



# Sierra Railway: Preliminary Trail Report

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Prepared for:

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# I. Introduction

## Project Description

The Counties of Stanislaus and Tuolumne, located in central California, have been given the opportunity to create a recreational rail-trail. This opportunity comes from Sierra Railroad Company, owned by Mike Hart, who has offered to donate a 49-mile strip of land, traversing a unique and dynamic cross-section of California that offers views of the Sierra Nevada Mountain Range and the open plains of the Central Valley, for the creation of a trail. Sierra Railroad Company hopes to make this donation to a suitable agency or joint powers authority empowered with the resources to build, secure, and maintain such a trail.

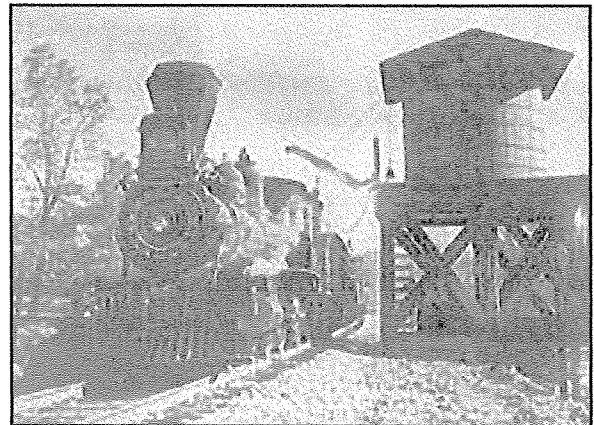
The Sierra Nevada Mountains and Great Central Valley are two of California's most unique landscapes in terms of scenic, ecological, economic, and historic value. Resources such as these are invaluable assets to their surrounding communities. As the communities grow they are faced with a myriad of challenges, including maintaining healthy and livable environments to live and work and fostering a vibrant local economy. The addition rail-trail provides health and economic benefits and a safe and environmentally friendly alternative mode of transportation for people to walk and ride.

The Sierra Rail-Trail will offer the residents of Stanislaus and Tuolumne counties a recreational trail and an alternative transportation corridor, something currently lacking in both counties. The County of Tuolumne would benefit in particular from a secondary transportation corridor, considering that a near 80% of the county's residents and almost all of the businesses in the county are within two miles of the proposed trail alignment. Counties and cities all across the United States have learned that the addition of a trail is economically sound. Rail-

trails offer tourism-related opportunities and bolster property values. The Sierra Rail-Trail would bring people and increase business activity to surrounding businesses in Sonora, Jamestown, Oakdale, and Tuolumne could experience economic benefits from increased tourism as outdoor enthusiasts and rail historians visit the trail and take advantage of the unique recreational experience it offers.

## Historic Setting

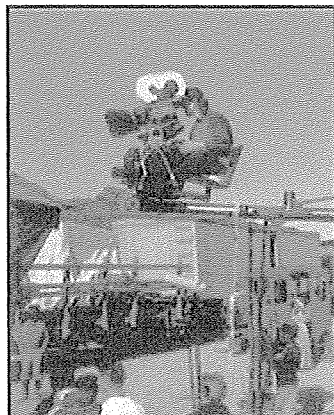
The Sierra Railroad is an historic shortline railroad connecting the foothills of California's Sierra Nevada Mountains with the San Joaquin Valley. The railroad has hauled freight under the name "Sierra Railway," 1897 to 1937, and the "Sierra Railroad Company," 1937 to present. The railroad hit its peak in the 1920's during the construction of the Melones and Don Pedro Dams, and for many years, continued to move goods between the valley and foothills of central California.



With the number and popularity of road vehicles on the rise and the subsequent paving of roads, the Sierra Railroad Company experienced a long period of decline in both freight and passenger service for the railroad.



The turnaround for the railroad came 1919 when it was “discovered” by the movie industry. With its excellent scenery, Sierra railroad had been singled out by movie producers as a preferred location for filming. The Sierra Railroad soon



came to be as “The Movie Railroad” and has been featured in over 200 motion pictures and television programs. It is important to preserve the character of the railroad in its

beautiful setting to protect this legacy. This requires careful consideration of paving/material use as well as infrastructure placement of the rail-with-trail.

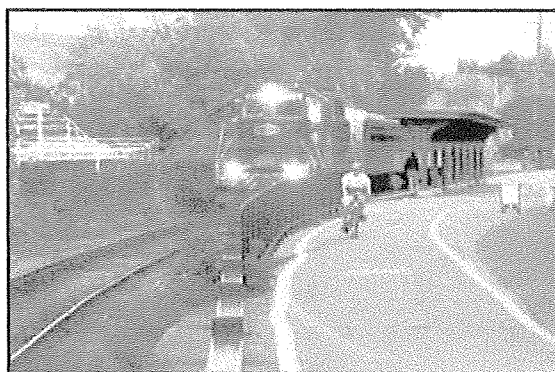
In 1972, Sierra Railroad Company initiated a dinner train as a tourist excursion and in 1999 it was moved from its historic base in Jamestown to a new station in Oakdale to move closer to its customers.

The area of Jamestown that once served as the railroad’s terminus became “Railtown 1897 State Historic Park” in 1992. Currently, the park uses Sierra Railroad’s tracks for tourist excursions running along a six-mile length of track to Chinese Station.

In 2002, Mike Hart of the Sierra Railroad Company received the Environmental Protection Agency award for being the first in the country to operate on bio-diesel, a fuel that is less toxic and has lower emissions than petroleum diesel. Sierra Railroad Company also plans to use a battery-operated locomotive in efforts to decrease emissions in rail yard switching and to set a precedent for their railroads.

## Current Setting

The Sierra Railroad currently operates along a 49-mile corridor stretching from Oakdale, in the Central Valley, to the town of Sonora High in the Sierra Nevada Mountains. Oakdale is the connecting point for three rail lines: the Sierra Railroad, Union Pacific Railroad, and the Burlington Northern Railroad. This corridor roughly parallels State Highway 108 and gains some 2000 feet in elevation traveling east from Oakdale. Despite this elevation change, a gentle slope of 3% is consistent along the right of way, leaving great potential for a rail-with-trail system.



The western terminus in Oakdale includes the tourist and freight offices, freight yard, engine house, and locomotives. The starting point for tourists and freight is a few blocks from the downtown. Corridor width varies from 50 to 100 feet and the railroad operator intends to continue operating freight and tourist excursion train service on the line, while preserving (donating) a portion of the corridor for trail use.

The corridor traverses many of California’s ecosystems and also passes through several areas of cultural and scenic significance. Beginning in Oakdale, known as the “Cowboy Capital of the World,” it runs for 19-miles through this largely agricultural landscape to Cooperstown.

For the next ten miles the corridor passes through the rugged and remote canyon of Quigly Creek, abundant with wildlife. At mile 29, the corridor enters a six-mile stretch passing through the

Bureau of Land Management's (BLM) Red Hills Holding near Yosemite Junction where Highway 120 and 108 intersect.

The corridor then continues another six miles, following Woods Creek and paralleling the California State Railroads Museum's operation of historic steam engines for "Railtown 1897."

The Sierra Railroad offers a lunch and dinner train, as well as a wide variety of themed excursions particular to the seasons or holiday. Excursions are typically 3.5 hours long with some running as short as 2.5 hours and others up to six hours. Departures start in Oakdale as early as 10 a.m. with scheduled returns going as late as 11:30 p.m. Schedules can be found at [www.sierrarailroad.com](http://www.sierrarailroad.com) by selecting Schedule Calendar from the menu located on the left of the page..

The railroad also carries a variety of forest products on Class II tracks including logs, lumber, and wood chips. Freight speeds average approximately 15 miles per hour while passenger train speeds average 15 to 30 miles per hour.

## **II. Planning**

### **Relevant Studies**

Currently, there are 89 trails next to active railroads. These "rails-with-trails" comprise 200 miles in 30 states, with dozens more proposed or planned for future development. Rails-with-trails make efficient use of these corridors by providing increased transportation and recreation opportunities.

These corridors are often conducive to bikers and walkers because they are usually located along relatively flat topography and often offer connections between downtowns and residential areas. Active rail lines range from slow and infrequent freight trains traveling approximately

10-20 mph, to high-frequency passenger trains traveling up to 140 mph. Rail-with-trail research shows that minimum setbacks from the tracks to the trail range between as little as two feet to as much as 100 feet. The most comprehensive report available on this subject is *Rails-With-Trails: Lessons Learned*, by Alta Planning, for the Federal Highway Administration, 2002. Copies are available online at [www.altaplanning.com](http://www.altaplanning.com). To view or download the study, select "Trail Corridors" from the "focus areas" menu selection at top of the page. Scroll down the page and select the "Rails with Trails" link. Another relevant report is Rails-to-Trails Conservancy's *Rails-with-Trails*.

Other related studies and fact sheets are available at [www.trailsandgreenways.org](http://www.trailsandgreenways.org), including *Rail-Trails and Safe Communities*. To download or view these resources on-line select "Resources" from the menu at the top of the page and under the "List of Highlights" select "RTC On-line Manuals, Reports, and Fact Sheets".

### **Planning Effort Background**

Sierra Railroad Company would like to see the project developed in a style that compliments the rich history of the railroad. Design elements such as strategically placed rest stops constructed of local materials, native plantings used to enhance naturally framed vistas, and a trail surface constructed from organic materials would evoke antiquity and preserve and support historical setting, making it appear as though it has always been here.

It is the intent of Sierra Railroad Company to maintain the historic value and quality that visitors and movie production companies come here to experience.

### **Related Planning Efforts**

Between 1998 and 2002, the Tuolumne County Trails Council reviewed and evaluated 104

proposed and existing trail segments for possible inclusion in a countywide outdoor recreation plan. The proposed Sierra Rail-Trail received one of the highest ratings of all the proposed routes (two other trails were rated higher, primarily due to lower estimated costs of development and maintenance). The evaluation became a part of the County Recreation Master Plan by the Tuolumne County Board of Supervisors in 2002.

The Sierra Rail-Trail could act as a spine to connect other future trails. Possible future connections include: Stanislaus River Trail in Stanislaus County (under consideration); east along the old Sierra logging right-of-way could provide a connection to the John Muir Trail or extend to reach the Sierra-Nevada summits; Yosemite National Park along the Hetch-Hetchy Railroad alignment; or other future trails to be developed in Tuolumne County.

Currently, the route connects to nearly all other backbone trails proposed for the Tuolumne County Recreation Plan, including: the Westside-Cherry Valley Railroad Trail near Tuolumne City, the Sugar Pine Railroad Trail through Twain Harte to Pinecrest, the Hetch-Hetchy Railroad Trail through Groveland, and the Woods Creek Trail connecting Jamestown to northern Sonora.

