



Outlook

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public comment
Board Rcvd 7/15/25

From Sue Taylor <suetaylor530@gmail.com>

Date Tue 7/15/2025 9:02 AM

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Report Suspicious

I ask that the Board of Supervisors deny the approval of the Capital Improvement Plan. It is based on meeting with chosen developers and the movement of the projects are based on who the county is helping to facilitate their project. It is not based on ensuring "that traffic generated by growth consistent with the General Plan does not exceed available roadway capacity, the County is required to implement General Plan Policy TC-Xb and Implementation Measures TC-A and TC-B. General Plan Policy TC-Xb and Implementation Measure TC-A requires the County to prepare an annual CIP for the West Slope Road/Bridge Program specifying expenditures for roadway improvements within the next 10 years."

The County met privately with so called "Stakeholders" in which they mention to be those that will benefit financially from these changes. They did not include the public or Save Our County, Sue Taylor, Residents Involved in Positive Growth, Laurel Stroud in which were the authors of the initiative that requires the roads to sustain certain capacity levels.

When the County decided to modify the CIP, after threat of litigation, the process for amending should have been rerouted back through the Planning Commission in order for the public to receive comments.

Senior housing in El Dorado Hills is having a negative impact on our county infrastructure. There is no exclusion for senior housing in the General Plan Transportation Element. Therefore, the county is, and has been in violation of the legal requirement for the developers to pay for the cost to meet the capacity requirements in El Dorado Hills. Now the County is moving their impact into the CIP. This is illegal.

The consultant used for this decision is the same consultant that is used by the developers that this modification is benefitting. This is a conflict of interest and therefore the data for this modification should be determined by a consultant that is not in conflict and does not have a special interest in their determination.

There are other roads with higher deficiencies than Latrobe Road. The County Director of Transportation has stated that currently Latrobe Road is at acceptable levels for capacity. So why is all the Traffic Impact Mitigation Fees being diverted to Latrobe Road? This is being clear that the County is using mitigation fees from other areas to benefit Costco and other large developments being