

Board of Supervisors, November 4, 2014 – Mark E. Smith, Mt Murphy SAC, Garden Valley
Public Comment

Once again I come before you on the subject of the Mount Murphy bridge project on behalf of Mt Murphy residents SAC.

A few weeks ago we had a great dog and pony show about how the county was complying with California Public Record Act requests. It was a fantastic public relations stunt, however it did very little to change the actual policy of the County relative to releasing public information to the public.

I'll repeat that last phrase for those who are hard of hearing. The County is refusing to release PUBLIC information TO THE PUBLIC. That is the essence of a CPRA request...or California Public Record Act request. It's not rocket science...or as Senior County Engineer for the Mt Murphy bridge project Matt Schmeltzer might like to say, you don't have to be a bridge engineer to understand it.

I have been asking for full disclosure of the project documentation for the Mount Murphy bridge project for weeks now. I have filed multiple CPRA's. I have been asking for a very specific, key document, the "Mt Murphy Screening Criteria", to be published in full on the project website. The County has, and continues to refuse, to publish the complete document, withholding the most relevant part.

Once again I stand before this body, responsible for the honesty of operations of this County, and ask that this document be published in full, in a format that can be accessed and printed by average citizens. It is not only this document but all others that that I have requested under the CRPA. No response, no release.

Once again I stand here and simply ask that this body do its duty under the Constitution and faithfully execute the laws equally under the 14th amendment. The people have the right to oversee the

operations of their elected officers. It is their duty, and you are obstructing we the people in our duty. It is time for this obstruction to end.

I submit to you today public comment cards submitted from the public meeting held at the GVFD regarding the Mt Murphy Bridge Project. At that meeting, the Mt Murphy Road Screening Criteria document was submitted to the public and explained in detail. The cat is out of the bag, so to speak, so there is no longer any reason to hide it.

I also submit a COMPLETE copy of the Mt Murphy Screening Criteria document. Also attached are the Bridge and Roadway width summary, parts from the Alternatives Development Summary and the final stakeholders meeting. With all of these documents any viewer can read and understand that the intent of the county and consultants CH2M Hill is to destroy the historic Mt Murphy bridge.

More on this at a later date, however it is important to know that all needed information is attached to this document and will be submitted as evidence for posting on the internet in the BOS record. It will be posted every week from now on.

On another subject, Tom Heflin and conflicts of interest. There can be no compromise when such an egregious act of public vice has been committed. Of course you set the standard very low when you allow Mr. Briggs to sandbag the yellow petition – Restore Measure Y – and voted to support him on it despite myriad constitutional violations. This is your chance to begin restoring some small semblance of public trust in the office of the Board.

Mr. Heflin has violated County ethics codes # 1, 2, 5, 7, 8, 11, and 12. If you don't fire this man for ethics violations, then it is open season because the entire county will become even more of a lawless regime

2 of 14

than it already is. You may not care about that, but we the people who live here do.

Once again I'd like to draw your attention to the attachments to this letter and presentation, which are the critical documents required to understand the Mount Murphy Bridge project.

Thank You.

Attachments (1):

1. This document
2. Mt Murphy Screening Criteria – 3 pages, 2 legal size B/W, 1 letter size color.
This document has been highlighted had has footnotes to show how it has Manipulated to achieve a specific outcome.
3. Bridge and Roadway Width Summary
4. Page 2, 3, and 4 from Mt Murphy Bridge Alternatives Development Summary
5. Page 5 from Mt Murphy Bridge Stakeholder Advisory Committee (SAC) meeting 3
6. 3 Mt Murphy Bridge Public Comment Cards
7. Email Subj: Fire Tom Heflin dated October 30, 2014
8. Copy of El Dorado County Code of Ethics



