

The **BASS LAKE BULLETIN**

Vol. XXI No.1 The Voice of the Bass Lake Community January 2023

<http://basslakeaction.org>

JANUARY STORM IMPACTS: FLOODED ROADS, TREES & FENCES DOWN



Bass Lake filling up - January 22, 2023 -image credit John Davey

By John Davey

The impact of the series of storms was felt in the Bass Lake Area beginning on New Years Eve. While many areas were inundated with historic amounts of rainfall, (up to eight inches over the New Year’s weekend according to some local rain gauges), the region was also impacted by significant wind events, with some gusts locally measured between 36 and 49 miles per hour.

The massive amount of water in several of the storms resulted in flooded roads. Here in the Bass Lake

Area, Bass Lake Road was flooded in two spots at the north end – the biggest just south of Parkdale Lane in Cameron Park and Rescue, with water up to a foot deep on the eastern side of the road. This is a usual condition with heavy rainfall, with the drainage ditches filling with debris just across from Green Valley Elementary School.



The second section of flooding on Bass Lake Road was between Woodleigh Lane and Gateway Drive. This section usually experiences several inches of water running across Bass Lake Road in heavy rain events, but with the series of storms recently, it left the east side of Bass Lake Road with several inches of standing water.



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Green Valley Road was closed or partially closed to traffic multiple times during the storms, between E. Natomas Street in Folsom, and Shadowfax Lane in El Dorado Hills. This section of Green Valley Road was recently improved by the City of Folsom, however, it does path through a wetlands area on the south side of Folsom Lake, north of Mormon Island Wetlands State Park.

Stormwater runoff continues to be a major concern of residents in the Bar J Ranch community in Cameron Park to the southeast of Bass Lake, with the new Lennar Emerald Peak community in El Dorado Hills seemingly the source of stormwater impacting several homes below them. Several community members have posted home videos of torrents of water running into their yards and against their homes on social media.

Our neighbors in Cameron Park seemed to bear the brunt of the storms – Cameron Park Drive flooded in several places, being closed where it crosses under US50 at the interchange, as well as being closed near the Cameron Park Dog Park between Sudbury Road and Hacienda Road. Cameron Park Drive was also closed for periods adjacent to the Cameron Park Airport near Mira Loma Drive. The biggest impacts in Cameron Park were along Mira Loma Drive, from the Cameron Park Drive intersection and east, well into the Cameron Woods neighborhood. This flooding impacted yards, garages, homes, and apartments.

Latrobe Road south of El Dorado Hills was closed with the last group of storms – beginning on Sunday

January 15th, the road was closed to traffic between Cothrin Ranch Road and Sun Ridge Meadow Road.

Shockingly, multiple drivers removed the road closed signage and barricades placed by El Dorado County Transportation Department (DOT), both on Sunday evening, and on Monday.

In a series of social media posts, El Dorado County reminded drivers of the dangers of crossing flooded roadways, and of removing road closure signs. On January 15th at 4:46PM the county posted:

Please read, share and heed!! Last night at 5:00pm, County Dept. of Transportation crews placed road closures on Latrobe Rd. at Cothrin Rd. and Sun Ridge Meadows because it's undermined 6-8 feet under the roadway due to extensive flooding and could collapse. There was ample room for motorists to turn around at the sites and there are other options to Latrobe for travel.

The Road Closure signage was missing this morning when crews checked on the site and barricades were moved to the side of the road.

Signs and barricades were replaced today and sometime afterward, motorists moved them again and drivers have been traveling on what we determine to be an unsafe road.

As a result, and for the safety of the motoring public, we have placed large, heavy Class 3 barricades on Latrobe.

We are hopeful that residents will not move these. We don't have

staff to post there to ensure nobody (re)moves them.

You may be inconvenienced by the closure. You may disagree with the closure. But please don't take or move the signage & barricades or drive around them. We have them closed for your safety!



*Latrobe Road Under Repair
Image credit El Dorado County*

Latrobe Road was repaired and reopened to traffic on the afternoon of Thursday January 19th.

Even Green Springs Creek, which runs between Tea Rose Drive and Watsonia Glen Drive in The Hills of El Dorado Village mostly a slow-moving stream in a standard storm, filled to its brim several times during the storms – finally ebbing and passing under Bass Lake Road as seen here on Monday January 15th.



