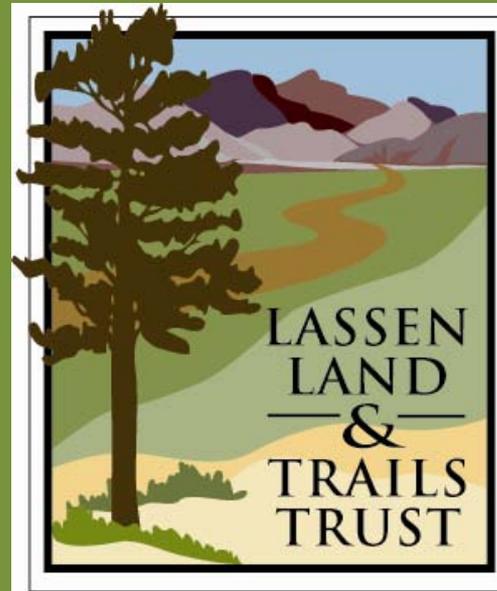


April 22-24, 2009



www.parks.ca.gov

The Modoc Line



**Utilizing Momentum and Partnerships for Trail Development
in Lower Income Rural Communities**



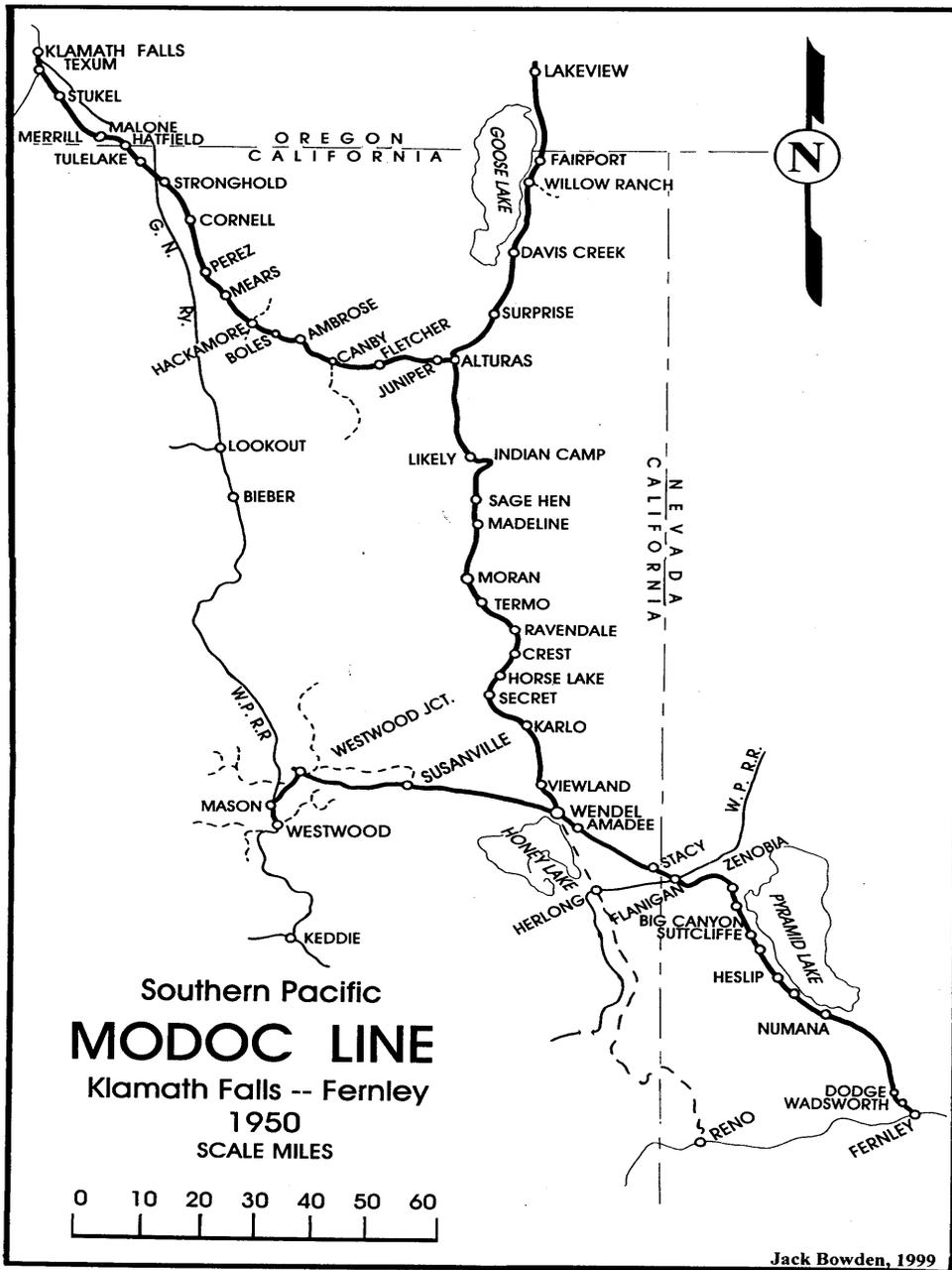
**Began as
Nevada and Oregon (N+O)
Narrow Gage Railroad in 1880**



