on the general public.

Lois and David Sullivan

[REDACTED]
Eureka, Ca 95503

Telephone 707 [REDACTED]

From: J Cloutier [mailto:██████████@gmail.com]

Sent: Monday, February 08, 2016 11:23 AM

To: Mattson, Tom <TMattson@co.humboldt.ca.us>

Subject: Curious about traffic impact fee

I work during the day so the 2 PM meeting is not accessible. I'd really like more details. For instance how will this fee be levied? Property tax? Building permits?

I live and work in Eureka.

thanks,

Joanna Cloutier

From: J Cloutier [mailto: [REDACTED]@gmail.com]

Sent: Monday, February 08, 2016 12:13 PM

To: Mattson, Tom <TMattson@co.humboldt.ca.us>

Subject: Re: FW: Modified Newsflash Discuss Development of Traffic Impact Fee for Greater Eureka Area
- Report now available For County of Humboldt

Is there any forum where it's appropriate to ask these questions?

For some of the proposed signaling projects why are we not considering traffic circles?
Are traffic circles cheaper than signals? Better in some cases because they maintain flow? (from my layperson viewpoint seems like several of the locations we are concerned about would benefit from no delay due to green time for oncoming traffic because they could turn unimpeded -- walnut & hemlock for instance).

I also really like the lack of maintenance that a traffic circle requires compared to a signal.

Here are some **pros for traffic circles** from
(<http://www.roundaboutsusa.com/design/roundabouts-vs-signals.html>):

Traffic signals cause unnecessary delay for many reasons:

- The need to provide a minimum green time to each movement in every cycle creates time intervals in which no vehicles are entering the intersection.
- The need to provide for the most critical of two or more movements that proceed simultaneously results in an ineffective use of green time by non-critical movements.
- The "lost time" associated with startup and termination of a green phase detracts further from the amount of time that is available for moving traffic.
- Left turns that take place from shared lanes impede the other movements in the shared lanes unnecessarily. This results in a very inefficient utilization of the available roadway space.
- Heavy left turns, even from exclusive lanes, require dedicated phases that rob time from the major movements and increase the total time lost due to startup and termination of traffic movements.
- Signals are mechanical devices that not only require maintenance but also periodically malfunction. They are also dependent upon electrical power and do not, therefore, provide any control during power failures.
- Many signal violations occur at higher speeds so that the severity of accidents is often high.
- Permitted left turns and right turns on red introduce additional conflicts.

From: Adrienne Blair [mailto:██████████@humbx.com]
Sent: Monday, February 08, 2016 3:21 PM
To: undisclosed-recipients:
Subject: LEGISLATIVE ALERT - Traffic Impact Fee

LEGISLATIVE ALERT

Please be aware that the city of Eureka and County of Humboldt are working to impose yet another fee on builders and homeowners to further increase housing prices and reduce affordability for our fellow citizens. This traffic impact fee will be on top of existing fees and taxes we pay including fire fees, school bonds, sales tax, and measure Z just to mention a few. As evidenced in part by our homeless problem, home affordability is already out of reach for many of our citizens – let's not make it worse. Please review the attached material and attend the meeting on Tuesday at 2:00 at the Humboldt Community Service District Office on Walnut Drive and let them know enough is enough.

Chapter 1. Introduction and Summary

Introduction

This analysis provides the technical basis for establishing the required nexus between anticipated future development in the Greater Eureka Area and the need for certain improvements to the local transportation facilities.

Transportation impact fees are one-time fees typically paid prior to the issuance of a building permit and imposed on development projects by local agencies responsible for regulating land use (cities and counties). To guide the widespread imposition of public facilities fees, the State Legislature adopted the Mitigation Fee Act (the Act) with Assembly Bill 1600 in 1987 and subsequent amendments. The Act, contained in California Government Code §§66000-66025, establishes requirements on local agencies for the imposition and administration of fee programs.

The specific tasks performed in preparing this analysis and their results are summarized in this section. The County of Humboldt and the City of Eureka (Agencies) have joined together to consider the adoption of the Greater Eureka Area Traffic Impact Fee (GEATIF). This report recommends the adoption of an Interim Fee, specifically to take advantage of previous studies and to enact such a program on a timely basis. The Agencies retained TJKM to establish the technical aspects of this interim program and the forthcoming Final Fee. The GEATIF program encompasses the entirety of the City of Eureka and the surrounding developed area in unincorporated Humboldt County. The proposed fee area is shown in Figure 1. The fee area was selected as the area where development is likely to occur. The fee boundaries include the Eureka city limits, the City of Eureka Planning Area, the Humboldt Community Services District boundary, the Humboldt Community Services District sphere, and the Eureka Community Plan boundary. If any portion of a property is within the fee boundary area, then the entire parcel is subject to the fee.