*Green Springs Creek
- image credit John Davey*

In addition to the storm water, several

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JANUARY STORMS
(con't)

properties in the Bass Lake Area suffered wind damage in the form of downed trees, and fences. Since most of the homes in the Bass Lake Villages of The Hills of El Dorado, Woodridge, Bridlewood Canyon, and Laurel Oaks date to the mid-1990s and early 2000s, 20-plus year old fences and landscape trees came down in the winds. Several native oaks, undermined by residential development, and roads, also fell in the wind from the storms.

While many neighborhoods in El Dorado Hills, Cameron Park, and Rescue immediately surrounding the Bass Lake Area suffered multiple electric power outages over the first two weeks of 2023, the Bass Lake Community largely escaped the power outages.

SHERIFF DEPARTMENT HELICOPTER COULD BE IN EL DORADO SKIES BY FALL 2023

By John Davey

The El Dorado County Board of Supervisors approved funding in 2022 for a helicopter for the County Sheriff’s Department. Specifically, a used AS350 B3 Airbus helicopter currently being used in Seminole County Florida.

In December, Sheriff John D’Agostini (who’s term just ended) addressed the Board, saying that the aircraft is “in perfect shape. It meets all of our

mission requirements.” Sheriff D’Agostini further detailed that the aircraft “... comes with a hoist, a bambi bucket (for firefighting) clear radio... It is ready to go.”

The costs for the aircraft have been updated to \$3,325,000. After approving funding for \$3,100,000 earlier in 2022, it was determined that the purchase would be subject to California Taxes. The purchase required a \$150,000 deposit by December 31, 2022, and an additional \$850,000 pre-payment due by May 31, 2023, in order to obtain a more affordable cost to replace the engine under a warranty of 500 hours, or 12 months. The Sheriff Department is planning on about 500 hours of operation a year, or around 10 hours weekly.

The Board of Supervisors voted unanimously to approve the increased costs for the sales tax, as well as the schedule of payments for the coming year.

BOS APPROVES SALARY INCREASES FOR CAO AND COUNTY COUNSEL

By John Davey

Faced with a third recruitment effort to replace retiring County Chief Administrative Officer (CAO) Don Ashton, the El Dorado County Board of Supervisors have approved a salary increase for the top of the CAO step range – hoping to entice more quality candidates to apply for the position with the opportunity to realize a higher salary once the candidate is eligible for the top end of the pay range.

The recommendation to the BOS was for a 15% increase, but Supervisors approved a 10% increase.

The CAO monthly salary begins at \$19,240 at Step 1, and tops out at \$23,400 at Step 5.

District 1 Supervisor John Hidahl wanted residents to understand that the BOS was not authorizing an automatic increase to Step 5 for a new CAO: “The step level (of the new CAO) will be determined by the board commensurate with the qualifications of the individual. I didn’t want to make this sound like it’s an automatic jump. If we could find somebody that’s Don’s clone, that might be eligible for step 5 but I think that’s going to be difficult.”

CAO Ashton announced his intent to retire in 2022, and indicated that he would leave the position in March 2023. The County has conducted two recruitment sessions, going so far as to hire a firm to conduct the search. Over six months, the BOS has conducted interviews but has not been able to identify a qualified candidate. A challenge in the process is that almost a dozen other counties in California are actively recruiting for CAO or CEO positions to lead their governments, but the candidate pool is very, very small.

The BOS has committed to keeping the CAO the highest paid executive in their organization, and agreed that the County Counsel – the Board of Supervisors’ lawyer – be the second highest paid position. In their vote, the BOS approved a salary range that keeps the County Counsel at 1% higher than the

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SALARY INCREASES (con't)

County Sheriff's salary. The Sheriff's salary is set in the El Dorado County Charter under section 504 – calculated at the end of each year, and uses a formula that compares the salaries of the Sheriff of Amador County, the Chief of Police in the city of South Lake Tahoe, and the California Highway Patrol. The only way the formula for the Sheriff's salary can be changed is by changing the County Charter, which requires approval of County voters.

The Taxpayers Association of El Dorado County, submitted a public comment to the BOS via a letter that asked for a no vote on the increase citing "a costly precedent for taxpayers of this county."

The letter went on to say "... the Taxpayers Association of El Dorado County is aware of the constant maneuvering of county management and some elected officials to boost salaries and pensions to the detriment of the county taxpayers," the letter states. "We the taxpayers believe in fair compensation but we believe you are damaging our trust in your ability to protect the taxpayer from governmental abuse."

BASS LAKE AREA ROAD ISSUES

By John Davey

Discussion on local social media about traffic issues in the Bass Lake Area continues to focus on the relatively new Silver Springs Parkway-Bass Lake Road intersection.

