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August 20, 2015

RECEIVED
BOARD OF SUPERVISORS
EL DORADO COUNTY

#21

2015 AUG 20 AM 8:32

El Dorado County Board of Supervisors
330 Fair Lane
Placerville, CA 95667

COPY SENT TO BOARD MEMBERS
FOR THEIR INFORMATION

DATE 8/20/15

Subject: 8/25/15 Agenda Item 21, file 15-0911 (El Dorado Trail)

Dear Supervisors:

The Sacramento-Placerville Transportation Corridor (SPTC) is critically needed as the backbone for non-motorized transportation system in the Diamond Springs-El Dorado community region. Currently the village of El Dorado uses Forni Road or Pleasant Valley Road/Hwy 49 for all transportation needs to Missouri Flat Road; neither of these roads is safe for non motorized users. We need a paved trail to provide a safe walking and biking route in our community that connects with Missouri Flat. This project also has the potential to be a major component in developing our recreation/tourism industry that can aid in our economic recovery. I strongly support the recommendations of staff and encourage you to select Option B in the Staff Report.

I served as an El Dorado County Park and Recreation Commissioner for 14 years and left it in 2014. I understand how very difficult it was to acquire this corridor. I appreciate the leadership and hard work by former Supervisor Jack Sweeney for this rail banked facility to become a reality for all of us.

Trail grants are very competitive and it is very unlikely we can obtain grant funding that would cover the addition 2.7 million dollars needed for Option A. I can speak from experience on how difficult it has been to obtain grants to build the paved portion of the El Dorado Trail from Missouri Flat to Halcon in Camino. All segments are located on old rail beds.

Option B allows the meandering shaded trail south of the rail bed that is heavily used by hikers, mountain bikers, and equestrians to remain. Option A will probably require many of the trees (many are oaks) to be removed and will generate many concerns from residents who live along the corridor. It is very likely that Option A costs have been understated.

I support option B because it is the lowest cost alternative, has lowest environmental impact, should enhance economic development, and is in alignment with all the recent transportation planning efforts for the Diamond Springs-El Dorado Community Region. I also support the bike/pedestrian over crossing across Missouri Flat Road and the establishment of a rail park in El Dorado which will showcase our local rail history while meeting some of the other recreation demands.

Sincerely,



Robert A. Smart, Jr.



EDC COB <edc.cob@edcgov.us>

8/25/15 Agenda Item 21, file 15-0911 (El Dorado Trail)

1 message

Margie Lopez Read <cooperlopezread@gmail.com>

Sat, Aug 22, 2015 at 8:11 AM

To: edc.cob@edcgov.us

Dear Supervisors,

I have been a resident of El Dorado County, residing in the City of Placerville since 1981. I have been involved in promoting outdoor events for many years as a member of the Apple Corps Running Club, the Ground Pounders of El Dorado, and race volunteer for many events.

I also co-wrote a weekly article on running for the Mountain Democrat for about 10 years entitled, "A Runner's Write". The idea was to promote outdoor activities for our community in order to make El Dorado County a healthy, happier place to live.

When I first moved here we did not have any bike trail. And amazing things have happened due to the hard work of community members who had vision and tenacity. However, this is not a time to stop making El Dorado County even better. The statement below is one that I agree with and support:

The next section of class 1 bike path is being proposed from Missouri Flat to El Dorado Rd – 2.5 miles. I support DOT's option B of removing 1.49 miles of rail in order to save 75% of the natural trail for equestrians and mountain bikers, save the taxpayers over \$2.7 million, save 600 oak trees and other environmental impacts, save the shade canopy, and connect the town of El Dorado with the class 1 bike path. Staff has indicated EDC may not get the grant to build beside the rails because it will not be a competitive project. This 1.49 miles is not a scenic enhancement to the train program. Building the class 1 trail will increase interest and ridership for El Dorado Western by driving thousands to the train park and increasing the trains groups viability. Please support the class one trail and a viable train program! We need to connect our communities and make biking to school and work a reality!

Let's do it.

Thank you,

Margie Lopez Read

Placerville

**YOU Can DO It!**

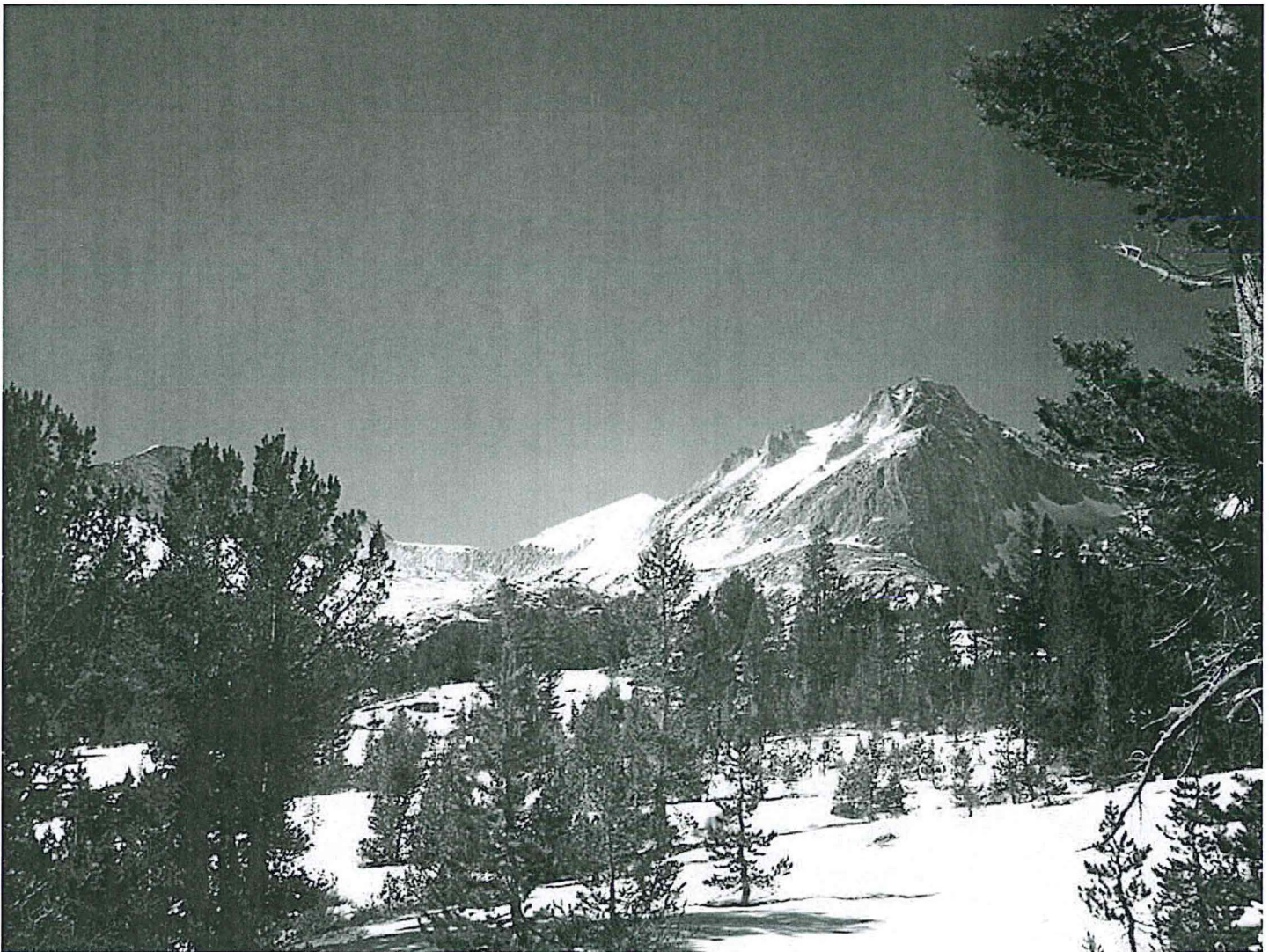
1 message

Janice Le Pouvoir <janhiker@comcast.net>
To: edc.cob@edcgov.us

Sat, Aug 22, 2015 at 10:14 AM

HELP CONNECT THE EL DORADO TRAIL WITH THE PAVED TRAIL!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!

Jan Levet Le Pouvoir
Pollock Pines





EDC COB <edc.cob@edcgov.us>

A Business Case for the El Dorado Trail

1 message

Charlie Downs <cdowns@archnexus.com>

Sat, Aug 22, 2015 at 11:57 AM

To: "bosone@edcgov.us" <bosone@edcgov.us>, "bostwo@edcgov.us" <bostwo@edcgov.us>, "bostthree@edcgov.us" <bostthree@edcgov.us>, "bosfour@edcgov.us" <bosfour@edcgov.us>, "bosfive@edcgov.us" <bosfive@edcgov.us>
Cc: "edc.cob@edcgov.us" <edc.cob@edcgov.us>

County of El Dorado Board of Supervisors
Regarding: Agenda Item 15-0911

Members of the Board,

I am writing this letter in support of Option B as recommended by County staff in regard to the proposed Class 1 bike trail. My support of this option by no means represents opposition to rail excursion uses along the SPTC. Rather my support recognizes specifically where joint use would result in excessive construction costs for the trail project potentially killing a critical link. This short one and a half mile section at the end of the rail line is critical for connecting the existing El Dorado Trail to where joint use becomes practical.

Supporting Option B is a win/win strategy for trail and rail advocates and supports a great vision for the SPTC. That vision includes a world class Class 1 bike trail effectively running from Camino to Folsom where it would connect to the American River Bike Trail and onto Old Sacramento. It would be the longest bike trail in California and one of the top multi use trails in the nation. It represents an extraordinary opportunity for economic development for the County and the region as described in the attached **Business Case for the El Dorado Trail**. I encourage you to take the step on Tuesday in support of Option B in the many that will make this a reality for the benefit to our community.

Respectfully,

Charlie Downs, El Dorado County business owner and resident



A Business Case for the El Dorado Trail.docx

40K

A Business Case for the El Dorado Trail

Make no little plans. They have no magic to stir men's blood and probably themselves will not be realized. Make big plans; aim high in hope and work, remembering that a noble, logical diagram once recorded will never die, but long after we are gone will be a living thing, asserting itself with ever-growing insistency. Remember that our sons and grandsons are going to do things that would stagger us. Let your watchword be order and your beacon beauty. Think big.

Daniel Burnham, (1846-1912)

Community Leaders,

There are times when a convergence of conditions and circumstances present themselves in alignment that leverages an extraordinary opportunity. El Dorado County has such an opportunity right now, one that represents a solution to help remedy identified and persisting economic and demographic problems in a long lasting and regenerative fashion. It has been described as the lowest hanging fruit El Dorado County has within its reach for economic development.

The following is a business case argument for completing the development of the El Dorado Trail from Camino to the County line allowing a connection to the American River Bike Trail in Folsom. The connection of these two bike trails would create the longest Class 1 bike trail in California and one of the top multi-purpose trails in the nation. Such a distinction is befitting to El Dorado County with its world class natural/historical assets and complimentary recreational and agritourist attractions. While a trail of this quality would certainly be a source of pride it alone does not represent the real value that the completion of the El Dorado Trail would bring to the entire County. This is a catalyst project, the benefits of which would be profound.

Job Creation:

The prevailing wisdom in the post great recession context of El Dorado County understands that job creation is a top priority. Richard Florida a much acclaimed author and expert on creative economic development has said the best strategy for economic growth is to focus efforts to attract young people. Virtually every resident of the County can attest to why El Dorado County is a great place to live, from high quality schools and a rural life style to relatively affordable housing and recreational abundance like the rafting on the South Fork of the American River, four-wheeling on the Rubicon Trail or hiking the Tahoe Rim Trail. El Dorado County has much to offer and with additional investment in civic amenities such as the El Dorado Trail can further establish itself as a great place to live, work and play for a demographic the County lacks; young people who will create the jobs and opportunity of the future. Millennials (young people from 18-34) are especially interested in living and working in walkable and bikeable communities.

Demographics and Good Paying Jobs:

Recent demographic studies show that El Dorado County has the oldest mean age population of any County in California, a demographic trend that increases with each passing year. This is due in part to

the lack of good paying job opportunities in El Dorado County that would retain and attract younger residents. Most young people who do live in the County find that jobs paying enough to keep a family afloat and secure a future are located across the county line in neighboring Folsom, Rancho Cordova, Roseville and Sacramento.

Sales tax leakage is evidence of this larger economic problem; treating the symptom will not provide a cure. El Dorado County needs to do what other successful communities have done: build a better foundation for economic growth and demographic diversity, which includes investing in the kind of civic amenities that attract new business and a young creative workforce.

Human Resource:

The greatest assets of any business are its people. When facing a choice on where to locate small, medium and large companies share a common goal; find a community where people want to live, work and play. Communities who have the kind of quality of life that allow businesses to win the war for talent and attract the skilled workforce they need to be successful in the market place also win. The choice to invest in community assets is a win/win strategy that results in creating the type of environment conducive for both company and individual decisions on location. Within the Sacramento region El Dorado County beats many other areas in terms of life style and quality education but critically needs more investment in civic amenities such as the El Dorado Trail.

Economic Impact:

The El Dorado County Transportation Commission recently completed an analysis of the Sacramento Placerville Transportation Corridor (SPTC) and studied alternatives for its use. The SPTC is the alignment of the El Dorado Trail from the western county line to Placerville. The El Dorado Trail section from Placerville to Camino runs primarily in the former Michigan Cal Railroad right of way. A part of the STPC study focused on the number of users and the associated economic benefit. There are many examples of successful trails throughout the nation, some of which are cited in the analysis.

What is striking about the analysis is the collective annual economic benefit to the County of \$13 million in rider fees, lodging, hard and soft goods. It is important to point out that this analysis **does not** identify the economic benefit of the far more powerful impact to the local economy with job creation. It is also critical to understand that the paved path alternative will provide \$12 million of that \$13 million in annual benefit. The trail use has a relatively low first cost for construction and also relatively low cost for continued maintenance. El Dorado County has the ability to leverage state and federal grant funding to make the longest bike trail in California a reality; the return on the investment is huge.

One of the study's significant statistics is the number of projected users. It is estimated that trail use alone will be over 800,000 annually. The vast majority of trail users would be local residents representing nearly 500,000 annually, an indication of how important the completed El Dorado Trail will be for enhancing the quality of life of county residents.

Building Community:

Within EL Dorado County the SPTC connects the communities of El Dorado Hills, Latrobe, Cameron Park, Shingle Springs, El Dorado, Diamond Springs, Placerville and Camino while regionally it connects the County to Folsom and Sacramento County. Each of these communities have opportunities for business ventures with existing inventory and in many cases within established business parks. These communities also represent a wide range of affordability for housing and are served by excellent K-12 educational programs. Again these are the desirable assets that both companies and individuals seek when making decisions on where to establish themselves.

Millennials in particular are interested in places where activities associated with living, working and playing converge. They are a demographic that is filling positions and creating new jobs, bringing vitality and innovation with them. They are a new creative class that is well educated, well-traveled and are interested in communities that serve an active and healthy life style. They are the largest demographic in American history, one that El Dorado County desperately needs to attract in order to be economically competitive in the region and to alter the County's current demographic trend.

Summary:

Job creation is the challenge of the day for El Dorado County. Nearly 150,000 jobs in the region were lost during the Great Recession in both the public and private sectors. El Dorado County was particularly hard hit with many good paying jobs related to the construction industry lost in the many long years of the recession. Our own business located in Placerville since 1985 created good paying jobs pre-recession with staffing numbers as high as 85 individuals. The revenue our firm brought into the community was as high as \$15 million annually.

Those jobs created real value that sustained many families and businesses beyond our own. The business however was fueled by an old economy around design and construction responding to growth. The new economy is being populated by the larger millennial demographic with many good paying jobs. It's critical we understand where these jobs can intersect with the place of El Dorado County. Currently we are seeing bio-tech, tech and advanced manufacturing growth. Creating an atmosphere that is desirable for this new creative class is our best strategy for economic development.

The collective will of our community leaders can facilitate the completion of the El Dorado Trail. It will be welcomed regionally given the fact it connects to what is undoubtedly one of Sacramento's greatest community assets, the American River Bike Trail. Many tech firms in the Folsom area made decisions around location based on such an asset as have the residents who work in those industries. This is a model that has worked. El Dorado County can further leverage this model with a tide of new work that will raise the region.

