



The County of El Dorado

Chief Administrative Office

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June 14, 2014

TO: Board of Supervisors
FROM: Vickie Sanders, Parks Manager *Vickie Sanders*
RE: FRA Certification Effects on Trail

A significant portion of the El Dorado Trail exists within the Sacramento Placerville Transportation Corridor (SPTC). This portion of the trail is mostly unimproved with significant portions laying between the rails, adjacent to the rails or sharing bridges with the rails. The County also operates, through the County Museum, a train program using light train equipment (speeders) within Segment 2 of the SPTC as detailed in the Board of Supervisors priority of uses as established at its March 28, 2011 vote:

- 1) Adopt the 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 an excursion train; c) Segment 3 – Bike routes to the east of Missouri Flat Road existing Class 1 bike path, bike lanes, and bike route;

The County Museum proposes to seek Class I certification with the Federal Railroad Administration (FRA), presumably to allow it to operate heavy train vehicles on a 2.2 mile portion of Segment 2 of the SPTC.

The California Public Utilities Commission (PUC) regulates rail crossings as well as other related public safety issues. The PUC has given us direction on certain aspects of a rail with trails program. Relevant to this discussion are the following points:

- The current operation of light train equipment (speeders) is permissible with crossings, joint use of bridges and joint use of portions of the rail bed **as long as appropriate signage is in place.**
- Class I certification **does not allow for joint use of bridges nor joint use of the rail bed.**
- Class I certification requires that the trail be **no closer than 10 feet from the centerline of the rail bed.**

The current trail configuration within the affected 2.2 miles includes 2 bridges of joint use, approximately 700 yards where the trail is within 10 ft. of the rail centerline and another ¾ of a mile where the trail is on the rail bed in wet conditions. Class I certification of the 2.2 miles of rail would cause the County to operate its train program in a manner that is out of compliance with PUC and FRA requirements or close a significant portion of the El Dorado Trail. This scenario is contrary to Board direction on March 28, 2011. Joint multi use should not put one use before the other or prevent one use.

This item was presented to the Parks and Recreation Commission on May 14, 2014, no recommendation was made to bring forward. The Commission did establish an adhoc committee to develop a signage plan for rail and trail on the 2.2 miles that are being discussed today. The committee is to return to the commission in sixty days.

The current situation where the trail and train share the same space (fills, cuts and bridges) is not a desired situation for the trail or train program and inhibits improvements for both. No program should adversely affect the current trail or rail program. For this reason staff recommends the following options for the Board to consider:

- 1) Direct staff to prepare a detailed plan with associated costs and funding needed for Class I certification and equipment restoration. CEQA would be evaluated based on the plan identified. Staff will work include the CPUC, past Board of Supervisor actions, County Planning Documents, and current best practices of rails with trails programs.
- 2) Direct staff to prepare a detailed plan with associated costs and funding for trail improvements that will be identified in the Needs Assessment which should be completed by the end of June. Once this plan is completed, the level of CEQA evaluation can be determined. Staff will work with the CPUC, past Board of Supervisor actions, County Planning Documents, and current best practices of rails with trails programs.
- 3) Staff to work with Parks and Recreation Commission and return to the Board once the plans have been developed. Both rails and trails to continue to work together to develop solutions and not adversely affect either program.



LATE DISTRIBUTION 6-16-14

#33

EDC COB <edc.cob@edcgov.us>

Fwd: Mary Cory El Dorado County Museum Administrator needs to tell the complete, true, story of what a Class I Train means to the El Dorado Trail

1 message

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

Mon, Jun 16, 2014 at 1:34 PM

You probably already got this...

Kathy Witherow

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

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

From: **Michael Kenison** <mikejken@yahoo.com>

Date: Fri, Jun 13, 2014 at 9:14 PM

Subject: Mary Cory El Dorado County Museum Administrator needs to tell the complete, true, story of what a Class I Train means to the El Dorado Trail

To: Ron Mikulaco <bosone@edcgov.us>, Ray Nutting <bostwo@edcgov.us>, Brian Veerkamp <bosthree@edcgov.us>, Ron Briggs <bosfour@edcgov.us>, Norma Santiago <bosfive@edcgov.us>

Mary Cory, Administrator for the El Dorado County Museum, is making presentations that outline El Dorado Western's desire to run Class I "big" trains. Mary is stating that the Museum and El Dorado Western are working with the other stakeholders in the Southern Pacific Transportation Corridor and there is agreement with their proposal. **Mary is misrepresenting the level of communication and cooperation occurring, and trail representatives do not agree with Mary or the proposal to run Class I trains unilaterally without trail consideration. Mary's proposal will close the El Dorado Trail!**

What Mary Cory is not saying is that Class I train operations will close the El Dorado Trail where the train and trail share the rail bed. This is critically important when we consider that the trail and train share 7 bridges, 7 "fills", over 20 crossings, and several other trail sections where the trail is within 10 feet of the center of the tracks. **There are 40+ sections of trail that share the rail bed with the train in our 25 mile corridor and if we move forward with train only proposals, all 40+ sections will be closed to trail users.**

14-0748 Public Comment

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Neither train nor trail should move forward with unilateral proposals in the joint use Section 2, Shingle Up. We need trail and train proposals that work for both, so we can have a Class I train in the future and so the EDT is never closed. We need to work together to move the trail.

We expect Mary Cory, El Dorado County Museum Administrator and El Dorado Western to join in joint conversations with Trail representatives. A simple statement can be added to the train proposal that would give trail representatives the confidence that the trail will not be closed:

The El Dorado Trail exists on the bridges, "fills" and "cuts" and the trail will not be closed. All stakeholders will work cooperatively to move the trail to accommodate Class I trains in Section 2, as soon as possible.

Mike Kenison
Shingle Springs, CA

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Thank you.

**LATE DISTRIBUTION 6-16-14**

EDC COB <edc.cob@edcgov.us>

Fwd: report from El Dorado County Museum Director

4 messages

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

Mon, Jun 16, 2014 at 8:11 AM

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

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

From: **EW Cunha** <cunha2@comcast.net>
Date: Mon, Jun 16, 2014 at 12:19 AM
Subject: Fwd: report from El Dorado County Museum Director
To: bosfive@edcgov.us, bosfour@edcgov.us, bosone@edcgov.us, bosthree <bosthree@edcgov.us>

Board of Supervisors

Please Place the following web link to the 9-24-2012 Board of supervisors meeting on the agenda for item # 33 14-0748, 6-17-2013 as correspondence from Edward Cunha , I would like to request that the Supervisors review the 9-24- 2012 presentation from 1.1550 to 1.36 as a reference to what has previously been presented by the Museum Director <https://www.youtube.com/watch?v=1j682n2Rf6E>

Thank you
Edward Cunha

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