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Satisfaction is in giving; not getting

Supervisor District 3 County of El Dorado
1985-1993 and 2003-2012

County of El Dorado
Board of Supervisors
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via email edc.cob@edcgov.us

Re: Fund shifting and Circulation Plan Destroying
BOS Item # 26 & 27 9-17-19 leg #19-1279 & 19-1324

Chair and Members of the Board:

Since 1986 our County has suffered through an era of devastating land use planning. We have adopted general plans and fought through lawsuits and initiatives. We have negotiated many agreements to settle lawsuits and to create mitigation agreements. We have argued about traffic solutions and which are the most needed. We do actually have in place a fairly stable General Plan that has a reasonable Traffic Element. Those plans include the MC&FP by specific reference.

As a member of the Board I worked very hard to achieve a number of these solutions. I rapidly became aware that what President Lincoln said was correct; you cannot please all of the people all of the time. There will always be differences of opinion and that is good as it allows us to consider other options and reach better solutions together. As a Supervisor I believed I was there to provide appropriate solutions for our county, not just for my district. I did so; and I believe that I recognized the needs of other areas and was able to set aside my districts place in line for needier areas.

I worked very diligently on the development of highway and interchange systems for El Dorado Hills and supported schedules that put my district roads on the back burner!

So, let me now talk about the Missouri Flat Road area and how it has been deferred to oblivion. In 1983 some of the property owners were approached to put together areas for retail/commercial development. Much planning went on and it always seemed to get set aside because of the County General Plan.

BUT, during all the waiting periods, the biggest impediment to development in the area was discovered to be the lack of capacity for existing traffic in the area. In 1985 there was an average of more than 12,000 trips per day through Diamond Springs. And, of course, who could pay for the roadways to support that much traffic not generated by their project. There were at least three emergency Land Use Ordinance Moratoriums put in place by the County to stop ANY development until the traffic issues could be resolved.

Many issues were tried, but the solution was to be the Missouri Flat Master Circulation and funding Plan (MC&FP) adopted at BOS item #80 12-15-98. The use of 85% of the new property and sales taxes from the area to support the roadway improvements per the MC&FP was approved countywide by the voters 11-7-2000 with 38,236 votes out of 65,008 voted; a 59% win! The MC&FP also called for the new retail to set a sales tax goal that would be required to achieve or they could be required to participate in an MC&FP wide bond. Every new development within the MC&FP has been required to join the district and agree to participate. This seems to be a liability to both the County and the Land Owners to construct the roadways.

While all of these planning problems were occurring, there was a casino constructed by the tribe owning the property near Shingle Springs. Law suits were filed and settlement agreements were reached. One of the settlement agreements called for funding of additional lanes on Highway 50 in the vicinity of the casino. The County found ways to mitigate that Highway 50 traffic without the Tribal Funds. The County then negotiated an agreement to provide funding for roadway improvements within that portion of the County impacted by Casino traffic. This area was shown on a map attached to the agreement.

The Tribal Agreement WAS NOT for general county road maintenance but it was to improve the capacity of those roads to mitigate the traffic generated by the casino.

If the Sheriff's Headquarters had done a correct traffic study, it would be like other projects that were attempted in the area, dead without the proper traffic improvements. And there are five elementary schools, three high schools, the schools of the County Office of Education, one Junior College, and all of their buses and parental cars going to and from the area.

More words could easily be generated about all of these issues; however, it is time for the people in the vicinity of Diamond Springs, South County and proximate to the Casino to have their roadway improved from a continuing level F through Diamond Springs. Today there are 18,000 trips through Diamond Springs!

If Items 26 and 27 are meant to provide factual and beneficial information, please ask staff to research these two questions:

- 1.. What are the County's obligations to the projects that have been required to agree to the MC&FP?
- 2..What are the County's obligations to use the Tribal funds to provide roadway capacity to mitigate the increase in traffic in the mapped area caused by the Casino?

Please, uphold the existing plans and mitigation agreements; and

PLEASE, CONTINUE TO FUND THE DIAMOND SPRINGS PARKWAY.

Respectfully,

Jack Sweeney