3 of 14

Mt. Murphy Road Screening Criteria

Criteria	Performance Measures	Alt 1	Alt 2A	Alt 2B	Alt 3A	Alt 3B	Alt 4	Alt 5	Alt 6	Alt 7	Alt 8	Alt 9					
Historic and Cultural																	
H1	Minimize physical impacts to cultural/historic landmarks within the Mt. Murphy Corridor. ¹	3	5	1	0	0	2	0	2	5	5	3	5	2	0	5	5
H2	Minimize physical impacts to American River recreation use (Baby Beaches) in Mt. Murphy Corridor.	2	4	4	4	4	4	1	3	4	4	4	5	5			
H3	Minimize physical impacts to Marshall Gold Discovery Park. ⁷	2	1	1	3	3	5	1	4	2	5	5					
Average Rating for Category		7.0	6.0	6.0	9.0	9.0	11.0	7.0	13.0	8.0	15.0	15.0					
Community Character																	
CC1	Maximize blending of bridge into existing setting.	2	4	4	4	4	2	2	1	4	1	2					
CC2	Minimize disturbance to local vehicular circulation/mobility.	4	5	5	5	5	3	3	3	5	2	1					
CC3	Maximize connectivity to walkways and trails for non-motorized travel.	5	5	4	5	5	3	3	3	5	2	1					
Average Rating for Category		11.0	14.0	13.0	14.0	14.0	8.0	8.0	7.0	14.0	5.0	4.0					
Access and Operations																	
A1	Minimize impacts to peak season congestion along Hwy 49 through the Park.	1	1	1	1	1	5	1	4	1	5	5					
A2	Minimize impacts to existing driveways.	1	3	5	5	5	1	5	3	3	3	1					
Average Rating for Category		2.0	4.0	6.0	6.0	6.0	6.0	6.0	7.0	4.0	8.0	6.0					
Construction																	
C1	Minimize distance of detour route.	5	5	5	5	5	5	5	5	5	5	5					
C2	Minimize noise/vibrations during construction to protect historic buildings. (Need to define which ones).	1	1	1	1	1	5	3	5	1	5	5					
C3	Minimize construction activity close to residents and businesses.	4	2	2	3	3	1	5	2	2	2	1					
C4	Minimize construction duration.	4	2	2	4	4	1	3	3	1	2	1					
Average Rating for Category		14.0	10.0	10.0	13.0	13.0	12.0	16.0	15.0	9.0	14.0	12.0					

* TEMPORARY IMPACT OF DETOUR (NO DETOUR ON ANY OPTION) CARRIES SAME WEIGHT ON GRADING CHART AS COMPLETE DESTRUCTION OF HISTORIC BRIDGE AND COLOMA GRANGE. EVEN SO, HISTORIC/CULTURAL IMPACTS ARE NOT PROPERLY GRADED. SINCE NO OPTION REQUIRES DETOUR THAT CRITERIA SHOULD BE ELIMINATED... HOWEVER IT MAY COME IN HANDY TO MANIPULATE THE OUTCOME AT A LATER DATE.
ONLY ONE EXAMPLE OF HOW THIS CRITERIA IS MANIPULATED FOR DESIRED OUTCOME!

114
 4
 14

Mt. Murphy Road Screening Criteria

September 10, 2014

Criteria	Performance Measures	Alt 1	Alt 2A	Alt 2B	Alt 3A	Alt 3B	Alt 4	Alt 5	Alt 6	Alt 7	Alt 8	Alt 9
Safety												
S1	Improve safety for motorized transportation crossing the river (bridge and approaches).	Safety characteristics defined as speed, sight distance, turning radius, lane width, barrier protection. 5=significantly improves safety for all design characteristics, 3=moderately improves safety, 1=does not address safety characteristics										
S2	Maximize safety for non-motorized transportation crossing the river (bridge and approaches).	Separation from motorized travel, connectivity to existing pedestrian facilities. 5=full separation from motorized travel with direct connection to existing bike/ped facilities, 3=partial/minimal separation from motorized travel, 1=no change from existing condition										
S3	Improve opportunities for emergency response access.	Directness to and from Mt. Murphy Road and Hwy 49, minimal risk of waiting at bridge to cross. 5=emergency access significantly improved, 3=emergency access minimally improved, 1=no improvement for emergency access										
S4	Minimize safety hazards for river users.	Clearance from structures/foundations for those using river and beach areas and location in river related to current and depth. 5=improves safety for users, 3=no change from current condition for users, 1=increases hazards for users.										
Average Rating for Category		15.0	15.0	12.0	15.0	12.0	12.0	15.0	17.0	15.0	14.0	8.0
Environmental Resources												
E1	Minimize impacts to viewshed from the bridge (focus on location and not bridge type). ²	Number of impacts to viewshed: 5= no major change in current viewshed, 3=impacts in one or two viewshed areas that can be addressed, 1=major impacts that significantly alter the existing viewshed..										
E2	Minimize impacts to viewshed of the bridge (focus on location and not bridge type). ²	Number of impacts to viewshed: 5= no major change in current viewshed, 3=impacts in one or two viewshed areas that can be addressed, 1=major impacts that significantly alter the existing viewshed..										
E3	Minimize impacts to wildlife habitat (turtle, eagle, river corridor wildlife). ³	Number of impacts to wildlife habitats: 5= no major impacts/improves habitat, 3=impacts in one or two habitats that can be addressed, 1=major impacts that cannot be or are difficult to address.										
Average Rating for Category		11.0	15.0	15.0	15.0	15.0	5.0	9.0	6.0	15.0	3.0	3.0
Right-Of-Way												
R1	Minimize impacts to private land owners. ⁴	Number of parcels required for R/W (partial takes included). 5=less than 3, 3=3-5, 1= more than 5										
R2	Minimize impacts to land owned by Marshall Gold Discovery State Park. ⁴	Number of acres required for R/W. 5=less than 1, 3=1 to 2, 1= more than 2										
Average Rating for Category		7.0	9.0	9.0	7.0	7.0	6.0	7.0	4.0	9.0	6.0	6.0
Project Alternative Estimate												
M1	Minimize cost of project to ensure full funding through the HBP program. ⁶	Planning level estimate (order of magnitude) 5= less than \$8M, 3=between \$8-\$20 M, 1=More than \$20 M.										
Average Rating for Category		3.0	3.0	3.0	3.0	3.0	1.0	3.0	3.0	3.0	3.0	1.0
Overall Corridor Rating (Perfect score = 110)		70.0	76.0	74.0	82.0	79.0	61.0	71.0	72.0	77.0	68.0	55.0

