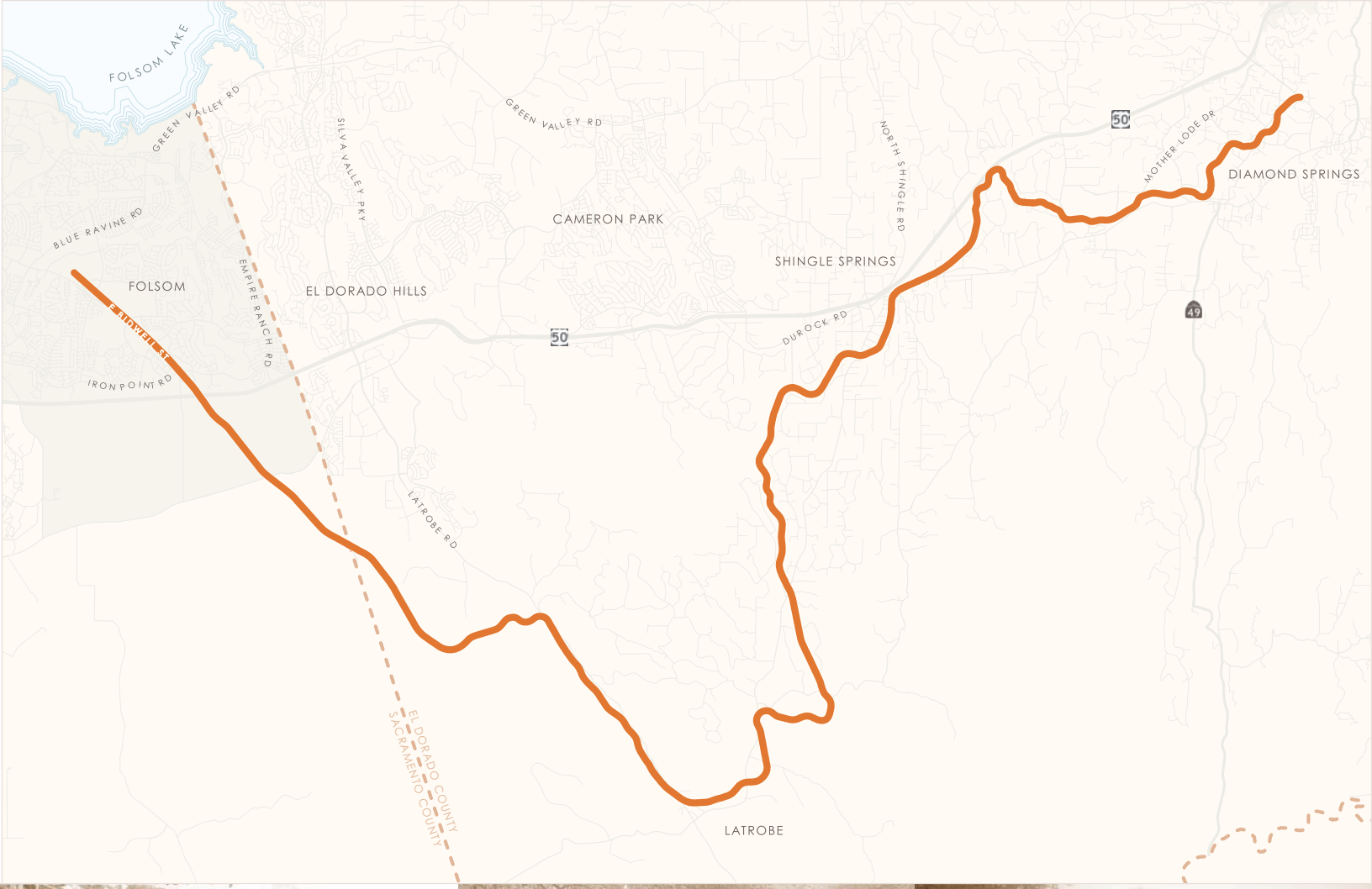

SACRAMENTO PLACERVILLE TRANSPORTATION CORRIDOR
ALTERNATIVES ANALYSIS

ECHELON
TRANSPORTATION GROUP

el dorado county
edctc
TRANSPORTATION COMMISSION

Made possible by a Federal Highway Administration Partnership Planning Grant

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SPTC
ALTERNATIVES ANALYSIS

Prepared for:
El Dorado County Transportation Commission
2828 Easy Street, Suite 1
Placerville, CA 95667

Funded by:
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Partnership Planning Grant
Fiscal Year 2013/2014

July 2015

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ACKNOWLEDGEMENTS

The Sacramento Placerville Transportation Corridor Alternatives Analysis builds on the efforts of the Sacramento Placerville Transportation Corridor Joint Powers Authority and its member agencies, whose long-standing investment in and commitment to the SPTC have enabled its preservation for the public good. These member agencies include El Dorado County, Sacramento County, the City of Folsom, and the Sacramento Regional Transit Disctrict.

This document resulted from the contributions of a broad range of community members, volunteer groups, stakeholders, business leaders, and staff from the El Dorado County Transportation Commission who provided valuable input as the consultant team explored the transportation and economic development possibilities for the historic rail corridor. The planning process was shaped by a multi-jurisdictional effort from partners including the Sacramento Placerville Transportation Corridor Joint Powers Authority and its member agencies, the El Dorado County Transportation Commission, the City of Placerville, and the El Dorado County Transit Authority.

PROJECT DELIVERY TEAM

Sharon Scherzinger, El Dorado County Transportation Commission

Dan Bolster, El Dorado County Transportation Commission

John Segerdell, Sacramento Placerville Transportation Corridor Joint Powers Authority

Lori Merklein, Sacramento Placerville Transportation Corridor Joint Powers Authority

David Defanti, El Dorado County

Vickie Sanders, El Dorado County

Mary Cory, El Dorado County

Eileen Cunningham, California Department of Transportation, District 3

Jim Konopka, City of Folsom

Mike Mattos, Sacramento Regional Transit District

Dan Shoeman, Sacramento County

Robin Van Valkenburgh, El Dorado Transit Authority

CONSULTANT TEAM

Echelon Transportation Group, Project Management and Engineering

Mark Thomas & Company, Inc., Structural and Rail Engineering

Fehr and Peers, Traffic Analysis

AIM Consulting, Public Outreach

Ascent Environmental, Environmental Planning

bae urban economics, Economic Analysis

Rails to Trails Conservancy

The process would not have been possible without the dedicated community organizations and their members that gave their time and energy to the Sacramento Placerville Transportation Corridor Alternatives Analysis.

50 Corridor TMA

American River Parkway Foundation

Bicycle and Pedestrian Advocates of Cameron Park

Bodacious Biking Babes

California State Railroad Museum

Cameron Park Community Services District

City of Folsom Parks and Recreation Commission

City of Placerville Recreation and Parks Commission

Community and Economic Development Advisory Committee

Cosumnes River Horseman's Association

Cycling Development (High School Club)

Davis Bike Club

Diamond Springs and El Dorado Community Advisory Committee

Divide Horseman's Association

El Dorado Community Foundation

El Dorado County Chamber of Commerce

El Dorado County Commission on Aging

El Dorado County Historical Society

El Dorado County Office of Education

El Dorado County Parks and Recreation Commission

El Dorado County Youth Commission

El Dorado Equestrian Trails Foundation

El Dorado Hills Area Planning Advisory Committee & El Dorado Hills Bike/Pedestrian Safety Coalition

El Dorado Hills Bike/Pedestrian Safety Coalition

El Dorado Hills Chamber of Commerce

El Dorado Hills Community Services District

El Dorado Hills Trails

El Dorado Merchants

El Dorado Office of Emergency Services

El Dorado Trail Development Group

El Dorado Western Railway Foundation

El Dorado Western Railway Volunteers

Epic Tri Club

Folsom Area Bike Advocates

Folsom Breakouts Mountain Bike Club

Folsom Chamber of Commerce

Folsom Historical Society

Folsom Lake Mounted Patrol

Folsom, El Dorado, and Sacramento Historical Railroad Association

Folsom-Auburn Trail Riders Action Coalition (FATRAC)

Friends of Folsom Parkways

Friends of El Dorado Trails

FT3 Riding Group

Golden Spoke Bike Shop

Hammerin Wheels Mountain Bike Meetup

Hangtown Hikers

Heritage Preservation League of Folsom

Marshall Medical Center

Monday Hikers

Placerville and Sacramento Valley Railroad

Placerville Bike Shop

Placerville Spinal Cord Support Group

Pony Express & Backcountry Horseman

Pony Express Association

Regional Trails Council

S.A.G.E (Surveyors, Architects, Geologists, and Engineers of El Dorado County)

Sac Metro Chamber of Commerce

Sacramento Area Bike Advocates

Sacramento Bicycle Advisory Committee

Sacramento Bike Hikers

Sacramento County Department of Transportation

Sacramento County Recreation and Park Commission

Sacramento Valley Conservancy

Sacramento Wheelmen

Shingle Springs / Cameron Park Chamber of Commerce

Shingle Springs Band of Miwok Indians

Shingle Springs Community Alliance

Shingle Springs Community Center

Sierra Club Maidu Group

Tailgaters Running Club

Taxpayers Association of El Dorado County

Team Revs

Trails Advocates of El Dorado County

Valley Vision

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EXECUTIVE SUMMARY

The El Dorado County Transportation Commission (EDCTC) is the planning and programming authority for transportation projects on the western slope of El Dorado County. In 2013, EDCTC received a Federal Highway Administration Partnership Planning Grant to study the regional impacts of the Sacramento Placerville Transportation Corridor (SPTC). This study was completed with assistance from the members of the SPTC Joint Powers Authority (JPA) which includes El Dorado County, Sacramento County, the City of Folsom, and Sacramento Regional Transit.

The alternatives analysis evaluates the opportunities, constraints, benefits, and costs of providing transportation improvements within a 31-mile portion of the SPTC between the Humbug Willow Creek Bikeway in Folsom and the intersection with Missouri Flat Road in Diamond Springs. The results of the analysis will provide public officials and community members with the data and information necessary to make informed decisions about corridor improvements that will provide the public with the greatest benefit.

In the mid-1860's, the Placerville and Sacramento Valley Railroad (P&SVRR) was built as an extension of the Sacramento Valley Railroad. It connected Folsom to Latrobe, Shingle Springs, and finally Placerville, in order to transport passengers along with agricultural, mineral, and timber resources of El Dorado County to different parts of the state. The P&SVRR continued to play a vital role in supporting the local economy after the Gold Rush and became a part of the Southern Pacific railroad in 1898.

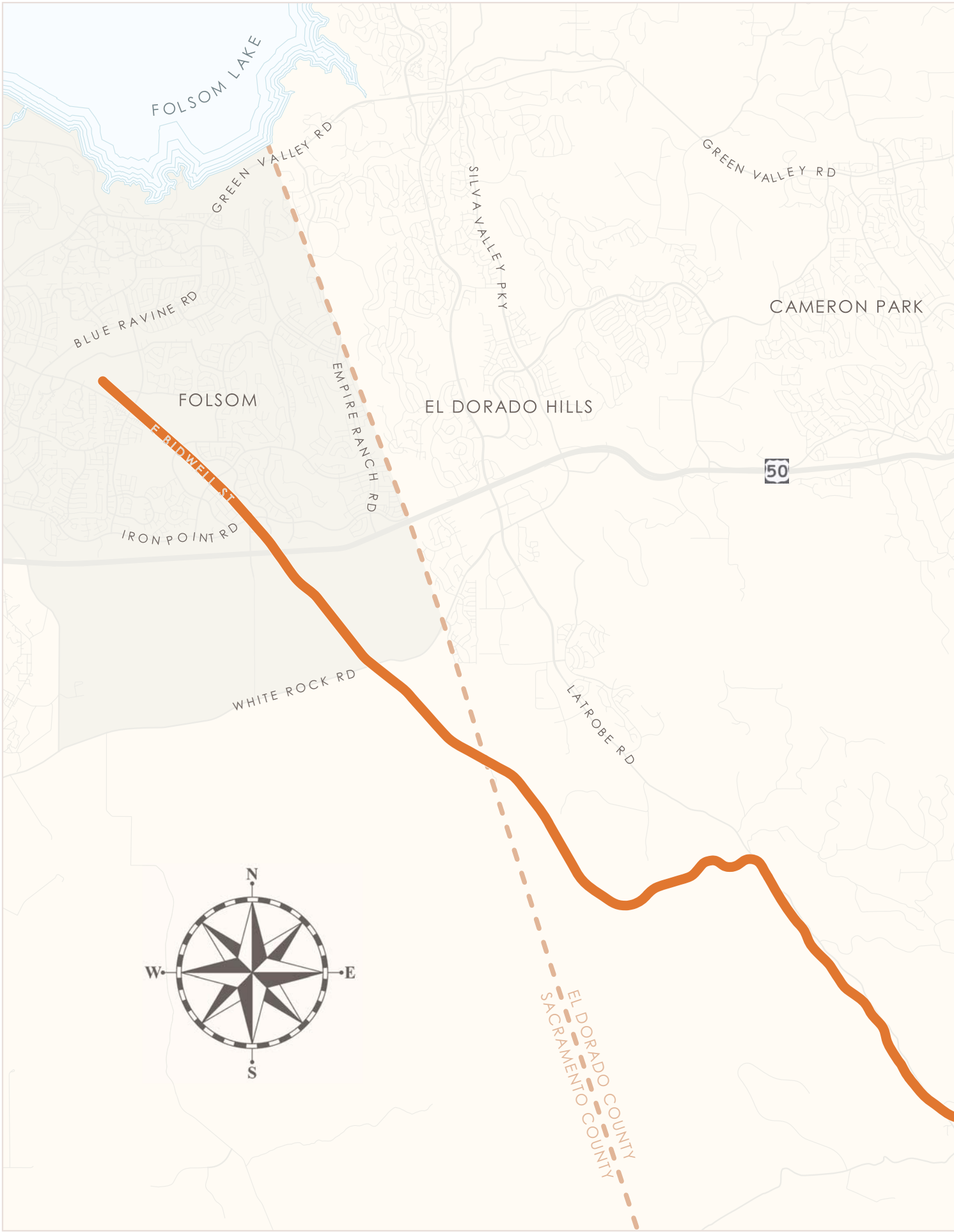
Less than a century later, in 1986, Southern Pacific ended operation of the P&SVRR due to declining demand for freight rail service. By 1996, the SPTC JPA was formed and successfully negotiated the purchase of the corridor for light rail, interim trail use, and railbanking purposes.

Since the mid-1990's, the corridor has been a mixed use corridor enjoyed by train enthusiasts, equestrians, cyclists, hikers, and nature lovers of all ages. Volunteers have acquired, restored, and operated vintage rolling stock and physically maintained the rail lines in order to preserve local history. Parts of the corridor have had the rails removed and replaced with a paved shared use path that is enjoyed by bicyclists, walkers, and equestrians. Volunteer groups have also improved the natural trails throughout the corridor for mountain biking, hiking, or equestrian use. Their visions are to establish the SPTC as an attraction that boosts the area's reputation, attracts more visitors, and contributes positively to the local economy.

During the creation of this study, feedback was solicited from the general public and specific stakeholders associated with the corridor. Outreach activities included public workshops with over 200 participants, 3 focused stakeholder working group meetings, and individual interviews with a number of residents and property owners along the corridor. The collective feedback was used to understand specific user requirements, learn about community context, and inform the priorities for the corridor.

Although active today, the corridor is significantly underutilized compared to similarly developed rail-with-trail corridors. In partnership with the Rails-to-Trails Conservancy, the study analyzed the cost, user demand, and economic benefit of similar rails-to-trails, rails-with-trails, and excursion rail operations. It is anticipated that with increased rail capacity, paved paths, or improved natural trails, the corridor could potentially draw up to 850,0000 annual users and $13 million in annual regional economic benefit.

Implementation of all modes along the corridor is constrained by the hilly terrain of El Dorado County, right-of-way, and the availability of probable funding sources. As projects are defined along the corridor, compromises to prioritize certain modes will need to be made at the expense of others. The study outlines three distinct investment scenarios which attempt to satisfy as many corridor users as possible. The potential demand and economic benefit is compared to the overall development costs, which will need to be balanced with community and regional priorities when specific projects are implemented.


FOLSOM LAKE
GREEN VALLEY RD
GREEN VALLEY RD
SILVA VALLEY PKY
BLUE RAVINE RD
CAMERON PARK
FOLSOM
EMPIRE RANCH RD
EL DORADO HILLS
E BIDWELL ST
50
IRON POINT RD
WHITE ROCK RD
LATROBE RD
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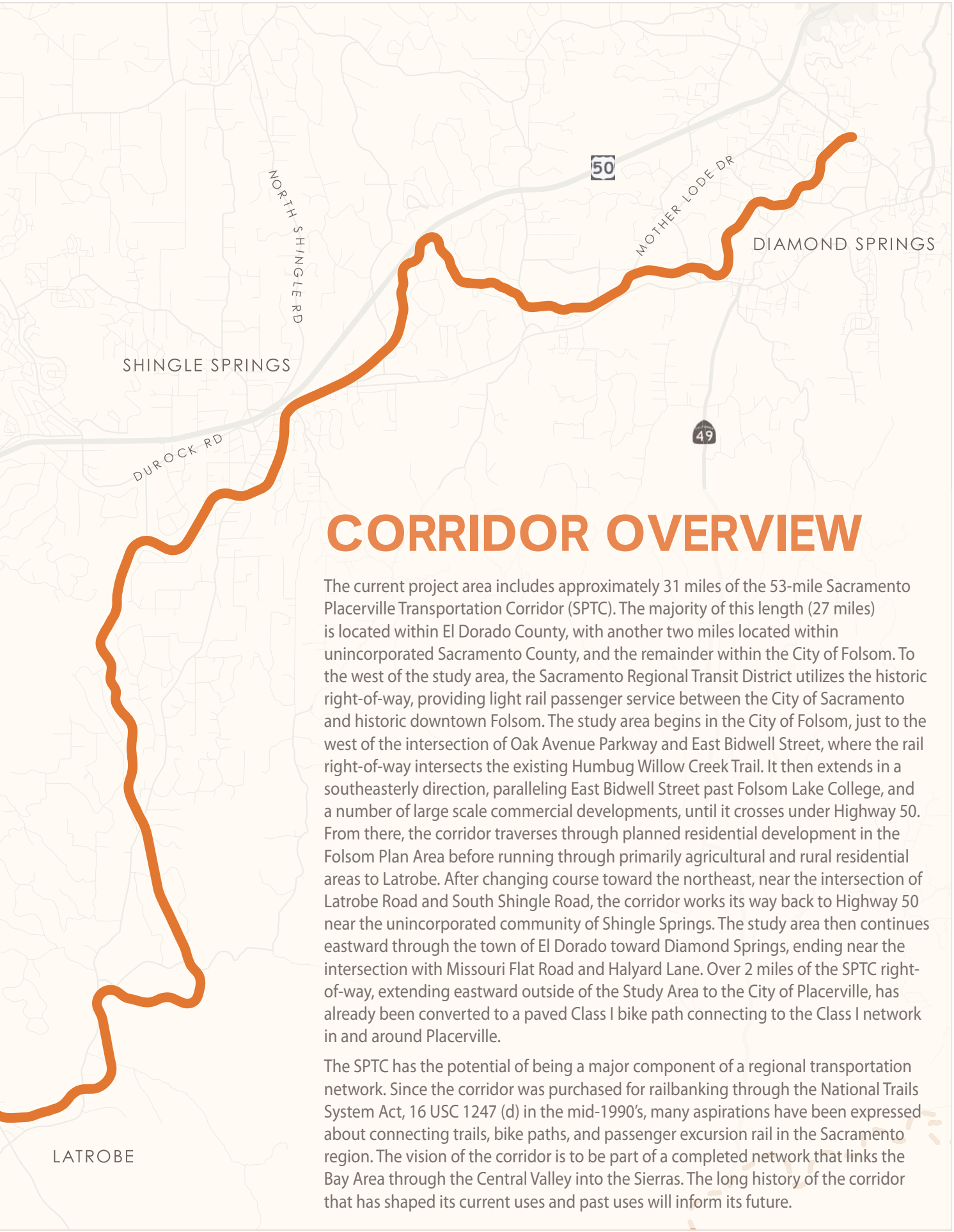
EL DORADO COUNTY
SACRAMENTO COUNTY



CORRIDOR OVERVIEW

The current project area includes approximately 31 miles of the 53-mile Sacramento Placerville Transportation Corridor (SPTC). The majority of this length (27 miles) is located within El Dorado County, with another two miles located within unincorporated Sacramento County, and the remainder within the City of Folsom. To the west of the study area, the Sacramento Regional Transit District utilizes the historic right-of-way, providing light rail passenger service between the City of Sacramento and historic downtown Folsom. The study area begins in the City of Folsom, just to the west of the intersection of Oak Avenue Parkway and East Bidwell Street, where the rail right-of-way intersects the existing Humbug Willow Creek Trail. It then extends in a southeasterly direction, paralleling East Bidwell Street past Folsom Lake College, and a number of large scale commercial developments, until it crosses under Highway 50. From there, the corridor traverses through planned residential development in the Folsom Plan Area before running through primarily agricultural and rural residential areas to Latrobe. After changing course toward the northeast, near the intersection of Latrobe Road and South Shingle Road, the corridor works its way back to Highway 50 near the unincorporated community of Shingle Springs. The study area then continues eastward through the town of El Dorado toward Diamond Springs, ending near the intersection with Missouri Flat Road and Halyard Lane. Over 2 miles of the SPTC right-of-way, extending eastward outside of the Study Area to the City of Placerville, has already been converted to a paved Class I bike path connecting to the Class I network in and around Placerville.

The SPTC has the potential of being a major component of a regional transportation network. Since the corridor was purchased for railbanking through the National Trails System Act, 16 USC 1247 (d) in the mid-1990's, many aspirations have been expressed about connecting trails, bike paths, and passenger excursion rail in the Sacramento region. The vision of the corridor is to be part of a completed network that links the Bay Area through the Central Valley into the Sierras. The long history of the corridor that has shaped its current uses and past uses will inform its future.


EL DORADO

HISTORY OF THE CORRIDOR

In the mid-1860's, the Placerville and Sacramento Valley Railroad (P&SVRR) was built as an extension of the Sacramento Valley Railroad. It connected Folsom to Latrobe, Shingle Springs, and finally Placerville, in order to transport passengers along with agricultural, mineral, and timber resources from El Dorado County to destinations throughout California.

In 1898, the P&SVRR became a part of the Southern Pacific Railroad, signifying the vital role it played in supporting the local economy after the Gold Rush.

Less than a century later, in 1986 Southern Pacific ended freight operation in the SPTC due to declining demand for freight rail service. In 1993, Southern Pacific officially filed a notice of exemption to abandon the 39-mile segment from Folsom to Placerville. By 1996, the Sacramento Placerville Transportation Corridor Joint Powers Authority (JPA) had been formed and successfully negotiated the purchase of the corridor in the study area for interim trail use and rail banking purposes.

Several regional planning efforts have identified the SPTC as a future active transportation corridor, ideally suited for an extension of the El Dorado Trail to Sacramento County. The El Dorado County Parks and Trails Master Plan, the El Dorado County Bicycle Transportation Plan, and the SPTC Master Plan outline investments in bicycle and pedestrian facilities along the SPTC to better accommodate active transportation users. Across the county line, recent efforts by the City of Folsom have improved the potential trail connection along the East Bidwell Street corridor. The completion of the El Dorado Trail is part of a vision for a high-quality active transportation corridor traversing the entire Sacramento region, eventually connecting to the popular American River Bicycle Trail.

Since the mid-1990's the corridor has been a mixed use corridor enjoyed by train enthusiasts, equestrians, hikers, mountain bikers, and nature lovers of all ages. Volunteers have acquired, restored, and operated rolling stock consisting of various motorcars and speeders in addition to physically maintaining the rail lines in order to preserve local rail history. Parts of the corridor have had the rails removed and replaced with a paved shared use path that is enjoyed by bicyclists, walkers and equestrians. Volunteers have also improved the natural trails throughout the corridor for mountain biking, hiking, or equestrian use, resulting in the current 25 mile single track trail. Their visions are to establish the SPTC as an attraction that boosts the area's reputation, attracts more visitors, and contributes positively to the local economy.

1860's	1888	1898	1986	1991
PLACERVILLE & SACRAMENTO VALLEY RAILROAD CONSTRUCTED	EXTENDED FROM SHINGLE SPRINGS TO PLACERVILLE	PURCHASED BY SOUTHERN PACIFIC TRANSPORTATION COMPANY	END OF 88 YEARS OF FREIGHT HAULING SERVICE	SPTC JPA IS FORMED

SPTC JOINT POWERS AUTHORITY

In July 1991, the Sacramento Placerville Transportation Corridor Joint Powers Authority (SPTC-JPA), a public entity, was formed for the purpose of purchasing from Southern Pacific Transportation Company 53.1 miles of the Placerville Branch Corridor between Mile Post (MP) 94.3 at 65th Street in the City of Sacramento and MP 147.4 at Apex near the City of Placerville. The members of the SPTC-JPA include Sacramento Regional Transit District, Sacramento County, El Dorado County, and the City of Folsom. In September 1996, the SPTC-JPA successfully completed its purchase of the railroad corridor now known as the SPTC. The Initial Study/ Negative Declaration and Categorical Exclusion completed for the SPTC-JPA Right of Way Acquisition Project stated that:

"The purpose of the project is to acquire the SPTC ROW as a multi-modal transportation corridor, which would include bikeway, pedestrian, and recreation trails; light rail transit system extension; and freight and commuter rail opportunities."

The western 16 miles of the Placerville Branch Corridor was purchased by the SPTC-JPA for use by Sacramento Regional Transit to extend the Gold Light Rail Line from the City of Sacramento to the City of Folsom. The SPTC-JPA "railbanked" the eastern 37-miles of the corridor under the protection of the National Trails System Act, 16 U.S.C. 1247(d), also known as the "Railbanking Act" or "Rails-to-Trails Act." Railbanking is the federal process that prevents the formal abandonment of a railroad right-of-way and preserves it for interim use as a multi-use trail subject to possible future reconstruction and reactivation of the right-of-way for freight rail service.

Because such interim use is subject to restoration or reconstruction for railroad purposes and is not treated for purposes of any rule of law as abandonment of the railroad right-of-way for railroad purposes, no reversionary landowner interest can or would vest until the corridor has been abandoned through an action of the Surface Transportation Board. The removal of the rails and ties in a railbanked corridor is not treated as abandonment of the railroad right-of-way for railroad purposes and no reversionary landowner interest can or would vest as a result of the removal of the rails and ties in the SPTC. For additional information, refer to Andrea Ferster's opinion on the Brandt v. U.S. case's applicability to the SPTC.