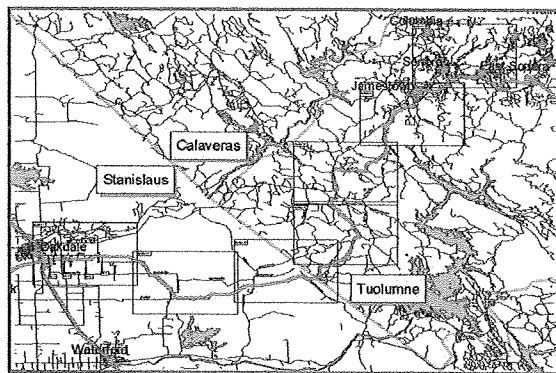
All of the potential trails connect to the Stanislaus National Forest and Yosemite National Park trail systems. Furthermore, the Sierra Rail-Trail may eventually become a key link connecting the San Francisco Bay Area to the Sierra Crest.

### **Cultural / Historic Connections**

The Sierra Railroad corridor passes through Tuolumne County in the heart of California's historic gold country. Known as the "Play Land with a Heart of Gold," Tuolumne County is also the gateway to Yosemite National Park offering

abundant opportunities for outdoor recreation including river kayaking, canoeing, fishing, packing trips, boating, hiking, and antique shopping. Trail users will encounter ghost towns, Historic Register sites, and agricultural lands as well as open space in a variety of habitats. These connections may compel users to learn the local history while enjoying a day of recreation.

The remainder of this section includes brief descriptions of some of the local communities and cultural/historical activities that could see increased visitors and economic benefits as a result of this trail.



### ***Jamestown***

Jamestown, originally named "Woods Crossing" could be a lively stop along the proposed Sierra Rail-Trail. Jamestown is rich with historical significance being the site of the first gold discovery for Tuolumne County by Benjamin Wood in 1848. It was later re-named for San Francisco lawyer Colonel George James, who arrived in 1849. With a current population of 950, Jamestown is a welcome spot for tourists looking to escape the crowded gridlock of urban living. Trail users may want stop off for a hearty meal at the local steakhouse or take in a tour of "Railtown 1897 State Historic Park". Overnight visitors have the alternative of relaxing at a bed and breakfast or roughing it at the Don Pedro Lake campground.

### ***"Railtown 1897 State Historic Park"***

The 26-acre "Railtown 1897 State Historic Park" (Railtown) in Jamestown is one of the country's last authentic operating railroad roundhouses. With guided tours of the railroad shops and steam train rides, visitors experience a bit of railroad culture. The park attracts visitors with its rich industrial heritage, railroad history, and Hollywood film industry lore. The railroad and Railtown are still popular locations for television productions, films, and commercials. With abundant recreational and educational opportunities, a trail to Railtown would provide users easy access to this popular park.

### ***Chinese Camp***

Chinese Camp lies at the junction of highway 49 and 120 a couple of miles east of the Sierra Railroad. This landmark town could be incorporated into the design of the Sierra Rail-Trail via a short spur trail. Once a settlement for Chinese immigrants in the mid 1800's, what remains of this once thriving gold rush town are well-preserved historical buildings slightly hidden by a grove of trees planted by the original pioneers.

### ***Gold Rush History***

An incredibly rich vein of gold once spanned Tuolumne County close by present day Highway 49. The name "Mother Lode" gradually came to encompass the entire gold-rich Sierra Nevada foothill region from Mariposa to Downieville. More gold was taken from Tuolumne than any other county in California. The Sierra Railroad intersects with the Mother Lode in the area of Chinese Camp and Highway 49, and follows it through Jamestown to Sonora. This offers many opportunities to create rest stops or historical markers along the trail, revealing the remarkable Gold Rush history of the region.

### ***Oakdale***

Located on the eastern edge of the County, Oakdale is considered the gateway to the Sierra

Nevada Mountain Range. Recognized primarily as an agricultural community, it is also known for its rich history of cowboys and rodeos. The first outdoor rodeo in the West took place in Oakdale, and since 1954 the annual rodeo has been a trademark here each spring.

Oakdale is also home to numerous Professional Rodeo Association cowboys, the Cowboy Museum, Cowboy Poetry Show, Rodeo Parade, Rodeo Dance, Mule Days, and California Team Roping Association competitions. Many of these activities could see increased visitation as a result of the Sierra Rail-Trail and are compelling reasons for trail users to plan visits to this area.

### ***Sonora***

Sonora is one of the most picturesque and culturally rich cities nestled amongst of the Sierra Nevada foothills. Its main street is still home to many historic buildings dating back to the 1800's as well as quaint shops and restaurants, making Sonora a perfect starting point or destination along the 49- mile Sierra Rail-Trail. Settled in 1848 by Mexican miners, it was once called the "Queen of the Southern Mines", yet has evolved today into a community bustling with cafes, antique shops, and many other quintessential small town establishments.

### ***Standard***

Standard was the original company town established by the Pickering Lumber Company to house the workers that operated its mill. The downtown area is currently being re-developed into small shops and restaurants that will service a new housing development and the tourist industry. The extension of the Sierra Rail-Trail into and through Standard will energize the business establishments to be located in the rebuilt downtown.

### ***Tuolumne***

The Tuolumne County Recreation Master Plan envisions a Sierra Rail-Trail that extends seven

miles beyond Standard to the town of Tuolumne. This seven-mile stretch of the right-of-way is under the ownership of the Tuolumne Park and Recreation District. The Town of Tuolumne is expected to see rapid growth due to the recent establishment of an Indian gaming casino. Plans for the town include a large hotel and golf course and trails connecting the town with the casino. Extending the recreational trail to Tuolumne would enhance its economic development.

### **III. Preliminary Report**

#### **Goals and Objectives**

The purpose of this Report is to outline the basic issues related to this corridor the potential as a rail-trail along the Sierra rail corridor right-of-way within the Counties of Stanislaus and Tuolumne, from the City of Oakdale to the Town of Sonora. Envisioning a safe and accessible trail, railroad owner, Mike Hart, local trail advocates, and representatives of the City of Oakdale and Tuolumne County have taken the first step in the planning process by directing this Preliminary Report. Rails-to-Trails Conservancy has met with these groups and toured the corridor to conduct this report, which is intended as a first step toward future planning, funding, construction, and maintenance of the trail.

Tuolumne County has also recently submitted a proposal to Caltrans for a Community-Based Transportation Planning Grant to fund a feasibility study of the proposed Jamestown to Standard segment of the Sierra Rail-Trail.

#### **Issues and Analysis**

##### ***Physical Feasibility***

Rails-with-trail projects often take three to ten years in transition from visioning to construction. One factor that often delays this process is negotiations with the affected railroad.

Since Sierra Railroad Company is already a partner on this project, valuable time can be spent on the next critical phase, trail physical feasibility. This includes consideration of setting, relation to local planning efforts, adjacent land ownership, and railroad activity.

The Sierra Railroad's location amongst the pristine valleys of Central California creates opportunities to preserve this corridor's appeal to both the needs of humans and nature. Since this corridor is often used for filming and runs adjacent to stream and wetland habitats, consideration in planning the trail should take into account impacts to these economic and environmental resources so vital to this region.

The historic communities located along this rail corridor, each have a unique character and sense of appeal worth preserving. Since this trail will be one of regional scope, consideration should be paid to local and regional recreation needs and planning efforts regarding bicycle, pedestrian, and equestrian transportation.

The term 'setback' refers to the distance between the edge of a trail and the centerline of the closest active railroad track. The majority of the Sierra Railroad corridor is 50-100 feet wide, with a single track of active railroad located primarily in the center of the corridor. Based on the experience of in-operation rails-with-trails, this is sufficient space to consider a trail project. Official design standards do not exist for rails-with-trails. Recent studies by Rails-to-Trails Conservancy show setbacks for trails range from 2 feet to 100 feet, depending on the context. Some use vegetation or fences as barriers from the tracks, while others operate successfully without any trail/track separation techniques.

Adjacent land use and ownership along the potential rail-trail is another consideration. Since several farms, ranches, wetlands, and small communities exist along the right-of-way, it may be necessary to perform an environmental impact

analysis in order to identify local resources and mitigation techniques. Involving these parties early in the process to voice concerns or ideas is critical in gaining sustained community support for the project

Train speed and frequency are two important factors in determining trail feasibility. Sierra Railroad Company currently operates dinner and freight trains year round on a weekly schedule. Where and when trains may come into contact with trail users must be identified and a consideration must be made on how to design the trail to insure the safety of both trail users and railroad.

### ***Risk and Liability***

Trails are more popular than ever and are utilized by a multitude of outdoor enthusiasts, including: walkers, bikers, joggers, skiers, and even equestrians and snowmobile riders. People are drawn to trails due to their convenient locations in urban, suburban, and rural areas and for their safety from busy roadways and congested traffic.

Although trails are pleasant places to recreate, there are concerns regarding injury liability to the trail management agency and adjacent landowners. In such cases, Recreational Use Statutes, trespassing laws, and insurance can protect management agencies and landowners from liability.

California's Recreational Use Statute, enacted in 1963 (California Government Code Sec. 846), is designed to encourage private landowners to allow public access to their property for recreational purposes while limiting liability to the landowner.

There are three exceptions to the liability protections:

1. Landowner is malicious or willfully does not warn against a dangerous condition.

2. Landowner receives compensation for access to the property.
3. A party is invited rather than permitted to use the property.

Trespassing laws vary by state and are generally divided into four categories: trespasser, licensee, invitee, or child. A property owner's liability toward each category increases depending on the status of the individual with a trespasser given the least rights and a child the most. In most cases, a landowner is not responsible for unsafe conditions encountered by a trespasser, but must warn of any known unsafe conditions to all others and take measures to protect users from foreseeable dangers.

Despite the strength of the laws mentioned above, they cannot prevent a lawsuit from being filed. Therefore, insurance is necessary and acts as the "last line of defense" for all trail management agencies and adjacent landowners. Most trails are managed by a public agency (e.g. parks department) and are covered by an umbrella policy protecting all municipal properties. If not, it would be necessary for the agency to purchase a comprehensive liability insurance policy.

Trail managers can also minimize disputes and liability through well thought out design solutions and initiating a consistent trail maintenance and management program. Trail managers should routinely inspect the property for apparent dangers, attempt to anticipate user activities, and take actions to prevent foreseeable dangers.