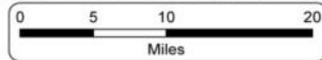
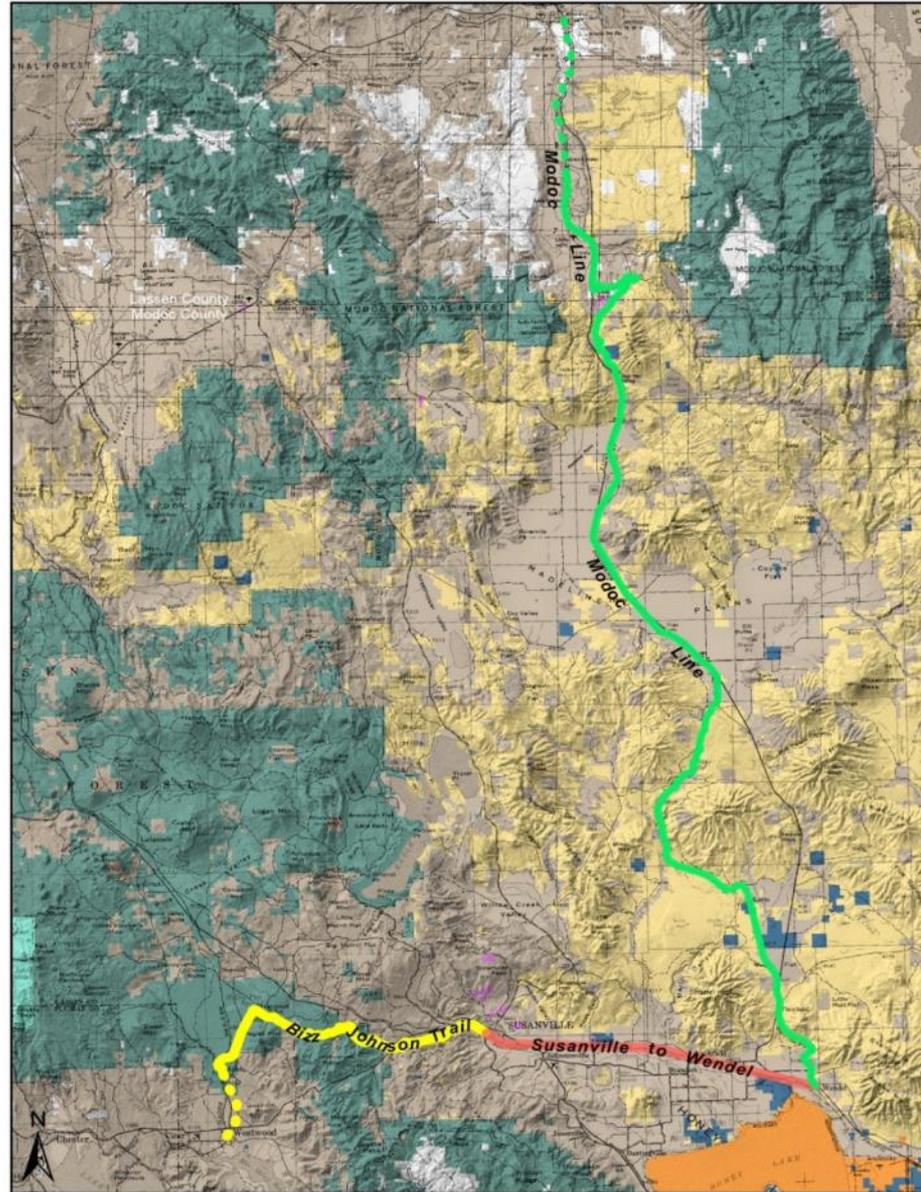
**N+O Railway Auctioned off in 1884 and became the
Nevada, California and Oregon Railway - NC+O
First Train to Lakeview, 12-17-1911**