Upon the acquisition of the Placerville Branch in 1996, the SPTC-JPA and its member agencies entered into an agreement called the "Reciprocal Use and Funding Agreement" or "RUFA." The purposed of the RUFA was "to establish their joint and severable rights and responsibilities

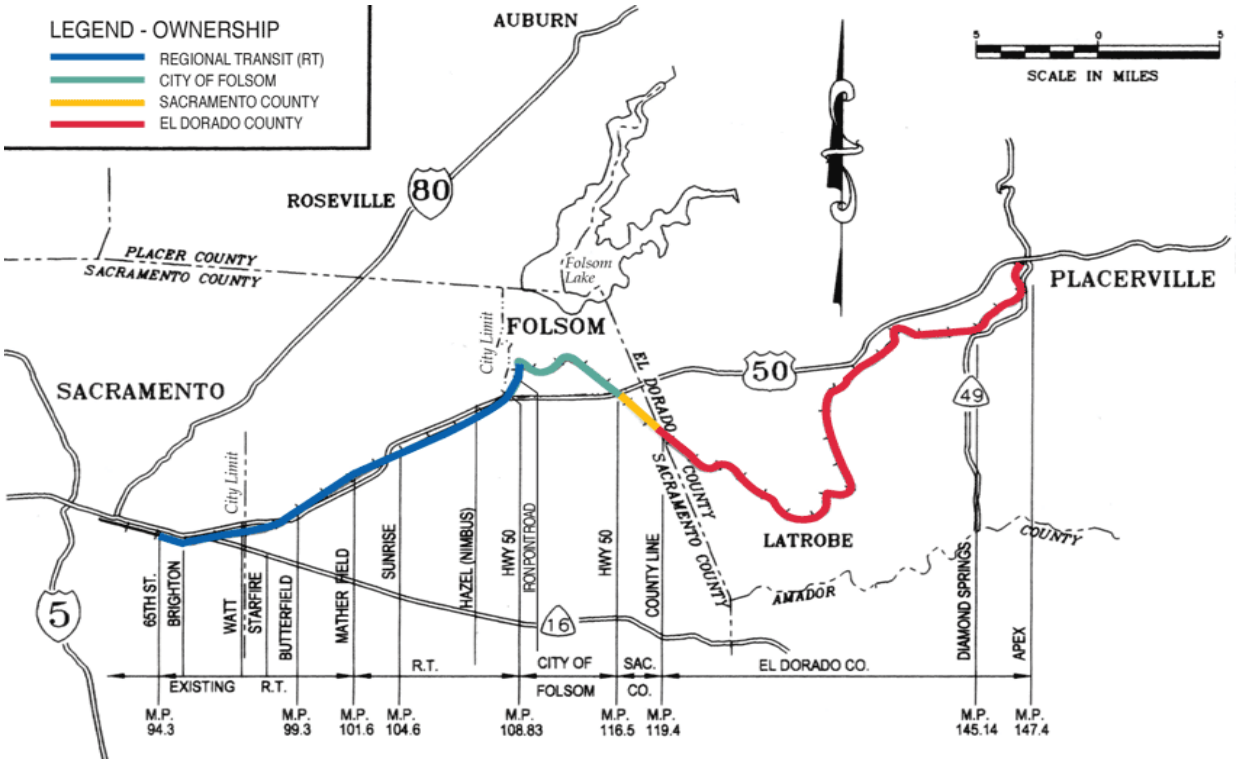
SPTC-JPA Funding

When the SPTC-JPA purchased the corridor for $14 million in September 1996, each member agency was required to fund the purchase of the segment of the corridor within its jurisdiction:

- El Dorado County: $2,641,000
- City of Folsom: $3,126,000
- Sacramento Regional Transit: $7,820,000
- Sacramento County: $413,000

El Dorado County's $2.64 million share was funded by $2.24 million in transportation grant funding intended to provide non-motorized transportation facilities and air quality benefits (Regional Surface Transportation Program, Transportation System Management Program, and AB 2766 funds) and a $400,000 loan from Sacramento Regional Transit and the City of Folsom.

1993	1996	2005	2008	2010
TRAILS NOW (NOW KNOWN AS FRIENDS OF EL DORADO TRAIL) ADVOCACY GROUP FOUNDED	SPTC JPA PURCHASES THE CORRIDOR FOLLOWING NEGOTIATIONS	SACRAMENTO REGIONAL TRANSIT EXTENDS GOLD LINE TO FOLSOM	THE P&SVRR NONN-PROFIT IS FORMED	EL DORADO WESTERN RAILROAD NONN-PROFIT IS FORMED



with respect to the acquisition, ownership, use, operation, improvement, maintenance and eventual disposition of the rail corridor." While the RUFA outlines the authority of the JPA, it also defines the rights and responsibilities of each member agency, including the purchase and ongoing use of the SPTC. Generally, the RUFA mandates that any large scale improvements or operations in the corridor need to be unanimously approved by all four SPTC-JPA members if those actions have the potential to violate the terms any of the agreements in place such as the Notice of Interim Trail Use or could threaten the continuity of the corridor.

Two requests related to the RUFA have been taken to the SPTC-JPA Board regarding the project area. In 2010 and 2011, El Dorado County approved a segmentation plan that prioritized various pieces of the SPTC for different uses in the County. The already paved section east of Missouri Flat Road to Apex was prioritized as a paved shared-use path, the central segment between Diamond Springs and Shingle Springs for rail with trail, and the western end between Shingle Springs and the County Line for trail uses. As part of the segmentation plan, El Dorado County officially requested to the SPTC-JPA the ability to remove rail from the western segment to facilitate a trail on the rail bed. The other three SPTC-JPA member agencies denied El Dorado County's request, stating that removing the rail would "threaten the continuity of any portion of the RAIL CORRIDOR" per section 7(a)(ii) of the RUFA. In 2011, the member agencies reaffirmed their desire to accommodate all users, including rail, on the corridor by deciding against rail removal.

The second request came in 2011 and 2012 to SPTC-JPA for a license agreement to operate the P&SVRR excursion motorcar. The request was approved by the City of Folsom and Sacramento County, but denied by El Dorado County. Because of this decision, the P&SVRR must apply for individual use permits for each excursion trip it takes across the El Dorado County Line and into Latrobe. In recent years, El Dorado County Board of Supervisors has approved monthly trips for the P&SVRR "Latrobe Breakfast Special".

Most recently in 2014 and 2015, the SPTC-JPA has been working with its member agencies to obtain environmental clearance for the natural single track trail within the project area. Environmental technical studies related to cultural, biological and wetland impacts have been completed. With environmental clearance, the member agencies will be able to complete improvements to drainage, bridges, roadway crossings, and trail repairs to better accommodate the many trail users.

2011	2011	2013	TODAY
EXCURSION RAIL OPERATIONS BEGIN WITH MOTORCAR AND SPEEDERS	EL DORADO COUNTY APPROVES SEGMENTATION PLAN	EDCTC RECEIVES FUNDING TO CONDUCT SPTC ALTERNATIVES ANALYSIS	CORRIDOR ENJOYED BY VARIOUS RAIL AND TRAIL USERS

POTENTIAL TRANSPORTATION MODES

FREIGHT

Through the National Trails System Act, 16 USC 1247 (d), when a corridor is railbanked, the right-of-way is preserved to have the option of reestablishing freight rail services. According to the Deed of Conveyance between Southern Pacific Transportation Company and the Sacramento Placerville Transportation Corridor Joint Powers Authority, if this option is exercised, the freight service provider will need to pay the full cost of bringing the corridor to current rail standards and reimburse local agencies for interim expenses. Although the potential is real, the likelihood that freight services will be provided on the corridor remains remote due to the economic realities of El Dorado County. Historically, the line was used to haul lumber and other agricultural products, and was in service until the 1980's. The largest shippers, and the reason the line remained opened well into the modern era, were lumber products from the Diamond & Caldor in Diamond Springs, Placerville Lumber Company, and Michigan California Lumber Company. With the decline of the lumber industry and agricultural shippers like the Placerville Fruit Growers, a new market would need to emerge for freight service to be viable and eventually reinstated.

LIGHT RAIL

Light rail transit (LRT), operated in the region by Sacramento Regional Transit (RT), provides high capacity fixed route transit service to riders. One of three LRT lines in the region, the RT Gold Line operates between downtown Sacramento and Folsom, utilizing the western portion of the SPTC along the way. This portion of the SPTC is largely straight, unlike the meandering stretch through El Dorado County. The potential for extending LRT service further along the SPTC into western El Dorado County has been previously studied and found to be unfeasible due to the lack of a viable transit market and the low operating speeds along the corridor. An alternative route parallel to Highway 50 has been identified as the preferred route should LRT ever be reconsidered for El Dorado County.

EXCURSION RAIL

There are currently two operating excursion railroads on the SPTC. The Placerville and Sacramento Valley Railroad operating out of the City of Folsom in Sacramento County, and the El Dorado Western Railroad operating out of the towns of Shingle Springs and El Dorado. The excursion rail operations are non-insular tourist railroads, since the lines are separated from the general system of railroads at Folsom Junction. Both organizations are operating motorcars or speeders which were typically used by railroads as track inspection vehicles. These smaller vehicles allowed the railroads to start operation with a smaller initial investment, less ongoing maintenance costs, and limited regulatory requirements. Both railroads aim to run diesel engines pulling a variety of rolling stock to accommodate a larger number of passengers. With donations of engines and volunteer labor, both railroads are on their way to seeing this reality. These larger locomotives will require that the track infrastructure in the corridor be upgraded to FRA Class I Safety Standards. In addition, push-pull operations of the passenger service is not advised and some means to turn the train or switch the locomotive from end to end will need to be considered. Coordinating the siding tracks, wye, or turntables at existing or proposed depots may be the most cost effective and advantageous solution.

WALKING, CYCLING, AND EQUESTRIAN

Active transportation is any type of non-motorized transportation, primarily walking and bicycling, for commuting or recreational purposes. An essential component of healthy and livable communities, safe and well-connected active transportation routes improve quality of life and ease of travel for people of all abilities while also providing an easily accessible form of exercise and recreation. Currently, active transportation is partially accommodated within the study area, with unpaved single track trails providing pathways for joggers, hikers, mountain bikers, and equestrians. The corridor offers potential for future expansion of active transportation facilities through additional natural trails and paved paths, tying into the American River Parkway and El Dorado Trail active transportation facilities on either end of the corridor.

VOLUNTEERS ON THE CORRIDOR

FRIENDS OF EL DORADO TRAILS

Originally known as Trails Now, Friends of El Dorado Trails is a group of local trail supporters who work cooperatively with the City of Placerville and El Dorado County. They advocate, publicize, and strategize on behalf of the El Dorado Trail, a multimodal transportation corridor planned to extend the entire length of El Dorado County from the western county line to the Lake Tahoe Basin. Some segments are already completed with Class I Bike Paths; other segments are currently in development, open for use as a natural trail, or are proposed for improvement. Their many volunteers can be seen maintaining the existing single track trail along the SPTC mowing weeds, improving rail crossings, and improving the trail when it coincides with the tracks.

It is the mission of the Friends of El Dorado Trails to complete the El Dorado Trail as an alternative transportation and recreation corridor of hiking, biking, and equestrian trails from El Dorado Hills to South Lake Tahoe. Their vision also includes a series of interpretive signs to share the history, biology, and wildlife along the corridor.

EL DORADO WESTERN RAILROAD

Beginning in 2010, the El Dorado Western Railroad (EDWRR) is a Living History program curated by the El Dorado County Historical Museum. The program focuses on the restoration, operation, and maintenance of historic locomotives, rail cars, and track along a portion of the SPTC between Shingle Springs and Missouri Flat Road. The program offers excursion rail trips every Sunday year round, alternating service between Shingle Springs Depot and El Dorado Station. The EDWRR currently operates four small speeder cars, and is working to restore a variety of equipment including larger locomotives and cabooses. An estimated 2,100 people ride the EDWRR each year.

With the exception of a single paid staffer through the County Museum, the EDWRR relies entirely on volunteer support for equipment restoration, track and right of way maintenance, and excursion train operations. In addition to volunteer efforts, the program is supported by excursion train rider donations and membership fees collected through the El Dorado Western Railway Foundation, the non-profit organization formed to support the County Museum's historic railroad effort.

PLACERVILLE & SACRAMENTO VALLEY RAILROAD

The Placerville and Sacramento Valley Railroad (P&SVRR) is a volunteer non-profit organization affiliated with the Folsom, El Dorado, and Sacramento Historical Railroad Association (FEDSHRA), a non-profit organization with the goal of educating the general public by preserving and maintaining railroad history in the Sacramento region. The P&SVRR aims to preserve and develop the SPTC railroad right-of-way between Folsom and Placerville through the operation of excursion rail service.

After its creation in 2008, the P&SVRR was selected by the SPTC-JPA as a passenger rail operator within the corridor. Since 2011, the P&SVRR has operated weekend excursion rail trips out of Hampton Station and Oak Avenue Whistlestop in Folsom, including special holiday service around Easter, Halloween, and Christmas. The P&SVRR maintains four vehicles for its rolling stock, including a locomotive, a motorcar, and two small speeder cars. Volunteers contribute to right-of-way maintenance and train operations, while revenue is generated through excursion rail fares and membership fees. Approximately 5,000 visitors rode the P&SVRR in 2014.

DEMOGRAPHICS

The following section discusses the relative concentration of residential land uses along the corridor. Identified land uses are derived from General Plan land use data and indicate areas containing existing homes, as well as areas anticipated for future development. Based on these data, residential land uses are most heavily concentrated within the City of Folsom and along most of the corridor east of Latrobe.

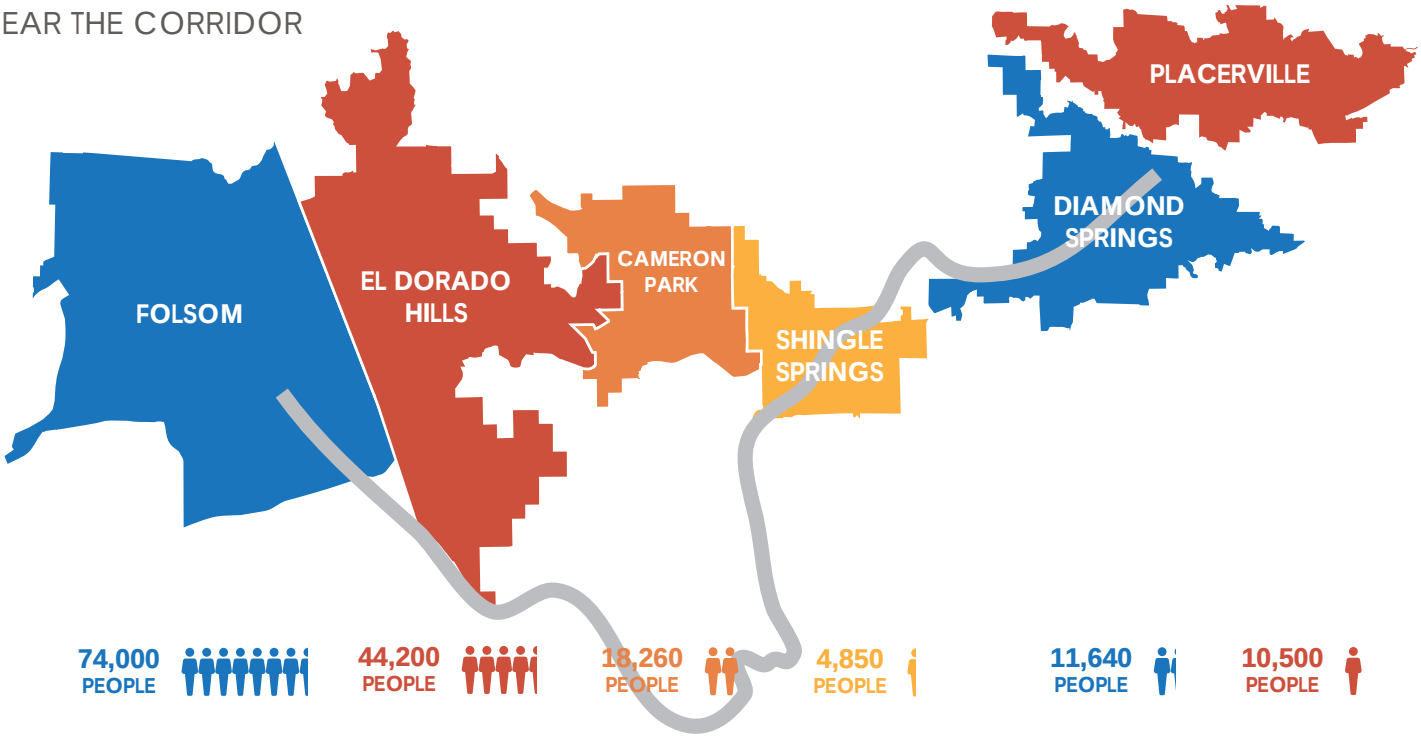
Retail and commercial land uses are more highly concentrated around key nodes. There is a large concentration of regional retail activity along East Bidwell Street in Folsom, which culminates in the Palladio and Iron Point shopping centers. Moving eastward up the corridor there is a very small and undeveloped commercial node in Latrobe, with the next large concentration of commercial activity located in Shingle Springs. There is a notable concentration of commercial and light industrial activity near where the SPTC meets Shingle Lime Mine Road. The SPTC crosses Mother Lode Drive, which is only one quarter of a mile from Shingle Spring Plaza, a shopping center destination for surrounding residents. The corridor runs parallel to Mother Lode Drive in Shingle Springs, which features assorted low density commercial uses, including the Antique Depot that occupies the old Shingle Springs train station, as well as the Train Station Coffee Shop. There are additional low to medium density commercial and retail uses located within the community of El Dorado. The last significant commercial node is located where the corridor crosses Missouri Flat Road. This area features a large commercial development anchored by a Walmart store.

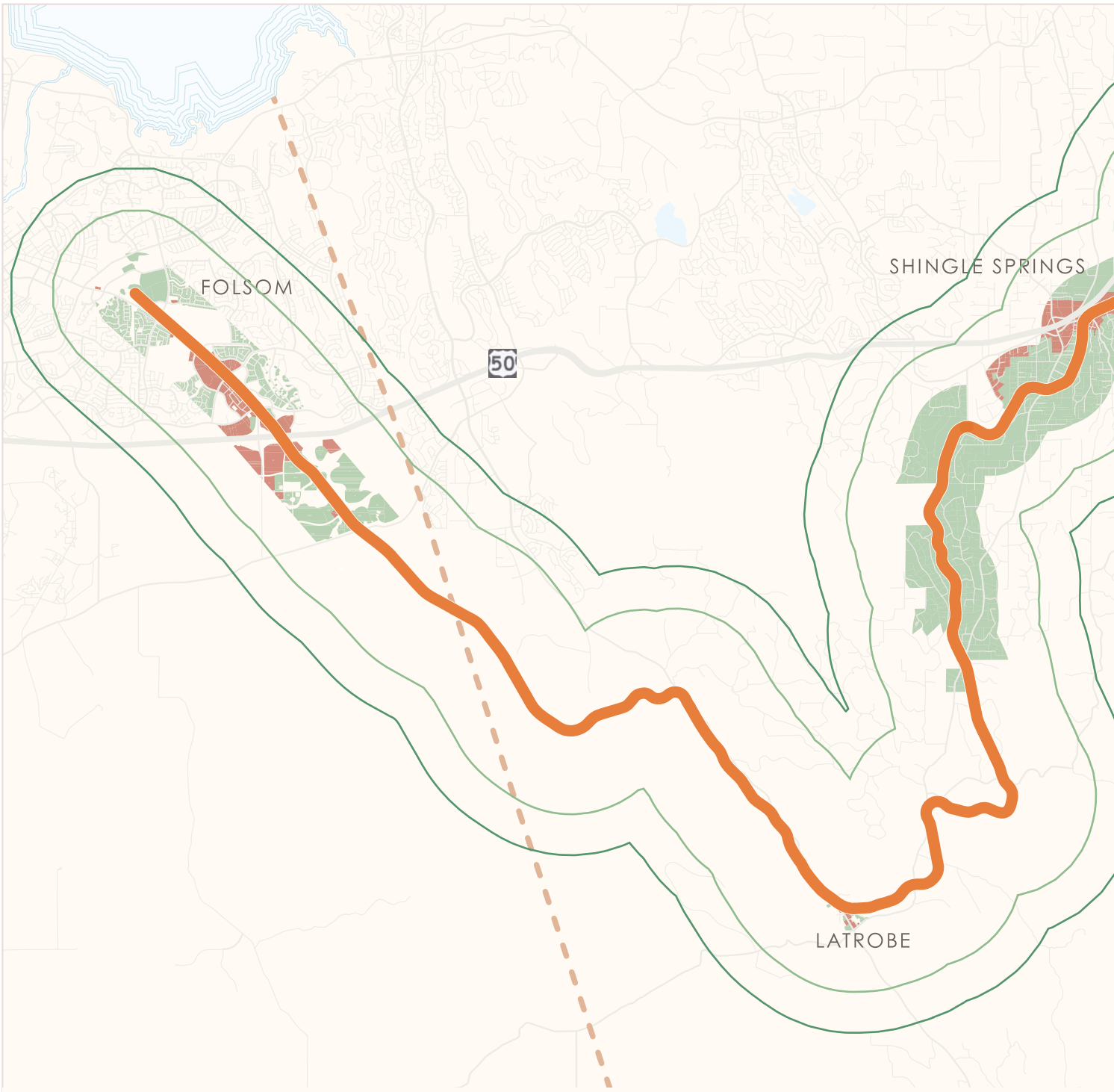
In addition to these existing residential and commercial nodes, the City of Folsom recently approved the Folsom Plan Area Specific Plan, which extends urban land uses into the area located south of Highway 50 and north of White Rock Road. The existing SPTC right-of-way will traverse this new development, which will cover more than 3,500 acres and could include up to 10,210 single- and multi-family housing units, as well as nearly 5.2 million square feet of mixed use, office, and commercial development. When constructed, this new development could create opportunities to leverage the SPTC amenities for economic development.

AROUND THE REGION

= 2.2 MILLION PEOPLE

NEAR THE CORRIDOR

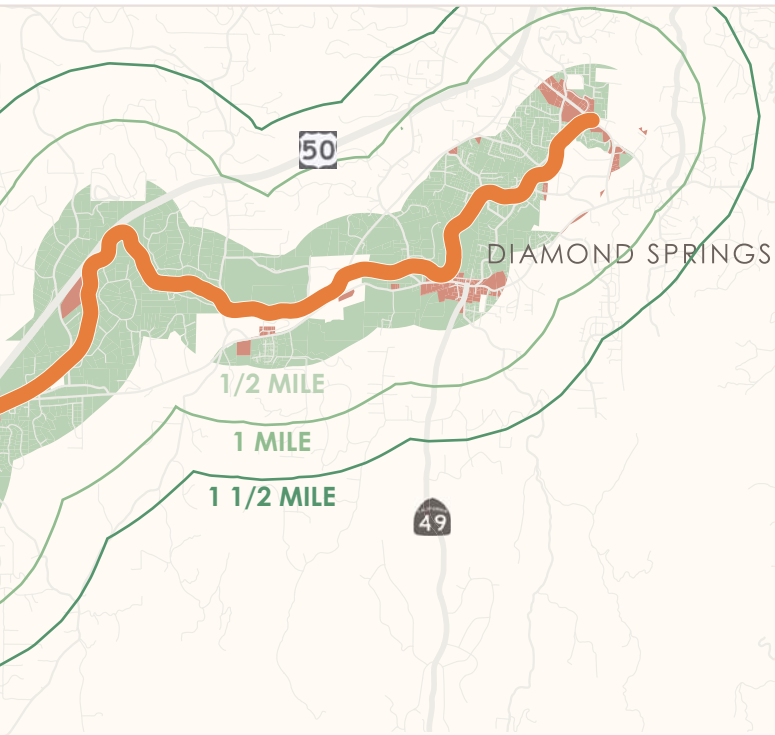




LAND USE WITHIN 1/2 MILE OF THE SPTC

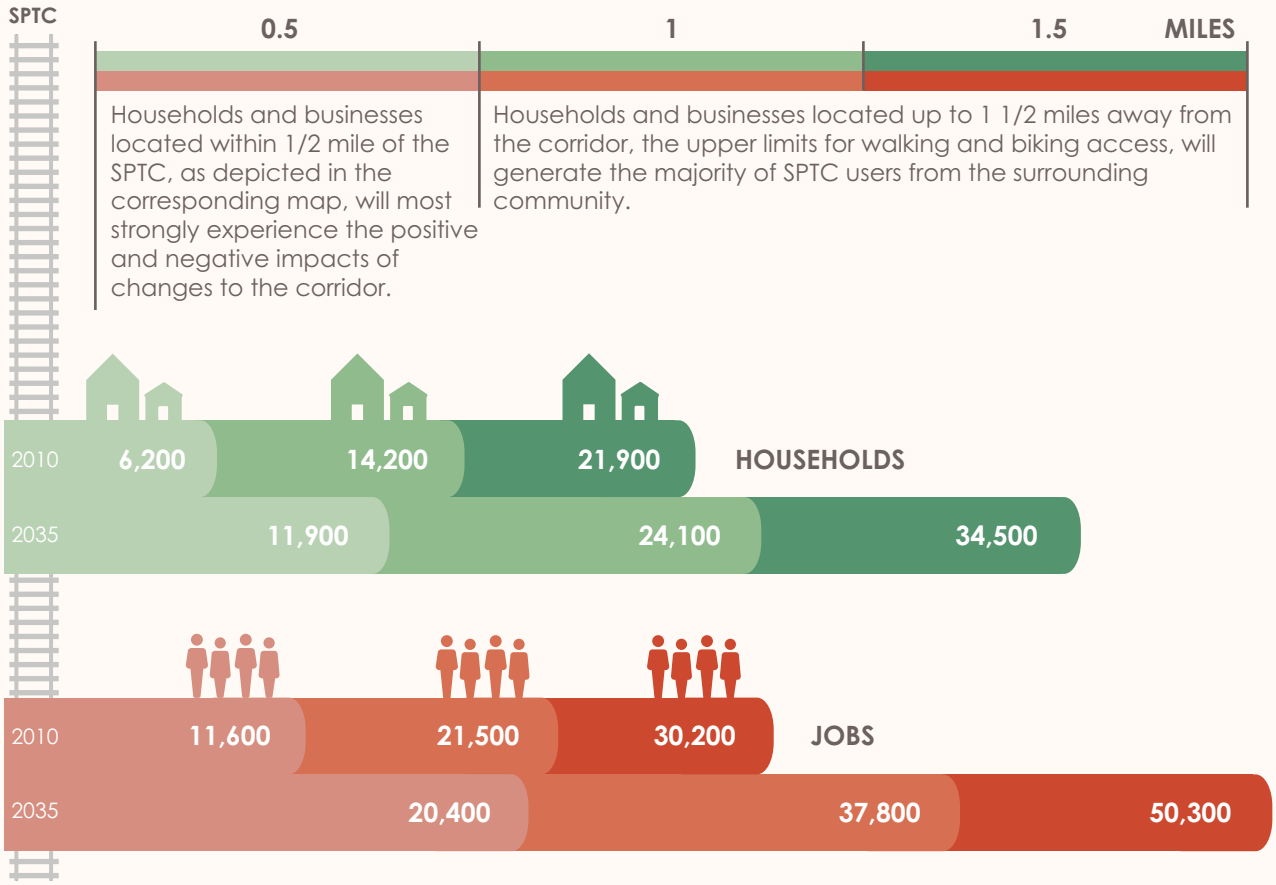
COMMERCIAL LAND USE

RESIDENTIAL LAND USE



EXISTING LAND USE PATTERNS

ALONG THE CORRIDOR



NEIGHBORHOOD BENEFITS, CONCERNS, AND IMPACTS

SCENERY

Visitors enjoy the scenic vistas, bright wildflowers, and diverse wildlife found along the SPTC. These features greatly enhance the user experience of the SPTC, creating a pleasant outdoor environment for visitors. Future plans should preserve the abundant natural beauty of the corridor, ensuring its enjoyment by current and future generations of users.

HISTORY

As a segment of the original Placer and Sacramento Valley Railroad, the SPTC represents a part of California's rich railroad history. Residents of El Dorado County and the greater Sacramento region appreciate the role of the historic rail lines, including the SPTC, in shaping the region's growth. Acknowledging the rail history and educating future users of the SPTC about this history should be a component of any future plans for the corridor.

MAINTENANCE

Many users commented on the physical state of the SPTC, noting that overgrown brush, scattered trash, and rugged trail conditions are common encounters while utilizing the corridor. A regular maintenance program should be established to maintain an acceptable state for users of the corridor. Existing volunteer programs could also be expanded to augment regular maintenance activities conducted by participating jurisdictions.

NUISANCE

Neighbors of public spaces, whether it is a busy street, a community park, or a rail corridor, are susceptible to the inconveniences that occur at the intersection of the public and private realms. Similarly, neighbors of the SPTC have noted frequent occurrences of loitering, trespassing, noise, and other nuisances along the corridor. Steps can be taken to mitigate these nuisances, including signage, fencing, and enforcement for trespassing and loitering issues, and train horn restrictions for noise issues. Improved maintenance and regular use of public spaces also serves as a deterrent to unwanted activities.

ACCESS

As public use on the corridor continues to increase, it will be important to designate locations to access the corridor. These locations may coincide with the historic rail depots such as the El Dorado Rail Park near Oriental Street or trail head parking lots similar to Missouri Flat Road. Ample parking for excursion train patrons, horse trailers, and other users should be provided to limit neighborhood impacts or unsafe on-street parking. In addition, the access points should provide restrooms, water, and proper wayfinding signs to enhance the user experience.