Type of Protection	Public Lands	Private Lands	Adjacent Landowner
Recreational Use Statute	Some	Yes	No
Trespass Law	No	No	Yes
Insurance	Yes	Yes	Yes

(Source: Rails-To-Trails Conservancy, 2000, *Rail-Trails and Liability* (p. 3))

### ***Environmental Benefits***

Environmentally, the benefits of rail-trails are twofold. Operating as a safe and clean non-motorized form of transportation, trail users utilize a more environmentally friendly form of transportation. Therefore rail-trails serve to improve the environment while also helping to improve the health of their users.

Rail-trails can also act as wildlife corridors as rare and endangered habitats are increasingly disappearing. Those trails dense with vegetation or running adjacent to rivers or streams may additionally serve as cover for wildlife species and act as buffer zones to development. Due to the rural location of the Sierra Railroad, the rail-trail could connect wildlife to larger, more diverse habitats.

### ***Community Sentiment***

Despite the many recreational, health, and environmental benefits rail-trails can offer, there are endless economic and cultural benefits as well.

Many communities have seen increases in tourism and sales to existing businesses such as restaurants, clothing stores, and hotels. Additionally a trail often spurs the opening of many new businesses such as bike shops and snack bars to better service the needs of trail users. Communities between Sonora and Oakdale will more than likely see increases in tourism and economic growth as trail users drive the need for such trail related services.

Although these benefits are appealing to most, trail projects sometimes encounter opposition once proposed. Prior to trail development, it would be important for the Sierra Rail-Trail project to develop a committee to oversee the project tasks and involve the community in the planning process. Addressing their concerns and interests early in the process may go a long way to minimizing problems and opposition later on.

### ***Surface Options***

When determining the type of surface to choose for the trail, it is first important to understand the primary user groups, the goal of the trail experience, budget constraints, and the aesthetics of the surrounding environment. Since Sierra Railroad Company is interested in the historic preservation and natural beauty of the area, a more organic surface may be the best choice. By choosing a material such as railroad ballast, decomposed granite, or the various types of crusher fines the trail may blend better with the existing landscape. The costs for various types of trail surfaces depend on the source of the material, the thickness of the trail, the cost to transport it to the site, the labor-intensive effort to lay the trail, and any other costs necessary to prepare the land such as earth moving or tree removal. Very rough estimates for trail construction can vary from approximately \$40,000 per mile for a soft surface, while hard surfaces such as asphalt can run up to \$125,000 per mile or more.

Since Sierra Railroad Company is donating the land to the project, it is hoped that a public agency could use the donated land as a match for grant funding. This funding may come in the form of private donations; federal, state, or regional transportation and/or park funds; or local bonding to complete the full build-out of the project. Nearly all trail projects assemble a mosaic of multiple funding sources. The Joe Rodota Trail in Sonoma County used 37 different funding sources. (See Appendix D - Rodota Trail Funding Sources.)

### ***Maintenance Costs***

Maintenance concerns for soft surfaces include attention to drainage problems, repairing eroded areas, and removal of new vegetation. Rail-trail annual maintenance costs vary depending on the surface material, weather conditions, number of annual users, and types of trail activity. Two California case studies include the Fresno-Clovis Rail-Trail in Fresno (\$7 million per year) and the

Folsom River Rail-Trail in Folsom (\$4.5 million per year). Although both trails are paved with asphalt, there is a correlation of increased cost based on annual users as the Fresno-Clovis Trail has an average use of 200 people per day while the Folsom River Trail averages 75 to 125 users per day.

User fees, property tax, or some portion of local transportation surtax might help to pay such annual repair costs, and in most cases, it is some combination of the above.

## **Funding**

There are a large number of funding programs available for trail projects. A brief summary of primary California funding sources is included in the Rails-to-Trails Conservancy 2004 Funding Table (see Appendix D). Below is a discussion of a few of the major sources.

### ***Federal Grants***

Major federal sources, administered by Caltrans and the Metropolitan Planning Organizations, are all part of the federal transportation omnibus legislation, the Transportation Equity Act of the 21<sup>st</sup> Century (TEA-21). TEA-21 is currently in the process of being reauthorized by Congress. Congress hopes to have a new bill sometime in 2005. In the meantime, Congress has extended TEA-21 on an interim basis and the 2004 Appropriations bill will determine funding levels until a full six-year bill is passed.

TEA-21 was authorized in 1998 as a successor to the groundbreaking Intermodal Surface Transportation Efficiency Act (ISTEA). ISTEA was considered groundbreaking because bicycling and walking facilities were given serious treatment as a form of transportation for the first time.

Other major funding programs within TEA-21 for bicycle and pedestrian (bike-ped) facilities such as the Sierra Rail-Trail include:

- *Regional Surface Transportation Program (RSTP)*;
- *Safe Routes to School (SR2S)*- (part of the Hazard Elimination and Safety program),
- *Congestion Mitigation and Air Quality (CMAQ)*; and the
- *Recreational Trails Program (RTP)*.

As with any federal aid money, these programs come with many strings attached and are time consuming to apply for and administer. Each of these programs has a particular focus, and therefore, eligibility will depend on how closely the goals of the project fit the program objectives.

### ***State Grants***

The State of California has a number of ongoing funding programs for trails, bicycle and pedestrian facilities. Two of the major sources are the Bicycle Transportation Account and the Environmental Enhancement and Mitigation Program. The State Transportation Improvement Program can also fund bike-ped projects, but they must compete with road projects. As such, the chances of success vary by region.

Periodically, there are significant funds available for trail projects from park and water bond measures. Examples include:

- *Proposition 40* – Bond Act passed in 2002 with several trail-eligible programs, including the Per Capita grants (\$326 million available statewide for 2003-2004 fiscal year);
- *Roberti/Z/Berg/Harris Grants* - (\$155 million statewide for 2003-2004, \$34 million for future years); and the
- *State Urban Parks and Healthy Communities Program* - (\$50 million available for after 2003-2004).

All of these programs are administered through the California State Park's Office of Grants and Local Services. Guidelines, advice, and deadline information can be obtained by calling (916) 653-



7423, or online at [www.parks.ca.gov](http://www.parks.ca.gov). To find the information on-line, select "Grants and Bond Acts" listed under the Related Links menu located on the left side of the page and scroll down the page to "Annual Programs".

### ***Operating & Maintenance Funding Sources***

Grant funding to cover expected operating and maintenance costs is difficult to find. There are a few grants available, and in general such expenses are either ineligible or low priority. The Recreational Trails Program, federal funding administered by California State Parks, can fund maintenance only for motorized trails, although some grants have been awarded for rehabilitation.

Apart from state and federal grant programs, there are a number of other strategies listed below that are being successfully implemented in other areas.

1. Attention to future maintenance implications during the design phase is important. Native and/or slow growing plants can greatly reduce the need for future gardening activities. Many operating agencies have had success with "carry-in carry-out" policies, where trashcans are actually withheld to hold down litter.
2. As the trail becomes popular, adjoining residents and community organizations will become boosters and caretakers of the trail. Significant amounts of maintenance can come from community residents. "Adopt-a-trail" programs, formal and informal, can be effective. When the operating agency respects and recognizes volunteers, it helps put a personal face on the effort. Consider placing a sign along the trail, with a photo of each segment's volunteers. Cash donors can be recognized with plaques, bricks or other inscriptions.
3. Implementing a successful volunteer maintenance program requires staff time, so the County may need to consider a part time position. The investment would be highly leveraged with a robust volunteer program.

4. Utility easement agreements, cell phone towers and vendor leases can be structured to dedicate annual revenue to maintenance. Local businesses may be willing to contribute annually to a maintenance fund or improvement district.

New developments offer perhaps the best opportunity, as maintenance of a section of trail can be a permit or easement condition. A development that faces a trail is a double bonus. The users of the development become an instant constituency for maintenance of the trail, and their watchful eyes help make the property busier, safer, and more cared for.

5. In areas where the corridor is wide, the County might consider using a portion of the corridor for compatible uses. Community gardens can be an effective and popular part of a trail corridor, provided appropriate soil testing has been done. While the trail tread should be of uniform width, the right of way need not be.
6. Service organizations such as Rotary, Kiwanis or the Boy Scouts will often help with major one-time or yearly events, such as cleanups or plantings. Position the goal of a clean trail as a matter of community pride. As the trail matures and more phases are completed, community support will grow.
7. Finally, depending on the agency responsible for management of the Sierra Rail-Trail, it may want to consider devoting a portion of its General Fund to cover some of the operating and maintenance costs.