Notes:

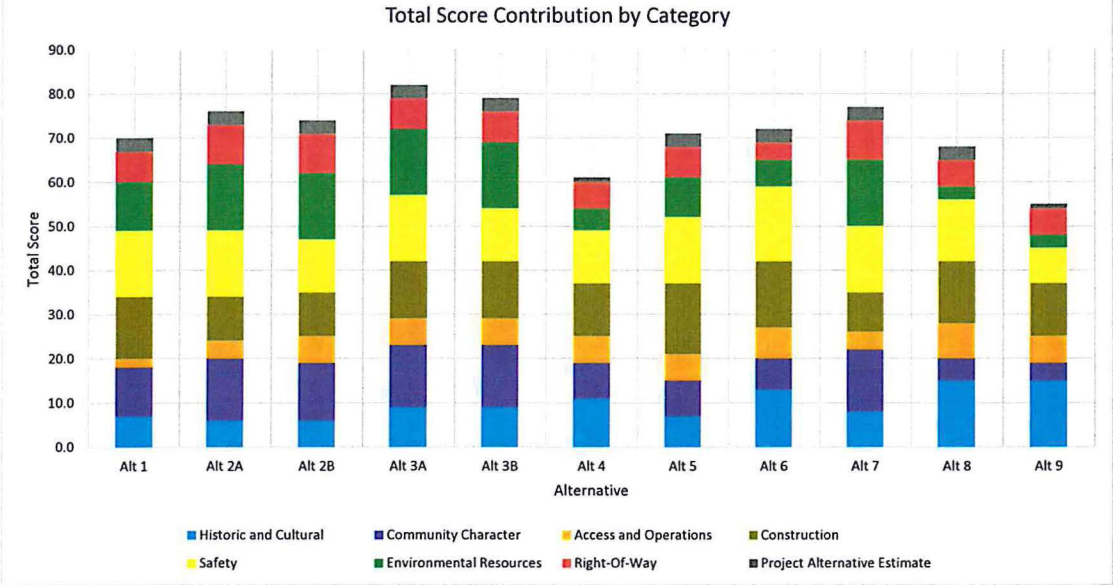
- 1) Mt. Murphy Corridor is defined as the area on both sides of the river from Lotus Rd intersection to the bend in Hwy 49 upstream of Mt. Murphy Rd Bridge
- 2) Viewshed is defined as the aesthetic view or appearance of the corridor
- 3) Wildlife habitats are defined for turtles, eagles, and other aquatic species
- 4) Number of parcels required for R/W includes right of entry (ROE), temporary construction easements (TCE), as well as permanent R/W takes.
- 5) Aesthetics related to appearance of the river crossing (existing or new bridge).
- 6) Estimate must be less than \$20 million dollars to qualify for full funding from the HBP. Project estimates in excess of \$20 M are considered special category and required Caltrans approval to receive full funding from HBP.
- 7) The park includes property within the park boundaries as well as park facilities such as trails

5 of 14

Mt. Murphy Road Screening Criteria - Scores by Category

Criteria	Alt 1	Alt 2A	Alt 2B	Alt 3A	Alt 3B	Alt 4	Alt 5	Alt 6	Alt 7	Alt 8	Alt 9
Historic and Cultural	7.0	6.0	6.0	9.0	9.0	11.0	7.0	13.0	8.0	15.0	15.0
Community Character	11.0	14.0	13.0	14.0	14.0	8.0	8.0	7.0	14.0	5.0	4.0
Access and Operations	2.0	4.0	6.0	6.0	6.0	6.0	6.0	7.0	4.0	8.0	6.0
Construction	14.0	10.0	10.0	13.0	13.0	12.0	16.0	15.0	9.0	14.0	12.0
Safety	15.0	15.0	12.0	15.0	12.0	12.0	15.0	17.0	15.0	14.0	8.0
Environmental Resources	11.0	15.0	15.0	15.0	15.0	5.0	9.0	6.0	15.0	3.0	3.0
Right-Of-Way	7.0	9.0	9.0	7.0	7.0	6.0	7.0	4.0	9.0	6.0	6.0
Project Alternative Estimate	3.0	3.0	3.0	3.0	3.0	1.0	3.0	3.0	3.0	3.0	1.0
TOTAL SCORE (Perfect Score = 110)	70.0	76.0	74.0	82.0	79.0	61.0	71.0	72.0	77.0	68.0	55.0