The development of the GEATIF program involved the major tasks described below.

Chapter 4 – Program Costs and Fee Calculation

The basic fee per peak hour trip is calculated by dividing the total cost of the TIF program, \$5,448,585 by the total projected 4,564 new p.m. peak hour trips. The TIF requirement calculates to a cost of \$1,194 per p.m. peak hour trip. The proposed Interim GEATIF fee schedule is as follows:

Proposed Fee Schedule

Land Use Category	Unit	Fee Amount
Single-Family Residential	Dwelling Unit	\$1,194
Multi-Family Residential	Dwelling Unit	740
Senior/Assisted Living	Room	298
General Retail	KSF ¹	4,430
Hotel	Room	740
Gasoline Service Station	Fueling Position	6,624
General Office	KSF	1,779
Medical/Dental Office	KSF	4,262
Government Office	KSF	1,445
Industrial/Service Commercial	KSF	1,158
Warehouse/Distribution < 100 KSF	KSF	370
Warehouse/Distribution > 100 KSF	KSF	143
Mini-Storage	KSF	310
School	Student	179
Church	KSF	657
Other uses	P.M. Trip	1,194

County Administrative Office

Posted on: February 3, 2016

Discuss Development of Traffic Impact Fee for Greater Eureka Area - Report now available



The County of Humboldt invites you to participate in an informational meeting on Tuesday, Feb. 9 to discuss the formation of a proposed traffic impact fee for the Greater Eureka Area.

The [meeting will begin at 2 p.m.](#) at the Humboldt Community Services District Office, located at 5055 Walnut Drive in Eureka. The consultant retained by the county, TJKM, will be on-hand to present information regarding the proposed fee.

Transportation impact fees are one-time fees typically paid prior to the issuance of a building permit and imposed on development projects by local agencies responsible for regulating land use (cities and counties). To guide the widespread imposition of public facilities fees, the State Legislature adopted the Mitigation Fee Act (the Act) with Assembly Bill 1600 in 1987 and subsequent amendments. The Act, contained in California Government Code §§66000-66025, establishes requirements on local agencies for the imposition and administration of fee programs.

A draft report for this fee is now available on the [Public Works, Land Use web page](#).

Comments on the proposed fee will be accepted until Feb. 26 at 5 p.m. You can direct written comments to both:

Thomas K. Mattson, Director of Public Works
County of Humboldt
1106 Second Street
Eureka, CA 95501
tmattson@co.humboldt.ca.us

Brian Gerving, Director of Public Works
City of Eureka
531 K Street
Eureka, CA 95501
bgerving@ci.eureka.ca.gov

Adrienne Blair
Office Manager
Humboldt Builders' Exchange
[REDACTED] Eureka, CA 95501
Phone 707-[REDACTED] | Fax 707-[REDACTED]
www.humbx.com
www.facebook.com/humbx



From: manuel ferreira [mailto:██████████@outlook.com]
Sent: Tuesday, February 09, 2016 5:13 PM
To: Mattson, Tom <TMattson@co.humboldt.ca.us>
Subject: Increased development fee's

Special kind of stupid are you?

From: Chris Mikkelsen [mailto:██████@kkramer.com]
Sent: Wednesday, February 10, 2016 12:40 PM
To: Bronkall, Bob
Subject: Traffic Impact Fee Study - Stakeholder's Meeting

Hi Bob,

Thank you for hosting the stakeholder's meeting yesterday; you have been a positive factor in this process. Just want to share that I appreciate the manner in which you posted each comment and concern, taking extra time to ensure you got them all down. This is a tough process and in the end I am sure we will reach amicable direction. It certainly appears that is what you have strived for.

Thanks again,

-Chris

Chris Mikkelsen

KIC I kramer investment corp.