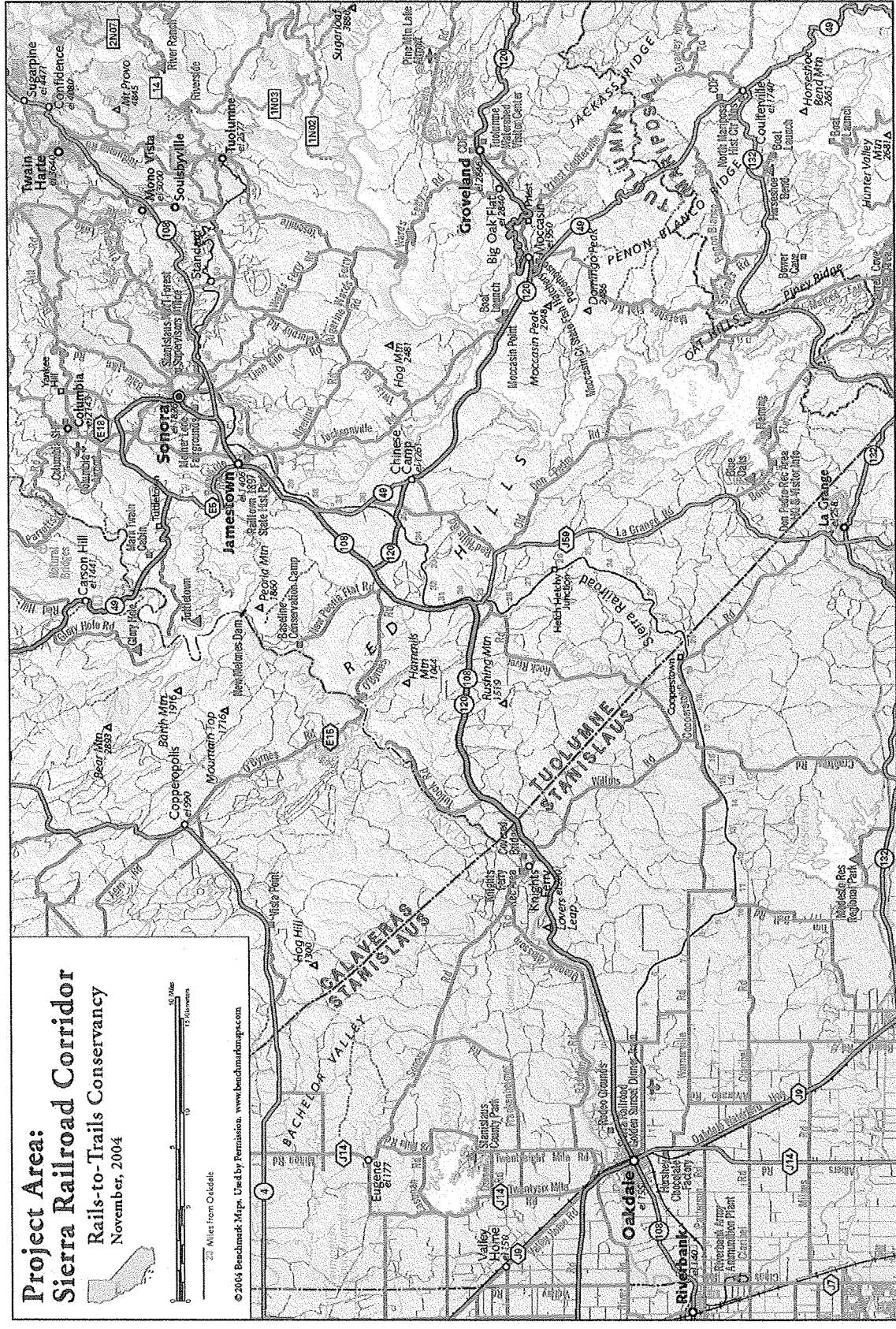
## **IV. Survey Material and Notes**

The pages that follow contain a discussion of the opportunities and constraints by mile marker number (shown on map in orange numbers along the right-of-way). At the bottom of each page is a list of marker numbers and notes corresponding to marker numbers on the project map. A pull-out map of the project area is located in the front inside pocket of the folder.

# **Project Area:** **Sierra Railroad Corridor** Rails-to-Trails Conservancy November, 2004



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## **Oakdale to Cooperstown Segment (MM 0-19)**

### **Mile Marker 0-19 Summary**

This first 19 miles is rolling hills and fields, irrigated cattle grazing and orchards, originating in Oakdale, known as the "Cowboy Capital of the World." There is a chance to acquire the six miles of track connecting Oakdale to Riverbank, which would allow future expansion of the trail to Riverbank and perhaps Modesto.

### ***Opportunities***

MM 3 Abandoned three-mile long Atlas Branch, providing opportunity for connections north to the Stanislaus River.

MM 6 Arnold Station, the first station after Oakdale, provides an outparcel for a scenic rest stop and trailhead. The railway transitions between plains and hills; views highlight tree groves and a lake to the north (Sierra).

MM 10.5 Surveyed to be a town that never materialized, nine-acre outparcel and potential road access/trailhead point.

MM 17.2 Road crossing provides potential access point.

MM 18.6 ROW enters Tuolumne County; the right-of-way is 75' to 100' wide and maintains this width for many miles.

### ***Constraints***

MM 0.1 Road crossing at a busy intersection requires signage and striping for bike/pedestrian crossing.

MM 5 Moderately steep climb up Sand Hill requires a possible side cut.

MM 8.5 Hawk Aviation's airstrip used for recreational and commercial purposes, including crop dusting, located close to the corridor.

MM 15.5 Trestle crossing

MM 17.7 Wide, wooden trestle

### ***Other Concerns***

MM 7 Road crossing at Fogerty Road

MM 8 Road crossing at Warnerville Road

MM 10 Second crossing with Warnersville Road

MM 12 S-curves of line called Dodge City curves in reference to 1939 film.

MM 15-16 Turkey farms adjacent to both sides

MM 16 Cattle shipping facilities and post office active until 1909

MM 17 Junction with Wilms Road

### ***Features of Note***

MM 1.6 ROW now wide enough for trail

MM 1.9 Drainage issue / wetlands

MM 2.6 Culvert

MM 3.5 ROW becomes 100' wide

MM 4.6 Drainage issue / wetlands

MM 4.7 Steep drop

MM 5.5 Outparcel: 2.4 acres, resume 50' width ROW

MM 5.9 Poppies, wild flowers

MM 6.1 Drainage issue

MM 6.3 Outparcel

MM 6.4 Cattle guard

MM 7.0 Hetch-Hetchy Aqueduct passes underground

MM 7.2 Cattle guard, resume fences

MM 7.8 Water crossing

MM 7.8 Fogerty House

MM 8.2 Cattle guard

MM 8.7 Crop duster runway

MM 9.5 Wetlands

MM 10.5 Gully

MM 10.8 Outparcel: approx. 9.099 acres

MM 11.4 Crop duster runway

MM 11.6 Drainage (wet area)

MM 11.6 Rice

MM 12.5 Cattle guard

MM 14.2 Gully

MM 15.0 Turkey farm on both sides ROW

MM 15.5 Dry river bed

MM 15.8 Outparcel

MM 16.1 Cattle guard

MM 16.3 Culvert

MM 16.9 Cattle guard

MM 17.2 Cattle guard

MM 17.7 Trestle

MM 18.8 ROW widens to 75' to 100'

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## **Cooperstown to Keystone Segment (MM 19-29)**

### **Mile Marker 19-29 Summary**

Entering Tuolumne County, the next 10 miles run through a rugged and remote canyon known as "Quigly Creek" past Hetch Hetchy Junction. Eagles, hawks and mountain lions are known to be spotted in this area.

#### ***Opportunities***

MM 19-19.2 Cooperstown, outparcels, and industrial plant provide good areas for rest stop.

MM 25.5 Junction with abandoned Pedro Dam branch (eight miles) used for four years was once the largest concrete dam in the world. This may provide connections south to Don Pedro Reservoir.

MM 26 Junction with the abandoned Hetch Hetchy branch (67 miles) could provide access to the Hetch Hetchy Reservoir.

#### ***Constraints***

MM 20.4 Trestle crossing

MM 21.5 Culvert

MM 21.8 Trestle crossing

MM 22 Trestle crossing

MM 23.9 Trestle

MM 24.4 Trestle

MM 25 Trestle

MM 29 Intersection with Highway J59 requires careful crossing

MM 29 Sierra Pacific Industries bark plant and small lumber mill at MM 35 create an industrial scene.

#### ***Other concerns***

MM 22.5 Approaching the canyon elevation, the corridor gets steeper.

#### ***Features of Note***

MM 19.2	Outparcel
MM 19.8	Pinchpoint
MM 20.4	Trestle
MM 21.5	Culvert
MM 21.8	Trestle
MM 22.7	Trestle
MM 23.5	Culvert
MM 23.9	Trestle
MM 24.2	Stream crossing
MM 24.2	Power lines cross ROW
MM 25.7	Culvert
MM 25.8	Cattle guard
MM 28.3	Cattle guard

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## **Keystone to Yosemite Junction Segment (MM 29-35)**

### **Mile Marker 29-35 Summary**

The next six miles run through a BLM holding called the "Red Hills" near the junction of Highway 120 and 108 know as "Yosemite Junction." This is where people cross the railroad on their way to Yosemite and is potentially the site of a Caltrans rest stop parking lot and train station.

#### ***Opportunities***

MM32 Junction point of the abandoned Melones branch connecting to the New Melones Reservoir.

#### ***Other concerns***

MM 32 Maybe the future site for rebuilding a movie set that was lost to fire in 1997.

#### ***Features of Interest***

MM 29.5	Gated crossing
MM 31.5	Old road
MM 32.3	ROW becomes "super-wide"
MM 33.8	Pinch point
MM 34.3	End "super-wide" ROW
MM 34.7	Trestle
MM 34.7	Gated crossing

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## Yosemite Junction to Jamestown Segment (MM 35-41)

### Mile Marker 35-41 Summary

The next six miles parallel the California State Railroad Museum's operation of historic steam engines for "Railtown 1897 State Historic Park" and follows Woods Creek.

#### *Opportunities*

MM35 The historic Chinese Camp established a station in 1897 and continues to support a small resident population.

MM37-40 The Mother Lode geological formation goes through this area providing opportunity for many cultural/historical connections to the region.

MM40 Quartz Junction begins Yosemite Short Line branch (nine miles) that was abandoned before completion in 1907, offering access towards Yosemite.

MM40.8 Jamestown, a strategic Gold Rush town, once provided branch access to Angels Camp, Sonora, and Yosemite and now is home to "Railtown 1897 State Historic Park".

#### *Features of Interest*

MM 35.2	Lumber mill
MM 35.5	Outparcel
MM 36.3	Gated crossing
MM 36.4	Cattle guard
MM 38.9	Trestle
MM 39.2	Cattle guard
MM 40.6	Gated crossing

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## Jamestown to Sonora Segment (MM 41-49)

### Mile Marker 41-49 Summary

For the next eight miles there are pine trees, scenic vistas and increasing population. The railroad presently ends at Standard (large lumber mill) after passing the Junction Shopping Center.

#### *Opportunities*

MM 45 Mining town founded by Mexico's Sonorans provide access to urban amenities.

#### *Constraints*

MM47.1 Wooden bridge curves over Sullivan Creek.

#### *Miscellaneous*

There are several opportunities along the corridor for connecting the trail with the three distinct eras: the first years of the railroad, the gold rush, and the movie years through the strategic placement of rest stops and signage.