Locally, many residents continue to observe that motorists are failing to obey the stop sign controls at the intersection. Drivers traveling both north and southbound Silver Springs Parkway are failing to stop at the stop signs.

Several residents have observed that motorists on northbound Bass Lake Road in the center lane intending to continue north onto Silver Springs Parkway don't see cars waiting to make the left turn to continue onto southbound Bass Lake Road, because of the line of cars on northbound Bass Lake Road in the right turn lane.



Southbound Bass Lake Rd - Silver Springs Pkwy intersection

Several residents have suggested that the intersection would benefit from a street light, as it remains very dark in the evenings. Resident calls for a signalized intersection have been made, but the reality of a traffic signal in excess of \$1.5 million dollars without funding from a development project is unlikely. The additional complication is that the traffic volume at the intersection is certainly unlikely to meet conditions to satisfy a traffic warrant to justify a traffic signal.

The other concern is that motorists continue to drive through the Bass Lake Road right turn pocket to Madera Way. The right turn pocket is a right turn ONLY – it is not a through driving lane to the next right turn lane at the Bass Lake Road-Silver Springs Parkway intersection. Motorists attempting to turn out of Madera Way

onto either south or northbound Bass Lake Road continue to report near collisions.



Bass Lake Rd: Madera Way and Silver Springs Pkwy intersections

The Bass Lake Action Committee has suggested that paint on the Madera Way right turn pocket lane, effectively closing the lane, along with RIGHT TURN ONLY signage might improve the safety at the intersection. It would still be possible that motorists would continue to drive through the right turn pocket, since they seem to be ignoring the stop signs at Bass Lake Road-Silver Springs Parkway, but area residents are looking for any sort of safety improvement.



Northbound Bass Lake Rd Madera Way Turn Pocket

If you have questions or want to

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BASS LAKE AREA ROAD ISSUES *(con't)*

report a concern regarding county roads, the County Transportation Department can be contacted by phone at (530) 642-4909, or via email at road.maintenance@edcgov.us. Residents that have concerns about Roads, Potholes, Speeding, Traffic Signals, or Striping can complete the Transportation Department's Online Customer Service Request Form at <https://edcgov.us/Government/dot/Maintenance/Pages/Customer-Service-Request.aspx>

To report concerns about motorists or enforcement, you can call the Placerville CHP office at (530) 748-2450

1928 ARTICLE ON FOLSOM-PLACERVILLE ROAD ALIGNMENT – GREEN VALLEY ROAD

Lincoln Highway in The Golden State Facebook Group

On January 10, Lincoln Highway in The Golden State Facebook Group admin Joel Windmiller shared this 1928 Sacramento Bee Article:

Folsom to Placerville Pioneer Lincoln Highway alignment in Sacramento-El Dorado Counties was proposed to follow Natoma Street-Green Valley Road.

Sacramento Bee March 14,1928

County Road Between Folsom and Placerville was once designated Lincoln Highway.

By HAMILTON L HINTZ

The Green Valley route between Folsom and Placerville is a road with a past and a future. The past lies in the fact that, at one time, it was designated as the official routing of the Lincoln Highway between Folsom and Placerville. Its future possibilities come from the movement to make it part of the state highway system. As for its present status, it offers a pleasant and scenic drive for motorists who wish to know the joys of the many trips off the paved highways and provides a shortcut to Placerville. The Green Valley RD leaves the motorists who want to know the pleasures of the many trips off the paved roads and provides a shortcut to Placerville. The Green Valley RD leaves the town of Folsom at the upper end of its main street and follows a paved highway out by the Folsom Prison grounds. At the prison gate, it takes off onto a good hard-short surfaced county road.

Named For Valley:

The route is named after Green Valley, which with White Oak Flat, are the two prettiest valleys on the street. From White Oak Flat, there is a magnificent view of the snow-capped Sierra Nevada Mountains. Beyond White Oak Flat ways, the road leads through the town of Rescue, which is an ardent booster to have this route made an elate highway. A few miles later, the road strikes the paved state highway two miles below Placerville.

Six Miles Shorter:

A pleasant drive is to go to Placerville by way of the Green Valley Road and return by the street or return on the route to the town of El Dorado and take the Mother Lode Highway to Plymouth Amador County and then the Sacramento-Jackson Highway into the capital city. The entire distance is a good county road but slower than



Image credit- Lincoln Highway in The Golden State Facebook Group

There is no particular object of interest along the route to be described. Still, as the motorists pass over the rolling hills and through the pleasant valleys that distinguish this section of the country, a generally good impression of nearby green hills and far-flung mountain views are registered.

the highway. Going from Sacramento or Folsom to Placerville by way of Green Valley is six miles shorter than the present state highway.