SAFETY

The SPTC has the potential to increase the overall safety of the community with proper design features. Understanding the threat of wild land fires, with proper maintenance, the corridor could act as an important firebreak for south county communities. Making sure the corridor is designed for all types of emergency response vehicles will help ensure the safety of the users on the trail and residents along the corridor, and provide an alternate emergency route for many isolated parts of El Dorado County.

HEALTH BENEFITS

Trails can be a valuable component of any community transportation network. Creating a designated travel way solely for non-motorized travel provides pedestrians, bicyclists, and equestrians with a safe, attractive space for recreation and commute travel. Beyond their mobility benefits, trails also help to further healthy community design goals. Walkable and bike-friendly transportation networks encourage an active lifestyle, allowing residents to utilize physical activity to complete daily travel. Increased physical activity is a key part of combating diseases related to a sedentary lifestyle. As such, local governments have begun to examine trails and active transportation networks as effective strategies to accomplish their public health goals.

Diseases related to physical inactivity, including obesity, are on the rise in the United States. In 2012, approximately 35 percent of US adults were obese, up from 22 percent in 1994. Obesity already afflicts the next generation of Americans, with 20 percent of 4-year-olds considered obese. Looking ahead, nearly half of US adults will be obese by 2020 if current trends continue. Obesity, along with physical inactivity, is linked to many diseases, including cancer, diabetes, heart disease, stroke, joint and bone disease, and depression. Obesity also carries a significant financial toll – if trends continue, obesity will add $344 billion to direct health care costs by 2018. Addressing obesity and physical inactivity is both a critical public health and economic issue facing our communities.

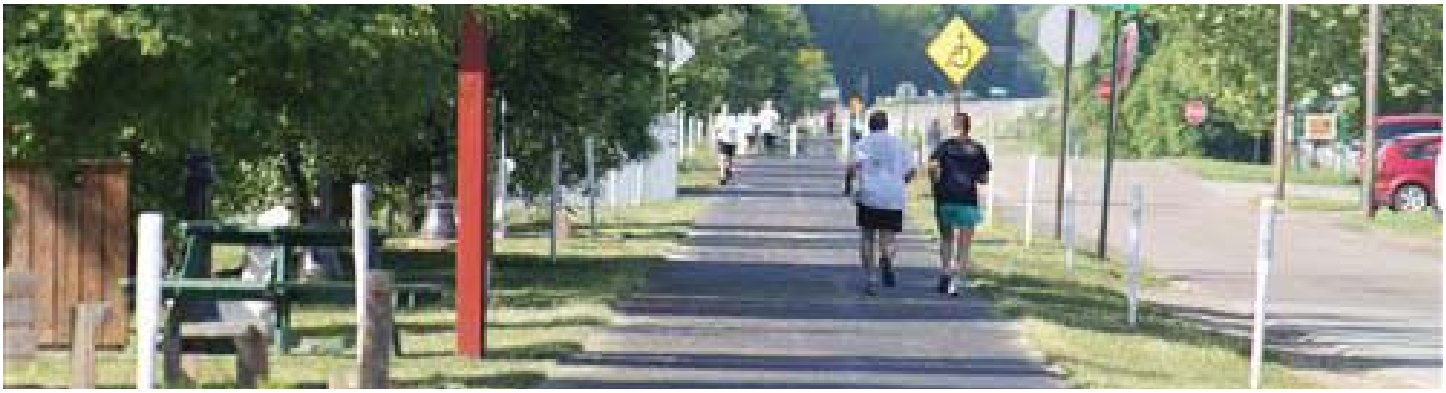
Fortunately, people of all ages can take steps to combat obesity and improve their well-being through regular physical activity. The Center for Disease Control recommends that children and adults complete 60 and 30 minutes of daily moderate-to-vigorous exercise, respectively, to stave off the negative effects of a sedentary lifestyle. Considering that fewer than half of US children and 10 percent of adults achieve these targets, improved active transportation networks can provide people with a fun, convenient, and free way to reach their personal health targets.

Numerous studies have captured the health benefits of trails and active transportation, including increased physical activity, reduced incidences of disease, and improved mental health. In communities across the country, people report significant increases in physical activity following the completion of a nearby trail, with neighbors of trails being 50 percent more likely to meet recommended physical activity targets.

Increased trail use and the corresponding health improvements result in widespread financial benefits. In Portland, Oregon, the regional trail network reduces citywide healthcare costs by an estimated $115 million per year. Trails are significantly less expensive compared to other strategies intended to increase physical activity.

ONE IN FIVE EL DORADO COUNTY RESIDENTS ARE OBESE

14% OF EL DORADO COUNTY RESIDENTS ARE PHYSICALLY INACTIVE




PEAKEASY
LES & LAGERS

CASE STUDIES

Case studies examining the current use of other historical rail rights-of-way help illustrate the potential impacts of various SPTC reuse alternatives. Each of the case studies include similarities to the SPTC area, including location of a nearby large metropolitan area, population densities and demographic characteristics similar to the SPTC area, and facilities similar to those considered for SPTC reuse alternatives. The case studies include three rail-to-trail conversions, and one excursion train:

- Paulinskill Valley Trail (northwestern New Jersey)
  27-mile dirt and compact gravel trail
- Armstrong Trail (western Pennsylvania)
  25-mile paved multi-use path
- Heritage Trail (southern Pennsylvania)
  21.5 mile gravel and paved multi-use trail and excursion train
- Sierra Dinner Train (Oakdale, CA)
  20-mile excursion train

For each of the case studies, user counts and surveys help to reveal trail usage, user characteristics, and spending patterns, which are grouped by spending category into hard goods, soft goods, and lodging. Hard goods consist of durable items purchased in the past 12 months for use on the trail, such as bikes, bike supplies, auto accessories, footwear, and clothing. Soft goods are consumable products purchased in conjunction with the users' most recent trail visit, such as snacks, beverages, and meals. Lodging statistics account for any spending on overnight accommodations including hotel/motel, bed-and-breakfast, and campgrounds.

CASE STUDY
PAULINSKILL VALLEY TRAIL

WARRANT & SUSSEX COUNTIES

NEW JERSEY

27.5 MILES

DIRT & GRAVEL PATH

9,128 - 11,416 VISITORS ANNUALLY

GENERATES $96,700 - $120,290 ANNUALLY

The Paulinskill Valley Trail is a dirt and compact gravel trail established in the right-of-way of the former New York-Susquehanna and Western Railroad. Following the abandonment of the corridor by the railroad in 1962, the right-of-way was purchased by the City of Newark for use as a water pipeline. However, following significant input from local residents, the corridor was purchased under the New Jersey Green Acres Program for use as a non-motorized recreational trail in 1992. Historic artifacts associated with the rail line still exist along the trail, including mile markers with distances to and from the original train depot in Jersey City, whistle stop markers, depot foundations, and railroad bridges. Portions of the trail pass through the Kittatinny Valley State Park and intersect with the Sussex Branch Trail, which is another rail-to-trail conversion. Popular summer activities include walking, running, mountain biking, and horseback riding, while winter activities include cross-country skiing, snowshoeing, and mushing/dogsledding. The Paulinskill Valley Trail extends for 27 miles from Knowlton in Warren County eastward to Sparta Junction in Sussex County, through a rural area, and passes through a few smaller lower-density urban areas. While the majority of users are local residents, more than one quarter of visits are from outside the area, including from as far away as Newark and New York City, which are both 35 to 45 miles from the trailhead.

The RTC conducted a recent user survey and economic impact analysis in the summer of 2010. Based on the use of infrared counters and user surveys conducted at six different points along the trail, the RTC received the results shown on the following page.

"WHILE MANY NEARBY PROPERTY OWNERS WERE ORIGINALLY HESITANT TO ACCEPT A TRAIL THAT WOULD BRING VISITORS PAST THEIR PROPERTY, MANY NOW CONSIDER THE TRAIL AS AN AMENITY."

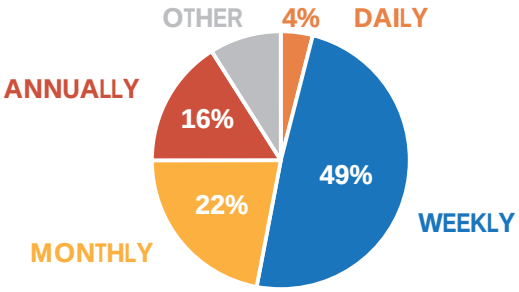
ROCKY GROTT
FORMER SUPERINTENDENT OF THE KITTATINNY VALLEY STATE PARK

EXISTING USAGE

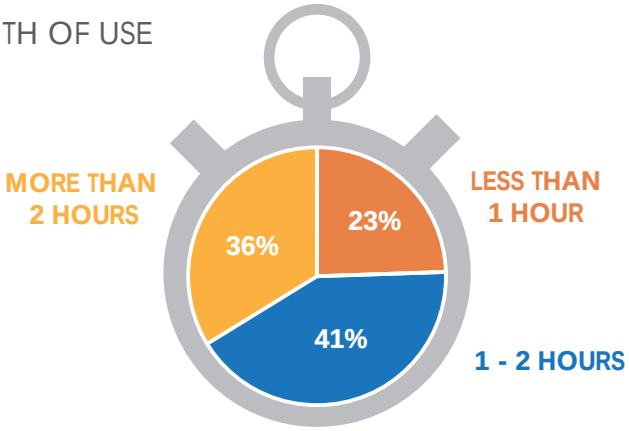
9,000 - 11,416 ANNUAL VISITORS

LOCAL USER NON-LOCAL USER

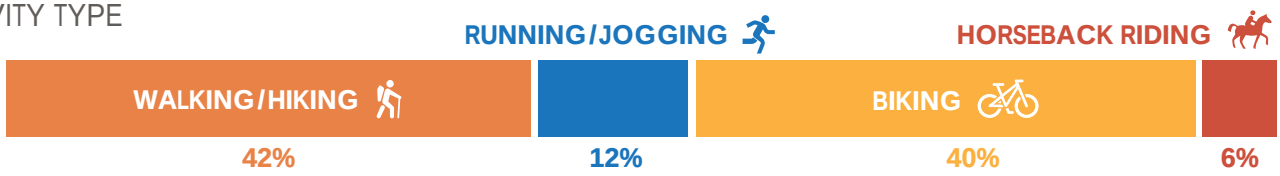
FREQUENCY OF USE



LENGTH OF USE



ACTIVITY TYPE



DIRECT EXPENDITURES **$96K - $120K ANNUALLY**

AVERAGE SPENDING

$9.93
PERSON/TRIP

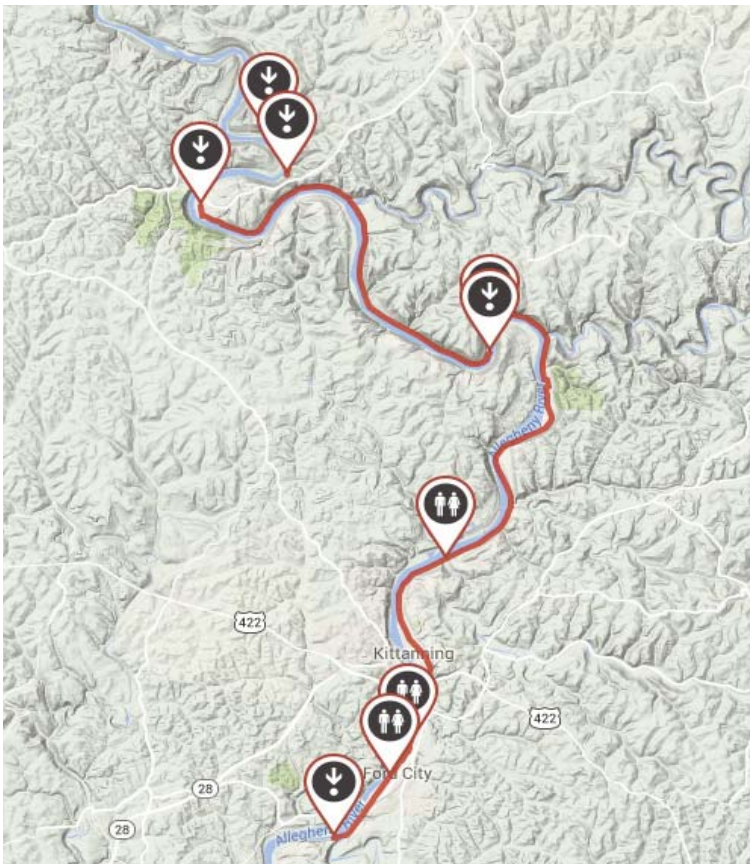
$371.91
PERSON/YEAR

$104.44
PER NIGHT

CASE STUDY
ARMSTRONG TRAIL

The Armstrong Trail is a paved multi-use path along the right-of-way of the former Allegheny Valley Railroad. The route covers 35 miles along the banks of the Allegheny River. Due to reduced rail traffic, the commercial rail service discontinued in the 1960's, at which time the Allegheny Valley Land Trust (AVLT) purchased a segment from Schenley north to East Brady. Following this purchase, the AVLT constructed a paved trail that began near the former Schenley Whiskey Distillery. The AVLT continues to extend and improve the trail as funds allow, with its complete length currently stretching from Ford City in Armstrong County to East Brady in Clarion County. The original 2010 trail survey indicated that a large majority of trail users originate from within the local area, though anecdotal evidence suggests that an increasing number of users are visiting from the greater Pittsburgh area, located approximately 35 miles southwest of the corridor.

The Rails-to-Trails Conservancy conducted the most recent user survey and economic impact analysis in the summer of 2010. Based on the use of infrared counters and user surveys administered at six different points along the trail between Ford City and Templeton, the RTC received the results shown on the following page from 296 completed surveys.



"THE COMMUNITY EXPERIENCED A SIGNIFICANT INCREASE IN TOURIST VISITATION. A VARIETY OF EXISTING BUSINESSES ADAPTED THEIR BUSINESS MODELS TO BETTER CAPITALIZE ON THE OPPORTUNITIES GENERATED BY TRAIL USERS."

RON STEFFEY
EXECUTIVE DIRECTOR
ALLEGHENY VALLEY LAND TRUST

ARMSTRONG & CLARION COUNTY

PENNSYLVANIA

34.8 MILES

CRUSHED STONE & ASPHALT PAVED PATH

80,638 VISITORS ANNUALLY

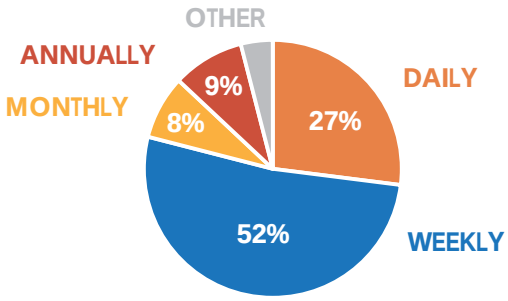
GENERATES $897,442 ANNUALLY

EXISTING USAGE

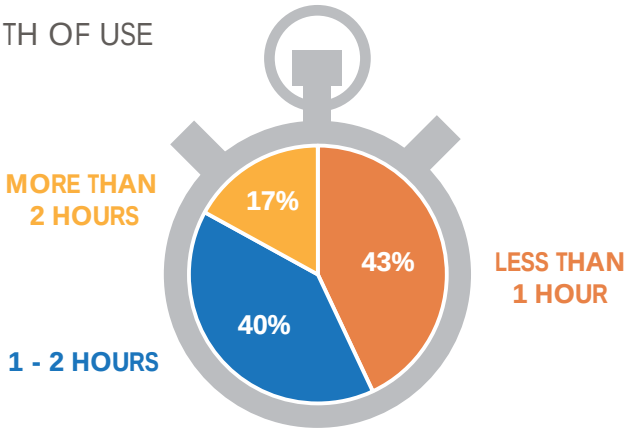
80,638 ANNUAL VISITORS

LOCAL USER NON-LOCAL USER

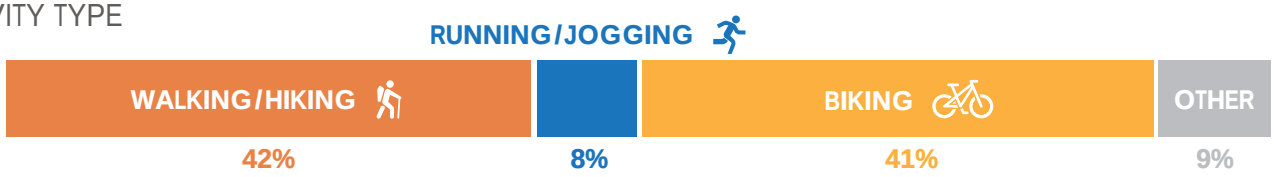
FREQUENCY OF USE



LENGTH OF USE



ACTIVITY TYPE



DIRECT EXPENDITURES **$897K ANNUALLY**

AVERAGE SPENDING

$8.35
PERSON/TRIP

$194.69
PERSON/YEAR

$52
PER NIGHT

CASE STUDY
HERITAGE RAIL TRAIL

The Heritage Rail Trail is a mixed gravel and asphalt trail located in York County, Pennsylvania. The rail trail extends for 21.5 miles from the historic district in the City of York to the Pennsylvania/Maryland state line, south of New Freedom Borough. The Heritage Trail also connects with the Torrey C. Brown Trail in Maryland, which offers another 21 miles of improvements. Most of the existing Heritage Rail Trail features tracks of the historical Northern Central Railroad, which is county-owned. In 2013, an excursion train began operation on the historic tracks alongside the rail trail, utilizing rolling stock that includes a replica steam locomotive built in 2013 by Kloke Locomotive Works in Elgin, Illinois and two replica 1850's style coaches manufactured in Arkansas. Preliminary estimates indicate that the excursion train attracted approximately 30,000 riders within the first six months of operation.

The Heritage Rail Trail successfully combines gravel trail, paved path, and excursion rail uses and its deep connection to Civil War history. Along with enjoying a solid volunteer base, the corridor gains significant regional exposure due to the York County Department of Parks and Recreation's efforts to actively market the Heritage Rail Trail by offering summertime "Sunset Scramble" and "Moonlight" bike rides and by operating a train museum at the renovated Hanover Junction Train Station that includes "Porch Talks" where living history experts tell the story of the area during the Civil War.

Unlike most other trails, the RTC has conducted user surveys on the Heritage Rail Trail on a frequent basis, in 1999, 2001, 2004, 2007, and 2012. Based on the use of infrared counters and user surveys placed at different points along the trail, the RTC received the results shown on the following page from 336 completed surveys in 2012.

"THE TRAIL HAS GENERATED CLEAR ECONOMIC BENEFITS TO THE LOCAL COMMUNITY. A NUMBER OF BICYCLE SHOPS OPENED, AS WELL AS A VARIETY OF RESTAURANTS AND AN ICE CREAM PARLOR, WHICH CLEARLY BENEFIT FROM SUSTAINED TRAIL-BASED TRAFFIC."

CARL KNOCH
TRAIL DEVELOPMENT MANAGER
REGIONAL TRANSPORTATION COMMISSION

YORK COUNTY

PENNSYLVANIA

21.5 MILES

CRUSHED STONE & ASPHALT PAVED PATH

281,145 VISITORS ANNUALLY

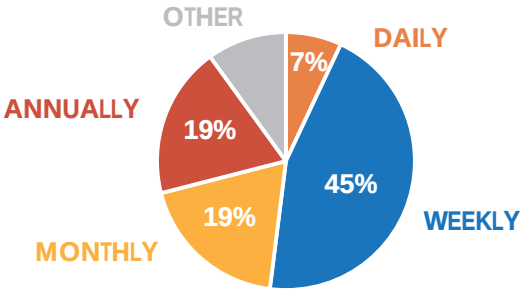
GENERATES $7,720,760 ANNUALLY

EXISTING USAGE

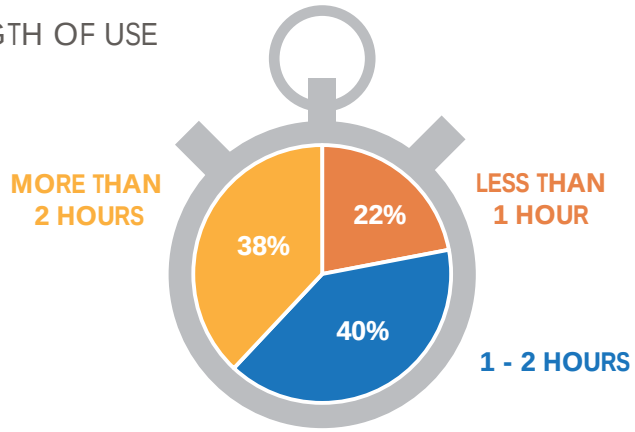
281,145 ANNUAL VISITORS

LOCAL USER NON-LOCAL USER

FREQUENCY OF USE



LENGTH OF USE



ACTIVITY TYPE

DIRECT EXPENDITURES **$7.7M ANNUALLY**

CASE STUDY
SIERRA DINNER TRAIN

OAKDALE & STANISLAUS COUNTY, CALIFORNIA

30 MILES

EXCURSION TRAIN

GROSSES $13,500 - $26,700 PER TRIP

Operated by the Sierra Industrial Group, the Sierra Dinner Train is a commercial tourist excursion train operated out of Oakdale, California. The Sierra Industrial Group includes the Sierra Northern Railway, Midland Rail, the Sacramento River Train, the Skunk Train, and the Sierra Dinner Train. Two of the rail service providers include commercial freight and passenger service, while the other three are commercial excursion trains. The Sierra Dinner Train has notably less market recognition than the Skunk Train based out of Willets, California. Due to its location in the Sierra foothills, the Sierra Dinner Train offers a closer comparison to the context presented along the SPTC.

The train operates on a 30-mile segment of the Sierra Railroad line, between Oakdale and Tuolumne City, though most of their excursions operate on a 15-mile segment between Oakdale and the Stanislaus County line. The full corridor takes visitors from California's Central Valley, through the foothills in eastern Stanislaus County, into the Sierra gold country of eastern Tuolumne County. The ride provides views of the Stanislaus River and other natural and historic sites. A typical round trip takes approximately three hours. The Sierra Dinner Train currently offers a variety of packages ranging from lunchtime themed train rides to evening themed dinner and holiday excursions. A Zombie Train excursion created the most excitement in 2014. Riders were equipped with laser guns to shoot at "zombies" (actors in makeup) from the moving train.

The Sierra Dinner Train station is located three blocks from downtown Oakdale. The city, with a population of roughly 20,000, is located approximately 12 miles to the northeast of Modesto, a larger city with more than 201,000 residents. Oakdale's economy is primarily agriculture and food-based manufacturing with only limited tourism activity. Other than the Sierra Dinner Train, Oakdale tourist destinations include the Cowboy Museum and Oakdale Cheese & Specialties. Where the city once featured a satellite plant of Hershey Chocolate, the plant closed in January 2008, depriving the city of its primary historic tourist draw.

Because the Sierra Dinner Train operates on a portion of the Sierra Railroad that also hosts an active freight line, the operation is not responsible for track maintenance. However, for comparison, the Skunk Train, does conduct its own track maintenance operations. For specialty maintenance needs, such as repairs to signal crossings and bridges, the Skunk Train coordinates with the Sierra Railroad freight operators to secure the expertise needed at a reduced cost. This strategy also extends to human resources and legal counsel, which are provided by the umbrella corporation. Because railroads are considered a public utility, there are unique legal factors that can be quite costly to address.

Due to its location in Oakdale, the Sierra Dinner Train primarily attracts patrons residing within a drive time of 30 to 60 minutes. Most visitors to the Sierra Dinner Train are day trippers due to the lack of other tourist destinations and desirable overnight accommodations. The Sierra Dinner Train lacks the destination character offered by the Skunk Train, which draws visitors from across California, as well as the national and international markets as part of the larger California North Coast/Redwoods tourism region.

While there are other similar experiences offered within the Sacramento region, demand is likely sufficient to absorb at least one additional excursion rail operation, creating a unique experience through programming or physical characteristics. Programming was noted as one of the most important factors in creating a successful excursion train experience. This includes establishing creative experiences (e.g., beer train, zombie train, polar express, etc.), as well as strategic partnering with other excursion lines, tourist attractions, hotel and bed and breakfast operators, restaurants, music and arts venues, and other local attractions. Additional strategic partnerships should include visitors' bureaus and chambers of commerce, though establishing these partnerships can be difficult.

"AN EXCURSION LINE ESTABLISHED ON THE SPTC WOULD LIKELY NEED TO DRAW ITS PRIMARY SUPPORT FROM WITHIN THE SACRAMENTO REGION."

CHRIS HART
SIERRA INDUSTRIAL GROUP


48
48
SIERRA
48

SPTC DEMAND PROJECTIONS

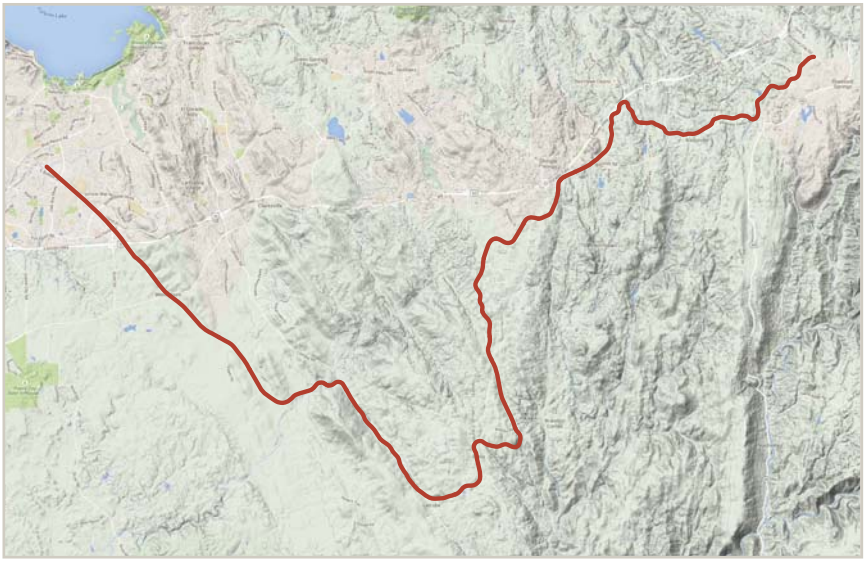
Demand projections were developed for three uses along the SPTC: excursion rail, paved multiuse path, and unpaved/gravel multiuse path. The economic analysis involves two primary components, including development of user demand estimates for each of the three options and an assessment of the potential economic impacts associated with each option. Estimates were derived from a range of research related to potential economic impacts, information from the economic case studies for other converted railroad corridors elsewhere in the country, and current bicycle, pedestrian, and excursion rail activity along the SPTC.

The analysis is simplified by assuming that each of the three options would represent an exclusive use of the entire SPTC. In reality, it is possible that the corridor could be developed with a combination of different facility types appearing along various segments of the corridor. However, by considering each of the options as an exclusive use of the entire corridor, this analysis will help agencies, local stakeholders, and interested parties understand the differences in potential impacts associated with the various options, which should assist with prioritization and optimization of a corridor reuse plan to meet multiple objectives. To that end, this analysis includes the following for each reuse option:

- Annual user demand estimates
- Estimates of annual trail user/visitor spending
- Direct, indirect and induced economic impact estimates (expressed as jobs)
- Annual retail sales tax and transient occupancy tax estimates


I LOVE
MY BIKE

SACRAMENTO PLACERVILLE TRANSPORTATION CORRIDOR



FOLSOM, SACRAMENTO COUNTY, EL DORADO COUNTY

CALIFORNIA

31 MILES

RAIL & DIRT TRAIL

20,000 VISITORS ANNUALLY

GENERATES $300,000 ANNUALLY

* ESTIMATED USER DEMAND AND ECONOMIC BENEFIT FOR EXISTING CONDITIONS

Existing methods for estimating the potential demand for pedestrian, bicycle, and tourist rail activities are inexact at best. To estimate the range of potential demand for bicycle facilities, the research team utilized a simple sketch planning method based on the Guidelines for Analysis of Investments in Bicycle Facilities and the Cost-Demands-Benefits Analysis Tool. Though these methods identify the likely range in potential demand from path visitors, baseline usage estimates were ultimately determined based on a meta-analysis of 15 trail user surveys and economic impact analyses conducted by the Rails-to-Trails Conservancy.

