Public Comment 5/10/16
Item 3

SPT Corridor Use Comparisons

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Jim Matthews, now retired, served as Senior Manager in Southern Pacific Transportation Company's Marketing Department.

Talking Points:

The Corridor Study did not develop a scenario for the "compromise," so I developed one, adding appropriate costs for each segment. Results: Cost - **$29,779,560**, payback - **2.5 years.** All figures were taken from the SPTC Draft Alternatives Analysis, June 15, 2015.

Scenario 2 (full rail and trail), by comparison, results: Cost - **$45,270,040**, payback - **3.5 years.** Railroad operators will work with FRA and provide funding for track upgrades.

One extra year of payback provides a first class trail **AND** preserves the whole railroad for generations to come.

Accumulated rail "net economic benefit" covers most of the added costs of the off-bed segment 2 and 3 trail construction in approximately 10 years.

More thorough study is needed for trail and rail use <u>by segment</u>.

Exhibit 1 - SPT Cost Summaries by Segment

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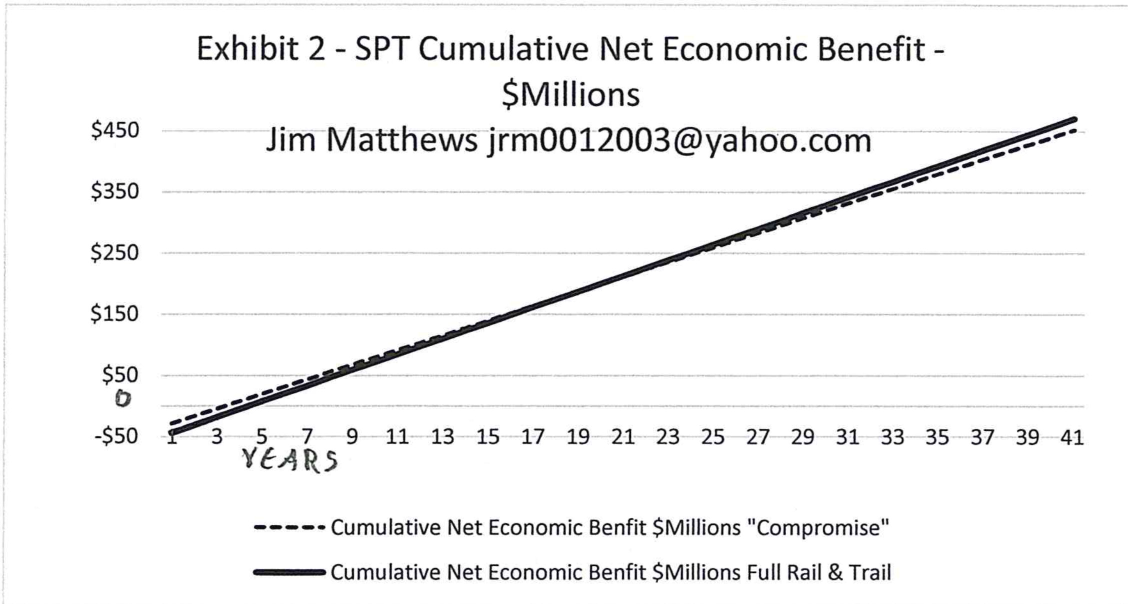
		Segment 1	Segment 2	Segment 3	Segment 4	Total Cost	Economic Benefit	Payback
Scenario 1	FRA Rail Upgrade							
	Track	$ 168,031	$ 232,658	$ 329,599	$ 271,434	$ 1,001,722		
	Bridge	$ -	$ 33,000	$ 15,000	$ 27,000	$ 75,000		
	Roadway Crossing	$ 4,434,000	$ 3,000	$ 1,908,000	$ 805,000	$ 7,150,000		
	Total	**$ 4,602,031**	**$ 268,658**	**$ 2,252,599**	**$ 1,103,434**	**$ 8,226,722**	$ 1,350,000	10 years
	Separated Natural Trail							
	Path	$ 120,004	$ 498,479	$ 706,179	$ 872,338	$ 2,197,000		
	Bridge	$ -	$ 1,625,000	$ 20,000	$ 225,000	$ 1,870,000		
	Roadway Crossing	$ 495,000	$ 10,000	$ 145,000	$ 283,000	$ 933,000		
	Total	**$ 615,004**	**$ 2,133,479**	**$ 871,179**	**$ 1,380,338**	**$ 5,000,000**		
Scenario 2	Paved Path OFF Rail Bed							
	Track	Track cost to be covered by railroad volunteer and fund raising activity.						
	Path	$ 5,559,840	$ 9,789,120	$ 13,867,920	$ 13,250,160	$ 42,467,040		
	Bridge	$ -	$ 1,625,000	$ 20,000	$ 225,000	$ 1,870,000		
	Roadway Crossing	$ 495,000	$ 10,000	$ 145,000	$ 283,000	$ 933,000		
	Total	**$ 6,054,840**	**$ 11,424,120**	**$ 14,032,920**	**$ 13,758,160**	**$ 45,270,040**	$ 12,900,000(1)	3.5 years
Scenario 3	Paved Path ON Railbed							
	Path	$ 2,882,880	$ 3,991,680	$ 5,654,880	$ 4,656,960	$ 17,186,400		
	Bridge	$ 45,000	$ 135,000	$ 30,000	$ 100,000	$ 310,000		
	Roadway Crossing	$ 495,000	$ 10,000	$ 145,000	$ 283,000	$ 933,000		
	Total	**$ 3,422,880**	**$ 4,136,680**	**$ 5,829,880**	**$ 5,039,960**	**$ 18,429,400**	$ 11,900,000	1.5 years
Compr.	"Compromise"							
	Path	$ 5,559,840	$ 3,991,680	$ 5,654,880	$ 13,250,160	$ 28,456,560		
	Bridge	$ -	$ 135,000	$ 30,000	$ 225,000	$ 390,000		
	Roadway Crossing	$ 495,000	$ 10,000	$ 145,000	$ 283,000	$ 933,000		
	Total	**$ 6,054,840**	**$ 4,136,680**	**$ 5,829,880**	**$ 13,758,160**	**$ 29,779,560**	$ 12,050,000(2)	2.5 years
	Incremental Cost of all Off Railbed					$ 15,490,480		

