

REGIONAL TRANSIT ISSUE PAPER

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
19	10/24/11	Open	Action	10/18/11

Subject: Whether to approve or disapprove El Dorado County's request to remove rail and transfer interest in the Sacramento-Placer Transportation Corridor Joint Powers Authority right of way within portions of El Dorado County

ISSUE

Whether to approve or disapprove El Dorado County's request to remove rail and transfer interest in the Sacramento-Placer Transportation Corridor Joint Powers Authority (JPA) right of way within portions of El Dorado County.

RECOMMENDED ACTION

- A. No Action; or
- B. Motion: To Approve El Dorado County's Request to Remove Rail and Transfer Interest in the Sacramento-Placer Transportation Corridor Joint Powers Authority Right of Way within Portions of El Dorado County; or
- C. Motion: To Disapprove El Dorado County's Request to Remove Rail and Transfer Interest in the Sacramento-Placer Transportation Corridor Joint Powers Authority Right of Way within Portions of El Dorado County; or
- D. Motion: To Maintain the Opportunity to Provide Rail Service Including; Passenger, Commuter and Excursion as Well as Support Provisions of Bike and Pedestrian Travel in the JPA Right of Way by Maintaining the Rail and Rail Infrastructure.

FISCAL IMPACT

None.

DISCUSSION

The Sacramento Placerville Transportation Corridor Joint Powers Authority (JPA) was created in 1991 by Sacramento County, El Dorado County, the City of Folsom, and Regional Transit as Member Agencies to acquire and preserve the Southern Pacific Placerville Branch Railway right of way as a transportation corridor. The parties adopted a Joint Powers Agreement and a Reciprocal Use and Funding Agreement (RUFA) for the Placerville Branch of the Rail Corridor. The parties' rights and responsibilities for the acquisition, ownership, use, operation, improvement, maintenance, and eventual disposition of the rail corridor, including the process governing restrictions on use, transfers, encumbrances, and conveyances, are set out in the RUFA. Under the JPA Agreement, each Member Agency was also assigned "Allocated Portions" of the Rail Corridor.

Approved:

Presented:

Final 10/19/11

General Manager/CEO

Chief of Facilities and Business Support Services

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On March 28, 2011, the El Dorado County (EDC) Board of Supervisors considered an action to adopt priorities for the usage of the EDC's Allocated Portion of the JPA Rail Corridor. The action sets priorities for three segments of the Allocated Portion for rail and trail uses. The most significant element of the EDC Board's decision is that it establishes a priority for a multi-use trail for approximately 18 miles (a.k.a. Segment 1, Attachment 1) of the JPA Rail Corridor from the El Dorado and Sacramento County line, east to Shingle Springs, and directs EDC staff to *"explore the feasibility and legality of removing the tracks in Segment 1 and consider if there are other alternatives to removing the tracks"*.

At the August 16, 2011 EDC Board of Supervisors meeting, the Board passed the following motion: *"Request that Supervisor Knight work with County Counsel to make a formal written request to the JPA to allow El Dorado County to remove the rails in the Segment 1 and the request should also include the beneficiary of the proceeds from the salvage"*. On August 17, 2011, Supervisor Knight sent the requested letter to the JPA (Attachment 2). The JPA's legal counsel has advised JPA staff as follows: The JPA is the legal owner of the Rail Corridor (i.e., everything acquired from Southern Pacific in 1996, which includes the right of way, as well as all of the trackage). However, while the JPA holds the legal title, it does so for the benefit of all of its member agencies who are the beneficial owners. Because EDC does not hold legal title to the trackage, it is required to ask the JPA to allow transfer of the trackage on its behalf, which it has done in the August 17, 2011 letter from Supervisor Knight to the JPA. Section 7 of the Reciprocal Use and Funding Agreement (RUFA) governs all transfers of the Rail Corridor. The general rule is that: *"The SPTC-JPA shall not . . . Transfer any interest in the Rail Corridor . . . without in each case obtaining the prior written consent of all of the JPA Member Agencies."* (Section 7 (a).) However, if a member agency asks the JPA to transfer part of its Allocated Portion of the Rail Corridor, the JPA is required to: *"execute any and all documents reasonably necessary to effectuate such use or Transfer if and only if such use or Transfer . . . will not otherwise threaten the continuity of any portion of the Rail Corridor . . ."* (Section 7(a)(ii)).

