



EDC COB <edc.cob@edcgov.us>

Items 18 and 19 on 3/24/15 Agenda

1 message

Gigi Marchini <egmarchini@gmail.com>
To: edc.cob@edcgov.us

Mon, Mar 23, 2015 at 7:58 PM

Dear Board of Supervisors:

As a resident of El Dorado County and a frequent user of the current trail system, I am asking that you please wait until the SPTC study is complete in a few short months to made a decision regarding the Folsom Train. This would seem to be the only way to completely assess the effects of this project on the future of El Dorado County's residents.

Thank you,
Gabrielle Marchini



EDC COB <edc.cob@edcgov.us>

Board Meeting DVDs

1 message

Rose Giardina <rosegiardina@gmail.com>
To: edc.cob@edcgov.us

Mon, Mar 23, 2015 at 8:34 PM

Dear Board of Supervisors,

Please do not approve PSVRR (Folsom Train,) operating in El Dorado County without understanding the full fiscal, economic and legal implications. Please wait for the SPTC study which will be finished in approximately 3 months. The future of our trail depends on careful, thoughtful planning.

We have enjoyed the El Dorado Trail since moving here from the L.A. area many years ago. We have walked to the end of the trail in Camino, and we have walked the rails all the way to the county line. The beauty along the way should be enjoyed by ALL: bikers, hikers, equestrians, train riders. The decisions you make should be for the benefit of everyone, not just some.

Thank you for your consideration,

Rose and Paul Giardina

3/24/15
Items 18 & 19



EDC COB <edc.cob@edcgov.us>

Folsom Train, SPTC study

1 message

Layne Mills <layne.mills@gmail.com>
To: edc.cob@edcgov.us

Mon, Mar 23, 2015 at 8:36 PM

Dear Supervisors,

As I understand it, tomorrow the Folsom train group is going to lobby to preempt the SPTC study on the corridor for a trail. Please wait until the SPTC study is finished in 3 months before considering the Folsom train request.

My two cents on this matter: the train serves a very, very small subset of the greater community, and quite frankly that is all it will ever serve. A bike/walking trail however would better serve the needs of the greater community. On any given weekend, or for that matter any given day, the parts of the trail that are developed are regularly used by the old, young, and families in the area. The train cannot even pretend to have that kind of usage, and if we are honest, nor will it ever by its very nature. By those measures, I believe the decision as to what to do with the old tracks is relatively clear.

Respectfully,

Layne Mills



EDC COB <edc.cob@edcgov.us>

El Dorado Trail

1 message

Dave Shough <daveshough@gmail.com>
To: edc.cob@edcgov.us

Mon, Mar 23, 2015 at 8:46 PM

I understand that the Sacramento county-based private train group is bringing yet another proposal to the Board tomorrow. I have no doubts but that it will be another attempt to wear down our Board and have our county give them a valuable resource – a resource which could better be used for the people of El Dorado county. This is especially suspicious when they know that a study is underway to look into the implications of such a move. Please wait for this study to complete before making any decision about losing this valuable resource.

Dave Shough

El Dorado County resident



EDC COB <edc.cob@edcgov.us>

PSVRR (Folsom Train)

1 message

Ginny McCormick <gin.mccormick@gmail.com>

Mon, Mar 23, 2015 at 8:58 PM

To: edc.cob@edcgov.us

Dear Board of Supervisors,

Please do not approve the operation of PSVRR (Folsom Train), operating in El Dorado County without understanding the fiscal, economic and legal implications. It is imperative to wait for the SPTC study to finish in approximately 3 months. The future of what could be a most amazing trail linking Davis, Sacramento, Folsom, Latrobe, Shingle Springs, Placerville and Camino depends on thoughtful decision making and planning by our elected officials.

I am unable to make the meeting because of work and must send my input to you directly.

Thank you for your consideration

Ginny McCormick
Placerville
3/24/15 Items 18 & 19.



EDC COB <edc.cob@edcgov.us>

Regarding Items 18 and 19

1 message

Jamie McClone <butterflies.abound@gmail.com>

Mon, Mar 23, 2015 at 9:53 PM

To: edc.cob@edcgov.us

Dear Supervisors,

There are two pressing Items that will soon be addressed. Please, it is imperative for you, to wait until the SPTC study is finished in 3 months before considering the Folsom Train.

Please take the time to understand all the implications to the trail and develop a plan for the best interest of El Dorado County residents, taking into account fiscal, economic and legal implications. We have a train through our museum. Please put county resident trail interests ahead of the Folsom train."

The public needs recreational space from one end of the county to the other end of the county. A space where we can be active participants. The trail is in the best interest of our health, our well being, and our landscape. Allow our community to come together to enjoy the El Dorado County's beautiful nature.

What makes a community vibrant is its natural spaces where we can come together and celebrate our health and happiness.

Jamie McClone

Placerville, CA 95667



EDC COB <edc.cob@edcgov.us>

Board Meeting DVDs

1 message

Janis Scott <dulesmom@gmail.com>

Tue, Mar 24, 2015 at 6:44 AM

To: edc.cob@edcgov.us

Dear Board of Supervisors,

Please do not approve PSVRR (Folsom Train,) operating in El Dorado County without understanding the full fiscal, economic and legal implications. Please wait for the SPTC study which will be finished in approximately 3 months. The future of our trail depends on careful, thoughtful planning.

Thank you for your consideration,

Janis M. Scott

3/24/15

Items 18 & 19

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LIVE YOUR LIFE AS AN EXCLAMATION! NOT AN EXPLANATION.

Janis Scott

Janis' Supple Horses

Located in Placerville, CA

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, 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.



LATE DISTRIBUTION

DATE 3/24/15 #18/19

EDC COB <edc.cob@edcgov.us>

Attn: Mike Ranalli re .Trail

1 message

Marjorie Coyne <themarj@sbcglobal.net>
To: "edc.cob@edcgov.us" <edc.cob@edcgov.us>

Tue, Mar 24, 2015 at 8:45 AM

Dear Mr. Ranalli,

Please wait to approve the Folsom Train operating in El Dorado County until the SPTC study is finished in approximately 3 months. The trail is important to the people and health of our community.

Thank you for working on this,

Marjorie Coyne

3/24/15
Items 18 & 19

**LATE DISTRIBUTION**DATE 3/24/15
3/24/15

#18 & 19

EDC COB <edc.cob@edcgov.us>

Folsom train decision...

1 message

Rod Rozman <rodrozman@hotmail.com>
To: "edc.cob@edcgov.us" <edc.cob@edcgov.us>

Tue, Mar 24, 2015 at 11:52 AM

Dear Board of Supervisors,

Please do not approve PSVRR (Folsom Train,) operating in El Dorado County without understanding the full fiscal, economic and legal implications. Please wait for the SPTC study which will be finished in approximately 3 months. The future of our trail depends on careful, thoughtful planning.

Please work together to create a multi-use trail that all potential users could benefit from. My vision of this is to allow small tourist/enthusiast trains on the existing tracks, with improved side trails for hiking and biking. There must be a solution for all of these users to co-exist.

Thank you for your consideration,

Rod Rozman

3/24/15
Items 18 & 19