A baseline estimate of 650,000 user days for the unpaved path alternative was determined, assuming that this figure would include both bicycle riders and other users. This level of activity is equal to the 75th percentile for total trail usage among case studies as well as the 15 studies reviewed in the meta-analysis. The results of the meta-analysis indicate that paved trails experience approximately 25 percent more usage than unpaved trails resulting in a total annual usage (all modes) under the paved non-motorized path alternative of approximately 812,500 user days. Compared to the estimated range in potential bicycle user days generated using the sketch planning method, these baseline user estimates represent reasonably conservative values that reflect total usage by all types of users, and provide a reasonable distinction between the potential usage of unpaved and paved path alternatives.

Demand estimates for the excursion rail alternative are based on interviews conducted with representatives from the El Dorado Western Railroad and the Placerville-Sacramento Valley Railroad regarding existing facilities, equipment, ridership, and programing, as well as future development potential, along with additional case study information collected through interviews with other excursion rail operations in northern California and Nevada.

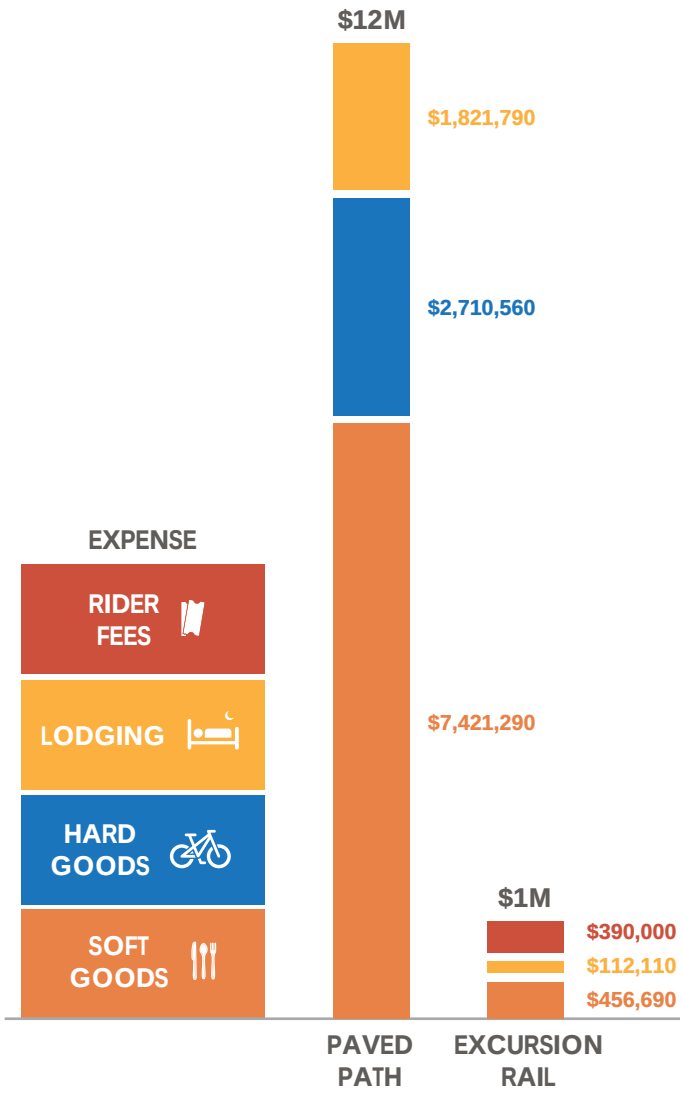
Estimates of potential future demand for excursion rail are based on existing ridership levels, combined with anticipated increases in rolling stock capacity resulting from the restoration and utilization of new equipment. Although this is contingent on the availability of resources and volunteer labor, the completion of these projects could increase the variety and capacity of excursion offerings available and may help to increase total ridership. Though it cannot be known with certainty whether these operations will reach their full potential, this analysis assumes that both operations will continue to operate on the SPTC, and each of the two operations will achieve a combined ridership level of approximately 50,000 visitors per year, which is comparable to similar operations located throughout Northern California and Nevada. The distribution of the demand between the two rail operations will depend on how they are developed

and their associated carrying capacities. Subsequent discussions of scenario costs do not account for capital costs of rolling stock acquisition or annual operating and maintenance costs of vehicles necessary to accommodate the projected demand of 50,000 rail visitors.

To generate direct spending estimates based on the above demand estimates, the team applied an assortment of assumptions derived from meta-analysis based on the Rails to Trails Conservancy surveys. For the purposes of this analysis, local path users are assumed to make expenditures on both soft and hard goods within the local area, but do not need to make additional expenditures on lodging. Non-local users are assumed to make expenditures on soft goods in the local area, but it is assumed that their hard goods purchases are made outside of the local area (i.e., near their place of residence). Some non-local users are also assumed to make expenditures on lodging. Based on this approach, the study estimates that the total direct spending associated with projected user demand for unpaved and paved path facilities along the SPTC could potentially range from $9.5 to $11.9 million per year, respectively.

For the purposes of this analysis, local rail users are assumed to make expenditures on soft goods and train tickets only and do not need to make additional expenditures on lodging. Non-local rail users are assumed to make expenditures on soft goods and train tickets, with around four percent making expenditures on lodging. The study estimates that the total direct spending associated with existing and projected user demand for excursion rail could range from $162,520 to nearly $958,800 annually.

DIRECT SPENDING IMPACTS (ANNUAL)



EXISTING USAGE

20,000 ANNUAL VISITORS

LOCAL USER NON-LOCAL USER

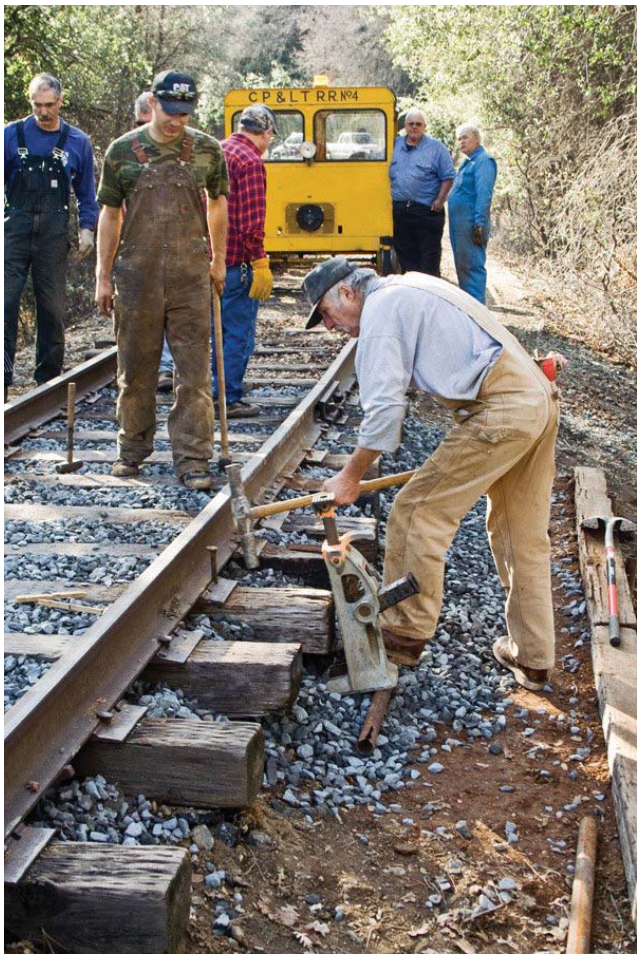
ESTIMATED DEMAND

PAVED PATH = 812,500 ANNUAL VISITORS

EXCURSION RAIL = 50,000 ANNUAL VISITORS

COST ESTIMATES

Various facility types were considered as part of this study, with great potential to attract more users to the corridor. Implementation challenges and costs are outlined below for each facility type, including accommodating larger diesel locomotives that require the corridor to be upgraded to the FRA Class I Safety Standards, a wider path to accommodate more active transportation users, and a natural single-track trail that exists along much of the corridor today.



EXCURSION RAIL (FRA CLASS I SAFETY STANDARDS)

The existing track along the SPTC is in very good condition for being relatively unused for the past twenty years. The efforts by FEDRSHA to complete annual weed abatement, and the two operating railroads making repairs and improvements in their respective areas, has enabled a greater use of the corridor. With the exception of the washout in southern Shingle Springs, the entire length of track can be traversed by motorcars. The needed upgrades to the track and related infrastructure have been captured in two previous studies that include the *Market / Operational Feasibility Study of Proposed Tourist Rail Excursion Service*, prepared by Poimiroo & Partners, and the *Sacramento Placerville Rail Corridor Inspection & Inventory Services (MP 111.0 to 137.0)* by Rail Technologies Inc. The improvements can be categorized in three main areas: rail and tie replacement, bridge repair, and roadway crossing upgrades. As identified in both studies, the vast majority of the upgrades necessary to enable FRA Class 1 status are upgrading more than thirty roadway crossing in the project area. Scenario costs do not account for capital costs of rolling stock acquisition or annual operating and maintenance costs of vehicles necessary to accommodate the projected demand of 50,000 rail visitors.

PAVED OR GRAVEL PATH

Implementation of a wider path compliant with the Americans with Disabilities Act (ADA), either paved or unpaved, is a desire of many of the stakeholders involved with the corridor. The study analyzes the cost of both building a path parallel to the railroad tracks and for

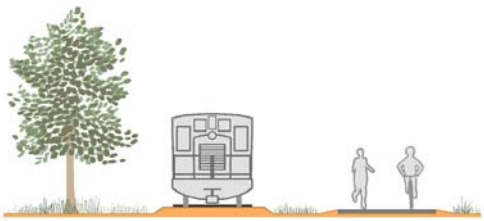
comparison, building on top of the rail bed after the tracks have been removed. Similar to the rail estimates, the costs can be broken down into path improvements, bridges, culverts, and roadway crossings. The path improvements are consistent with the 2003 SPTC Master Plan and include a 10' wide paved path with 2' wide decomposed granite/gravel shoulders or a 14' wide gravel path. The path estimates also include analyzing the corridor for areas of constrained terrain in need of potential retaining walls, grading, significant drainage improvements, and tree removal, all of which contribute to increased costs.

To accommodate the pedestrian and bicycle path, the bridge costs were analyzed for various scenarios. Initially, the bridges were visually inspected for general state of repair and considered for widening to accommodate a parallel path. As a general finding, due to the age and type of structure built for the railroad, they will not accommodate a cantilevered pathway. Therefore, building a second crossing adjacent to the existing 12 bridges was assumed for the parallel rail and trail option. For the rail removal option, costs were included to create a new deck surface and railing that would accommodate the myriad of trail users.

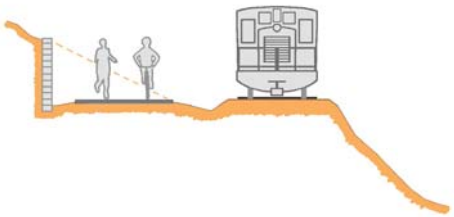
In addition to the waterway crossings, 24 roadway crossings were analyzed for their interaction with the path, including the future number of travel lanes, speed, projected traffic volumes, and adjacent signals. From this analysis, intersection control costs were assigned to each intersection, including high-visibility crosswalk marking and signs, rectangular flashing beacons, and more elaborate signalized intersection controls. Depending on the location of the path in relation to the railroad tracks, more detailed design work will need to be done to coordinate the path and rail controls.

NATURAL TRAIL (SINGLE TRACK)

A natural single track trail has been blazed and maintained along the entire project corridor. Due to the terrain, lack of drainage improvements, and railroad right-of-way constraints, the trail converges with the railroad tracks in a number of locations. Users must then either walk or ride their mountain bikes in between the rails or adjacent to the ties within 10' of the tracks. One of the key requirements of the California Public Utility Commission (CPUC), which regulates rail uses in the state, is that any trail or path must be a minimum of 10' from the centerline of the rail. As the various excursion railroad providers improve the corridor to accommodate diesel locomotives, the trail will need to be separated at locations where the single track trail encroaches within the clearance envelope of the rail. This will require building retaining walls near large embankments, improving drainage deficiencies, and building select retaining walls. The costs also include building separated crossings at all of the bridge locations and improvements to the roadway crossings. It should be noted that this cost does not include improving a majority of the existing trail to accommodate ADA requirements or widening the trail to limit potential conflicts between trail uses.

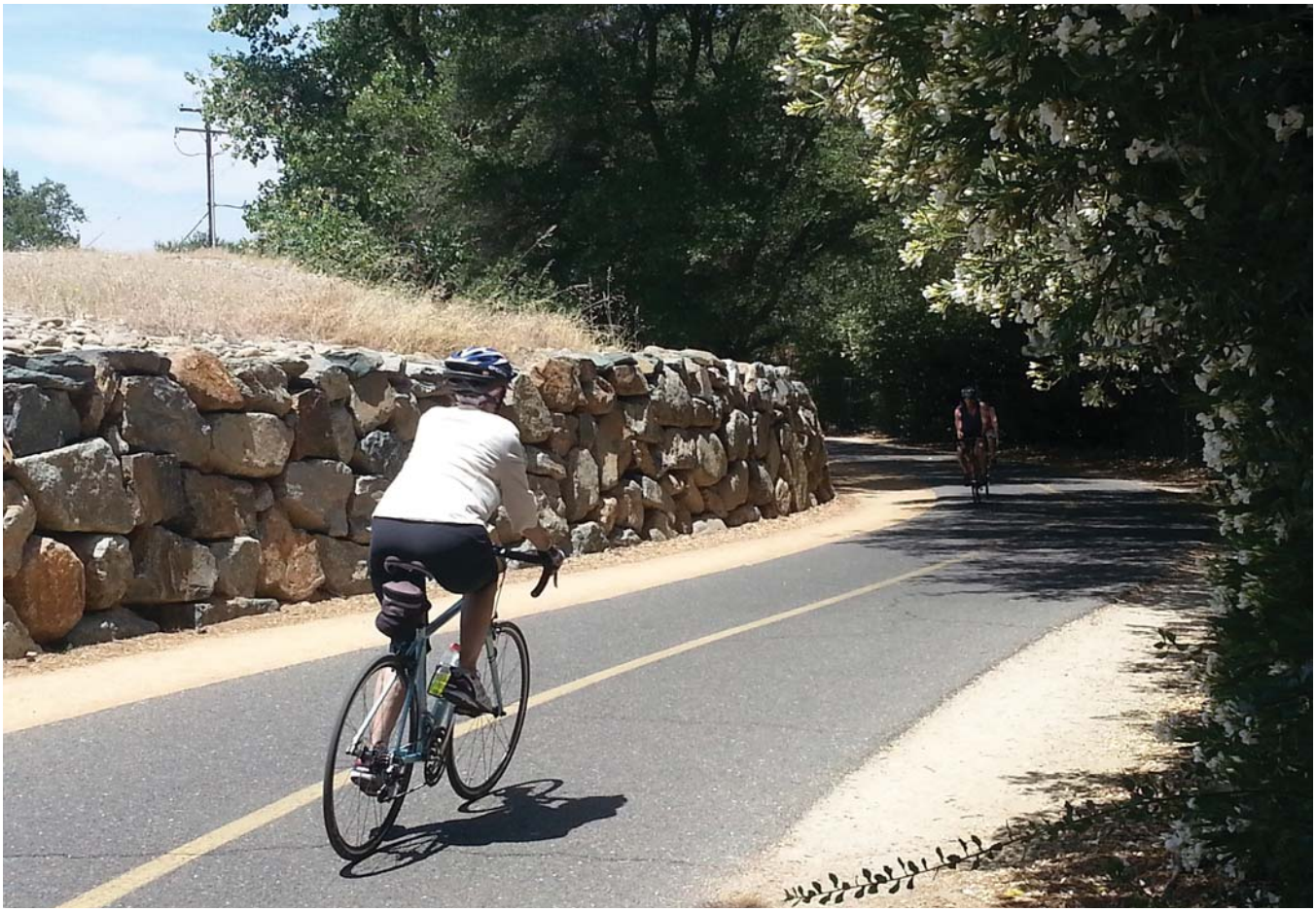


FRA Class I Rail Upgrade and Adjacent Paved Path



Constrained Parallel Rail and Path

Rail Removal and Paving



Location: MP 135.6
Crossing: Slate Creek
Bridge Type: 60' open deck timber trestle with tamber piers and concrete abutments
Condition: Poor. Timber piers need to be replaced

Location: MP 1278.63
Crossing: Little Indian Creek
Bridge Type: 20' open deck timber trestle with steel stringers and walkways
Condition: Good. Needs ties and approach work

Location: MP 119.51
Crossing: Carson Creek
Bridge Type: 128' ballast deck bridge with concrete girders
Condition: Very good, needs approach work and some ties

Location: MP 121.87
Crossing: Deer Creek
Bridge Type: 15' open deck timber testle without walkways
Condition: Fair. Needs ties, walkway and one 8"x20" timber girder

Location: MP 122.47
Crossing: Deer Creek
Bridge Type: 68' ballast deck steel plate girder with walkways
Condition: Good. Needs some ties and approach work

Location: MP 122.97
Crossing: Deer Creek
Bridge Type: 12' open deck timber trestle with stone abutments
Condition: Good. Needs ties, walkway, and approach work

Location: MP 138.1
Crossing: Unknown Creek
Bridge Type: 15' open deck timber trestle without walkways
Condition: Good. Needs walkway

Location: MP 140.2
Crossing: Slate Creek
Bridge Type: 60' open deck timber trestle with tamber piers and concrete abutments
Condition: Poor. Timber piers need to be replaced

Location: MP 138.2
Crossing: Unknown Creek
Bridge Type: 15' open deck timber trestle without walkways
Condition: Good. Needs walkway

Location: MP 141.9
Crossing: Slate Creek
Bridge Type: 15' open deck timber trestle without walkways
Condition: Good. Needs walkway

SHINGLE SPRINGS

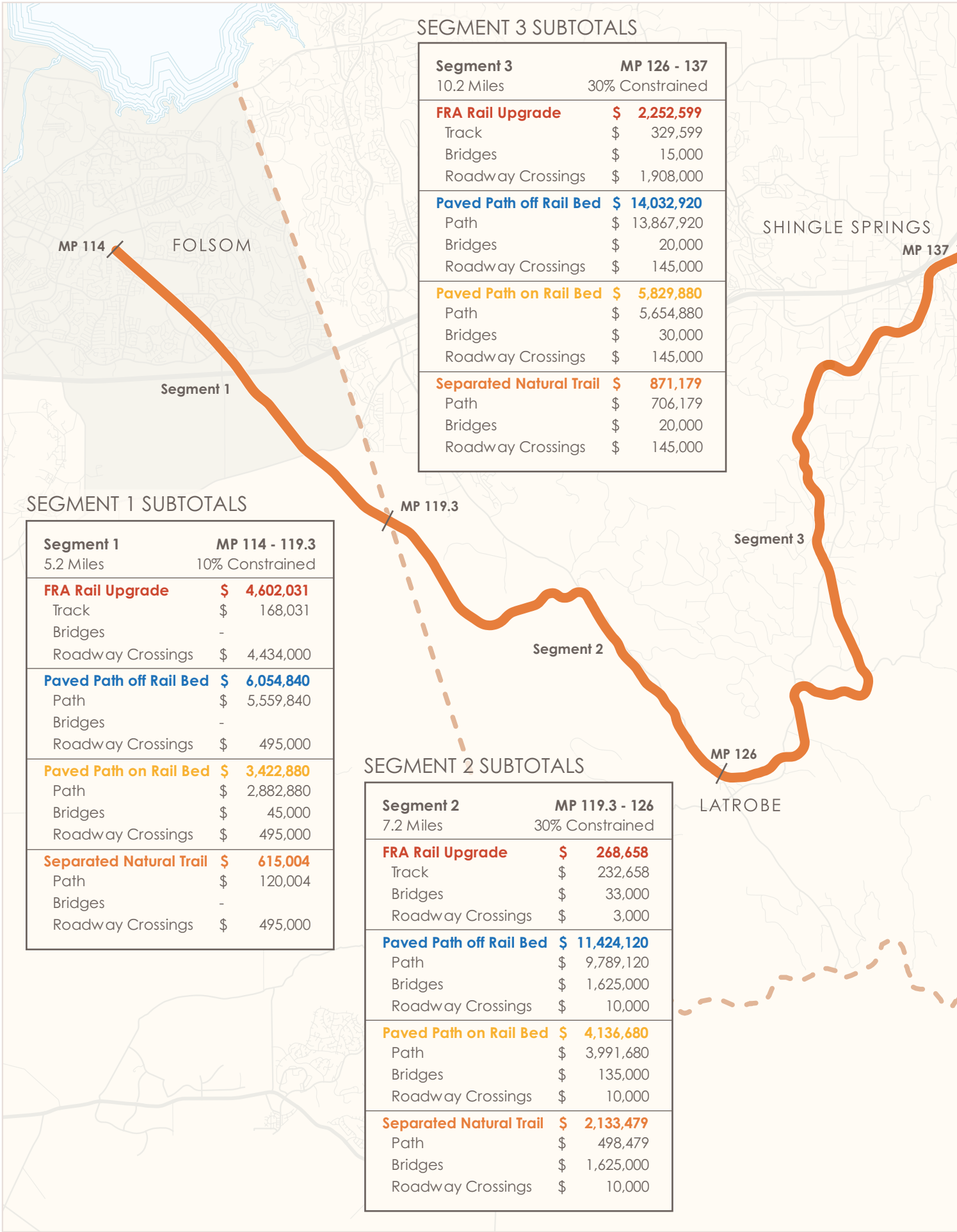
DIAMOND SPRINGS

49

LATROBE

BRIDGES & STREET CROSSINGS

- BRIDGE
- GRADE SEPARATED CROSSING
- SIGNALIZED CONTROL
- ACTIVE PEDESTRIAN CONTROL (RRFB)
- HIGH VISIBILITY STRIPING & SIGNAGE
- SIGNAGE



SEGMENT 3 SUBTOTALS

Segment 3	MP 126 - 137
10.2 Miles	30% Constrained
FRA Rail Upgrade	**$ 2,252,599**
Track	$ 329,599
Bridges	$ 15,000
Roadway Crossings	$ 1,908,000
Paved Path off Rail Bed	**$ 14,032,920**
Path	$ 13,867,920
Bridges	$ 20,000
Roadway Crossings	$ 145,000
Paved Path on Rail Bed	**$ 5,829,880**
Path	$ 5,654,880
Bridges	$ 30,000
Roadway Crossings	$ 145,000
Separated Natural Trail	**$ 871,179**
Path	$ 706,179
Bridges	$ 20,000
Roadway Crossings	$ 145,000

SEGMENT 1 SUBTOTALS

Segment 1	MP 114 - 119.3
5.2 Miles	10% Constrained
FRA Rail Upgrade	**$ 4,602,031**
Track	$ 168,031
Bridges	-
Roadway Crossings	$ 4,434,000
Paved Path off Rail Bed	**$ 6,054,840**
Path	$ 5,559,840
Bridges	-
Roadway Crossings	$ 495,000
Paved Path on Rail Bed	**$ 3,422,880**
Path	$ 2,882,880
Bridges	$ 45,000
Roadway Crossings	$ 495,000
Separated Natural Trail	**$ 615,004**
Path	$ 120,004
Bridges	-
Roadway Crossings	$ 495,000

SEGMENT 2 SUBTOTALS

Segment 2	MP 119.3 - 126
7.2 Miles	30% Constrained
FRA Rail Upgrade	**$ 268,658**
Track	$ 232,658
Bridges	$ 33,000
Roadway Crossings	$ 3,000
Paved Path off Rail Bed	**$ 11,424,120**
Path	$ 9,789,120
Bridges	$ 1,625,000
Roadway Crossings	$ 10,000
Paved Path on Rail Bed	**$ 4,136,680**
Path	$ 3,991,680
Bridges	$ 135,000
Roadway Crossings	$ 10,000
Separated Natural Trail	**$ 2,133,479**
Path	$ 498,479
Bridges	$ 1,625,000
Roadway Crossings	$ 10,000

ENTIRE CORRIDOR COSTS

SEGMENT 4 SUBTOTALS

Segment 4 8.4 Miles		MP 137 - 145 45% Constrained
FRA Rail Upgrade	**$**	**1,103,434**
Track	$	271,434
Bridges	$	27,000
Roadway Crossings	$	805,000
Paved Path off Rail Bed	**$**	**13,758,160**
Path	$	13,250,160
Bridges	$	225,000
Roadway Crossings	$	283,000
Paved Path on Rail Bed	**$**	**5,039,960**
Path	$	4,656,960
Bridges	$	100,000
Roadway Crossings	$	283,000
Separated Natural Trail	**$**	**1,380,338**
Path	$	872,338
Bridges	$	225,000
Roadway Crossings	$	283,000

FRA RAIL UPGRADE

IMPROVEMENT COST

8

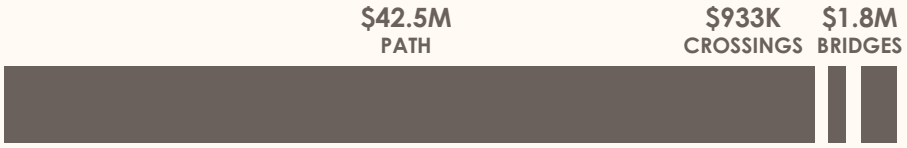
MILLION DOLLARS

PAVED PATH OFF RAIL BED

IMPROVEMENT COST

45

MILLION DOLLARS

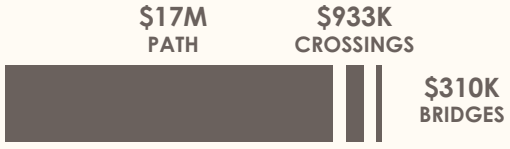


PAVED PATH ON RAIL BED

IMPROVEMENT COST

18.5

MILLION DOLLARS



SEPARATED NATURAL TRAIL

IMPROVEMENT COST

5

MILLION DOLLARS

INVESTMENT SCENARIOS

The costs to upgrade the corridor, along with the potential demand of various modes, cannot be evaluated independently. To understand the full impact to the region, cost-benefit scenarios need to outline what is possible. The lowest cost alternative may seem most feasible from an implementation standpoint, but might lack any meaningful economic benefit, making it a less beneficial project. Alternatively, the project with the highest economic benefit may also be too expensive to implement in a realistic timeframe. The study outlines four investment cases for the SPTC.

Based on discussions with many of the stakeholders, the ideal scenario would be to accommodate all users with separated facilities. This has been imagined as an operating railroad line down the middle of the corridor with a paved path to one side and a natural trail to the other. In all but a few miles of the total length of the corridor, this is virtually impossible due to the constrained terrain and natural features of the corridor. The number of bridges would triple and the roadway crossings would be very expensive and complicated to implement. The western end of the project area, running from the City of Folsom along East Bidwell Street to the Sacramento County boundary, has the most potential to accommodate such a vision due to the gentle terrain and improved sight lines. North of Latrobe in El Dorado County, the corridor will not be able to support a rail, paved path, and trail.

The four cases described in this section attempt to accommodate the largest number and variety of users along the corridor. Each scenario has compromises that are not ideal to all of the various stakeholders and advocates. The scenarios analyze the corridor as a whole, making general assumptions about the improvements needed on a corridor-wide basis along with the resulting regional economic benefit. The scenarios also assume the improvements are completed in their entirely, resulting in an optimum number of users. They are not reflective of the number of years needed to implement the improvements or the effort and time needed for market saturation. Finally, the scenarios do not take into account a segmented approach to the corridor, where various configuration are implemented for different communities along the SPTC. The information presented should be used to compare the relative cost-benefit for each scenario and not be taken as design alternatives for the whole corridor.