In summary, the JPA counsel's opinion is that removing any portion of the trackage would "threaten the continuity of the Rail Corridor" and affect the reciprocal rights of the other JPA member agencies. and therefore, the JPA should follow the first clause of the Section 7(a) of the RUFA and obtain consent of all JPA Member Agencies before entering into any agreement to transfer the trackage. The JPA counsel further concluded that the next step for the JPA was to seek written consent from the City of Folsom, Sacramento County and Regional Transit as to whether they approve of the transfer requested by EDC. If one or more member agencies do not approve the request from EDC, the JPA will deny the request. If all member agencies approve the request from the EDC, the JPA will process the transfer.

On September 26, 2011, Regional Transit staff received the request from the JPA to consider the request from EDC (Attachment 3).

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The RUFA lays out the original planned uses of the rail right of way. Those uses include railroad operations, bike trails, and pedestrian trails. The JPA submitted a draft License Agreement with Placerville and Sacramento Valley Railroad (P&SVRR) for Excursion Rail Services to the City of Folsom, Sacramento County, and El Dorado County for approval by their respective boards. This approval was sought because the license agreement included rail right of way in their jurisdictions. The License Agreement with P&SVRR for Excursion Rail Services use agreement was not approved by the EDC Board of Supervisors as the agreement would have allowed excursion rail use on segments proposed for other uses in EDC's rail removal compromise plan. The License Agreement with P&SVRR for Excursion Rail Services has allowed the local rail enthusiast group to maintain and use the right of way for use with their rail vehicles. The new agreement (License Agreement with P&SVRR for Excursion Rail Services) with the rail group allowed further use and improvements with additional milestones and goals for the use of the rail.

Regional Transit's initial interest in the JPA right of way focused on extending light rail service into Folsom, where the JPA ownership rights were extremely useful. Potential future light rail extension east of Folsom involving the JPA right of way is less clear. The JPA right of way forks eastward between Glenn Light Rail Station and Historic Folsom Light Rail Stations. Attachment 4 shows the path of a potential light rail extension east of Folsom. It should be noted that the proposed potential path more closely parallels Highway 50 through population centers, while the path of the JPA right of way meanders in a winding arc to Latrobe and then back to Highway 50. This work was a part of the study by Parsons Brinckerhoff on a possible extension from Folsom to El Dorado County (Attachment 5). As a result, it is staff's conclusion that the proposed ERC use does not directly impact Regional Transit's contemplated potential uses of the JPA right of way.

The City of Folsom and Sacramento County will have different interests to consider, which include the impact on excursion rail, the impact on the usefulness of their segments of the right of way due to the changes proposed by El Dorado County, and potential cost impacts that are likely caused by the new use.

On October 11, 2011, the Folsom City Council considered EDC's request to remove the rail in a segment of the JPA property. After discussion, the Council approved a resolution which directed: "...that the City Council of the City of Folsom requests the Sacramento-Placerville Transportation Corridor Joint Powers Authority Board deny a request from El Dorado County to remove rails from a portion of the rail corridor in western El Dorado County." The resolution was approved by a 4 to 1 vote (Attachment 6).

Maintaining and improving both rail uses and trail uses of rail right of way has been the historic position taken by RT as the Light Rail System was built and expanded. Trail (bike and pedestrian) use has been expanded into Light Rail Stations and along the right of way without interfering with the rail uses. Removing the rail from a portion of the JPA right of way would make future rail uses less likely, more expensive, and likely in conflict with the trail infrastructure. Staff recommends