#### *Features of Interest*

MM 41.8	Pinch point
MM 41.9	Steep
MM 43.5	Road crossing
MM 44.3	Road crossing
MM 44.5	Gated crossing

## Appendix A - Railroad Valuation Map Notes

V-1 II	Parcel 2	MM 5 – Potential to do a side cut, vary from trail
	Parcel 7	MM 6 - Out parcel, possible rest stop, trailhead facility/Arnold Station
V-1	p. 14	MM 17.2 – Road crossing MM 17.5 – Trestle crossing, *possible TEA 21 funding for rehabilitation MM 18.6 (past county line) – ROW 75'-100', continues extensively MM 19 to 19.2 – Out parcels, industrial plant MM 22.5 – Canyon/steep, approaching canyon elevation
V-1	p. 14	MM 20.4 – Trestle crossing MM 21.5 – Culvert MM 21.8 – Trestle crossing MM 22 – Trestle <b>Notes:</b> <i>High-grade area Quigly Creek interacts with corridor</i>
V-1	p. 14	MM 23.9 – Trestle MM 24.4 – Trestle MM 25 – Trestle MM 25.5 – Connection to Don Pedro Dam/Lake Don Pedro MM 25.7 – Culvert MM 26.1 – Hetch Hetchy Station <b>Notes:</b> <i>corridor interacts with city and county of San Francisco land/good potential for trailhead/rest stop area</i> MM 26 – Continuing with 75'-100' ROW <b>Notes:</b> <i>Rolandi area, much rangeland in region</i>
V-1	p. 15	MM 29 – Road Crossing, minor MM 29.5 - Highway J59, major road crossing MM 31.75 – Spur off ROW towards Chinese Camp, Melone's Dam Branch MM 31.3 – Highway 120, potential road access closed MM 32 - Chinese Camp, possible trailhead/access point/state hwy., good sight seeing opportunity, narrow ROW (50ft.) <b>Notes:</b> <i>All of above interacts with cattle grazing, MM 29 – MM 32</i>
V-1	p. 17	MM 32.33 – Wide ROW (100ft.) MM 34.33 – Wide ROW ends, reverts back to normal ROW MM 34.5 – ROW out to spring/water hole for water tower, could be an interesting spur MM 34.7 – Trestle MM 35 - Industrial Park <b>Notes:</b> <i>Chinese Camp, multiple out parcels</i>
V-1	p. 17	MM 36.3 – County Road crossing MM 38.9 – Trestle (long) MM 39.3 – Trestle (long) MM 39.9 – Trestle (long) MM 39.75 – County Road, potential access point
V-1	p. 18	MM 40.75 to 41.75 – Jamestown, much development through this area, corridor narrows significantly (25ft. in town) then widens outside of town (100ft), possible re-route MM 40.2 – Yosemite Short Line MM 40.5 – State Park Facility – Jamestown MM 42.5 – Overhead pipe crossing
V-1	p. 18	MM 44.35 – City of Sonora, Old Passenger Depot MM 46.75 – Rough River Canyon MM 48 – Beer Distributor Warehouse MM 48.35 - Out parcel

## Appendix B - Physical Survey Notes

MM (Mile Markers)	GENERAL NOTES (MM indicate approximate locations along ROW)	VALUATION/DEED QUESTIONS
MM 0	Oakdale - Narrow ROW/industrial area (unattractive), needs landscaping, corridor improvement and clean-up of rail yard Fencing needs to be moved in five feet (see city of Oakdale) Alignment: NW side	
MM 1	Grading work necessary on corridor to prepare for trail Road crossing in Oakdale (busy intersection needing signage, bicycle/ pedestrian crossings, and striping) MM 1.6 - ROW becomes wide enough to accommodate trail Road crossing, Knox Road Alignment: NW side MM 1.7 - Drainage issue / wetlands, NW side	V-1 I: Parcel #5
MM 2	Good ROW MM 2.3-ROW narrows, much grading necessary in this section; narrow ROW continues for 0.5 miles MM 2.5 - Culvert	
MM 3	MM 3.1 - Road Crossing, ROW deviates from road Landowner: Burchel (possible to use his ROW for trail through property) MM 3.5 - ROW becomes 100' wide	
MM 4	MM 4.5 - Drainage issue / wetlands MM 4.7 - Steep drop	
MM 5	Wetlands, Landowner: Burchel Sandhill, potential water stop, pond. Potential to do a side cut and vary from the trail MM 5.5 - Outparcel: approx 2.4 acres, resume 50' ROW <b>MM 5.9 - Poppies, wildflower view</b>	V-1 II: parcel #2
MM 6	MM 6.1 - Drainage issue Trailhead potential/Arnold Station Agricultural land, open, good ROW. Alignment: NW side MM 6.3 - Outparcel MM 6.4 - Cattle Guard	V-1 II: parcel # 7
MM 7	Hetch Hetchy aqueduct passes underground Road crossing, Fogerty Road MM 7.2 - Cattle guard, resume fences Fogerty land, opposition to trail project MM 7.5 - Drainage issue / wide water MM 7.8 - Water crossing, Fogerty House on hill Alignment: still on NW side, good ROW	
MM 8	MM 8.2 - Road crossing, Warren Road MM 8.2 - Cattle guard MM 8.7 - Air field, potential plane rides, friendly landowner	
MM 9	MM 9.4 - Wetland issues MM 9.5 - Landowner: Grols (may work with us)	
MM 10	Narrow ROW, may be resolved by boardwalks MM 10.2 - Gully MM 10.5 - Outparcel, 9 acres, potential road access point Tim Bell Road – use for trail MM 10.8 - Outparcel: 9.099 acres	V-1 p. 3 #6
MM 11	Friendly landowner, need his utility road for trail alignment MM 11.4 - Airplane runway MM 11.6-Drainage (wet area.) MM 11.6 - Crops	



<b>MM</b> (Mile Markers)	<b>GENERAL NOTES</b> (MM indicate approximate locations along ROW)	<b>VALUATION/DEED QUESTIONS</b>
<b>MM 12</b>	To Modesto Reservoir, possible branch trail to reservoir. Good area for rest stop/picnic area. Good ROW for trail alignment, Landowner: Louis Burket-friendly	
<b>MM 13</b>	MM 12-13 - Continues to be good ROW for trail alignment, landowner Louis Burket-friendly Cattle guard	
<b>MM 14</b>	MM 14.2 - Warnerville Road – use road with bike lane for trail alignment Con Agriculture, big area farmer Gully Turkey farm both sides of ROW	
<b>MM 15</b>	County line MM 15.5 - Trestle crossing, possible outparcels (check files) Dry river bed (mapped as stream) Outparcel	V-1 p. 4: # 5-7
<b>MM 16</b>	Crab Tree Road, outparcel- potential for trailhead, water available 100 ft. ROW available MM 16.1 - Cattle guard MM 16.3 - Culvert MM 16.9 - Cattle guard	V1-5: Title #s: 37 – Al Glatzman (MM16.75)
<b>MM 17</b>	Road crossing- Cooperstown Road MM 17.2 - Road crossing MM 17.2 - Cattle guard MM 17.5 - Bridge crossing- possible crossover to improved bridge, Rock River Bridge long trestle- need Federal money to rehabilitate bridge	V1-5: Title #s: 38 – R.L. Means (MM17) V-1 p. 5
<b>MM 18</b>	Use Cooperstown Road (NE side) for trail alignment, for bridge crossing to next cross over to the NW side, still on Cooperstown Alignment: shifts from NW to NE (cross) back to NW MM 18.6 - (Past county line.): ROW 75'-100' in width continues MM 18.9 - Archeological site, Indian	V1-5: Title #s: 39 – LuLu Clark (MM 18.25)
<b>MM 19</b>	MM 19-30 - Landowner: Gardella Railroad outparcel, trailhead potential MM 19.2 - Industrial "plant" Back to ROW for trail MM 19.2 - Ten miles to next road crossing MM 19.8 - Pinch point in corridor	
<b>MM 20</b>	Excellent land contours, needs grading, possible boardwalks for trail alignment/good Scenic trail riding/good ROW MM 20.4 - Trestle crossing	V-1 p. 6
<b>MM 21</b>	MM 21.5 - Culvert MM 21.8 - Trestle crossing	
<b>MM 22</b>	Old ROW possible use for trail alignment Trestle MM 22-23 - Quigly Creek/Canyon Tank – very nice riding area	V1-6, Title #s: 46 – Wm. Quigley (MM23.5)
<b>MM 23</b>	ROW problems for trail (in general, this is where the ROW problems start for the entire corridor, especially in terms of width) MM 23.5 - Culvert MM 23.9 - Trestle	
<b>MM 24</b>	Still narrow ROW for trail alignment Stream crosses MM 24.2 - Hetch Hetchy power lines cross ROW MM 24.4 - Trestle	

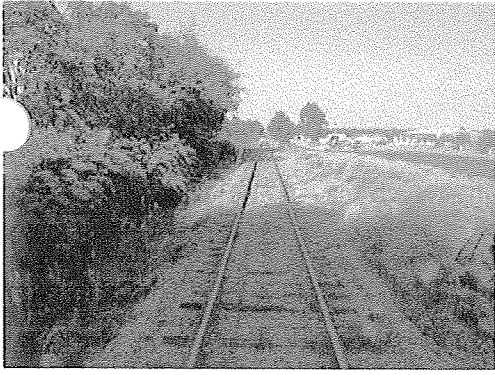


MM (Mile Markers)	GENERAL NOTES (MM indicate approximate locations along ROW)	VALUATION/DEED QUESTIONS
MM 25	Trestle MM 25.2 - Use access road for trail alignment in this area, Hetch Hetchy access road MM 25-26 - Hetch Hetchy junction. Alignment: SE side (right) In this area corridor interacts with City and County of San Francisco. MM 25.5 - Connection to Don Pedro Dam/ Lake Don Pedro MM 25.7 - Culvert Cattle guard	
MM 26	Continuing ROW with 75'- 100' width. Rolandi area, much rangeland in the region – need to address ranching concerns MM 26.2 - Outparcel, potential trailhead, branching off point to Yosemite MM 26.4 - Good ROW, railroad property	
MM 27	Alignment: SE side (right), ROW improves	V1-7, Title #s: 49 – Mary Tinney (MM 27+) 50 – John Grohl Sr. (MM 27+ to 28.75)
MM 28	Ranch, pond – potential rest stop/trailhead Alignment: SE side (right) MM 28.3 - Cattle guard	V1-8, Title #s: 51 – N.H. Branson (MM 28.75-29)
MM 29	Keystone, Green Springs Road crossing Alignment: cross over to NW side (left) NOTE: MM 29-32 - Interacts w/cattle grazing. Need to work with adjacent landowners MM 29.5 - Old highway (Highway 159), major road crossing. Use for trail, Red Hills area Gated crossing	V1-8, Title #s: 52 – Minn Schoefield (MM 29-29.5) V1-8, Title #s: 53 – Jules Reynold (MM 29.5-30.25)
MM 30	Old highway ends – pop back out onto NW ROW Alignment: NW side (right) Issue: Caltrans – Highway 120 possible widening to four lanes	
MM 31	Old highway starts again, possible use for trail alignment BLM land on SE side, use public land for trailhead in this area Acquire BLM maps for determining trail access/fire roads, etc. Good ROW in this area MM 31.3 - Highway 120, potential road access/closed highway	
MM 32	Chinese camp, possible trailhead/access point. State highway Good opportunity for sight seeing Narrow ROW (50ft) MM 32.3 - ROW widens	V-1 p. 9
MM 33	Moyle landowner-friendly, airstrip Still in RedHills/BLM land Jeep trail adjacent to ROW, possible use for trail alignment Take jeep trail to Chinese Station, trailhead potential MM 33.8 - Pinchpoint	
MM 34	MM 34.3 - ROW narrows again and reverts back to avg. 50ft. MM 34.5 - ROW out to a spring/water hole for water tower. Could be an interesting spur MM 34.7 - Trestle Gated crossing	
MM 35	Utility road that runs through industrial site, tricky getting through the site (see landowner for best trail alignment through here) MM 35.2 - Lumber mill Alignment: on SE side (left) – coming out of Chinese Station MM 35.3 - Multiple outparcels	