EXISTING CONDITIONS SCENARIO
EXCURSION MOTORCARS + NATURAL TRAIL

INVESTMENT SCENARIO 1
FRA CLASS I RAIL + SEPARATED NATURAL TRAIL

INVESTMENT SCENARIO 2
FRA CLASS I RAIL + PAVED PATH OFF RAIL BED

INVESTMENT SCENARIO 3
PAVED PATH ON RAIL BED + NATURAL TRAIL

EXISTING CONDITIONS SCENARIO

EXCURSION MOTORCARS AND NATURAL TRAIL

The Sacramento Placerville Transportation Corridor has been used by residents and visitors to the corridor for various interim trail uses since it was railbanked in 1996. The single track natural trail has been maintained by various residents and volunteer organizations and draws experienced mountain bikers, neighboring equestrians, and hikers enjoying the natural beauty of El Dorado County. Since 2011, the Placerville & Sacramento Valley Railroad (P&SVRR) and the El Dorado Western Railroad (EDWRR) have been offering excursion rides on their speeders and motorcars. The P&SVRR has been limited to operate in the City of Folsom and Sacramento County on the western end of the project area, with occasional trips into El Dorado County as far as the community of Latrobe. The EDWRR operates out of Single Springs and the community of El Dorado on alternating weekends. Through operating procedures and agency coordination, the various users have been sharing the corridor with little incident.

Based on feedback at the public workshops and stakeholder meetings, there are a number of residents happy with this limited level of activity on the corridor and do not wish to see the corridor expanded for either additional rail use or a more active trail. The current excursion ridership on the corridor is about 9,000 per year, with 7,000 out of Folsom on the P&SVRR and the remaining 2,000 aboard the EDWRR. There have not been any trail counts completed on the corridor, but according to anecdotal evidence the number of mountain bikers, hikers, and equestrians could be around 10,000 users per year. The paved portion of the El Dorado Trail to the east of the project area sees many users walking during the lunch hour, commuting to school and work, and for general recreation each day.

Currently, available funding levels, physical conditions, and SPTC-JPA policy along the corridor constrain either the trail or rail use from expanding dramatically. There are a number of locations along the project area where the trail and tracks share the railbed, including all of the bridges, large embankments, and many steep cuts. The California Public Utilities Commission (CPUC) requires that any trail use be separated from the centerline of the tracks by 10'. Encroachment into this envelope has been allowed based on the fact that the railroads are only operating motorcars at lower speeds with a limited number of trips each week, and the ability to quickly stop if the tracks are encumbered.

The existing condition of the excursion motorcar operations and single track trail could continue into the future indefinitely, contributing a relatively small economic benefit to the member agencies. Both uses align with the current priorities in the region, building off of the historic heritage and looking towards the recreation tourism activities found in the Sierra foothills. Investment in the corridor would continue to be made through private donations and volunteer maintenance labor with occasional agency improvements.

WHO ARE THE USERS?

EXCURSION TRAINS (FRA I)

EXCURSION MOTORCAR

MOUNTAIN BIKE

HORSES (LIMITED)

HIKING

ROAD BIKE

PEDESTRIANS OF ALL AGES AND ABILITIES

WHAT ARE THE COSTS?

IMPROVEMENT COST

RAIL IMPROVEMENTS

VOLUNTEERS
DONATIONS

TRAIL IMPROVEMENTS

SIGNS
CROSSINGS

ANNUAL MAINTENANCE

RAIL MAINTENANCE

VOLUNTEERS
COUNTY PARKS

TRAIL MAINTENANCE

WHAT ARE THE BENEFITS?

ANNUAL VISITORS

20
THOUSAND USERS

TRAIL USERS

RAIL USERS

ANNUAL ECONOMIC BENEFIT

300
THOUSAND DOLLARS

$ TRAIL ECONOMIC BENEFIT

RAIL ECONOMIC BENEFIT

INVESTMENT SCENARIO 1

FRA CLASS I RAIL AND SEPARATED NATURAL TRAIL

The following investment scenario assumes the priority for the corridor is to upgrade all of the track to be compliant with FRA Class 1 Safety Standards. All of the rail, bridges, and roadway crossings would be upgraded to accommodate the larger diesel locomotives that would allow for a more authentic rail experience and the ability to increase the rider capacity for each trip. The cost for this scenario not only assumes rail upgrades, but assumes that the CPUC separation requirements are met for the single track trail. The single track trail will need to be created in locations where the track and trail currently share space in steep cuts and high embankments. Additional bridges or culverts will need to be added at the waterways to accommodate the parallel trail. Additional safety improvements are assumed at all roadway crossings.

These improvements have the potential to increase the number of both rail and trail users. Assuming that the two operating railroads have the rolling stock capacity and a regularly occurring operation, an anticipated 50,000 annual train riders could be generated along the corridor. The distribution of the riders between the two operations will be dependent on capacity, marketing, and program development. It is assumed that there will be some synergy between the two rail operators and many users will patronize both, but ultimately they will be competing for the same projected ridership demand.

The improvements to the trail will not dramatically change the types of trail users on the corridor. The predominate uses will still remain mountain bikers, hikers, and horseback riders. Due the distinct separate single track trail, it is anticipated that the total number of users will increase. The new structures over the waterway will be much friendlier than the current rail bridges to many users including horses, mountain bikers, and hesitant walkers. The separated trail will also allow for a more comfortable trip without having to walk or ride along the railroad ties. It is also assumed that with the substantial investment into the trail, enhancements to the trail heads, wayfinding, and parking will encourage more users. Assuming between 100-200 trail users a day along the 30 mile corridor, the total demand for the trail could reach 50,000 annual users, around 5% of the total potential active transportation demand along the corridor.

WHO ARE THE USERS?

EXCURSION TRAINS (FRA I)

EXCURSION MOTORCAR

MOUNTAIN BIKE

HORSES

HIKING

ROAD BIKE

PEDESTRIANS OF ALL AGES AND ABILITIES

WHAT ARE THE COSTS?

IMPROVEMENT COST

13
MILLION DOLLARS

$$$$$$$$$$$$$

$8M RAIL IMPROVEMENTS

$5M TRAIL IMPROVEMENTS

WHAT ARE THE BENEFITS?

ANNUAL VISITORS

100
THOUSAND USERS

50K RAIL USERS

50K TRAIL USERS

$1.7M ANNUAL ECONOMIC BENEFIT

$350K ANNUAL MAINTENANCE

BENEFIT COST

NET ANNUAL ECONOMIC BENEFIT

1.35
MILLION DOLLARS

PAYBACK PERIOD

10
YEARS

INVESTMENT SCENARIO 2

FRA CLASS I RAIL AND PAVED PATH OFF RAIL BED

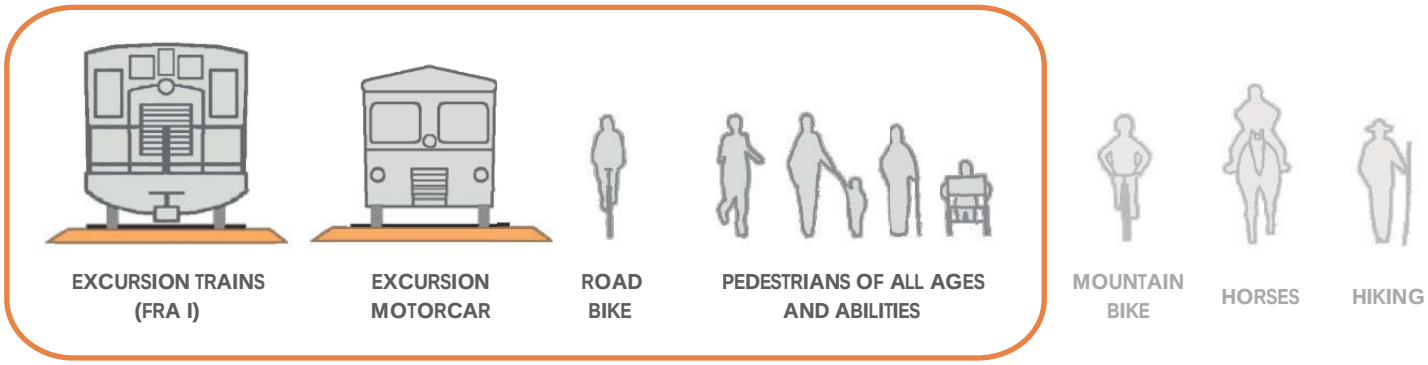
The primary goal for the corridor since it was purchased through the National Trails Act for interim trail use has been to accommodate as many different user groups as possible. One way to achieve this goal is to provide an ADA compliant paved path, or Class I bike path, parallel and separate from rail operations. As documented in the *2003 SPTC Master Plan*, an 8' to 12' wide asphalt path with decomposed granite shoulders would operate as a shared-use path and accommodate not only cyclists of all types, but pedestrians of all ages and abilities. Similar to the El Dorado Trail east of Missouri Flat Road and the Humbug Willow Creek Trail at either end of the project area, the new paved path would allow connectivity to the neighboring communities and act as a extension of the American River Parkway (ARP) bikeway.

In this investment scenario, the railroad facilities would be upgraded to accommodate the larger locomotives and passenger cars and the paved path would be built alongside it. The CPUC-required 10' clearance would have to be maintained, and separate bridges or culverts would need to be created because path users woud not be able to share the existing rail bridges. The roadway crossings would be built to meet the needs of the railroad and the paved path, which in some cases will have to be coordinated carefully in design.

Based on the case studies, the paved path has the potential to attracts hundreds of thousands more users than the natural single track trail. In the same 2035 planning horizon, the adjacent ARP is anticipated to serve over 12 million users of all types. Although the SPTC doesn't have the same diversity of users, especially those associated with the lakes and rivers, it is assumed that the connection to the ARP will encourage cyclists, runners and hikers to enjoy the rural charm and vistas along the SPTC. Over 800,000 trail users and 50,000 rail riders are anticipated along with the resulting economic expenditures and stimulus.

Although this seems like a very good solution to accommodate the largest number of users, many of the stakeholders spoke out against the loss of the natural single track trail. The terrain and overall width of the corridor significantly restrict the number of locations where the paved path and single track trail could be built on opposite sides of the rail. The existing natural trail would be lost to the construction of the wider paved path in its place. The equestrian community voiced concerns about the potential conflicts due to the corridor's sight lines combined with the high speed of some cyclists on a paved path. The mountain bike community, although able to comfortably use the paved path, looses a unique single track facility that has a high "fun factor" and adds to the recreational tourism of the region.

WHO ARE THE USERS?



WHAT ARE THE COSTS?

IMPROVEMENT COST

53 MILLION DOLLARS

$8M
RAIL IMPROVEMENTS

$$$$$$$$$$$$$$$$
$$$$$$$$$$$$$$$$
$$$$$$$$$$$$$$$$
$$$$$$$$

$45M
PATH IMPROVEMENTS

NET ANNUAL ECONOMIC BENEFIT

12.6 MILLION DOLLARS

PAYBACK PERIOD

4.2 YEARS

$400K ANNUAL MAINTENANCE

WHAT ARE THE BENEFITS?

ANNUAL VISITORS

850 THOUSAND USERS

50K
RAIL USERS

800K
PATH USERS

INVESTMENT SCENARIO 3

PAVED PATH ON RAIL BED AND NATURAL TRAIL

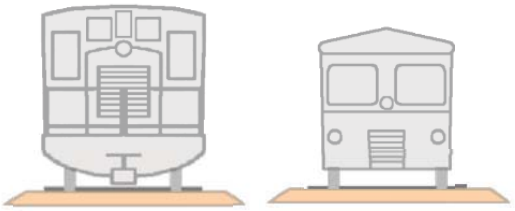
The last investment scenario assumes that the track is removed from the railbed and replaced with a paved path, leaving the existing single track trail in place where it does not overlap the railbed. The existing rail bridges would be modified by removing the rails and replacing them with a pedestrian-, horse-, and bicycle-friendly decking with appropriate railings. Roadway crossings would be upgraded to accommodate the path and trail users with appropriate safety devices. The cost to build the paved path on the railbed drops dramatically - by as much as 30 to 50 percent - compared to the cost of building it off the railbed.

Under this scenario, mountain bikers, hikers, and equestrians would retain the natural single track trail that exists today. It would allow separation of the various path and trail users and allow for varied experiences for all modes. The paved path would accommodate touring, recreational, and commuting cyclists along with joggers, families out for a walk, and the disabled community.

Horseback riders would still have the occasional encounter with a mountain biker or hiker on the natural trail, but the frequency would be dramatically lower than riding on the shoulder adjacent to the path.

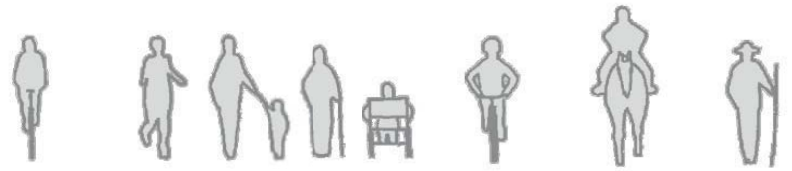
This scenario assumes that the existing SPTC JPA policy to not remove any rail from the corridor is changed, resulting in excluding excursion rail in the corridor. The rail history of the corridor could be preserved with information signage, monuments, and select areas of preservation. Similar to many of the issues along the corridor that divide the stakeholders, there are very passionate rail advocates that do not want to see the loss of any of the historic line, as well as homeowners who are adamantly opposed to an operating rail service. The investment scenario does not evaluate segmentation alternatives but rather the regional costs and benefits for accommodating various users along the entire length of the corridor.

WHO ARE THE USERS?



EXCURSION TRAINS (FRA I)

EXCURSION MOTORCAR



ROAD BIKE

PEDESTRIANS OF ALL AGES AND ABILITIES

MOUNTAIN BIKE

HORSES

HIKING

WHAT ARE THE COSTS?

IMPROVEMENT COST

18.5
MILLION DOLLARS

$$$$$$$$$$$$$$$$$$$$

$18.5M
PATH IMPROVEMENTS

NET ANNUAL ECONOMIC BENEFIT

11.9
MILLION DOLLARS

PAYBACK PERIOD

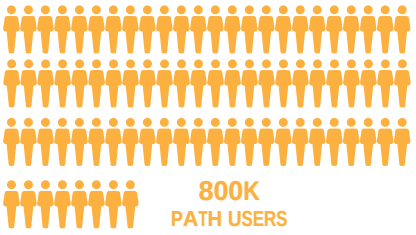
1.5
YEARS

$100K **ANNUAL MAINTENANCE**

WHAT ARE THE BENEFITS?

ANNUAL VISITORS

800
THOUSAND USERS



800K
PATH USERS

ENVIRONMENTAL IMPACTS

This section provides a brief, general, comparative environmental analysis of the three SPTC investment scenarios based on typical environmental issues. The California Environmental Quality Act (CEQA) Guidelines "initial study" checklist (CEQA Guidelines Appendix G) was used to determine the types of impacts that could occur as a result of implementation of the three scenarios. This information is preliminary and is included to provide a general comparison of the three future use scenarios.

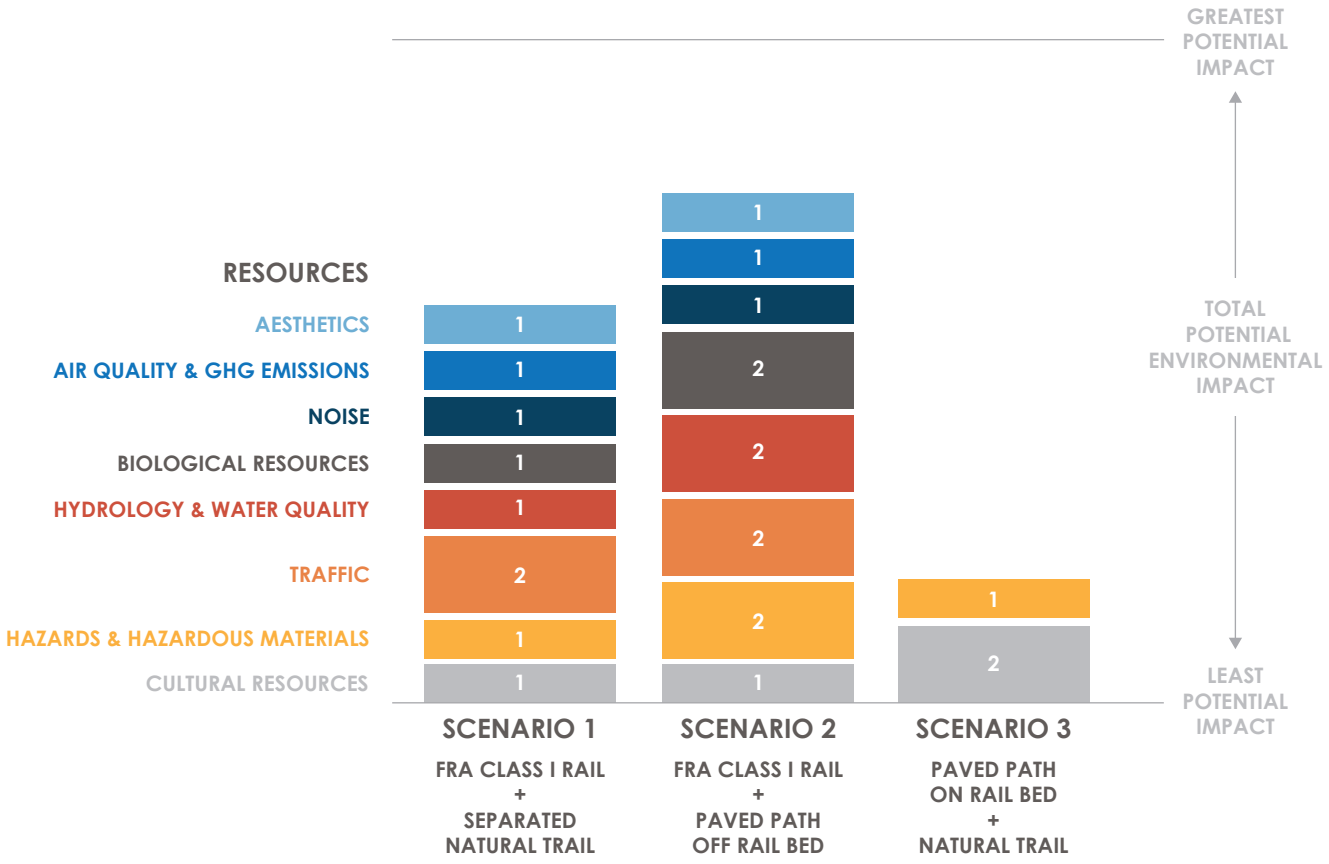
Each scenario would result in environmental impacts, which would require mitigation, as well as various permits and easements. As depicted below, there are eight environmental topic areas that would result in the most substantial differences related to level of impact, and ultimately, cost.

The scenarios are not expected to differentiate substantially for geology and soils, mineral resources, public services, and utilities and service systems. No potentially significant effects are expected in respect to land use and planning, recreation, and population, employment and housing.

For the topics discussed, each scenario is considered relative to each other. A comparative summary of the level of impact and need for mitigation and permitting is provided in the figure below. Numbers associated with the resource areas reflect the level of potential impact and need for mitigation. This rating system indicates:

- 0 - Environmentally benign
- 1 - Potential for moderate environmental impacts
- 2 - Impacts may or are likely to be significant

POTENTIAL LEVEL OF IMPACT



Under Scenario 1, an excursion train would travel down the center of the corridor with the natural trails remaining on the outskirts. Generally, minimal earth work would be needed. Locations where substantial earth work would be required would be limited to rail, bridges, and roadway crossings where they would be upgraded for both rail and trail. A natural trail would need to be created in locations where the track and trail currently share space in steep cuts and high embankments. Additional bridges or culverts would need to be added at the waterway to accommodate the parallel trail. Beyond physical impacts, the operation of excursion rail would bring noise and traffic impacts to the surrounding area. In addition to the noise created from the train engine, the use of a horn may be necessary at roadway crossing locations. Crossing locations would also require new traffic controls, impacting automobile traffic while trains are in operation.

Scenario 2 would consist of operation of an excursion train down the center of the corridor, and a paved (8-12' wide) multi-use path installed adjacent to the rail line. Environmental impacts would be comparable to Scenario 1, except for those related to biological resources, hazards and hazardous materials, and hydrology and water quality, all of which are expected to be more substantial. Compared to the natural trail, the paved path would have greater impacts on the surrounding environment due to grading, clearing, structures, and paving required to accommodate the path alignment at a minimum 10' distance from the rail line. Blasting, habitat removal, and additional parallel bridges may be necessary in physically constrained locations (such as the Tunnel Cut and outdated waterway crossings) where the rail line and paved path cannot coexist given the current physical environment.

Under Scenario 3, the track would be removed and replaced with a paved path, leaving the existing natural trails in place where they do not overlap the railbed. The existing rail bridges would be modified by removing the rails and replacing them with a pedestrian-, horse-, and bicycle-accommodating decking with appropriate railings. Roadway crossings would be upgraded to provide path and trail users with appropriate safety features. Since Scenario 3 utilizes the existing SPTC railbed, impacts to the surrounding environment are minimal compared to Scenarios 1 and 2, each of which would require a greater degree of grading, clearing, and structural retrofitting in order to accommodate the parallel uses. Under Scenario 3, the railbed would be substantially altered, and its original use would no longer be intact, which may be considered a significant cultural impact.

In El Dorado County, a Programmatic Environmental Impact Report (EIR) was completed in 2000 as part of the SPTC Master Plan. The EIR includes a Mitigation and Monitoring Report that highlights many of the potential issues with the various improvements. Project level environmental analysis will need to be completed as various improvements are proposed along the corridor. In 2015, the SPTC JPA worked with the member agencies to complete a project level environmental clearance for improvements to the natural trail.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IMPLEMENTATION

Although the study presents comprehensive data about the development of 31 miles of the SPTC, it is just the first step in planning, designing, and implementation of improvements. The various agencies, communities, and stakeholders in the region need to evaluate existing policies, regional transportation priorities, and funding opportunities to best align the corridor with a common vision. Understanding potential compromises and unintended consequences will allow planners of the corridor to present a more complete vision of the choices being offered.

CHALLENGES TO IMPLEMENTATION

There are a number of significant challenges along the corridor that should be addressed early in the design process to allow for more streamlined implementation.

The Capital Southeast Connector Project (Connector) will widen Whiterock Road at its crossing of the SPTC, transforming the rural two-lane roadway into a regional four-lane expressway. This new roadway facility will require significant engineering and discussion with the CPUC. Based on the number of lanes, speed of the roadway, and frequency of trains, the CPUC will make a determination of the appropriate intersection safety features to avoid potential conflicts with the existing SPTC and new expressway. The CPUC will determine whether an at-grade crossing with crossing arms will be adequate, or if a grade separated crossing will be required. This would require the new expressway to be depressed under or elevated over the track. It may also be necessary to provide a grade separated crossing of the Connector for trail users. The pedestrian, bicycle, and equestrian facility could be designed to either go under or over the expressway if built separately from the rail grade separation.

There are a handful of locations that may be cost-prohibitive to fully separate the trail or path from the rail. These locations include the Carson Creek Bridge, Deer Creek Bridge, and the Tunnel Cut near the Red Hawk Casino. It will be imperative to discuss these select locations where the trail or path encroaches within the 10' clearance envelope during project development. The CPUC will need to evaluate each location individually and rule on whether a variance can be made. It is in the best interest of any project to minimize or eliminate any possible encroachment to increase the certainty that a project will be approved and implemented.

POTENTIAL FUNDING SOURCES

As with most transportation project funding, certain types of funding can only be used for specific modes. The development of the SPTC will follow this trend, needing to seek independent funding sources for rail, path, or trail.

Rail

Railroad operators will receive a majority of their funding through charitable donations, in-kind services, or volunteer service. The railroads have two distinct advantages when seeking to improve the corridor. The rails are nearly continuous and in good working order, so a majority of their work can be done segmentally as donations become available. This incremental approach has been seen in both the expansion of operations to the east out of Folsom for the P&SVRR and the EDWRR near El Dorado and Shingle Springs. Secondly, the railroads have been successful in leveraging their volunteers to complete track, crossing, and rolling stock upgrades significantly below market value. As long as there is a donor base and local volunteers, the railroads should be able to incrementally increase their operations year to year. It would benefit all of the partners along the corridor if both railroads complete a detailed business plan that outlines projected revenues for each subsequent year of operation, corridor improvement costs, anticipated time of completion, operation and maintenance costs, and details on how the implementation challenges discussed earlier may affect their operations.

Path

The paved path has the most potential to receive regional funding as it aligns with funding priorities for reducing greenhouse gas emissions and replacing vehicular trips. There are two main Federal and State funding sources

that have been used to pay for bicycle or shared-use paths, including the Congestion Mitigation and Air Quality Improvement (CMAQ) Program and the Active Transportation Program (ATP). Based on the relative cost of the path scenarios, multiple funding sources will need to be compiled over many years to complete a path along a significant portion of the corridor. However, the recent success of the Coachella Valley Path with its award of $10.9 million in ATP funding indicates that an ATP grant application to provide a paved path in a large section of the SPTC could also be successful. The portions of the El Dorado Trail to the east of Missouri Flat is a local example of how local dollars can be used to leverage these State funding sources. In addition, in 2015 El Dorado County received CMAQ funding for environmental review and design of the path between the communities of Diamond Springs and El Dorado.

Trail

Recreational trails, like the single track natural trail along the SPTC, have a difficult time finding dedicated funding sources on the magnitude needed to fully separate the trail from the railbed. The natural trail is likely eligible for Active Transportation Program (ATP) funding, but may have a difficult time competing statewide with projects that increase the proportion of walking and bicycling trips among commuters and students who would otherwise use motorized modes of transportation.

Another funding source for the natural trail is the Recreational Trails Program (RTP), an assistance program of the Federal Highway Administration (FHWA) to develop and maintain recreational trails and trail-related facilities. RTP funding can be used to maintain and restore existing trails, develop or rehabilitate trailside facilities, purchase or lease trail construction or maintenance equipment, construct new trails, acquire easements or property for trails, and assess trail conditions for accessibility and maintenance. The program is administered in California by the Department of Parks and Recreation, with a total statewide allocation of approximately $3.8 million in 2015.

Case Study: Coachella Valley Path

Another example in the State is the Coachella Valley path (CV Link Project) in Riverside County. The CV Link is a proposed 52-mile bicycle, pedestrian, and low-speed electric vehicle trail connecting the Palm Springs, Cathedral City, Rancho Mirage, Palm Desert, Indian Wells, Indio, and Coachella communities in the Coachella Valley. The proposed trail, which recently completed a master planning process, will cost approximately $100 million for construction. Currently, the Coachella Valley Association of Governments (CVAG) has secured $75.9 million in funding for the project through a variety of funding sources:

CVAG Transportation Fund	$20M
South Coast AQMD	$17.4M
Federal CMAQ	$12.6M
California ATP	$10.9M
Desert Healthcare District	$10M
California STIP	$2M
California Strategic Growth Council	$1M
Riverside County Parks	$0.75M
Cathedral City Bicycle Transportation Account	$0.75M
Caltrans Environmental Justice Grant	$0.29M

Funds from the California Active Transportation Program, awarded in 2014, was the single largest award for a project in the state.

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GLOSSARY

Active Transportation – Non-automotive forms of transportation that includes walking, bicycling, and using transit for commuting or recreational purposes. In rural environments, active transportation can also include equestrian use.

ADA (Americans with Disabilities Act) – A Federal law that prohibits discrimination against people with disabilities in employment, transportation, public accommodation, communications, and governmental activities.

At-grade Crossing - A crossing of two or more transportation facilities (specifically roadways, trails, or railroad tracks) at the same elevation.

Ballast – Crushed rock that supports railroad tracks.

Cantilevered Pathway (or Walkway) – A walkway for pedestrians, bicyclists, or equestrians that is built on the side of an existing bridge, specifically by cantilevering the path off of the existing bridge deck.

Class I Bike Path – A paved path for bicyclists that is physically separated from automobile traffic.

Clearance Envelope – The distance from the centerline of railroad tracks that all other facilities must be offset to meet the requirements of the California Public Utilities Commission if diesel locomotives are in operation.

CPUC (California Public Utilities Commission) – The CPUC is a public entity that regulates privately owned electric, natural gas, telecommunications, water, railroad, rail transit, and passenger transportation companies.