History of Route:

The history of the Green Valley route is recalled by L S Upton, a local good roads booster and a chamber of

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1928 ARTICLE ON FOLSOM-PLACERVILLE ROAD ALIGNMENT – GREEN VALLEY ROAD *(cont)*

commerce highway committee member. Nearly a score of years ago, when the Lincoln Highway was being designated across the country, the Lincoln Highway Association commissioned the Green Valley Road as the official routing from Placerville to Folsom because it was the most direct road. Accordingly, Lincoln Highway signs were put up, and Green Valley Road had this designation for two or three years.

Other Route Selected:

However, when the state highway system was laid out, the Green Valley route was passed up for the road that ran through White Rock, Clarksville, Shingle Springs, and El Dorado. This was done to accommodate the traffic from those towns. When the state made this selection, the Lincoln Highway Association, upon recommendation of Upson, who was Sacramento's counsel for the association, abandoned the Green Valley route and designated the course adopted by the state as the official Lincoln Highway routing.

Signs Taken Down:

Some Lincoln Highway signs on Green Valley Road were taken down, and others were left until they rotted away. With the state facing the problem shortly of realigning and widening the present state highway between Folsom and Placerville, a

movement has been started to have the state do a survey with the idea of relocating the Folsom-Placerville link by the shortest route. If such relocation was done, it would follow the general course of Green Valley Road. Some time ago, the Sacramento Chamber of Commerce highway committee adopted a resolution suggesting to the state department of public works that a new survey be made to determine the best route. Still, the solution was not approved by the chamber's board of directors. However, an abort time later, the Folsom Chamber of Commerce and the Rescue-Green Valley Highway Association adopted resolutions urging the relocation survey. The El Dorado Chamber of Commerce has had the matter before it for consideration. ~

JANUARY LOCAL MEETING RECORDINGS

By John Davey

Recordings of local meetings in El Dorado Hills and El Dorado County in January.

El Dorado Hills Community Council Meetings: First Monday of each month.

January Meeting
<https://youtu.be/trRsKPuCO1E>

El Dorado Hills Area Planning Advisory Committee Meetings: Second Wednesday of each Month
January Meeting
https://youtu.be/qbqUc4Bg_Z4

El Dorado Hills Community Services District Board of Directors Meetings: Second Thursday of each

month

January Meeting
https://us02web.zoom.us/rec/share/dpajDag-d1aZXhW13SQrYKBa1PGNK_E5g2-5o4pMIRFRnRFMulO8GotKyH0cVs8T.hwrzIjEH-MFxnU50

El Dorado Irrigation District Board – January Meeting Scheduled for Jan 23, 2023 9AM-2PM

EID Meetings, Agendas, Minutes -
<https://www.eid.org/about-us/board-of-directors/meetings-agendas-and-minutes>

EID Recorded Meetings on EID YouTube Channel -
<https://www.youtube.com/@eldoradoirrigationdistrict3994>



From The BLAC Board

Bass Lake Action Committee
 Vice President John Davey

EDH CITYHOOD

At the January 12, 2023 El Dorado Hills Community Services District (EDH CSD) Board of Directors meeting, advocates for the El Dorado Hills Cityhood movement made a presentation to the EDH CSD Directors.

Cityhood supporters have spent

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the past several years exploring the concept of cityhood, working with community members, local special districts, El Dorado County Sheriff's Department, and El Dorado County Local Agency Formation Commission (known as LAFCO - which would have to determine that an incorporated city or town of El Dorado Hills would be fiscally and functionally viable before and incorporation initiative could qualify for the ballot). They have also conducted several local public meetings, with discussions centering on financial viability, city services, and having guest speakers from the most recently incorporated cities in the region, including Rancho Cordova, and Citrus Heights.

The EDH CSD Board of Directors heard a similar presentation from Cityhood supporters and after several exploratory discussions and meetings with working groups that included El Dorado Hills Fire Department, EID, El Dorado County, and the El Dorado Hills Chamber of Commerce, the EDH CSD Board of Directors moved forward by funding a Preliminary Comprehensive Fiscal Analysis (PCFA) in 2021. The PCFA did conclude that an incorporated City or Town of El Dorado Hills

may be viable. However, a greater degree of analysis is required, which includes a more exacting and stringent study - such studies and a formal application to LAFCO would require funding levels from as low as \$200,000 to well over \$800,000.

