

M. Lane 3/18/14 #23

Melody Lane – Founder, Compass2Truth

3-18-14 #23 Mt Murphy Bridge CIP

You'll recall on Feb. 4th and on Feb. 11th the Board was reminded of their fiduciary DUTY to address citizen concerns, particularly regarding the Mt. Murphy Road Bridge CIP. On each occasion I've been publicly assured of a TIMELY response to each of the 11 concerns that have remained unanswered for weeks, months and literally YEARS. DOT has dodged the bullets since June 12, 2011. On multiple occasions Supervisor Briggs requested that I again submit the DOT/CIP requests in writing. Been there, done that but no still no response from our public servants...and here's just a small sample of the proof.

Meanwhile the wheels of bureaucracy grind forward with more 'public meetings' that are typically censored or purposely abbreviated so the public really doesn't have the opportunity to address their concerns about how business is conducted. Henninson-Lotus Park, RMAC, Parks and Recreation, Kanaka Valley and the Mt. Murphy Road Bridge CIP are just a few examples of meetings that are commonly subjected to the Delphi Technique. That's where the public are goaded like sheep into sticking their Post-it notes onto flip charts to achieve outcomes that are already predetermined.

**MADAM CHAIR:** On February 25th you approached me with two dates to address 11 specific Mt. Murphy Road Bridge CIP questions and other relevant Board matters. Contrary to your admonishment last week after I'd taken my seat, there's still been no meeting date scheduled to address these matters.

Last Wednesday your administrator Judi sent me an email proposing 3 new options to once again reschedule. That would push out a meeting date nearly 3 months after the initial request was made. On Thursday I sent you and the entire BOS a reply to Judi's email at 8:55 AM inquiring as to the perpetual postponements and the reason that the video of last week's Board meeting was not yet posted. < COB-video remarks @ video @ 7:30 AM  
email

Meanwhile you were reminded this was a time sensitive issue but your silence has been deafening. The unmistakable appearance is the BOS is avoiding transparency and accountability.

Citizens are given enough freedom to make it seem like they are free. Politicians say just enough of the right things to calm your mind and cause you to feel assured they are handling those troubling issues just as you elected them to do. All the while they are telling you what you want to hear, and at the same time doing what they want to do, moving ahead despite assurances to the contrary. The BOS go as far as you let them for none of them can withstand a true Constitutional test. Ladies and gentlemen, that is called TYRANNY.

The Board is reminded that you've all taken an Oath of Office. Title 18, Chapter 79, Section 1621 addresses the topic of PERJURY. It states in part:

*“Whoever having taken an oath before a competent tribunal, officer, or person, in any case which a law of the United States authorizes an oath to be administered...or any declaration, certificate, verification, or statement under penalty of perjury as permitted under section 1746 of title 28, United States Code, willfully subscribes as true any material matter which he does not believe to be true...is guilty of perjury and shall...be fined under this title or imprisoned not more than five years, or both.”*

I hate to sound redundant, but the question begs to be asked: What's the excuse this week...PERJURY, STAFF INCOMPETENCE, STONEWALLING, FRAUD, DECEIT, ABUSE OF PUBLIC TRUST, BUREAUCRATIC SHENANIGANS, ARROGANT DISRESPECT FOR CITIZENS...OR ALL OF THE ABOVE???

\* SUNSHINE WEEK - Timing is everything...

**MADAM CLERK:** You are ordered to enter these documents into the public record as well as to the Mt. Murphy Road Bridge CIP:

1. This transcript
2. 3/11/14 email @ 11:12 AM to Judi/Santiago
- \* 3. 3/13/14 email @ 8:55 AM to Norma Santiago / 609 - video 3/11/14
4. 2/11/14 Open Forum Transcript w/11 questions
5. 6/12/11 Letter to Jim Ware re: Mt. Murphy Road
6. 10/9/12 Letter to Kim Kerr & Ron Briggs
7. 10/18/12 email @ 10:15 AM



**From:** Melody Lane [mailto:melody.lane@reagan.com]

**Sent:** Tuesday, March 11, 2014 11:12 AM

**To:** Ron Briggs; bosfive@edcgov.us; bosone@edcgov.us; bosthree@edcgov.us; bostwo@edcgov.us

**Cc:** edc.cob@edcgov.us; Jim Mitrisin; Pamela Knorr; Terri Daly; Vern Pierson; Sheriff DAgostini; Kimberly Kerr

**Subject:** 3/11/14 BOS Open Forum - CPRAs - Mt. Murphy Road Bridge CIP

**Importance:** High

Chairman Santiago,

On Friday March 7<sup>th</sup> @ 4:15 PM I received a voice mail from your secretary Judy as follows:

*"Melody, it's Judy at Norma Santiago's office. I'm able to confirm that Norma can meet you at the Mt. Murphy Bridge at the Coloma Grange...is it? Um, let me know if that's exactly where you want or can do a...I'm looking at the map...Coloma Grange...um, it would be called something else...anyway Mt. Murphy Bridge in the Park. Then let me know what your cell phone number is, um, just in case, um, she gets a little bit...um...lost or any other...late or for any reason she needs to call you at the last minute. I'm at 621-6577. Bye now."*

**NOTE JUDY DID NOT CONFIRM THE DAY OR TIME OF OUR MEETING.**

At 4:43 PM I left Judy a voice mail message thanking her for the previously agreed upon 2:30 time slot to meet with us on Monday 3/17. However I advised my cell phone does not get reception down in the Park, so I left her with my home phone number which is just 60 seconds away driving time.

Minutes later Judy returned my phone call at 4:55 PM indicating that she had the meeting scheduled for 9:00 AM on Monday, March 17<sup>th</sup>. I reminded her that was not what we had previously discussed. Judy said the 2:30 time slot would be for only ½ hour.

I replied that ½ hour would NOT be sufficient time to review the 11 specific questions relevant to the Mt. Murphy Road Bridge issues (attached). We needed a minimum of 1 hour to cover items that have been stonewalled literally for years.

It was also emphasized that this meeting needed to take place prior to the Tuesday March 18th RMAC meeting to be held at Coloma Grange @ 7 PM. Therefore I requested Judy check with you about alternatives to allow sufficient discussion of these important issues.

Last, I would appreciate it if you would not address me as though I were a naughty child after I had already taken my seat during today's Open Forum. Such disrespect from a public servant will not be tolerated by EDC citizens. Please refer to the **Respectful Workplace & EDC Personnel Rules**.

I anticipate you will honor my request to enter this correspondence into the public record for the Mt. Murphy Bridge CIP as well as Respectful Workplace agenda items.

I look forward to receiving your appropriate follow up correspondence.

*Melody Lane*

Founder – **Compass2Truth**

Conservatives Serving God in Truth and Liberty

***Democracy is two wolves and a lamb voting on what to have for dinner. Liberty is a well-armed lamb contesting the vote.***

## Melody Lane

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**From:** Melody Lane <melody.lane@reagan.com>  
**Sent:** Thursday, March 13, 2014 8:55 AM  
**To:** 'The BOSFIVE'  
**Cc:** Terri Daly; Ron Briggs; bosone@edcgov.us; bosthree@edcgov.us; bostwo@edcgov.us  
**Subject:** RE: Supervisor Santiago meeting

Judi,

Timing is of the essence...

This meeting appears to be perpetually avoided for months, meanwhile the vitally important issues remain unaddressed. Please note the Mt. Murphy Bridge Stakeholder Committee meeting is scheduled for **4/10/14**.

Before I reply to yet another reschedule of proposed meeting dates to address the growing list of concerns in District #4, I request that you please check with appropriate staff to determine why the 3/11 BOS video still is not able to be viewed since early yesterday afternoon:

"The system was unable to find the content that you requested. The content may be in the process of transferring to a distribution server. Please try again later."

The appearance is that the delays may be relevant to my closing comments and the number of CPRAs that were entered into the public record during Open Forum on Tuesday.

Thank you for your timely response.

*Melody Lane*

Founder – **Compass2Truth**  
Conservatives Serving God in Truth and Liberty  
Home – (530) 642-1670

***Democracy is two wolves and a lamb voting on what to have for dinner. Liberty is a well-armed lamb contesting the vote.***

**From:** The BOSFIVE [<mailto:bosfive@edcgov.us>]  
**Sent:** Wednesday, March 12, 2014 7:28 PM  
**To:** Melody Lane  
**Subject:** Supervisor Santiago meeting

Melody,

Unfortunately, I cannot offer Thursday, March 20th at 2pm to meet with Supervisor Santiago, She now needs to be back at South Lake Tahoe for a conservancy board meeting in the afternoon.



I have listed other date and time options below.

Supervisor Santiago is available to meet with you:

Monday, March 31st, 1pm in Coloma

Monday, April 7th, 10am, in Coloma

Monday, April 21st, 10am in Coloma

To assure accuracy, we can communicate via email to make arrangements for this meeting.

Let me know if any of these dates and times work well for you. Thank you.

