

Placerville & Sacramento Valley Railroad, Inc.

Draft Proposal for 2015 Operations in El Dorado County

Renew Latrobe Breakfast Special for 2015: - (10 trips)

Allow the following additional excursions in 2015:

Spring Charter with El Dorado Chapter of the California Native Plant Society - (date tbd)

June 5th-6th – “Summer Breeze Extras” - 1 Wknd to Deer Creek Bridge – (twice daily)

May-Sept - “Latrobe Local” - Saturdays and Sundays during 4 Holiday Weekends - Memorial Day, Father's Day, Independence Day, Labor Day - (twice daily, 16 trips total)

Sept 26th and 27th - “Latrobe Local - RailFest Edition” - (4-6 trips over the weekend)

Oct 11th - Charter to Latrobe for Southern Pacific Historical and Technical Society - (1 trip)

Oct 25th - Charter to Lime Mine Gap - (as adjunct to LBS, 1 trip)

Two additional Charters to the Lime Mine Gap during 2015 - (dates and details tbd)

Letter of Support:

PRC to write Letter of Support for a Joint Celebration (with EDWRR) of 150th Anniversary of Railroad arriving in Shingle Springs. Details to be brought to PRC/BOS in early Spring, Event to take place sometime this Summer - (1 trip - details tbd)

P&SVRR Goals in El Dorado County

GENERAL GOALS:

To stabilize, preserve, maintain and improve Rail Infrastructure in the SPTC as follows;

- a) Gain permission to restore and maintain existing drainage systems.
- b) Support existing SPTC-JPA vegetation control programs to maintain proper clearances and preserve track/roadbed integrity.
- c) Conduct essential track/bridge repairs to ensure the public safety.

To monitor all projects affecting the corridor to ensure that they are planned, developed and constructed with full consideration of Excursion Rail Use. This includes projects related to transportation, utilities, housing and business development, and recreation.

To develop Excursion Rail Services between our existing operations in Sacramento County and key Destination/Activity Centers such as Deer Creek, Latrobe, Sugarloaf Mountain, and Bullard Siding, while continuing to protect an eventual connection with EDWRR at Shingle Springs.

To work with other Stakeholder Groups to improve access, movement and safety in the corridor for ALL recreational user groups – including Rail Passengers, Hikers, Bikers, and Equestrians.

SHORT TERM PROJECTS:

Complete Latrobe Creek Washout Repair using multi-use guidelines and stakeholder recommendations.

Remove debris and improve drainage in Deer Creek Cut, creating a workman's path outside the rails.

Improve bridge approaches at Carson Creek and Deer Creek to improve rail worker and public safety.

Resolve fencing/easement issues at smaller bridges such as Latrobe Creek and Dunlap Ranch.

MID TERM PROJECTS:

Progressively upgrade track to Class 1 status moving easterly from the county line.

LONG TERM PROJECTS:

Work with all user groups to develop a long term plan for the Latrobe Station site which will include Safe Street Access, Parking, Restrooms, Public Parks, and Station Facilities.

P&SVRR By The Numbers

A question frequently posed by those who may have doubts as to the value of our Program is “What is the Financial Benefit to El Dorado County.” This Fact Sheet is designed to bring some perspective to those concerns, and to document the value of our presence in El Dorado County.

Since the late 1990s, the volunteers of the Folsom, El Dorado and Sacramento Historical Railroad Association (FEDSHRA) have partnered with the SPTC-JPA, as well as individually with the various Member Agencies, to maintain and protect the rail and drainage infrastructure on the SPTC. FEDSHRA has done this with minimal benefit to the organization, and in ALL cases, at a significant savings to the Member Agencies compared to using a Private Contractor or Public Works model.

Based on the historical data of the last 15+ years, FEDSHRA/P&SVRR can leverage Donation and Ridership Revenues into Capital Projects at a ratio of between 5:1 and 7:1 compared to Commercial Projects, and between 7:1 and 10:1 compared to Public Works Projects. A short summary of recent projects is shown below as Our Cost / Estimated Value / Cost to Agency:

- Washout Repair, MP123.5 - \$10,000 / \$50,000+ / \$0
- White Rock Road Grade Xing, MP118 - \$12,500 / \$150,000 / <\$2000
- Major Reconstruction of Bridge #4, MP114 - \$1500 / \$10,000 / \$0
- Rail Repair in Iron Point Road Intersection, MP116 - <\$1000 / \$7500 / 4 hrs. Traffic Control

Since beginning Public Operations in the Fall of 2010, P&SVRR has served over 20,000 Customers, and generated over \$120,000 in Revenue. Through various Events, Festivals, and other partnerships, P&SVRR has helped local vendors and businesses generate thousands of dollars in additional revenue.

Probably the single largest beneficiary of our activity in El Dorado County has been the Latrobe Community Hall. Our popular Latrobe Breakfast Special has generated over \$3000 in Breakfast Ticket Sales for that community, and has the potential to do much more. This partnership, and others in development now, can combine with the Capital Improvement Projects we will be proposing for El Dorado County over the next few years to bring tremendous benefits to the region, and to EDC in particular.

Respectfully Submitted,

James M. Harville
President - P&SVRR
Member - FEDSHRA
Member - EDWRF
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Progress on the West End

A summary of P&SVRR/FEDSHRA accomplishments in 2014

Important Mileposts in 2014:

Trees/Vegetation in Folsom trimmed back to full FRA/CPUC clearance standards.
Bridge #4 near Oak Avenue Parkway rebuilt with new Center Support.
Track Repair in Folsom at Iron Point Road Grade Crossing completed in less than 4 hours.
Full Size Railroad Equipment joins our Regular Schedule during RailFest 2014.
Reactivation of White Rock Road Grade Crossing signed off by CPUC.

