



**Rails and Trails Agenda Items 8/16/11**  
**The BOSTWO** to: Cynthia C Johnson  
Sent by: **Kitty J. Miller**

08/15/2011 05:22 PM

Thank you,

Ray Nutting, Chairman  
El Dorado County Board of Supervisors  
530) 621-5651

----- Forwarded by Kitty J. Miller/PV/EDC on 08/15/2011 05:21 PM -----



**El Dorado Trail**

**Sean Corcoran** to: bosone@edcgov.us, bostwo@edcgov.us

08/09/2011 10:31 AM

Dear Mrss. Knight and Nutting:

As an avid cyclist I want you to know that I fully support the Shingle Compromise and construction of the El Dorado Trail; I hope you will too.

Thank you.

Sean A. Corcoran | CCIM  
Sr. Vice President  
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----- Forwarded by Kitty J. Miller/PV/EDC on 08/15/2011 05:21 PM -----



**Save the Railroad!**

bosone@edcgov.us, bostwo@edcgov.us,  
bosfour@edcgov.us, bosfive@edcgov.us,

**Heather Howell** to: bosthree@edcgov.us, andy@themorins.com,  
ernturn@comcast.net, corrprincess@ardennet.com,  
smiklos@folsom.ca.us, jstarsky@folsom.ca.us

08/09/2011 09:24 PM

Cc: Sean Howell  
Please respond to Heather Howell

I recently heard the Placerville & Sacramento Valley Railroad line is at risk for removal. It would be a huge shame, I love living in such a historic place, and the rail lines along with so many other treasures in our area make Folsom/EDH a unique part of California past and present. Please consider alternatives to preserve the rail lines and also meet the demands for bike/outdoor trails. I'm confident a solution will be found by working together.

Thanks in advance for your support.

Heather & Sean Howell

----- Forwarded by Kitty J. Miller/PV/EDC on 08/15/2011 05:21 PM -----

**BOS suggested motions for Shingle Plan Compromise**

**Jeff & Carol Sellwood** to: bosone, bostwo, bosfour, bosfive

08/09/2011 09:44 PM

Cc: Michael Kenison, Matt Molinari, Carolyn Gilmore, Jackie Kneeland, Jackie Neau,  
Carol Sellwood

Board Members

I trust that the attached suggested motions will be taken in the positive, proactive context with which they are offered.

We all look forward to the settling of the political dust and the creation of construction dust. We CAN have it all, TRAINS and TRAILS.

Thank you

Jeff Sellwood  
President



Friends of El Dorado Trail 8-11 motions.doc

----- Forwarded by Kitty J. Miller/PV/EDC on 08/15/2011 05:21 PM -----

The **PEOPLE** of El Dorado County **WIN BIG**

**TRAINS** and **TRAILS**

Our **HISTORY** and our **FUTURE**

The **Shingle Plan Compromise** secures it all

The **Shingle Plan Compromise** is defined as:

**TRAINS** on the SPTC with rails in place from just east of Motherlode Drive in Shingle Springs eastward to Missouri Flat Road.

**TRAILS** on the SPTC with rails removed from just east of Motherlode Drive in Shingle Springs westward to the western El Dorado County line.

**ASSETS** of rail removal, physical and financial, will be used to construct a hard packed trail surface on the trail portion of the corridor and help establish (up to \$300,000) the El Dorado Western Railway demonstration train.

Remaining assets will be directed, by the county, for improvements along the El Dorado County portion of the SPTC.

The **Shingle Plan Compromise** ends 16 years of debate and brings reality to the dreams of both train and trail enthusiasts. El Dorado County will have heritage railroading to go with our new railroad museum and an ideal trail system for hiking, biking and equestrian users. The location of the rail portion will maximize the opportunity for successful geotourism enterprise within El Dorado County as future Missouri Flat Road development and the existing heartland communities of El Dorado and Shingle Springs will provide a symbiotic relationship with the heritage railroad. And the same geotourism advantage will exist with the trail portion as it will provide a connection to Folsom and the American River parkway and will extend the cross state bike route into El Dorado County. The **Shingle Plan Compromise** ends the politics and begins reality. It is time for action

In order to move the **Shingle Plan Compromise** forward it is suggested that the following **motions** be passed by the **Board of Supervisors** on August 16th.

1. Move to instruct staff to effectuate the Shingle Plan Compromise by resolving problems and contracting to remove rail from the SPTC from just east of Motherlode Drive in Shingle Springs westward to the western El Dorado County line. Removal of rail shall be the timeline benchmark and shall occur by January 1, 2012.
2. Move to instruct staff to work with the El Dorado Western Railway group as the lead public group representing rail interests in the Shingle Plan Compromise, and the Friends of El Dorado Trail as the lead public group representing trail interests in the Shingle Plan Compromise.
3. Move to determine that, from this date forward as preparation for trail development, rail activity will cease on the SPTC from just east of Motherlode Drive in Single Springs to the western El Dorado County line.

**"I support the Shingle Compromise and construction of the El Dorado Trail ."**

**Julio** to: bostwo@edcgov.us

08/09/2011 11:01 PM

Please respond to Julio

I support the Shingle Compromise and construction of the El Dorado Trail..

This is a bike ride that I am looking forward to do. This is the opportunity of a lifetime to build a bike road from Sacramento to Placerville and beyond.

Your consideration is greatly appreciated.

-Julio Li

----- Forwarded by Kitty J. Miller/PV/EDC on 08/15/2011 05:21 PM -----

**I support the Rail Road**

**Van Thull, Christopher D** to: bosone@edcgov.us, bostwo@edcgov.us,  
bostthree@edcgov.us, bosfour@edcgov.us,  
bosfive@edcgov.us

08/11/2011 07:22 PM

Dear County Supervisors

I have been an avid mountain biker and local trail user in El Dorado county since I move here in 1999. Living in Coloma using the local trail and river system. I recently found out about the vote on the use of the rail road right of way. I believe that removing the historic rails would be the wrong thing to do for El Dorado County and would impact the local business that would benefit from the restoration of the regular rail service on weekends that a Heritage rail way would provide. I took a trip with the group to Latrobe and had breakfast to support the local fire fighters. I was one of roughly 50 people who when. Trips like this one would greatly benefit the community. The rail road is self-supporting and would not look for funding from the county. The bike path would require money from the county to build and maintain even with the sale of the rails for scrap this still would not be enough funding to completely pave the right of way. The rail road groups are willing to share the right of way and even help build the bike path along the rails. Once I want to emphasize that removing the rails would be the wrong thing to do and hurt our county in this time of tight budgets and diminishing support from all sides.

Chris VanThull  
PFV FM SV Lab  
FM5-1-H7  
Cell 530-919-0404  
Desk 916-356-1259  
[christopher.d.van.thull@intel.com](mailto:christopher.d.van.thull@intel.com)

----- Forwarded by Kitty J. Miller/PV/EDC on 08/15/2011 05:21 PM -----

## PSVRR tracks

**Marilyn & Tom Chilton** to: Norma Santiago, Ron Briggs, Jack Sweeney, Ray Nutting, John Knight

08/13/2011 10:22 AM

Cc: "Jeff Starsky", "Steve Miklos", "Kerri Howell", "Ernie Sheldon", "Andy Morin", "Placerville & Sacramento Railroad"

To: The El Dorado County Board of Supervisors

Re: Placerville Sacramento Valley Railroad tracks

I ask that you go back in time with me – back to 1860. There is not electricity, no internal combustion engines, and no paved roads. The pioneers, who settled in the west, and in El Dorado County, were surely a hardy lot.

Placerville is still a busy mining town, but much of the mining interests have been diverted to the Comstock Load outside of Virginia City, where silver has been discovered. It is said that in the summer 1864 as much as 320 tons of material and equipment passed across the Great Bonanza Road (Highway 50) each day from the western slope of El Dorado County to Carson City. Most, if not all of this, came through Placerville. Imagine, if you will, the long line of wagon trains, pulled primarily by mules, leaving Folsom and climbing up the El Dorado Hills Grade, past Clarksville, up the Bass Lake Grade, on to Shingle Springs, and finally to Placerville. That was before they even started on their journey to Carson City. What a sight that must have been!! Today there are few remnants of our history, just the remains of a few old buildings along the road to Placerville. What a shame – there is nothing to show are children and grandchildren of those early days in the history of the western slope of El Dorado County.

But wait. Running next to the old Placerville Road in Folsom is a ribbon of steel – a railroad. Started in 1863, the Placerville Sacramento Valley Railroad would serve El Dorado County for the next 120 years. No one will know how much of the 320 tons of material and equipment was transported by rail, but we can be certain it was a lot. As mining declined, lumbering took its place as an important industry in El Dorado County. The towns of Pino Grande, Caldoor, and numerous others, all served by the railroad, would prosper, and then fade away. Today it is virtually impossible to find Pino Grande!

So what does El Dorado County have to show for its 160 years of existence? A few old buildings, a museum, an old mine, a saw mill, a bell tower, and a railroad line. A railroad line that a dedicated group of volunteers is trying to revive.