Sincerely,

Judi McCallum

Assistant to Supervisor Norma Santiago

District V, Lake Tahoe to Pollock Pines

County of El Dorado

530.621.6577

By now you are aware that one of the guiding principles of Compass2Truth is based on Ephesians 5:11 – ***“Take no part in the worthless deeds of evil and darkness; instead expose them.”*** My purpose today is to address item #24 on last week’s agenda, the historic Mt. Murphy Bridge Project.

Freedom is expressly guaranteed by the First Amendment of the Constitution. This freedom is supposed to be used to expose government propaganda with truth and hold the government accountable. When the media largely just takes what the government says as fact and supports the point of view of Big Government, it causes government and politicians to be far less accountable and far more powerful.

El Dorado County suffers from Mushroom Syndrome whereas government bureaucrats heap on the manure to keep citizens perpetually in the dark. Ethics and Brown Act violations by our civil servants are rampant. You may be familiar with the Marines motto: ***“Mind over Matter.”*** Week after week when it comes to responding to citizens the Board has demonstrated the attitude ***“We don’t mind and citizens don’t matter.”***

Yesterday I met with MGDSP Superintendent Jeremy McReynolds. He loaned me a copy of the MGDSHP General Plan submitted to Gov. Gerry Brown in 1979. He also provided me a copy of the Mt. Murphy Road Bridge letter addressed to Sr. Planner Anne Novotny by CA State Parks District Superintendent Matt Green dated 4/4/13. This letter does not appear to be posted anywhere for the public to view...Mushroom Syndrome again?

Last year when we met with Matt & Jeremy McReynolds they were given the ***DVD “Agenda: Grinding America Down”***. That documentary addresses the issues of Mushroom Syndrome, useful idiots, and the Gestapo-style government tactics that are causing our nation to collapse from within. Some refer to it as BS--***Bureaucratic Shenanigans***--or bully tactics that are meant to intimidate the public into silent compliance and paving the highway to Socialism.

Last week you’ll recall agenda Item #25 regarding Bucks Bar historic bridge when Chris Smith addressed his concerns about that bridge going through his home. Wanda Nagel also expressed similar concerns about the bridge project affecting her property. Now I ask you to recall my comments about CA State Parks, Recreation & Historic Preservation used as a primary agency to grease the wheels of Agenda 21. We cannot permit citizen’s Constitutional rights to take second place to Eminent Domain & Big Government BS.

These questions have remained unanswered for weeks, months and literally YEARS:

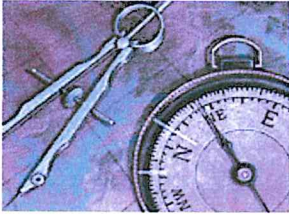


1. WHY is the Coloma Resort not held to the same government laws, codes, statutes & ordinances as anyone else?
2. WHY is the MGD Park & Chamber of Commerce given preferential treatment over the residents who are most adversely affected over the Mt. Murphy Bridge project?
3. WHAT is the emergency evacuation plan for residents landlocked by this CIP?
4. WHY has the county remained silent about easements “given away” as mentioned last year by Jack Sweeney?
5. WHY has Ron Mikulako’s name & photo been plastered on this bridge project?
6. WHY has Kim Kerr not responded yet to inquiries made over 2 years ago regarding this CIP?
7. WHY has the BOS allowed former county employee Kris Payne to exceed his limits and given his opinions greater consideration than the residents affected by the bridge projects?
8. WHEN will Mt. Murphy Road be properly maintained by DOT?
9. WHEN can residents commence DIALOG about this bridge project?
10. WHEN can we expect the 5/15/12 Agenda 21 Resolution to appear on the BOS agenda?
11. WHEN can we expect Supervisor Briggs to respond to District #4 constituents instead of giving preferential favors to his friends like Bill Center?

Madam Chair, with all due respect, the Board has a fiduciary DUTY to address citizen concerns. To remain silent is to commit FRAUD in addition to violating your oath of office. So when DOES the public get the opportunity to address the BOS and WHEN exactly can we expect staff to respond to the aforementioned questions?

**Mr./Madam Clerk:** I order you to enter these materials into the public record and post them to the Mt. Murphy Bridge Project:

1. This transcript (5 min. 5 sec.)
2. 2/4/14 transcript - Mt. Murphy Bridge
3. 4/3/13 Matt Green, CA State Parks letter
4. 5/15/12 Agenda 21 Resolution
5. **CPRA – Employees covered under CSAC Bonding Ins.**



# COMPAS

*Citizens Organized to Monitor Protect And Serve, Inc.*

P.O. Box 598  
Coloma, CA 95613  
(530) 642-1670  
melodylane@calis.com

June 12, 2011

To: Jim Ware, Director DOT  
Tom Celio, Deputy Director  
Don Spear, Superintendent

RE: Mt. Murphy Road – Maintenance, Safety & Surveillance

Gentlemen,

***“The mission of the Department of Transportation is to provide a safe, congestion free highway system that is responsive to the needs of the county’s citizens, and is environmentally sensitive.”***

Residents were most appreciative in 2006 when DOT finally made some much needed improvements to Mt. Murphy Road by hard-paving the first ½ mile with decomposed asphalt. It helped tremendously to minimize the dust and reduce maintenance costs on our automobiles as well as to the road.

Since January 2007 Mt. Murphy Road has experienced a significant increase in traffic. This is due primarily to the acquisition of 246 acres by American River Conservancy and CA State Parks which essentially doubled the size of the Marshall Gold Discovery Historic State Park.

Safety and liability are important factors to take into consideration. You can imagine the potential for lawsuits.

Approximately six weeks ago DOT graded Mt. Murphy Road and tore up portions that were previously paved. Instead of filling the pot holes with asphalt, loose gravel and dirt was used making it treacherous to navigate safely. Now it’s like walking on marbles and definitely inferior to its 2006 paved condition. On several occasions cyclists and automobiles have slid off the road requiring towing assistance at all hours of the day and night.

Unexpected recent rains, increased recreational usage and heavy equipment have contributed significantly to the decomposition. The condition of the road is worse now than it was weeks prior to the grading, especially after the mobile home was transported down Mt. Murphy to the Coloma Resort.

In preparation for grading the road DOT trimmed trees at the north corner of my property and tossed the branches onto CA State Parks land. This additionally raises concerns about the fire season and the need for the Park to maintain a defensible space along our mutual boundaries. You are probably aware the last five arson fires have started either on my property or within a few hundred feet from my home.

Illegal parking on a one-lane road, dumping, vandalism, trespassing and arson fires are additional concerns. Three of my electric gates have been forced and broken beyond repair by individuals using my driveway



for lack of a turnaround on Mt. Murphy Road. Additional signage and surveillance is necessary to deter such activities threatening the safety and security of local residents.

Our taxes pay for the coordination of services mentioned in the DOT mission statement. This of course raises a few questions:

- 1) How much did it cost to repair the damage to Mt. Murphy Road caused by the transport of the mobile home to the Coloma Resort?
- 2) Who exactly is responsible for damages and Mt. Murphy road repairs?
- 3) Who owns the heavy equipment pictured—DOT, Coloma Resort or CA State Parks?
- 4) Why were road materials dumped on private property rather than used to repair the drainage ditches?
- 5) When may we expect DOT to assess the current condition of Mt. Murphy Road and restore it to its 2006 paved condition?

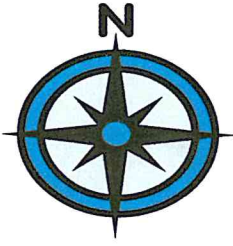
Thanks for your consideration and the courtesy of a timely response.

Regards,

*Melody Lane*

Melody Lane  
President – *COMPAS, Inc.*  
Citizens **O**rganized to **M**onitor **P**rotect **A**nd **S**erve

CC: Supervisor Ron Briggs, Dist. #4  
Ruth Coleman, CA State Parks & Recreation  
Jeremy McReynolds, MGDHSP Superintendent



# Compass2Truth

*Citizens Serving God, Truth and Liberty*

P.O. Box 598  
Coloma, CA 95613  
(530) 642-1670  
melodylane@calis.com

October 9, 2012

TO: Kim Kerr, Assistant CAO  
Supervisor Ron Briggs, District #4

CC: Terri Daly, CAO  
Don Spear, DOT Deputy Director  
Gerri Silva, Director Environmental Management  
Roger Trout, Director Development Services  
Board of Supervisors, Districts 1, 2, 3, & 5  
Jeremy McReynolds, MGD Superintendent  
Joe Harn, Auditor  
Sheriff John D'Agostini

**RE: DOT, CIP/TIM Fees and Parks/Recreation**

Dear Ms. Kerr,

Thank you for your letter dated July 13, 2012 in reply to topics stemming from our May 23, 2012 meeting. The relevant issues were delineated in the July 15, 2011 *COMPAS* letter submitted to DOT Director Jim Ware and MGD Superintendent Jeremy McReynolds. No response was received from either Jim or Jeremy.