- **Diesel Electric Engines operated into the 1990's**
- **Modoc Line Legally Abandoned in SPRR/UPRR Merger in 1996 however ...**
- **Up to 12 trains / day ran on the Modoc in 1997 during the big storms of January 1997 that closed other routes**



EXISTING AND PROPOSED RAIL TRAILS IN LASSEN AND MODOC COUNTIES



Existing Trail: **Bizz Johnson**
 Proposed Trails: **Susanville to Wendel**
Wendel to Alturas

●●●●● Bizz Johnson Trail connection to Westwood using local rural roads with future trail planned
●●●●● Modoc Line connection to Alturas using local rural roads and if available in the future, railroad grade (this segment of RR grade not currently abandoned).

LAND OWNERSHIP

- | | |
|---|---|
| BLM | Military |
| National Forest | State |
| National Park | Indian |
| Private | |

Modoc Line Acquired!

Celebration of the September 5th acquisition of the Modoc Line
(held October 2008)



California's Longest Rail –to-Trail!

More Pictures from the Celebration







Quick Overview...

- LLTT Acquired Ownership to the Modoc Line in September of 2008!
 - Thanks to the Wildlife Conservation Board
 - The Sierra Nevada Conservancy
 - BLM & Lassen & Modoc Counties
 - And LLTT Members, Board, and Staff
- LLTT has contracted with Design Workshop to complete a multi-phased Management Plan for the 86 Mile Corridor
- Phase 1 of the Project is Underway, with Meetings coming in 2009 for Public Input.
- It is anticipated that the Modoc will be a multi-use trail, with some sections that will be open for motorized ATV use...

Here's why...



- The Wildlife Conservation Board of California agreed to fund the acquisition of the project for Public Land access, Hunting access, and wildlife research purposes.
- It's hard to carry an Antelope or Mule Deer out by Bike, and not as many hunt by horseback as they used to!
- Additionally, many long sections of the line are adjacent to 395, and provide connectivity to hard to reach public lands and roads
- NOTE: There will be significant non-motorized sections as well, which will be determined by our outreach efforts in the immediate future.

How we put the deal together...

- BLM & Lassen County had been working to acquire the Modoc Line for close to ten years
- Both Agencies were unwilling to hold title due to binding language from Union Pacific RE: Haz-Mat liability
- LLTT stepped in to assist in negotiations, and was successful in having UPRR remove the “indemnification language” that was the Haz-Mat hang-up.
- UPRR accepted an earlier PSA from Lassen County to acquire the line at a Bargain sale (giving UPRR a large Tax-Deduction)
- Sierra Nevada Conservancy assisted LLTT in pre-project due diligence (Phase 1 EPA, etc.)
- The Wildlife Conservation Board Stepped forward to fund the remaining Bargain Sale Purchase from UPRR, with LLTT holding Title.

Reasons for Success

Stubborn dedication

Broad Local Support (in-part for multi-use aspects)

Less Expensive Property Values

Rail-Banking (and its legal benefits & ramifications)

Multi-tiered partnerships

Private Sector Flexibility and Timing

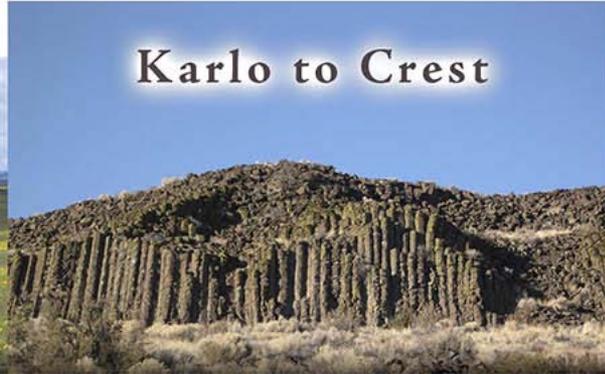
Stubborn Negotiating





Wendel to Karlo

Karlo to Crest





Madeline to Likely





Likely to McArthur Siding



Partnership pays off!