REGIONAL TRANSIT ISSUE PAPER

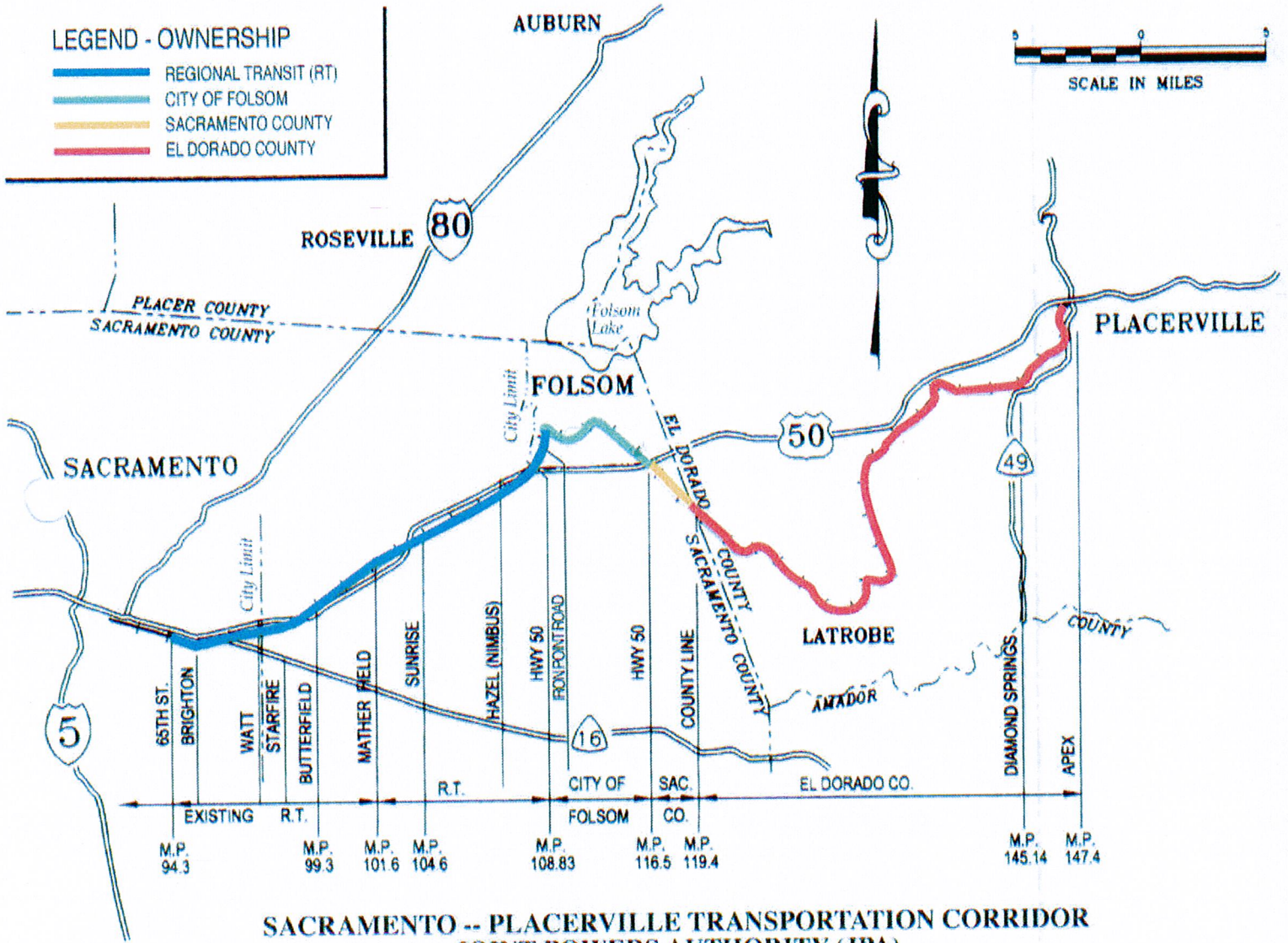
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continuing RT's historic position and applying it to the JPA right of way and recommends adoption of Motion D to maintain rail uses and to support trail uses in conjunction with maintaining the rail.

LEGEND - OWNERSHIP

- REGIONAL TRANSIT (RT)
- CITY OF FOLSOM
- SACRAMENTO COUNTY
- EL DORADO COUNTY



Location / Milepost	Ownership
65th St. (M.P. 94.3)	EXISTING
Brighton (M.P. 99.3)	R.T.
Watt (M.P. 101.6)	R.T.
Starfire (M.P. 104.6)	R.T.
Butterfield (M.P. 108.83)	R.T.
Mather Field (M.P. 116.5)	R.T.
Sunrise (M.P. 119.4)	R.T.
Hazel (Nimbus) (M.P. 145.14)	R.T.
City of Folsom (M.P. 147.4)	R.T.
Ironpoint Road (M.P. 147.4)	R.T.
County Line (M.P. 147.4)	R.T.
Apex (M.P. 147.4)	R.T.