Although a range of issues germane to DOT *processes* were covered in your reply, there still remain several issues in need of clarification regarding *financial data*. You provided a target date of **September 1<sup>st</sup>** to respond to inquiries that were addressed over a year ago. It is now the eleventh hour; an appropriate response is long overdue.

Once again I reminded you of specific issues at the 8/28/12 BOS meeting during the discussion of Capital Improvement Projects/Traffic Impact Mitigation. You'll recall the complex topics were aptly described by Supervisor Santiago as "*information overload, black widow spiders and lots of moving parts.*" Obtaining accurate information from county representatives appeared to be a problem for everyone involved. For this reason the CIP/TIM agenda item was again deferred to sometime in October. A reply to public and written inquiries was never received.

It was recently brought to my attention that CIP/TIM Update was slipped into the September 25<sup>th</sup> BOS agenda instead of scheduled for October. Apparently decisions had already been predetermined behind closed doors in violation of the **Brown Act and Bagley-Keene Open Meeting Act**. This is information EDC citizens have the right to know and publicly participate. (**See attached RMAC correspondence at the end of this document. \*Note pertinent information was deliberately censored by Environmental Management from the public minutes.**)



Government transparency and accountability are reoccurring phrases frequently making headlines. This recent media excerpt regarding **SB 1003** is just one example:

*“Tulare County is passionate about the peoples’ right to know. Senate Bill 1003 clarifies and improves the existing Brown Act law and is a win-win for the public and local government. Had SB 1003 been in place when a lawsuit alleging Brown Act violations was filed against Tulare County, expensive, time-consuming litigation could have been avoided at a time when so many other issues demanded our attention and scarce funds.*

*Supporters of the new law argue it is a low-cost way for citizens to demand accountability and places the burden on the local government rather than the citizen.”*

It is apparent the decision-making process in El Dorado County is exclusively geared to meeting privately with special interest groups. Public concerns are thereby obfuscated or diverted giving citizens little opportunity to assimilate piles of confusing documents and misleading information. There is a tremendous amount of inconsistency making it difficult for anyone to intelligently participate in public discussion or to make properly informed decisions.

Kim, that last statement echoes the question I posed to you during the July 17<sup>th</sup> Tax Payers Association meeting. The same issues concerning the Amador County Grand Jury findings against you appeared in the September 3<sup>rd</sup> article tucked way back on page 11 of the Mountain Democrat:

*“The most direct and personal findings state that the “city manager (Kerr) for the fiscal period 2007-2011 did not demonstrate that she possessed the proper qualifications and expertise to perform the duties required for that position...the Grand Jury finds that on many occasions the city manager provided insufficient or misleading information, making it difficult or impossible for the City Council to cast intelligent votes.”*

It is only reasonable that taxpayers should inquire into the appropriation of funds as well as doubt the level of your expertise to handle the job of Assistant CAO. Hopefully a similar EDC Grand Jury investigation won't be necessary.

As you know **Compass2Truth** works in affiliation with several other Watchdog organizations. Most people can't attend all the county meetings, view them on-line, or glean much information from brief meeting minutes and biased media articles. The following recap of the issues we covered in previous meetings may be of assistance in submitting your written reply for timely public dissemination:

1. There are 4 bridge projects in the Coloma-Lotus region: Mt. Murphy Road, Bayne Road, Bassi Road and the Hwy. 49 Bridge at Lotus Road. **What are the funding sources and the total dollar amounts allocated for each bridge project?**
2. Per the audio of non-agenda items during the 8/9/12 RMAC meeting, it was announced by Howard Penn that the Bassi Road Bridge is on the same schedule as the Mt. Murphy Road Bridge project. DOT never responded to my inquiry during the 8/28 BOS presentation. **Which CIP schedule is the Bassi Road Bridge allocated – 5 year or 10 year schedule?**
3. Where is funding expected to come from for the **new** Mt. Murphy bridge, how is it allocated (DOT, CalTrans and/or CA State Parks), and when is it scheduled to be completed?
4. The **Hwy 49 bridge project at Lotus Road** was not contained within any CIP/TIM documents presented 8/28/12 to the BOS. This bridge is a significant expenditure for EDC, and at a minimum cost of \$17M, it is already generating controversy in the community. The 49 bridge is also a major component of the proposed Whitewater Park at Lotus-Henningson. That's another significant factor



impacting CEQA, budgets, taxes, roads, and property values. It is obvious by the correspondence included at the end of this document that this project is progressing under the covert direction of County Counsel, the Chamber of Commerce, American River Conservancy and CA State Parks. It is only appropriate that Supervisor Briggs or the CAO (not CalTrans as you indicated) provide the scope and schedule of these major projects. **What is the monetary breakdown of the 49 bridge project compared to the entire Hwy 49 realignment?**

5. Another project is a rumored **bridge** connecting the recently acquired 40 acre parcel across from Lotus-Henningson Park to the Marshall Gold Discovery Park. Concerns have already been expressed about hiking trails and **easements** connecting public land segments along the entire American River corridor. **What are the financial statistics, funding sources and schedule for this particular project?**
6. Also mentioned during the 8/9 RMAC meeting was the matter of the easement "given away by Supervisor Jack Sweeney." This was made in association with the 2-lane Mt. Murphy Road Bridge project extending from New River Road to Bayne Road at Dutch Creek near the base of my property. **What easement was Dave Martinez (owner of American River Resort) referring to, and exactly which private property parcels will be affected by this new Mt. Murphy bridge project?**
7. **Which specific private properties will be impacted by easements associated with CIP/DOT/trail projects planned in the Coloma-Lotus region, how will residents be notified, and how will this affect property values?**
8. The majority of upper Mt. Murphy Road is hard-surface overlay while lower portions near the MGD Park remain dirt/gravel chipseal. Despite the annual grading & compacting process, the road is rapidly deteriorating. The reality is ADT traffic has increased creating dust and pot-holes which contribute to the poor condition of the lower section of this historic road. **Is it cost-effective to continue grading & compacting loose gravel/dirt versus utilizing a permanent hard-surface product that will require less maintenance just on the lower 1/3 mile of Mt. Murphy?**
9. Parking enforcement and collection of fines was inadequately addressed in your letter. I already understand the process. It's the tracking of \$\$ that is the issue. This was a particular concern during the **fraudulent** April Meteorite Mania when our county roads and private properties were turned into a public hiking trails and parking lots. As the American River Trail corridor is expanded from Folsom, Coloma, Chili Bar and S. Lake Tahoe privacy & parking infringements will become of greater concern to residents adjacent to public lands. This will obviously impact property values. **Is Auditor Joe Harn the appropriate authority responsible to provide current data on the actual allocation of revenues generated by the issuance of parking citations/use fees within the American River Trail corridor? What is the feasibility of an outside audit?**
10. Relevant to Jeremy McReynolds recommendation of an MOU, the Rubicon Trail arrangement between EDSO, DOT and State Parks would be a logical extension encompassing the entire American River Trail corridor. It is my understanding that an MOU is indeed in process. **Why has this info been kept from the general public?**
11. Regarding the **Fee Waiver Policy B-2 at Lotus-Henningson Park**, my audio of the June 8, 2010 BOS meeting indicates that Gayle Erbe-Hamlin was given specific direction by Supervisor Briggs to amend the policy language. I had requested that item be pulled from Consent for public discussion after it was brought up during a Tax Payers Assn. meeting. The concern was that fees were being waived for special interest groups that did not qualify under the present language of the policy. **When and who authorized the fee waivers for the 2011 & 2012 American River Music Festival held at Lotus-Henningson Park?**



12. **What easements & Eminent Domain rights does the Hwy 49 Realignment Project contain, and how does it impact private property adjacent to the Marshall Gold Discovery Park and the American River Trail corridor?**
13. Per this 2010 BLM & American River Conservancy Press Release, *“One element of this conservation initiative has been the acquisition of 16 river front properties and the development of a 25-mile recreational trail between Folsom Lake and Highway 49 just north of Coloma. It is hoped in the near future that a trail corridor will be completed between Sutter’s Fort in downtown Sacramento and Sutter’s Mill within the Marshall Gold State Park in Coloma. With the completion of the south Fork American River Trail, 98.5% of that distance will be covered by existing recreational trail.”* This brings up concerns impacting private property rights and easements along the trail corridor. **In light of the recent CA State Parks scandal, what contracts/concessions does the county have with American River Conservancy and the Marshall Gold Discovery Park?**
14. **Which government agency oversees fund management of #14 above thus assuring proper accountability? (Refer to AB42 concerns about NGO accountability contained in the 7/15/11 COMPAS letter to Jim Ware and Jeremy McReynolds.)**

The above issues are relevant to the General Plan, Land Management and Economic Development of our historic region. They consequently impact public safety and property values. However legitimate community concerns have been met with stonewalling or total silence. What else is being hidden from the public?

**The real question is whether our meetings over the past 15 months with you, CAO Terri Daly, Roger Trout and the Marshall Gold Discovery Park were a deceptive ploy of government to take unfair advantage of El Dorado County citizens?**

Your timely response is anticipated. If further clarification is needed, please do not hesitate to contact me.