████████████████████

eureka, ca 95501

(707) ██████ office

(707) ██████ fax

(707) ██████ cell

From: David Hull [mailto:████████@humboldtcsd.org]
Sent: Friday, February 26, 2016 9:21 AM
To: Bronkall, Bob; 'Brian Gerving'; Chris Kinzel
Cc: Mattson, Tom
Subject: HCSD Traffic Fee Comment Letter

All,

As per our discussion earlier this week, I am attaching a letter expressing HCSD's comments on the Draft Greater Eureka Area Interim Traffic Impact Fee as presented at the GEAMAC meeting on February 9, 2016. Please let me know if you have any questions!

David

*David Hull
General Manager
Humboldt Community Services District
5055 Walnut Drive
Eureka, CA 95534
707.443.4550 x 216
www.humboldtcsd.com*

Humboldt Community Services District

Dedicated to providing high quality, cost effective water and sewer service for our customers

February 26, 2016

Tom Matson
Director of Public Works
County of Humboldt
1106 Second Street
Eureka, CA 95501

Brian Gerving
Director of Public Works
City of Eureka
531 K Street
Eureka, CA 95501

Subject: Comments Regarding the Greater Eureka Area Interim Traffic Impact Fee

Dear Msrs. Matson and Gerving,

On February 9, 2016, the Greater Eureka Area Municipal Advisory Committee (GEAMAC) hosted a presentation by the County of Humboldt and the City of Eureka entitled *Informational Meeting Regarding the Development of the Greater Eureka Area Traffic Impact Fee (GEATIF)*. The Board of Directors of the Humboldt Community Services District (District) reviewed and discussed the information presented at the GEAMAC meeting at their regular Board meeting of February 23, 2016. At that meeting, the Board took action to provide you with the following comments.

District's Interest in the Interim GEATIF Process

The District's interest in the Interim GEATIF process stems from the District's role in the Martin Slough Interceptor project (MSI). The MSI was a joint project between the District and the City of Eureka to construct new wastewater collection and conveyance components that include new collection lines connecting up to 16 existing lift stations to a new gravity wastewater collection pipeline; a new pump station; and new force main and appurtenant improvements. Although many of the lift station improvements tying into the main interceptor are still under construction, the main interceptor was completed in 2014. The City of Eureka now owns and operates the system with a 36% allocated volumetric capacity and the District pays for and receives the remaining 64% of the volumetric capacity. The 36% City of Eureka Project cost-share was approximately \$6 million and the 64% HCSD cost-share was approximately \$11 million.

The Environmental Impact Report certified by the City of Eureka and the District for the MSI project contained a mitigation measure that reads:

Mitigation Measure 11-3.1 states:

"The City (of Eureka) shall cooperate with local governments in the Project area to enter into a Memorandum of Agreement (MOA) to develop and implement a suitable "Cumulative Traffic Assessment and Mitigation Program" (Program). The aim of the MOA, and of the resulting Program, will be to

formally identify indirect or cumulative traffic and circulation impacts, and the required improvements necessary to offset indirect or cumulative impacts, within the areas of the City of Eureka and the County of Humboldt that will be served, whether directly or indirectly, by the Martin Slough Interceptor Project.

The City shall prohibit connections to the Martin Slough Interceptor or to any part of the City's wastewater collection system that will develop additional conveyance capacity as a result of the Martin Slough Interceptor Project, until the MOA and the Program are in place and appropriate funding has been secured for improvements identified in the Program. The methodology for creating the Circulation Improvement Fund Program shall be identified as part of the MOA and the Program. Payments to the circulation improvement fund shall be secured for each connection to the wastewater collection system prior to the authorization by the City of that connection.

Therefore, since the District is responsible for the majority of the cost of the Martin Slough Interceptor project and since that project cannot be fully utilized until the Cumulative Traffic Assessment and Mitigation Program is in place and appropriate funding has been secured for improvements identified in the Program (i.e. the Interim GEATIF) mandated as a part of Mitigation Measure 11-3.1 is completed, the District is extremely interested in the expedited completion of an Interim GEATIF.

Open and Transparent Process

The District's Board of Directors is very supportive of the GEATIF and is committed to ensuring the process is open and transparent. The Board believes that the GEAMAC is an appropriate venue to hold presentations and stakeholder input meetings on the proposed GEATIF. In addition, the Board encourages the City and County to continue to involve the District's General Manager in the GEATIF planning process.

Support the Establishment of an Interim GEATIF to Move the Process Forward

The District's Board of Directors is supportive of the establishment of an Interim GEATIF. The District believes that an Interim fee is the most expeditious method to obtain compliance with the Martin Slough EIR's mitigation requirement.