**SACRAMENTO -- PLACERVILLE TRANSPORTATION CORRIDOR
JOINT POWERS AUTHORITY (JPA)**

COUNTY OF EL DORADO

330 Fair Lane
Placerville, CA 95667
(530) 621-5650
(530) 622-3645 Fax

SUZANNE ALLEN DE SANCHEZ
Clerk of the Board



BOARD OF SUPERVISORS

JOHN R. KNIGHT
District I

August 17, 2011

Kerri Howell
Chair, SPTC-JPA
50 Natoma Street
Folsom, CA 95630

Re: Request for JPA Agenda Item Regarding Removal of Rails in Rail Corridor

Dear Chair Howell:

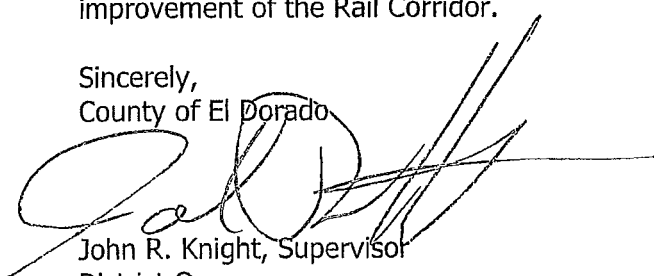
On March 28, 2011, the County of El Dorado Board of Supervisors, on a 4-1 vote, voted to adopt a map identifying a segment of the Railroad Corridor in El Dorado County located between the western county line and Shingle Springs at Mother Lode Drive as targeted for the development of a multi-use trail.

To facilitate the development of a multi-use trail, trail groups have asked the County to commence a process to remove the existing rails. The County wishes to use any net proceeds from the removal of the rails for improvements to the Rail Corridor – either for trail improvements, or for improvements to the segment of the Rail Corridor identified for development of excursion rail (the segment between Shingle Springs at Mother Lode Drive and Missouri Flat Road).

As a Member Agency of the JPA and the easement holder for the portion of the Railroad Corridor within the territorial limits of El Dorado County, the Board of Supervisors of El Dorado County hereby requests, pursuant to Section 7 of the RUFA, that the JPA agree to the removal of the rails for the segment of the Rail Corridor between the El Dorado County line and Shingle Springs at Mother Lode Drive.

The County further asks that the JPA find and agree, pursuant to Section 7 of the RUFA, that net income, if any, resulting from the removal of the rails in El Dorado County shall be paid to El Dorado County; as stated above, the County intends to use any net proceeds for the improvement of the Rail Corridor.

Sincerely,
County of El Dorado


John R. Knight, Supervisor
District One

cc: Board Members
Paula Frantz, County Counsel
Jim Ware, Director of Transportation
John Segerdell, CEO SPTC-JPA

**SACRAMENTO-PLACERVILLE TRANSPORTATION
CORRIDOR JOINT POWERS AUTHORITY**

Member Agencies: City of Folsom / County of El Dorado / County of Sacramento / Regional Transit

September 26, 2011

Mike Wiley
General Manager
Sacramento Regional Transit District
1400 29th Street
Sacramento, CA 95812

Re: El Dorado County's Request regarding Removal of Rails in Rail Corridor

Dear Mr. Wiley:

The Sacramento-Placerville Transportation Corridor Joint Powers Authority ("JPA") owns the 54-mile Placerville Branch rail corridor, extending from Sacramento to Placerville. On August 17, 2011, the JPA received the enclosed letter from El Dorado County Supervisor John R. Knight requesting that the JPA approve the County's potential removal of the trackage between the County line and Mother Lode Drive in Shingle Springs.

In the JPA's opinion, removing this portion of the trackage would threaten the continuity of the rail corridor and affect the reciprocal rights of the JPA's other member agencies under the 1996 Reciprocal Use and Funding Agreement ("RUFA"). A copy of the RUFA is enclosed. The RUFA gives the JPA's member agencies (the County of El Dorado, the County of Sacramento, the City of Folsom and the Sacramento Regional Transit District) reciprocal rights to use the rail corridor for its entire length. Since those reciprocal rights are threatened by El Dorado County's request, the JPA Board is forwarding the request to its other member agencies for consideration.