Sincerely,

*Melody Lane*

**Founder – Compass2Truth**

Attachment

Cc: Governor Jerry Brown  
Congressman Tom McClintock  
Senator Ted Gaines  
Assemblywoman Beth Gaines  
John Laird, Natural Resources Agency  
Janelle Beland, Acting CA State Parks Director  
Scott Nakaji, Gold Fields Superintendent  
Vern Pierson, District Attorney

**From:** Melody Lane [mailto:melodylane@calis.com]

**Sent:** Wednesday, [September 12, 2012 5:21 PM](#)

**To:** 'Roger Trout'; Kimberly Kerr; Gerri Silva

**Cc:** Terri Daly; Jim Wassner; greg.stanton@edcgov.us; Pierre Rivas; Sheriff DAgostini; Tim Becker; Jeremy McReynolds; bosfive@edcgov.us; bosone@edcgov.us; bosthree@edcgov.us; bostwo@edcgov.us; Ron Briggs

**Subject:** RMAC, PLANNING, PARKS & EDSO

**Importance:** High

**Roger:** I've still not received the courtesy of your written response to the attached correspondence stemming from our 8/9 meeting in your office. You indicated due dates of **8/31** and then **9/7** meanwhile assuring *no stonewalling*. What's the excuse this time?

**Kim:** Your reply to related DOT/Parks & Recreation issues was due **9/1**. During the 8/28 BOS CIP/TIM presentation you were reminded about specific \$ figures associated with the **4 bridge projects in the Coloma-Lotus region**. What's the delay?

**Gerri:** Greg Stanton has been unresponsive to similar requests for information associated with RMAC. Of particular concern is his refusal to provide the Chili Bar Master Plan presentation made by Alan Ehrgott during the special 8/12/10 RMAC meeting held in the Marshall Gold Discovery Park Museum. That portion of the public meeting was deliberately censored from the audio provided by Environmental Mgt. Noah Rucker has been equally evasive in providing information even when requested in writing.

These issues were again the subject of our 9/4 meeting in Sheriff D'Agostini's office. They're also relevant to yesterday's BOS meeting when Lt. Tim Becker justified EDSO Boating expenditures for Search & Rescue equipment.

Of growing public concern are the obvious stonewalling tactics and lack of transparency & accountability to the citizens of EDC.

The Brown Act requires 72 hour public notification. Note the **8/9/12** minutes and **9/13** RMAC meeting agenda were distributed at 4:24 PM Tuesday 9/11. That's less than 51 hours public notice prior to the 9/13 meeting.

**The grossly censored and manipulated minutes by Environmental Management bear *no semblance whatsoever* to the audio of the 8/9 RMAC meeting.**

Note these excerpts from the draft minutes:

*Dave Martinez: **The Toe-Up Cup** at went well. No incidents occurred.*

*Stephen Liles: Suggested there must be a more cost effective way to rescue **drunk stranded inner tubers** off the river by the CHP helicopter. Utilizing the rafting companies or something else would have worked (non-life threatening EMS to use outfitters). **Asked County Staff for the amount of money spent out of the River Trust Fund for public projects like the purchase of HLP, building of HLP, purchase of Chili Bar, River Shuttle Matching funds, River Management Plan update, etc.***

*Marilyn Tahl: Said that **Parks Development has moved out of DOT and that there will hopefully be progress on the Chili Bar Master Plan/Park.***



Parliamentary procedure was totally absent. It's apparent there is a different standard of conduct when I'm absent compared to highly controlled & regimented meetings when I've been present.

Forty minutes of the 80-minute meeting was spent on **non-agenda** items. Some people were allowed 8-10 minutes to speak. Howard Penn monopolized **20+ minutes** of that time. What follows is just a small sample of the topics censored from the minutes:

- The **Mt. Murphy Road** bridge project on same schedule as the **Bassi Road bridge**
- Relocation of the Mt. Murphy Rd. bridge from River Rd. to Bayne Road
- Subsequent **easements** "given away" by Jack Sweeney
- Design retro-fit going to BOS in next few weeks
- Howard Penn's meeting with Jeremy McReynolds to discuss 2 lane Mt. Murphy Bridge complications similar to the Tennessee Bridge
- CofC and CA State Parks involvement in **roads, bridges & park development**
- **Creation of "Recreation Districts"** (i.e. Chili Bar to Cronan Ranch, etc.) Master Plan already suggests this move; **Discussion NOT yet open to public**
- Planning and Parks want to move to this model; funding issue > lobbyists
- Discussions with Bill Center, Nate Rangle, ARC staff re: County Chamber of Commerce or American River Music responsible for contract, then contract out for provider. Set up to have another agency to come in and take over.
- **Quiet Zone** is an alcohol free zone; discussion about ARR SUP & 100 ft. buffer for "dry" campgrounds;
- Briggs to meet re: private property **exempt** from alcohol buffer zone;
- Rafters Gone Wild; no alcohol permitted at LHP
- Rigid guidelines on public comment to stakeholders;
- Delays in swift water rescue @ Troublemaker Rapids on 8/1/12; kid stuck on rock; State Parks & EDSO involved; (pictures provided in 8/1 email)
- **White Water Park @ LHP** that will be Ron Briggs' "legacy" as he leaves office in 2 years
- Won't call it a "Whitewater Park" – **deceptive language to be used**; land acquisitions on other side of park for hiking, trails, parking, access
- Ron Briggs involvement with the Rubicon & F.O.R. – **not public**
- County Counsel Lou Green's retirement will decide whether to "elevate internally" or to go outside for "fresh thinking"
- Don't focus on campground business – **avoid public eye**
- River Shuttle vans > transfer ownership back to County with amendment to contract; new language necessary.
- **Covert RMAC meetings counseled by Ron Briggs how to surreptitiously get around Brown Act**
- Govt. code prohibits RMAC from doing business outside of the county
- LAFCO - "community oriented solution" and Delphi techniques
- How much \$ spent on Chili Bar River Shuttle, HL Park & River Management Plan?
- How much of the RMF \$ is public funded?

This information is necessary to conduct meetings with constituents & our affiliates. As previously discussed, we need to move forward on 2 campground SUP revocations with the Planning Commission. It's been over 10 years since the petitions were submitted to Planning. When may we expect your responses?

Regards,

*Melody Lane*

Founder – **Compass2Truth**

Conservatives Serving God, Truth and Liberty

Home – (530) 642-1670

*Democracy is two wolves and a lamb voting on what to have for dinner. Liberty is a well-armed lamb contesting the vote.*

**From:** Roger Trout [<mailto:roger.trout@edcgov.us>]

**Sent:** Friday, August 31, 2012 3:44 PM

**To:** Melody Lane

**Subject:** Re: 9/4 SUP Meeting Confirmation

Melody,

I have the meeting on my calendar.

On a related note, the DSD written response to your questions will be delayed into next week. We had some top priority issues come up this week and we don't have the document finished. It will be done by next Friday, Sept 7.

On Fri, Aug 31, 2012 at 11:14 AM, Melody Lane <[melodylane@calis.com](mailto:melodylane@calis.com)> wrote:

Thanks for your cooperation in pulling together this one hour meeting on 9/4.

**When:** Tuesday 9/4 @ 2:00 PM

**Where:** Sheriff D'Agostini's office

**Topic:** RMAC - SUPs - Code & Law Enforcement

This meeting is specifically relevant to the RMP, Coloma Resort & American River Resort. An agenda will follow to keep us on track.

Have a terrific Labor Day weekend!

*Melody Lane*

Founder – **Compass2Truth**



**From:** Melody Lane [<mailto:melodylane@calis.com>]

**Sent:** Thursday, October 18, 2012 10:15 AM

**To:** Anne Novotny; Kimberly Kerr; Don Spear; Terri Daly

**Cc:** Gerri Silva; 'Sheriff DAgostini'; Roger Trout; Joe Harn; Jeremy McReynolds; Janelle Beland; Matthew Green; Scott Nakaji; Tim Becker; [ParkInvestigation@doj.ca.gov](mailto:ParkInvestigation@doj.ca.gov); [bosfive@edcgov.us](mailto:bosfive@edcgov.us); [bosone@edcgov.us](mailto:bosone@edcgov.us); [bosthree@edcgov.us](mailto:bosthree@edcgov.us); [bostwo@edcgov.us](mailto:bostwo@edcgov.us); 'Ron Briggs'

**Subject:** Bayne Road & Historic Mt. Murphy Road Improvements in Coloma

There is a lot of chatter in the news about government transparency and accountability... Per CA State Parks Director Janelle Beland's 8/23/12 message, "Our path to the future is clear. We must become more accountable, transparent, and united. We must stay true to our mission and core values. With your help, cooperation and continued support we will emerge from this as a stronger department."