6
of
14



Bridge and Roadway Width Summary²

Alternative	Alignment Location	Two Lanes (feet)	Two Shoulders (feet)	Two Sidewalks (feet)	Bike Facility Class	Total Width ⁵
1 ⁵	Downstream	24	10	12	2	46'-0"
2A ⁴ GRANDE DESTROYED	On Existing	24	10	12	2	46'-0"

MT. MURPHY ROAD BRIDGE PROJECT PHASE 1B -

ALTERNATIVES DEVELOPMENT SUMMARY - REVISED SEPTEMBER 1, 2014

2B ^{1,3,4}	On Existing	20	4	8 ¹	3	32'-0"
3A ⁴ GRANDE POSSIBLY DESTROYED	Downstream Adjacent	24	10	12	2	46'-0"
3B ^{1,4}	Downstream Adjacent	20	4	8 ¹	3	32'-0"
4 ⁵	Upstream	24	10	12	2	46'-0"
5 ⁵	Downstream	24	10	12	2	46'-0"
6 ⁵	Downstream	24	10	12	2	46'-0"
7 ⁴ GRANDE DRIVEWAY REMOVED, GRANDE POSSIBLY DESTROYED	On Existing	24	10	12	2	46'-0"
8 ⁵	Downstream	24	10	12	2	46'-0"

Table 2

¹ Requires design exception for sidewalk less than 6'-foot minimum width

² Alternatives includes traffic calming features

³ Southern approach includes separated pedestrian bridges to mitigate impacts to existing structures

⁴ Requires removal of the existing bridge

⁵ Requires removal of the existing bridge unless sources of funding, other than HBP funding, can be found to repair and maintain the existing bridge.

7 of 14

Technical Design Criteria

There are Federal, State, and County technical design requirements that must be adhered to in development of these alternative. Table 1 summarizes the overall bridge and roadway widths considered for each alternative, based on an assumed ADT of 1,500.

Case	Design Element	Design Criteria
Maximum Width Bridge	Lane Width	12-feet
	Shoulder/Bike Lane Width	5-feet combined shoulder and bike lane for Class II bike lane
	Sidewalk Width	6-feet
	Number of Lanes	Minimum of 2
Minimum Width Bridge	Lane Width	10-feet
	Shoulder/Bike Lane Width	2' minimum shoulder required by AASHTO, Class III bike path shares lane with vehicles
	Sidewalk Width	4-feet min per AASHTO, 6-feet Caltrans Highway Design Manual
	Number of Lanes	Minimum of 2

Table 1

Description of Alternatives

Below is a description of the conceptual layout for each alignment alternative shown in Exhibit 1. Table 2 summarizes the overall bridge and roadway width for each alternative, not including the barrier widths which can add up to 2 feet additional on each side of the bridge. The thickness of the lines on Exhibit 1 is drawn to reflect the actual width of the bridge and roadway so that the potential impacts along the proposed alignment can be more easily seen. The triangular cross-hatched areas on each side of the river are added to show the projected 2:1 fill slopes required at the beginnings and ends of bridges. Where these fill slopes have a significant negative impact, then the bridge length can be adjusted and/or earth retaining structures can be used to reduce impacts near the ends of the bridge.

Alternative 1

Alternative 1 starts from Hwy 49 between the Grange and the State Park parking lot. This alignment would include a new intersection with Hwy 49 and would cross the river at a skew and connects to Mt. Murphy Road just past the entrance to Coloma Resort. The southern approach for this alternative would pass through the existing location of Sutter’s Mill, which is currently being reconstructed downstream and the existing mill will be removed. It is assumed that the relocation of the Mill would result in sufficient horizontal clearance on either side of the alignment to construct the bridge approaches using 2:1 fill slopes leading up to the bridge. This alignment would require acquisition of Park property. The existing bridge would be removed after construction of the new bridge unless local funding can be found to maintain the existing bridge for pedestrian use.

Alternative 2A

Alternative 2A assumes replacement on the existing alignment of the Mt. Murphy Road Bridge, see Exhibit 2 below. This alignment would require widening and safety improvements to the existing Hwy 49 intersection. The

8 of 14

existing bridge would be removed once the temporary bridge is in place. This alternative requires removal of the Grange building and construction of a temporary bridge on the downstream side of the existing Mt. Murphy Road alignment to maintain traffic during construction to avoid a lengthy detour route. A replacement Grange building would be constructed elsewhere to be determined at a later date.