MM (Mile Markers)	GENERAL NOTES (MM indicate approximate locations along ROW)	VALUATION/DEED QUESTIONS
MM 36 -37	Highway 49, road crossing Landowner (owns both sides of ROW) Gardella – friendly Alignment: SE side (left) MM 36.3 - Road crossing Gated crossing MM 36.4. - Cattle guard	V1-10: Title #s: 64A – Jos. P. Mackey (MM36.8 – 37.2)
MM 38	Alignment on SE side (left), good ROW MM 38.9 - Trestle	
MM 39	Trestle, narrow ROW Alignment: SE side (left), tricky, needs review MM 39.3 - Long trestle MM 39.5 - Narrow ROW for trail alignment County road crossing, Bell Mooney Road – possible access point Difficult alignment issue, existing foot path on SE side MM 39.9 - Long trestle	
MM 40	Boardwalk potential in wetland area, SE side (left) MM 40.7 - Jamestown/Railtown State Park MM 40.2 - Yosemite short line MM 40.5 - State Parks facility – Railtown Gated crossing	V1-10, Title #s: 73 – Roger O'Donnell (MM40) – ROW is only 25ft. here.
MM 41	Much development through this area, corridor narrows significantly, 25 feet in town, then widens outside of town to about 100 feet. May require reroute. Need to work on alignment through park, potential trailhead in state park crosses over residential area MM 41.2 - Alignment trouble spot, SE side (left) MM 41.8 - Pinchpoint MM 41.9 - ROW gets steep	
MM 42	MM 42.1 - Alignment trouble continues- bring alignment to top of ROW buffer, SE side (left) <b>MM 42.3 - Environmental issue: possible CA Oak species (protected in CA)</b> Narrow ROW alignment on SE side MM 42.5 - Overhead pipe crossing	
MM 43	Trouble spots on trail alignment continues Possible use of RR utility road for trail alignment MM 43.5 - Road crossing, Ellwood Acres Road trouble spot for trail continues, narrow ROW for trail MM 43.9 - Road crossing, Camp Seco Road	
MM 44	Major trestle crossing, crosses over highway, may need new bridge Cross trail alignment over highway using trestle or bring to highway under bridge MM 44.3 - City of Sonora, Old passenger depot goes through business district Road Crossing MM 44.5 - Trouble spot with alignment, narrow ROW continues Narrow ROW continues/near old saw mill Gated crossing	V1-12 – Titles #s: 86 – M.J. Wolfing (MM 44.9) 87 – RL Price (between MM44.9-47) 88 – Jos. Peters 89 – K Guzzi 90 – John Greenly 91 – David Sanguinetti 92 – Julia Elsey 93 – George Mayer 95 – T. Dickenson  <b>Note:</b> these go from MM 44.9 – 47.5.

MM (Mile Markers)	GENERAL NOTES (MM indicate approximate locations along ROW)	VALUATION/DEED QUESTIONS
MM 46	Old Ward Ferry Road, need road crossing Stay on SE side for alignment MM 46.2 - ROW crosses under highway Trail goes through heavily developed area in Sonora Narrow ROW for trail alignment continues/trouble spot MM 46.7 - Rough river canyon	
MM 47	Trestle/water falls/canyon = pretty Trestle may need TEA 21 funding for rehabilitation MM 47.1 - Road crossing/access to business district Busy/developed area Trouble area, alignment on SE side (left)	
MM 48	ROW goes toward Tuolumne City, still too narrow ROW for trail alignment, best opportunity on SE side Beer distributor warehouse MM 48.2 - ROW opens up, good trail alignment on SE side (left) MM 48.3 - Outparcel	
MM 49	Hess Road, end of corridor study area	
MM 56	Not surveyed – legal issues	

- (i) Wildlife Sighted  
Eagles, Hawks, Coyote, Kite, Falcon, Yellow Throated Kestrel, Great Blue Heron



MM 02.5.jpg



MM 03.0.jpg



MM 04.2.jpg



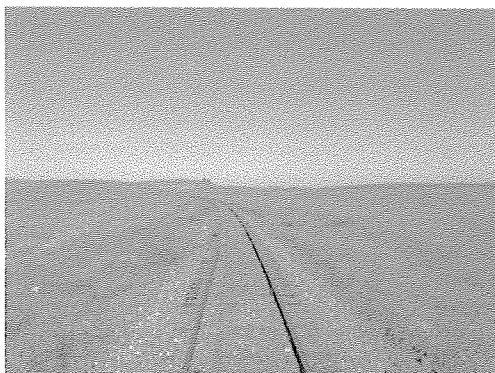
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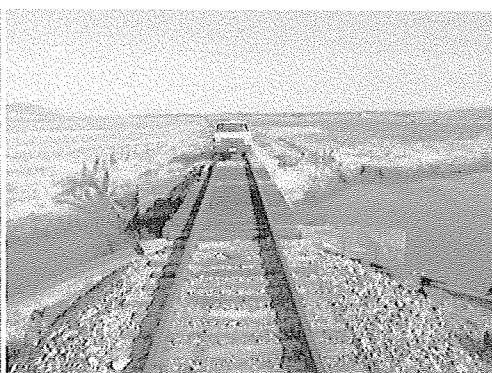
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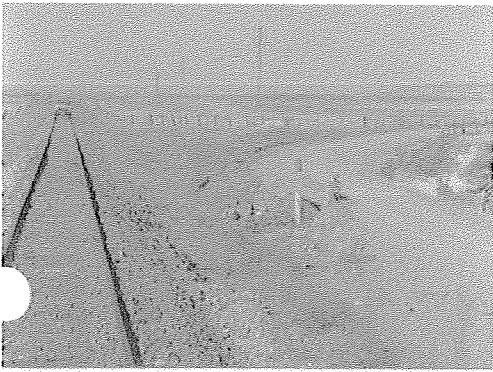
MM 08.9.jpg



MM 10.1.jpg



MM 10.5.jpg



MM 15.jpg



MM 17.2.jpg



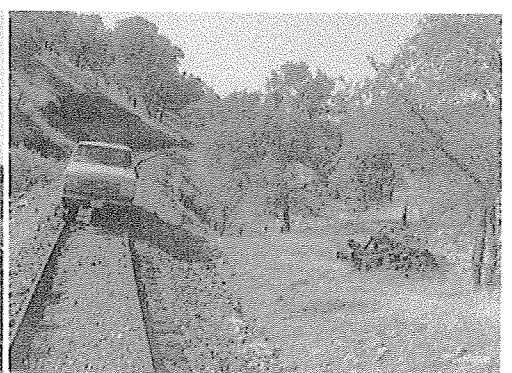
MM 18.jpg



MM 19.jpg



MM 19.1.jpg



MM 23.6.jpg



MM 24.1.jpg



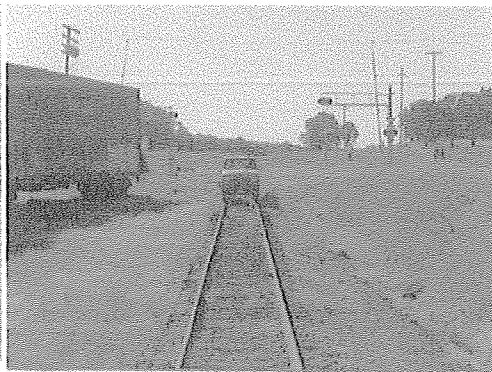
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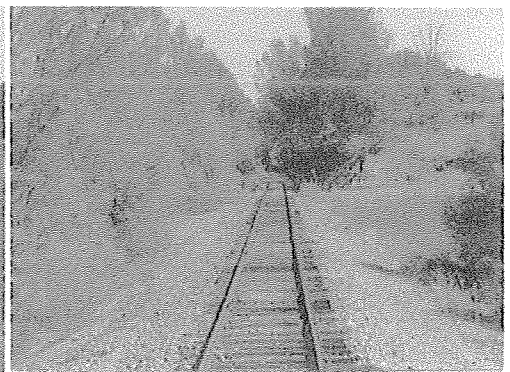
MM 29.2.jpg



MM 33.5.jpg



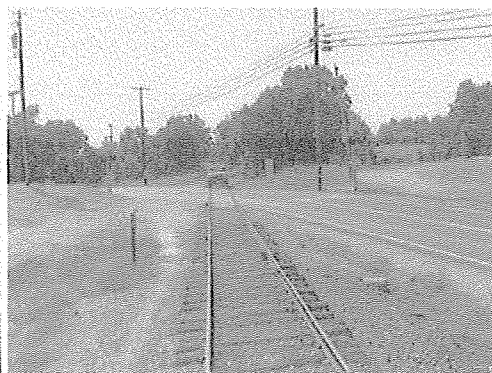
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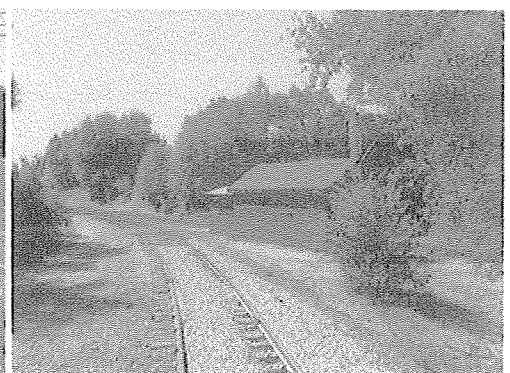
MM 39.5.jpg