Creating the longest Class 1 Bike Trail in the State of California will create much acclaim and attention state wide and nationally. That focus will drive business and personal decisions. This is indeed the lowest hanging fruit for economic development. Given the fact the right of way already exists and the cost of

such an improvement is minimal relative to the return, it would provide the most significant beneficial economic impact among the proposed uses.

Please join me in a call for action to complete this project. El Dorado County is a great place; let's make it an even better place for those who will be here in the future. That future can be for the children of El Dorado County so when they make choices as to where they will secure their futures that choice can be to stay in their great home of El Dorado County.

Thank you,

Charlie Downs

El Dorado County business owner and resident



EDC COB <edc.cob@edcgov.us>

public comment regarding the August 25 agenda item regarding paving the next section of the El Dorado Trail

1 message

Richard Reid <grandpafarmer@sbcglobal.net>

Sat, Aug 22, 2015 at 1:50 PM

Reply-To: Richard Reid <grandpafarmer@sbcglobal.net>

To: "bosfour@edcgov.us" <bosfour@edcgov.us>, "edc.cob@edcgov.us" <edc.cob@edcgov.us>

Cc: Sarah Henjum <cleosquared@msn.com>, John Raslear <jjrazzpub@sbcglobal.net>

El Dorado County Board of Supervisors

Re: Please accept my Public Comment regarding the August 25 agenda regarding paving the next section of the El Dorado Trail

The opportunity to accomplish great things does not come often. Usually our lives are filled with the daily tasks that are required to keep things flowing and often we do not even see the opportunities when they arise. There are distractions, but completing the El Dorado Trail and tying it into the American River Trail (ART) is a unique once in a life time opportunity.

I'll start with the American River Parkway (ART). The ART trail system is used by hundreds of thousands of people. As a member of a Triathlon Club, I have utilized that system of trails extensively with the group. After a bike ride or run we take time for lunch at Karen's Bakery, La Bou, or Panera Bread. What really amazes me is the number and variety of groups utilizing the trail. Old people (me included), young people, people with weight issues, mothers with strollers, cross country runners, casual bikers and pentathlon bikers all sharing and enjoying the trail. The trail is busy every day of the year. In a country struggling with an epidemic of obesity, this trail system has been a God send. It is beautiful, well maintained and provides a safe place for the community to exercise and enjoy nature. It is a real asset for the community and one that we should try to emulate with the El Dorado Trail.

The existing portions of the El Dorado Trail offer the community many of the same attributes. I will begin a ride off Missouri Flat Road (I'll park in the Wall Mart lot because the trail head lot is often full) and head up the hill through Placerville and up to Camino. On the way back I'll stop at Shoe Strings or Sweetie Pies for a bite to eat and head home. The trail is beautiful and going across the bridge is always a thrill. A significant advantage of the El Dorado Trail is that it provides a safe way to get off the narrow windy roads in this part of the county. Another draw of the trail will be its elevation gain. Hills are a draw in the biking and running community. The real opportunity, however, is completing the El Dorado Trail down to El Dorado Hills and tying into the ART. All of a sudden we would have a beautiful and safe trail system of over 100 miles available to millions of people. Build the trail correctly, the word will get out and we will have an economic magnet.

The main detractor of this project is a group of train enthusiasts. I understand the infatuation with trains. My first "job" as an 8 year old boy was sweeping out box cars that delivered building materials to our wholesale distribution company in Fresno. The huge engine would come in, hook up the cars I swept, sound its horn and haul away the empty cars. Minutes later the engine would

15-0911 Public Comment

be back with new cars full of materials to unload. My favorite train related memory is from 1958, riding on the last train to haul redwood logs out of the forest to the mill in Fort Bragg. I rode in the engine on the way into the forest and in the caboose on the return to the mill. The logs were so huge many of the cars could only carry one log. I can still see the cars and logs swaying back and forth as we went around the curves. Now back to reality. The mill is out of business as is the excursion train that tried to make a go of it creating the "train experience". 99% of the California lumber mills that existed in 1958 are out of business and most have been dismantled. As is the case in El Dorado County, the train routes that served the mills have been abandoned and the tracks are deteriorating to the point they are no longer safe, even for small excursion "trains". I implore the board not to get distracted by the "train experience" or the notion that the train route will need to be reestablished. The "train experience" presented to the board, especially with the equipment provided, from Shingle Springs to El Dorado is not historic, is not realistic and it will not serve a significant portion of the El Dorado County population. Finally, the notion that train route up the Highway 50 corridor will need to be reestablished is ludicrous. With no freight to haul what company is going to invest millions in rebuilding the dilapidated tracks and rail bed?

In conclusion, I hope the board will see the expedited completion of the El Dorado Trail as a unique once in a life time opportunity, a priority to serve the health and welfare of community, and a magnet for El Dorado County.

Thank you,

Richard Reid

Placerville, CA 95667



EDC COB <edc.cob@edcgov.us>

public comment regarding the August 25 agenda item regarding paving the next section of the El Dorado Trail

1 message

Richard Reid <grandpafarmer@sbcglobal.net>

Sat, Aug 22, 2015 at 1:50 PM

Reply-To: Richard Reid <grandpafarmer@sbcglobal.net>

To: "bosfour@edcgov.us" <bosfour@edcgov.us>, "edc.cob@edcgov.us" <edc.cob@edcgov.us>

Cc: Sarah Henjum <cleosquared@msn.com>, John Raslear <jjrazzpub@sbcglobal.net>

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The main detractor of this project is a group of train enthusiasts. I understand the infatuation with trains. My first "job" as an 8 year old boy was sweeping out box cars that delivered building materials to our wholesale distribution company in Fresno. The huge engine would come in, hook up the cars I swept, sound its horn and haul away the empty cars. Minutes later the engine would



EDC COB <edc.cob@edcgov.us>

8/25/15 Agenda Item 21, file 15-0911 (El Dorado Trail)

1 message

J. R. Power <jadedreprobate@yahoo.com>

Sat, Aug 22, 2015 at 2:30 PM

Reply-To: "J. R. Power" <jadedreprobate@yahoo.com>

To: "edc.cob@edcgov.us" <edc.cob@edcgov.us>

Dear Supervisors,

The next section of class 1 bike path is being proposed from Missouri Flat to El Dorado Rd – 2.5 miles. I support DOT's option B of removing 1.49 miles of rail in order to save 75% of the natural trail for equestrians and mountain bikers, save the taxpayers over \$2.7 million, save 600 oak trees and other environmental impacts, save the shade canopy, and connect the town of El Dorado with the class 1 bike path. Staff has indicated EDC may not get the grant to build beside the rails because it will not be a competitive project. This 1.49 miles is not a scenic enhancement to the train program. Building the class 1 trail will increase interest and ridership for El Dorado Western by driving thousands to the train park and increasing the trains groups viability. Please support the class one trail and a viable train program! We need to connect our communities and make biking to school and work a reality!

Thank you,

John Le Pouvoir

Pollock Pines



EDC COB <edc.cob@edcgov.us>

Build the Trail!!

1 message

Dori Drake <dori_drake@hotmail.com>

Sat, Aug 22, 2015 at 5:21 PM

To: "edc.cob@edcgov.us" <edc.cob@edcgov.us>

Dear Supervisors,

You could leave this legacy of a bike path for future generations to use and enjoy!! As supervisors, exercise foresight, anticipate needs of your constituents and provide a useful means of exercise for the populace of this county.

The next section of class 1 bike path is being proposed from Missouri Flat to El Dorado Rd – 2.5 miles. I support DOT's option B of removing 1.49 miles of rail in order to save 75% of the natural trail for equestrians and mountain bikers, save the taxpayers over \$2.7 million, save 600 oak trees and other environmental impacts, save the shade canopy, and connect the town of El Dorado with the class 1 bike path. Staff has indicated EDC may not get the grant to build beside the rails because it will not be a competitive project. This 1.49 miles is not a scenic enhancement to the train program. Building the class 1 trail will increase interest and ridership for El Dorado Western by driving thousands to the train park and increasing the trains groups visibility.

Please support the class one trail!!! We need to connect our communities and make biking to school and work a reality!

Thank you,

Dori Drake



EDC COB <edc.cob@edcgov.us>

Please extend the trail from Missouri flat to El Dorado

1 message

Barbara Petersen <barbarajpetersen@gmail.com>

Sat, Aug 22, 2015 at 5:28 PM

To: "edc.cob@edcgov.us" <edc.cob@edcgov.us>

Sent from my iPad



EDC COB <edc.cob@edcgov.us>

Rail trail from Missouri Flat Road and El Doeado

1 message

Barbara Petersen <barbarajpetersen@gmail.com>

Sat, Aug 22, 2015 at 5:41 PM

To: "edc.cob@edcgov.us" <edc.cob@edcgov.us>

Please support Option B for the next step in expanding our rail trail. This will give the most people access to a good Class 1 trail. It will leave plenty of room for horseback riding and for mountain bicycles. This is not a section of the trail that has no scenic vistas for a train excursions. The current trail issued by people of all ages for walking, cycling, and horseback riding. The other proposed options are too expensive and although I like train excursions this is not a location that would draw enough riders to make a successful operation. Those who would ride a train excursion would do it only once while walkers/bikers would use the trails many times...many on daily or weekly bases. Please approve Option B as soon as possible. I am 67 and hope to be able to use the trail walking, biking, and eventually with a walker!

Sent from my iPad



EDC COB <edc.cob@edcgov.us>

8/25/15 Agenda Item 21, file 15-0911 (El Dorado Trail)

1 message

Tomasz Olesiejuk <tomek_94541@yahoo.com>
Reply-To: Tomasz Olesiejuk <tomek_94541@yahoo.com>
To: "edc.cob@edcgov.us" <edc.cob@edcgov.us>

Sun, Aug 23, 2015 at 6:19 AM

Dear Supervisors,

The next section of class 1 bike path is being proposed from Missouri Flat to El Dorado Rd – 2.5 miles. I support DOT's option B of removing 1.49 miles of rail in order to save 75% of the natural trail for equestrians and mountain bikers, save the taxpayers over \$2.7 million, save 600 oak trees and other environmental impacts, save the shade canopy, and connect the town of El Dorado with the class 1 bike path. Staff has indicated EDC may not get the grant to build beside the rails because it will not be a competitive project. This 1.49 miles is not a scenic enhancement to the train program. Building the class 1 trail will increase interest and ridership for El Dorado Western by driving thousands to the train park and increasing the trains groups viability. Please support the class one trail and a viable train program! We need to connect our communities and make biking to school and work a reality!

Thank you,

Tomasz Olesiejuk

El Dorado Hills



EDC COB <edc.cob@edcgov.us>

El Dorado Trail

1 message

Nancy Boals <njboals@gmail.com>

Sun, Aug 23, 2015 at 7:04 AM

To: edc.cob@edcgov.us

I support DOT's option B of removing 1.49 miles of rail in order to save 75% of the natural trail for equestrians and mountain bikers, save the taxpayers over \$2.7 million, save 600 oak trees and other environmental impacts, save the shade canopy, and connect the town of El Dorado with the class 1 bike path. My husband and I are retired and use the EDT from town towards Camino, but would love to see it connected to the Missouri Flat section.

Nancy Boals

Placerville



EDC COB <edc.cob@edcgov.us>

8/25/15 Agenda Item 21, file 15-0911 (El Dorado Trail)

1 message

Rose Giardina <rosegardina@gmail.com>

Sun, Aug 23, 2015 at 8:47 AM

To: edc.cob@edcgov.us

Dear Supervisors,

PLEASE--MAKE A DECISION! Option B is the best use of that section of the rail line.

Rose and Paul Giardina

The next section of class 1 bike path is being proposed from Missouri Flat to El Dorado Rd – 2.5 miles. I support DOT's option B of removing 1.49 miles of rail in order to save 75% of the natural trail for equestrians and mountain bikers, save the taxpayers over \$2.7 million, save 600 oak trees and other environmental impacts, save the shade canopy, and connect the town of El Dorado with the class 1 bike path. Staff has indicated EDC may not get the grant to build beside the rails because it will not be a competitive project. This 1.49 miles is not a scenic enhancement to the train program. Building the class 1 trail will increase interest and ridership for El Dorado Western by driving thousands to the train park and increasing the trains groups viability. Please support the class one trail and a viable train program! We need to connect our communities and make biking to school and work a reality!



EDC COB <edc.cob@edcgov.us>

8/25/15 Agenda Item 21, file 15-0911 (El Dorado Trail)

1 message

Bill Fraser <billf7281@comcast.net>

Sun, Aug 23, 2015 at 9:50 AM

To: edc.cob@edcgov.us

Dear Supervisors,

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Thank you,

Bill Fraser

El Dorado, CA 95623



EDC COB <edc.cob@edcgov.us>

BOS Agenda Item 21/File 15-0911/8-25-15

1 message

eldorberry@comcast.net <eldorberry@comcast.net>

Sun, Aug 23, 2015 at 4:15 PM

To: edc cob <edc.cob@edcgov.us>

The Friends of the El Dorado Trail have announced via Facebook their intent to support the removal of established and agreed upon El Dorado County Rail Park track east of El Dorado. The EDWR appreciates the Friends of the Trail attempt to invigorate the corridor by directing thousands of trail users to the EDWR at El Dorado. In response, the EDWR proposal must be to carry forward an invigorated rail based public service as a program of the county across all track within El Dorado County in pursuit of full corridor public access. The Supervisors can easily extend the county rail park boundary to the west county line, the EDWR will then as the county rail program be authorized to open up the corridor west of Shingle Springs to ensure equal corridor opportunity for all, rail based excursion programs may be coordinated under one domain, and all corridor assets will be unified rather than decimated. Please support a full county wide Rails and Trails approach to these public lands. Why select any option that strips the right of access from all in favor of one venue. It is doubtful that Trails would support removal of the trail in any section of the corridor as they now support removing the one public service rail based service. The EDWR would never suggest excluding the trail in any section.

There is great value in a full fledged rail excursion program. For example, We have traveled 800 miles this week to Winslow Arizona to stay at the La Posada restored Harvey House. We came here to watch trains! The hotel is full of visitors who came to watch trains. They have stayed here in the Winslow community spending money on hotels, restaurants, and gifts. El Dorado County deserves a fully developed rail based excursion program which will support the local economy. El Dorado County deserves to have the recognition and respect of having a unique historical rail venue on the first railroad west of the Mississippi. Train enthusiasts and tourists alike come, stay, and spend money! You have the making of such a program if allowed to develop fully. The proposed removal of established rail park track is in direct opposition to a fully developed program. Why would you consider eliminating such a unique opportunity for all county residents, train enthusiasts and touring visitors?

The volunteers of the EDWR have proved their public service by developing a county program without direct line item budget funding, the only known program to operate by ridership donation. You gave us a chance, we have carried well over 10,000 riders on a weekly schedule. We are close to full development. The issue of track removal was previously settled by agreement with Trails and directed by JPA position, and now appears to be in jeopardy.

The vast majority of the general public rides by rail not by trail! The El Dorado Western Railroad is the only public access program on the corridor that serves the entire community. Please don't break the agreement already in place and establish a precedence of removing track.

Respectfully,

Keith and Gloria Berry
Residents of El Dorado, CA



EDC COB <edc.cob@edcgov.us>

Subject: 8/25/15 Agenda Item 21, file 15-0911 (El Dorado Trail)

1 message

Stacy Berger <stacy@mysaddle.com>

Sun, Aug 23, 2015 at 4:19 PM

To: edc.cob@edcgov.us

edc.cob@edcgov.us

Subject: 8/25/15 Agenda Item 21, file 15-0911 (El Dorado Trail)

Dear Supervisors,

The next section of class 1 bike path is being proposed from Missouri Flat to El Dorado Rd – 2.5 miles. I support DOT's option B of removing 1.49 miles of rail in order to save 75% of the natural trail for equestrians and mountain bikers, save the taxpayers over \$2.7 million, save 600 oak trees and other environmental impacts, save the shade canopy, and connect the town of El Dorado with the class 1 bike path. Staff has indicated EDC may not get the grant to build beside the rails because it will not be a competitive project. This 1.49 miles is not a scenic enhancement to the train program. Building the class 1 trail will increase interest and ridership for El Dorado Western by driving thousands to the train park and increasing the trains groups viability. Please support the class one trail and a viable train program! We need to connect our communities and make biking to school and work a reality!