Alternative 2B

Alternative 2B alignment is a minimum width version of Alternative 2A and was generated based on standard minimum width lanes, shoulders, and sidewalks to minimize the bridge and roadway width and associated impacts to existing facilities. This alignment would require widening and safety improvements to the existing Hwy 49 intersection. The pedestrian walkways would be separated from the bridge at the southern approach and supported on smaller pedestrian bridges so as not to affect the Grange building or Bekeart's Gun Shop.

Alternative 3A

Alternative 3A involves replacement of the bridge on a downstream alignment immediately adjacent to existing alignment, see Exhibit 3 below. The alternative starts from Hwy 49 immediately adjacent to the east side of the existing Grange building and would attempt to maintain a minimum width parking lot driveway between Mt. Murphy Road and the Grange building using a combination of fill slopes and earth retaining structures. The alignment would require a slight shift and safety improvements to the existing Hwy 49 intersection. The bridge would cross the river parallel to the existing bridge and connect with Mt. Murphy Road at the entrance to Coloma Resort. The existing bridge would be removed and a replacement Grange building would be constructed elsewhere to be determined at a later date.

Alternative 3B

Alternative 3B is the minimum width version of Alternative 3A, see Table 2. This alternative would provide more space for the adjacent Grange building and Bekeart's Gun Shop than Alternative 3A.

Alternative 4

Alternative 4 is an upstream alignment starting from the bend in Hwy 49 and connecting at the intersection of Bayne Road and Mt. Murphy Road. This alignment would attempt to create a four-way intersection at Hwy 49 and would impact multiple parcels on both sides of the river as well as the Coloma Resort property. A curved alignment to stay out of the Park boundary in combination with fill slopes and earth retaining structures would be required to mitigate impacts to property access and use. The existing bridge would be removed after construction of the new bridge unless local funding can be found to maintain the existing bridge for pedestrian use.

Alternative 5

Alternative 5 is a downstream alignment starting from Hwy 49 and would include a new intersection with Hwy 49 adjacent to the parking lot for the new Sutter Mill. The new bridge would cross the river and turn north in order to tie into the intersection at Carvers Road and Mt. Murphy Road. This alternative would require re-alignment of the adjacent river trail to allow for construction of a new roadway along the north side of the river as well as construction of a new roadway along the north side of the river and parallel to Mt. Murphy Road before connecting at the intersection of Carvers Road and Mt. Murphy Road. Right-of-way takes from the State Park would be required on both sides of the river. This alternative would avoid physical impacts to the new Sutter Mill. The existing bridge would be removed after construction of the new bridge unless local funding can be found to maintain the existing bridge for pedestrian use.

Alternative 6

Alternative 6 is a downstream alignment starting from Hwy 49 adjacent to North Beach. This alignment would include a new intersection with Hwy 49, cross the river and the Levee Trail before Connecting to Carvers Road. A stretch of Carvers Road from where the bridge connects on the north side of the river to the intersection with Mt. Murphy Road would require significant geometric improvements. This alternative would be laid out to avoid physical impacts to the North Beach river access and picnic areas, but would require parcel takes from the State Park south of the river and multiple parcel takes on the north side of the river. The existing bridge would be removed after construction of the new bridge unless local funding can be found to maintain the existing bridge for pedestrian use.

Alternative 7

Alternative 7 consists of bridge replacement on existing alignment and assumes a staged construction approach to maintaining traffic, see Exhibit 4 below. This alternative would require widening and safety improvements to the existing Hwy 49 intersection. The existing bridge would carry traffic during construction of a portion of the new bridge in Stage 1. In Stage 2, traffic would be shifted from the existing bridge to the portion of new bridge constructed in Stage 1 prior to removal of the existing bridge and construction of the remaining portion of new bridge. This alternative would encroach on the existing driveway for the Grange and a new driveway on the opposite side of the Grange would need to be provided.

Alternative 8

Alternative 8 is a downstream alternative that is completely outside of the Park boundary. This alternative extends Carvers Road west before turning south, crossing perpendicular to the river, and connects to Hwy 49. The purpose of this alternative is to provide a river crossing downstream of the North Beach river access and picnic areas and outside the Park boundary. The existing bridge would be removed after construction of the new bridge unless local funding can be found to maintain the existing bridge for pedestrian use.

Alternative 9

Alternative 9 is a no bridge replacement alternative. This alternative involves connecting Carvers Road and Scott Road in addition to significant improvements of existing Carvers Road and Scott Road. This option was investigated during bridge replacement feasibility study phase of the project as an option to avoid replacement of the existing Mt. Murphy Road Bridge. The existing bridge would be removed after construction of Scott Road extension unless local funding can be found to maintain the existing bridge for pedestrian use.