MM 39.9.jpg



MM 40.9.jpg

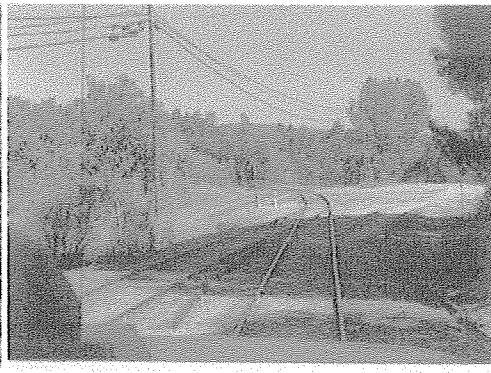


MM 41.jpg

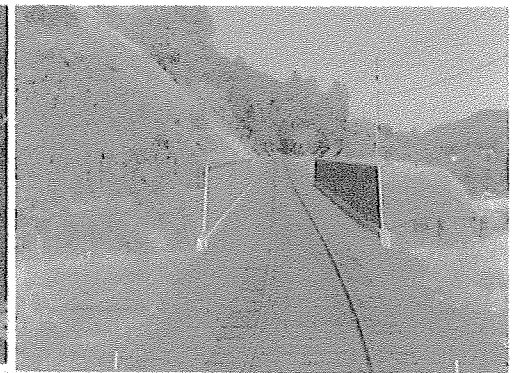




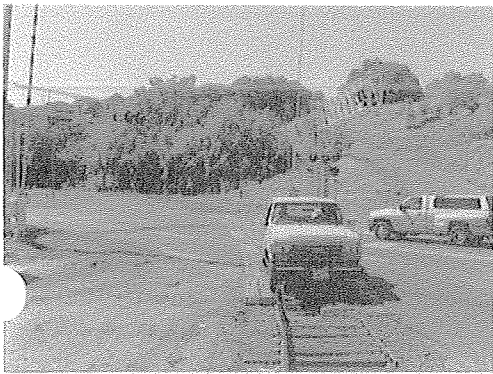
MM 41.4.jpg



MM 44.7.jpg



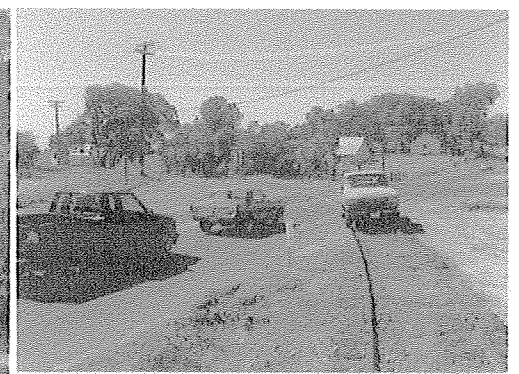
MM 44.8.jpg



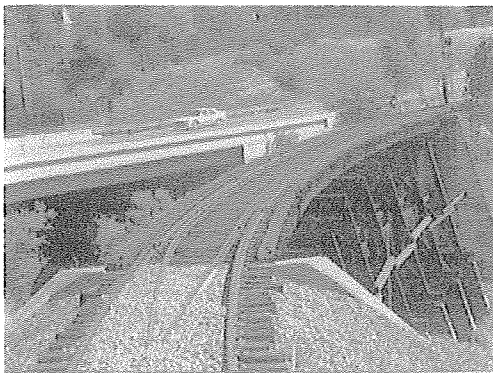
MM 45.2.jpg



MM 45.8.jpg



MM 46.jpg



MM 47.jpg

# Appendix D - West County and Joe Rodota Trails Funding Summary

	Open Space District	Park Mit Fees	Donations & Miscellaneous	State Parks	Federal Parks	Development Agreements	Sale of Easements	County Transportation (TDA Art 3)	State Transportation	Federal Transportation Funds (TEA)
<b>PHASE 1</b>										
TDA Article 3	\$530,103							\$530,103		
1986 State Bond*	\$75,000			\$75,000						
Urban Forestry Grant*	\$5,000			\$5,000						
Private Donation	\$1,500		\$1,500							
Land and Water Conservation Fund*	\$76,875				\$76,875					
<b>SUBTOTAL</b>	<b>\$688,478</b>									
<b>PHASE 2</b>										
TDA Article 3										
1988 State Bond*	\$73,400									
Transportation Proposition 116*	\$150,000			\$150,000				\$73,400		
Private Donation	\$200,000								\$200,000	
Development Agreement	\$60,000		\$60,000							
Sale of Easements	\$40,000					\$40,000				
Park Mitigation Fees	\$2,500							\$2,500		
Traffic Impact fees (City of Sebastopol)	\$70,000	\$70,000								
<b>SUBTOTAL</b>	<b>\$500,900</b>		\$5,000							
<b>PHASE 3</b>										
TDA Article 3										
State (Habitat Conservation Fund)*	\$101,665							\$101,665		
Sale of Easements	\$100,000			\$100,000						
Park Mitigation Fees	\$2,500							\$2,500		
Development Agreement	\$30,000	\$30,000								
<b>SUBTOTAL</b>	<b>\$150,000</b>					\$150,000				
<b>PHASE 4</b>										
TDA Article 3										
Park Mitigation Fees	\$270,000									
Federal (Recreational Trails Grant)*	\$21,000	\$21,000						\$270,000		
<b>SUBTOTAL</b>	<b>\$381,000</b>				\$90,000					
<b>PHASE 5</b>										
TDA Article 3										
Sonoma County Agricultural Preservation & Open Space District	\$174,356							\$29,000		
State (Habitat Conservation Fund)*	\$90,000			\$90,000						
Park Mitigation Fees	\$70,000	\$70,000								
Transportation Enhancement Act*	\$186,000									
<b>SUBTOTAL</b>	<b>\$549,356</b>									\$186,000



[illegible]

TOTAL

November 2004  
Appendix D

# Appendix E - RTC-CA 2004 Funding Table

Agency	Funding Source	Project Eligibility	Deadlines	Availability (annually in CA unless otherwise specified)	Agency	Funding Source	Contact Info	Web site
ABAG	ABAG Bay Trail Grants	1, 2, 3, 4, 11	Check with contact for your county February 1, 2005 for FY 2005/6	\$1 million remaining through 2003 \$7.2 million - individual grants not to exceed \$1.8 million	ABAG	ABAG Bay Trail Grants	See Web site for appropriate area contact	baytrail.abag.ca.gov/contact.html
CT	Bicycle Transportation Account	1, 2, 3, 4, 5, 6	Quarterly review of applications - Feb., May, Sept., Nov.		CT	Bicycle Transportation Account	Ken McGuire - Caltrans Bike Facilities Unit, phone 916-653-2750, ken.mcguire@dot.ca.gov	www.dot.ca.gov/hq/LocalPrograms/bike/bikebanc/2004page.htm
PVT	Bikes Belong Coalition, Ltd.	1, 2, 3, 4, 5, 6, 7		Up to \$10,000 per grant	PVT	Bikes Belong Coalition, Ltd.	Tim Baldwin, Grants Administrator - Bikes Belong, 617-426-9222 or tim@bikesbelong.org	www.bikesbelong.org
SP	CA State Park Bond (Prop.12) - Recreational Trails Program	1, 3, 4, 5	October 1, 2004	Various grant programs available	SP	CA State Park Bond (Prop.12)	916-653-7423, or email localservices@parks.ca.gov	www.parks.ca.gov/default.asp?pg_id=21362
CCC	California Conservation Corps	4, 6 (low cost labor)	Year-round	not applicable (no grant money - just labor)	CCC	California Conservation Corps	Find your district supervisor at website listed	www.ccc.ca.gov/ccweb/index.htm
CC	Coastal Conservancy	1, 2, 3, 4	Rolling basis	millions - depends on year	CC	Coastal Conservancy	Contact your regional office - find by going to website listed	www.scc.ca.gov/Programs/land.htm
CT	Community Based Transportation Planning Grants	2, 3, 5	Last deadline Jan 8, 2004, no deadline set currently.	\$2.6M, each project not to exceed \$300,000	CT	Community Based Transportation Planning Grants	Stuart Mori, (916) 651-8204, stuart_mori@dot.ca.gov	www.dot.ca.gov/hq/tpp/grants.htm
HUD	Community Development Block Grants	1, 2, 3, 4, 6, 10	Depends on region - contact your city	\$326 million	HUD	Community Development Block Grants	Your city's Community Development Department or website listed	www.hud.gov
MPO	Congestion Mitigation & Air Quality Improvement Program (CMAQ)	1, 2, 3, 4, 5	Depends on region - contact your RTPA	\$350 million	MPO	Congestion Mitigation & Air Quality Improvement Program	Contact your regional transportation planning agency	www.dot.ca.gov/hq/transportation/CMAQ/Website.htm
CT	Context-Sensitive Planning for Environmental Justice Program	2, 3, 5	Last deadline Nov 1, 2002, no deadline set currently.	est. \$3,000,000, project limit is \$300,000	CT	Context-Sensitive Planning for Environmental Justice Program	Norman Dong, 916-651-6889, email: norman_dong@dot.ca.gov	www.dot.ca.gov/hq/tpp/grants.htm
LOC	Developer Impact Fees	1, 2, 3, 4, 6, 7	Discuss with local municipal representatives	varies	LOC	Developer Impact Fees	Contact your local municipal representatives	www.hud.gov
CDE	Environmental Education Grant Program	5, 15	Check with contact	\$5,000 to \$15,000 individual grants available	CDE	Environmental Education Grant Program	Bill Andrews, CA Dept. of Education 916-322-3503 or bandrews@cde.ca.gov	www.cde.ca.gov/calbranch/ee/
EPA	Environmental Education Grants (EPA)	check with contact	Check with contact	\$5,000 to \$10,000 individual grants available	EPA	Environmental Education Grants (EPA)	Stacey Benfer, EPA, 415-744-1161 or benfer.stacey@epamail.epa	www.resources.ca.gov/leem
CRA	Environmental Enhancement and Mitigation Program	1, 3, 4, 8, 9	November 19, 2004 for FY 2005/06	\$10 million - individual grants up to \$250,000	CRA	Environmental Enhancement and Mitigation Program	CA Resources Agency 916-653-5656 Dave Brubaker, 916-653-7423, or email localservices@parks.ca.gov	www.parks.ca.gov/default.asp?pg_id=1008
SP	Habitat Conservation Fund	1, 3, 4, 5	October 1, 2003	\$2 million	SP	Habitat Conservation Fund	Ken McGuire - Caltrans Bike Facilities Unit, phone 916-653-2750, ken.mcguire@dot.ca.gov	www.dot.ca.gov/hq/LocalPrograms/ms/
CT	Hazard Elimination Safety Program	3, 4	Annually in November	varies	CT	Hazard Elimination Safety Program		
CF	Kodak American Greenways Awards Program	1, 2, 3, 4, 5	Submit applications March 1st through June 1st each yr.	Individual grants from \$500 to \$2500	CF	Kodak American Greenways Awards Program	Leigh Anne McDonald, 708-525-6300 Planning and Local Assistance, Dept. of Parks and Rec. 916-653-1570	www.conservationfund.org/ www.parks.ca.gov/default.asp?pg_id=1008
SP/NPS	Land and Water Conservation Fund	1, 2, 3, 4	May 1, 2003	\$140 million	SP/NPS	Land and Water Conservation Fund		www.dot.ca.gov/hq/tpp/b&f/mbpo&mbpa.htm
LOC	Local Sales Tax for Transportation	varies by county	Depends on region - contact your RTPA	varies	LOC	Local Sales Tax for Transportation	Contact your regional transportation planning agency	www.senate.ca.gov/or
LEG	Members Requests	any and all	Meet with legislators during February	varies	LEG	Members Requests	contact your legislators (Find them by going to websites listed)	www.senate.ca.gov
USFWS	National Coastal Wetland Conservation Grants	1, 9	Check with contact	\$10-\$12 million annually nationwide	USFWS	National Coastal Wetland Conservation Grants	Chris McKay, US Fish and Wildlife Service 503-231-6128	www.fws.gov/esp/cwgcover.html
NEA	National Endowment for the Arts	2, 3	Varies	check with contact	NEA	National Endowment for the Arts	Peter Holly, NEA, 202-682-5437	www.nea.gov/guide
NPS	NPS Rivers, Trails and Conservation Assistance Program	stafftime, planning	July 1st each year	no money - just staff assistance	NPS	NPS Rivers, Trails and Conservation Assistance Program	NoCal, Barbara Rice 510-817-1449 Donovan 323-441-2117	www.nps.gov/bwr/htca/home.htm
SP	Off-Road Highway Motor Vehicle (OHV)	1, 2, 5, 6, 7	May 15, 2003	\$12-16 million annually	SP	Off-Road Highway Motor Vehicle (OHV)	Barry Jones, Grants Program Mgr, 916-323-0954 or bjones@parks.ca.gov	www.ohv.parks.gov/default.asp?pg_id=1164
MPO	Petroleum Violation Escrow Account	1, 4, 5	Depends on region - contact your RTPA	\$5 million	MPO	Petroleum Violation Escrow Account	Caltrans Federal Resources Office, Budget Program 916-654-7287	