Thank you,

Stacy Berger

Shingle Spring, CA



EDC COB <edc.cob@edcgov.us>

Subject: 8/25/15 Agenda Item 21, file 15-0911 (El Dorado Trail)

1 message

Randy and Vicki Hubach <froggulch@att.net>

Sun, Aug 23, 2015 at 5:27 PM

To: edc.cob@edcgov.us

Dear Supervisors,

The next section of class 1 bike path is being proposed from Missouri Flat to El Dorado Rd – 2.5 miles. I support DOT's option B of removing 1.49 miles of rail in order to save 75% of the natural trail for equestrians and mountain bikers, save the taxpayers over \$2.7 million, save 600 oak trees and other environmental impacts, save the shade canopy, and connect the town of El Dorado with the class 1 bike path. Staff has indicated EDC may not get the grant to build beside the rails because it will not be a competitive project. This 1.49 miles is not a scenic enhancement to the train program. Building the class 1 trail will increase interest and ridership for El Dorado Western by driving thousands to the train park and increasing the trains groups viability. Please support the class one trail and a viable train program! We need to connect our communities and make biking to school and work a reality!

Vicki Hubach

Born and raised in Placerville

now of Sutter Creek



EDC COB <edc.cob@edcgov.us>

trail advocacy

1 message

Lynn Murray <lynnmurray2684@att.net>

Sun, Aug 23, 2015 at 5:58 PM

Reply-To: Lynn Murray <lynnmurray2684@att.net>

To: "edc.cob@edcgov.us" <edc.cob@edcgov.us>

Dear Supervisors:

The next section of class 1 bike path is being proposed from Missouri Flat to El Dorado Rd – 2.5 miles. I support DOT's option B of removing 1.49 miles of rail in order to save 75% of the natural trail for equestrians and mountain bikers, save the taxpayers over \$2.7 million, save 600 oak trees and other environmental impacts, save the shade canopy, and connect the town of El Dorado with the class 1 bike path. Staff has indicated EDC may not get the grant to build beside the rails because it will not be a competitive project. This 1.49 miles is not a scenic enhancement to the train program. Building the class 1 trail will increase interest and ridership for El Dorado Western by driving thousands to the train park and increasing the trains groups viability. Please support the class one trail and a viable train program! We need to connect our communities and make biking to school and work a reality!

Thank you,

Lynn Murray, Founder**PLACERVILLE MOBILITY SUPPORT GROUP****www.placervillemobilitysupportgroup.org**

Get up. Get out. Get better.

Resist much; obey little. - Whitman

He who has a why to live can bear with almost any how. - Nietzsche

To be removed from the email list, please forward a request to Lynn Murray. Thank you.



EDC COB <edc.cob@edcgov.us>

(no subject)

1 message

Gary E. Sims <garyesims@gmail.com>

Sun, Aug 23, 2015 at 7:41 PM

To: edc.cob@edcgov.us

Keep the tracks. This trail is well known by the rail bikers that come to use the rails. It would be ashamed to loose 32 miles of rail riding tracks. Thanks for listening.

James R. "Jack" Sweeney

Land Surveyor - Land Use Consultant- Problem Solutions
California Licensed Surveyor No. 3864

Board of Supervisors
County of El Dorado
330 Fair Lane
Placerville, CA 95667

by e-mail to Members and Clerk

Re: Offer of Assistance regarding proposed Track Removal from Missouri Flat Road to the West! BOS 8-25-15 # 21 (15-0911)

Chairman and Members of the Board:

During my first term as the Supervisor for District Three I became aware of the Southern Pacific's effort to do away with the railroad that connected Placerville to Sacramento through Folsom. While not many were interested in the preservation of the corridor, I determined that we could not let this great corridor be taken from public use! While it may be bragging, I believe if I had not been on the Board we would not have a corridor today!

The full Board agreed to let me proceed with an effort to retain the corridor. They allowed me the assistance of then Deputy County Counsel Rod Lumley and subsequently allowed us the sum of \$50,000 to retain the services of Charles H. Montange, an attorney at Law with offices in Seattle, Washington. Mr. Montange was noted as an authority on railroad abandonments and, specifically, the use of the "Rails to Trails Act".

Armed with the testimony put together by Rod Lumley and myself, and with the assistance of many locals, we beat the Southern Pacific twice at the Inter-state Commerce Commission and once in the Ninth Circuit Court! Ultimately, the Corridor JPA was formed and the rights to the corridor were purchased from Southern Pacific for substantially less than their asking price!

If you wish a copy of my testimony (dated March 23, 1987) in the matter I can provide it to you. That testimony illustrated that the title offered by Southern Pacific was NOT well based; most of the parcels were easements and could be subject to reversion upon abandonment or track removal. That premise became the ultimate basis for negotiating a lowered price.

What is most interesting in all of this is that I always believed that most of the documents granting the corridor were easements and would revert upon removal of the ability to "operate a railroad"! I was assured that the "Rails to Trails" Act avoided such reversion. On March 10, 2014 the Supreme Court of the United States, in their decision of *Brandt v United States*, agreed with me! Their eight to one decision brought the nation back to common law! They cleared up the age old holding by most practitioners of law and title that when a property is granted for a specific use (an easement), and that use is discontinued, the underlying fee is no longer burdened and reverts to its proper owner.

Said differently, they clarified that an easement given for a purpose is between the Grantees and Grantors; that no other use can be made of that easement that was described between the parties to the documents!

Having read most of the material by the County Staff and the Transportation Commission Staff, I do not believe that they have read nor studied the multitudinous documents that preceded the purchase of the corridor by the JPA! If they do not have time to do otherwise, they should at least read the preliminary title report by Stewart Title Company dated May 23, 1995 and the letter from the JPA attorneys and Montange dated May 10, 1995.

As to the specific item before the Board, you should know that between Missouri Flat Road and Blanchard Road there are eight parcels that make up the original granting for the railroad; these parcels are as follows:

Map	Parcel #	title policy #	Type of grant
15	10	63	Easement
15	11	64	"
15	12	65	Fee
16	1	65	Fee
16	2	69	Easement
16	3	70	Act of 1875
16	4	71	Easement
16	5	72	Act of 1875

Note that the Act of 1875 is the very act that was discussed by the Supreme Court in the *Brandt* case!

Plain and simple: Remove the track and lose the corridor!

The alternative is for the County to do the right thing! Do not buffalo your way into ownership by possession with Rails to Trails, but go to the property owners and provide them the truth! They probably have some reversionary interest and ask if they would quit Claim that interest to the County. Alternatively, the County could obtain possession of the corridor by an Eminent Domain Proceeding. And, be reminded that if an individual wanted to do the trails thing they would need to apply for a Special Use Permit and do a CEQA examination of the impacts of the project.

I hereby offer my assistance to the citizens of this County, without charge, to assist your attorneys and staff in better understanding the situation by the Brandt decision. I am confident we can find a way for all uses to enjoy the corridor without violating property rights.

I have written much on this matter and presented it at hearings in this county. I am not inclined to debate this matter in a room with people offering hearsay. If they had spent forty five years, as I have, practicing in these matters they would have a different opinion of the "Rails to Trails Act". It is merely a disguise used by the Federal Government to accomplish takings in violation of our Federal and State Constitutions.

Enjoy your work!

Respectfully offered,

James R. Sweeney



EDC COB <edc.cob@edcgov.us>

8/25/15 Agenda Item 21, file 15-0911 (El Dorado Trail)

1 message

Mike Bean <mike@rivervilla.com>

Mon, Aug 24, 2015 at 8:21 AM

To: bosone@edcgov.us, bostwo@edcgov.us, bosthree@edcgov.us, bosfour@edcgov.us, bosfive@edcgov.us, edc.cob@edcgov.us

Cc: Vickie M Sanders <vickie.sanders@edcgov.us>

Dear Supervisors,

Please support option B in agenda item 21, file 15-0911 (El Dorado Trail). We believe removing 1.5 miles of tracks to save 2.7 million dollars is the fiscally responsible decision to make. Yes, removing 1.5 miles of track will impact possible use by the train enthusiasts, but is keeping all the remaining track the best use of the STPC, especially given the projected return on investment of a class I trail? Our understanding is that a large portion of funds used by El Dorado County to purchase their portion of the SPTC was a grant to provide non-motorized transportation facilities and air quality benefits. One would think that such a grant would expect that El Dorado County to deliver non-motorized transportation facilities within the corridor in a timely manner. Certainly the sections where rails were removed near Placerville to provide a class I path have proven need was valid and funds were well spent. The Diamond Springs and El Dorado Area Mobility and Livable Community Plan requested a class I path in the SPTC. We believe context for these communities is similar to sections where the class I path has already been built in regards to population density and potential use for alternate transportation. Our concern is chasing funding for the solution that preserves the 1.5 miles of track may be difficult and postpone implementation of the class I path, perhaps indefinitely. We also wonder if this 1.5 miles of track is critical to operation of any excursion rail service. We had hoped The Sacramento Placerville Transportation Corridor Alternatives Analysis would help the Board of Supervisors make some of the tough decisions. We believe the analysis demonstrated the high return on investment by implementing a class I path.

As for background, we are bicycle tourists and commuters. We pack up our bicycles with camping gear and ride for multiple days exploring communities and natural wonders by bicycle. In our trips into the Eldorado National Forest we have used the El Dorado Trail from Placerville to reach Sly Park and destinations beyond. In our trips west of Coloma, we use the American River Bike Path. We believe El Dorado County can benefit financially by bicycle based tourism while at the same time providing it's residents an opportunity to recreate on a paved surface away from our often over crowded roads. Providing class I paths also helps those that want to commute by bicycle by providing separation from motorized traffic. Many studies have show that proximity to paths and trails increases property values.

Please expedite construction of class I path between Missouri Flat Rd and town of El Dorado by voting yes on option B this Tuesday.

Thanks,

Mike Bean
Dawn Infuma-Bean
Coloma



EDC COB <edc.cob@edcgov.us>

(no subject)

1 message

lindamariegage@yahoo.com <lindamariegage@yahoo.com>

Mon, Aug 24, 2015 at 8:24 AM

Reply-To: lindamariegage@yahoo.com

To: "edc.cob@edcgov.us" <edc.cob@edcgov.us>

Dear Supervisors,

The next section of class 1 bike path is being proposed from Missouri Flat to El Dorado Rd – 2.5 miles. I support DOT's option B of removing 1.49 miles of rail in order to save 75% of the natural trail for equestrians and mountain bikers, save the taxpayers over \$2.7 million, save 600 oak trees and other environmental impacts, save the shade canopy, and connect the town of El Dorado with the class 1 bike path. Staff has indicated EDC may not get the grant to build beside the rails because it will not be a competitive project. This 1.49 miles is not a scenic enhancement to the train program. Building the class 1 trail will increase interest and ridership for El Dorado Western by driving thousands to the train park and increasing the trains groups viability. Please support the class one trail and a viable train program! We need to connect our communities and make biking to school and work a reality!

Thank you,

Linda Gage

Grizzly Flats, CA



EDC COB <edc.cob@edcgov.us>

Board Meeting DVDs

1 message

gene haydu <gene@haydulaw.com>

Mon, Aug 24, 2015 at 8:43 AM

To: edc.cob@edcgov.us

Subject: 8/25/15 Agenda Item 21, file 15-0911 (El Dorado Trail)

Dear Supervisors,

The next section of class 1 bike path is being proposed from Missouri Flat to El Dorado Rd – 2.5 miles. My wife and I support DOT's option B of removing 1.49 miles of rail in order to save 75% of the natural trail for equestrians and mountain bikers, which will save the taxpayers over \$2.7 million, save 600 oak trees and other environmental impacts, save the shade canopy, and connect the town of El Dorado with the class 1 bike path. I understand that county staff has indicated EDC may not get the grant to build beside the rails because it will not be a competitive project. This 1.49 miles is not a scenic enhancement to the train program. Building the class 1 trail will increase interest and ridership for El Dorado Western by driving thousands to the train park and increasing the trains groups viability. Please support the class one trail and a viable train program! We need to connect our communities and make biking to school and work a reality!

Thank you,

Eugene and Suzanne Haydu

, Shingle Springs, CA 95682



EDC COB <edc.cob@edcgov.us>

public comment letters of support for trail

1 message

Sarah <cleosquared@msn.com>

Mon, Aug 24, 2015 at 9:17 AM

To: "bosfour@edcgov.us" <bosfour@edcgov.us>, "bosone@edcgov.us" <bosone@edcgov.us>, "bostwo@edcgov.us" <bostwo@edcgov.us>, "bosthree@edcgov.us" <bosthree@edcgov.us>, "bosfive@edcgov.us" <bosfive@edcgov.us>, "edc.cob@edcgov.us" <edc.cob@edcgov.us>

Good morning all you hard working Supervisor assistants!

I have received feed back from some of the trail supporters that their letters of support regarding the next section of Class I trail are not in the packet of attachments. I have asked for all names, but Eileen Crim (district 2) is one of them. Jackie N. is out of town but said that some were sent to Supervisor Veerkamp, too.

Some may have been sent to you instead of the clerk of the board.

Can you please check your inbox to make sure all letters have been forwarded to the proper place for inclusion? Many of our supporters are not available to attend but want to voice their opinion.

Sincerely,
Sarah A. Henjum
Friends of El Dorado Trail



EDC COB <edc.cob@edcgov.us>

Agenda item 21 8/25/2015

1 message

Steven Neau <sneau001@gmail.com>

Mon, Aug 24, 2015 at 9:33 AM

To: bosthree@edcgov.us, edc.cob@edcgov.us

Dear Supervisor Veerkamp,

We support a future for El Dorado County! The past was never meant to prevent the future.

The next section of class 1 bike path is being proposed from Missouri Flat to El Dorado Rd – 2.5 miles. I support DOT's option B of removing 1.49 miles of rail in order to save 75% of the natural trail for equestrians and mountain bikers, save the taxpayers over \$2.7 million, save 600 oak trees and other environmental impacts, save the shade canopy, and connect the town of El Dorado with the class 1 bike path. Staff has indicated EDC may not get the grant to build beside the rails because it will not be a competitive project. This 1.49 miles is not a scenic enhancement to the train program. Building the class 1 trail will increase interest and ridership for El Dorado Western by driving thousands to the train park and increasing the trains groups viability. Please support the class one trail and a viable train program! We need to connect our communities and make biking to school and work a reality!

What is EDC's plan to finish and connect the class 1 bike path?????

Sincerely,

Steve and Jackie Neau

DATE

8/13/15

As stewards of the SPTC Corridor within El Dorado County, you have the opportunity to direct future development of the corridor. Presently the corridor is basically 217 acres of open space with a designated natural trail and in some locations and times, excursion rail on Sundays.

For over 25 years, the county has had a vision for the corridor as a continuous bicycle trail connecting to the Folsom trail system and the American River Bike Trail. This vision is supported by over 75% of residents.

In the past, passions have been involved in making decisions about uses in the corridor. The recent completion of the Sacramento Placerville Transportation Corridor Alternative Analysis provides us with much valuable information to make informed decisions about the corridor's future.

Perhaps, my observations and research will assist you making decisions about corridor development:

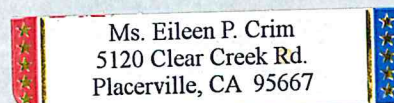
1. Railroad folks and trail advocates do not agree on the highest and best use of the corridor.
2. Some people believe that all of the rails have to remain in place and there is no room for discussion on how we can have a demonstration train on some track and use some of it for the bike path. Somehow, an enormous nostalgia for keeping the rails in place has developed
3. There is insufficient coordination between the El Dorado County Historical Museum and County Parks and Trails.
4. Railroad advocates from outside our county appear to have a great deal of influence in corridor decisions.
5. FRA Class I Rail Excursion Train would preclude trail use because of FRA regulations and Cal Public Utilities Commission rules. Essentially, the current trail would have to be mostly closed and there could no longer be an opportunity for a Class I trail in the corridor.
(Note: Uses of the corridor for private enterprise ((e.g. utility easements and excursion trains)) will not be subsidized with taxpayer funds- p.22 SPTC Master Plan.)
6. We now know, from the Alternative Analysis Study and from discussions with those involved with grants that the bicycle path, as desired by residents, cannot be built without some of the rails being pulled up.