Bridge and Roadway Width Summary²

Alternative	Alignment Location	Two Lanes (feet)	Two Shoulders (feet)	Two Sidewalks (feet)	Bike Facility Class	Total Width ⁵
1 ⁵	Downstream	24	10	12	2	46'-0"
2A ⁴	On Existing	24	10	12	2	46'-0"

Leslie explained that the alternatives were scored by the project development team using the Screening Criteria developed and refined during SAC #1 and SAC #2 meetings. Each criterion in each category was assigned a score of 1 to 5 based on the performance measure defined for a particular criterion. The score for each category is the sum of the scores for all criterions within a category and the total score is the sum of the score for all categories with best possible total score being 110. The PDT then identified three corridors that contain alternatives to be studied in the next phase of the project.

The proposed corridors include:

- Corridor 1: Existing alignment Alternatives 2A, 2B, and 7
- Corridor 2: Alternatives 3A and 3B
- Corridor 3: Alternative 6

Members of the SAC commented that they believe Alternatives 2, 3, and 7 should be the same corridor and Alternatives 1 and 5 should be included as a corridor. There was concern that alternatives 1, 5, and 6 were only one point different in total score and why Alternative 6 should be carried forward while alternatives 1 and 5 are not.

After discussion, the final agreed upon corridors include:

- Corridor 1: Existing Alignment Alternatives 2A, 2B, 3A, 3B and 7
- Corridor 2: Alternatives 1 and 5 or hybrid of the two
- Corridor 3: Alternative 6

SAC did not agree on anything

Members of the SAC asked if criteria or categories are weighted. Leslie explained that some categories had more criterion based on the amount of input received from the SAC, which means there is some amount of inherent weighting of categories relative to one another.

The following comments from the SAC were made during discussion of the scoring:

Alternative 3A/3B:

SAC has concerns that the existing bridge will be removed due to the proximity of Alternative 3 to the existing bridge.

Alternative 4:

The review of this alternative noted that Alternative 4 did not score well and would not be considered further.

Alternative 5:

Some members of the SAC felt that Alternative 5 should score more highly on the cultural categories and noted that in many categories, Alternative 5 scored more highly than Alternative 6. SAC would like to see the northern approach tie in with the entrance to the Coloma Resort instead of at the intersection of Carvers Road and Mt Murphy Road. There is concern about flooding at the southern approach based on flooding of Hwy 49 between Alternatives 1 and 8. There is documentation to show the flood waters one to two feet above Hwy 49. Some SAC members felt that Alternative 5 was a good middle ground between losing the bridge at its existing location and still providing connectivity near the center core.

Alternative 6:

There is concern about proximity of Alternative 6 to the north beach river access and picnic areas. SAC asked if Carvers Road could be shifted south to minimize impacts to private property from improvements required along Carvers Road. Some of the SAC felt that having Alternative 6 as one of the corridors gives the Park an option they could support.

Alternative 7:

11 of 14

Comments: We need to keep the Mt. Murphy Bridge -
It is a historic part of our community -
We need to get access to all county documents
in regards to this project - the County should
continue to keep & maintain the bridge.

Contact Information (Optional)

Name: Renée Jensen Address: _____
Phone: _____ City: Coarden Valley

Comments: Save the mt. Murphy Bridge -

Do not implement eminent domain &
take private property! Protect
private property, and private
property rights.

Contact Information (Optional)

Name: _____ Address: _____
Email: _____ Phone: _____ City: _____

Comments: PLEASE! JUST DO the right thing
AND SAVE the HISTORIC MT MURPHY BRIDGE
YOUR JOB IS to do the will of YOUR
CONSTITUANTS.

12 of 14

Contact Information (Optional)

Name: _____ Address: _____

Mark

From: Mark [REDACTED]
Sent: Thursday, October 30, 2014 1:09 PM
To: Brian Veerkamp (bostthree@edcgov.us); Norma Santiago; Ron Briggs (bosfour@edcgov.us); Ron Mikulaco (bosone@edcgov.us); Shiva Frenzen (bostwo@edcgov.us)
Subject: Fire Tom Heflin
Importance: High
Supervisors -

There can be no compromise when such an egregious act of public vice has been committed. Of course, you set the standard very low when you allowed Supervisor Briggs to sandbag the yellow petition - "Restore Measure Y" - and voted to support him on it despite myriad constitutional violations. I let that pass because Briggs is terming out and it served my purpose to see all of you show yourselves for what you are.