The Interim GEATIF Should be Based Upon the Information Generated from the Forster Gill Traffic Study, Which is Presumably Supported by TJKM Engineers.

The District believes that utilizing existing relevant traffic studies and traffic mitigation information is the quickest way to establish the interim GEATIF and gain compliance with the requirements of the Martin Slough EIR Mitigation Measure 11-3.1. A 2009 traffic study

Matson/Gerving
Interim Traffic Impact Fee
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created for the Ridgewood Village Development (aka Forster Gill) appears to not only cover the Martin Slough Basin, but also includes traffic mitigation projects and costs and was created by the same consultant that is presently contracted to produce the Interim and Final GEATIF. The District requests that the information and traffic study boundary used in the Traffic Impact Study for the Ridgewood Village Development to be used to craft the Interim GEATIF.

Funds from the Interim and Final GEATIF Should be Spent Within the Martin Slough Basin Boundaries.

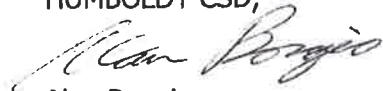
As previously noted, the need for an Interim GEATIF arises from Mitigation Measure 11-3.1 contained in the Martin Slough Interceptor EIR. The District's Board of Directors concluded that, in consideration of its constituents best interests, and to meet the nexus criteria that charges on new developments have a relationship to that development, any funds accumulated as the result of development projects within the Martin Slough Basin boundary (as identified by SHN City of Eureka Martin Slough Interceptor Project Map dated January 2004) be applied toward traffic mitigation projects within that same specified area for both the interim GEATIF and final GEATIF. Similarly, it may be logical for the City and County to treat projects in other geographic basins in a similar manner i.e., funds generated in those geographic basin areas be applied to traffic mitigation projects in those specific geographic basin areas.

It is not the District's intent to hinder the development of a comprehensive traffic study for the City of Eureka proper and/or the County of Humboldt. We are, however, committed to ensuring that promises made to our community to gain their acceptance and assume 64% of the debt of the Martin Slough Interceptor project are fulfilled.

The District appreciates the opportunity to participate in, and comment on, the Draft Greater Eureka Area Interim Traffic Impact Fee and fee development process. The District sincerely hopes that the City of Eureka and County of Humboldt understand the necessity to not delay in the establishment and implementation of an interim GEATIF. We look forward to continuing to work with the City and County to quickly resolve this issue.

Very truly yours,

HUMBOLDT CSD,



Alan Bongio
President, Board of Directors

C: Paul Brisso, District Counsel
HCSO Board of Directors

Greater Eureka Area Municipal Advisory Committee

Meeting Minutes February 9th, 2016

- 1) The meeting was called to order by Chairman Ziemer at 2:00: p.m. at the Humboldt Community Services District office.
- 2) Those present completed the pledge of allegiance.
- 3) The Roll was called with the following members present:
Rob Holmund (COE), Darrel Petersen, Glenn Ziemer, Richard Yeider George Davis and Greg Gardiner.
- 4) Minutes of the January 12th, 2016 meeting were reviewed with a motion for approval by Gardiner/Davis. The motion passed unanimously.
- 5) Public Comment - None.
- 6) Old Business- None
- 7) New Business:
 - a) Representatives of the Humboldt County Public Works Department staff introduced Chris Kinzel, a consultant hired by the County and the City of Eureka to develop a traffic mitigation fee study for the greater Eureka Planning Area. Mr. Kinzel provided an overview of the development fee process and the specific determinations of his draft study.
The public comment section of the meeting was lively and lasted one and one half hours. The major issues raised by the public were:
 - 1) The development assumptions used in the draft were outdated and not consistent with current or future levels of development.
 - 2) The process of determination of the area boundaries was not able to be identified.
 - 3) Inclusion of Humboldt Hill and Fields Landing in the fee area was not appropriate.
 - 4) Current and future levels of development are likely to be significantly lower than assumed in the study and the revenue and therefore the mitigation projects were unlikely to be funded.

After public comment and discussion the committee voted to forward a letter to the Board of Supervisors suggesting staff response to the issues raised, and also recommend another public scoping session with the revised draft. Motion by Holmund/Yeider.

Due to time limitations the second agenda item was postponed to the March meeting.

The meeting was adjourned at 3:56 p.m.

Minutes prepared by Glenn Ziemer