Culvert – A pipe or other structure that drains water under a road, trail, or railroad track.

EDCTC (El Dorado County Transportation Commission) – EDCTC is the Regional Transportation Planning Agency for El Dorado County. It is responsible for the planning and programming of transportation projects on the western slope of El Dorado County, excluding those areas within the Tahoe Regional Planning Agency boundaries.

EDWRR (El Dorado Western Railroad) – A non-profit excursion train operating out of Shingle Springs in El Dorado County.

Excursion Motorcar – A small rail car that is typically used to inspect or repair railroad track, but is retrofitted to accommodate a small number of recreational passengers. Trips on an excursion motorcar are typically operated for the benefit, use, education, and enjoyment of the general public.

Excursion Train – A large, recreational locomotive that is operated primarily for the benefit, use, education, and enjoyment of the general public.

FEDSHRA (Folsom, El Dorado, and Sacramento Historical Railroad Association) – A non-profit organization with the goal of educating the general public by preserving and maintaining railroad history in the greater Sacramento region.

FRA Class I Safety Standards – The minimum requirements of the Federal Railroad Administration for the safe operation and maintenance of excursion trains and railroad track.

Friends of El Dorado Trails – Originally known as "Trails Now", the Friends of El Dorado Trails is a group of local trail supporters who work cooperatively with the City of Placerville and El Dorado County to advocate, publicize, and strategize on behalf of the El Dorado Trail.

Folsom Plan Area – Approximately 3,500 acres of land south of Highway 50 identified for urban land uses that will expand Folsom's city limits by 25% over the next 20 to 30 years.

Grade-Separated Crossing – A crossing of two or more transportation facilities (specifically roadways, trails, or railroad tracks) at different elevations, typically with a bridge or tunnel.

Grading – To improve a section of the corridor by removing or adding dirt and rocks to accommodate a desired use.

Hard Goods – A product that is not consumed or quickly disposed of and can be used for several years (i.e. bikes, bike supplies, footwear, and clothing).

High Visibility Crosswalk – A crosswalk that exceeds conventional parallel lines with a high visibility pattern such as a "ladder", "zebra", or diagonal markings.

Interim Trail Use - Use of a railbanked corridor for trail use, subject to possible future reconstruction and reactivation of the right-of-way for rail service.

Intersection Control – The means by which automobile, train, and pedestrian activity at roadway or railroad intersections is controlled (i.e. with yield signs, stop signs, traffic signals, pavement markings, crossing arms, etc.).

Meta-Analysis - A statistical method for contrasting and combining results from different studies in the hope of identifying patterns among study results, sources of disagreement among those results, or other interesting relationships that may come to light in the context of multiple studies.

National Trails Act – An act of Congress to create a series of National Trails that "promote the preservation of, public access to, travel within, and enjoyment and appreciation of the open-air, outdoor areas and historic resources of the Nation."

Natural Trail – An unpaved dirt path that is typically used by hikers, mountain bikers, and equestrians.

Non-motorized Trail – A trail where motorized vehicles, including but not limited to trucks, all-terrain vehicles, motocross bicycles, or motor-assisted bicycles are prohibited.

P&SVRR (Placerville & Sacramento Valley Railroad) – A non-profit, excursion train operating out of Hampton Station in Folsom.

Push-Pull Operations – A train that has a locomotive engine on one end of the train only that either "pushes" and "pulls" the train depending on which direction it is heading on the tracks.

Railbanking – Railbanking is a method by which railroad corridors that would otherwise be abandoned can be preserved for future rail use through interim conversion to a trail. Established in 1983 as an amendment to Section 8(d) of the National Trails System Act, the railbanking statute allows a railroad to remove all of its equipment, with the exception of bridges, tunnels and culverts, from a corridor and to turn the corridor over to any qualified private organization or public agency that has agreed to maintain it for future rail use. This property transfer precludes abandonment.

Railbed – The material underneath the existing railroad track, specifically ballast or other compacted material.

Railroad Tie – The rectangular support for rails, typically composed of wood, that transfer load from the railroad tracks to the ballast.

Rails-to-Trails – A railroad corridor that has been converted into a public pathway.

Rails-with-Trails – A public pathway that runs parallel to active rail lines.

Right-of-Way – Property lines; limits of property.

Rolling Stock – Vehicles such as motorcars, trains, or speeder cars that operate on railroad tracks.

RRFB (Rapid Rectangular Flashing Beacon) – A user activated LED light system that flashes in an irregular pattern to alert motorists of a pedestrian or bicyclist.

RUFA (Reciprocal Use and Funding Agreement) – An agreement between the member agencies of the Sacramento Placerville Transportation Corridor Joint Powers Authority that establishes the rights and responsibilities of the member agencies with respect to the acquisition, ownership, use, operation, improvement, maintenance, and eventual disposition of the Sacramento Placerville Transportation Corridor.

Shared-Use Path – A paved path with dirt shoulders that is typically used by road bicyclists and pedestrians of all ages and abilities.

Sight Line – The unobstructed line of sight between an observer (i.e. a motorist, pedestrian, bicyclist, equestrian, railroad engineer, etc.) and a potential hazard. Maintaining appropriate and safe sight lines must be considered with each of the investment scenarios, and are different depending on the design standards for each use.

GLOSSARY (CONTINUED)

Signalized Control – Use of traffic signals to control railroad and roadway crossings.

Single Track or Singletrack – A narrow natural trail that is only wide enough to accommodate a single hiker, mountain biker, or equestrian at a time.

Sketch Planning Method – A tool used to produce general order-of-magnitude estimates on transportation and land use demands and impacts. These tools are generally easier to implement and more cost effective than planning tools requiring in-depth engineering analysis or complex travel models.

Soft Goods – Consumer products with a short lifespan. For the purpose of this study, soft goods are considered consumable products such as snacks, beverages, and meals that are purchased in conjunction with corridor use.

Speeder Car - A small rail car that is used to inspect or repair railroad track, but can also accommodate a small number of recreational passengers for railroad excursion trips.

SPTC (Sacramento Placerville Transportation Corridor) – The historic railroad alignment of Southern Pacific Railway Corporation running from Sacramento to Placerville that has since been purchased under Section 8(d) of the National Trails System Act (often called the "Railbanking Act" or "Rails-to-Trails Act").

SPTC-JPA (Sacramento Placerville Transportation Corridor Joint Powers Authority) – A public entity consisting of El Dorado County, Sacramento County, the City of Folsom, and Regional Transit that was formed in 1991 to oversee the purchase and preservation of the Sacramento Placerville Transportation Corridor.

Transient Occupancy Tax – A tax that is charged in California for short-term stays in hotels and motels.

Wayfinding – Signs or maps that convey destinations and directions to users of the corridor.

Whistle Stop – A small railroad station between larger train stations where trains stop only on a signal, or "whistle".

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RELEVANT DOCUMENTS

East Bidwell Streetscape Master Plan

El Dorado County General Plan

El Dorado County Parks and Trails Master Plan

Folsom Bikeway Master Plan

Market/Operational Feasibility Study of Proposed Tourist Rail Excursion Service

Mitigation Monitoring Program for the Sacramento-Placerville Transportation Corridor Master Plan

Program Environmental Impact Report for the Sacramento Placerville Transportation Corridor Master Plan

Sacramento County Bicycle Master Plan

Sacramento Placerville Rail Corridor Inspection & Inventory Services (MP 111.0 to 137.0)

Sacramento Placerville Transportation Corridor Joint Powers Authority Reciprocal Use and Funding Agreement

Sacramento Placerville Transportation Corridor Master Plan (2003)

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APPENDIX

Sacramento Placerville Transportation Corridor Alternatives Analysis

Draft Alternatives Analysis Public Comments

The Draft Sacramento Placerville Transportation Corridor Alternatives Analysis was released to the public on June 15, 2015. The public was invited to submit feedback during a one-month comment period following the release of the draft document. The project team received 29 comments during the comment period.

Comment Received July 14, 2015 [redacted]

Attached are my comments. I would like to commend and thank the team for all of the hard work that was put into the development of this project.

Comments on SPTC Draft Alternatives Analysis

[redacted]

July 2015

General Comments:

There is no mention of what the relevant planning documents of the two counties and the City of Folsom have to say about uses of the corridor. I believe that any uses will have to be consistent with the planning documents. It should also be noted that El Dorado County and Sacramento County planning documents have called for a connecting trail in the corridor since at least 1989.

There is no mention of the survey of El Dorado County residents that discusses what the residents of the county would like to occur in the corridor. It should be noted that 75% of the residents wanted a trail that connects to the American River Pkwy. This survey was conducted by the contractor for the development of the 2003 SPTC Master Plan for El Dorado County. It is available from the El Dorado County Transportation Commission. The desires of the residents should be an important part of the analysis on a par with the economic and health benefits.

There is no discussion about the study performed for the City of Folsom to help it determine the possibility of having the PSVRR Excursion train in the city and why the city decided not to have the train doing excursions in the developed portion of the city (north of Hwy 50).

Specific Comments:

Page 15 – El Dorado County documents and individual comments indicate that portions of the corridor were used as a trail upon Southern Pacific ending its operations. This is well before the mid-1990s mentioned in the analysis.

Page 16 – The timeline at the bottom of the page shows the formation of the two railroad groups but does not mention the formation of Friends of El Dorado Trail (original name was Trails Now and founded in 1993). Also, by Board of Supervisor action, El Dorado County started opening the corridor for trail use west of Missouri Flat Rd in 2004.

Page 16 - The JPA was formed for two purposes. Acquisition of the corridor and development of the RUFA. (By state law, a JPA must state it purposes(s) in its originating document)

Page 17 – There is a discussion about El Dorado County's request to remove some rails in 2011. A statement is made that "member agencies have affirmed their goal of accommodating all users…" I am not aware of any of the four agencies having adopted such a "goal". The JPA, to my knowledge after reviewing all its relevant documents, does not have any adopted policies or goals with regard to corridor use. I would suggest dropping the three paragraphs discussing this issue.

Page 19 – Under excursion rail there is a discussion about the need for some type of facility that will be needed to move the locomotive to the front at the end of each leg. It is not readily shown where this cost is included. Costs for road crossings and bridges are mentioned but not for this facility.

Page 38 – The Sierra Dinner Train states that each trip generates $13,500 to $26,700 per trip. Is this gross or net to the company or economic activity in the community?

Page 42 – The study makes the assumption that the two Excursions trains will achieve a combined ridership of approximately 50,000. This is nearly a 10 fold increase in current use which is beyond improbable given the constraints of the El Dorado County SPTC Master Plan (page 24 limits train runs to only twice a day, only in daylight hours and no operation on weekdays) and the comments on the PSVRR operation viability as stated in the Poimiroo & Partners study (Referenced on page 45).

Page 43 – Discussion on the Natural Trail (Single Track) insinuates that the trail is only used by mountain bikes. Pedestrian use is very common in all segments of the corridor and equestrian use can be found on most segments.

Page 45 – The study states that the two train non-profits have made repairs and improvements that "has enabled a greater use of the corridor for all types of users". This is not a true statement. In fact, both groups have done significant damage to the trail that impedes use by all types of users.

Page 54 – It is stated on this page that the P&SVRR excursion ridership is about 7,000 per year. This is not consistent with the statement on Page 21 (5,000 in 2014). P&SVRR statements made to the El Dorado County Supervisors prior to 2014 indicate considerable less than 5,000.

Page 56 – This scenario assumes an excursion train ridership of 50,000 per year. This is not a realistic number as indicated in the comments for page 42.

Page 63 – There is a discussion about the Capital Southeast Connector Project (Connector) and its impact on SPTC corridor uses. This is a potentially significant cost issue that is <u>not</u> discussed in the Cost Estimates Section. In light of the fact that this could be the most significant cost of a rail operation and it

could involve a multi-million dollar amount of public funds, this must be explored in depth. **What would be the cost of a non-grade separation and who would be expected to provide the funds.**

Comment received July 14, 2015 [redacted]

I have read thru the doc and i would like to see a breakdown for each segment of the corridor. I would think that this would give a more accurate break down of estimated costs and profits of use by each section. I would believe that different sections could be used for different uses. Say the higher population areas could be the class 1 trail but the less populated area could be used as a mt bike trail-rail corridor.

[redacted]

Comment received July 14, 2015 [redacted]

To Whom it May concern,
Our family has lived in the Latrobe area since the 1800's. We border miles of the tracks and roadways. Since the trail group formed the amount of trash and trespassing has become over the top and unbearable. The trail activist feel entitled and will claim they don't encourage off trail "trespassing" hiking yet take pictures and post where they would have had to trespass to get. We post signs as we are supposed to and they rip them down. The throw limbs and debris on and over our fences. On a weekly basis I come into contact with people/young adults that are smoking on the trails. There is no plan in place for reinforcement if fires and or crimes take place. At deer creek we run people out who think that they are free to fish and swim in the water because it is close to the trails. No one is addressing the issue of drowning there, who is at fault if some of these young kids drown, EID, The Trails, or the landowner? The group that continues to encourage people to use the trails without proper safeguards in place should be locked up. Now houses that used to have a private backyard have a road in the front and a trail where people can sneak up in the back, do they have no rights to privacy?. How come people have lost respect for what is right instead of actually just stopping over the top of hardworking people. We have kept the ground for years and continue to keep it rural. We don't go to others property and expect to walk around. The trails is nothing but a taking and all it will take is one good attorney to get their hands on the files and the people involved stand to loss a lot. County tax dollars are being wasted on such a project. Lets fix the roads and quit wasting money on something that only benefits a small percentage of the population that actually use it. We have 15 million acres of BLM ground that can be utilized for such activities.
[redacted]

Comment received July 13, 2015 [redacted]

Wow, where do I begin. I guess my first comment is why are we talking about spending more taxpayers dollars on a trail system that not only is going to cost millions of dollars to construct but will obligate the taxpayers to pay for the maintenance of it forever. We still have not recovered from the economic

downturn. Thousands of people are still unemployed, going into bankruptcy and we are seeing an increase in folks coming to the food bank of about 35%. The PSVRR operates on ticket sales, donations and lots of dedicated volunteer labor. Unlike the Federal Government they have no debt. They have proven over the years that they are serious and dedicated to preserving this historical railroad but it must be done in a slow methodical manner. I would like to see the trails group come up with the volunteers and the money (not one cent of taxpayer money) to start creating a trail alongside the rails. This would be a test to see how dedicated they are. Projects like RAILS AND TRAILS always have to start off small and eventually over time they grow. This report sounds like you want to jump right in and start spending money immediately. My suggestion would be to put this report in a filing cabinet and take NO action on it for the time being. Revisit it sometime later in the future. Let the rails people continue to expand their operation and improve the rail corridor. They have made tremendous progress with limited resources and are really the experts. You guys are not the experts when it comes to maintaining and running an excursion railroad. Let the trails people get organized and hopefully work with the rails people to start to build the basic infrastructure of a trail system and sometime in the future we WILL end up with a world class RAILS AND TRAILS system that EVERYONE can enjoy. [redacted]

Comment received July 14, 2015 [redacted]

Comments for SPTC study:

Page 11 – paragraph 4:

- "Other" volunteer groups are actually Trail volunteer groups. Not sure why they are referred to as "other." They are an integral part of the volunteer efforts on the SPTC.
- Their vision also includes:
    - Bringing Health Benefits to region
    - Building an Alternative Transportation Corridor and connecting our communities
    - Interpretive signs to share the history, biology and wildlife along the corridor.
- Paragraph 6 – what is a "formalized" natural trail? Though the dirt trail has been open and used for decades, the El Dorado County Board of Supervisors "formally" recognized the trail is open on October 1rst, 2013, agenda item #22. Perhaps "improved" dirt trail may be a more accurate description.

Page 17 – paragraph 6:

- It is stated "The member agencies have affirmed their goal of accommodating all users, including rail, on the corridor by having policies not to remove any rail." Can you please reference the document that states said goals? This sounds like an opinion rather than an action the SPTC-JPA board has taken. It was never the purpose of the SPTC-JPA to set goals for the agencies.
- How is the statement "In recent years, El Dorado County Board of Supervisors has approved monthly trips for the P&SVRR "Latrobe Breakfast Special" relevant to the SPTC-JPA subject? Seems like you should have a separate page for everything the EDC BOS has approved on the SPTC if you are going to include this comment.

- Missing from the timeline at the bottom is the formation of the non-profit "Trails Now Foundation of El Dorado County, Inc" also known as Friends of El Dorado Trail, formed in 1993. In the late 1980's, a group of citizens inquired if the county and city were planning to

purchase the old Michigan Cal line. When it was discovered they were not, the citizen group organized and was the catalyst for purchasing the right of way for trails. Following in their footsteps, with Trails Now supporting them, the county then pursued the SPTC. Trails Now has been involved in clean up projects on the SPTC as well as maintenance to keep the dirt trail open from the beginning.

Page 21 states:

- "P&SVRR was selected by the SPTC-JPA as the primary passenger rail operator within the corridor." Does this mean El Dorado Western is a secondary operator? Can you please reference the document that acknowledges this primary operator status.

Pages 35 & 37:

- Under Activity Type – how can N/A constitute 9% of the use?

Page 38:

- Is the Sierra Dinner Train a completely volunteer run business, or are there paid employees?
- What is the amount of liability insurance coverage for this train and how much does it cost? If this information is not available, what have the current insurers of the two train groups indicated the insurance policy amounts and costs would be for full size trains on the SPTC?

Page 42 & 43:

- Is the assumed distribution of riders and direct spending between the two railroads expected to be 50/50? Or will one take the lions share? How would one railroad operation fair as compared to two?

Page 64:

- The CCCs and Americorp are also low cost trail builders, available with proper planning.

Comment received July 14, 2015 [redacted]

Hello:

My name is Jack Sweeney (James R. Sweeney)! I am a Licensed Land Surveyor (LS 3864 December 1971) and was a member of the El Dorado County Board of Supervisors 1985-1992 & Aug 2003-2012.

I do not have a lot of time today to respond to your request for information by Wed July 15, 2015 (tomorrow); I just found out and want you to know a few things. I was the singular member of the Board of Supervisors that fought with Southern Pacific so that we could keep the corridor for multi-use. The Board at the time supported my efforts but I did most of the heavy lifting along with one member of the County Counsel staff and a hired attorney. WE WON; we beat SP twice at the ICC and once in the Ninth Circuit Court!

My input is simple! There must be use by trains, hikers, cyclists, horseback riders and any other use we can create. Everybody shares the total corridor! The arguments to date have kept the rail users off the corridor and this is a violation of the purpose of the "EASEMENT" as set forth in well over half of the deeds that created the corridor. That granting clause of some of those deeds is cited in a letter that I provided to the Parks and Recreation Commission and which I will forward to you.

My position is simple: If this cannot be a shared multi-use corridor and the rail users cannot get back to using the rails, I will work to invoke the true purpose as set forth in the various deeds! Such meaning was clearly established by the Brandt Case at the US Supreme Court as being an easement, which when no longer used for its stated purpose, is abandoned!

I am surprised that a consultant in such a project would not have contacted the person that was the originator of the idea to obtain the corridor for public purposes.

[redacted]

Additional information:

James R. "Jack" Sweeney

Land Surveyor - Land Use Consultant- Problem Solutions

P.O. Box 409

Diamond Springs, CA 95619

Tel 530-622-5653 Cell 530-295-1975

e-mail jamessweeney@comcast.net

June 17, 2015

County of El Dorado

Parks and Recreation Commission

330 Fair Lane, Bldg A

Placerville, CA 95667

Re: June 18, 2015 Agenda

Discussion Item El Dorado Trails Project

Legistar # 15-0784

Members of the Commission:

Too often in this world people, that are elected or selected to do the bidding of those they represent, are placed in a position of reliance on information that is not well researched! That is the case before you regarding any further removal of rails and ties from the SPTC corridor. You will be told by staff and county attorneys the County can tear out the rails and ties and replace them with a trail and still have the rights to the corridor; WRONG!

A grant of a use is only an easement for the purpose set forth in the grant! If the use defined by that purpose is not continued, it is abandonment! Not using the corridor for rail traffic very well may be abandonment; certainly, removal of the rails and ties would be abandonment. Perhaps, the very form of title dictates that we allow the rail use to continue and the trail use to be a side benefit.

In Brandt v US; US Supreme Court Case # 12-1173 at the bottom of page 5 of the opinion is the following: "Most relevant in this case, the patent concludes by stating that the land was granted 'subject to those rights for railroad purposes as have been granted …'". In the middle of page 10, the Court explains, with citations, all about easements and their abandonment. At the middle of page 11 is the following: "The essential features of easements—including, most important here, what happens when they cease to be used—are well settled as a matter of property law. An easement is a "nonpossessory right to enter and use land in the possession of another and obligates the possessor not to interfere with the uses authorized by the easement." Restatement (Third) of Property: Servitudes §1.2(1) (1998). "Unlike most possessory estates, easements . . . may be unilaterally terminated by abandonment, leaving the servient owner with a possessory estate unencumbered by the servitude." Id., §1.2, Comment d; id., §7.4, Comments a, f. In other words, if the beneficiary of the easement abandons it, the easement disappears, and the landowner resumes his full and unencumbered interest in the land."

So, if you do not disbelieve me, I am attaching a link to the case documentation. It is interesting reading, both legally and historically. http://www.supremecourt.gov/opinions/13pdf/12-1173_nlio.pdf

Following is my quote from three recorded documents that provided a portion of the corridor for railroad use. Nearly two thirds of the corridor between Missouri Flat Road and the first crossing of Forni Road were obtained by grants set forth in Book 33 at Pages 628, 630, & 633. The granting portion reads as follows: "Witnessth: That the said party of the first part [the property owner] in consideration of the benefis to be derived by her in construction of a Railroad, over the lands hereinafter described and of the sum of One Dollar to her in hand paid, the receipt whereof is hereby acknowledged, does by these presents grant, bargain, sell, and convey to the said parties of the second part,[the railroad enablers]their successors and assigns, forever for the construction and operation of a railroad thereon all her right title and interest in and to the described lands [the corridor].

The only other language was a reversionary clause if not constructed by June 1888

I am attaching my letter to the Board of Supervisors dated 3-16-14 and my response to their item #2 of 3-28-11 for further information. I have tried to keep our County aware of the law but no one ever seems to want to discuss this matter to arrive at the truth or a solution!

James R. "Jack" Sweeney

Land Surveyor - Land Use Consultant- Problem Solutions

P.O. Box 409

Diamond Springs, CA 95619

Tel 530-622-5653 Cell 530-295-1975

e-mail jamessweeney@comcast.net

March 16, 2014

Board of Supervisors

County of El Dorado

330 Fair Lane

Placerville, CA 95667

Re: Southern Pacific Railroad Corridor

Chair Santiago and Members:

On March 10, 2014 the Supreme Court of the United States of America in the case numbered 12-1173 and entitled MARVIN M. BRANDT REVOCABLE TRUST, ET AL. PETITIONERS v. UNITED STATES ON WRIT OF CERTIORARI TO THE UNITED STATES COURT OF APPEALS FOR THE TENTH CIRCUIT determined, on an eight to one vote, that the Rails to Trails Act **DID NOT** take precedent over private property rights.

In the subject case a parcel was patented to Brandt by the U.S. government subject to the Railroads rights. The patent was mute as to what happened if the railroad relinquished those rights. The U.S. Supreme Court determined that the Railroad Right of Way did in fact revert to the holder of the underlying fee title.

I am pleased that the U.S. Supreme Court has upheld my position on this matter which I first made public in 1987. By letter dated March 23, 1987, which was presented to Southern Pacific (SP), I stated

that SP should attribute no value to the fee title underlying their easement as it was reversionary. Also by letter dated January 19, 1993 to BOS Chairman Wm.N. Center I stated that the corridor was no longer a railroad right-ofway and that it should have triggered a property tax bill to SP.

As many members of the Board of Supervisors, past and present, will acknowledge, I have stated many times in public that if you do not allow the use as a railroad to continue, and/or you take up the rails and ties, the right-of-way will revert to the holders of the underlying fee. By an eight to one vote of the U.S. Supreme Court I am correct!

So you do not disbelieve me, I am attaching a link to the case documentation. It is interesting reading, both legally and historically. http://www.supremecourt.gov/opinions/13pdf/12-1173_nlio.pdf

Respectfully,

Jack

James R. Sweeney

ITEM # 2

RESPONSE TO PROPOSAL TO REMOVE RAIL

Board of Supervisors

March 28, 2011

James R. "Jack" Sweeney

Supervisor District 3

People often make allegations without doing their homework! Politicians often react to such allegations without verification of the alleged facts. However, we are a nation that abides by its rules, laws, and agreements.

If this County determines to change the purpose of the SPRR corridor by removing the rails, it will need to work with its JPA partners to revise the agreements on which the corridor purchase was based. Those agreements are based on a continuing use of the rail throughout the corridor. Some of the more important portions of those agreements are set forth in the EASEMENT AGREEMENT recorded in Book 4834 at page 712 Official Records of the County of El Dorado.

Item 2 of that document cautions in part: "… the parties hereto further acknowledge that some portions of the RAIL CORRIDOR may be subject to reversionary rights …". This is derived from a warning in the title report that this is not the same type of granting from which most other railroads obtained their right-of-ways. This corridor is unique in that most of its title is conveyed with a preamble that specifies that it is "for railroad use". Therefore, removal of the rails and ties would cause those properties to revert to the adjacent owners.

Item 5 of the EASEMENT AGREEMENT is as follows:" Restrictions on Transfers and Encumbrances . Except as provided in Section 7 of the RECIPROCAL USE AGREEMENT, GRANTEE shall not sell, transfer, convey, alienate, encumber, hypothecate, pledge or otherwise dispose of any interest in the PROPERTY". Therefore, the rails and ties are not the County's to dispose of without the consent of the JPA!

What is intertwined throughout all of the railroad purchase and use documents is the preservation of and use of the rail in place and other uses compatibly placed within the corridor. No one has an exclusive use; the use is multi-purpose!

SOME HISTORY

This County has moved on a steady course to support trail users and rail users since the end of freight service by rail in our County. The first abandonment was by the Michigan California Lumber Company of the Camino, Placerville, and Lake Tahoe Railroad right-of-way in or about 1986. That abandonment was supported by our Board of Supervisors as a way to decrease the burden on Mich-Cal in the hope that it could survive the decline of timber availability caused by the USFS decrease in available timber sales.

Unfortunately, the loss of the Mich-Cal lumber transport business and an already declining fruit transport business caused the Southern Pacific to petition for abandonment of the Placerville Branch.

Our Board immediately worked to obtain the CPLT R/W as an opportunity to provide trails in the area.

On April 25,1989 we authorized the purchase of the CPLT RR! On September 13, 1989 we consummated an agreement with the City of Placerville for the joint use of The El Dorado Trail!

When SP started their abandonment process, we tried every which way to block that effort. We could not stop SP but obtained the right to purchase the R/W through the Railbanking process.

Since I personally carried the effort at obtaining my Board's backing for the purchases and the planning on this effort I can assure all that the SPRR was always deemed a multi use facility.

As a partial success story from the SP R/W purchase we opened the award winning section from Missouri flat Road to Forni Road in 2009.

To date, from Missouri Flat Road to Camino, approximately 10.5 miles of trails, we have spent approximately $6.9 million on trails! (see attached funding summary)

Therefore people that say we have done nothing for trails are very quick to forget!

If we treated the Rail users the same as the trail users and subtract the SPRR R/W purchase price of $2.7 million from the amount spent on trails of $6.9 million, we could spend $4.2 million on rails and have a fine excursion train up and running. BUT, we tell the rail people that whatever they want they must pay for from their pockets. And if they had not been doing the maintenance that the County has been ignoring, a lot of the roadbed would have been lost.

On July 17, 2007 per item # 46 (**07-1251) A motion was made by Supervisor Sweeney, seconded by Supervisor Santiago to approve, generally, the format of the Request for Proposal with the addition of an**

opening statement that it is El Dorado County's opinion that the primary usage is for trails with track usage to help to pay for said trails; and to refer this matter to the Sacramento-Placerville Transportation Corridor Joint Powers Authority Board.