To date - Cityhood opponents have indicated a few issues that they see as a negative. Primarily that Cityhood would bring "another level of government", and it would result in "taxes being raised."

Some have also stipulated that they are very satisfied with the level of governance that the County offers to residents in El Dorado Hills.

Incorporation supporters counter that they are either extremely dissatisfied with the governance provided to El Dorado Hills from the County, or that they don't feel that a County Supervisor from South Lake Tahoe, or Placerville (also the only two incorporated cities in El Dorado County, which benefit from their own local representation) doesn't know or understand either the local needs or desires of residents in El Dorado Hills. Some speculate that projects are approved in El Dorado Hills to further bolster the County's

bank accounts. Of all of the approved and proposed "Specific Plans" for large residential developments in El Dorado County, none are located outside of El Dorado Hills - that is, they only exist in El Dorado Hills, and in no other unincorporated community. It is generally acknowledged that El Dorado Hills contributes more tax dollars to El Dorado County than funds that come back to El Dorado Hills.

Cityhood supporter Lewis Hampton provided the public presentation to the EDH CSD Board of Directors. In his remarks, Mr. Hampton provided a request to the Directors for what he described as "the road to independence."

Cityhood supporters are requesting that the EDH CSD Board of Directors help move the process forward by stepping up to be the lead agency and allocate the funds required in the march toward getting a Cityhood measure on a ballot to let residents decide.

Hampton stated "Let's not worry about who at the county level will oppose our stake on independence, or which developers will collude to maintain the status quo they so much enjoy... Let us forget all

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that for a moment and think bigger and better about the right thing to do to make El Dorado Hills the best it can be."

Hampton further suggested that having five local residents serving as a City Council addressing local issues, needs, and development in El Dorado Hills would result in better representation for El Dorado Hills than five County Supervisors who place the needs of the County ahead of El Dorado Hills.

Hampton told the EDH CSD Board of Directors the County Supervisors "... use our tax revenues as their piggy bank."

Hampton further suggested the population of most incorporated cities and towns in California, not including Los Angeles, is approximately 30,000 - while El Dorado Hills' population is about 50,000. Hampton stated "EDH is much larger than the majority of existing cities in California and is the only area that is the largest population center in its county that isn't already incorporated..."

Control of development and growth was also a concern

Hampton suggested would be better addressed by a city council, stating "Most residents of EDH are adamantly opposed to the golf course rezone, but other districts in the county actually benefit from the fees associated with the new homes. The county supervisors from other county districts will likely approve the golf course rezone at higher density with less input from EDH since they get to keep the tax revenue in the rest of the county."

In September 2022, Cityhood advocate and newly elected EDH CSD Director Steve Ferry encapsulated the following responses to the concerns of Cityhood opponents in regards to the primary arguments against incorporation: That it will 1) create an additional level of government, and 2) raise our taxes -

No Additional Level of Government

This is the duplication of services or the "it's an additional level of government" argument that is spoken about by the No on Cityhood proponents. What exactly does that mean? The level of government that now prevails includes departments such as Planning, Housing, Code Compliance, and Policing, which will all be transferred to the City of El Dorado Hills and EDC will no longer provide those services. In other words, there is no "additional level of government". EDC will still provide

county services just like every other county in the state – Assessor, Tax Collector, Public Defender, Recorder/Clerk, and District Attorney, to name a few. Those positions will continue to be paid for by EDC. Can we now agree that there will be NO EXTRA LEVEL of government, but just a transfer of authority over our governance? For those who still believe that additional levels of government will be created by cityhood, please tell us what you believe those levels may be.

No Tax Increases

The Second argument is that cityhood will raise our taxes. So, let's take a look at our taxes.

1. We pay Prop 13 property taxes that are levied at 1% of the price paid for a new property and that will increase by 2% per year as long as you own your property. That tax can only be raised by a vote of the people of the entire state of California.
2. We pay Sales Tax of 7.25% and the first 6% of that goes directly to the state. EDC keeps the remaining 1.25%, unless EDH becomes a city. The people of the county can now raise the sales tax, or the people of the City of El Dorado Hills could raise it.
3. The last tax is the Transient Occupancy Tax (TOT) that is paid by folks passing through EDC but staying in our local hotels and motels. That tax is presently 10% and EDC has Measure R* on the November 2022

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ballot to raise the TOT by 2% with a promise to use the funds for road repairs. Excise Taxes, Gas Taxes, and all the other taxes are state or federal taxes that the residents of the City of El Dorado Hills cannot change.