Over the years Jim Ware, Tom Celio and Don Spear have been extremely evasive about the issues addressed in the attached letters. These matters have been discussed during RMAC meetings, but local resident concerns have been routinely censored from the public minutes.

Supervisor Ron Briggs also has been totally unresponsive to these concerns since our meeting in his office on July 16, 2009.

In light of the recent **CA State Parks scandal**, would you please explain why the multiple issues concerning the Marshall Gold Discovery Park, Mt. Murphy & Bayne Roads have been routinely obfuscated or diverted?

Thanks for your consideration and timely reply.

*Melody Lane*

Founder – **Compass2Truth**

Conservatives Serving God, Truth and Liberty

*Democracy is two wolves and a lamb voting on what to have for dinner. Liberty is a well-armed lamb contesting the vote.*

**From:** El Dorado County [<mailto:eldoradocounty@service.govdelivery.com>]

**Sent:** Wednesday, October 17, 2012 12:18 PM

**Subject:** Bayne Road Improvements Complete

You are subscribed to News & Hot Topics for El Dorado County. This information has recently been updated, and is now available.

**[Bayne Road Improvements Complete](#)**

10/17/2012 12:00 AM PDT

FOR IMMEDIATE RELEASE

October 17, 2012

Contact: Anne Novotny  
(530) 621-5931 or [anne.novotny@edcgov.us](mailto:anne.novotny@edcgov.us)

### Bayne Road Improvements Complete

(Placerville, Calif.)—Drivers on Bayne Road between Coloma and Kelsey will have a smoother, safer ride with the recent completion of a chip seal paving project.

The El Dorado County Department of Transportation project included road widening, drainage culvert improvements, brush trimming and 2.54 miles of new chip seal pavement on a previously unpaved portion of the road. In addition to residential use, Bayne Road is frequently used by river rafters and kayakers because it is the shortest drive between Chili Bar and Coloma. With the completion of the project, Bayne Road is now continuously paved between Mt. Murphy Road to State Route 193.

"The work was professionally done and the DOT employees really went out of their way to accommodate local traffic," said resident Bob Day. Day praised Acting Deputy Director of Maintenance Don Spear for making "a significant effort to include Bayne Road residents in the planning process which resulted in a well executed and coordinated road improvement project."

Spear estimates the useful life of the project at 12 to 15 years. "For the long term viability of the road, it is important for drivers to stay off the shoulders and drive no faster than 20 to 25 miles per hour, or less, depending on road conditions," said Spear.

The Bayne Road improvement project was partially funded through a \$207,000 grant from the El Dorado County Air Quality Management District.

"Vehicle travel on unpaved roads creates significant amounts of dust or particulate pollution. El Dorado County currently exceeds the State standard for particulate pollution," said Dave Johnston, Air Pollution Control Officer. "The Air Quality Management District is pleased to partner with the Department of Transportation on this project as the transportation improvement also improves air quality."

Air quality engineers estimated that the Bayne Road paving project will take 274 pound per year of particulate matter out of the air.

El Dorado County has approximately 58 miles of unpaved roads. The Department of Transportation plans to apply for additional air quality grants to complete additional projects. Additional information about Department of Transportation projects is available at [www.edcgov.us/DOT](http://www.edcgov.us/DOT).

###



M. Leal 3/18/14 #23

# Trails "X" Us



March 18, 2014

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

RE: Agenda Item 23. 14-0141

Dear Board of Supervisors:

Item number twenty-three of today's Agenda is to provide you with Long Range Planning recommendations, and direction on the proposed 2014 Capital Improvement Program and Transportation Work Plan.

I am here today to respectfully request, that another special Capital Improvement Project be added to attachment E - Bridge Summary. The project is called the, "Brockliss Bridge Project." This project is on the El Dorado National Forest, and is a deemed a missing link in the California and Pony Express National Historical Trail route. This National Historic Trail is an important piece of El Dorado County history, and it is for this reason I am requesting that this project is not overlooked.

As with all projects, funding is and has been an issue for the Eldorado National Forest, and the County. Rather than taking up a lot of your time today, I have attached copies of the most recent correspondence to me explaining the forest situation. Also attached for your information is a letter from me, too SMUD requesting consideration for the Brockliss Project to be considered in its Upper American River Project (P-2101). Other attachments are informational.

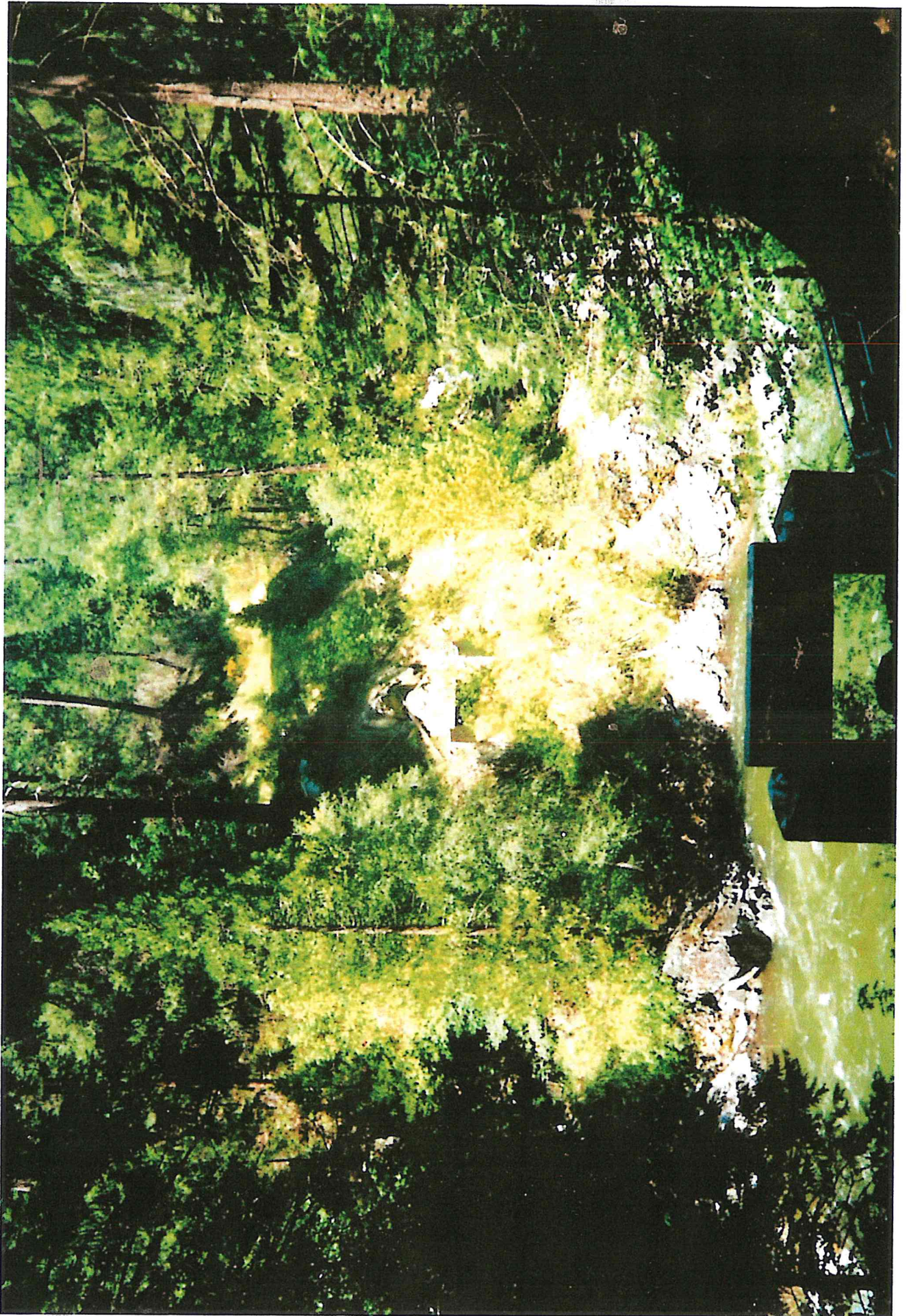
It has been said that a picture is worth a thousand words. I have attached a before and after picture of the area. The before picture is the historical site of the Brockliss/Blair Bridge, and how it appears in the American River Canyon, at Pacific House. The bridge abutments are from the 1926 Blair Bridge that was destroyed in 1988. The after picture, is an artist's conception of a trail bridge for the Brockliss segment of the Pony Express National Historic Trail on the South Fork of the American River Canyon.

Again, I am respectfully requesting that the Brockliss Bridge Project be added to the County's Planning projects, and that the County work with the various funding endeavors of Federal, State, and local community efforts to give back to the community that which was taken away, a missing link. It is a bridge crossing on a National Historic Trail.