## Appendix E - RTC-CA 2004 Funding Table

SP	Recreational Trails	1, 3, 4, 5, 6	October 1, 2003, pending Federal reauthorization	\$9.2 million, most projects \$5,000 to \$100,000	SP	Recreational Trails	916-653-7423, or email localservices@parks.ca.gov find your local conservancy by going to the listed website	<a href="http://www.parks.ca.gov/default.asp?app_id=1009">www.parks.ca.gov/default.asp?app_id=1009</a>
RCS	Regional Conservancies	eligibility varies	Varies	check with contact	RCS	Regional Conservancies		<a href="http://www.lfa.org/landlandtrust/CA.htm">www.lfa.org/landlandtrust/CA.htm</a>
MPO	Regional Surface Transportation Program (RSTP)	1, 2, 3, 4, 6, 7	Depends on region - contact your RTPA	\$329 million	MPO	Regional Surface Transportation Program (RSTP)	Contact your regional transportation planning agency Richard Toth, Office of Proposal Mgt. - RWJF 509-452 8701 or proposals@rvf.org	<a href="http://www.dot.ca.gov/hq/transportation/arb.htm">www.dot.ca.gov/hq/transportation/arb.htm</a>
PVT	Robert Wood Johnson Foundation	5	Year-round	varies	PVT	Robert Wood Johnson Foundation		<a href="http://www.rwjf.org">www.rwjf.org</a>
CT	Safe Routes to School	1, 3, 4, 5	May 30, 2003	\$20 million, each project not to exceed \$500,000	CT	Safe Routes to School	Randy Romning - Caltrans Local Programs phone 916-653-4727, Randy.Romning@dot.ca.gov	<a href="http://www.dot.ca.gov/hq/LocalPrograms/">www.dot.ca.gov/hq/LocalPrograms/</a>
MPO	State Transportation Improvement Fund	1, 2, 3, 4	Depends on region - contact your RTPA	varies	MPO	State Transportation Improvement Fund	Contact your regional transportation planning agency	<a href="http://www.dot.ca.gov/hq/tsp/b&amp;t/mqo&amp;tba.htm">www.dot.ca.gov/hq/tsp/b&amp;t/mqo&amp;tba.htm</a>
MPO	TDA Article 3 Funds	2, 3, 4, 5	Check with contact	check with contact	MPO	TDA Article 3 Funds	Contact your regional transportation planning agency	<a href="http://www.dot.ca.gov/hq/tsp/b&amp;t/mqo&amp;tba.htm">www.dot.ca.gov/hq/tsp/b&amp;t/mqo&amp;tba.htm</a>
CT	TEA - Caltrans Share	8	No applications until 2003-2008 funding authorized.	\$40 million over six year period 1998-2003	CT	TEA - Caltrans Share	Howard Reynolds, Enhancements Program, 916-654-2477, Howard.Reynolds@dot.ca.gov	<a href="http://www.dot.ca.gov/hq/TransEnhAct">www.dot.ca.gov/hq/TransEnhAct</a>
MPO	TEA - Regional Share	1, 3, 4, 5	Depends on region - contact your RTPA	\$272 million over six year period 1998-2003	MPO	TEA - Regional Share	Contact your regional transportation planning agency	<a href="http://www.dot.ca.gov/hq/TransEnhAct">www.dot.ca.gov/hq/TransEnhAct</a>
CT	TEA - Statewide Transportation Enhancement	1, 3, 4	No new applications. Next call likely in mid 2003-2004.	\$40 million over six year period 1998-2003	CT	TEA - Statewide Environmental Enhancement	Howard Reynolds, Enhancements Program, 916-654-2477, Howard.Reynolds@dot.ca.gov	<a href="http://www.dot.ca.gov/hq/TransEnhAct">www.dot.ca.gov/hq/TransEnhAct</a>
MTC	Transportation for Liveable Communities	2, 7	Tentative call for projects scheduled for April 2004	Planning Grants - \$75K Capital Grants - \$150K - \$2M	MTC	Transportation for Liveable Communities	Ashley Nguyen, TLC Project Manager, 510-464-7809 anguyen@mtc.ca.gov	<a href="http://www.mtc.ca.gov/">www.mtc.ca.gov/</a>
APCD	Transportation Funds for Clean Air Program	1, 3, 4, 12	Depends on region - contact local air district	\$18 million in bay area annually	APCD	Transportation Funds for Clean Air Program	Local Air Pollution Control District or Local Air Quality Management District	<a href="http://www.arb.ca.gov/html/links.htm">www.arb.ca.gov/html/links.htm</a>
CT	Transportation, Community & System Preservation Pilot Program	2, 3, 4, 6	Check with contact	\$120 million over 5 years	CT	Transportation, Community & System Preservation Pilot	Joanne McDermott - Caltrans joanne_mcdermott@dot.ca.gov	<a href="http://www.dot.ca.gov/hq/tsp/offices/oc/p/csbp.htm">www.dot.ca.gov/hq/tsp/offices/oc/p/csbp.htm</a>
NPS	Urban Park and Recreation Recovery Program (UPARR)	4, 10, 13	2003 funds have been eliminated 2004 not proposed	\$28.9 million nationwide	NPS	Urban Park and Recreation Recovery Program (UPARR)	Gary Munsterman, 510-817-1445	<a href="http://www.nps.gov/uparr/">www.nps.gov/uparr/</a>
RBPP	SF Bay Area Regional Bicycle and Pedestrian Program (RBPP)	2, 3, 4	January 21, 2005 for FY 2005/6 and 2006/7	\$8 million Capital Program	MTC	Metropolitan Transportation Committee	Doug Johnson, 101 Eighth Street, Oakland, CA 94607 / Phone 510 464.7846 / Fax: 510 464 7843 / johnson@mtc.ca.gov	<a href="http://www.mtc.ca.gov/funding/bike-ped_cfp.htm">http://www.mtc.ca.gov/funding/bike-ped_cfp.htm</a>

## Appendix E - RTC-CA Funding Table: Project Eligibility and Agency Codes

### Project Eligibility Codes

- |  |  |
|--|--|
| 1: Acquisition   | 9: Restoration and management of coastal lands or waters         |
| 2: Planning  | 10: For projects that benefit low to moderate income populations |
| 3: Design  | 11: For projects that help complete the SF Bay Trail             |
| 4: Construction  | 12: Projects that reduce air pollution are eligible              |
| 5: Education   | 13: For neighborhood park and recreation facility rehabilitation |
| 6: Maintenance   | 14: Must mitigate traffic on state-owned bridges                 |
| 7: Capital improvements  | 15: K-12 students must take part in the project                  |
| 8: Must mitigate environmental impacts of an existing transportation project |  |

### Agency Codes

- |   |  |
|---|--|
| ABAG- Association of Bay Area Governments           | LEG- Your State Senator or Assemblymember              |
| APCD - Local Air Pollution Control District         | LOC - Your Local Municipal or County Representative    |
| CC- Coastal Conservancy                             | MPO- Your Metropolitan Planning Organization           |
| CCC- California Conservation Corps                  | MTC- Metropolitan Transportation Commission (Bay Area) |
| CDE- California Department of Education             | NEA- National Endowment for the Arts                   |
| CF- Conservation Fund                               | NPS- National Park Service                             |
| CPCFA- Cal. Pollution Control & Financing Authority | PVT - Private Sector Funding                           |
| CRA- California Resources Agency                    | RCS- Regional Conservancies                            |
| CT- CA Dept. of Transportation (Caltrans)           | RTPA-Regional Transportation Planning Agency           |
| DPR- CA Department of Parks and Recreation          | SP- State Parks  |
| EPA- Env'l Protection Agency                        | USFWS- US Fish and Wildlife Service                    |
| HUD- Housing and Urban Development                  |  |

RTC will be advocating for additional funding sources throughout the legislative year. Consult our e-mail newsletter, the *Trails and Greenways Update*, for current funding information. To read or subscribe to the newsletter, see the California RTC web site at [www.railtrails.org/ca](http://www.railtrails.org/ca)

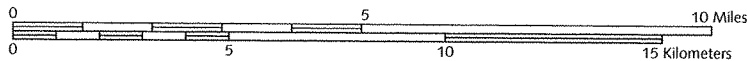
For a more complete funding guide specific to bicycle projects and programs, visit <http://www.calbike.org/news/guide1.htm>



# Project Area: Sierra Railroad Corridor

## Rails-to-Trails Conservancy

November, 2004



23 Miles from Oakdale

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