My wife and I had the opportunity to ride on an excursion car from Folsom to Latrobe last Sunday. We traveled the same route as those hardy souls did almost 150 years ago, over much of the same track, many of the same wooden ties, around the same curves, across some of the same bridges, and probably past some of the same heritage oaks trees. It was an experience to remember. There were seniors over eighty and children under five, all experiencing a ride back into history.

Many cities in California have operating railroad line featuring excursion trains. To name a few: the Skunk from Ft. Bragg to Willits, the train in Belton, near Santa Cruz, the train at Jamestown,

and the Carson City to Virginia train in Nevada. These all offer excursion trains, and all seem to be successful. It seems to me that this would be a great way to use the existing railroad right-of-way and rails.

It is no secret that there is a vocal minority that want to remove the rails, sell them for scrap, and use the money for their purposes to improve the right-of-way as a bike or walking path. I am sure that the proponents of this scheme have told you how wonderful the American River Bike Trail between Folsom and Sacramento is, and how many people use it. I must tell you that it is a wonderful asset for Sacramento County. However, there are some things they may have conveniently forgotten to tell you.

1. While I have no hard facts, I would conservatively estimate that at least fifty thousand (50,000) people live within three (3) miles of this bike trail, and can easily walk or ride their bicycles to the trail. By contrast, I would estimate that less than five thousand people live within three (3) mile of the Placerville Sacramento Valley Railroad line. This will reduce significantly the number of bikers/walkers that might use this as a bike/walking trail.

2. Sacramento stands at an elevation of about 25 feet above sea level. Folsom stands at about 260 feet above sea level. Thus in taking the American River Bike Trail from Sacramento to Folsom one must climb a total of 235 feet in elevation. Placerville stands at an elevation of 1866 feet above seal level. Only the very hardy bikers will be interested in climbing 1600 plus feet on their ride from Folsom to Placerville, even if it is on the gentle grade of the railroad line.

3. The American River Bike Trail between Folsom and Sacramento has had numerous problems with muggings, attempted rapes, and other sexual crimes (see the Sacramento Bee web site). Does the El Dorado County Sheriff have a plan to provide for the safety of those persons using the railroad right-of-way as a bike/walking trail? I don't need to tell you that a good portion of this trail would be in the "middle of know-where".

In summary, while the proponents might think this the best use of this unique asset, I must disagree with them. This railroad is a unique window to the past – one that can never be replaced once it is lost. It is our children's, and grandchildren's heritage – please do not let this vocal minority steal it from them.

Finally, why the hurry to remove the rails? We already have numerous bike and walking trails, most of them having little use. And how many people do you think will use this new biking/hiking trails? It is my opinion that a lot more people of all ages, including seniors and the very young, would enjoy riding the excursion trains than bikers and walkers would ever use the right-of-way as a bike/walking trail.

I urge you to vote against the removal of the tracks from the Placerville Sacramento Valley Railroad right-of-way.

Respectfully submitted,

Thomas H. Chilton, Jr.

1583 Loma Verde Drive  
El Dorado Hills, CA 95762-3548  
916-933-6576  
[tchilton@telis.org](mailto:tchilton@telis.org)

----- Forwarded by Kitty J. Miller/PV/EDC on 08/15/2011 05:21 PM -----

 PSVRR tracks

**Marilyn & Tom Chilton** to: Norma Santiago, Ron Briggs, Jack Sweeney, Ray Nutting, John Knight 08/13/2011 10:23 AM

Cc: "Placerville & Sacramento Railroad", "Jeff Starsky", "Steve Miklos", "Kerri Howell", "Ernie Sheldon", "Andy Morin"

To: The El Dorado County Board of Supervisors

Re: Placerville Sacramento Valley Railroad tracks

My name is Marilyn Chilton. My husband, Tom, and I moved to El Dorado County 43 years ago in May 1968. Over the years we have watched with mixed emotion as old buildings have been destroyed, old roads straightened, and old towns all but abandoned, all in the name of progress. While progress is important, preserving our precious heritage for our children and grandchildren is also important.

What is the heritage that El Dorado County will preserve for future generations? A few old buildings, a museum, a sawmill, an old mine, a bell tower, and a railroad line, albeit not completely operative at this time.

My husband and I had the opportunity to ride on an excursion car from Folsom to Latrobe last Sunday. We traveled the same route as those hardy souls did almost 150 years ago. We rode over much of the same track, many of the same wooden ties, around the same curves, across some of the same bridges, and probably past some of the same heritage oaks trees as did the early founders of our County. It was an experience to remember. There were seniors over eighty and children under five, all experiencing a ride back into history.

Many cities in California have operating railroad lines featuring excursion trains. To name a few: the Skunk from Ft. Bragg to Willits, the train in Felton, near Santa Cruz, the train at Jamestown, and the Carson City to Virginia City train in Nevada. These all offer excursion trains, and all seem to be successful. Most of these excursion trains require advanced reservations, are usually sold out, and attract many tourists to the communities along the way. It seems to me that this would be a great way to use the existing railroad right-of-way and rails. It is no secret that there is a vocal minority in our community that want to remove the rails, sell them for scrap, and use the money for their purposes to improve the right-of-way as a bike or walking path. While they might think this the best use of this unique asset, I must disagree with them. This railroad is a unique window to the past – one that can never be replaced once it is lost. This is our children's, and grandchildren's heritage – please do not let this vocal minority steal it from them.

In the past bikers and walkers used the available bike paths, sidewalks, etc. in their exercise routines. Today some seem to think we must provide them with bike paths and walking paths. However, I suggest they find a path other than this historic old railroad that has not been abandoned.

Finally, why the hurry to remove the rails? We already have numerous bike and walking trails, most of them having little use. And how many people do you think will use these new biking/hiking trails? It is my opinion that a lot more people of all ages, including seniors and the very young, would enjoy riding the excursion trains than bikers and walkers would ever use the bike/walking trail.

I urge you to vote against the removal of the tracks from the Placerville Sacramento Valley Railroad right-of-way.

Respectfully submitted,

Marilyn A. Chilton  
1583 Loma Verde Drive  
El Dorado Hills, CA 95762-3548  
916-933-6576  
[marilyntom482@comcast.net](mailto:marilyntom482@comcast.net)

----- Forwarded by Kitty J. Miller/PV/EDC on 08/15/2011 05:21 PM -----

### Preserve the Railroad

Walter Onwiler to: bostwo

08/13/2011 02:38 PM

Supervisor Nutting:

I strongly urge you to continue to support preservatopm pf the historic Placerville and Sacramento Valley Railroad right-of-way for the ultimate restoration of the railroad. We really do not need to destroy this landmark by conversion of the righ-of-way into a bike and walking path. We are already blessed with an abundance of bike and walking trails throughout El Dorado County.  
Sincerely, Walt Onwiler 8047 Damico Drive El Dorado Hills, CA 95762

----- Forwarded by Kitty J. Miller/PV/EDC on 08/15/2011 05:21 PM -----

### Placerville and Sacramento Valley Railroad

Nancy Bohnsack to: bosone, bostwo, bosthree, bosfour, bosfour, bosfive

08/13/2011 09:55 PM

Dear El Dorado County Supervisors,

It is my understanding that you are scheduled to vote on the historic Sacramento Valley Railroad on August 16th. I am having a hard time figuring out why you voted to tear out this historic and useful railroad line. I am hoping you have changed your mind for this vote.

1. This railway is the "First Railroad in the West" and runs from Folsom to Shingle Springs. Sacramento County and Folsom officials voted to develop this



- line terrific old rail line. El Dorado County voted to tear it up.
2. If you want a walking or horse riding trail, you can keep the rail line and put your other kind of community line next to it. Both activities will be filled.
  3. The current rail line is maintained and repaired by a group of volunteers who provide time and money in addition to generous donations to keep this valuable historic option.
  4. It will cost the government, in each of these places, nothing to keep it the way it is. To tear out and build another trail would cost you money and cost you more to maintain. We all know how tight finances are at this time.
  5. There will be more people who come out to ride a train than there will be people walking on this trail or riding a horse here.
  6. What a fun day has been spent with my grandchildren riding the train on this line.
  7. Fourth grade children throughout the area can have a California history thrill by riding this train.
  8. The development of this line will be a profit in many ways for all of us.

Please make a great decision and vote to keep the train line. Add other things to the area if you want, but please don't destroy living history for our future.

I am a retired teacher and grandmother. The next generation will continue to support history if you support it too.

Sincerely,  
Nancy G. Bohnsack

----- Forwarded by Kitty J. Miller/PV/EDC on 08/15/2011 05:21 PM -----



### El Dorado Trail

**Nancy Bischoff** to: bosone, bostwo, bosthree, bosfour, bosfive

08/14/2011 06:12 AM

I am asking you to support the advancement of the El Dorado Trail for bicycling and hiking. We are El Dorado County residents and want to see this project completed. We bicycle on a regular basis and would love to use a paved trail in our own county versus driving to Sacramento County to use the American River Trail.

Thank you for your support of this very important project.