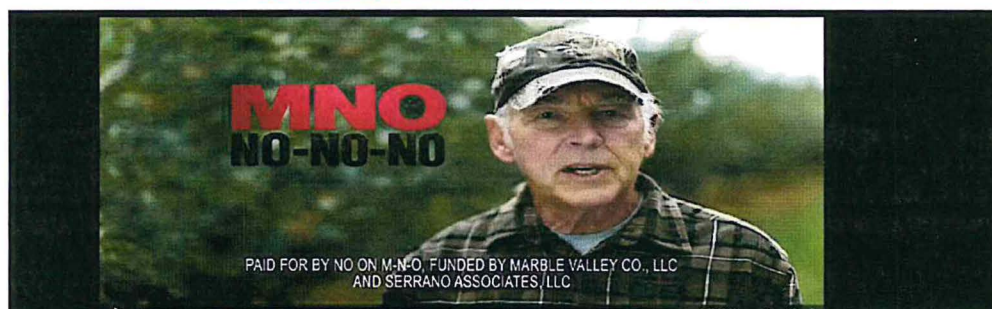
This is your chance to begin to restore some small semblance of public trust in the office of the Board. Mr Heflin has committed an obvious breach of ethics and is owned by those interests his board oversees. It doesn't get any more transparent than this.

You swore an oath to uphold the Constitution of the United States and I will not tolerate this behavior in my county. Do you really support this kind of behavior? If you let him stay, you are saying yes, you do approve.

At the very least there should be a public vote so we can see where each of you stand!

POST AN ADDENDUM ITEM IF NECESSARY AND VOTE TO REMOVE TOM HEFLIN FROM OFFICE ON NOV 4th!

This is Tom Heflin, Supervisor Brian Veerkamp's Planning Commissioner for El Dorado County District 3. Marble Valley and Serrano are both ventures of Parker Development. Why is a Planning Commissioner featured in an ad sponsored by a developer with a project pending in El Dorado County?



Conflict of Interest?

Mark E. Smith

E-Mail: [REDACTED]
Phone: ([REDACTED])

"They're on our right, they're on our left, they're in front of us, they're behind us; they can't get away this time!"

Chosin Reservoir, Korean War
Col. Lewis B. "Chesty" Puller, USMC

13 of 14

11/4/2014

El Dorado County Code Of Ethics

- 1 1. > In the performance of your governmental duties, be sensitive to circumstances that could be misconstrued as a special favor, something to be gained personally, acceptance of a favor or as an influence in the outcome of your duties.
- 2 2. > Be cognizant that private promises of any kind may conflict with one's public duty and responsibilities.
- 3 3. > Always perform your governmental duties conscientiously.
- 4 4. > Always act responsibly with confidential information received in the performance of your governmental duties.
- 5 5. > Outside activities should be compatible with the objective performance of your duties or delivery of government service.
- 6 6. > Treat all individuals encountered in the performance of your duties in a respectful, courteous and professional manner.
- 7 7. > Promote only decisions that benefit the public interest.
- 8 8. > Conduct and perform job duties diligently and promptly.
- 9 9. > Faithfully comply with all laws and regulations applicable to the county and impartially apply them to everyone.
- 10 10. > Promote the public interest through a responsive application of public duties.
- 11 11. > Demonstrate the highest standards of personal integrity, truthfulness and honesty in all public activities.
- 12 12. > Uphold these principles being ever conscious that public office is a public trust.

I acknowledge that I have been provided a copy of the El Dorado County Code of Ethics. I understand this Code of Ethics applies to all County employees and that it is my responsibility to review this policy and to request clarification on any issues that I do not understand. This signed copy of the Code of Ethics will be retained in my official personnel file.

Employee Signature

Date

14 of 14

December 6 - 13
 Tickets \$10 each or
 5 for \$40

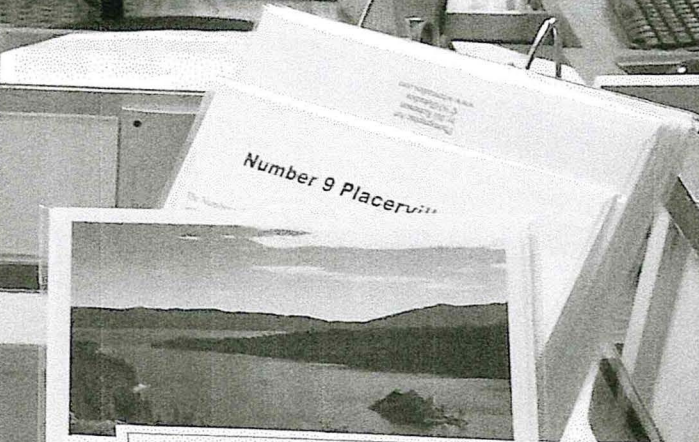
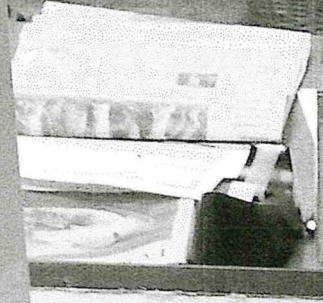
Phone: 530-271-1144
 BOSS 11/4/14

TICKETS ON SALE NOW

December 6-13
 1000 E. Street
 Placerville
 530-271-5885

Drawing held in November — Need not be present to win

S. Taylor Bobb & Kenneth



Assistance League
 of Sierra Foothills
 presents

Homes for the Holidays

Enjoy a Beautifully Remodeled
 Holiday Home in El Dorado Hills
 Near us and straight savings.

