



Donna Mullens <donna.mullens@edcgov.us>

Fwd: EDC Park & Rec Commission meeting 3/17/16 Item 5

1 message

Vickie Sanders <vickie.sanders@edcgov.us>
To: Donna Mullens <donna.mullens@edcgov.us>

Thu, Mar 17, 2016 at 10:34 AM

This should also be posted.

Vickie Sanders
Parks Manager
County of El Dorado
Chief Administrative Office
530-621-7538
FAX: 530-642-0301

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

From: **Jackie Neau** <jackieno@gmail.com>
Date: Wed, Mar 16, 2016 at 9:28 PM
Subject: EDC Park & Rec Commission meeting 3/17/16 Item 5
To: Kris Payne <paykris@hughes.net>, Steve Yonker <steveyonker@gmail.com>, Charlie Callahan <callahan6080@gmail.com>, josh@morgandorado.com
Cc: Vickie Sanders <vickie.sanders@edcgov.us>

Vickie - I do not have John Arenz email, could you please forward? Thanks!

Dear El Dorado County Park and Recreation Commission,

Regrettably, I may not be able to attend Thursday's meeting. I would like to address item 5. In summary, I agree with all staff's recommendations, except for the name of the trail. I believe this is much more complex issue and needs to be a separate item on a future agenda, after public outreach. My comments in order of Staff's underlined title:

History/JPA Formation – Have no issue with this item, but would like to point out that even though over half the transportation corridor resides in El Dorado County (EDC), EDC is only given 20% of the vote. The member at large should come from EDC. It is a Sacramento biased board, with meetings held exclusively in Folsom.

El Dorado County's rights under the RUFA – No issue

Reversionary Rights – I would just like to support that this is a non-issue with additional documents from the SPTC- JPA council. (attached)

BOARD ACTIONS AND RECCOMENDATIONS – If the commission does not honor the compromise reached in 2011, then it is invalid, and we should start over. We can use the

study to determine the most feasible areas for “ALL” uses to determine the best places to run trains. I personally would prefer to move forward by honoring the compromise, but I have great ideas for a renegotiation!

The following statement was taken out of a PowerPoint presentation delivered by John Segredell of the SPTC-JPA in 2012. It seems relevant to all the other conversation in this item and staff report:

- **Other ROW Uses:** JPA and member agencies reserve the right to use the ROW for public projects, including trails, and to relocate the tracks as needed.

Trail Name –This has never been an issue before the SPTC-JPA did their study. In their study, they attempt to change the name the El Dorado Trail, by referring to it as the SPTC natural trail. Please do not let their lack of acknowledgement to all EDC documents and lack public process continue as facts.

Please see the attached trail sign that were installed along the SPTC after 2004. They say “El Dorado Trail/non-motorized use only.” It is also the sign that was recently approved by both the park and rec commission and Board of Supervisors in the sign plan for the SPTC! Please see the trail map put out by EDC in 2007. Please see the map & page from the El Dorado County Transportation Commission (EDCTC,) bicycle plan, followed by the BOS adoption of the bicycle plan. The El Dorado Trail exists in EDC on the SPTC, just as the El Dorado Western Railroad exists in EDC on the SPTC.

Any attempt to rename the trail should undergo a public process, that outreaches to the trail groups. There are issues involved, not limited to confusing people. The EDC Trails Advisory Committee (TAC) approved the El Dorado Trail started at the county line and mileage should start there for safety reasons of communicating with law enforcement or fire agencies in case of emergency. Mileage at Missouri Flat Road starts at 25.5 and was implemented by a boy scout troop under the direction of the county.

An important point to understand is the SPTC does not end at Missouri Flat Rd. It’s a common misconception, but if you read the earlier memo put out by the SPTC attorney, you will see the railbanked SPTC actually goes all the way to the city limits and includes both the paved El Dorado trail and the dirt El Dorado trail between Missouri Flat Rd and Forni Rd. The original SPTC extends into downtown Placerville. Are you next going to work with the city to rename that part of the trail??? How is that going to work for marketing our trail???

The following websites already identify the El Dorado Trail to the county line. Do you plan to find and correct all the websites? Do you plan to launch an education plan to educate the public about the new trail and where it changes name and why? Is this really the best use of our time, energy and tax dollars???

<http://www.trailink.com/trail/el-dorado-trail.aspx>

<http://www.mtbproject.com/trail/1103276>

<http://www.singletracks.com/bike-trails/el-dorado-trail.html>

<http://www.sierranevadageotourism.org/content/el-dorado-trail/sie2CE607B6F5EB18C18>

<http://www.bringfido.com/attraction/7583/>

Signage – The trail volunteers spent a good deal of time developing a consistent signage plan that the rail groups had input and agreed to, also as a means of satisfying CPUC, who was consulted during the

development of the sign plan.

El Dorado County Rail Operator – To avoid competing for volunteers, passengers and funding, it makes sense to only have one rail operator in El Dorado County. I support El Dorado Western as that rail operator.

Maintenance – I support staff's recommendation of all maintenance being done by El Dorado County volunteer groups, both rail and trail. I would like to further note that trail volunteers also help maintain shared areas of the rail bed such as bridges, cuts, fills, and places the trail crosses the tracks. Having one train operator to work with will help improve coordination and decisions. This is also consistent with the stated purpose of the Park and rec commission "Commission oversees development & maintenance of recreational opportunities within its borders. Commission works closely with those jurisdictions endeavoring always to retain as much local control and citizen involvement as possible."