Yes: 4 - Dupray, Sweeney, Briggs and Santiago

Absent: 1 - Baumann

The basic requirements of that proposal are in the attachment*:* Sacramento-Placerville Transportation Corrridor JPA.pdf.

Following that approval by the County, the JPA has a draft agreement for excursion use in place. It is near to being acceptable by the parties and subsequently submitted to this Board for acceptance. If this Board approves the proposal before us today, what do we do with the proposed agreement?

Removing any more rail from this line would destroy forever a very important part of our history. Let's leave the rails in place and plan for joint use TOGETHER.

Thank you all.

Comment received July 11, 2015 [redacted]

Dear Ms. Zanze,

First and foremost, this study was well done and easy to view! For that, I am grateful. I am an equestrian, hiker, biker and railroad fan - so naturally, this project is important to me.

I am a member and volunteer of P&SVRR, Backcountry Horsemen, Rails to Trails, American River Volunteer Equestrian Patrol, and National Association of Trail Riders Conference. Having ridden the rails up to the Lime Gap (stunning views), biked the paved path from Diamond Springs to Placerville and ridden horses and bikes and hiked all over the American River Parkway, Lake Natomas and Folsom Lake area - I can say that each of these modes of transportation and recreation are important to myself and many others. We have shared the multi-use trials with good cooperation and safety.

Having participated in several volunteer groups, my observation has been that we work hard, both on the railroad line, natural trail, etc. to maintain and foster good relations with other users as well as other public and residents. Much of the labor needed to improve these trails and the railroad track can be done with volunteer labor along with donations for materials. I involve youth in these activities as often as possible. They learn to give their time and labor for community benefit, learn to use their hands, tools, etc. while learning the local history our elder volunteers share with them.

The expansion and improvements to this corridor are an incredible opportunity for the residents, other users, local communities and businesses in both El Dorado County and the City of Folsom. I dream of wine train excursions, picnic rides on bike and horseback etc. The rich history of this stretch of local

railroad has had an amazing impact on my teenage son, his friends and our relatives, as well as other families who cherish it. We were fortunate to ride the Latrobe Breakfast Special trainride with the elderly Ms. Cothrin, who narrated the history of the train station and service from Latrobe to Folsom that she grew up with. My then 13 year old son was riveted to her narrative of local history and lore (I wish that I could capture his attention so well!.) This fulfilled a bucketlist wish of mine, as I have driven from Folsom through Latrobe for over 40 years and always wanted to ride the rails in this area!

The negative impact to residents along the corridor would be, in my opinion minimal. The train is slow (7 miles per hour), and pretty quiet. Nothing like a heavy, long freight train pulling up a steep grade at high speeds. It offers riders, young and old, who would not or could not bike or hike a paved OR natural trail, an opportunity to see and visit this beautiful area.

I feel the natural trail should remain for equestrians, mountain bikers and hikers. In Folsom, there are rubber pavers on the bike crossings over the railbed that enable cyclists, horses, hikers, and even wheelchairs to cross safely and easily. This is one solution that would be relatively inexpensive enabling the crossings over Carson and Deer Creeks and through the cuts while funds are raised for other improvements. The train need not be sacrificed, and indeed adds incredible opportunities for revenue from tourism in El Dorado County. We have the rare opportunity of having rail excursion service in this area, that other tourist destinations cannot boast of. The rail line is as important historically as the gold rush itself. (The website at psvrr.org has a concise account of the history.)

Thank you for taking time to read this.

Sincerely,

[redacted]

[redacted]

Comment received July 13, 2015 [redacted]

Dear Echelon Group,

I am a resident of Shingle Springs who enjoys a bicycle ride on El Dorado County's paved trails and also a good hike along the historic railroad tracks. But I also volunteer to work for the group that is painstakingly restoring the historic railroad (the only railroad in El Dorado County). I appreciate a stand you hopefully take on attempts to ensure that the railroad corridor can be used for a number of leisure activities. Unfortunately the number of incompatible users along the corridor seems to be growing at the expense of our volunteer railroad group and its ability of being able to raise funding to restore the railroad and maintain the corridor.

The El Dorado Western Railroad volunteers and FEDS volunteers have been able to financially support their own effort at restoration of the corridor by running light excursion railroad vehicles. Funds raised from this activity are all put back into the restoration effort. So far these groups are the only entities that are capable of raising funds for the restoration and maintenance of the corridor.

Other groups advocate removing rails and/or restricting the use of the tracks by the excursion railroad vehicles, yet do nothing toward corridor maintenance. These groups include:

1. A bicycle group and certain El Dorado County planners that promote the removal or restriction of tracks east of the town of El Dorado.

2. A suggestion made by a community activist to construct a park in El Dorado adjacent to the new railroad station at that location. Such a misguided plan would severely limit needed land available for a working railroad park and equipment maintenance.

3. A rifle range that for safety reasons may be too close to the corridor.

With the exception of item #3, the other requested uses will require considerable expenditures made by El Dorado County and other governmental entities. These are funds that the County of El Dorado does not have, and even if they did, I believe my tax money could be spent on higher priorities.

Please continue supporting compatible uses of the railroad corridor! Don't let individual interests choke the volunteer work already being done by enthusiastic volunteers of the El Dorado Western Railroad and the FEDS volunteer group.

Thank you.

Sincerely,

[redacted]

[redacted]

[redacted]

[redacted]

Comment received July 14, 2015 [redacted]

The corridor analysis estimates show what looks like huge numbers of trail users compared to relatively few rail users (page 59). I suspect that many if not most of the trail trips will be very short, less than a few miles, and most of them in the segment east of Shingle Springs. Therefore, for the final draft of this SPT Alternatives Analysis, a user-mile or passenger-mile type measurement would be more meaningful than just a body count. Also, a breakdown of estimated usage by segment, would be helpful, just as costs are broken down by segment (pages 50-51). **For example, west of Latrobe, an area that tends to be hot, devoid of trees, and populated with rattlesnakes, there is reason to believe that rail usage will be substantially greater than trail usage.**

Thank you,

[redacted]

Comment received July 14, 2015 [redacted]

Good Afternoon,

Attached are my comments on the draft of the Sacramento Placerville Transportation Corridor Alternatives Analysis.

Regards,

[redacted]

Comments relating to the Public Draft of the

Sacramento Placerville Transportation Corridor Alternatives Analysis

I am one of 17 property owners in Equestrian Estates whose property adjoins this rail corridor. Yet none of these owners were identified as a stakeholder. Instead, bike shops, bicycle advocates, etc. are listed as stake holders but owners of land adjacent to or whose land the corridor runs through are not! Whether this trail is developed or not will not have any negative effect on any bike shops or bicycle advocates; however, it will have a big impact on adjacent land owners. These impacts include increased crime due to assault, theft, trespass, noise, littering, and fire. A good example of this is the American River Class I trail in Sacramento County. This trail annually costs the County of Sacramento more money than the sum of all benefits attributed to the trail. At a previous hearing, a gentleman testified he moved to EDC to get away from the American River Trail. Why hasn't this study included a complete analysis of this trail?

Instead this study paints a rosy picture of unsubstantiated revenue flow into El Dorado County without considering the cost to the county of maintenance and law enforcement. Furthermore, this study claims that the trail will increase property values. This will not be true for equestrian properties if the trail is paved. Furthermore, a comprehensive twenty year study of the Burke-Gilman trail in Washington State concluded that the trail had a negative impact on properties values where the properties are immediately adjacent to the trail. Property values in the county increased 325% away from the trail, while those bordering the trail only increased 26% or 299% less.

Why, after decades of granting rail access to railroads over their property, are owners throughout the US now suing when the rails are removed to build a trail? Could it be of all the problems these trails have brought to adjacent landowners?

On the subject of Reversionary Property Rights, the Supreme Court has made it clear that when removing the rails to convert a rail corridor to a trail, the underlying land must be purchased from any land owner whose property was not deeded to the railroad. This includes all properties where the railroad only held a right of easement. Yet this study refused to acknowledge this. The government has never prevailed in a lawsuit for the taking of reversionary rights relating to RR easements when the rails are removed. There are 8, 000 such claims in the pipeline in the US, some settled for as much as $1 million dollars per mile of trail. Do you really think people are not aware of this?

There are many miles of bike trails on public roads in California. None of these are available to equestrians. Despite the fact that this trail runs through equestrian country this study concludes that more people can be served by paving the trail. The 31 miles of this trail are currently extensively used by equestrians; however, this study seriously suggests that the equestrians be kicked off in favor of

people who might ride the 31 miles in a wheelchair. We are all sensitive to the needs of the handicapped, but this is a ridiculous exaggeration biased towards paving the trail for highway bikers.

This railroad has tremendous historic significance and is the oldest rail line west of the Rockies. It is time to resist the destruction of historical features in favor of even more pavement. A natural trail adjacent to the rails will serve all users.

Regardless of whether the trail is developed on or adjacent to the rail bed, the only trail surface which will serve all of the equestrians, hikers and bikers in a natural trail. It would be insensitive and cruel to put asphalt on a trail through equestrian country.

The Cal Trans Highway Design Manual suggests that Class I bike trails be for the exclusive use of bikers given the inherit danger of pedestrians being injured by collisions with bikes. This would apply to a greater extent to the combination of highway bikes and horses. There is a high likelihood that a rider may be thrown from a horse as a highway biker speeds by. This trail is bordered on both side by developments, such as ours, built for equestrians. Class 1 trails are for the exclusive use of bicycles and pedestrians ONLY. This trail is extensively used by equestrians who DO NOT want pavement. We do not need a 31 mile downhill asphalt raceway for highway bikers.

Several elements of this study are incomplete or in conflict with facts:

First, trail bridges must be built separate from existing rail bridges. The El Dorado Transportation Director is telling people the rail bridges can't be cantilevered. The Weber Creek Bridge, part of this system, was cantilevered on both sides. I talked to some of the Civil Engineers whose company was involved in the Weber Creek Project. They said there is no reason these bridges can't be cantilevered. If they can't be cantilevered, they will need to be rebuilt anyway. In that event a single new bridge can be built to support the train and trail.

Second, a 10' path is not required, 8' is sufficient. Also, where grade separations are not feasible, assignment of right of way should be by traffic signals. This would also solve the train crossing issue.

This study does not take into consideration the value of volunteer contributions. The Placerville and Sacramento Valley Rail Road has donated $160,000 in materials and labor in Folsom and has offered to fix the gap in Shingle Springs for free.

An article appearing in El Dorado Trails dated June 27, 2013 made the following observations regarding the paved trails in the county:

Surface — what we have now is mostly smooth paved or graded gravel paths. What we need more of are rugged natural surface trails.

Cost to build — the current types of trails we have are the *most expensive types to build*.

Cost to maintain — the current types of trails we have are the *most expensive to maintain*.

Variety — people like variety in life and trails are no different. There can be variety it(sic) all sorts of things like surface type, direction of travel, combinations of trail segments, scenery, distance, and destinations.

It would appear that there are people who would prefer the El Dorado Trail remain a rugged natural country trail rather than a paved city type trail.

I support **Scenario 1, a FRA Class I Rail and Separated Natural Trail.** This will result in a true multiuse trail which will accommodate all users including an excursion train, equestrians, hikers and mountain bikers. El Dorado County has the highest percentage of seniors of any county in California. Seniors in our county are more likely to benefit from the train excursions.

[redacted]

[redacted]

[redacted]

Comment received June 18, 2015 [redacted]

Taking all things into consideration , financial ,social and beneficial , the only choice is to remove the rails and build on the rail bed.

We support this study and we suppor senerio 3

[redacted]

[redacted]

[redacted]

El Dorado Hill Bike/Pedestrain Safety Coalition

Comment received June 17, 2015 [redacted]

In your comments about the schedule you said we run only April through Oct. That is NOT correct! We run every Sunday the whole year except for county fair weekend. Please correct that misinformation.

[redacted] ([redacted] El Dorado Western Railroad.)

Comment received July 15, 2015 [redacted]

Looked at user numbers and find the values are high. I do repairs to Folsom corridor and see people using the paved trail next to the rails and people using the rails for a path for various reasons(bikes going to fast, dog is allowed to run free on rails..etc). Users are infrequent on both and appear to only use

short sections. What I am seeing is a urban setting where the population density is higher than in areas beyond the Folsom boundaries. Also, at the edges of Folsom the single path bike trail is overgrown and appears not to have been used in awhile. I look at the cost benefit per user mile and to me the paved trail looks expensive....I think a trial section section needs to be developed and statistics need to be gathered.

[redacted]

Comment received July 15, 2015 [redacted]

To Whom it May Concern

The attached documents are my comments to the Sacramento Placerville Transportation Corridor Alternatives Analysis

[redacted]

Comment on Sacramento Placerville Transportation Corridor Alternatives Analysis

From [redacted]

[redacted]

To whom it may concern

It would appear that the primary purpose of this document was designed to deal with the cost differential between the removal of rail on the corridor verses placing a separate trail on available space on the right of way. Even though the latter scenario has been approved and sanctioned by the El Dorado County Board of Supervisors and the Board of Directors of the SPTC Joint Powers Authority at numerous open meetings, the El Dorado Transportation Commission Staff saw the need to expend over $200,000 in Federal Highway Administration Partnership Planning Grant funds to try to sway the opinion of the governing boards.

A much more serious issue should be answered before any additional action on this project is undertaken.

Page 15 of the document explains the following

The western 16 miles of the Placerville Branch Corridor was purchased by the SPTC-JPA for use by Sacramento Regional Transit to extend the Gold Light Rail Line from the City of Sacramento to the City of Folsom. The SPTC-JPA "railbanked" the eastern 37-miles of the corridor under the protection of the National Trails System Act, 16 U.S.C. 1247(d), also known as the "Railbanking Act" or "Rails-to-Trails Act." Railbanking is the federal process that prevents the formal abandonment of a railroad right-of-way and preserves it for interim use as a multi-use trail subject to possible future reconstruction and reactivation of the right-of-way for freight rail service. Because such interim use is subject to restoration

or reconstruction for railroad purposes and is not treated for purposes of any rule of law as abandonment of the railroad right-of-way for railroad purposes, no reversionary Landowner interest can or would vest until the corridor has been abandoned through an action of the Surface Transportation Board. The removal of the rails and ties in a railbanked corridor is not treated as abandonment of the railroad right-of-way for railroad purposes and no reversionary landowner interest can or would vest as a result of the removal of the rails and ties in the SPTC. For additional information, refer to Andrea Ferster's opinion on the Brandt v. U.S. case's applicability to the SPTC. Upon the acquisition of the Placerville Branch in 1996, the SPTC-JPA and its member agencies entered into an agreement called the "Reciprocal Use and Funding Agreement" or "RUFA." The purposed of the RUFA was "to establish their joint and severable rights and responsibilities

The issue of reversionary rights is the single most important issue that any governing entity will ever deal with in regards to the SPTC Corridor, if the possibility that a reversionary right exists it exposes the County and the Joint Powers Authority to tremendous liability in the form of loss of segments if not all of the corridor and the associated legal costs that have been recovered in similar cases.

"See Haggart v. United States, 1:09-cv-00103 (Fed. Cl. 2014)"

In addition the funds expended initially to purchase the right of way would be lost.

One would assume that a thorough assessment of the possibility of liability exposure would be an integral part of a document of this magnitude, however the above mentioned paragraph on page 15 appears to be the only reference addressing the issue of reversion. Additionally the expert cited in the paragraph did not do an assessment of the specifics of this project, the document was taken from a $150 teleconference presented by the Rails-to-Trails Conservancy. See, http://www.lawseminars.com/detail.php?SeminarCode=14RAILTB

The expert cited in the document apparently had a different opinion of the Brandt decision prior to the Supreme Court's ruling, this is a statement taken from the Rails to trails site

"The case affects more than a century of federal laws and policies protecting the public's interest in railroad corridors created through public lands - and could have lasting impacts on the future of rail-trails across the country," says Rails-to-Trails Conservancy's General Counsel, Andrea Ferster"

An opposing view of the reversionary issue can be found at Brandt v. United States: Will Property Law Doom Rail Trails? http://jurist.org/hotline/2014/04/brian-hodges-rail-trail.php

I have contacted the author of this document Attorney Brian Hodges and provided him with a brief history of the corridor, I have requested his opinion on the reversionary issues and am currently awaiting a response.

On another issue regarding reversionary rights of property owners is that it has been the policy of the Transportation Commission Staff to advise property owners that adjoining property's do not extend to the centerline of the right of way, this is untrue in at least a portion of the deeds, if the transportation corridor is fee Simple land owned by the Joint Powers Authority, no rail banking or National Trails System Act, 16 U.S.C. 1247(d) is required, conversely if it is an easement the property extends to the centerline. This question was posed as recently as Wednesday, March 25, 2015 by a property owner at Community Workshop #2.

I would like to request that no additional action regarding the acceptance of this document be taken until a thorough investigation of reversionary rights is explored, I would suggest consulting with Mr. Hodges to review all of the potential issues specific to this study and to the entire corridor.

Thank you

[redacted]

Comment received July 15, 2015 [redacted]

[redacted]

I appreciate all the time and energy you invested in (what I consider) a meta-analysis of the SPTC study and your recommendations!! Your masters degree in business administration combined with over 30 years of experience in strategic planning, debt and equity financing, financial forecasting and analysis, budgeting, and management of distressed companies is a gift to our community re: your input!

Again, thank you for your investment here!!

Ciara,

I echo [redacted] acknowledgement and appreciation of all the team has done on this study! Many thanks for all your hard work!

[redacted]

[redacted]

Comment received July 15, 2015 [redacted]

[redacted],

that was a wonderful analysis of [redacted]'s skills.

Ciara - [redacted] and [redacted] input should be considered with all the weight of their background. It's not often that you get input from people with their caliber of education and work experience.

Sincerely,

[redacted]

Friends of El Dorado Trail

Comment received July 15, 2015 [redacted]

Ciara, attached are my comments on the draft SPTC Analysis. Please note that there are two documents, and the second is a spreadsheet with three tabs/pages.

Best regards.

[redacted]

Dear Ciara:

The following are my comments on the draft of the Sacramento Placerville Transportation Corridor

Alternatives Analysis.

First of all, I think I can speak for everyone in the trail community and say that we are all quite grateful and appreciative for the work done by the project team on the project. You've all done an excellent job, and we appreciate having such a thorough and objective analysis of the potential for the corridor. Please pass our appreciation on to the other members of your team.

There are several conclusions which can be drawn from the analysis and which are worthy of greater emphasis. They are the following:

1. The construction of a paved trail on the railbed is a much more attractive investment than construction of a paved trail off the railbed with the associated expansion of excursion rail activity for the following reasons:
    a. The return on investment for trail construction on the railbed is substantially higher than that of construction off the railbed with the expansion of excursion relativity. Trail construction on the railbed generates a return on investment of 64% with a payback period of 1.5 years, while the incremental expense of constructing off the railbed and expanding excursion rail generates an incremental return on investment of only 2% with a payback period of 49 years.
    b. Construction of a trail off the railbed will have a huge negative environmental impact, requiring leveling of hills, filling in of ravines, and potential destruction of thousands of trees. Conversely, construction of a trail on the railbed has almost no environmental impact.
    c. Expansion of excursion rail is a much riskier investment than extension of the paved trail because the range of potential economic benefits is much greater for excursion rail than for trail construction. According to the analysis, annual economic benefits of paved trail construction are estimated to range from $9.5 million to $11.9 million, while those of excursion rail are estimated to range from $162,500 to $958,800. Therefore, the minimum for the paved trail is 20% below the maximum, while the minimum for excursion rail is a whopping 83% below the maximum. Such a wide range of possible outcomes for excursion rail indicates it is a risky investment, and therefore should have a high return in order to be considered viable. However, it has a very low return. Investments with high risk and low return are considered undesirable. In fact, if excursion rail generates economic benefits at the low end of the range, the return on investment will actually be negative. Attached are spreadsheets showing the return on investment for two of the configurations under three

different economic benefit scenarios - the “best case” high end of the ranges, as used in the Alternatives Analysis, the midpoint of the ranges, and the "worst-case" scenario, with both configurations performing at the low-end of the ranges. This sensitivity analysis demonstrates clearly that excursion rail has the potential to be a very poor performing investment.

2. The health benefits alone of trail construction make it much more desirable than expansion of excursion rail.
3. A holistic approach is needed to determine the optimum configuration of the corridor. It is quite probable that limiting excursion rail to 3 miles at each end of the corridor will adequately provide for the vast majority of the public wanting to experience excursion rail, while minimizing the cost of trail construction and providing the greatest benefit for the largest number of people at the lowest cost.

The following are specific points that the team may want to address or correct in the final version of the analysis:

1. Under “Excursion Rail” on page 19 it is stated that “push – pull operations of the passenger service is not advised and some means to turn the trains or switch the locomotive from end-to-end will need to be considered”. It would be helpful to provide the estimated cost for such improvements and the reason for the recommendation, which is probably because push-pull operation is not safe.
2. Page 19 lists Potential Transportation Modes. Previous presentations have also listed recreation modes addressed by the study, and it would be helpful if that information was included here.
3. On page 20 under Friends of the El Dorado Trail, it should be noted that the existing natural singletrack El Dorado Trail runs for 25 miles from the county line to Missouri Flat Road. Also, the study should note that the existing natural singletrack trail is acknowledged by the county as a legitimate part of the El Dorado Trail with appropriate signage, etc. Otherwise, elected officials will not realize the magnitude of the existing trail.
4. On page 27 under “Scenery”, it is noted that the abundant natural beauty of the corridor should be preserved. It would be appropriate to note that construction of a paved trail alongside the rail line will destroy much of the natural beauty.
5. On page 29 under “Health Benefits”, it might be good to note that without trails or bike paths, pedestrians, bicyclists, and even equestrians are forced to use roadways, which often have high-speed traffic, creating very dangerous situations. The following additional points would serve to emphasize the health benefits of trails:
    a. According to the CDC, in 2010 18% of children 6 to 10 years old and 69% of the United States adult population were overweight.
    b. The benefits of investments in bicycle networks are estimated to be at least 4-5 times the costs, making such investments more beneficial to society than other transport alternatives. (Saelensminde, K., 2004 Cost-benefit analyses of walking and cycling track networks taking into account insecurity, health effects, and external costs of motorized traffic, Transportation Research Part A, 38, 593-606)
6. On page 39, the study mentions that the Sierra Dinner Train generates $13,500-$26,700 per trip. Is that gross revenue or is it net income, net of expenses?
    a. It also would be beneficial to point out that the excursion rail operations proposed for the SPTC will not have the benefit of maintenance expense being borne by a freight operation.
7. Pg. 42 – Notes that additional equipment will be needed to achieve visitor estimates for excursion rail, but the cost of additional equipment is not included in the cost estimate. Cost estimates for excursion rail therefore have the benefit of “assumed” volunteerism and

donations, while trail cost estimates do not have the benefit of any such assumptions. Therefore, cost comparisons between scenarios are not "apples to apples". The cost of the additional equipment should at least be footnoted.

8. Pg. 42 - Alternatives to committing the entire 30 miles of the corridor to excursion rail should be considered. For example, the Georgetown Loop Railroad in Colorado, the Sacramento Southern Railroad affiliated with the State Railroad Museum in Sacramento, and Railtown 1897 in the Jamestown, CA operate successful excursion trains on only 3 miles of track. Railtown 1897 has access to much more extensive mileage of track on the Sierra Railroad, but chooses to use only 3 miles of track for its excursion rail in part to minimize maintenance expense, but primarily because most of the paying customers want only a short ride on the train and are not interested in longer rides. Providing each of the railroad groups operating on the SPTC with only 3 miles of track might adequately respond to the needs of the majority of their customers, while minimizing costs of trail construction and railroad maintenance. The additional cost of building a paved trail off of the rail bed in those three mile sections might be well under $5 million, as opposed to the $34.5 million in additional cost for building off the rail bed along the entire line. In addition, the reduction in economic value caused by limiting excursion rail to two three-mile sections might be minimal. In any case, a holistic approach should be taken to determine the optimum mileage to be devoted to excursion rail in order to provide the maximum benefit for the greatest number of users at the least cost.
9. Pg. 43 – the 50,000 users of the natural trail referenced in Investment Scenario 1 - FRA Class I Rail and Separated Natural Trail are ignored in this section, perhaps leading to the conclusion that the natural trail has no importance, when in fact the number of users estimated for the natural trail is equal to the number of users estimated for the excursion rail operations, indicating that the natural trail is just as important as excursion rail, with a much lower cost.
10. Pg. 50-52. "Track" on black sectioned bar graphs is misleading for every option other than FRA Rail Upgrade and should be corrected to read "Trail". Also, in tabular presentations, "bridge" should probably be "bridges".
11. Pg. 58. In the description of Investment Scenario 2, FRA Class 1 Rail and Paved Path off the Rail Bed, no mention is made of the huge environmental footprint of this scenario. It will amount to an extensive construction project, requiring hills to be bulldozed, ravines to be filled in, and perhaps thousands of trees to be ripped out, substantially degrading the scenic value of the corridor. It would be appropriate to include some comment on this factor, so readers will understand the environmental impact. It might be worthwhile to note the total tons of material that would moved. Also, one would think mitigation would be required. Is the cost of that included?
12. There seems to be some confusion in terminology related to the unpaved trail options. Pgs. 50-52 refer to a Separated Natural Trail with a cost of $5 million. The Memorandum on Cost Assumptions refers to an Unpaved Path with a cost of $37 million. The attachments to the memorandum refers to a Natural Trail, and provide detail of the $37 million cost. The references in the attachments to the memorandum should probably be corrected to refer to an Unpaved Path to be consistent with the body of the memorandum and to avoid confusion with the Natural Trail referred to on pages 50 – 52 of the study.

Once again, a big thank you to you and the team for all of the work.

Sincerely,

[redacted]

[redacted]

SPTC ALTERNATIVE ANALYSIS
ANALYSIS OF INCREMENTAL DIFFERENCE
Paved Path off Railbed with Class I Rail versus Paved Path on the Railbed with No Rail
Best Case -- Maximum Economic Benefits As Reflected in the Alternatives Analysis

	No Rail Paved Path On Railbed	Class 1 Rail Paved Path Off Railbed	Incremental Difference
Demand (Annual Usage)			
Rail	-	50,000	50,000
Paved Path/Natural Trail	800,000	800,000	-
Total Demand	800,000	850,000	50,000
Improvement Cost			
Rail	$ -	$ 8,000,000	$ 8,000,000
Paved Path/Natural Trail	$ 18,500,000	$ 45,000,000	$ 26,500,000
Total Improvement Cost	$ 18,500,000	$ 53,000,000	$ 34,500,000
Annual Economic Benefit			
Rail	$ -	$ 1,000,000	$ 1,000,000
Paved Path/Natural Trail	$ 12,000,000	$ 12,000,000	$ -
Total Annual Economic Benefit	$ 12,000,000	$ 13,000,000	$ 1,000,000
Annual Maintenance Cost			
Rail	$ -	$ 300,000	$ 300,000
Paved Path/Natural Trail	$ 100,000	$ 100,000	$ -
Total Annual Maintenance Cost	$ 100,000	$ 400,000	$ 300,000
Annual Economic Benefit Net of Maintenance Costs			
Rail	$ -	$ 700,000	$ 700,000
Paved Path/Natural Trail	$ 11,900,000	$ 11,900,000	$ -
Total Net Annual Economic Benefits	$ 11,900,000	$ 12,600,000	$ 700,000
Payback Period (Years to Recover Cost)	1.55	4.21 See Footnote	49.29
Return on Investment (Annual Percentage)	64.3%	23.8% See Footnote	2.0%

Footnote: Payback Period and Return on Investment figures for Class I Rail/Paved Trail off Railbed are misleading because they attribute benefits achievable with a lesser investment to a greater investment.