Nancy Bischoff  
Pilot Hill, CA

----- Forwarded by Kitty J. Miller/PV/EDC on 08/15/2011 05:21 PM -----



### El Dorado Bike Trail

**martin\_mortensen** to: bosone, bostwo

08/14/2011 04:03 PM

[Please Support the construction of the El Dorado Trail.](#)

Martin Mortensen

----- Forwarded by Kitty J. Miller/PV/EDC on 08/15/2011 05:21 PM -----

 I support...

**Kelly Lister** to: bosone, bostwo, bosfive

08/14/2011 08:54 PM

I support the shingle compromise and construction of the el dorado trail.

-Kelly Lister

----- Forwarded by Kitty J. Miller/PV/EDC on 08/15/2011 05:21 PM -----

 I support the Shingle Compromise and construction of the El Dorado Trail .

**Norbert Wagner** to: bostwo

08/14/2011 10:49 PM

Dear Supervisor Nutting,

I live in Roseville, but I spend time and money in El Dorado County when I use the El Dorado Trail, as I did today.

Please support the Shingle Compromise and construction of the El Dorado Trail .

Respectfully,

Best regards,

**Norbert Wagner**

---

Roseville, California

----- Forwarded by Kitty J. Miller/PV/EDC on 08/15/2011 05:21 PM -----

 El Dorado Trail Support

**Lisa Tracy** to: bostwo

08/15/2011 07:09 AM

Hello Mr. Ray Nutting,

As 15-year residents of the Shingle Springs area, my family and I are very much in support of the development of the El Dorado Trail and the Shingle Compromise .

Thank you,

Lisa Tracy  
Shingle Springs resident

----- Forwarded by Kitty J. Miller/PV/EDC on 08/15/2011 05:21 PM -----

 El Dorado Trail

**jim shook** to: bosone, bostwo, bosfour, bosfive

08/15/2011 07:35 AM

Dear El Dorado County Supervisors;

Please note that our household supports the development of the El Dorado Trail and support the Shingle Compromise.

Jim and Jean Shook

Shingle Springs

----- Forwarded by Kitty J. Miller/PV/EDC on 08/15/2011 05:21 PM -----

**El Dorado Trail**

**Anne maiello** to: bostwo

08/15/2011 07:56 AM



Dear Supervisor Nutting -  
I support the Shingle Compromise and the development of the El Dorado Trail. Thank you for your continued support of this issue.

Anne Maiello  
Shingle Springs

----- Forwarded by Kitty J. Miller/PV/EDC on 08/15/2011 05:21 PM -----

## Ed Dorado Trail

**Jim & Cathy Haagen-Smit** to: bosone, bostwo, bosthree, bosfour, bosfive

08/15/2011 08:08 AM

Thank you for considering the El Dorado Trail, which is such an important asset to your community! Having explored the existing trail, I think the board should be so excited about the potential for residents and visitors. What a super asset that pays dividends in health and enjoyment for young and old, fit and not-so-fit among us! For residents, trails are an means to exercise, exploration and fun. They are affordable (read free!). What a great thing in these tough times. For trail builders, volunteers step up and help out in any number of ways. Please support this effort.

We support the development of the El Dorado Trail and support the Shingle Compromise.

Cathy & Jim Haagen-Smit

----- Forwarded by Kitty J. Miller/PV/EDC on 08/15/2011 05:21 PM -----

## Shingle plan

**jmzlarsen** to: bostwo@edcgov.us

08/15/2011 08:17 AM

“I want the development of the El Dorado Trail and support the Shingle Compromise.”

James Larsen

----- Forwarded by Kitty J. Miller/PV/EDC on 08/15/2011 05:21 PM -----

**I want the development of the El Dorado Trail and support the Shingle Compromise ."**

**Chris Arico** to: bostwo

08/15/2011 08:25 AM

I want the development of the El Dorado Trail and support the Shingle Compromise.”

----- Forwarded by Kitty J. Miller/PV/EDC on 08/15/2011 05:21 PM -----

## Shingle Compromise

**Lori Grant** to: bostwo

08/15/2011 08:46 AM

Supervisor Nutting,

I want the development of the El Dorado Trail and support the Shingle Compromise.

Regards,

Lori Grant  
Cameron Park Resident

----- Forwarded by Kitty J. Miller/PV/EDC on 08/15/2011 05:21 PM -----



**Support for the El Dorado Trail**

**Millard** to: bostwo

08/15/2011 10:21 AM

As residents of El Dorado County, we want to see the El Dorado Trail developed and support the "Shingle Compromise." Thank you for being likewise supportive of keeping our county a great place to live .

Larry D. and Pamela A. Millard  
581 Short Road, Diamond Springs CA 95619  
P: 530.295.0691

\_\_\_\_\_ Information from ESET NOD32 Antivirus, version of virus signature database 6380  
(20110815) \_\_\_\_\_

The message was checked by ESET NOD32 Antivirus.

<http://www.eset.com>

----- Forwarded by Kitty J. Miller/PV/EDC on 08/15/2011 05:21 PM -----



**SUPPORT the trail ! PLEASE**

**Anne maiello** to: bostwo

08/15/2011 12:25 PM

Me & my family support the Shingle Compromise and Eldorado Trail .

Please support it for the future of our county .

Thank you .

A. maiello





----- Forwarded by Kitty J. Miller/PV/EDC on 08/15/2011 05:21 PM -----

**El Dorado Trail**

**Don Rose** to: bosone@edcgov.us, bostwo@edcgov.us, bosfive@edcgov.us 08/15/2011 01:31 PM

**Please respond to Don Rose**

To: The El Dorado County Board of Supervisors

My name is Don Rose. I'm an Assistant Organizer with the Hammerin' Wheels Bicycle Meetup Club and we support the Shingle Compromise and construction of a paved trail from Shingle Springs to the Sacramento County line.

Our club has over 1000 members from all over the area, including El Dorado County. We schedule 5 to 10 group rides per week. There are at least 15 cycling clubs in the area with combined memberships of over 5000. One of the clubs had origins in 1886, so cycling also has historical significance.

According to the National Sporting Goods Assoc., 39 million people in the US ride bikes for recreation, equivalent to nearly 13% of the population. Applying that percentage to the population of the four county Sacramento region indicates there are more than 250,000 recreational riders in this area.

And as much as we all love the American River Bike Trail, it's flat, and we like hills. So in club rides, 20 or 30 of us will get together and ride 15 or 20 miles into the foothills, stop at a local establishment for food and refreshment, and ride back. And cyclists consume a lot of food and refreshment.

Having a paved trail would greatly enhance rides into the foothills. Many of the roads are narrow and winding, with no shoulders or bike lanes. I was hit from behind by a car once, so I feel much safer on a trail than a road. A paved trail from Shingle Springs to Folsom would connect to a system of nearly 75 miles of paved trails in the Sacramento region, potentially creating a destination attracting "bicycling tourists" from other areas.

So we need more paved trails. If we build the El Dorado Trail, the cyclists will come, and bring dollars to spend with them. Please don't abandon the Shingle Plan by leasing the entire railroad line to the train group.

Sincerely,  
Don Rose

----- Forwarded by Kitty J. Miller/PV/EDC on 08/15/2011 05:21 PM -----

**Support our District & Shingle Compromise**

 **Doug Maiello** to: bostwo

08/15/2011 01:31 PM

Hi Ray,

I support the obvious Shingle Compromise. There is no doubt what is best for the LONG TERM improvement of our county.

I pray you continue to support the trail. You may have noticed, the county is changing. No OLD SCHOOL politics survive any longer. PLEASE Do what is best for our local district. Support the Shingle Compromise.

Thank you.  
Doug Maiello  
530-409-2152

----- Forwarded by Kitty J. Miller/PV/EDC on 08/15/2011 05:21 PM -----

 **Eldorado Trail**

**Stanley J. Bales** to: bosone@edcgov.us, bosfive@edcgov.us,  
bosfour@edcgov.us, bostwo

08/15/2011 01:37 PM

**Please respond to "Stanley J. Bales"**

Dear Supervisor Knight,

I live in Lassen County, CA and visit El Dorado County a few times each year to see relatives. I have been hearing of the rail trail ideas for your area for years and was pleased to hear a compromise has been worked out to allow for both train and rail trail use of the Folsom to Placerville RR grade. I look forward to being able to take my son and bike on the rail trail and also to visit the train park when I come to El Dorado County. I encourage you to uphold the compromise that has been worked out to meet the needs of both train and rail trail advocates.

I am an Outdoor Recreation Planner for the Bureau of Land Management and have worked to develop and manage the Bizz Johnson Trail in Lassen County for the past 35 years. I can tell you that the Bizz Johnson Trail is both an asset to the quality of life enjoyed by local residents and a destination attraction for people who seek out rail trails for hiking, biking, and horseback riding. Our rail trail now is the site of an annual marathon that attracts runners from all over the United States and from foreign countries (41 states and 5 foreign countries represented one year). We also work with Lassen Rural Bus to promote "Ride the Bus/Bike The Bizz" shuttle service for bike riders and for walkers, runners and hikers. The bus hauls the people and a few bikes on regular daily bus service between

Susanville and Westwood and on two weekends a month the Bureau of Land Management provides a truck and trailer to haul more bikes so larger groups can take advantage of the bus service. This provides improved service to area residents and is an attraction for out of area visitors who come here to take advantage of the special bike shuttles (the bus service saves visitors gas costs because they do not have to drive their own vehicles to shuttle their bikes for a one way ride on our 25 mile rail trail; the bus service also reduces the number of cars needed to travel here because two or three couples can ride up together in one vehicle and then use the bus instead of having to run their own shuttle).