In my opinion, the paved path on portions of the rail bed, with a natural trail where feasible, provide the most healthful and economic benefit for El Dorado County.

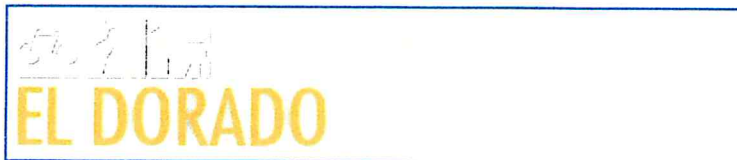
Please have the vision to develop the SPTC Corridor into regional inter-county trail.

Respectfully,
Eileen Crim
644-3322

8/14/15



RECEIVED
BOARD OF SUPERVISORS
EL DORADO COUNTY
2015 AUG 13 PM 4:28

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About



The El Dorado Trail is a multimodal transportation corridor planned to extend the entire length of El Dorado County from the western county line to the Lake Tahoe Basin. Some segments are already completed with Class I Bike Paths; other segments are currently in development, open for use as a natural trail, or are proposed for improvement.

Friends of El Dorado Trails is a group of local trail supporters who work cooperatively with the city and county. We advocate, publicize and strategize on behalf of the trail.

The El Dorado Trail includes two railroad rights-of-way. The twenty-eight mile segment of the Sacramento-Placerville Transportation Corridor in El Dorado County extends from the western end of the County near the Latrobe area east, to the western portion of the city of Placerville. The Michigan-California portion runs east from Placerville up into the Camino area. At the present time, potential extension of the El Dorado Trail from the end of its current trail at Highway 50 in Camino to Pacific House east of Pollock Pines and further east following the former Pony Express trail into the S. Lake Tahoe area is being considered. This former rail corridor is a part of the Designated Cross State Bicycle Route which runs from San Francisco to S. Lake Tahoe.

On the Trail map page you can find the location of the Class 1 bike paths with the parking areas and access points. These areas are in and around the city of Placerville. Most of the El Dorado Trail is unimproved and remains with the rails left abandoned. Over twenty-three miles of this natural trail weave through out El Dorado County's foothills, all open for nature walks, horseback riding or

mountain biking.

MISSION STATEMENT

It is the mission of the Friends of El Dorado Trail to complete the El Dorado Trail as an alternative transportation and recreation corridor of hiking, biking and equestrian trails, from El Dorado Hills to South Lake Tahoe.

VISION STATEMENT

We envision that the future of El Dorado County will include an alternative transportation and recreation corridor of hiking, biking, and equestrian trails that will attain local and national popularity due to it's generous and expansive connections with our modern day gold. The El Dorado Trail will make it possible for residents and tourists alike to embrace our history, natural wonders, and rural lifestyle. The trail starts in the oak-filled meadows of the western slope which features the railroad and gold rush times, then heads eastward through apple orchards and Sierra Nevada pine forests. The actual pony express trail is next, along with logging routes, and the finally the trail ends with a stunning embrace of Lake Tahoe. Different seasons include the wildflower experience and the Sierra winter theater which showcases our county's geologic wonders. It will be a much-sought after experience for hikers, bikers, and equestrians and will include folks that use wheelchairs, strollers or other special transport.

Subscribe to our mailing list

* indicates required

Email Address

First Name

Last Name

I'm interested in...

- ☐ Trail Work & Maintenance
- ☐ Community Outreach

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About



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Email Address

First Name

Last Name

I'm interested in...

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- ☐ Community Outreach

This report has been prepared by the El Dorado Community Foundation for the purpose of examining issues associated with the development of shared use paths and other trails within or adjacent to railroad and transit rights-of-way. This document is intended to explore what we have learned from reviewing hundreds of pages of documents, community meetings with the stakeholders of El Dorado County and the rail advocates of Sacramento/Folsom.

The El Dorado Community Foundation does not actively promote rail with trail projects, or trail only, but recognizes that the documents and community input already exist and that more are being planned and implemented.

NOTE:

This document is disseminated under the sponsorship of the El Dorado Community Foundation in the interest of information exchange.

The El Dorado Community Foundation assumes no liability for its contents or use thereof.

The contents do not necessarily reflect official policy of the El Dorado Community Foundation.

This report does not constitute a standard, specification, or regulation.

Executive Summary

This report offers conclusions about what has been learned in the development and operation of the "Southern Pacific Placerville Branch Railroad Right-Of-Way" so that railroad companies, trail developers, and others can benefit.

In July 1991, the Sacramento-Placerville Transportation Corridor Joint Powers Authority (SPTC-JPA) was formed to purchase the Sacramento-Placerville railroad corridor from Southern Pacific Railway Corporation. El Dorado County purchased the rights to the El Dorado county portion of the SPTC in 1995 under the auspices of the 1983 National Trail System act (better known as the "Rails to Trails" act). This act recognized that the national system of rail corridors was in danger of being abandoned and lost due to a change in transportation efficiencies, and Congress set out to save the corridors with railbanking.

The preserved corridor will be used as an alternative transportation corridor, including multiple uses along several sections.

El Dorado County has prepared the Sacramento-Placerville Transportation Corridor Master Plan which identifies multiple uses including excursion trains, bicycle, pedestrian and equestrian trails, and utility easements.

The 28-mile segment of the SPTC in El Dorado County extends from the eastern end of the County near the Latrobe area to the western portion of the City of Placerville.

Whether existing track is removed or stays is inconsequential to the National Trail System Act or the right of a rail company to re-take the corridor in the future, as long as the interim use is for trails.

Railbanking:

- It allows local jurisdictions to preserve the rail corridors by establishing trails until, and if, active commercial rail use is needed again.
- If commercial rail use becomes viable again, in the future, then the commercial rail companies have the absolute right to lay new track, at their expense, and re-take the corridor.
- It allows the commercial rail companies to leave their existing assets in place (such as trestles and cuts and fills) and not have to return the land to prior status.
- It preempts trail development on the corridors from environmental processes as rails are simply being replaced by trails.
- It maintains the integrity of the corridor land use and prevents adjacent land owners from attempting to take railbanked land (this land use issue was settled in the Preseault case before the US Supreme Court in 1990).

Process:**Organizational Review**

To facilitate an understanding of organizational interest and perspective the El Dorado Community Foundation invited El Dorado County organizations that have shown a historical interest in the use of the rail corridor from Shingle Springs to the El Dorado/Sacramento County lines. The meeting was facilitated by the Foundation as a listening process to inquire of organizational goals, needs and perspective on the use of the rail corridor.

Organizations that represent the railroad groups from the City of Folsom did have their opportunities to express their perspectives on the use of the rail corridor in a separate process.

The Foundation did not include representatives of county staff in either of these group or individuals meetings. This decision was made to insure organizational willingness for transparency without concern to county departmental internal conflicts, policy or personal perspectives.

Document Review

Contracts and legal documents are created to remove ambiguity and doubt. They provide guidance, direction and certainty. In reviewing the documents that pertain to the corridor, particular focus was paid to the documents that pertain to the underlying question. What, if any, alignment is there.

There are a few assumptions that are held with contracts/documents:

- Documents had to be read from a position of non alignment. The Foundation takes no stand on the rail or trail debate thus allowing for a non prejudice review of the documents
- Documents serve a specific purpose of codifying agreements, direction, stated purpose and articulation of what is comprised of a plan
- Assurances expressed personally in conversations that are not codified in a written format approved by the act of committee or agency are not considered as binding agreements

Documents Reviewed

Surface Transportation Board Decision August 1996

City of Folsom Notice of Preparation of Joint Draft Environmental Impact Report/Environmental Impact Statement for the Folsom South of US 50 Specific Plan Project

Market/Operational Feasibility Study of Proposed Tourist Rail Excursion Service

Environmental Impact Report Project Description of the proposed White Rock Road General Plan Amendment and Widening, Improvement and Safety Project.

Sacramento Placerville Transportation Corridor Joint Powers Authority QUITCLAIM DEED.

Sacramento Placerville Transportation Corridor Joint Powers Authority GRANT DEED

JPA Agreement dated, October 8, 1991.

Reciprocal Use and Funding Agreement (RUFA), dated August 31, 1996, plus two Amendments

El Dorado County BOS Resolution No. 040-2003

El Dorado County BOS Resolution No. 07-1251

El Dorado County BOS Resolution No 10-1169

El Dorado County BOS minutes July 17, 2007

El Dorado County BOS minutes March 28, 2011

El Dorado County BOS minutes January 24, 2012

Sacramento Bicycle Master Plan

SPTC Master Plan

California Public Utilities Commission ruling on trail/rail active lines

Outcomes

When reviewing the documents that pertain to the corridor, consideration was given to the difference in the proposed usage. Rail only, trail only or a combination of the two.

White Rock Road

SACOG has no documents that include an excursion train, or any rail use over or under White Rock Road expansion. Any inclusion of a rail accommodation will cost \$10 to \$15 million depending on capacity of the rail system. Current conversation has noted the excursion locomotive would weigh 90,000 pounds.

City of Folsom

City of Folsom South of 50 Specific Plan Project has no inclusion of a rail corridor or mention of excursion rail service through the proposed housing development. Conceptual Land Use Plan Exhibit 3 shows Multi-Family High Density, Multi-Family Medium Density and Multi-Family Low Density adjacent to the current track location.

California State Public Utility Commission

Language from the determination for Inland Rail Trail (IRT) Project in San Diego. "In all sections where the edge of the IRT is 10 feet from the centerline of the tracks, baffling treatment will be added to the chain link fence to mitigate issues related to dust, debris and noise. The average distance from the centerline of the tracks to the edge of the IRT pavement will be greater than 20 feet. The minimum distance from the centerline of the tracks to the edge of the IRT pavement will be 12 feet and to the edge of the unpaved shoulder will be 10 feet. Typical sections of locations where the edge of the IRT pavement is 12 feet from the track centerline are included in the plans attached to the Application.

Moving existing ^{trail} trial, which would need to be done at various choke points, to accommodate the PUC rulings, would require a California Environmental Quality Act review.

Market/Operational Feasibility Study of Proposed Tourist Rail Excursion Service

This undated report prepared for the City of Folsom by Poimiroo and Partners concludes the following:

"The operation proposed will cost the City of Folsom too much, create too many disruptions, and return too little to be worth doing. The "speeder" cars proposed to be operated have limited capacity that would not increase tourism and are of little historical significance."

El Dorado County BOS Resolution No. 040-2003

The resolution states purpose for both rail and trail.

El Dorado County BOS minutes July 17, 2007

Motion to approve additional opening statement that it is El Dorado County's opinion that the primary usage of is for trails with track usage to help to pay for said trails. Vote 4 Yes

El Dorado County BOS minutes March 28, 2011

Motion to approve adoption of a map establishing priority uses as follows:

- a) Segment 1-17.5 mile length from the County line through Latrobe to Mother Lode crossing as a multi use trail including bike path and equestrian trail;
 - b) Segment 2-6 mile length from Mother Lode crossing (mile marker 17.5) through Shingle Springs and El Dorado to Missouri Flat Road to be set aside as a joint multiuse trail for all trail uses, historical railroad and excursion train;
 - c) Segment 3- Bike routes to the east of Missouri Flat Road existing Class 1 bike path, bike lanes and bike route;
- 2) Direct staff to explore the feasibility and legality of removing the tracks

Vote 4 Yes 1 No

El Dorado County BOS minutes January 24, 2012

Chief Administrative Officer recommending the Board considers a License Agreement between the Sacramento Placerville Transportation Corridor – Joint Powers Authority and the Placerville and Sacramento Valley Railroad for Excursion Rail

Motion to deny license agreement failed Vote 2 Yes 3 No

Motion to grant license agreement request so that the excursion train can operate between Shingle Springs and Missouri Flat Road

Yes 4 No 1

Community Organization Meetings

The Foundation found full agreement of all El Dorado County based organizations on identification of the rail corridor section from Shingle Springs to the county line as trail only. All organizations represented voiced approval of removal of the current rail tracks

Placerville & Sacramento Valley Railroad director indicated a desire to run the excursion train to Shingle Springs from Folsom

Folsom El Dorado and Sacramento Historical Railroad indicated the excursion train conversation was being lead by the Placerville & Sacramento Valley Railroad

Funding

The Foundation was able to identify multiple funding streams, both public and private that would advance the cause of Class 1 trail development from Missouri Flat Road to the county line.

The Foundation was not able to identify any funding streams for rail excursion

Conclusion

The material represented is based on what has been learned and a clear and unbiased reading of the documents and actions of the Board of Supervisors of El Dorado County

Missouri Flat Road to Shingle Springs

On invitation of Supervisor Knight, the Foundation met with representatives of El Dorado Western and Friends of El Dorado Trails in 2012. The purpose of the meeting was to broker an agreement between the two groups on the usage of the rail corridor from Missouri Flat Road to Shingle Springs. The outcome of the meeting was agreement that the rail corridor between Missouri Flat Road and Shingle Springs will designate primary usage to El Dorado Western. This compromise plan maintains the historical significance of the rail as primary focus allowing the rail history to be fully developed at a cost that is feasible to accomplish. Trail development will be secondary with trail development occurring next to the rail line within the scope of California PUC regulations and CEQA process.

Shingle Springs to County Line

Currently the cost factors in equipment, staffing and development are beyond the scope of any one organization to run a commercial excursion train on the line from Shingle Springs to the county line or from Folsom to Shingle Springs. Given the current state of fiscal capacity any rail organization would need a significant infusion of funds to assure a successful operation. Documents suggest the extension of rail service from Shingle Springs to the county line face fiscal obstacles that, without public funding, would render the project as not feasible.

Options

#1

Capacity Driven

Given the current and near term capacity of organizations to assure fiscal viability a capacity driven solution is one possible option to explore. This option would allow rail priority access from the City of Folsom to Latrobe for rail excursion with the understanding that issues pertaining to the White Rock Road expansion and the current City of Folsom could be resolved.

Trial development would be incorporated at the distance designated by the PUC along the section from Latrobe to the linking trail path in the City of Folsom. This would facilitate a rail excursion that would be cost effective for operators and allow trial users to link with the greater City of Folsom trial system and the American River Parkway.

Under this option the corridor from Shingle Springs to Latrobe would remove the railroad infrastructure, inclusive of rails and ties. This would facilitate a conversion to a soft bed trail system from Shingle Springs to Latrobe. There is total consensus from El Dorado organizations for a removal of the rail tracks from Shingle Springs to the county line. This option provides a compromise to total removal.

Note: Under the Sacramento-Placerville Transportation Corridor Master Plan II Guiding Principles the first bullet states "The Master Plan must not jeopardize the commitment to preserve the corridor for the potential, future activation of rail service."

Option #1 preserves that commitment. It is important to note that OCHA and other federal laws governing freight rail service have been modified greatly since the last freight was run on the line in 1989. Any future development for freight service will require substantial upgrade to meet minimum federal and state requirements.

#2

Joint Capacity Driven

If the county of El Dorado owns the asset of the rail corridor without consideration to any other organization, the county may direct the removal of the rails on the corridor. If the county does not have direct title to the rail corridor, past court rulings have stated the county would lack jurisdiction for direction of removal.

In this case an expansion of the El Dorado County trail system is possible with inclusion of an excursion rail service. This option will need not only facilitation but an agreement by all parties to move forward in what is the best interest of community, not organizations.

Infrastructure development for general configuration, parking facilities and staging areas could be achieved at an increased rate of success utilizing joint organizational capacity.

While this option may facilitate greater cooperation between competing organizations it still needs to meet the requirements of the SPTC Master Plan for a rail excursion project. "demonstration of adequate financial and other resources to maintain and operate pursuant to the financial agreement." In addition challenges will surface with cost of separating trail and equestrian users with fence/barricades when the distance between excursion trains and trials users is limited due to geographical constraints.