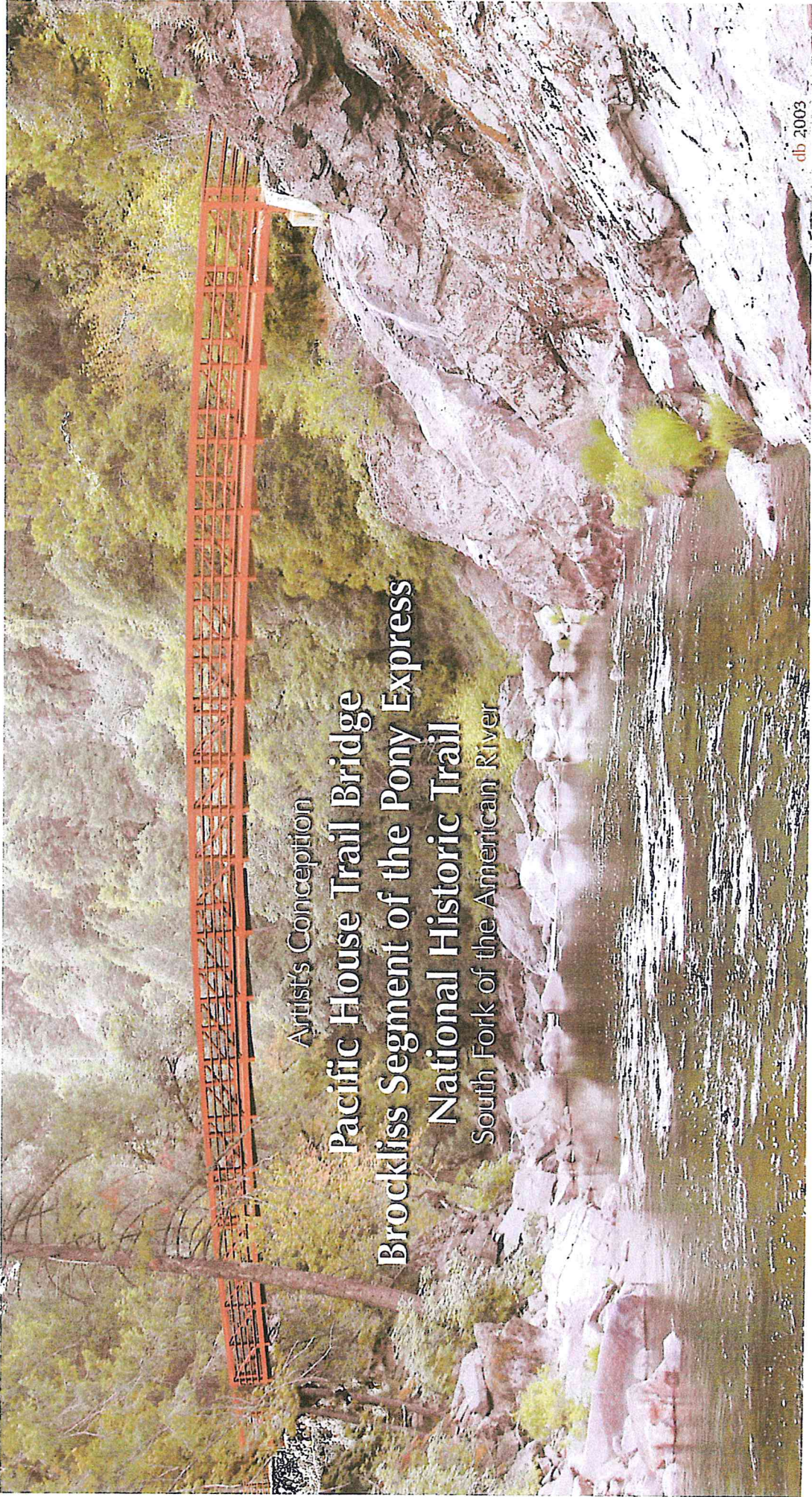
Sincerely,

MELBA J. RAY-LEAL ~  
Trails Advocate









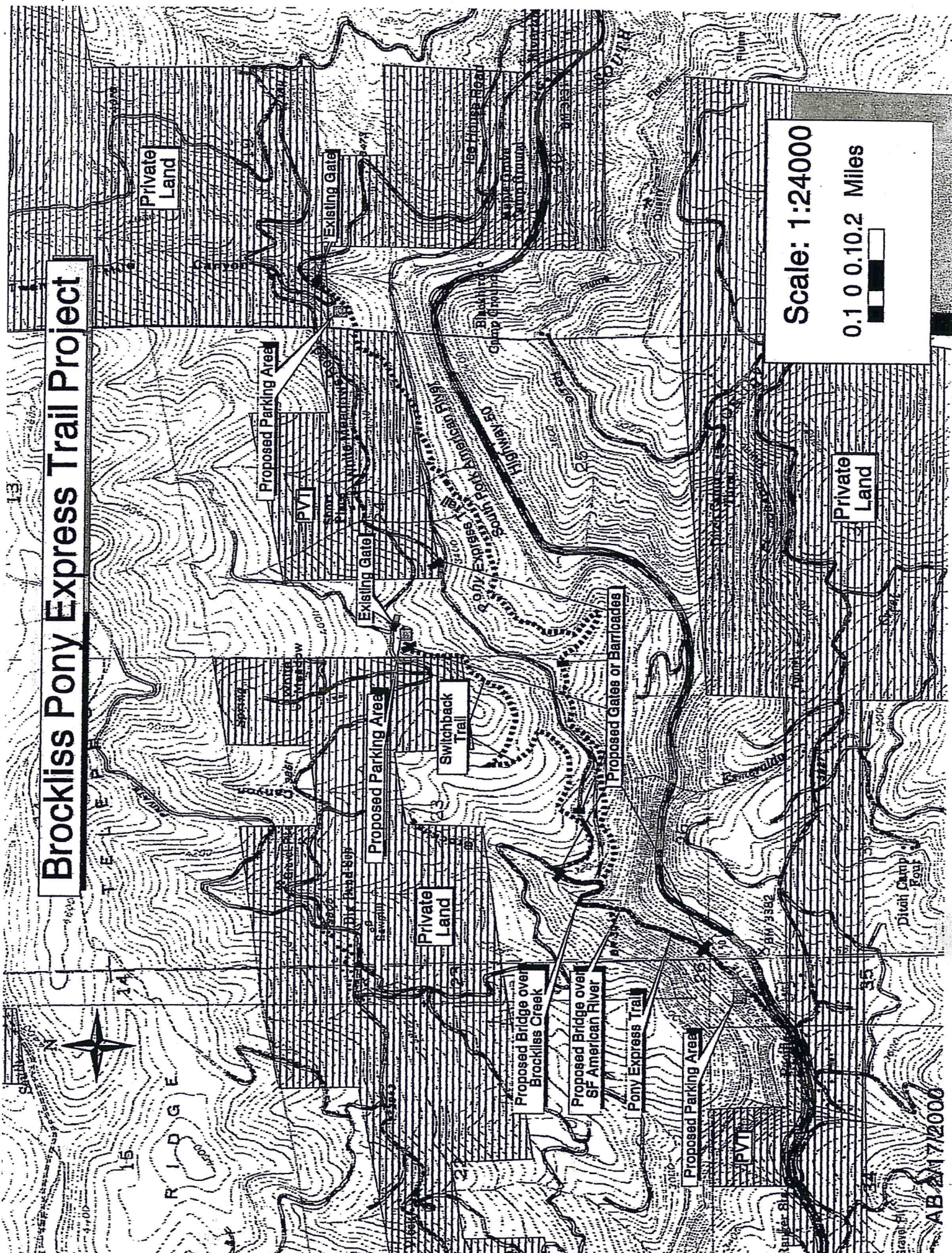
Artist's Conception

**Pacific House Trail Bridge  
Brockliss Segment of the Pony Express  
National Historic Trail**

South Fork of the American River



# Brockliss Pony Express Trail Project







United States  
Department of  
Agriculture

Forest  
Service

Eldorado National Forest

100 Forni Road  
Placerville, CA 95667  
(530) 622-5061 (Voice)  
(530) 642-5122 (TTY)

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File Code: 7720/2350

Date: February 24, 2014

Melba J. Ray-Leal  
1651 Kearns Drive  
Placerville, CA 95667

Dear Ms. Leal:

It was nice meeting you at the Forest Service Retiree's Christmas luncheon in December. You have written to me to solicit an update on the status of the Forest Service proposing a Capital Improvement Project (CIP) to construct a 300-foot non-motorized bridge across the South Fork of the American River near Pacific House and a smaller bridge crossing (50-feet) at Brockliss Creek. These two bridges are part of the Eldorado National Forest's (ENF) 2001 Environmental Assessment for the Brockliss Segment of the Pony Express National Historic Trail.

In 2007, a site visit was conducted by Forest and Regional Office engineering staff. The preliminary cost estimate for a permanent replacement trail bridge, constructed by public works contract, was estimated by the Forest to be \$2,325,000 in 2009 dollars. This estimate was for a 300-foot long by 8-foot wide conceptual trail bridge. Additional improvements to the access road, a new parking area, and construction of a new restroom increased the Forest's estimate to \$2,655,240.