Source of data: SPTC Draft Analysis, June 15, 2015

(1) Track maintenance costs covered by railroad volunteer and fund raising activity.

(2) Scenario 3 benefit + $150,000 rail economic benefit from "existing conditions" page.



Year	Net Economic Benefit $Millions		Cumulative Net Economic Benfit $Millions		Cost of Cap 0.00%
	"Compromise"	Full Rail & T	"Compromise"	Full Rail & Trail	% Difference
0	$ (29.779)	$ (45.270)	$ (29.779)	$ (45.270)	
1	$ 12.050	$ 12.900	$ (17.729)	$ (32.370)	
2	$ 12.050	$ 12.900	$ (5.679)	$ (19.470)	
3	$ 12.050	$ 12.900	$ 6.371	$ (6.570)	
4	$ 12.050	$ 12.900	$ 18.421	$ 6.330	34.36%
5	$ 12.050	$ 12.900	$ 30.471	$ 19.230	63.11%
6	$ 12.050	$ 12.900	$ 42.521	$ 32.130	75.56%
7	$ 12.050	$ 12.900	$ 54.571	$ 45.030	82.52%
8	$ 12.050	$ 12.900	$ 66.621	$ 57.930	86.95%
9	$ 12.050	$ 12.900	$ 78.671	$ 70.830	90.03%
10	$ 12.050	$ 12.900	$ 90.721	$ 83.730	92.29%
11	$ 12.050	$ 12.900	$ 102.771	$ 96.630	94.02%
12	$ 12.050	$ 12.900	$ 114.821	$ 109.530	95.39%
13	$ 12.050	$ 12.900	$ 126.871	$ 122.430	96.50%
14	$ 12.050	$ 12.900	$ 138.921	$ 135.330	**97.42%**
15	$ 12.050	$ 12.900	$ 150.971	$ 148.230	98.18%
16	$ 12.050	$ 12.900	$ 163.021	$ 161.130	98.84%
17	$ 12.050	$ 12.900	$ 175.071	$ 174.030	99.41%
18	$ 12.050	$ 12.900	$ 187.121	$ 186.930	99.90%
19	$ 12.050	$ 12.900	$ 199.171	$ 199.830	100.33%
20	$ 12.050	$ 12.900	$ 211.221	$ 212.730	**100.71%**
21	$ 12.050	$ 12.900	$ 223.271	$ 225.630	101.06%
22	$ 12.050	$ 12.900	$ 235.321	$ 238.530	101.36%
23	$ 12.050	$ 12.900	$ 247.371	$ 251.430	101.64%
24	$ 12.050	$ 12.900	$ 259.421	$ 264.330	101.89%
25	$ 12.050	$ 12.900	$ 271.471	$ 277.230	**102.12%**
26	$ 12.050	$ 12.900	$ 283.521	$ 290.130	102.33%
27	$ 12.050	$ 12.900	$ 295.571	$ 303.030	102.52%
28	$ 12.050	$ 12.900	$ 307.621	$ 315.930	102.70%
29	$ 12.050	$ 12.900	$ 319.671	$ 328.830	102.87%
30	$ 12.050	$ 12.900	$ 331.721	$ 341.730	103.02%
31	$ 12.050	$ 12.900	$ 343.771	$ 354.630	103.16%
32	$ 12.050	$ 12.900	$ 355.821	$ 367.530	103.29%
33	$ 12.050	$ 12.900	$ 367.871	$ 380.430	103.41%
34	$ 12.050	$ 12.900	$ 379.921	$ 393.330	103.53%
35	$ 12.050	$ 12.900	$ 391.971	$ 406.230	103.64%
36	$ 12.050	$ 12.900	$ 404.021	$ 419.130	103.74%
37	$ 12.050	$ 12.900	$ 416.071	$ 432.030	103.84%
38	$ 12.050	$ 12.900	$ 428.121	$ 444.930	103.93%
39	$ 12.050	$ 12.900	$ 440.171	$ 457.830	104.01%
40	$ 12.050	$ 12.900	$ 452.221	$ 470.730	104.09%

Source of Data:
SPTC Draft
Alternatives Analysis
June 15, 2015