Please advise the JPA in writing whether your agency consents to the removal of the trackage between the Sacramento/El Dorado County line and Mother Lode Drive in Shingle Springs. The JPA Board will not approve this request unless directed to do so by all of its member agencies.

If you have any questions concerning this request, you may contact the JPA's CEO, John Segerdell at 916-924-8800, El Dorado County's Director of the Department of Transportation, Jim Ware, at 530-621-7533, or your JPA staff representative copied below.

Sincerely,



Kerri Howell, Chair
Sacramento-Placerville Transportation Corridor
Joint Powers Authority

cc: JPA Board Members
John Segerdell, CEO SPTC-JPA
Mike Mattos, Sacramento Regional Transit
Paul Chrisman, Counsel SPTC-JPA

Enclosures

**SACRAMENTO-PLACERVILLE TRANSPORTATION
CORRIDOR JOINT POWERS AUTHORITY**

Member Agencies: City of Folsom / County of El Dorado / County of Sacramento / Regional Transit

September 26, 2011

Rich Lorenz
Public Works Director/City Engineer
City of Folsom
50 Natoma Street
Folsom, CA 95630-2696

Re: El Dorado County's Request regarding Removal of Rails in Rail Corridor

Dear Mr. Lorenz:

The Sacramento-Placerville Transportation Corridor Joint Powers Authority ("JPA") owns the 54-mile Placerville Branch rail corridor, extending from Sacramento to Placerville. On August 17, 2011, the JPA received the enclosed letter from El Dorado County Supervisor John R. Knight requesting that the JPA approve the County's potential removal of the trackage between the County line and Mother Lode Drive in Shingle Springs.

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Sincerely,



Kerri Howell, Chair
Sacramento-Placerville Transportation Corridor
Joint Powers Authority

cc: JPA Board Members
John Segerdell, CEO SPTC-JPA
Mark Rackovan, City of Folsom
Paul Chrisman, Counsel SPTC-JPA

Enclosures

**SACRAMENTO-PLACERVILLE TRANSPORTATION
CORRIDOR JOINT POWERS AUTHORITY**

Member Agencies: City of Folsom / County of El Dorado / County of Sacramento / Regional Transit

September 26, 2011

Michael J. Penrose
Director/Department of Transportation
County of Sacramento
906 G Street, Suite 510
Sacramento, CA 95814

Re: El Dorado County's Request regarding Removal of Rails in Rail Corridor

Dear Mr. Penrose:

The Sacramento-Placerville Transportation Corridor Joint Powers Authority ("JPA") owns the 54-mile Placerville Branch rail corridor, extending from Sacramento to Placerville. On August 17, 2011, the JPA received the enclosed letter from El Dorado County Supervisor John R. Knight requesting that the JPA approve the County's potential removal of the trackage between the County line and Mother Lode Drive in Shingle Springs.

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If you have any questions concerning this request, you may contact the JPA's CEO, John Segerdell at 916-924-8800, El Dorado County's Director of the Department of Transportation, Jim Ware, at 530-621-7533, or your JPA staff representative copied below.

Sincerely,



Kerri Howell, Chair
Sacramento-Placerville Transportation Corridor
Joint Powers Authority

cc: JPA Board Members
John Segerdell, CEO SPTC-JPA
Dan Shoeman, County of Sacramento
Paul Chrisman, Counsel SPTC-JPA

Enclosures

Conceptual Plan for Folsom/Orangevale and Surrounding Communities

Community Based Bus

Nine additional community bus routes will be added to the existing system to serve key destinations. Frequencies of all community bus routes will be no more than 30 minutes and service hours will be expanded.