Since our last updates in 2003 and 2007 (enclosed), the CIP Program within the Forest Service, and specifically in California (Region 5), has continued to be limited. The \$15,000 available through the National Pony Express Association (NPEA) will still not be enough partnership funding to put forth within the Forest Service CIP program. I've enclosed a copy of the Major Project List for Region 5 Forest Service for FY14 & FY15.

As you know, in the past ten years the ENF has been active in establishing a public wheeled transportation system and more recently worked with El Dorado County on the Rubicon Trail Easement. The County has successfully secured funding to build bridges at Ellis Creek and Gerle Creek with partnerships through the State and Sacramento Municipal Utility District (SMUD). As described in Robert Smart's letter (enclosed), I too believe a cooperative agreement between the Forest Service, El Dorado County, and SMUD could lead to the construction of the Brockliss Segment.

The enclosed 2007 update also pointed out that there is a related issue regarding the age of the environmental document for the project. The Environmental Assessment was completed in 2001. We are required to re-examine the environmental documentation on projects when the decision is more than five years old. While I anticipate this to be a fairly straight-forward process, I do not plan on moving forward with this re-examination until the funding is secured to construct the bridge, parking area and associated improvements.



I will make sure that our new Forest Engineer and Forest Recreation Officer (both currently vacant) are apprised of the background and look for opportunities for future funding and working with you and other partners to see this project completed.

Sincerely,

A handwritten signature in cursive script that reads "Laurence Crabtree".

LAURENCE CRABTREE  
Forest Supervisor

Enclosures

cc: Duane Nelson, Richard M Thornburgh, Barrett McMurtry

Robert A. Smart, Jr., El Dorado County Parks & Recreation Commissioner

El Dorado County Board of Supervisors

David Hanson, SMUD

NPEA, P.O. Box 236, Pollock Pines, CA 95726

California Division NPEA, Rich Tatman, President, 3112 Federalist Lane, Sacramento, CA 95827

Pony Express Trail Association, Joe Nardone, Executive Director, 139 San Antonio Way, Sacramento, CA 95819



### FY14 CMTL Major Project List

Forest	PROJECT TITLE	PROJECT FUNDING	PARTNERSHIP FUNDS/OTHER
INY	Priority Storm Repair, Storm Proofing and Deferred Maintenance	147.3	117.4
KLA	Upper Elk Creek Priority Deferred Maintenance	111.0	59.4
PLU	Forest Wide Trail Bridge Replacement and Accessible Trail Reconstruction	67.8	
SAN	Wilderness Trail Maintenance Project-SJRD	96.8	
SHA	Shasta Lake Trails Project	85.0	
SIE	SNF FY14 Trails Project	95.5	71.0
STA	Stanislaus Critical Trails Deferred Maintenance	145.0	265.7
TAH	Joshua M. Hardt Memorial Trail Phase II, NFST	290.0	
LTB	Fallen Leaf Campground Pedestrian and Bicycle Access Trail	175.0	20.0
	FY15 Planning and Design	52.6	
	Total	1,266.0	

### FY14 Back Up Projects

MOD	East Creek Trail Maintenance and Restoration	213.1	49.2
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### FY15 CMTL Major Project List

Forest	PROJECT TITLE	PROJECT FUNDING	PARTNERSHIP FUNDS/OTHER
KLA	Boulder Lakes Priority Deferred Maintenance Partnership Project	277.9	87.5
PLU	Frazier Falls Accessible Trail and Trail Bridge Reconstruction	94.5	
SAN	Alpine Pedal Path-Improvement Project	254.0	
SEQ	Big Meadows Trail Bridge Replacement	185.0	
TAH	Prosser Creek Trailhead and Connector Trail (no toilet)	98.5	5.0
LTB	Zephyr Cove Corral to Campground Trail	200.2	25.0
	FY16 Planning and Design	50.0	
	Total	1,160.1	

**NEPA Decision and Section 106 must be submitted by COB June 1, 2014 for FY15 projects**

### FY15 Back Up Projects

LAS	Trail Pavement Preservation	245.9	
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United States  
Department of  
Agriculture

Forest  
Service

Eldorado National Forest

100 Forni Road  
Placerville, CA 95667  
(530) 622-5061 (Voice)  
(530) 642-5122 (TTY)

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File Code: 7710-4/2350

Date: September 28, 2007

Melba J. Ray-Leal  
Trails Advocate  
Trails "R" Us  
1651 Kearns Drive  
Placerville, CA 95667

Dear Melba:

Thank you for your letter of August 9<sup>th</sup>. I apologize for the delayed response. I know that you have been communicating with John Sherman, and as he explained your letter arrived while some of the staff here were on vacation.

I appreciate your interest in the Brockliss Bridge project and your longtime commitment to getting it approved. It is clear from your letter that you feel very passionately about this project. As John noted in his e-mail to you, there has been little change in this project's status since 2002. The Forest has tried several times to get construction funding for it and the project has never been selected. We do not currently have an avenue to fund it through our regular appropriations process. The Region adopted a Capital Investment Program approach to fund large projects several years ago. However, with declining budgets the Region currently has several years of projects already selected and they have not requested submittal of any additional projects for Fiscal Year 2008 or 2009. It doesn't appear that there will be an opportunity to submit projects for Fiscal Year 2010 either. Nor does the funding available allow submittal of a project of this size.

As John mentioned, there have been several "special" opportunities in past years - the submittal to the State requesting that they fund the project through the discretionary funds in the Transportation Bill that you helped coordinate with the County a number of years ago, the submittal through the Forest Service Timber Bridge Initiative when John Phipps was our Forest Supervisor, and most recently the Tread Lightly grant application in March of 2002. I did appreciate hearing through you that the County was pursuing funding independently, with the goal of obtaining an earmark from Congress in the transportation related funding bill. I believe that is the best avenue for finding funds for this project and I hope the County is successful in the future. As you are aware, El Dorado County has contracted to complete an analysis of routes to extend the existing El Dorado Trail eastward to Pacific House and the Pony Express Trail. This assessment should help greatly in improving opportunities for funding of the Brockliss Bridge project.

John also pointed out that there is a related issue regarding the age of the environmental document for the project. The Environmental Assessment was completed in 2001. We are required to re-examine the environmental documentation on projects when the decision is more than five years old. This can be a fairly straight-forward process. However I do not plan on





moving forward with this re-examination until we have the funding available to follow-through and construct the bridge, parking area and associated improvements.

If there are any changes in the funding situation on our part I will let you know. Thank you for your interest in this project.

Sincerely,

/s/Ramiro Villalvazo  
RAMIRO VILLALVAZO  
Forest Supervisor





United States  
Department of  
Agriculture

Forest  
Service

Eldorado National Forest

Placerville Ranger District  
4260 8 Mile Road  
Camino, CA 95709  
(530) 644-2324  
(530) 647-5314 (TTY)

File Code: 2350

Date: August 27, 2003

Ms. Melba Leal  
President California Division  
National Pony Express Association  
P.O. Box 236  
Pollock Pines, CA 95726

Dear Ms. Leal:

Enclosed you will find a photographic artist's conception of the Pacific House Trail Bridge crossing the South Fork of the American River at the west end of the Brockliss Segment of the Pony Express National Historic Trail. This artist's conception was prepared to provide you and others another tool to pursue funding for this project. I would also like to take this opportunity to respond to your August 12, 2003 letter to Forest Supervisor John Berry. In that letter you questioned 1) whether the Forest is continuing to pursue completion of this project and 2) what is meant by this project "appears to be next on the priority list." I would like to assure you that the Forest is committed to working with you and other partners to see this project completed. As you stated in your letter, the Forest completed the environmental analysis necessary to pursue funding for this project. We have submitted the project in the past for Transportation Enhancement Act funding, unfortunately without success. We have submitted documentation needed for requesting federal funding, and have presented briefings to congressional representatives.

Within the Pacific Southwest Region of the Forest Service, we have an annual funding source for completing capital investment projects. This is the funding source that you refer to in your August 12 letter. Each Forest in the Region can submit up to three projects for funding. A competitive process is used to select the most qualified projects for funding using pre-established evaluation criteria. Significant contributions from outside sources or other forms of partnership are very important in making a project in this category competitive. It is also essential that the project is ready for implementation and those other funding sources have been secured or committed prior to submittal. Recently received direction for submittal of projects for funding in 2006 specifies that funding for trail and trail related projects (including trail bridges) is limited to \$500,000 per project. By submitting the project too soon will only weaken the chances of success now and in the future. For these reasons the Forest Leadership Team felt that it is premature to submit this project and have chosen to submit a project that has already obtained partnership dollars. Since the project is estimated to cost \$1,900,000, we will need \$1,400,000 in partnership funds. However, in case that something would keep the Forest from submitting one of the three selected projects and you believe you have found a source for the partnership funds, the Brockliss Bridge Project would be submitted in it's place. This is what was meant by "next on the priority list."