I expect your area will also realize these many benefits as you develop your rail trail.

Best Wishes on a bright future for your reuse of the railroad corridor for a rail trail and a train park.

Stan Bales

----- Forwarded by Kitty J. Miller/PV/EDC on 08/15/2011 05:21 PM -----



**rails and trails**

**LaDawn** to: bostwo

08/15/2011 01:52 PM

August 15, 2011

Dear Supervisor Nutting,

Hello my name is LaDawn Wilde and I have been a resident of El Dorado County for the past nine years. I live near the rails, actually they are in my backyard. I am in support of keeping the rails. The rails are historic to El Dorado County. I have gone on train rides towards Latrobe and the scenery is beautiful.

Why can't the rails and the trails share? There is plenty of room for the rails and



trails to co-exist. Why does it have to be all or nothing?  
Even if the rails were removed the trail people don't have any money to put in a trail and then it would be an ugly eye sore with nothing.

Please do not remove the tracks under any circumstances.

LaDawn Wilde

----- Forwarded by Kitty J. Miller/PV/EDC on 08/15/2011 05:21 PM -----

 **Pkacerville & Sacramento Valley Railroad**

 **Freddie Hartbeck** to: bostwo

08/15/2011 01:54 PM

Please do not vote to take out the existing RR and replace it with walking/ biking trails. There are already so many of those and only one railroad that has the possibility to become an amazing tourist attraction. Consider what you will be doing and preserve a part of our history.

Sincerely, Freddie Hartbeck

----- Forwarded by Kitty J. Miller/PV/EDC on 08/15/2011 05:21 PM -----

 **Rails and trails**

 **Alex Wilde** to: bostwo

08/15/2011 02:13 PM

Dear Supervisor Nutting,

My name is Alex and I have been a resident of El Dorado County for the past decade. I am a graduate of Ponderosa High School and I am pursuing a college degree. I am 23 years old and I love mountain biking.

I have personally ridden my bike up and down the Sacramento Placerville Transportation Corridor from the county line to Placerville several times and the scenery is beautiful. You may not be aware but in many or most sections of the corridor there are already dirt trails, paths or 4x4 roads in place. I am sure that with volunteer labor and donations these existing trails can be significantly improved at NO cost to the tax payer.

I have participated in the train rides from Folsom to Latrobe and also Shingle Springs to

the town of El Dorado. The train gives the opportunity to those unable to walk or ride a bike long distances to safely observe wildlife and the scenery of the county. Many of the people I see on the train rides are elderly persons and families with small children. I am sure that if the railroad tracks are removed from the corridor that these individuals will be excluded from the corridor due to their physical limitations and not because of a lack of desire to participate.

The Shingle Springs "Compromise", a plan developed by trails ONLY enthusiasts, does not include all of the historic tracks in its plans. The section they desire to remove from the county line to Shingle Springs was built during the United States Civil War in the 1860s. If you vote to remove the track, this 150 year old treasure will be gone forever.

Leaving in all the tracks does not mean that trails cannot be built. The city of Folsom has successfully built trails along the railroad tracks and we should follow their example when the money is available.

Please do not under any circumstances remove any section of the railroad track. There is plenty of room for trails and trains.

Thank you for your time.

- Alex

----- Forwarded by Kitty J. Miller/PV/EDC on 08/15/2011 05:21 PM -----



### El Dorado Trail - Shingle Compromise

**Bert Pierroz** to: bostwo

08/15/2011 02:20 PM

Mr. Nutting,

As part of an old Placerville family (Pierroz Rd) and a mountain biker and trail advocate, I want to encourage you to honor the Shingle Compromise. The El Dorado Trail from Shingle Springs to near Folsom presents a golden opportunity to promote outdoor family activities with construction of a paved trail on the railroad bed and a parallel multi-use dirt trail. The El Dorado Trail has the potential to become a regional attraction drawing cyclists from all over the area to ride the trails and spend money in the county. Train enthusiasts will have their excursion trains from Shingle Springs to Diamond Springs. Please recognize the strong community support for multi-use trails and prevent the leasing of the entire line to train supporter. Thank you.

Bert Pierroz

----- Forwarded by Kitty J. Miller/PV/EDC on 08/15/2011 05:21 PM -----



### El Dorado Trail

**Sarah Henjum** to: bosone, bosfive, bosfour, bostwo, bosthree

08/15/2011 02:37 PM

To our esteemed Supervisors,  
When the El Dorado Trail agenda item is discussed tomorrow, please consider the value that developing

this trail will have to our beautiful county. As a dedicated horseback rider, I am most anxious to be able to ride from one end of the county all the way to Camino (OK, the middle part around Wal Mart isn't very good for horses, but the rest of it is!).

I've been reading with interest all the pros and cons of tearing up the railroad tracks or not and have decided that the Shingle Springs compromise will allow as many uses as possible for that area .

When my friends from Texas come visit, they all comment on what a beautiful area this is and how it's like living in a resort. With our wineries, Apple Hill, rafting business and the natural beauty of our county, think of the tremendous economic benefit yet another "draw" to visit here will have.

There will also be a huge health benefit to the citizens of our county to have additional places to get out and walk or ride. Trust me, the cardiologists at Marshall are overly busy and encourage any activity that will help prevent the risk of heart disease.

Thank you for your time and please continue the good job you're doing of managing our county during this tough economic time.

Regards,  
Sarah A. Henjum  
5382 Comstock Rd.  
Placerville, Ca 95667  
530-621-1483

----- Forwarded by Kitty J. Miller/PV/EDC on 08/15/2011 05:21 PM -----



### Historical landmarks in jeopardy

**bianca droog** to: bostwo

08/15/2011 03:03 PM

Dear Supervisor ,Nutting

My name is Bianca Droogmans and I have lived in El Dorado County since 1993. After moving here from the San Francisco Bay Area, it is fascinating to see how much history is in this area . Part of this history is the railroad tracks that run through our county . I enjoy riding my bicycle and a trail sounds very nice. I feel I must also point out that I can ride my bike almost anywhere while a train is limited to track for where it can operate . These railroad tracks are the only ones left in the county. If they are removed in part or in whole, a valuable community asset will be lost. Many of us are not blessed with the ability to walk or ride a bike and would like to enjoy El Dorado County. Trains allow all ages, shapes and sizes to enjoy the historical landmarks of El Dorado County. Please do not remove the railroad tracks.

Thank you for your time and listening to my concerns .

-Bianca Droogmans

----- Forwarded by Kitty J. Miller/PV/EDC on 08/15/2011 05:21 PM -----



### El Dorado Trail

**Mike rasmussen** to: bostwo

08/15/2011 03:03 PM

Supervisor Nutting,

I have been a El Dorado County resident for for 22 years and can not think of a better place to live and raise a family. Over the years I have spent a lot of time running on the old Southern Pacific Rail line from Shingle Springs to Camino and have watched the corridor change: we now have areas that have nothing but abandoned lines, areas that are being developed for the Excursion Trains, and some areas that are fully developed asphalt walking/bicycling trails. What I have noticed is that every time I am on the section of the trail that is developed for walking or running, I see other residents of El Dorado County also enjoying the trail: I see seniors out for their walks, mothers out exercising with their kids in strollers and on bikes, teenagers riding their bikes and plenty of guys like me running. What I have also noticed is that on the lower sections that are not developed, I never see anyone on the trail enjoying the corridor; it seems to be sadly unused. Lastly, I truly believe that for most residents of El Dorado County, and indeed for neighboring counties, people do not have the necessary funds that are required in order to enjoy a 40 minute trail ride; and if they were somehow capable to do so, it seems likely that they would not be willing to do so more than once. It is because of this that I support the development of the 'El Dorado Trail' and dually support the 'Shingle Compromise'; and I hope you do as well.

Thank You for your continued work on behalf of the people of El Dorado County,

Mike Rasmussen  
Shingle Springs  
530-676-0354

----- Forwarded by Kitty J. Miller/PV/EDC on 08/15/2011 05:21 PM -----



**Shingle Plan Compromise : Estimates of materials and cost from local Rail Salvage and removal companies "A and K" and "Jim Dobbas Inc"**

**Kenison, Michael** to: jim.ware@edcgov.us

08/15/2011 03:36 PM

Cc: "bosfive@edcgov.us", "bosone@edcgov.us", "bostwo@edcgov.us",  
"bosfour@edcgov.us", Jackie Neau, Carol Sellwood

Jim,

Track value may be low, but your removal costs are very high. Both these companies "A and K" and "Jim Dobbas Inc." are good with a removal cost of \$15,000 to \$18,000 per mile, not your listed estimate of \$30,000 to \$60,000 per mile. If a supervisor looks at this, they may think that the Track removal will not pencil out and that is far from the truth. The value of the track, may also be 50% higher than your estimate and I would not want this report to be a deciding factor in a decision.