Corridor Use – The pie in the sky idea to accommodate all uses all the way has never been a feasible plan. The SPTC study showed this idea would cost the taxpayers \$45 million more to build the class 1 trail and doesn't even address the cost of rebuilding the dirt trail. Competition for limited funding reveals this as a likelihood that it will never happen. Further illustrated by the fact that after 20 years, very little class 1 trail exists along the 53 mile SPTC, and no where has all uses – trains, paved trail and dirt trail. Only the trail groups have worked towards a compromise, which the BOS accepted in 2011. If this agreement is not going to be honored, then we should review the study and develop a new compromise.

County Expenditures for Rail and Trail

The SPTC-JPA asserts they have spent zero dollars on rails. Nothing could be further from the truth.

- The SPTC-JPA spent tens of thousands of dollars to study the rail infrastructure to see if it was viable for excursion rail use.
- For 20 years the SPTC-JPA has spent money for maintenance of the rail bed (over \$100,000,) subsidizing PSVRR's efforts. They have spent zero for trail maintenance.
- The SPTC-JPA has provided free attorney services to PSVRR for the purposes of acquiring licenses with El Dorado County. They have spent zero on El Dorado Western RR.
- The SPTC-JPA accomplished it's purpose 20 years ago, but has continued to exist, drawing more than \$2,000,000 from taxpayers. A 20 year review of their agendas reveals the primary items were about a private excursion train.

A couple points of clarification please:

- If this is an SPTC conversation, why are we discussing other parts of the trail? The only class 1 trail that has been built in EDC on the SPTC is the segment from Forni Road to Missouri Flat road. It was an expensive section because the trail could not be built on the entire rail bed due to wetlands that were allowed to be created, and of course contains one of the most popular features of the entire trail, the Weber Creek Bridge.
- Did the county actually spend funds to build trail segments, or were these grants that paid for the trail? I was unaware the county had these kind of funds.

SUMMARY RECOMMENDATIONS

I have no issue with this TRANSPORTATION corridor being referred to as the SPTC , however the renaming of the El Dorado Trail needs to undergo a public process, with outreach to the trail community.



Vickie Sanders <vickie.sanders@edcgov.us>

P&SVRR in El Dorado County

craigakacraig86 <craigakacraig86@sbcglobal.net>

Thu, Mar 17, 2016 at 12:12 PM

To: vickie.sanders@edcgov.us

Cc: president@psvrr.org

Greeting Ms. Sanders; and thank you for taking the time to read my email.

I would like to add my voice to those who support allowing the Placerville & Sacramento Valley Railroad (P&SVRR) to operate in El Dorado County.

I have taken the Latrobe breakfast adventure, as have my friends, and found it a wonderful and relaxing journey into the past. A bit of history and a bit of present day hospitality.

Please continue to allow the P&SVRR to operate the Latrobe and other routes into your beautiful county.

Thank you for your time and consideration.

Craig Conord



Vickie Sanders <vickie.sanders@edcgov.us>

EDC Parks & Recreation Commission Meeting - Thursday, March 17th, 2016

Alex Wilde <awilde.it@gmail.com>
To: vickie.sanders@edcgov.us
Cc: president <president@psvrr.org>

Thu, Mar 17, 2016 at 11:05 AM

Good Morning Ms. Sanders,

It has come to my attention that there is a Parks and Recreation Commission meeting today regarding Sacramento Placerville Transportation Corridor usage. I am very active in volunteering and giving back to the community and this is a very important issue which I would like to comment on. I would attend the meeting in person to express my views and participate as a member of the community but will be coaching a high school volleyball game at Union Mine High School this afternoon.

Working for a local school district in our county, I see the tremendous value of historical landmarks around El Dorado County. When I think of the rich history of El Dorado County, I think about the early days of California - of the Gold Rush. We have wonderful displays, activities and a museum in Coloma as a tribute to this early California history. Many adults and children are able to relive and experience these elements of our past.

A mere 15 years after the Gold Rush started, construction began during the US Civil War to build a railroad from Folsom, through Latrobe and up to Shingle Springs. As you are likely aware, railroads heavily contributed to the growth of the West and this railroad was integral to the development of El Dorado County and California.

I recognize and appreciate that there is a significant ongoing effort to organize a museum and railroad on the Eastern portion of the SPTC in El Dorado County (Segment 3). While making a recommendation for or against rail usage, I urge you to consider the historical value of the railroad, specifically that of proposed Segments 1 and 2 constructed during the Civil War. As a resident of El Dorado County, I have also volunteered with the Placerville and Sacramento Valley Railroad to maintain and share this historical asset with our community and beyond. I have seen young and old transported back in time, experiencing living history.

Raising my family in El Dorado County, I would appreciate the opportunity to not only teach my son about historical events, but also give him the opportunity to relive them. As cyclists, my spouse and I enjoy riding trails that have been built in our area. However, I would not be able to support any trails that would hinder development by our local railroad preservation groups (Placerville and Sacramento Valley Railroad & El Dorado Western Railroad) by the removal of any track or the prohibition of operations.

Again, I respectfully urge you to consider these historical assets and allow both of our local railroads to keep history alive in our communities.

Sincerely,

William Wilde
Cameron Park



Vickie Sanders <vickie.sanders@edcgov.us>

P&SVRR

Doug <thewarden105@gmail.com>

Wed, Mar 16, 2016 at 5:25 PM

To: vickie.sanders@edcgov.us

I support the P&SVRR and I believe we need to preserve the rails and keep them active. Every month the P&SVRR brings business into the community of Latrobe, CA. The railroad is our heritage, and I want my kids to see the rails still active, so they can learn about Railroads and History.

Sincerely,

Doug Phillips