*(Bulletin readers should note that Measure R failed on the November 2022 ballot, and the TOT rate remains at 10%, so no additional funding from the County for road maintenance will result).

The last time incorporation was before residents of El Dorado Hills was when Measure P, an actual Cityhood vote, was on the November 2005 ballot. The measure was defeated with 57% of voters opposing vs 43% of voters supporting. At that time the Bass Lake Action Committee took an unprecedented step of offering support for the Measure P Incorporation effort. From the [October 2005 Bass Lake Bulletin](http://basslakeaction.net/images/bulletins/2005/10.pdf) (<http://basslakeaction.net/images/bulletins/2005/10.pdf>):

The (Bass Lake Action Committee) Board came to the conclusion that a city would be fiscally viable and that local control under cityhood is preferable over the present county government based in Placerville. The Board feels that a city council will be more responsive to the calls for responsible growth that up to now

seem to have been ignored. The experience of many Bass Lake residents over the past few years has made them feel that the County Board of Supervisors does not seem to understand or care about the concerns and the issues that the citizens of Bass Lake deal with on a daily basis. BLAC's decision to endorse cityhood was followed several days later by the decision of the Board of Directors of the EDH CSD to also endorse cityhood for El Dorado Hills. BLAC may endorse political campaigns and may take political positions because it is incorporated as a 501(c)(4) nonprofit organization.

Bass Lake Action Committee President Kathy Prevost, writing in her President's Letter in the same [October 2005 Bass Lake Bulletin](#) stated:

"... the Board of the Bass Lake Action Committee recently took a stand by endorsing the incorporation of El Dorado Hills. Your Board took this step for many reasons, among which were local control of land use, better police protection, and better representation. Certainly, cityhood would be a huge change for many residents who have lived in the foothills for many years and desire the continued preservation of the rural lifestyle, which new residents also seek. However, your Board recognizes that the County Board of Supervisors several years ago approved the rapid development of the El Dorado Hills area, which will rapidly change and impact the lifestyle we all desire. We believe local control could more adequately deal with the resulting

growth and traffic. Under cityhood, decisions that affect us daily would be made locally by city council members who actually live in our community."

To date, the Bass Lake Action Committee has not taken any position in support of, or opposition to the current Cityhood effort. In terms of differences between 2005 and 2023, it seems to come down to the financial viability of a potential City of El Dorado Hills - how newly created cities are funded under state law has changed in terms of Vehicle License Fees (VLF), which was a significant revenue source for the first few years of a new city being incorporated. The issues largely seem to be the same as in 2005. El Dorado Hills has continued to experience explosive growth, going from between 22,000 and 30,000 residents in 2005 to nearly 50,000 residents today. El Dorado Hills has roughly twice the population of the next largest community in El Dorado County, the incorporated City of South Lake Tahoe. In terms of the appropriateness of the EDH CSD spending CSD money to further the Cityhood study, our Board does have questions. But since many Community Services Districts in California have been the placeholder

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agency prior to a community incorporating, it is not unheard of. Speaking to the EDH CSD Board in regards of the EDH CSD funding for the incorporation study, Lewis Hampton offered: "... we're talking about hundreds of thousands of dollars in today's money to get millions of dollars (for the City of El Dorado Hills) every year forever."

Many residents remain disappointed that the El Dorado Hills Chamber of Commerce remains quiet on the subject. And while the business community in El Dorado Hills is an important voice, the Chamber of Commerce represents businesses in our community, of which many of those business owners are not residents of El Dorado Hills. In the end, the important support for Cityhood should come from residents - voters.

EDH CSD website page on Cityhood issues:
<https://www.eldoradohillscsd.org/about/cityhood.php>



OR VISIT:

<http://basslakeaction.net/SUBSCRIBE>



Bass Lake levels increased following the January 2023 storms. Photos taken on Sunday January 22, 2023

Image credits - John Davey

THE NEXT BASS LAKE ACTION COMMITTEE BOARD OF DIRECTORS MEETING

The next Bass Lake Action Committee Board of Directors meeting will be held on Monday February 13, 2023 at 7PM, in-person at the home of Meirve & John Davey, and virtually via Zoom. Members will receive the Agenda & Meeting link/location via email

For further information about BLAC meetings and membership, please contact Vice-President John Davey at 530-676-2657, or email

basslakemembers@gmail.com.

Residents can also visit our online membership form at <http://basslakeaction.net/members>



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