At the time the Forest undertook completing the environmental analysis for the bridge and other features, it was staff's understanding that members of the National Pony Express Association were offering to take on the responsibility of pursuing the majority of the funding for this project. As stated above, Forest Service capital investment funds will be limited to no more than \$500,000, and so the remainder of the funding will need to come from other sources.

Please let me know if I can provide any additional information. I would like to meet with you to discuss your plans for pursuing external funding sources for this project.

---

RODNEY D. SMOLDON  
Acting District Ranger

Enclosure

CC:

Bonnie Ryan, Editor NPEA Newsletter, East 649 Appion Way, Carson City, NV 89701-6632  
Les Bennington, Wyoming Div. President, NPEA, P.O. Box 757, Glenrock, WY 82637-0757  
Kathy Mick, R5 Regional Trails Specialist  
Forest Recreation

Eldorado National Forest  
Forest Supervisor Crabtree  
100 Forni Road  
Placerville. CA 95667

February 15, 2014  
RE: Brockliss Bridge Project

Dear Forest Supervisor Crabtree:

At the December 2013 Retiree's Christmas luncheon, you picked up the picture of the Brockliss Bridge crossing that someone was lucky enough to win. I welcomed you, and introduced myself, (Melba Leal). I suggested I would be getting in touch with you regarding the Brockliss Bridge Project in the near future. Thus this letter to you.

The Brockliss Bridge Project for the Eldorado as a Capital Improvement Project has been an ongoing goal for trail linkage, and historical aspects for me personally since 1988, when the old Blair Bridge was blown up at the historical Brockliss site. In 1992 Congress designated the Pony Express Route part of the National Historic Trails System. Later, the Federal Management and Use Plan by the National Park Service determined the Brockliss site on the Pony Express Trail to be a "high potential site." It now seems the Eldorado NF has totally displaced it.

The California Division of the National Pony Express Association, (NPEA), has a National Adopt-A-Trail Agreement with the USDA, and provides annual trail maintenance of the Pony Express Trail. The California Division of the NPEA, has approximately \$15,000 designated for the Brockliss Bridge Project. Presently a new Project Manager has been designated by the California Division and funding as well as sponsors continue to be sought.

The Eldorado NF prepared an EA and Acting Forest Supervisor Kathryn D. Hardy signed the Finding of No Significant Impact and the Decision Notice 10/31/01. With the changing of Forest Supervisor's as well as Acting's on the Eldorado so often, it appears the project has been forgotten. In reviewing projects on the Eldorado the Brockliss does not even appear in the archive files. It is recognized the above is outdated but one can imagine this too is fixable.

This letter is written to see where the Eldorado stands on this project. Trail advocates, history buffs, hikers, equestrians, and bicyclist wish and need to know. A response is respectfully requested, and I wish to thank you in advance.

Sincerely,

MELBA J. RAY-LEAL ~  
Trails Advocate

Enclosure – Brockliss Speaking Points

Cc: Placerville & Pacific District Rangers



## **Brockliss Bridge Project Speaking Points**

- In 1992 Congress designated the Pony Express Route a part of the National Historic Trails System.
- The Federal Management and Use Plan by the National Park Service determined the Brockliss site on the Pony Express Trail to be a ***“high potential site.”***
- The historical site is approximately 167 miles East of San Francisco, CA, or approximately 67 miles East of Sacramento the State Capitol of CA, or 22 miles East of Placerville, CA and only 7/10<sup>th</sup> of a mile from Pacific House, CA and the State Highway 50 corridor.
- Within 2.5 hours there are approximately 5.5 million people, many of who, enjoy recreation in El Dorado County, and on the Eldorado National Forest en-route to South Lake Tahoe, CA, and points beyond.
- Recreational needs on public lands in California are increasing at a tremendous rate as people seek refuge from metropolitan areas.
- People are recognizing the importance of multiple use trails for their health sake.
- The Brockliss project provides a tremendous opportunity to enhance public awareness, and appreciation for an important piece of California history.
- Prior to its closing, the Eldorado National Forest Visitor Information Center, that was located on Highway 50 just East of Placerville, CA reported receiving an average of 35,000 visitors per year.
- The Brockliss recreational area trails, have the potential for even greater use, than higher elevation trails, and offer a high quality recreational experience.
- This project lends itself to the vision in the El Dorado County Trails Master Plan, to connect the El Dorado Trail and the trails of the California and Pony Express National Historic Trails.
- It has greater than average scenic value and the opportunity to ***“Step Back Into Time Within Your Mind.”***
- This project will provide a continuous trail for this segment of the Pony Express National Historic Trail and the California Trail.
- With the completion of this project visitors will be provided easy year-round access to a unique recreational area within El Dorado County.
- This project would provide a ***missing*** and ***major link*** of trail in the goal for multiple use trails from Sacramento, CA to South Lake Tahoe, CA.
- Since 1978 volunteer/members of the California Division of the National Pony Express Association has donated approximately \$900,000 of in kind service. This does not include personal mileage or equipment. It also does not include twenty-three years of administrative cost towards this project. ***This project gives back to the community that which was taken away in 1988.***

Melba J. Leal ~  
1651 Kearns Dr.  
Placerville, CA 95667  
[apachejam@hughes.net](mailto:apachejam@hughes.net)  
(530) 622-5205

August 6, 2013

Sacramento Municipal Utility District  
ATTN: Mr. David Hanson, Project Manager  
Hydro Licensing & Permitting  
New Slab Creek Powerhouse Project P-2101  
P.O. Box 15830, Mail Stop B355  
Sacramento, CA 95852-0830

Dear Mr. Hanson:

The purpose of this letter is a sincere request, that the Sacramento Municipal Utility District (SMUD), with its amendment to the license for the Upper American River Project (P-2101), **include the Eldorado National Forest, Brockliss Bridge Project.** Through amendments and components special needs can be accomplished, and this (I believe) could be one of those grand opportunities. Upon completion of the Brockliss Project a vital link for trail access to the California, and Pony Express National Historic Trail, and the Crystal Basin recreation area would be fulfilled.

Having been personally involved with this project for approximately twenty-four years with the California Division of the National Pony Express Association, (NPEA), as well as a past board member on the El Dorado County Trails Advisory Committee, this project has always been considered a special need for completion for the recreation/trails community. The main problem is funding. Each year the project is not completed the estimated cost goes higher. The NPEA has some funding but minimal, considering the the projected cost by the Forest Service.

Enclosed are some important speaking points for the Brockliss Bridge Project. I wish to thank you in advance for consideration of this request, and I look forward to your response.

Sincerely

*Melba J. Leal ~*

MELBA J. LEAL ~

Enclosure

CC: Eldorado NF Forest Supervisor  
Placerville & Pacific District Rangers  
El Dorado County Board of Supervisors  
El Dorado Trails Advisory Committee  
California Division of the National Pony Express Association  
El Dorado Chamber of Commerce



4520 Lon Court  
Diamond Springs, CA 95619  
July 30, 2013

Mr. David Hanson  
Project Manager, Hydro Licensing & Permitting  
Sacramento Municipal Utility District  
P.O. Box 15830, Mail Stop B355  
Sacramento CA 95852-0830

The Sacramento Municipal Utility District (SMUD) seeks an amendment to its license for the Upper American River Project to capture clean energy that would otherwise be lost; I request SMUD work cooperatively with the Forest Service and include the **Brockliss Bridge project** as a component of the license. Both of these projects have **strong "green" benefits** for our residents and potentially a much larger recreating public.

Currently, the Crystal Basin can only be accessed from the greater Sacramento area by motor vehicle. SMUD has been a major source of financing this wonderful recreation complex, but recreationists wanting to travel to the area under their own power are excluded. I believe the Eldorado National Forest (Forest Service), El Dorado County, and SMUD have historically not recognized a barrier at the old Brockliss Bridge site is preventing many non-motorized recreationists from enjoying the recreation assets of our area. **A new bridge is needed.** The main component of the project is a bridge that spans the South Fork of the American and a smaller crossing of Brockliss Creek. El Dorado County recognized this barrier when it approved its 2012 Parks and Trails Master Plan and made the Brockliss Bridge a Tier 1 need.

The bridge is critical to facilitate non-motorized travel to the Crystal Basin, but it is also the missing link in the Pony Express National Historic Trail which stretches from Sacramento to Saint Joseph, Missouri. Construction of the bridge could **help stimulate our local economy** because it will allow non-motorized recreationists the ability to walk and ride to and from South Lake Tahoe and utilize associated business opportunities. At the Sierra Crest, the trail intersects the Pacific Crest Trail which stretches from Canada to Mexico. The cost of this project should not be borne exclusively by SMUD; **the project needs a cooperative agreement with the Forest Service, El Dorado County, and SMUD.**

I am a Parks and Recreation Commissioner for El Dorado County and have worked for the U.S. Forest Service in this area. I think I can be of assistance to you in developing a cooperative agreement that will lead to the construction of this missing link.

Sincerely,

**Robert A. Smart, Jr.**

cc: El Dorado County Board of Supervisors, Forest Supervisor, Eldorado National Forest