I would like you to revise this, if possible. I would be will to talk to the staff person that did this work and let them know the areas of concern. If you change the removal cost to \$20,000, then both methods work easily. That is the high end removal cost from both companies. Iron Horse has a removal cost of \$23,000 per mile, but they also valued the track, track materials, and ties at \$1,250,000 or better.

Your Total net Value from your submitted agenda item 6A should be closer to the numbers I have listed below. These numbers are large enough to put a hard packed gravel surface on the rail bed for a trail and move 4 miles or track or \$300,000 of materials to the train section. These are the benefits listed in the Shingle Plan Compromise.

I will CC the supervisors with this information.

**Estimate of Materials and Costs  
Purchase Agreement (Non-Public Works Project)**

**Total Net Value \$750,000**

**Estimate of Materials and Costs  
Public Works Contract**

**Total Net Value \$578,000**

**Michael Kenison  
Associate Vice President - Investments**

**Tel 916 355-0621  
Fax 916 351-5783  
800 366-7530  
michael.kenison@wfadvisors.com**

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----- Forwarded by Kitty J. Miller/PV/EDC on 08/15/2011 05:21 PM -----

 Preserving the rails

 Lloma Alameda to: bostwo

08/15/2011 03:52 PM

Ray Nutting,

I hope you read this and not some summer hired hand.

I would like to voice my wishes for the future concerning the train rails in El Dorado County.

I've been hearing that the Board of Supervisors are wanting to pull the rails up to accommodate bicycle enthusiast as well as land investors ( developers).

I find that extremely sad. The train/rail lines have history and should be preserved..... NOT RIPPED UP.

This day an age is all about wiping out history and covering up with non-lasting buildings or pavement or track homes. Covering up the open spaces with clutter. Heres an opportunity to NOT DO THAT. Keep the rails!

I should hope this Board does not jump the gun and allow the removal of the rails. I hope you look forward to what could very well be a tourist attraction with train excursions. Bringing money into the Counties coffers as well as local business's with these excursions. PLUS the rails could possibly be useful for product deliveries like in the past instead of all the trucks running up 50----save on fuel, save on the environment.

For the folks that want the tracks removed in order to use it for bike trails and/or equestrian trails-----two groups that are like the Hatfields and the McCoys-----and your thinking in their favor?!. Well, why can't everyone use the lines? Trains wouldn't run 24/7. Why can't a bike trail be on one side of the tracks and a horse trail on the otherside of the tracks? Each

enthusiast group build their own trails.

Do you know what the cost would be to pull the rails? I mean REALLY know the costs? Not just hear what a non-rails person says. PLEASE make sure you have all the FACTS before you make a decision.

I will be attending the meetings about this subject.

Thank you  
Lloma Alameda  
El Dorado Hills

----- Forwarded by Kitty J. Miller/PV/EDC on 08/15/2011 05:21 PM -----

 I Suppor the El Dorado Trail Shingle Compromise

**Russell Mote** to: bostwo@edcgov.us

08/15/2011 04:21 PM

Please build the bike trail for the financial and physical health of the county. No Folsom train. Thanks, Russ Mote

----- Forwarded by Kitty J. Miller/PV/EDC on 08/15/2011 05:21 PM -----

 **SPTC-JPA, P&SVRR, EXCURSION TRAIN & THE SHINGLE SPRINGS COMPROMISE.**

**James Plant** to: bostwo

08/15/2011 04:24 PM

Cc: bosone, bosthree, bosfour, bosfive

Att: Ray Nutting (& EDC BOS)

I'm writing this letter pertaining to the BOS, meeting agenda of 8/16/11. Item, 101169, 11-0892 & 110953.

I strongly urge the EDC Board of Supervisors not to negotiate terms for a license agreement, as directed by the DOT, between the SPTC & JPA & EDC, for use of the corridor starting @ the county line and running approx. 1 mile south of hwy 50, for use by a private corp. excursion train. I would hope the board would up hold its vote of 4 -1 in favor of the Shingle Springs Compromise (segments 1-3) as voted on March 28, 2011.

This trail travels approx. 17.5 through an easement of approx. 95% residential properties. ( I don't believe any of this route is county property) and would surely disrupt the lives and privacy of those who's property board this trail.

For years the train enthusiast have run their speeders, clean tracks, etc. without any prior notice to these residence. Example: on 7/31/11 the excursion train (7 cars) traveled ( Segment 1 of the compromise) from Latrobe up through Shingle Springs. Stopping in front of our property on So. Shingle Road held-up traffic, to allow the train to cross So. Shingle Road (1 of 6 crossings along that road)

As the train cars crossed the tracks we were entertained by a train employee/volunteer urinating directly in front of the gate to our property in full view of guest arriving for a function being held that day. For some reason these train enthusiast think this corridor is an entitlement for use by a private corporation, under the guise of a (non-profit organization). There is no such thing as a non-profit organization. (I've sat on boards of non-profit organizations and it's just another word for hiding large salaries, etc.)

I had left phone messages with Sup. John Knights office and DOT Director Jim Ware's office regarding this matter.

An assistant at the DOT did get back to me. (John Knight's office never returned the call). The person I talked with @ DOT notified me Jim Ware was on vacation and would get back to me on 8/1/11, regarding my questions as to who in EDC authorized the excursion train to travel pass Latrobe and along the Shingle Springs section, still in disput. To date I've not recieved that returned call, shocker.

I did however have return calls for Ray Nutting office and a chance meeting with Supervisor Nutting, who was generous with his time to hear my complaint and thoughts on this matter. That was much appreciated, thank you.

The access of this corridor by a privately owned & operated excursion train from Labtrobe up to Hwy 50 @ Shingle Springs will, in no way benefit this county. This excursion train has always been for the benefit of Sacramento County and the City Of Folsom, to attract visitors to Old Folsom, etc.

It will not benefit the people of district 2 or EDC. The train will start in Old Folsom travel up through this trail and travel back down so as to attract the morning, lunch and dinner crowd to Folsom.

The compromise, Segment 2, would still allow an excursion train to operate in our county but force visitors to come up to our county to enjoy the train. This would be a shorter run and allow more time to be spent in our county visting wineries, local stores, etc.

If the train is allowed from Folsom up to El Dorado I believe this will quickly become a



subsidized venture paid for by the tax payer of EDC to fund a privately owned corp.

I won't go into the cost of a corridor that can be used by the train, hikers, horseback riding and hikers. There is just not enough room for all and its just not financially feasible.

The Shingle Springs compromise was a well thought out plan and has something for all, resulting in an approval of 4 -1 by the board. I'm hoping the BOS still feels a duty to their constituency to up-hold this vote and not bend to the influences of outside pressures ( Sacramento County, Folsom, Rancho Cordova and train enthusiast outside the county borders.) Remember they don't live or vote here, the residence of EDC do.

Segment 1, should remain for use as voted on , March 28, 2011, for use as a bike path, equestrain trail, and hiking trail. This would greatly benefit the residence of EDC with available use by all. There are very few open trails for horse back riding, hiking or biking that don't invovle traveling a great distance by car to get there.

The train will be used by few, the trail can be use by all.

Give something back to the residence of EDC, they've put their trust in each and everyone of you, now is the time to show you've earn that trust

Thank you, Jim Plant

Shingle Springs, CA

----- Forwarded by Kitty J. Miller/PV/EDC on 08/15/2011 05:21 PM -----

**Re: Shingle Plan Compromise : Estimates of materials and cost from local Rail Salvage and removal companies "A and K" and "Jim Dobbas Inc" **

**The BOSFIVE** to: Kenison, Michael

08/15/2011 04:32 PM

Sent by: **Judi E McCallum**

Cc: "bosfive@edcgov.us", "bosfour@edcgov.us", "bosone@edcgov.us",  
"bostwo@edcgov.us", Carol Sellwood, Jackie Neau, "jim.ware@edcgov.us",  
Norma Santiago

Thank you for your input, Michael. I'll be sure to forward this to Supervisor Santiago. She will not be able to attend the meeting due to her attendance at the Environmental Summit on the West Shore of Lake Tahoe and regrets missing this discussion and public input, but will certainly catch up with staff before the end of the week.

We appreciate your continued involvement and advocacy.

Sincerely,

Judi McCallum  
Assistant to Supervisor Norma Santiago  
530.621.6577

Shingle Plan Compromise: Estimates of materials and cost from local Rail Salvage and removal companies "A and K" and "Jim Dobbas Inc"

Kenison, Michael

to: jim.ware@edcgov.us

08/15/2011 03:36 PM

Cc "bosfive@edcgov.us", "bosone@edcgov.us" , "bostwo@edcgov.us", "bosfour@edcgov.us",  
: Jackie Neau, Carol Sellwood

Jim,

Track value may be low, but your removal costs are very high. Both these companies "A and K" and "Jim Dobbas Inc." are good with a removal cost of \$15,000 to \$18,000 per mile, not your listed estimate of \$30,000 to \$60,000 per mile. If a supervisor looks at this, they may think that the Track removal will not pencil out and that is far from the truth. The value of the track, may also be 50% higher than your estimate and I would not want this report to be a deciding factor in a decision.