Ongoing Projects:

Watering of new saplings planted by City of Folsom within the SPTC. (FEDSHRA)
Weed Abatement on the roadbed for the SPTC-JPA . (P&SVRR/FEDSHRA)
Upgrading of track to Class 1 status between Hwy 50 and County Line. (P&SVRR)
Updating of Annual Bridge Reports - Folsom Blvd. To County Line. (P&SVRR)
Various drainage maintenance projects between Folsom Blvd. And Hwy 50. (P&SVRR)

Signature Events in 2014:

Completion of Seven (7) successful Latrobe Breakfast Specials between April and November.
5th Annual Folsom Railroad Festival - September 27th - 28th. (over 1200 riders in two days)
3rd Annual Pumpkin Patch Flyer - October 25th - 26th.
4th Annual Santa's Whistlestop Adventure - first three weekends in December.
These events added to our regular operating weekends for a total of 36 operating days in 2014.

Next Steps:

Renew Latrobe Breakfast Specials for 2015. (10 dates on our proposed operating schedule)
Completion of Latrobe Creek Washout Repair in cooperation with SPTC-JPA and EDC.
Regular operation of the Full Size Equipment throughout the 2014 season.
Secure permission for more frequent excursions into El Dorado County, enabling P&SVRR to justify the investment of Capitol Improvement Dollars into EDC Rail Infrastructure.

Progress on the West End

A summary of P&SVRR/FEDSHRA accomplishments in 2013

Important Mileposts in 2013:

First use of our Full Size Railroad Equipment for Public Excursions.
Reactivation of White Rock Road Grade Crossing to meet current CPUC standards.
Permission to maintain trees/vegetation at full FRA/CPUC clearance standards in Folsom.

Ongoing Projects:

Watering of new saplings planted by City of Folsom within the SPTC. (FEDSHRA)
Weed Abatement on the roadbed for the SPTC-JPA . (FEDSHRA)
Upgrading of track to Class 1 status between Hwy 50 and County Line. (P&SVRR)
Updating of Annual Bridge Reports - Folsom Blvd. To County Line. (P&SVRR)
Various drainage maintenance projects between Folsom Blvd. And Hwy 50. (P&SVRR)
Track Repair at Iron Point Road, Folsom. (P&SVRR)

Signature Events in 2013:

Completion of five (5) successful Latrobe Breakfast Specials between June and November.
4th Annual Folsom Railroad Festival - September 21st - 22nd. (over 1000 riders in two days)
2nd Annual Pumpkin Patch Flyer - October 26th - 27th.
3rd Annual Santa's Whistlestop Adventure - first three weekends in December.
These events add to our regular operating weekends for a total of 34 operating days in 2013.

Next Steps:

Renew Latrobe Breakfast Specials for 2014. (7 dates on our proposed operating schedule)
Completion of Latrobe Creek Washout Repair in cooperation with SPTC-JPA and EDC.
Regular operation of the Full Size Equipment by the end of the 2014 season.
Secure permission for more frequent excursions into El Dorado County, enabling P&SVRR to justify the investment of Capitol Improvement Dollars into EDC Rail Infrastructure.

WATCH FOR OCCASIONAL RAIL ACTIVITY

If you see a rail vehicle, calmly and safely move at least 10 feet from the center of the tracks.

Placerville & Sacramento Valley Railroad

916-708-7368

www.psvrr.org

Placerville & Sacramento Valley Railroad, Inc. and the California Public Utilities Commission

Background: Placerville & Sacramento Valley Railroad, Inc. (P&SVRR) is a 501(c)3 Not-for-Profit Corporation formed in 2008 by members of the Folsom, El Dorado and Sacramento Historical Railroad Association (FEDSHRA), in order to develop and operate a Non-Insular Tourist Railroad on portions of the former Southern Pacific Railroad “Placerville Branch”, now known as the Sacramento Placerville Transportation Corridor (SPTC).

The term “Non-Insular” refers to railroads which, among other things, cross public roadways. Any such rail operation in the State of California falls under the jurisdiction of the California Public Utilities Commission (CPUC), a regulatory agency formed in 1911 (originally as the Railroad Commission), and tasked with ensuring the public safety on and around railroads (and later other transportation and utility infrastructure).

The formal relationship between P&SVRR and CPUC began with the application in late 2008 to reactivate White Rock Road Grade Crossing. This 5 year project - initiated, planned and executed by P&SVRR in accordance with all CPUC regulations and guidelines – was only the first of many examples of proactive engagement with CPUC. In the Spring of 2009, not long after the White Rock Road application was submitted, P&SVRR again approached CPUC, this time to arrange a trip on the railroad so that a CPUC representative could review both the scope of our program and our initial flagging procedures. That trip, as well as the many subsequent emails, phone calls and meetings since, has culminated in the adoption of P&SVRR's formal Flagger Training Handbook and our Roadworker Safety Training Program, also known as Part 214 Training (after the governing regulations).

Today: After more than four full seasons, the last two of which have included limited operations with the full size train, the relationship between P&SVRR and CPUC is as strong and productive as ever. We urge anyone reviewing or creating policy regarding our operations to keep in mind the following:

- CPUC regulations and authority are *exactly* the same on *both* sides of the County Line.
- CPUC representatives have *visited* our operation several times to keep abreast of our progress.
- P&SVRR is *constantly* reviewing and updating our Safety Procedures.
- P&SVRR maintains *One Million Dollars* in Liability Insurance (Two Million in Aggregate).
- P&SVRR has *always* carried El Dorado County as an Additional Insured on that Policy.
- Rights-of-Entry need only *stipulate* that P&SVRR comply with all FRA and CPUC Regs.