EDC COB <edc.cob@edcgov.us>

Fwd: No Folsom Trains in Shingle Springs

1 message

The BOSTHREE <bostthree@edcgov.us>
To: EDC COB <edc.cob@edcgov.us>

Mon, Aug 24, 2015 at 11:07 AM

Kathy WitherowAssistant to Supervisor Brian K. Veerkamp
District Three - El Dorado County
530.621.5652

----- Forwarded message -----

From: **Carolynne Smith** <caspixel@yahoo.com>

Date: Wed, Aug 19, 2015 at 7:18 AM

Subject: No Folsom Trains in Shingle Springs

To: "loriparin@sbcglobal.net" <loriparin@sbcglobal.net>, "bosttwo@edcgov.us" <bosttwo@edcgov.us>, "bostthree@edcgov.us" <bostthree@edcgov.us>, "callahan6080@gmail.com" <callahan6080@gmail.com>, "paykris@hughes.net" <paykris@hughes.net>

It has come to my attention that the Folsom train group is again lobbying to run trains in Shingle Springs. As a homeowner who owns property along the corridor, I continue to express my objection to this activity. It poses no benefit to any of the residents living in the vicinity of the corridor, and actually has negative effects. An active rail line will serve to lower our property values, it's a noise nuisance, creates problems where the rail crosses the road, and could be a fire hazard.

Thank you.

Carolynne Smith



EDC COB <edc.cob@edcgov.us>

Fwd: El Dorado Bike Trail Next Phase

1 message

The BOSTHREE <bosthree@edcgov.us>
To: EDC COB <edc.cob@edcgov.us>

Mon, Aug 24, 2015 at 11:07 AM

Kathy WitherowAssistant to Supervisor Brian K. Veerkamp
District Three - El Dorado County
530.621.5652

----- Forwarded message -----

From: **Rick Kile** <placerville.rick@gmail.com>
Date: Wed, Aug 19, 2015 at 10:45 AM
Subject: El Dorado Bike Trail Next Phase
To: bosthree@edcgov.us

Dear Supervisor Veerkamp,

The next section of class 1 bike path is being proposed from Missouri Flat to El Dorado Rd – 2.5 miles. I support DOT's option of removing 1.49 miles of rail in order to save 75% of the natural trail for equestrians and mountain bikers, save the taxpayers over \$2 million, save 600 oak trees and other environmental impacts, save the shade canopy, and connect the town of El Dorado with the class 1 bike path. Staff has indicated EDC may not get the grant to build beside the rails. This 1.49 miles is not a scenic enhancement to the train program. Please support the class one trail! We need to connect our communities and make walking and biking to school and work a reality!

I ride our current section of bike trail most days of the week. It provides a safe connector route to avoid traffic and provide an accessible exercise opportunities. Please vote in support of this proposal to enhance our local community.

Thank you,

Rick Kile

Placerville, CA



EDC COB <edc.cob@edcgov.us>

Fwd: Class 1 Bike Trail To El Dorado

1 message

The BOSTHREE <bosthree@edcgov.us>

Mon, Aug 24, 2015 at 11:06 AM

To: EDC COB <edc.cob@edcgov.us>

Kathy Witherow

Assistant to Supervisor Brian K. Veerkamp
District Three - El Dorado County
530.621.5652

----- Forwarded message -----

From: **Jackie Kneeland** <pvbandj@gmail.com>

Date: Tue, Aug 18, 2015 at 9:48 PM

Subject: Class 1 Bike Trail To El Dorado

To: bosthree@edcgov.us

Dear Supervisor Veerkamp,

The next section of class 1 bike path is being proposed from Missouri Flat to El Dorado Rd – 2.5 miles. I support DOT's option of removing 1.49 miles of rail in order to save 75% of the natural trail for equestrians and mountain bikers, save the taxpayers over \$2 million, save 600 oak trees and other environmental impacts, save the shade canopy, and connect the town of El Dorado with the class 1 bike path. Staff has indicated EDC may not get the grant to build beside the rails. This 1.49 miles is not a scenic enhancement to the train program. Please support the class one trail! We need to connect our communities and make walking and biking to school and work a reality!

Thank you,

Bob and Jackie Kneeland

Placerville, CA District 3



EDC COB <edc.cob@edcgov.us>

8/25/15 Agenda Item 21, file 15-0911 (El Dorado Trail)

1 message

mike linker <mikelinker4@hotmail.com>

Mon, Aug 24, 2015 at 11:06 AM

To: "edc.cob@edcgov.us" <edc.cob@edcgov.us>

Dear Supervisors,

The next section of class 1 bike path is being proposed from Missouri Flat to El Dorado Rd – 2.5 miles. I support DOT's option B .

Thank you.

Michael Linker



EDC COB <edc.cob@edcgov.us>

public comment regarding next section of Class I trail1 message

Sarah <cleosquared@msn.com>

Mon, Aug 24, 2015 at 10:18 AM

To: "edc.cob@edcgov.us" <edc.cob@edcgov.us>, "bosfour@edcgov.us" <bosfour@edcgov.us>, "bosone@edcgov.us" <bosone@edcgov.us>, "bosthree@edcgov.us" <bosthree@edcgov.us>, "bostwo@edcgov.us" <bostwo@edcgov.us>, "bosfive@edcgov.us" <bosfive@edcgov.us>

Dear Supervisors,

If you have not already done so, please take a few minutes and read the proposal from Charlie Downs. Mr. Downs has been an avid trail supporter for many years and his proposal will usher in a new era for El Dorado County.

We need to begin connecting our county - with the surrounding counties and with the reality that we can't "have all uses, all the time".

Grants are awarded based on their competitive nature, no matter what the funding source. Option A will be asking for nearly half of the total money available to counties. It will NOT be "the biggest bang for the buck".

A little background - I was asked to join Friends of El Dorado Trail as an equestrian that advocated for multiple use on the trail. We have made a lot of headway in getting the mtn. bikes and equestrians to get along. Somewhere along the way, I found myself back on a bike after many years. My bike friends would talk about their long distance rides and all the hills they had conquered. "Not going to happen", were my thoughts for the first 6 months. Since then, I have found myself looking forward to how many vertical feet did I climb? How far are we going? I will be doing my first metric century (100 K or 66 miles) in Oct. Things CAN change!

I would very much like to see our County become a shining example of how to build a world class, Class I trail with a first class train park between El Dorado and Shingle Springs, with all of our historical sites highlighted along the trail.

Please, make a decision based on what is best for the **entire** county and its future.

Thank you,

Sarah A. Henjum
District 4



EDC COB <edc.cob@edcgov.us>

Subject: 8/25/15 Agenda Item 21, file 15-0911 (El Dorado Trail)

1 message

Judy <heyjud101@yahoo.com>

Mon, Aug 24, 2015 at 9:44 AM

Reply-To: Judy <heyjud101@yahoo.com>

To: "edc.cob@edcgov.us" <edc.cob@edcgov.us>

Dear Supervisors,

The next section of class 1 bike path is being proposed from Missouri Flat to El Dorado Rd – 2.5 miles. I support DOT's option B of removing 1.49 miles of rail in order to save 75% of the natural trail for equestrians and mountain bikers, save the taxpayers over \$2.7 million, save 600 oak trees and other environmental impacts, save the shade canopy, and connect the town of El Dorado with the class 1 bike path. Staff has indicated EDC may not get the grant to build beside the rails because it will not be a competitive project. This 1.49 miles is not a scenic enhancement to the train program. Building the class 1 trail will increase interest and ridership for El Dorado Western by driving thousands to the train park and increasing the trains groups viability. Please support the class one trail and a viable train program! We need to connect our communities and make biking to school and work a reality!

Thank you,

Judy Bryant
Placerville CA



EDC COB <edc.cob@edcgov.us>

Fwd: El Dorado Trail Improvements

1 message

The BOSTHREE <bosthree@edcgov.us>

Mon, Aug 24, 2015 at 11:08 AM

To: EDC COB <edc.cob@edcgov.us>

Kathy Witherow

Assistant to Supervisor Brian K. Veerkamp
District Three - El Dorado County
530.621.5652

----- Forwarded message -----

From: **Bill Wahl** <billwahl72@gmail.com>
Date: Wed, Aug 19, 2015 at 11:42 AM
Subject: El Dorado Trail Improvements
To: bosthree@edcgov.us

Dear Supervisor Veerkamp,

The next section of class 1 bike path is being proposed from Missouri Flat to El Dorado Rd – 2.5 miles.

I SUPPORT DOT's option of removing 1.49 miles of rail in order to save 75% of the natural trail for equestrians and mountain bikers, save the taxpayers over \$2 million, save 600 oak trees and other environmental impacts, save the shade canopy, and connect the town of El Dorado with the class 1 bike path. Staff has indicated EDC may not get the grant to build beside the rails. This 1.49 miles is not a scenic enhancement to the train program.

Please support the class one trail! We need to connect our communities and make walking and biking to school and work a reality!

Thank you,

Bill Wahl

Placerville, CA



EDC COB <edc.cob@edcgov.us>

Fwd: Trains

1 message

The BOSTHREE <bosthree@edcgov.us>

Mon, Aug 24, 2015 at 11:08 AM

To: EDC COB <edc.cob@edcgov.us>

Kathy Witherow

Assistant to Supervisor Brian K. Veerkamp
District Three - El Dorado County
530.621.5652

----- Forwarded message -----

From: **David Lommori** <dplommori@aol.com>

Date: Wed, Aug 19, 2015 at 1:40 PM

Subject: Trains

To: "bosthree@edcgov.us" <bosthree@edcgov.us>

NO TRAINS IN SHINGLE SPRINGS

Sent from my iPad



EDC COB <edc.cob@edcgov.us>

Fwd: Consideration of expanding the Class 1 Bike Path - for the greater good

1 message

The BOSTHREE <bosthree@edcgov.us>

Mon, Aug 24, 2015 at 11:08 AM

To: EDC COB <edc.cob@edcgov.us>

Kathy Witherow

Assistant to Supervisor Brian K. Veerkamp
District Three - El Dorado County
530.621.5652

----- Forwarded message -----

From: **Gary Dodge** <gjdodge@gmail.com>

Date: Wed, Aug 19, 2015 at 1:48 PM

Subject: Consideration of expanding the Class 1 Bike Path - for the greater good

To: bosthree@edcgov.us

Dear Supervisor Veerkamp,

I write to convey my strong support for development of the Class 1 bike path between Missouri Flat Road and El Dorado Road. I am a county citizen and business owner.

I have been using the former rail corridor as a runner, biker, and hiker for about 10 years. It's a remarkable asset for our county that has historically been awkwardly underused. I don't have data to support my observations, but it is clear that prior to creation of the Class 1 bike path on the section from Forni to Missouri Flat, I rarely saw anybody at anytime on the path. Since the bike path was completed, the use of the path by hundreds of citizens daily, is impressive. Similarly, the recent section of path from Forni to Ray Lawyer drive went from essentially zero use to daily use by hundreds.

Please vote for the improved health of our county by encouraging outdoor activities!

I am absolutely confident that adding another section of the class 1 path will open that rarely used section to hundreds of county citizens that seek safe and beautiful places to ride, run, and walk.

I know there is a small group of train advocates that want the rails to remain. Although I am fond of trains and am taken by the history of the area, there really is no question that the greater good of the county citizens is with a Class 1 bike path.

Many thanks for your time,

Gary Dodge

.....
Gary Dodge

Camino, CA



EDC COB <edc.cob@edcgov.us>

Fwd: no Folsom Trains in Shingle Springs

1 message

The BOSTHREE <bostthree@edcgov.us>

Mon, Aug 24, 2015 at 11:09 AM

To: EDC COB <edc.cob@edcgov.us>

Kathy Witherow

Assistant to Supervisor Brian K. Veerkamp
District Three - El Dorado County
530.621.5652

----- Forwarded message -----

From: **Kirt Rawlings** <kirtrawlings@sbcglobal.net>

Date: Wed, Aug 19, 2015 at 1:51 PM

Subject: no Folsom Trains in Shingle Springs

To: "loriparin@sbcglobal.net" <loriparin@sbcglobal.net>, "bosttwo@edcgov.us" <bosttwo@edcgov.us>, "bostthree@edcgov.us" <bostthree@edcgov.us>, "callahan6080@gmail.com" <callahan6080@gmail.com>, "paykris@hughes.net" <paykris@hughes.net>

No Folsom Trains in Shingle Springs.

Thanks,

Kirt Rawlings
Shingle Springs, CA



EDC COB <edc.cob@edcgov.us>

Fwd: Please support extension of the class 1 bike path to El Dorado!

1 message

The BOSTHREE <bosthree@edcgov.us>

Mon, Aug 24, 2015 at 11:09 AM

To: EDC COB <edc.cob@edcgov.us>

Kathy Witherow

Assistant to Supervisor Brian K. Veerkamp
District Three - El Dorado County
530.621.5652

----- Forwarded message -----

From: **Julie Pedone** <jupedone2008@gmail.com>

Date: Wed, Aug 19, 2015 at 4:37 PM

Subject: Please support extension of the class 1 bike path to El Dorado!

To: bosthree@edcgov.us

Dear Supervisor Veerkamp,

The next section of class 1 bike path is being proposed from Missouri Flat to El Dorado Rd – 2.5 miles. I support DOT's option of removing 1.49 miles of rail in order to save 75% of the natural trail for equestrians and mountain bikers, save the taxpayers over \$2 million, save 600 oak trees and other environmental impacts, save the shade canopy, and connect the town of El Dorado with the class 1 bike path. Staff has indicated EDC may not get the grant to build beside the rails. This 1.49 miles is not a scenic enhancement to the train program. Building the class 1 trail will increase interest and ridership for El Dorado Western by driving thousands to the train park and increasing the trains groups viability. Please support the class one trail! We need to connect our communities and make biking to school and work a reality!

Thank you,

Julie Pedone

Camino, Ca.



EDC COB <edc.cob@edcgov.us>

Fwd: Folsom Train Hobbyists

1 message

The BOSTHREE <bostthree@edcgov.us>

Mon, Aug 24, 2015 at 11:09 AM

To: EDC COB <edc.cob@edcgov.us>

Kathy Witherow

Assistant to Supervisor Brian K. Veerkamp
District Three - El Dorado County
530.621.5652

----- Forwarded message -----

From: **Scot Yarnell** <scotyarnell@sbcglobal.net>

Date: Wed, Aug 19, 2015 at 10:24 PM

Subject: Folsom Train Hobbyists

To: "loriparlin@sbcglobal.net" <loriparlin@sbcglobal.net>, "bosttwo@edcgov.us" <bosttwo@edcgov.us>, "bostthree@edcgov.us" <bostthree@edcgov.us>, "callahan6080@gmail.com" <callahan6080@gmail.com>, "paykris@hughes.net" <paykris@hughes.net>

Cc: Michael Kenison <mikejken@yahoo.com>

Please deny the request of the Folsom Train Hobbyists to start run trains to Shingle Springs.

Sent from my iPhone

Thanks//Scot

James Scot Yarnell, Senior Partner
ATKINSON, ANDELSON, LOYA, RUUD & ROMO
2485 Natomas Park Dr., Ste. 240
Sacramento, CA 95833
916-920-6963 Office (Direct)



EDC COB <edc.cob@edcgov.us>

Fwd: Bike, pedestrian, equestrian trail

1 message

The BOSTHREE <bosthree@edcgov.us>

Mon, Aug 24, 2015 at 11:10 AM

To: EDC COB <edc.cob@edcgov.us>

Kathy Witherow

Assistant to Supervisor Brian K. Veerkamp
District Three - El Dorado County
530.621.5652

----- Forwarded message -----

From: **Koby** <koby@directcon.net>

Date: Thu, Aug 20, 2015 at 7:04 AM

Subject: Bike, pedestrian, equestrian trail

To: bosthree@edcgov.us

Dear Supervisor Veerkamp,

I am very supportive of the class 1 bike trail being considered from Missouri Flat Rd. to El Dorado Rd. Removal of the 1.49 miles of rail will have no affect on the operations of the excursion train as the train does not use this portion of track. I walk the trail every now and then and what I see are lots of people utilizing this asset. Please support the class 1 trail and the connecting of our communities.