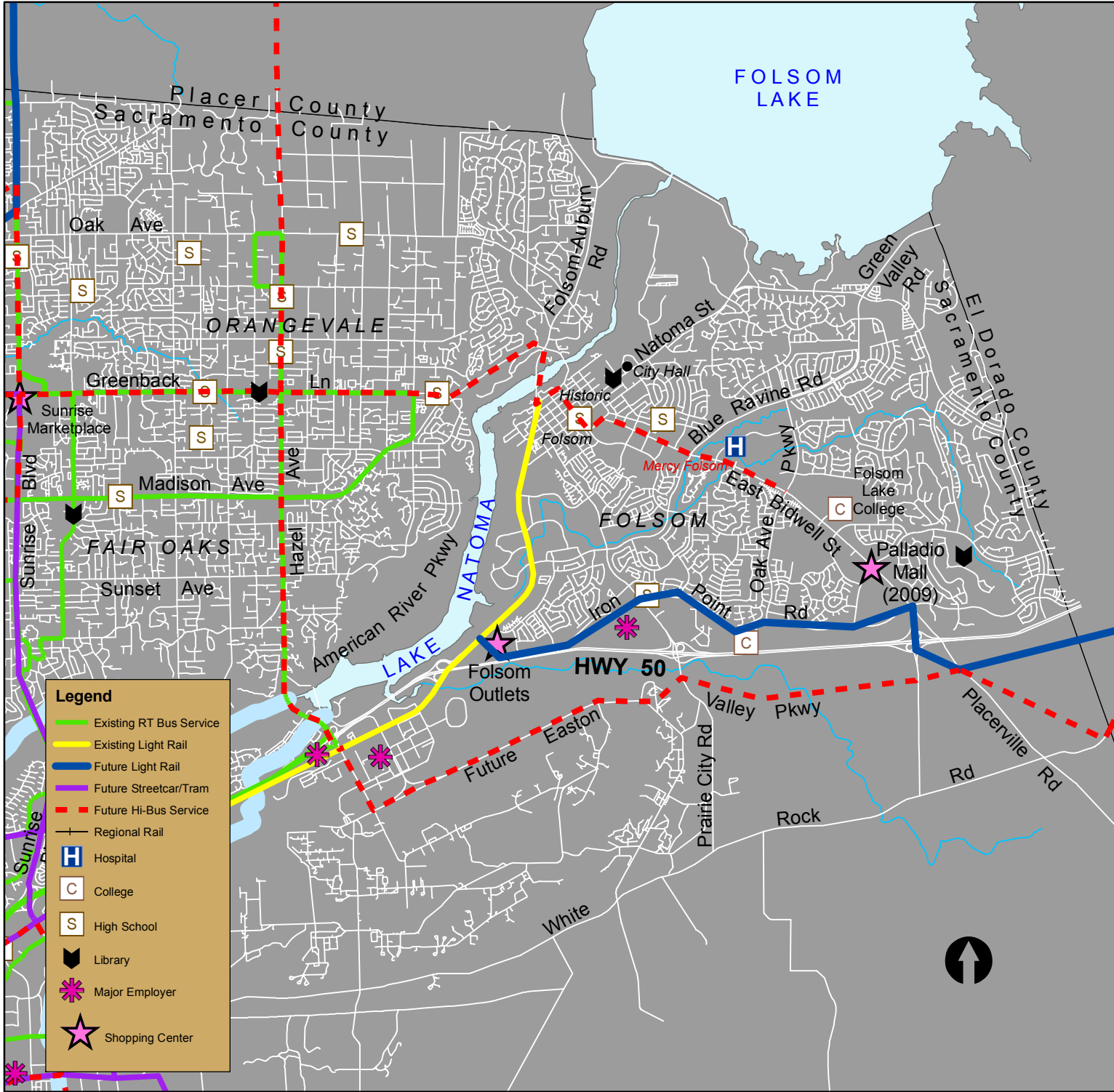
Hi-Bus Routes

Three brand new Hi-Bus routes will serve this community with higher quality and higher capacity buses and frequencies of 5-30 minutes. The routes will conceptually be aligned as follows:

- From Oak Ave. Pkwy. along East Bidwell St. to Greenback Ln. terminating at Sunrise Marketplace connecting with Mercy Hospital-Folsom, American River Parkway, Historic Folsom and the street tram between Citrus Heights and Rancho Cordova
- The entire length of Hazel Ave. from the Hazel light rail station to Placer County connecting to Lake Natoma, the American River Parkway and Kaiser Hospital-Roseville
- From the Hazel light rail station south to the future Easton Valley Pkwy., then east to El Dorado, connecting to proposed light rail stations along the way

Light Rail

The proposed light rail expansion to El Dorado County will have frequencies of 5-30 minutes and conceptually extend from the Iron Point light rail station along Iron Point Rd. connecting to White Rock Rd. terminating near Silva Valley Parkway and Highway 50. It is proposed to serve major employers, retail and Folsom High School.