I would like you to revise this, if possible. I would be will to talk to the staff person that did this work and let them know the areas of concern. If you change the removal cost to \$20,000, then both methods work easily. That is the high end removal cost from both companies. Iron Horse has a removal cost of \$23,000 per mile, but they also valued the track, track materials, and ties at \$1,250,000 or better.

Your Total net Value from your submitted agenda item 6A should be closer to the numbers I have listed below. These numbers are large enough to put a hard packed gravel surface on the rail bed for a trail and move 4 miles or track or \$300,000 of materials to the train section. These are the benefits listed in the Shingle Plan Compromise.

I will CC the supervisors with this information.

Estimate of Materials and Costs  
Purchase Agreement (Non-Public Works Project)

Total Net Value \$750,000

Estimate of Materials and Costs  
Public Works Contract

Total Net Value \$578,000

Michael Kenison  
Associate Vice President - Investments

Tel 916 355-0621  
Fax 916 351-5783  
800 366-7530  
michael.kenison@wfadvisors.com

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----- Forwarded by Kitty J. Miller/PV/EDC on 08/15/2011 05:21 PM -----

**Re: Shingle Plan Compromise : Estimates of materials and cost from local Rail Salvage and removal companies "A and K" and "Jim Dobbas Inc" **

**Jim Ware** to: Kenison, Michael

08/15/2011 04:36 PM

Cc: "bosfive@edcgov.us", "bosfour@edcgov.us", "bosone@edcgov.us",  
"bostwo@edcgov.us", Carol Sellwood, Jackie Neau, The BOSTHREE, Theresa R  
Daly, Steve P Kooyman

I have every confidence in my Engineer related to the numbers that I gave the Board and I won't ask him

to revise them. He received the numbers from the contractors. They show the project being marginally positive but they don't include any type of trail construction. He priced out the costs based on both a salvage operation and a prevailing wage operation. As I recall earlier discussions, the Iron Horse costs to remove the rail were not prevailing wage. The costs don't include the maintenance of the trail once the rails are gone.

I'm sure that you are quite certain that the County will yield much more from this process and I'm equally sure that the rail proponents believe that we will end up spending money that we don't have to advance this process.

The purpose for these numbers is simply a go/no go check. If I have undersold the benefits of the project and more is yielded as a result of a competitive process, then there will be more available for enhancements to the rail and/or trail segments. If I've oversold the benefits, then I'll be transferring money from Parks maintenance or other General Fund sources to pay for the project if the Board wishes to continue to pursue it.

At the meeting tomorrow, the Board will provide me with further direction and I will proceed as directed .

Thanks,

Jim Ware  
Director  
El Dorado County DOT  
(530) 621-7533

PLEASE NOTE NEW EMAIL ADDRESS!!!!

jim.ware@edcgov.us

"Kenison, Michael"  
<michael.kenison@wellsfargoadvisors.com>

08/15/2011 03:36 PM

To "jim.ware@edcgov.us" <jim.ware@edcgov.us>  
cc "bosfive@edcgov.us" <bosfive@edcgov.us>, "bosone@edcgov.us" <bosone@edcgov.us>, "bostwo@edcgov.us" <bostwo@edcgov.us>, "bosfour@edcgov.us" <bosfour@edcgov.us>, Jackie Neau <jackieno@gmail.com>, Carol Sellwood <carolsellwood@gmail.com>  
Subj Shingle Plan Compromise: Estimates of materials and cost from local Rail ect Salvage and removal companies "A and K" and "Jim Dobbas Inc"

Jim,

Track value may be low, but your removal costs are very high. Both these companies "A and K" and "Jim Dobbas Inc." are good with a removal cost of \$15,000 to \$18,000 per mile, not your listed estimate of \$30,000 to \$60,000 per mile. If a supervisor looks at this, they may think that the Track removal will not pencil out and that is far from the truth. The value of the track, may also be 50% higher than your estimate and I would not want this report to be a deciding factor in a decision.

I would like you to revise this, if possible. I would be will to talk to the staff person that did this work and let them know the areas of concern. If you change the removal cost to \$20,000, then both methods work easily. That is the high end removal cost from both companies. Iron Horse has a removal cost of \$23,000 per mile, but they also valued the track, track materials, and ties at \$1,250,000 or better.

Your Total net Value from your submitted agenda item 6A should be closer to the numbers I have listed below. These numbers are large enough to put a hard packed gravel surface on the rail bed for a trail and move 4 miles or track or \$300,000 of materials to the train section. These are the benefits listed in the Shingle Plan Compromise.

I will CC the supervisors with this information .

Estimate of Materials and Costs  
Purchase Agreement (Non-Public Works Project)

Total Net Value \$750,000

Estimate of Materials and Costs  
Public Works Contract

Total Net Value \$578,000

Michael Kenison  
Associate Vice President - Investments

Tel 916 355-0621  
Fax 916 351-5783  
800 366-7530  
michael.kenison@wfadvisors.com

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**I Support the El Dorado Trail Shingle Compromise**

**Sharon O'Neill** to: bostwo

08/15/2011 05:09 PM

MY HUSBAND AND I SUPPORT THIS WHOLE HEARTEDLY!

JOHN & SHARON ONEILL



**Fw: I Support the El Dorado Trail Shingle Compromise**  
**The BOSTWO** to: Cynthia C Johnson  
Sent by: **Kitty J. Miller**

08/15/2011 05:23 PM

Thank you,

Ray Nutting, Chairman  
El Dorado County Board of Supervisors  
530) 621-5651

----- Forwarded by Kitty J. Miller/PV/EDC on 08/15/2011 05:23 PM -----

**Fw: I Support the El Dorado Trail Shingle Compromise**

**The BOSFOUR** to: The BOSTWO

08/15/2011 05:20 PM

Sent by: **Brenda J Bailey**

**I Support the El Dorado Trail Shingle Compromise**

**Harry Norris** to: bosfour

08/15/2011 04:42 PM

From: Harry Norris <hjnorris@pacbell.net>

To: bosfour@edcgov.us

Hi Ray,  
I support the Shingle Compromise. It provides both a viable train and a decent trail.  
Best,  
Harry Norris



**El Dorado Trail & Rails**  
**The BOSTWO** to: Cynthia C Johnson  
 Sent by: **Kitty J. Miller**

08/15/2011 05:28 PM

Thank you,

Ray Nutting, Chairman  
 El Dorado County Board of Supervisors  
 530) 621-5651

----- Forwarded by Kitty J. Miller/PV/EDC on 08/15/2011 05:27 PM -----



**Take Action. Call, Email, Attend.**

**El Dorado Trail** to: bostwo

08/15/2011 11:22 AM

Sent by: "El Dorado Trail " <eldoradotrail =gmail .com@mcsv118.net>  
 Please respond to "El Dorado Trail "

A very important El Dorado County board of supervisors meeting takes place tomorrow. Your participation in the ongoing effort to develop this trail is vital...

Is this email not displaying correctly?  
[View it in your browser.](#)





A very important El Dorado County board of supervisors meeting takes place tomorrow .  
Your participation in the ongoing effort to develop this trail is vital ...

EMAIL / CALL:

---

Please take two minutes to email and/or call each supervisor and let them know you support the Shingle Compromise. Remember, the Shingle Compromise gives the train enthusiasts a large portion of the corridor to enjoy via rails AND the Hiking, Biking and Equestrian communities another section to enjoy ALSO. It really is the best of both worlds, however a small group of train enthusiasts is attempting to derail the progress because they are only after "all or nothing". Read more about the plan on the [website...](#)

Use the links below to send your email...

Supervisor John Knight  
(530) 621-5650  
[bosone@edcgov.us](mailto:bosone@edcgov.us)

Supervisor Norma Santiago  
(530) 621-6577  
[bosfive@edcgov.us](mailto:bosfive@edcgov.us)

Supervisor Ron Briggs  
(530) 621-6513  
[bosfour@edcgov.us](mailto:bosfour@edcgov.us)

Supervisor Ray Nutting  
(530) 621-5651  
[bostwo@edcgov.us](mailto:bostwo@edcgov.us)

"I want the development of the El Dorado Trail and support the Shingle Compromise." Also include why you think a Hiking, Biking & Equestrian trail is an asset to our county.

ATTEND:

---

If you are available come to the board meeting tomorrow, Tuesday August 16th at 2pm. (County offices at 330 Fair Lane, Placerville). This is a time specific meeting and will start no earlier than 2pm. We need Trail supporters to fill the seats and support the Shingle Compromise!

Let's be a united voice that brings something incredible to El Dorado County! Come to this meeting and let your voice be heard!