Mike Kobus



EDC COB <edc.cob@edcgov.us>

Fwd: Bike path from Mo Flat to ED Road

1 message

The BOSTHREE <bosthree@edcgov.us>

Mon, Aug 24, 2015 at 11:10 AM

To: EDC COB <edc.cob@edcgov.us>

Kathy Witherow

Assistant to Supervisor Brian K. Veerkamp
District Three - El Dorado County
530.621.5652

----- Forwarded message -----

From: **Ginny McCormick** <gin.mccormick@gmail.com>

Date: Thu, Aug 20, 2015 at 8:19 AM

Subject: Bike path from Mo Flat to ED Road

To: bosthree@edcgov.us

The next section of class 1 bike path is being proposed from Missouri Flat to El Dorado Rd (2.5 miles). I support the option of removing 1.49 miles of rail in order to save 75% of the natural trail for equestrians and mountain bikers. This plan will also save the taxpayers over \$2 million, save 600 oak trees, ensure the shade canopy and connect the town of El Dorado with the class 1 bike path. We have such an opportunity here in ED County to create an amazing recreational resource for our citizens as well as create a tourist draw.

My husband and I spent a summer several years ago riding our bicycles across the US. The communities with Class 1 bike paths were always vital and very busy with bicyclists in the summer. We are sitting on a gold mine of a different variety here. Right now, the Adventure Cycling maps for this area take a bicyclist around Placerville (down Pleasant Valley Road). Wouldn't it be amazing to have hundreds of bicyclists riding through Placerville every spring/summer on their way across country. You can't buy that kind of advertising! In addition, if we could join the ED bike trail to the bike trail in Folsom/Sac we could market a bike ride on Class 1 trails from Davis to Camino. That's an amazing thing and this piece of the trail is essential to the plan.

Please support the class 1 trail. We can connect our communities, make safer routes to school and work and enhance the opportunities for healthy exercise in our part of the world as well as create a tourist draw. What a great opportunity we have --- Please don't waste it.

Thank you

Ginny McCormick
Placerville



EDC COB <edc.cob@edcgov.us>

Fwd: Upcoming BOS meeting relating to trail/rail plan.

1 message

The BOSTHREE <bosthree@edcgov.us>

Mon, Aug 24, 2015 at 11:11 AM

To: EDC COB <edc.cob@edcgov.us>

Kathy Witherow

Assistant to Supervisor Brian K. Veerkamp
District Three - El Dorado County
530.621.5652

----- Forwarded message -----

From: **Bruce Cunha** <cunhab52@gmail.com>

Date: Fri, Aug 21, 2015 at 11:03 AM

Subject: Upcoming BOS meeting relating to trail/rail plan.

To: bosthree@edcgov.us

Supervisor Veerkamp.

One of the topics that will be brought up at the Aug. 25 BOS meeting relating to the rails/trails issue will be to issue of if the landowners 5th amendment rights relating to use of the abandoned railroad.

I am writing you to ask that a formal determination by the county council be delivered at that meeting relating to the property owners rights.

At the parks and recreation meeting where the issue was addressed, there was a request made by the members to have a formal opinion by the council . it would clarify things immensely, if this opinion could be presented at the BOS meeting.

Yours truly.

Bruce e. Cunha



EDC COB <edc.cob@edcgov.us>

Fwd: El Dorado Trail between Missouri Flat and El Dorado

1 message

The BOSTHREE <bosthree@edcgov.us>

Mon, Aug 24, 2015 at 11:11 AM

To: EDC COB <edc.cob@edcgov.us>

Kathy Witherow

Assistant to Supervisor Brian K. Veerkamp
District Three - El Dorado County
530.621.5652

----- Forwarded message -----

From: <AguilarK@aol.com>

Date: Fri, Aug 21, 2015 at 9:04 PM

Subject: El Dorado Trail between Missouri Flat and El Dorado

To: bosthree@edcgov.us

Dear Supervisor Veercamp,

I have concerns regarding the continuity of the corridor, oak density, residential proximity, the need for pedestrian over crossings in regard to the El Dorado Trail from Missouri Flat to El Dorado, a more natural trail needs to be preserved with less environmental impact and fewer at grade trail/rail crossings for safety and maintenance.

If the rails are left in place, the seldom used (currently less than twice per month), approximately 1.5 mile section of track would cost taxpayers an estimated 2.4 million additional dollars to develop.

An excursion train between Shingle Springs and El Dorado would be a possibility. There is no business plan provided for the operation of a railroad funded and maintained by a hardworking group of volunteers, therefore, it is difficult to determine the viability of this enterprise.

The trail is used constantly for recreation and as a non-motorized travel option. Please consider development that will be forward thinking and cost effective for the greatest number of users.

Sincerely,
Karin Aguilar
Placerville



EDC COB <edc.cob@edcgov.us>

Fwd: El Dorado Trail

4 messages

The BOSTHREE <bosthree@edcgov.us>
To: EDC COB <edc.cob@edcgov.us>

Mon, Aug 24, 2015 at 11:08 AM

Kathy Witherow

Assistant to Supervisor Brian K. Veerkamp
District Three - El Dorado County
530.621.5652

----- Forwarded message -----

From: **Chad Johnson** <chad_r_j@yahoo.com>
Date: Wed, Aug 19, 2015 at 11:15 AM
Subject: El Dorado Trail
To: "bosthree@edcgov.us" <bosthree@edcgov.us>

Dear Supervisor Veerkamp,

I use the El Dorado Trail every single work day of the year riding my bike between Camino and Placerville. This route is a local treasure and is well used by families, the elderly, exercisers, and children. In short, the whole community. Please do not impede the good people of El Dorado from being able to use this amazing resource. That a few train hobbyists can stand in the way of a community resource is appalling. I support DOT's option of removing 1.49 miles of rail in order to save 75% of the natural trail for equestrians and mountain bikers, save the taxpayers over \$2 million, save 600 oak trees and other environmental impacts, save the shade canopy, and connect the town of El Dorado with the class 1 bike path. We need to connect our communities and make walking and biking to school and work a reality!

Thank you,

Chad Johnson

Camino

The BOSTHREE <bosthree@edcgov.us>
To: EDC COB <edc.cob@edcgov.us>

Mon, Aug 24, 2015 at 11:09 AM

Kathy Witherow

Assistant to Supervisor Brian K. Veerkamp
District Three - El Dorado County

15-0911 Public Comment
BOS Rcvd 8-24-15

530.621.5652

----- Forwarded message -----

From: **Jan Blossom** <blossomjl@yahoo.com>
Date: Wed, Aug 19, 2015 at 2:45 PM
Subject: El Dorado Trail
To: "bostthree@edcgov.us" <bostthree@edcgov.us>

Dear Supervisor Veerkamp,

Thank you for all the work you do keeping Placerville and El Dorado County such a great place to live and work.

The next section of class I bike path is being proposed from Missouri Flat Road to El Dorado Road, 2.5 miles.

I support DOT's option of removing 1.49 miles of rail in order to save 75% of the natural trail for equestrians and mountain bikers, saving the tax payers over \$2 million dollars, saving 600 oak trees, saving shade canopy, and other environmental impacts. It would connect the town of El Dorado with a class 1 bike path.

Staff has indicated that El Dorado County may not get the grant to build beside the rails. The 1.49 miles is not a scenic enhancement to the train program. Building the class I trail will potentially increase interest and ridership for the El Dorado Western by driving thousands to the train park and increasing the trains groups viability.

Please support the class I trail. We need to connect our communities and make biking to school and work a safe reality.

Thank you,

Jan Blossom
Placerville, CA

The BOSTHREE <bostthree@edcgov.us>
To: EDC COB <edc.cob@edcgov.us>

Mon, Aug 24, 2015 at 11:11 AM

Kathy Witherow

Assistant to Supervisor Brian K. Veerkamp
District Three - El Dorado County
530.621.5652

----- Forwarded message -----

From: **Emogene Haller** <emogenem@gmail.com>
Date: Fri, Aug 21, 2015 at 9:03 AM
Subject: El Dorado Trail
To: "Brian Veerkamp (BOS3)" <bostthree@edcgov.us>

Dear Supervisor Veerkamp,

The next section of class 1 bike path is being proposed from Missouri Flat to El Dorado Rd – 2.5 miles. I support DOT's option of removing 1.49 miles of rail in order to save 75% of the natural trail for equestrians and mountain bikers, save the taxpayers over \$2 million, save 600 oak trees and other environmental impacts, save the shade canopy, and connect the town of El Dorado with the class 1 bike path. Staff has indicated EDC may not get the grant to build beside the rails. This 1.49 miles is not a scenic enhancement to the train program. Please support the class one trail! We need to connect our communities and make walking and biking to school and work a reality!

Thank you,

Emogene Haller

15-0911 Public Comment

The BOSTHREE <bosthree@edcgov.us>
To: EDC COB <edc.cob@edcgov.us>

Kathy Witherow

----- Forwarded message -----

From: **Pat Wilson** <patwilson123@hotmail.com>
Date: Sat, Aug 22, 2015 at 1:27 PM
Subject: FW: El Dorado Trail
To: "bosthree@edcgov.us" <bosthree@edcgov.us>

From: patwilson123@hotmail.com
To: edu.cob@edcgov.us
Subject: El Dorado Trail
Date: Sat, 22 Aug 2015 08:21:58 -0700

Dear Supervisors,

The next section of class 1 bike path is being proposed from Missouri Flat to El Dorado Road. (2.5 miles). I support DOT's option B of removing 1 1/2 miles of rail in order to save 75% of the natural trail for equestrians and mountain bikers. This will save money and save trees and connect the town of El Dorado with the bike path.

Building the class 1 trail will increase interest and ridership for El Dorado Western by driving people to the train park and increasing the train groups viability.

Please support the class one trail. We need to connect our communities and make biking to school and work a reality.

Thank you,

Pat Wilson (Cameron Park)



EDC COB <edc.cob@edcgov.us>

Fwd: Please vote for DOT proposal

1 message

The BOSTHREE <bosthree@edcgov.us>

Mon, Aug 24, 2015 at 11:12 AM

To: EDC COB <edc.cob@edcgov.us>

Kathy Witherow

Assistant to Supervisor Brian K. Veerkamp
District Three - El Dorado County
530.621.5652

----- Forwarded message -----

From: **Heidi** <heidimsawyer@aol.com>

Date: Sat, Aug 22, 2015 at 7:42 PM

Subject: Please vote for DOT proposal

To: bosthree@edcgov.us

Dear Supervisor,

I support the DOT proposal to convert 1.49 miles of rail to a class 1 bike trail. I ask for your support when this item comes before you for a vote on August 25th. Your vote will create recreation for the the most users in our community.

Sincerely,

Heidi M Sawyer



EDC COB <edc.cob@edcgov.us>

Fwd: NO trains PLease!!!

1 message

The BOSTHREE <bosthree@edcgov.us>

Mon, Aug 24, 2015 at 11:13 AM

To: EDC COB <edc.cob@edcgov.us>

Kathy Witherow

Assistant to Supervisor Brian K. Veerkamp
District Three - El Dorado County
530.621.5652

----- Forwarded message -----

From: **doug** <maiello@sbcglobal.net>

Date: Sat, Aug 22, 2015 at 9:13 PM

Subject: NO trains PLease!!!

To: "bosthree@edcgov.us" <bosthree@edcgov.us>

Dear Supervisor,

NO TRAINS in my backyard!

They are Not safe from fires, not quiet for my children & pets and not good for my property and community.

iPad

Doug Maiello



EDC COB <edc.cob@edcgov.us>

Fwd: Folsom Trains

1 message

The BOSTHREE <bosthree@edcgov.us>

Mon, Aug 24, 2015 at 11:13 AM

To: EDC COB <edc.cob@edcgov.us>

Kathy Witherow

Assistant to Supervisor Brian K. Veerkamp
District Three - El Dorado County
530.621.5652

----- Forwarded message -----

From: <Placerville@aol.com>

Date: Sun, Aug 23, 2015 at 9:32 AM

Subject: Folsom Trains

To: bosthree@edcgov.us

Please do not allow trains to come to Shingle Springs.

Mike Marchand



EDC COB <edc.cob@edcgov.us>

Fwd: I support the DOT proposal

1 message

The BOSTHREE <bostthree@edcgov.us>

Mon, Aug 24, 2015 at 11:13 AM

To: EDC COB <edc.cob@edcgov.us>

Kathy Witherow

Assistant to Supervisor Brian K. Veerkamp
District Three - El Dorado County
530.621.5652

----- Forwarded message -----

From: **Kellie Tart** <kellie.mt@comcast.net>

Date: Sun, Aug 23, 2015 at 9:38 AM

Subject: I support the DOT proposal

To: bosone@edcgov.us, bostwo@edcgov.us, bostthree@edcgov.us, bosfour@edcgov.us, bosfive@edcgov.us

Dear Supervisor,

I support the DOT proposal to convert 1.49 miles of rail to a class 1 bike trail. I ask for your support when this item comes before you for a vote on August 25th. Your vote will create recreation for the most users in our community.

Sincerely,

Kellie Tart



EDC COB <edc.cob@edcgov.us>

Fwd: Stop the Folsom Train in SS

1 message

The BOSTHREE <bosthree@edcgov.us>

Mon, Aug 24, 2015 at 11:14 AM

To: EDC COB <edc.cob@edcgov.us>

Kathy Witherow

Assistant to Supervisor Brian K. Veerkamp
District Three - El Dorado County
530.621.5652

----- Forwarded message -----

From: **Dan Robbins** <dfrobbins@sbcglobal.net>
Date: Sun, Aug 23, 2015 at 11:06 AM
Subject: Stop the Folsom Train in SS
To: bosthree@edcgov.us

Please do not allow trains to run through our back yards!

Thanks,

Dan & Laura Robbins



EDC COB <edc.cob@edcgov.us>

Fwd: Shingle springs train

1 message

The BOSTHREE <bostthree@edcgov.us>

Mon, Aug 24, 2015 at 11:14 AM

To: EDC COB <edc.cob@edcgov.us>

Kathy Witherow

Assistant to Supervisor Brian K. Veerkamp
District Three - El Dorado County
530.621.5652

----- Forwarded message -----

From: **JOHN BREHM** <jbrehm1901@sbcglobal.net>

Date: Sun, Aug 23, 2015 at 11:39 AM

Subject: Shingle springs train

To: "bosone@edcgov.us" <bosone@edcgov.us>, "bostwo@edcgov.us" <bostwo@edcgov.us>,
"bostthree@edcgov.us" <bostthree@edcgov.us>, "bosfour@edcgov.us" <bosfour@edcgov.us>,
"bosfive@edcgov.us" <bosfive@edcgov.us>

Cc: "mikejken@yahoo.com" <mikejken@yahoo.com>

I would like you to consider opposing the operation of a tourist train in El Dorado county. This is an operation that will benefit mostly those outside this county at the inconvenience of the tax paying residents. The wishes of the residents of El Dorado county should be the priority. Thank you, John Brehm



EDC COB <edc.cob@edcgov.us>

Fwd: Stop the Trains Shingle Springs

1 message

The BOSTHREE <bosthree@edcgov.us>

Mon, Aug 24, 2015 at 11:14 AM

To: EDC COB <edc.cob@edcgov.us>

Kathy Witherow

Assistant to Supervisor Brian K. Veerkamp
District Three - El Dorado County
530.621.5652

----- Forwarded message -----

From: **Sherrie Zeitler** <sherriezeitler@gmail.com>
Date: Sun, Aug 23, 2015 at 12:59 PM
Subject: Stop the Trains Shingle Springs
To: "bosthree@edcgov.us" <bosthree@edcgov.us>
Cc: mikejken@yahoo.com

Supervisor,
We moved up here for quiet country living. We do not want trains running in Shingle Springs!
Thank you,
Ken & Sherrie Zeitler

Sent from my iPhone



EDC COB <edc.cob@edcgov.us>

Fwd: old rails to new trails

1 message

The BOSTHREE <bostthree@edcgov.us>

Mon, Aug 24, 2015 at 11:15 AM

To: EDC COB <edc.cob@edcgov.us>

Kathy Witherow

Assistant to Supervisor Brian K. Veerkamp
District Three - El Dorado County
530.621.5652

----- Forwarded message -----

From: **Lucinda Elliot** <siselliot@att.net>

Date: Sun, Aug 23, 2015 at 2:26 PM

Subject: old rails to new trails

To: bosone@edcgov.us, bostwo@edcgov.us, bostthree@edcgov.us, bosfour@edcgov.us, bosfive@edcgov.us

Dear Supervisor,

I support the DOT proposal to convert 1.49 miles of rail to a class 1 bike trail. I ask for your support when this item comes before you for a vote on August 25th. Your vote will create recreation for the most users in our community. If you want to know what this could do for our community, look at the state of Idaho and what their old rail trails have done for their communities.