SPTC ALTERNATIVE ANALYSIS
ANALYSIS OF INCREMENTAL DIFFERENCE
Paved Path off Railbed with Class I Rail versus Paved Path on the Railbed with No Rail
Median Between Highest and Lowest Levels of Economic Benefits

	No Rail Paved Path On Railbed	Class 1 Rail Paved Path Off Railbed	Incremental Difference
Demand (Annual Usage)			
Rail	-	50,000	50,000
Paved Path/Natural Trail	800,000	800,000	-
Total Demand	800,000	850,000	50,000
Improvement Cost			
Rail	$ -	$ 8,000,000	$ 8,000,000
Paved Path/Natural Trail	$ 18,500,000	$ 45,000,000	$ 26,500,000
Total Improvement Cost	$ 18,500,000	$ 53,000,000	$ 34,500,000
Annual Economic Benefit			
Rail	$ -	$ 560,000	$ 560,000
Paved Path/Natural Trail	$ 10,700,000	$ 10,700,000	$ -
Total Annual Economic Benefit	$ 10,700,000		$ 560,000
Annual Maintenance Cost			
Rail	$ -	$ 300,000	$ 300,000
Paved Path/Natural Trail	$ 100,000	$ 100,000	$ -
Total Annual Maintenance Cost	$ 100,000	$ 400,000	$ 300,000
Annual Economic Benefit Net of Maintenance Costs			
Rail	$ -	$ 260,000	$ 260,000
Paved Path/Natural Trail	$ 10,600,000	$ 10,600,000	$ -
Total Net Annual Economic Benefits	$ 10,600,000	$ 10,860,000	$ 260,000
Payback Period (Years to Recover Cost)	1.75	4.88 See Footnote	132.69
Return on Investment (Annual Percentage)	57.3%	20.5% See Footnote	0.8%

Footnote: Payback Period and Return on Investment figures for Class I Rail/Paved Trail off Railbed are misleading because they attribute benefits achievable with a lesser investment to a greater investment.

SPTC ALTERNATIVE ANALYSIS
ANALYSIS OF INCREMENTAL DIFFERENCE
Paved Path off Railbed with Class I Rail versus Paved Path on the Railbed with No Rail
Worst Case -- Minimum Economic Benefits

	No Rail Paved Path On Railbed	Class 1 Rail Paved Path Off Railbed	Incremental Difference
Demand (Annual Usage)			
Rail	-	50,000	50,000
Paved Path/Natural Trail	800,000	800,000	-
Total Demand	800,000	850,000	50,000
Improvement Cost			
Rail	$ -	$ 8,000,000	$ 8,000,000
Paved Path/Natural Trail	$ 18,500,000	$ 45,000,000	$ 26,500,000
Total Improvement Cost	$ 18,500,000	$ 53,000,000	$ 34,500,000
Annual Economic Benefit			
Rail	$ -	$ 162,520	$ 162,520
Paved Path/Natural Trail	$ 12,000,000	$ 12,000,000	$ -
Total Annual Economic Benefit	$ 12,000,000	$ 12,162,520	$ 162,520
Annual Maintenance Cost			
Rail	$ -	$ 300,000	$ 300,000
Paved Path/Natural Trail	$ 100,000	$ 100,000	$ -
Total Annual Maintenance Cost	$ 100,000	$ 400,000	$ 300,000
Annual Economic Benefit Net of Maintenance Costs			
Rail	$ -	$ (137,480)	$ (137,480)
Paved Path/Natural Trail	$ 11,900,000	$ 11,900,000	$ -
Total Net Annual Economic Benefits	$ 11,900,000	$ 11,762,520	$ (137,480)
Payback Period (Years to Recover Cost)	1.55	4.51 See Footnote	(250.95)
Return on Investment (Annual Percentage)	64.3%	22.2% See Footnote	-0.4%

Footnote: Payback Period and Return on Investment figures for Class I Rail/Paved Trail off Railbed are misleading because they attribute benefits achievable with a lesser investment to a greater investment.

Comment received July 15, 2015 [redacted]

Hi Ciara,

Please acknowledge receipt of the attached comments on the SPTC Study.

Thank you,

[redacted]

Save Our County

Dear Ms. Zanze,

Thank you for the opportunity to comment on the SPTC Analysis.

The mission of Save Our County is to protect, restore, and enhance the natural, agricultural, cultural, historical and rural environment in El Dorado County for the benefit of current and future generations.

We are a non-partisan group of citizens who are committed to participate in land use planning, for the enhancement of agricultural lands, enhancement of Native American culture, enhancement of historical heritage, celebrating sense of place, and enhancement of natural resources in El Dorado County.

- The opening paragraph of the Executive Summary states, "The El Dorado County Transportation Commission (EDCTC) is the planning and programming authority for transportation projects on the western slope of El Dorado County." However, due to the fact that the SPTC Joint Powers Authority is the entity with jurisdiction on the Corridor, the EDCTC's authority to initiate and perform this study should not have any standing.
- The Corridor Overview states, " The SPTC has the potential of being part of a regional transportation network." This puts a regional interest above the local interest. It further states, "The vision of the corridor is to be part of a completed network that links the Bay Area through the Central Valley into the Sierras." The validity of this statement is questionable. The input we have had from residents is that they are mainly interested in the corridor near their neighborhood and have concerns about bringing transients into our area from out of town. Additionally, the reality of having a corridor that goes to South Lake Tahoe is very unlikely due to the dangerous terrain and expense.
- On page 63, the Implementation section states, "The paved path has the most potential to receive regional funding as it aligns with funding priorities for reducing greenhouse gas emissions and replacing vehicular trips." The notion that vehicular trips would be replaced by walking and bicycling on the path is a far reaching assumption. The remote location of much of the trail lends itself more to recreational use rather than as a transportation corridor. Additionally, the Coachella Valley Case Study example includes low-speed electric vehicle use, which most likely explains the large amount of funding. Low-speed electric vehicles is not an anticipated use on the SPTC.
- Concerns were raised at the public meeting on March 25, 2015, that only 44 owners of the approximately 600 parcels along the corridor were contacted. This project will severely impact these people and more effort should have been made to contact them. This was stated at the meeting. Public outreach on this study was minimal at best.

- Investment Scenario 1 - FRA Class 1 Rail and Separated Natural Trail is the best option based on cost and feasibility. This option aligns with the SPTC JPA's position to keep rails on the rail bed. It also aligns with the following goals and policies of the El Dorado County 2004 General Plan:

  RAIL TRANSPORTATION

  Rail transportation has played an important historical role in the development of the county, although currently there are no active rail transportation facilities. However, the former Southern Pacific right-of-way and track within the county, now known as the Sacramento-Placerville Transportation Corridor (SPTC), has requirements regarding preservation of the potential for reinstatement of rail transportation capabilities. The former Camino, Placerville, and Lake Tahoe Railroad right-of-way was purchased with state funding that precludes its use for rail unless that funding were returned.

  GOAL TC-6: To plan for a safe and efficient rail system to meet the needs of all El Dorado County residents, industry, commerce, and agriculture.

  Policy TC-6a The County shall support improvements and uses on the former Southern Pacific right-of-way and track within the county, now known as the Sacramento-Placerville Transportation Corridor (SPTC) that maintain its viability as a potential freight and passenger hauling rail facility.

  Policy TC-6b The County shall support improvements to at-grade crossings on the former Southern Pacific right-of-way and track within the county, now known as the Sacramento-Placerville Transportation Corridor (SPTC), if that facility is reactivated as a freight or passenger hauling rail facility.

  Policy TC-6c The County shall support multi-modal stations at appropriate locations to integrate rail transportation with other transportation modes.

- The Sacramento Placerville Transportation Corridor is a beautiful, historic, and natural resource to El Dorado County that must be protected. This corridor is the only place where rail can be included with pedestrian, equestrian, hiking, and mountain bike uses. There are many other areas where it would be much more practical to put in paved alternative transportation corridors, such as Cameron Park and El Dorado Hills. Funding for paved alternative transportation corridors is much better applied in the higher-density areas of El Dorado County.

In closing, based on the data in the study, we recommend Investment Scenario 1 - FRA Class 1 Rail and Separated Natural Trail as the preferred option for the Sacramento Placerville Transportation Corridor.

Thank you,

[redacted]

Save Our County

Comment received July 15, 2015 [redacted]

After attending most of the workshops and hearing the comments at those public events, I am concerned about an assumption of the Alternatives Analysis in the statement on page 40: "The analysis is simplified by assuming that each of the three options would represent an exclusive use of the entire SPTC." The paragraph continues with "In reality, it is possible that the corridor could be developed with a combination of different facility types appearing along various segments of the corridor."

By using this assumption to simplify the Alternative Analysis, I believe the information provided is superficial and easily skewed by special interests. As stated elsewhere in the Draft Alternative Analysis, all projects will need to be analyzed on their own merit as they are brought forward.

The addition of the charts on page 52 are a great help in comparing the costs relating to the different sections, but still only provides the broadest of guidelines to the cost of actual projects and does not take into account creative and alternative methods for funding, as well as the use of volunteers.

Regarding the inclusion of Health Benefits on page 29, the benefits of a trail to the overall health of the community that uses the trail is undeniable. In addition, I believe the benefits of a community culture that encourages historic preservation in also undeniable. Historical preservation has been proven to be "greener" than new construction, the County has made heritage tourism a priority, and in practice one successful historic preservation project encourages more preservation projects. El Dorado County could become a regional leader in valuing its historic built environment. The various studies and writings on the benefits to the culture of a community, its sense of place, its quality of life, as well as the economic benefits of valuing and preserving its cultural resources would be a valuable addition to the Alternatives Analysis.

In the Investment Scenarios, I take exception to the dismissal of the "ideal scenario" in the 2nd paragraph. Since the stated purpose of this document is to "provide public officials and community members" information, and government agencies are tasked with providing a wide range of services to the greatest number of their constituency, why dismiss the "ideal scenario?" Instead, this ideal scenario of an operating railroad down the middle of the corridor with a paved path on one side and a natural trail on the other should be identified and the challenges to achieve that goal defined. As projects come forward, the topography, funding, regulations, and other considerations can be addressed. I am also concerned about the basis for the statement at the end of that 2nd paragraph regarding "the corridor will not be able to support a rail, paved path, and trail." Is this statement supported by any other studies, such as Foothill Associates Needs Assessment? If it is only an observation made for this Alternatives Analysis, it should be qualified or eliminated.

The following are corrections or additions that I recommend:

- Corridor Overview (2nd paragraph) – The SPTC ~~has the potential of being~~ [is] part of a regional transportation network....
- Page 16 Timeline – 2010 El Dorado Western Railroad ~~non-profit formed~~ [Program Begins] (The non-profit formed in 1996)
- Page 20 Volunteers on the Corridor, El Dorado Western Railroad – The program offers excursion rail trips every Sunday ~~between April and October~~, [year round] …
- Page 26 Maintenance – Volunteer programs ~~could also be explored~~ [are currently performing] ... regular maintenance
- Page 63 Implementation, Potential Funding Sources – The incremental approach has … and the EDWRR between ~~El Dorado~~ [End of Line at Missouri Flat Road] and Shingle Springs.

[redacted]

El Dorado County Historical Museum

[redacted]

Comment received July 15, 2015 [redacted]

Pushed the wrong key! Questions and comments

1 Who is the author of this document?

2 The definition of the corridor is very confusing. A definition of the entire corridor with all the different parts should be explained up front with milages for each section included.

3 How many miles of the draft corridor is class I bike trail. Zero at this point. Only the section from Missouri Flat and Shingle is in the planning stage.

4 How many miles of the 53 total corridor has class I bike trails and how many of these are on the rail bed.

5 I take exception to your statements of the vision of users on page 11. Provoide detail from the stockholder meetings that support that statement.

6 What part of the corridor could potentially draw up to 850,000 users and 13 million in economic benefits? All 53 miles or 31 miles or in El Dorado County?

7 I feel the statements in this report are vague and confusing and biased toward class I development.

8 The statement on page 13 "The portion of the right-of-way that extends eastward, outside the Study Area....has already been converted to a paved Class I bike path." How many miles is this? Out of 53 it is a small percentage.

9 On page 15, "Parts of the corridor have had the rails removed and replaced with a paved shared use path that is enjoyed by bicyclists, walkers and equestrians." How many miles is this section again? Equestrians don't enjoy paved "paths". We are forced to use a narrow dirt portion along side the "paved Path".

10 page 20 "Some segments are already completed with Class I Bike Paths....." Why the constant reminders of this Paved path?

11 This corridor should remain as rural as possible in El Dorado County. The residents of this county want to maintain the rural lifestyle which is the resin we moved here.

12 On page 27, why all the photos of Class I bike paths? We are discussing the draft area which has how many miles again of Class I?

Are you assuming this corridor will be primarily Class I? This entire report is biased.

13 I am out of time. You all are probably very happy. I hope to be at the presentation with more comments since I want to hear your comments on the Investment scenarios and of course hear the comments of the transportation Commission.

14 Page 30 after the Health Benefits has a picture of people in a bar! The Speakeasy with ales and lagers ! Really ? Is that why we are obese?

P.S. If the Transportation Department wants to pave something so badly, they could start with Sand Ridge Road. How is that study coming along by the way?

Respectfully submitted,

[redacted]

Comment received July 15, 2015 [redacted]

To whom it may concern-

I'd like to recommend contacting the following excursion railroads as case studies demonstrating the ability to leverage volunteerism, monetary and in-kind donations to dramatically reduce the estimated cost of upgrading the rail line to FRA Class 1 track standards. As stated in the final comments of the study, this is one of the primary advantages the Placerville & Sacramento Valley Railroad and the El Dorado Western have in their current and proposed programs:

Niles Canyon Railway of the Pacific Locomotive Association

www.ncry.org

510-996-8420

Downeast Scenic Railroad

www.downeastscenicrail.org

603-356-5251

Both of these railroads have similar economic models as the Placerville & Sacramento Valley Railroad and the El Dorado Western and operate on publicly owned corridors. It should be noted clearly in the study that the dollar estimates of rail improvements do not reflect this leveraging and the vast majority of the cost of rail upgrades is not a burden the railroads are asking the public agencies to carry. A similar approach of leveraging volunteers, monetary donations and in-kind donations can also be used, as has

been demonstrated in the City of Folsom trails development with several bridge installations, to reduce the financial cost of further trails development.

Thank you in advance for taking the time to investigate how similar railroads have successfully overcome the apparent economic challenges of rail development.

Sincerely,

[redacted]

--

[redacted]

[redacted]

[redacted]

Placerville & Sacramento Valley Railroad, Inc.

[redacted]

[redacted]

[redacted]

[redacted]

Comment received July 15, 2015 [redacted]

I am responding to the preliminary analysis of the feasibility of keeping the railroad line and adding a trail, or removing the railroad entirely. I concur with the analysis of Jim Matthews which you have already received. This is a piece of history which should be preserved. I have witnessed other historical railroad segments be abandoned, ripped out, and gone forever. The line west of the Madison/Esparto area going up the valley to Guinda would be a boon to the the present day casino up there. The line north of St. Helena to Calistoga would be an asset to the City of Calistoga as a tourist attraction. These are gone forever. The point is, nobody knows what the future may hold for short line rail usage. As a resident of El Dorado County I strongly support saving the rails. Thank you.

[redacted]

[redacted]

Comment received July 15, 2015 [redacted]

Regarding the SPTC Coridor Alternatives Analysis:

The effort and information represent professional work on the part of the Consultant. The expenditure of Federal Highway Administation Transportation funds on this project represents a poor choice by the EDCTC staff. The Analysis focus is recreation and tourism, and that is excellent, but not out of transportation funding. Even where transportation could be a factor, it is omitted.

The conclusions do not show the best uses of each trail segment, which are different in the different areas of the county. Segment 4 appears to be suitable for transportation as well as recreation, as segment 2 will be when the county is built out. Transportation uses would require a hard, well graded surface (even decomposed granite, which is much cheaper than hard asphalt).

Just today, July 13, 2015 in the Mountain Democrat, I saw that Carson Creek development was approved by the planning commission for another phase. They were excused from completing a 30 acre park that was included in a prior approval, and the development fronts this corridor. Their senior citizen residents will make use of the corridor, and their property will be more valuable due to adjoining the corridor. El Dorado County should require the developer to contribute towards improvements to the corridor.

May the Board of Supervisors make the best possible use of this report.

[redacted]

Utilitarian Cyclists

[redacted]

Comment received July 15, 2015 [redacted]

The consultant has done a good job, but was given the wrong job to do.

El Dorado County's approach to planning and the SPTC has been backward, exacerbating contention rather than building consensus. We should begin by assessing our needs, and move on to ways of meeting our needs by using our strengths and assets. Instead we began by flaunting our assets, and inviting people to fight over them. The SPTC is a prime example of this flawed approach. The SPTC Alternatives Analysis focuses on recreation rather than on utilitarian transportation. Public outreach channels were by recreational mode rather than by transportation needs. Lacking land use authority, and primary responsibility for public health and economic development, the EDCTC (El Dorado County Transportation Commission) is not the appropriate body to do recreational planning for El Dorado

County. It is El Dorado County that needs to assume responsibility for recreational planning to enhance our economy, community livability, and our public health.

The Sacramento-Placerville Transportation Corridor Master Plan February 25, 2003 (SPTC Master Plan) includes:

> p. 23, "1. Trails will be open from dawn to dusk. Gates will be unlocked at dawn and locked at dusk by agents of El Dorado County."
>
> p. 20, "Fencing will be used to provide visual screening near sensitive receptor, e.g. homes and schools."

A facility that is only open dawn to dusk, and screened from the natural observation that contributes to the security may provide recreation, but does not provide reliable transportation to meet year-round travel needs. Recreational facilities should be planned on their own merits, not as a substitute for practical transportation.

Slide 11 - Note that US 50 is a barrier between much of El Dorado County's population and the SPTC, frequently requiring out of direction travel, and crossing US 50 at an interchange with poor accommodation for non-motorized travel. The barrier created by US 50 is not shown on the map, nor are the distances from the population.

Slide 12 does not show El Dorado County's General Plan land use designations, and zoning. Where the land use designations and zoning do not align with the use of the SPTC, it will be difficult to realize economic, recreational, or transportation benefits. Not that most of El Dorado County's General Plan land designated for industrial use is along the SPTC.

Slide 13 - The photograph above "SAFETY" illustrates a hazardous condition. The obstacle posts shown are especially dangerous to bicyclists. Current Caltrans and AASHTO guidance provide safer alternatives for entry control. See also http://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/design_guidance/bollards/index.cfm.

Slide 13 - The photograph next to "SAFETY" fails to model the direction of travel etiquette that the El Dorado County Board of Supervisors approved.

Slide 14 - Motor vehicle travel is the only practical form of access for most of our population. Safe, pleasant, on- or off-road walking and riding routes immediately accessible from home or work would provide more access to out-door recreation, and physical activity. Does our population that is most in need of physical activity have convenient access to the SPTC?

For areas such as Diamond Springs/El Dorado that lack parks, and have population densities and destinations close the SPTC, wise development of the SPTC with good and ample access locations could certainly provide livability, economic, and health benefits. Changes to the 2003 SPTC Master Plan might enable the SPTC to provide some practical transportation in these areas as well.

To insure that opportunities and connectivity are not lost, we need good planning, including for the SPTC. Then developments can be conditioned to contribute appropriate land and funds to development of the SPTC. Segments that provide more immediate benefits can be built and ultimately connected to

provide a good, well-connected route with frequent, well-connected access. Also, please plan to acquire some additional land if necessary to provide good facilities.

EDCTC and El Dorado County have neglected utilitarian active transportation, and instead directed transportation resources to recreation. Needs such as pedestrian routes to public transit have been neglected, while much attention has been given to recreational trails. Recreation is good, and can bring many benefits to our County when appropriately integrated with our land use, and coordinated with economic opportunities, and the livability of our communities.

The Sacramento Placerville Transportation Corridor (SPTC) Alternatives Analysis provides some good information. However, this was an unfortunate choice for a grant application, and undertaking.

[redacted]

[redacted]

[redacted]

[redacted]

Comment received July 15, 2015 [redacted]

Greetings,

I am writing in reference to the Sacramento-Placerville Transportation (SPT) Corridor Draft Alternatives Analysis, showing the estimated costs and benefits for various alternative uses of the SPT Corridor, between Hampton Inn in Folsom and Missouri Flat Road near Placerville. As I understand this the analysis is to become a major source of consideration as far as information supporting local government entities' decisions on the corridor's future.

I am eager to make a few comments that I hope will be considered, I am someone who supports both the Rails and the Trails and the many benefits this will provide.

The Draft Analysis of the SPT Corridor as I understand it shows:

An estimated price tag of $18 million to remove the railroad and place a first class trail on the rail bed.

By comparison, it shows a price of $53 million for a first class trail, largely on its own grade, beside the railroad line, and bringing the railroad line to Federal Railroad Administration (FRA) operating standards.

While it appears there is some overall monetary advantage of going solo for trails as part of this current study. **However, I urge further analysis and upon considerations of factors that have not been part of the current assessment an equation, I am quite sure this will result in a different momentary conclusion**.

It is my hope you might consider some of the following and include these variables as part of a further study and arrive with more research at a different conclusion. (Perhaps that is the plan)

- **Land Maintenance**-I would like to see factored in with some reflection as far as the labor extended on an ongoing basis to the rail line and surrounding land area as far as upkeep. The upkeep is something that should absolutely be part of the math, because it doesn't cost much of anything now and it is as an ongoing expense. The maintenance includes aside from weed removal, the planting of tress and addressing land problems big and small, not to mention dealing with the rattle snakes at certain times of year particularly between Folsom and Latrobe. This area to be cleared for a walking path will cost a significant amount. The large majority of this work on the rail and surrounding land area adjutant to the rail is for the most part on a volunteer basis with no charge, I don't know of any regularly free upkeep other than these folks from the Railroad.
- **Bicycle folks**, who I know, and that is many, by and large preference transport one way and our open to the rail and trail working together and see this as a benefit –
- **All folks** all ages can ride on the rails but **many** cannot walk on the trails.
- **To understand the true benefit for the community for now and keeping in mind for generations to come, it is a worthwhile effort to try an anticipate numbers that are not yet all listed as part of this equation in developing the rail and trail together.** I think the cost of developing this corridor (of about 31 miles) to include the entire rail line the cost is relatively miniscule in the long run when one considerers the potential benefits both monetary and otherwise.
- **Commerce, local and tourists, as well as historic preservation and education** - Aside from the economic opportunity offered to have an active rail line that would support commerce for all ends of the rail, offering as well tourism and educational opportunity, while not specifically measureable at this time, should have more of an opportunity to be part of the statistic projections and studies and taken seriously as part of the consideration of the final equation. Let us not forget that this was and is the first Rail line west of the Rocky Mountains, it historical significance and preservation goes way beyond a dollar value.

Much of this overall equation while detailed, I don't think yet reflects all the numbers at this time and I really hope to see a study reflecting a bit more about the supply and demand projections as far as it representing the folks living in these and surrounding areas and as well as reflecting more as far as tourists and the local and the regional connection opportunity it would offer to all.

Thank you so much for your work on this, I truly appreciate all your efforts,

Sincerely, [redacted]

Comment received July 15, 2015 [redacted]

hello,

I am sending a copy of my comments to my supervisor.

I have read your draft and will try to relate my comments to the appropriate pages...however some were not always clear.

pg 6. Maintenance was good.

pg 7. Nuisance was not strong enough on the issues. you forgot issues like cutting fences, building fires, and pooping by whatever source!!!

pg 7 Safety was good but forgot to deal with how to rescue or deal with an issue in remote areas. don't always assume you can get to the tracks through the landowners adjacent property!!!

pg 15. No mention of the cultural history along the corridor. ie. along part of the south side is the canal that brought to the original bass lake.

pg 29. Health section--way too much information that is not appropriate for this study.!!!

pg 30's. How did you choose the 3 case studies to use in this sptc study? How close were the topographies and surrounding landuse to the sptc corridor? This is critical as to the proportion of "nice looking scenery vs. bad scenery!

pg 40. it is good to compare the total length use/costs, but not practical in sptc case as there are too many variations. (vote should be by segments).

pg 42 parag 1. Meta-analysis of the 15 trail user surveys by the Rails to Trails Conservancy: where were the trails located and how similar were they to the sptc? ie. length, topography, closeness to population centers?

pg 42 parag 4 line 8. Change may to would. if more trains are in use you would naturally increase ridership.

pg 43. Wrong to assume "rail" would not bring in riders that would spend the nite in local lodging. rail buffs go to great lengths to ride interesting journeys or equipment all over the world!!

pg 45. Where is talk of fixing the gap so trains can run the full length from folsom to Placerville?

pg. 50 This section is good as it compares 3 segments on one page.

pg 53 para 3. There are contradicting statements especially in last sentence.

pg 55,57,59,61. These pages present valuable data in a confusing not easy to understand format. Go back to tables with one color!

pg 63. You can't presume that rail won't get grants!! Interesting how much time and space you put into grants and other funding sources for trails. (little bias maybe?)

thanks for the effort

[redacted]

adjacent landowner

Comment received July 15, 2015 [redacted]

I am [redacted], retired hospital administrator, county resident and property owner since 1980, Museum Commissioner, and volunteer on the El Dorado Western Railroad living history public service rail program. I enjoy volunteering to afford others an opportunity they cannot give themselves.

El Dorado County is a member of the JPA that purchased the S.P.T.C. with tax payor money, to serve ALL the community. A good action IF all the community is afforded equal access.

Currently, the majority of the S.P.T.C. is excluded from public access, unless you own a mountain bike or horse, or can walk great distances. Section One is not allowed to have a public service rail based living history program which provides access to 99% of all community and tourist visitors. The public under trails advocacy planning will de-facto exclude the public, not include the public.Only the county owned and operated El Dorado Western Railroad provides open access to all to enjoy the wonderful asset purchased with the community's tax dollars.

Trails planning presents a means test to exclude those not participating in private recreational venues presenting financial hardship/ physical hardship/ social disparancy/ and membership in the trails culture. IF you are a senior,or a large low income family, or have tired knees, or are just visiting and have no bike or horse or cannot jog/walk any significant distance, then you are excluded by means testing from a public land in favor of the minority having the means. This is segregation by means testing, not a public service , and constitutes a misuse of public money by discrimination of the majority for a private minority.private recreational venue!

The S.P.T.C. was to be an inclusive gift to the entire community, the El Dorado Western Railroad is the El Dorado County public service venue, it is currently denied to the community except in a minor area called Section 2.Even in Section 2, trails planning is threatening to constrict and eliminate the public service venue by conjuring up the term "pinch point" There are no pinch points to the existing railroad preventing public service, if the county would repair one culvert and remove excess asphalt over one crossing.Trails planning for some inferior reason seeks to deny and eliminate rather than proactively plan and execute integrated corridor land use. The corridor ranges from 75 ft to over 250 feet, there is room for all with some real effort in planning. Collaboration comes from mutual support, not repetitive attempts to raid another established asset!

The prospect of 99% exclusion of public by removal or covering over the existing public track asset must be rejected in total. Discriminatory exclusion is not an American virtue, any trails strategy must respect the entire community, the S.P.T.C. is our back yard not the private recreational few!

The El Dorado Western Railroad operates weekly thru the year weather permitting,carrying over 15,000 riders to date. The EDWR is unique as an example of a community ridership supported non funded county program, in dire contrast to the hugely expensive trail venue. The trail's submitted use statistics are not supportable, if the statics actually were compressed into daylight hours per day,you would have a Macy's Day Parade EVERYDAY! Also, traffic obstruction, hygiene waste in massive proportion, emergency medical coverage requirements, fish and game wardens to protect the wildlife, and law enforcement to handle crowd control! How about some real use statistics, which reflect current use

over the corridor west of Missouri Flat rd. I count three walkers, one bike, and a quarter of a horse per day, because I'm out there, it's nice to see anyone at all, most day's nobody at all.

The planners stated comments as to train operation reflect complete lack of railroad practice knowledge on his part. The EDWR has a simple push /pull operation plan, short trains, scheduled times, efficient use of space and no public destruction of landowner assets bordering the right of way. The nature of corridor is most enhanced by the rail based operation,

A trail alternative then is only productive if it does not exclude the 99% non trial using public, and allows the entire community to share this wonderful resource.

I request the trails development option to allow the entire public a choice to ride the rail assets in place, or ride by mountain bike, or ride our horse, or have a safe walking path.

The entire community deserved equal treatment and respect, why would any recreational venue want to exclude the 99% , I believe America was founded on equal standing and public land access!

I expected more of plan than one based on discriminatory means testing by exclusion.