- Friends of El Dorado Trail

[www.eldoradotrail.com/](http://www.eldoradotrail.com/)  
[www.facebook.com/eldoradotrail](https://www.facebook.com/eldoradotrail)

[forward this email to a friend!](#)

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Our mailing address is:  
Friends of El Dorado Trail  
P.O. Box #342  
Rescue, CA 95672



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**Fw: Please support the El Dorado Trail and Shingle Compromise**

**The BOSTWO** to: Cynthia C Johnson

08/15/2011 05:28 PM

Sent by: **Kitty J. Miller**

Thank you,

Ray Nutting, Chairman  
El Dorado County Board of Supervisors  
530) 621-5651

----- Forwarded by Kitty J. Miller/PV/EDC on 08/15/2011 05:28 PM -----



**Please support the El Dorado Trail and Shingle Compromise**

**Lynnee Boyes** to: bostwo

08/15/2011 07:43 AM

Hello Supervisor Nutting,

I am a resident of El Dorado County and reside in your district. I want the development of the El Dorado Trail and I support the Shingle Compromise. As always, thank you for your hard work to keep El Dorado County a great place to live.

Regards,  
Lynnee Boyes



**Fw: Please dont rip up the rails !**  
**The BOSTWO** to: Cynthia C Johnson  
Sent by: **Kitty J. Miller**

08/15/2011 05:30 PM

Thank you,

Ray Nutting, Chairman  
El Dorado County Board of Supervisors  
530) 621-5651

----- Forwarded by Kitty J. Miller/PV/EDC on 08/15/2011 05:30 PM -----



**Please dont rip up the rails !**

**Ramona Marshall** to: andy@themorins.com, bosone@edcgov.us,  
bosthree@edcgov.us, bostwo@edcgov.us,  
bosfour@edcgov.us, bosfive@edcgov.us, 08/12/2011 04:38 PM  
erturn@comcast.net, corrprincess@ardennet.com,  
smiklos@folsom.ca.us, jstarsky@folsom.ca.us

**Please respond to Ramona Marshall**

All -

I'm sending this email to express my concerns about the possibility that the rail tracks from Folsom to Shingle Springs would be torn out to pave a new bike trail. I'm an avid cyclist and runner and would love more trails but it's absurd to rip up the tracks that have been there over 100 years.

Please use common sense when voting on this and have the bike trail and horse trails built next to the existing rail tracks. No reason we cant all share!

Thanks,  
Ramona Marshall



**agenda item**  
**The BOSTWO** to: Cynthia C Johnson  
Sent by: **Kitty J. Miller**

08/15/2011 08:21 PM

Thank you,

Ray Nutting, Chairman  
El Dorado County Board of Supervisors  
530) 621-5651

----- Forwarded by Kitty J. Miller/PV/EDC on 08/15/2011 08:20 PM -----



**Support the Shingle Compromise**

**Janice Le Pouvoir** to: bosone

08/15/2011 07:26 PM

Cc: bosfour, bosfive, bostwo

**Support the Shingle Compromise!**  
**Support the Shingle Compromise!**  
**Support the Shingle Compromise!**  
**Support the Shingle Compromise!**

Promote heart- and spirit-healthy opportunities to enjoy our fine County's fresh air and foothill ambiance. Help set an example for our youngsters to unplug, hang up and GET OUT into our lands. Help encourage walking, help encourage cycling, help encourage running, help encourage a return to being a part of our natural world on Trails, and reverse the growing Nature Deficit Disorder seen more and more amongst young and old alike.

Let's have El Dorado County set a fine example of

concern for physical and spiritual well-being.

Support the Shingle Compromise!

(Please read this outloud at your meeting!)

Thanking you,

Jan Le Pouvoir

----- Forwarded by Kitty J. Miller/PV/EDC on 08/15/2011 08:20 PM -----



**Against El Dorado Trail Shingle Compromise**

**Cynthia Eyler** to: bostwo

08/15/2011 07:45 PM

Begin forwarded message:

From: Cynthia Eyler <[blueoakranch@mac.com](mailto:blueoakranch@mac.com)>  
Date: August 15, 2011 7:44:40 PM PDT  
To: [bosfour@edcgov.us](mailto:bosfour@edcgov.us)  
Subject: Against El Dorado Trail Shingle Compromise

Begin forwarded message:

From: Cynthia Eyler <[blueoakranch@mac.com](mailto:blueoakranch@mac.com)>  
Date: August 15, 2011 7:40:41 PM PDT  
To: [bosone@edcgov.us](mailto:bosone@edcgov.us)  
Subject: Against El Dorado Trail Shingle Compromise

Dear Supervisor Nutting,

As an El Dorado County resident I, once again, want you to know I Do Not support the Shingle Plan Compromise as proposed by this group, Friends Of El Dorado Trail. Ripping up railroad lines is unnecessary in order to provide trail access and space for all users. For example: maintain the rail bed as is on one side of the easement prepare the footing for hikers, equestrians on the other side of the railbed easement prepare the slick asphalt mini-highway the road bikers demand. That keeps user groups separated and accommodates all, no need to destroy something to satisfy a few self serving critics.

If you are interested in talking with me, contact me at [blueoakranch@mac.com](mailto:blueoakranch@mac.com) or 916-933-8530.

Most sincerely,  
Cynthia Eyler



**Fw: SPTC Agenda Item Aug 16th**  
**The BOSTWO** to: Cynthia C Johnson  
Sent by: **Kitty J. Miller**

08/15/2011 08:22 PM

Thank you,

Ray Nutting, Chairman  
El Dorado County Board of Supervisors  
530) 621-5651

----- Forwarded by Kitty J. Miller/PV/EDC on 08/15/2011 08:21 PM -----



**SPTC Agenda Item Aug 16th**

**Russ Newberg** to: bostwo

08/15/2011 04:20 PM

Dear Supervisor Nutting:

I wanted to write you on this issue being discussed tomorrow at 2pm. As a citizen of the area, I am in favor of keeping the rails in place and believe that removing them would be a tragedy for the entire community. Can't a trail be built alongside the railroad as has happened in many other areas of the country? Here is a list of (from the PSVRR on facebook) that outlines 10 good reasons to keep the rails:

- 1) To preserve the rich railroad history and heritage of Folsom, Latrobe, Shingle Springs, El Dorado, and Placerville as a singular community.
- 2) To allow visitors (residents, school children and out of town guests) the opportunity to experience living history by riding the train!
- 3) A heritage railway will bring visitors, boosting the local economy.
- 4) The proposed section of track to be removed is the **MOST BEAUTIFUL SECTION!!!** Removing it could seriously impact the potentially high number of visitors this rail line could bring into our community!
- 5) A trail can be built alongside the rails in the rail corridor ( i.e. "Rails WITH Trails" ) ; there are plenty of examples of this around the country!
- 6) A "Rails WITH Trails" layout does work well. Folsom is a prime example!
- 7) Funding for the trains comes completely from private donations. Funding for the "trails only" campaign comes from the taxpayers. In this time of recession, an excursion train offers not only the potential for city income, close affordable entertainment but also a sense of city heritage pride for its residents. The "trails only" campaign would cost residents money, with a small recreational

return for a limited amount of residents, with a limited amount of seasonal use. At this time, is a "trails only" initiative really a priority?

8) Once you remove the historic rails (built in 1864), they will never come back. This would be a tragedy for our community!

9) More people are likely to use a bike trail if the train is there; The "Rails WITH Trails" proposal will allow cyclists to take the train one way with their bikes, and return via the bike trail! Remove the train, and you have just a trail...to nowhere! The train will make potential trails more accessible, more attractive and more significant!

10) Because the policies and procedures to remove rails and its ties are so in depth it will be costly to accomplish and the proposed generation of funds from the "rail scrap" will not pay for both the removal of the rails and the creation of trails! This causes concern that once the vote to remove the rails happens, eventually nothing will be done with the trail and everyone will lose.

I agree with every point on this list, especially the last one. It seems that if it is voted by the board to remove the rails, not only are we losing a very important and historically significant asset to the community, that in these bad economic times, the funding for the trail will not be there and everyone will lose! Why should we (as taxpayers AND voters) be paying for a trail that hardly anyone will use? The railroad is already running trains on a pretty regular basis, and they seemed to be packed when they run! At least by keeping the rails in place, there is a chance of everyone winning. This seems an obvious choice to me; I hope you can see this issue for what it is to our area! Thanks for your consideration of this matter!

Russ Newberg  
Lobster Computing  
916.213.0840





**rails and trails**

**The BOSTWO** to: Cynthia C Johnson  
Sent by: **Kitty J. Miller**

08/16/2011 03:13 PM

Thank you,

Ray Nutting, Chairman  
El Dorado County Board of Supervisors  
530) 621-5651

----- Forwarded by Kitty J. Miller/PV/EDC on 08/16/2011 03:13 PM -----

**Support for the Shingle Compromise**

**Kristine Oase** to: bosfive, bosfour, bosone, bostwo

08/16/2011 07:48 AM

Dear Supervisors,

I would like the development of the El Dorado Trail and support the Shingle Compromise.

Thank you,  
Kristine Oase  
Diamond Springs

----- Forwarded by Kitty J. Miller/PV/EDC on 08/16/2011 03:13 PM -----

**In Favor of the Compromise for the Trail**

**Kelly Moore** to: bosone, bostwo, bosthree, bosfour, bosfive

08/16/2011 07:48 AM

Please vote in favor of the compromise for the trail tonight.