Sincerely,

Lucinda Elliot

Cool, Ca

District I-Ron Mikulaco- bosone@edcgov.us
District II-Shiva Frentzen - bostwo@edcgov.us
District III-Brian Veerkamp- bostthree@edcgov.us
District IV-Michael Ranalli - bosfour@edcgov.us
District V-Sue Novasel - bosfive@edcgov.us



EDC COB <edc.cob@edcgov.us>

Fwd: Conversion of 1.49 miles of rail road tracks between Missouri Flat Rd. and El Dorado Rd. for a recreational trail

1 message

The BOSTHREE <bostthree@edcgov.us>
To: EDC COB <edc.cob@edcgov.us>

Mon, Aug 24, 2015 at 11:15 AM

Kathy WitherowAssistant to Supervisor Brian K. Veerkamp
District Three - El Dorado County
530.621.5652

----- Forwarded message -----

From: **Laurie Sweeney** <lsweeney@pacbell.net>

Date: Sun, Aug 23, 2015 at 10:39 PM

Subject: Conversion of 1.49 miles of rail road tracks between Missouri Flat Rd. and El Dorado Rd. for a recreational trail

To: "bosone@edcgov.us" <bosone@edcgov.us>, "bostwo@edcgov.us" <bostwo@edcgov.us>, "bostthree@edcgov.us" <bostthree@edcgov.us>, "bosfour@edcgov.us" <bosfour@edcgov.us>, "bosfive@edcgov.us" <bosfive@edcgov.us>

I'm originally from Southern California. I grew up watching all of our trails and open spaces slowly get paved over and converted to housing or urban sprawl. In Northern California one of our most precious assets is our outdoor recreation. It is why people want to live here. It is why people come to recreate here, and spend their money with our local businesses.

I urge you to vote for the trail conversion. It will be enjoyed by many, promote health and provide economic benefits!

Thank you,

Laurie Sweeney



EDC COB <edc.cob@edcgov.us>

Fwd: Class I bike path on the rail bed

1 message

The BOSTHREE <bostthree@edcgov.us>

Mon, Aug 24, 2015 at 11:15 AM

To: EDC COB <edc.cob@edcgov.us>

Kathy Witherow

Assistant to Supervisor Brian K. Veerkamp
District Three - El Dorado County
530.621.5652

----- Forwarded message -----

From: **Carolyn S Gilmore** <wildroseranch@wildblue.net>

Date: Sun, Aug 23, 2015 at 10:57 PM

Subject: Fwd: Class I bike path on the rail bed

To: Ron Mikulaco <bosone@edcgov.us>, Brian Veerkamp <bostthree@edcgov.us>, Norma Santiago <bosfive@edcgov.us>, Ron Briggs <bosfour@edcgov.us>

Please consider leaving the rails in place and putting the class one bike path beside the rails. Why is money always the determining factor.

Please, visit my web site at www.wildroseranchflingersandarabians.com

----- Forwarded message -----

From: **Carolyn S Gilmore** <wildroseranch@wildblue.net>

Date: Sun, Aug 23, 2015 at 10:48 PM

Subject: Class I bike path on the rail bed

To: Ron Mikulaco <bosone@edcgov.us>, The BOSTWO <bostwo@edcgov.us>, Ron Briggs <bosfour@edcgov.us>

Dear Supervisor,

I Do NOT support the DOT proposal to convert 1.49 miles of rail to a class 1 bike trail. I ask for your support when this item comes before you for a vote on August 25th. Your vote will NOT create valuable recreation for the the most users in our community. Why is money always the most important issue coupled with numbers of users!

Sincerely,

Carolyn Gilmore
Resident of El Dorado, CA



EDC COB <edc.cob@edcgov.us>

8/25/15 Agenda Item 21, file 15-0911 (El Dorado Trail)

1 message

J Buwalda <jabuwalda@sbcglobal.net>

Mon, Aug 24, 2015 at 11:16 AM

To: edc.cob@edcgov.us

Dear Supervisors,

The next section of class 1 bike path is being proposed from Missouri Flat to El Dorado Rd – 2.5 miles. I support DOT's option B of removing 1.49 miles of rail in order to save 75% of the natural trail for equestrians and mountain bikers, save the taxpayers over \$2.7 million, save 600 oak trees and other environmental impacts, save the shade canopy, and connect the town of El Dorado with the class 1 bike path. Staff has indicated EDC may not get the grant to build beside the rails because it will not be a competitive project. This 1.49 miles is not a scenic enhancement to the train program. Building the class 1 trail will increase interest and ridership for El Dorado Western by driving thousands to the train park and increasing the trains groups viability. Please support the class one trail and a viable train program! We need to connect our communities and make biking to school and work a reality!

Thank you,

Janna Buwalda

El Dorado Hills CA



EDC COB <edc.cob@edcgov.us>

8/25/15 agenda item 21, file 15-09111

1 message

Lillian Vidovic <lillianvidovic@icloud.com>

Mon, Aug 24, 2015 at 12:14 PM

To: "edc.cob@edcgov.us" <edc.cob@edcgov.us>

Dear Supervisors

The next section of class 1 bike path is being proposed from Missouri Flat to El Dorado rd - 2.5 miles. I support DOTS option B of removing 1.49 miles of rail in order to save 75% of the natural trail for equestrians and mountain bikers, save the taxpayers over 2.7 million, save 600 oaks and other environmental impacts, save the shade convoy and connect the town of El Dorado with the class 1 bike path. Staff has indicated EDC may not get grant to build besides the rails because it will not be in competitive project. This 1.49 miles isn't a scenic enhancement to the train program. Building the class 1 trail will increase interest and ridership for El Dorado Western by driving thousands to the train park and increasing the train groups viability. Please support the class 1 trail and a viable train program! We need to connect our communities and make biking to school and work a reality!

Thank you,
Lillian Vidovic
El Dorado Hills

Sent from my iPhone



EDC COB <edc.cob@edcgov.us>

8/25/15 Agenda Item 21, file 15-0911 (El Dorado Trail)

1 message

Penelope Mayes <irisgal@zetabroadband.com>
To: edc.cob@edcgov.us

Mon, Aug 24, 2015 at 12:26 PM

Dear Supervisors,

The next section of class 1 bike path is being proposed from Missouri Flat to El Dorado Rd – 2.5 miles. I support DOT's option B of removing 1.49 miles of rail in order to save 75% of the natural trail for equestrians and mountain bikers, save the taxpayers over \$2.7 million, save 600 oak trees and other environmental impacts, save the shade canopy, and connect the town of El Dorado with the class 1 bike path. Staff has indicated EDC may not get the grant to build beside the rails because it will not be a competitive project. This 1.49 miles is not a scenic enhancement to the train program. Building the class 1 trail will increase interest and ridership for El Dorado Western by driving thousands to the train park and increasing the trains groups viability. Please support the class one trail and a viable train program! We need to connect our communities and make biking to school and work a reality!

Thank you,

Name: Penelope Mayes

Town: Placerville, CA



Kim Dawson <kim.dawson@edcgov.us>

Fwd: The railroad - 8/25/2015 BOS AGENDA_Item 21_Public Comment

1 message

kris <paykris@hughes.net>
To: kim.dawson@edcgov.us

Mon, Aug 24, 2015 at 12:35 PM

----- Original Message -----

Subject: Fwd: The railroad - 8/25/2015 BOS Agenda, Item 21 (15-0911)

From: kris <paykris@hughes.net>

Sent: 11:26pm, Sunday, August 23, 2015

To: edc.cob@edcgov.us

CC: bosone@edcgov.us, bostwo@edcgov.us, "bostthree@edcgov us" <bostthree@edcgov.us>, "bosfour@edcgov us" <bosfour@edcgov.us>, bosfive@edcgov.us I have received permission from Doug Noble to convey the story about the railroad to the BOS. Please include as public comment for the 8/25/2015 BOS Agenda, Item 21.
Kris Payne

**P&SVRR10.rtf**

36K

THE SACRAMENTO VALLEY RAILROAD

The First Railroad of the West

Before the paddle wheels on the steamer "Oregon" had fully stopped, a young man with a vision stepped onto the dock at San Francisco. It was late in 1849, and the town was crowded with gold seekers that had heard of the instant riches lying in the streams and rivers of northern California. Most had left their homes and families in the search for it, but Colonel Charles Lincoln Wilson was different.

Wilson had been an orphan born on a farm in Maine and raised by neighbors. Early in life he enlisted in the army, which at that time was waging war with Mexico. Through rapid promotion, Wilson reached the rank of colonel and then left the service to become a successful business man in New York. His background was in transportation, and now he was looking for success, not gold, in this new land.

When the "Oregon" pulled away from the San Francisco dock, another military man, Lieutenant William Tecumseh Sherman was on board, leaving California for the East. He had heard of Asa Whitney's scheme for a coast-to-coast railroad and had actually spent some time scouting passes for a possible route. His future father-in-law, Thomas Ewing, then Secretary of the Interior, had obtained for him a new assignment on the East Coast, and he felt he had seen California for the last time. He would soon return though, and his path would cross with that of Colonel Wilson's.

By the spring of 1850, before California was even a state, Colonel Wilson owned a steam schooner that carried passengers and freight up the Sacramento River to the gateways to the Sierra foothills and the mines. He soon expanded his business to include a plank toll road and a

toll bridge which, although built at great personal expense, poured profits into his rapidly expanding businesses.

With his bride, Sarah Jane Rood, a wealthy woman in her own right, they cruised along the Sacramento, watching the endless trains of wagons carrying freight from the river to the two main foothill towns, Negro Bar and Mountain City (later to become Marysville). Through their enterprises they accumulated a half-million dollars, and in 1852 they decided that iron rails from Sacramento to these two towns would be a profitable investment.

At this time they took into their grand plan another transportation man, Commodore Cornelius K. Garrison. He had come west at the request of the Vanderbilts to help with their Nicaragua Steamship Line. He had made a small fortune in Panama and, after living a short while in San Francisco, had been elected its mayor. He would also be one of the first to help finance the early Pacific Railway surveys and was an ideal choice as a partner.

Early in 1852, another group of men had gotten together and incorporated the Sacramento, Auburn and Nevada Railroad, which was to be built to serve Negro Bar and Nevada City. Their scheme collapsed when it was reported to them that the first section of track they wished to build would cost in excess of two million dollars.

Colonel Wilson reorganized this abandoned railroad company as the Sacramento Valley Railroad. His plan was to first connect Sacramento to Negro Bar and Mountain City (Marysville) with future extensions to Tehama, Sonora and San Francisco. On August 16, 1852, the Articles of Incorporation were filed and Colonel Wilson left for the East Coast to acquire more capital, rolling stock and engage an engineer to build the railroad.

Once in New York, he contacted the engineering firm of Robinson, Seymour and Company. Seymour's brother, the Governor of New York, sent Wilson to see a young survey

engineer, Theodore Judah, who had just put a railroad through the Niagara Gorge and was very interested in the Pacific Railway. On April 2, 1854, Wilson and Judah left for California and, shortly thereafter, Judah opened up an office in Sacramento's Hasting's Building, at the southwest corner of 2nd and J Streets, and started the business of surveying the Sacramento Valley Railroad's proposed route.

During this same time, Wilson, with the help of Judge Divine, a promoter of a railroad from San Jose to San Francisco, lobbied the California State Legislature to change the Railroad Act of 1853, which stood in their way of financing and progress. With the law amended, the route was surveyed and the right-of-way acquired. A contract was signed on November 24, 1854, with the firm of Robinson, Seymour and Company of New York, retaining them and Lester Robinson as Chief Engineer to build the road. On February 12, 1855, construction began.

Approximately 20 miles from town, a Mr. Anderson had taken the subcontract to grade and build the embankment. He had prospected the area before and knew that the dirt contained gold. Through the use of ingenious sluices and other methods, Mr. Anderson was able to recover enough gold to pay for the job and have his payment from the railroad as pure profit.

As the work progressed, financial problems soon arose. It had been a dry winter in California and, because of the reduction in mining, many banks began to fail. Appeals for investors failed and, on August 10, the Board of Directors of the Sacramento Valley Railroad met to discuss and remedy the situation. The Board elected Commodore Garrison as its president. As Mayor of San Francisco, he had ruled the city with an iron hand and had proved to be a man of action. To the position of Vice-President came William Tecumseh Sherman (who would later leave California to become a General for the Union Army), now returned from the East and was the head of the banking house of Lucas & Turner, one of the few banks that had not failed,

thanks to his careful management. The SVR needed strong leadership and a good banker, and it now had both.

On August 11, 1855, the day after the Board meeting, Judah and three others boarded a handcar on the rails, built to five-foot gauge, that were laid down Sacramento's R Street and pushed their way down the tracks. It was not a long ride, only a mile or so, but it was the first railroad journey west of the Rockies.

About a week later, Judah stood on the levee watching while the small locomotive "Sacramento" was unloaded from the schooner "Two Brothers". The following day the little 4-4-0 locomotive was under a full head of steam, and Construction Engineer Lester Robinson and guests took a small excursion to Seventeenth Street, much to the applause and cheers of trackside crowds.

Garrison and Sherman then invited several potential investors to come to Sacramento to view their now operating railroad and take the trip to the end of rail, followed by a carriage trip to Negro Bar. The investors included tycoons J. Mora Moss, George F. Bragg, and the bankers Pioche and Bayreque, among others. Unfortunately they were not sufficiently impressed to further invest and, on October 18, 1855, because of lack of compensation to his firm, Lester Robinson attached the railroad through court action, placing it under a deed of trust, and appointing J. Mora Moss as the trustee. Fortunately, work continued under this arrangement.

Because of the financial problems, the connection between Negro Bar and Marysville had to be dropped, but as the rails approached the new town of Folsom just above Negro Bar, Theodore Judah's mind was still looking further east. The 22.9 miles that had been completed to Folsom were not an end to what he envisioned. He fervently believed in the concept of a transcontinental railroad, connecting both coasts.

By now the locomotive "Sacramento" had help on the rails. The engine "Nevada" had arrived from Boston and the locomotive "L.L. Robinson" from New Jersey. To add to these, Commodore Garrison had purchased the first railroad engine in California, the "Elephant", which he renamed the "C.K. Garrison (it became the "Pioneer" 1868). Passenger cars were being built by John Robinson (the Railroad's Superintendent) at the foot of R Street, using wheels and iron work that had come from Boston. With all this rolling stock and the rails finally reaching the growing township of Folsom on January 1, 1856, it was time to celebrate a formal opening in a grand style.

On Washington's Birthday, February 22, 1856, at 11 o'clock in the morning, the locomotive "Sacramento" pulled away from the Sacramento station with its string of passenger and flat cars carrying a large group of the local citizens and politicians. It was shortly followed by the "Nevada" which, in spite of developing mechanical problems, also arrived at the Meredith Hotel, in Folsom, in time for the celebration. After speeches from Senator Flint and several of the Railroad's Board Members, the guests were treated to a "Railroad Ball", which lasted until 5:00 a.m. of the next day.

Though the Sacramento Valley Railroad was not yet completed, the four engines were pulling trains loaded with all the passengers and freight they could handle. But, even with this success, meeting its construction costs were still proving difficult. The cost of laying the track had been nearly fifty percent more than Judah had estimated and there was thirty percent interest to be paid on the floating debt under the trusteeship, along with some ten percent bonds. They were generating income, but if they were to expand, the fully privately financed railroad would need government help.

The railroad's Vice-President William T. Sherman contacted his brother John, who had

recently been elected to Congress, for help. He ask John to try and obtain Federal land grants for the Railroad and a wagon road to Council Bluffs, Iowa. He was not at all successful.

Theodore Judah, though, was not daunted. He had earlier surveyed the line to Marysville and knew it was possible. He was so positive that he leaked the results of his survey to others, which upset Lester Robinson, the Sacramento Valley's engineer. Judah felt that if the SVR was not interested in building to Marysville, he would form another railroad, the California Central.

He did so, incorporating the company on April 21, 1857. Ground was broken for the California Central on June 1, 1858, and between then and October 13, 1861, 18.5 miles connecting Lincoln, to the north, with the Sacramento Valley Railroad at Folsom Junction. In the meantime Judah had proceeded to Auburn to survey his route over the Sierra. The citizens of Auburn, irritated with his action, as they wished to be connected to the Sacramento Valley Railroad, formed their own railroad, the Sacramento, Placer and Nevada Railroad, which they built and by 1862 connected Auburn with Folsom.