Saturday, December 6, 2014 10am - 5pm
 Sunday, December 7, 2014 10am - 5pm

Sponsored by
 Marshall Medical Center
 El Dorado Savings Bank
 Folsom World
 Roadbuster Construction

Tickets:
 California Winegrowers - EDH
 Putney World - EDH and Rocklin
 El Dorado Chamber of Commerce - Placerville
 Calco - Sutter - Cameron Park
 (2 Locations)
 Folsom Chamber of Commerce - Folsom

\$25 Adults
 \$10 Children under 12

For more information or to purchase tickets
 through PayPal, visit our website:
 sierrafoothills.assistanceleague.org

MNO
NO-NO-NO

SAVE LOCAL CONTROL
 NoM-N-O.com

MNO
NO-NO-NO
 SAVE LOCAL CONTROL

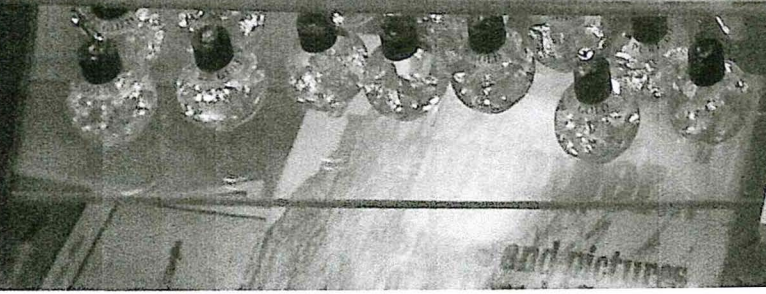
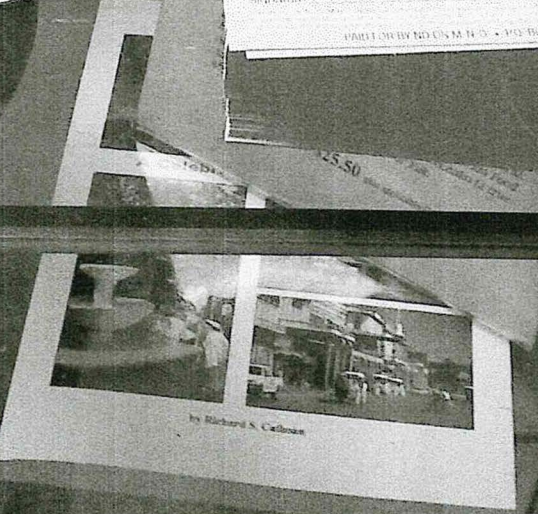
You may use my name publicly as an endorsement
 I will volunteer on the campaign
 I will make phone calls
 I will display a yard sign
 I will host a neighborhood reception

Date: _____
 City: _____
 Address: _____
 Signature: _____

PARLOR BY NO ON M N O • PO BOX 1014 • PLACERVILLE, CA 95367

El Dorado C

Date	Name
11/20	Jeff
11/21	Greg
11/22	
11/27	
11/28	



497 Contribution Report

Type or print in ink.
Amounts may be rounded to whole dollars.

497 CONTRIBUTION REPORT

NAME OF FILER El Dorado County Chamber of Commerce - PAC		Date of This Filing 10/21/2014		CALIFORNIA FORM 497 For Official Use Only
AREA CODE/PHONE NUMBER 530-621-5885	I.D. NUMBER (if applicable) 1341257	Report No. <u>2</u>		
STREET ADDRESS 542 Main St.		<input type="checkbox"/> Amendment to Report No. _____ (explain below)		
CITY Placerville	STATE CA	ZIP CODE 95667		
		No. of Pages <u>2</u>		

2. Contribution(s) Made

DATE MADE	FULL NAME, STREET ADDRESS AND ZIP CODE OF RECIPIENT (IF COMMITTEE, ALSO ENTER I.D. NUMBER)	CANDIDATE AND OFFICE OR MEASURE AND JURISDICTION	AMOUNT OF CONTRIBUTION	DATE OF ELECTION (IF APPLICABLE)
10/21/2014	CTE Michael Ranalli FPPC# 1359939 4889 Petersen Lane Lotus, CA 95651	EDC Supervisor	7500	11/14/2014

2012

Reason for Amendment: _____