Kelly Moore  
El Dorado Hills Resident

----- Forwarded by Kitty J. Miller/PV/EDC on 08/16/2011 03:13 PM -----

**RE: Shingle Plan Compromise : Estimates of materials and cost from localRail Salvage and removal companies "A and K" and "Jim Dobbas Inc"**

**Kenison, Michael** to: jim.ware@edcgov.us, Jackie Neau, Carol Sellwood, bosthree@edcgov.us, theresa.daly@edcgov.us, steve.kooyman@edcgov.us

08/16/2011 10:21 AM

Cc: "bosfive@edcgov.us", "bosfour@edcgov.us", "bosone@edcgov.us", "bostwo@edcgov.us"

I talked to the local contractors and neither have inspected our tracks. They both admitted that they would need to do an inspection, to get an idea what is on our line. Again, I do not want any estimates, mine or your staff's, to be used to shelve the Shingle Plan. These contractors have not been involved in Rails to

Trails conversions and it might be useful to talk with Iron Horse. They have done many miles of conversions and may have info that might be helpful to your staff. If the plan moves forward, I am sure the numbers will become more clear.

Thanks again for your efforts,

Mike

Michael Kenison  
Associate Vice President - Investments

Tel 916 355-0621  
Fax 916 351-5783  
800 366-7530  
michael.kenison@wfadvisors.com

Wells Fargo Advisors  
620 Coolidge Drive, Suite 300  
Folsom, CA 95630

Re: Shingle Plan Compromise: Estimates of materials and cost from local Rail Salvage and removal companies "A and K" and "Jim Dobbas Inc" [Link](#)

Jim Ware

to: Kenison, Michael

08/15/2011 04:36 PM

C: "bosfive@edcgov.us", "bosfour@edcgov.us", "bosone@edcgov.us", "bostwo@edcgov.us", Carol  
c: Sellwood, Jackie Neau, The BOSTHREE, Theresa R Daly, Steve P Kooyman

I have every confidence in my Engineer related to the numbers that I gave the Board and I won't ask him to revise them. He received the numbers from the contractors. They show the project being marginally positive but they don't include any type of trail construction. He priced out the costs based on both a salvage operation and a prevailing wage operation. As I recall earlier discussions, the Iron Horse costs to remove the rail were not prevailing wage. The costs don't include the maintenance of the trail once the rails are gone.

I'm sure that you are quite certain that the County will yield much more from this process and I'm equally sure that the rail proponents believe that we will end up spending money that we don't have to advance this process.

The purpose for these numbers is simply a go/no go check. If I have undersold the benefits of the project and more is yielded as a result of a competitive process, then there will be more available for

enhancements to the rail and/or trail segments. If I've oversold the benefits, then I'll be transferring money from Parks maintenance or other General Fund sources to pay for the project if the Board wishes to continue to pursue it.

At the meeting tomorrow, the Board will provide me with further direction and I will proceed as directed .

Thanks,

Jim Ware  
Director  
El Dorado County DOT  
(530) 621-7533

PLEASE NOTE NEW EMAIL ADDRESS!!!!!!

jim.ware@edcgov.us

"Kenison, Michael"  
<michael.kenison@wellsfargoadvis  
ors.com>

08/15/2011 03:36 PM

To "jim.ware@edcgov.us" <jim.ware@edcgov.us>  
cc "bosfive@edcgov.us" <bosfive@edcgov.us>, "bosone@edcgov.us"  
<bosone@edcgov.us>, "bostwo@edcgov.us"  
<bostwo@edcgov.us>, "bosfour@edcgov.us"  
<bosfour@edcgov.us>, Jackie Neau <jackieno@gmail.com>,  
Carol Sellwood <carolsellwood@gmail.com>

Subj Shingle Plan Compromise: Estimates of materials and cost from  
ect local Rail Salvage and removal companies "A and K" and "Jim  
Dobbas Inc"

Jim,

Track value may be low, but your removal costs are very high. Both these companies "A and K" and "Jim Dobbas Inc." are good with a removal cost of \$15,000 to \$18,000 per mile, not your listed estimate of \$30,000 to \$60,000 per mile. If a supervisor looks at this, they may think that the Track removal will not pencil out and that is far from the truth. The value of the track, may also be 50% higher than your estimate and I would not want this report to be a deciding factor in a decision.

I would like you to revise this, if possible. I would be will to talk to the staff person that did this work and let them know the areas of concern. If you change the removal cost to \$20,000, then both methods work easily. That is the high end removal cost from both companies. Iron Horse has a removal cost of \$23,000 per mile, but they also valued the track, track materials, and ties at \$1,250,000 or better.

Your Total net Value from your submitted agenda item 6A should be closer to the numbers I have listed below. These numbers are large enough to put a hard packed gravel surface on the rail bed for a trail and move 4 miles or track or \$300,000 of materials to the train section. These are the benefits listed in the Shingle Plan Compromise.

I will CC the supervisors with this information .

Estimate of Materials and Costs  
Purchase Agreement (Non-Public Works Project)

Total Net Value \$750,000

Estimate of Materials and Costs  
Public Works Contract

Total Net Value \$578,000

Michael Kenison  
Associate Vice President - Investments

Tel 916 355-0621  
Fax 916 351-5783  
800 366-7530  
michael.kenison@wfadvisors.com

Wells Fargo Advisors  
620 Coolidge Drive, Suite 300  
Folsom, CA 95630

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----- Forwarded by Kitty J. Miller/PV/EDC on 08/16/2011 03:13 PM -----

### Shingle Compromise

 **Chris Callanan** to: bosone, bosfive, bosfour, bostwo

08/16/2011 11:02 AM

I am writing the 4 of you to show my support of the Shingle Compromise, specifically to say I believe including the Hiking, Biking and Equestrian communities is essential. For any project like this to be train specific would be only satisfying a small portion of the population. Including the other activities, you include a much broader set of folks, and consequently, show support for getting out and enjoying our area in a healthy way.

Thanks

--Chris

----- Forwarded by Kitty J. Miller/PV/EDC on 08/16/2011 03:13 PM -----

### I Support the El Dorado Trail Shingle Compromise : Safety first

 **Gordon, Rex** to: bosfour@edcgov.us, bostwo@edcgov.us, bosone@edcgov.us, bosfive@edcgov.us

08/16/2011 11:22 AM

As a 21 year resident of El Dorado County I support the compromise proposal for the El Dorado Trail as both a cyclist and someone who will enjoy the train elements east of Shingle Springs. The western most section seems very problematic for train use given the tracks cross the road about six (?) times. Sacrificing a much needed safe corridor for cycling to and from Folsom for the sake of an attempt to use this section only for train use does not seem to be a balanced approach.

I am one of 8 million visitors annually who take advantage of the American River Parkway and it's bike, pedestrian and equestrian trails. The compromise plan is a big step on the path for El Dorado County to provide an equally unique resource to be enjoyed by the greatest number of our residents and

visitors alike.

I very much hope I can count on your support.

Rex Gordon  
3386 Montero RD  
Cameron Park

----- Forwarded by Kitty J. Miller/PV/EDC on 08/16/2011 03:13 PM -----

### El Dorado Trail

**Kat Markwell** to: bosone@edcgov.us, bosfive@edcgov.us,  
bosfour@edcgov.us, bostwo@edcgov.us

08/16/2011 12:19 PM

**Please respond to Kat Markwell**

I want the development of the El Dorado Trail and I support the Shingle Compromise. This is definately a progressive and inspired plan, and it should be allowed to pass; it would be very good for our community.

Kathleen Markwell  
Owner, Hog Wild BBQ  
38 Main St Placerville  
530-622-3883

----- Forwarded by Kitty J. Miller/PV/EDC on 08/16/2011 03:13 PM -----

### I Support the El Dorado Trail Shingle Compromise

**Helmreich, Kurt@EDD** to: 'bostwo@edcgov.us'

08/16/2011 12:30 PM

Dear Sir,

I want the development of the El Dorado Trail and support the Shingle Compromise.  
Your support of this trail is beneficial to the whole county and something you can be proud of for many generations to come.

Regards, Kurt Helmreich

----- Forwarded by Kitty J. Miller/PV/EDC on 08/16/2011 03:13 PM -----

### I Support the El Dorado Trail Shingle Compromise

**Lance Maguire** to: bosone, Bostwo, Bosfour, Bosfive

08/16/2011 12:42 PM

"I want the development of the El Dorado Trail and support the Shingle Compromise."

My wife and I appreciate your support for the compromise.

Lance and Bonnie Maguire

----- Forwarded by Kitty J. Miller/PV/EDC on 08/16/2011 03:13 PM -----



**El Dorado Trail and Shingle Compromise**

**Meghan & Jules Napoli** to: Ray Nutting

08/16/2011 02:00 PM

Dear Mr. Nutting,

We are out of town and unable to attend today's Board of Supervisors' meeting. However, we trust that you will honor our wishes and act in our best interest, on our behalf.

We are writing to let you know that we are in favor of the development of the El Dorado Trail and support the Shingle Compromise.

Thank you for your support.

Sincerely,  
Meghan and Jules Napoli  
5141 Barnett Loop Rd, Shingle Springs