The City of Sacramento, meanwhile, was experiencing a drastic loss of revenue. Folsom had become the new center for freight heading into El Dorado and Placer Counties, and to retaliate, Sacramento placed a tax on all passengers and freight goods that crossed the levee from river boats to the trains at its docks. Upset, but again not defeated, the ingenious Lester Robinson contracted with the Placerville and Sacramento Railroad (soon to become the Placerville & Sacramento Valley Railroad), surveyed a new route to a place called Newport, on the river just south of Sacramento, and named the townsite Freeport. In 1859, he extended a Sacramento Valley Railroad branch from its Perkin's Station southwesterly 12 miles to the new townsite. (This was known as the Freeport Railroad and was abandoned by the Central Pacific in 1865, possibly the earliest railroad abandonment in the SP records) The City of Sacramento countered

by tearing up the original tracks of the Sacramento Valley Railroad along Front Street.

During the same period, the people of Placerville were demanding that rail service be extended beyond Folsom to their town to carry the heavy freight that was heading over the Sierra to the silver mines in the Comstock Lode of Nevada. They approached the SVR's new President, George F. Bragg, and Construction Engineer Lester Robinson, now the company's major stockholder, to see what could be worked out. Garrison and Sherman had by this time left California.

The Placerville citizens had heard that Judah had discussed his ideas with two Sacramento hardware men, Collis P. Huntington and Mark Hopkins, a grocer named Leland Stanford, and a drygoods dealer named Charles Crocker. They also new that President Lincoln, on July 1, 1862, had signed the new Pacific Railway Act, authorizing construction of the Central Pacific and specifically showing the route of the California Central and the Sacramento, Placer and Nevada as the Western terminus. They were concerned that a railroad would not pass through Placerville and extend on along the wagon road through "Johnson's Pass" to Nevada as they desired.

The owners of the Sacramento Valley Railroad informed the delegation from Placerville that, if El Dorado County would grade the route from Folsom and furnish ties, they would supply the rails for ten percent County Bonds. For this, a new company, the Placerville and Sacramento Valley Railroad was incorporated June 12, 1862. At the general election on Sept. 2, 1863, the people of El Dorado County approved the issuance of \$200,000 in ten percent bonds which would be used to purchase stock in the new railroad. Placerville also pledged \$300,000 in bonds towards this end. The P&SV Railroad promptly asked for the money, and construction began in late 1863, from Folsom Junction towards Placerville.

This was just a few months after Leland Stanford, now Governor of California, had lifted the first shovelful of dirt on October 10, 1863, to start the building of the Central Pacific Railroad east from Sacramento, the Company he, Crocker, Huntington and Hopkins had formed June 28, 1861.

The Central Pacific's rails were laid along side and crossed the earlier excavation and short trackage of Judah's California Central near Roseville. The CP then continued its route on to Rocklin and Auburn. It became apparent that the four Sacramento merchants had gained the upper hand in the power play for the Pacific Railway financing, and they were not to be stopped. The tracks of the California Central and the Sacramento, Placer and Nevada Railroads became useless. The California Central was sold by foreclosure February 28, 1868 and conveyed to C.P. Huntington. The 8.2 miles of CC rail between Roseville and Folsom were removed by the Central Pacific that same year. (The California Central had five locomotives, one became Central Pacific No. 93, the "Oronoco". Its trackage from Roseville to Lincoln was sold to the California and Oregon Railroad.)

Because much of the rail that the P&SVR had ordered from the East lay in the holds of ships sunk by the Confederate privateers, Lester Robinson bought the property of the Sacramento, Placer and Nevada Railroad. In spite of local opposition and legal roadblocks from the Central Pacific, he removed the rails and ties (sometimes in the dark of night) and used them to extend the Placerville and Sacramento Valley Railroad to the El Dorado County town of Latrobe, where the trains arrived in August of 1864. (The P&SVR never owned any rolling stock and utilized engines and cars of the SVR. The SVR would lease the new trackage of the P&SVR for its own use.)

Problems for the P&SVR, however, were not over. Robinson, still fighting the Central

Pacific, and believing that the route through Placerville was the best over the Sierra, challenged the owners of the Central Pacific, now known as the "Big Four", to a contest of speed. The steamer "Chrysopolis" would bring two bundles of San Francisco papers up the river to the terminus of each railroad, and there would be a race to see who could get them delivered to Virginia City, Nevada the fastest. The Challenge was accepted by the CP.

The Sacramento Valley Railroad would pick up its papers in Freeport and carry them by rail to Latrobe, there transferring them to the Pioneer Stage for the rest of the journey. The Central Pacific would collect its papers in Sacramento, carry them to its end of track, Applegate, where they would be tossed onto the California Stage. The owners of the Central Pacific knew that there was a possibility that the Chrysopolis might not be able to steam into the port at Sacramento, since the river was too shallow, except at high tide which would not occur at the correct time. In an openly dishonest move, the Central Pacific had a horseman waiting at the Freeport Dock to take their papers to Sacramento and save precious hours.

On August 22, 1864, at 11:15 P.M. the SVR locomotive "C.K. Garrison" pulling its normal complement of freight, mail and passengers, left Freeport and an hour and a thirty-seven minutes later arrived in Latrobe, a 37 mile distance. The Central Pacific's locomotive "Atlantic", bare except for its tender, crew and a Pony Express rider, left Sacramento at 12:04 A.M. on August 23 and made its 31 mile run to Applegate in only 42 minutes, setting the stage for the remainder of the race. At one o'clock the next afternoon, the California Stage arrived in Virginia City with a total time of twenty-one hours for the papers from San Francisco. There was a very strong rumor that the Pony Express rider had carried the papers nearly to Virginia City and, at the last moment, hooked up with the California Stage. Nine hours later the challenging Pioneer Stage arrived at the same point, the exhausted driver explaining that the road from Latrobe had never

been so crowded and that at every curve the road had been blocked by at least one big freight wagon. Again, the "Big Four" were known for not leaving things to chance, and the stakes here were too big for them to be defeated!

Viewing this as only a temporary set-back, the optimistic Lester Robinson and his Placerville supporters formed the San Francisco & Washoe Railroad to build eastward to Virginia City, and sought legislation to financially assist them. The Federal Government agreed to give them aid, on the same basis as the Central Pacific received it, provided they could complete the line into Nevada by 1866. The Nevada Constitutional Convention also offered a subsidy to the first railroad to cross the state line (a year later the offer was amended to include only the Central Pacific).

Robinson had argued to no avail before the Nevada Legislature that the Central Pacific did not intend to build a railroad to their State but only a wagon road, since their route was impassible for trains. He referred to his concept of the CP's plans as the "Dutch Flat Swindle". He also stated that Judah had been bribed to give him bad information, which Leland Stanford adamantly refuted. It all made no difference, since the young State of Nevada in reality had no money to give anyone.

By June, 1865, the P&SVR had only reached Shingle Springs and, although it now connected to the main road that carried nearly all of the freight and passenger traffic to and from the Comstock, it was obvious that the railroad would not reach Virginia City by the 1866 Federal deadline. The line had progressed only four miles in ten months while the toiling Chinese laborers of the Central Pacific were blasting out a mile a week over the "impassible" route towards Donner Summit. Even in light of this lack of progress, the owners of the Central Pacific still feared that the rails of the P&SVR could still be extended over the Sierra and become a

competing line, so they took steps to completely eliminate this problem.

In a questionable move, the SVR's President George F. Bragg finally convinced Lester Robinson and the bankers who held most of the railroad's stock, that their problems were real and insurmountable. Though the rail line was bringing in substantial income, there was no way more financing could be obtained for construction or payment of their bonds. The railroad was on the verge of bankruptcy.

On August 1, 1865, President Bragg purchased the entire stock interests of three other directors valued at nearly four hundred thousand dollars. Shortly thereafter, and in spite of the protests and claims of corruption from the press, he sold all of his stock to Leland Stanford and the other principal stockholders of the Central Pacific. The Central Pacific took over complete control of the SVR on August 16, 1865. In a final blow, Stanford ordered the suspension of all passenger traffic to and from Freeport.

Thus ended the independent existence of California's first commercial railroad. The sizeable shops of the SVR at Folsom were dismantled by the CP in 1865 and the equipment moved to their Sacramento Shops. The CP also rebuilt the line to standard gauge that same year.

With the sale of the SVR, the financial interest that El Dorado County and the City of Placerville held in the P&SVR passed to the purchasers, and the \$500,000 in bonds that had been sold in 1863 and 1864, became a financial burden for the county. With the rapid loss in freight traffic through El Dorado County since the completion of the Central Pacific to Reno, Nevada had made that city the gateway to the Comstock, and a general reduction in all mining, the county and city were in a life and death struggle just to exist, let alone pay off the bonds which would mature in 1876.

The 26.2 mile P&SVR (Folsom Junction to Shingle Springs) had operated as its own

company from August, 1864 to July 21, 1871. But the mortgage on the property of the P&SVR was foreclosed on May 21, 1869 and sold to William Alvord. On July 21, 1871 title was conveyed to Alvord who, on the same day conveyed the title to Huntington, Stanford, and Hopkins. They later formed the Sacramento & Placerville Railroad, incorporated April 19, 1877, and by deed of sale dated May 28, 1877 transferred the property of the P&SVR into the new S&PR corporation.

In 1873, the holders of the P&SVR bonds sued the County of El Dorado and the City of Placerville, to recover the entire amount due in principal and interest. The County defended the suit but lost in lower court. Finally, through the efforts of H.S. Morey, A. Mierson, and Judge Williams, the whole of the bonds and coupons, with accrued interest, amounting to \$239,135.37 were surrendered for the sum of \$200,000, which was paid in new bonds running twenty years but only bearing five percent interest. The City of Placerville had a simpler solution to the problem.

When the telegraphed news of the bondholders winning the suit reached the City Council, they all simply resigned, leaving no one in charge or responsible for the payment. The pages of the minute books of the City Council of the City of Placerville are empty from that point into the 1900's, when apparently, the whole problem had become forgotten history and the City Council thought it safe to return.

The Central Pacific through the Shingle Springs & Placerville (Incorporated May 10, 1887) gave a bond of \$100,000 to continue the tracks to Placerville. The County had finally won a railroad to Placerville but at a high cost to its taxpayers.

The last 11.6 miles to Placerville were completed March 29, 1888. The first passenger train arrived on April 9, 1888, while the first freight reached the depot on April 18, 1888. The

occasion of the arrival of the first passenger train brought out nearly all the residents of Placerville and the surrounding towns. With only five days advance notice, the city was cleaned up and preparations for the celebration had been made. As the 500 excursion passengers pulled into the station, they were greeted by the boom of cannon, the blare of brass bands, and the cheers of the thousands assembled there. A large group of local citizens delivered welcome statements which were followed by an extended oration by Governor Waterman. Festivities continued with a large parade and finally concluded with a huge banquet.

The occasion marked an important event in the romantic annals of transportation to and from Placerville which had commenced with pack trains only forty years earlier.

Without the foresight and vision of men like Colonel Charles Lincoln Wilson, Theodore Judah, and Lester Robinson, the transcontinental railroad might still have been a dream in the 1860's. They fought to build the first commercial railroad west of the Rockies and opened many eyes with their success. The challenge given the Central Pacific by Lester Robinson and the Sacramento Valley Railroad only sped the progress of the western builders of the Pacific Railway across the summit of the Sierra's, far sooner than would have happened otherwise. To these companies, the Sacramento Valley Railroad, the Placerville and Sacramento Valley Railroad, the Sacramento & Placerville Railroad, and the men and women behind them, we owe the saving of precious time in the building and settlement of the West.

Footnote:

The Sacramento & Placerville RR operated the Shingle Springs & Placerville RR under lease until May 15, 1888. On that date the 60.7 miles from Sacramento to Placerville were consolidated with 10 other local valley railroad organizations to form the Northern Railway of 1888, all under control of the Southern Pacific hierarchy.

The historic Placerville line became an important feeder branch line after the turn of the century for the Southern Pacific, producing hundreds of carloads annually, mostly lumber and refrigerated loads of deciduous fruits. In 1986 the Placerville, Camino and Lake Tahoe Railroad, owned by Michigan California Lumber Co., abandoned its line from Placerville to Camino. The Michigan Cal. Co. had been delivering the majority of traffic at the far end of the line. Southern Pacific soon filed to abandon the line from Folsom to Placerville. El Dorado County, with support of many smaller rail-shipping businesses, was successful in defeating the abandonment, both before the ICC and in federal court. Southern Pacific responded with a \$750 per carload surcharge, which the ICC upheld. Most of the remaining railroad shippers reluctantly shifted to trucks as their means of transport.

Ironically, the last train operations all the way to Placerville ended in 1987, just one year short of the line's hundred year anniversary.

AUTHOR NOTES:

Douglas J. Noble was born and raised less than a 100 feet from the Santa Fe tracks in Pasadena, CA. He has always had a deep fascination with the railroads and western history. His grandfather, who had come to California in the 1880s, furthered this feeling with tales of early railroad building.

Doug moved to El Dorado County in the early 1970s where he worked first as an El Dorado County Planner, reaching the position of Assistant Planning Director.

In 1987 he was requested to write a short history about the Placerville & Sacramento Valley Railroad for inclusion in the arguments against the abandonment of the Southern Pacific

line from Folsom to Placerville, which El Dorado County was opposing before the Interstate Commerce Commission (ICC).

This short history, which opened, "For one year short of a century, this railroad has existed," caught the eye of many federal historians, so he was immediately asked to write a longer history. This history was an integral part of the County's submission which resulted in the ICC's refusal for abandonment.

Doug is often called on as a source of local history and has written columns and stories on the subject for numerous publications, including the *Mountain Democrat*, *Sierra Heritage Magazine* and *The Windfall*, to name a few.

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EDC COB <edc.cob@edcgov.us>

8/25/15 Agenda Item 21, file 15-0911 (El Dorado Trail)

1 message

sandradoyle821@comcast.net <sandradoyle821@comcast.net>
To: edc.cob@edcgov.us

Mon, Aug 24, 2015 at 12:41 PM

Dear Supervisors,

The next section of class 1 bike path is being proposed from Missouri Flat to El Dorado Rd – 2.5 miles. I support DOT's option B of removing 1.49 miles of rail in order to save 75% of the natural trail for equestrians and mountain bikers, save the taxpayers over \$2.7 million, save 600 oak trees and other environmental impacts, save the shade canopy, and connect the town of El Dorado with the class 1 bike path. Staff has indicated EDC may not get the grant to build beside the rails because it will not be a competitive project. This 1.49 miles is not a scenic enhancement to the train program. Building the class 1 trail will increase interest and ridership for El Dorado Western by driving thousands to the train park and increasing the trains groups viability. Please support the class one trail and a viable train program! We need to connect our communities and make biking to school and work a reality!

Thank you,

Sandra Doyle
Placerville



EDC COB <edc.cob@edcgov.us>

8/25/15 Agenda Item 21, file 15-0911 (El Dorado Trail)

1 message

Cheri <51cheri@sbcglobal.net>

Mon, Aug 24, 2015 at 2:55 PM

Reply-To: Cheri <51cheri@sbcglobal.net>

To: "edc.cob@edcgov.us" <edc.cob@edcgov.us>

Dear Supervisors,

The next section of class 1 bike path is being proposed from Missouri Flat to El Dorado Rd – 2.5 miles.

I heartily support DOT's option B of removing 1.49 miles of rail in order to save 75% of the natural trail for equestrians and mountain bikers, save the taxpayers over \$2.7 million, save 600 oak trees and other environmental impacts, save the shade canopy, and connect the town of El Dorado with the class 1 bike path.

Staff has indicated EDC may not get the grant to build beside the rails because it will not be a competitive project. This 1.49 miles is not a scenic enhancement to the train program. Building the class 1 trail will increase interest and ridership for El Dorado Western by driving thousands to the train park and increasing the trains groups viability.

I am asking you to please support the class one trail and a viable train program! We need to connect our communities and make biking to school and work a reality!

Thank you,

Bob and Cheri Schoenborn
Folsom, CA