A map of the Folsom El Dorado Corridor showing transit routes. A prominent green line runs horizontally across the top, with a darker green oval shape below it. A yellow dashed line runs diagonally from the bottom left towards the center. The background is a light-colored map with various lines and labels.

Folsom El Dorado Corridor Transit Strategy

Executive Summary

December 2005

This Executive Summary of the Final Report of the *Folsom-El Dorado Corridor Transit Strategy (FEDCTS)* work effort presents a summary of the findings of Phases 1 through 3. This Executive Summary summarizes the process, issues and conclusions of the overall project and proposes actions for continuing efforts to advance a major transit investment project in this corridor.

A number of “work papers” have been prepared throughout the course of the FEDCTS effort. Each work paper delves into the various technical or other issues in detail than is summarized in this Executive Summary or the accompanying Final Report. Thus, the reader is directed to the following table that identifies the various work papers that have been prepared, along with their date.

The Final Report, upon which this Executive Summary is based, and the analysis contained herein are based on a number of assumptions and the information known to-date. As a FEDCTS major transit investment project moves forward, the assumptions may be re-evaluated and refined as new information is developed.

Folsom El Dorado Corridor Study
Listing of Work Papers and Deliverable Dates

Work Paper/Deliverable	Deliverable Date
Task 1 Work Efforts	
1. Summary of Interviews, Part 1	April 16, 2003
2. Summary of Interviews, Part 2	May 12, 2003
3. Long List of Alternatives	June 19, 2003
4. 10 Key Questions Associated with Long List	July 7, 2003
Task 2 Work Efforts	
5. Purpose & Need Statement	July 25, 2003
Long List of Alternatives	See above (June 19, 2003)
6. Evaluation Criteria & Analysis	November 15, 2003
7. Conceptual Definition of Alternatives	February 27, 2004
7b. Conceptual Stations Location	November 15, 2003
8. Operational Analysis of Alternatives	February 27, 2004
9. Financial Analysis & Cost Estimates	See 9a, 9b, 9c
9a. Cost Methodology Report	November 15, 2003
9b. Capital Cost Estimates	February 27, 2004
9c. Financial Analysis	February 27, 2004
10. Environmental Analysis	February 17, 2004
11. Station Area Land Use Analysis	June 4, 2004
12. Public Communication	Continuous throughout Phase 2
13. Ridership Analysis	May 4, 2004
14. Summary of Preliminary Findings	September 15, 2004
15. Refined Scope of Services	August 16, 2004
Task 3 Work Efforts	
16. Results of Community Meetings in Phase 3	May 5, 2005
17. Findings and Summary Report	October 2005



Executive Summary

The City of Folsom and the El Dorado County Transportation Commission have the opportunity to preserve the option for a high capacity transit line that would serve an east-west corridor running generally near US Highway 50. While a specific transit line is not proposed at this time, it is clear that there is a need for improved transit service in the general corridor. If the City and the Commission (and their partner organizations) act to preserve the right-of-way options, undertake needed environmental and engineering assessments, and identify funding options, a transit line providing more capacity than regular buses could be developed.

Based on evaluation of present and future population and employment levels, general plans of the two jurisdictions, and transit information pertinent to the area, it is clear that some potential transit station areas are comparable to (or more fitting for transit) than some present transit stations in place in the Sacramento region or suburban areas of the San Francisco Bay Area. In particular, the Prairie City/Iron Point area and the Iron Point/East Bidwell areas of Folsom and the Silva Valley/Hwy 50 area and, possibly, northerly portions of the El Dorado Hills Business Park area offer opportunities for transit to be an effective part of the areas' transportation program.

The Corridor Transit Strategy evaluation does not include conclusions about which transit modes (bus, bus rapid transit, or light rail transit) should be developed at this point but it does point to the alignments that will serve the communities the best. The figure on the following page illustrates these corridors which are noted below.

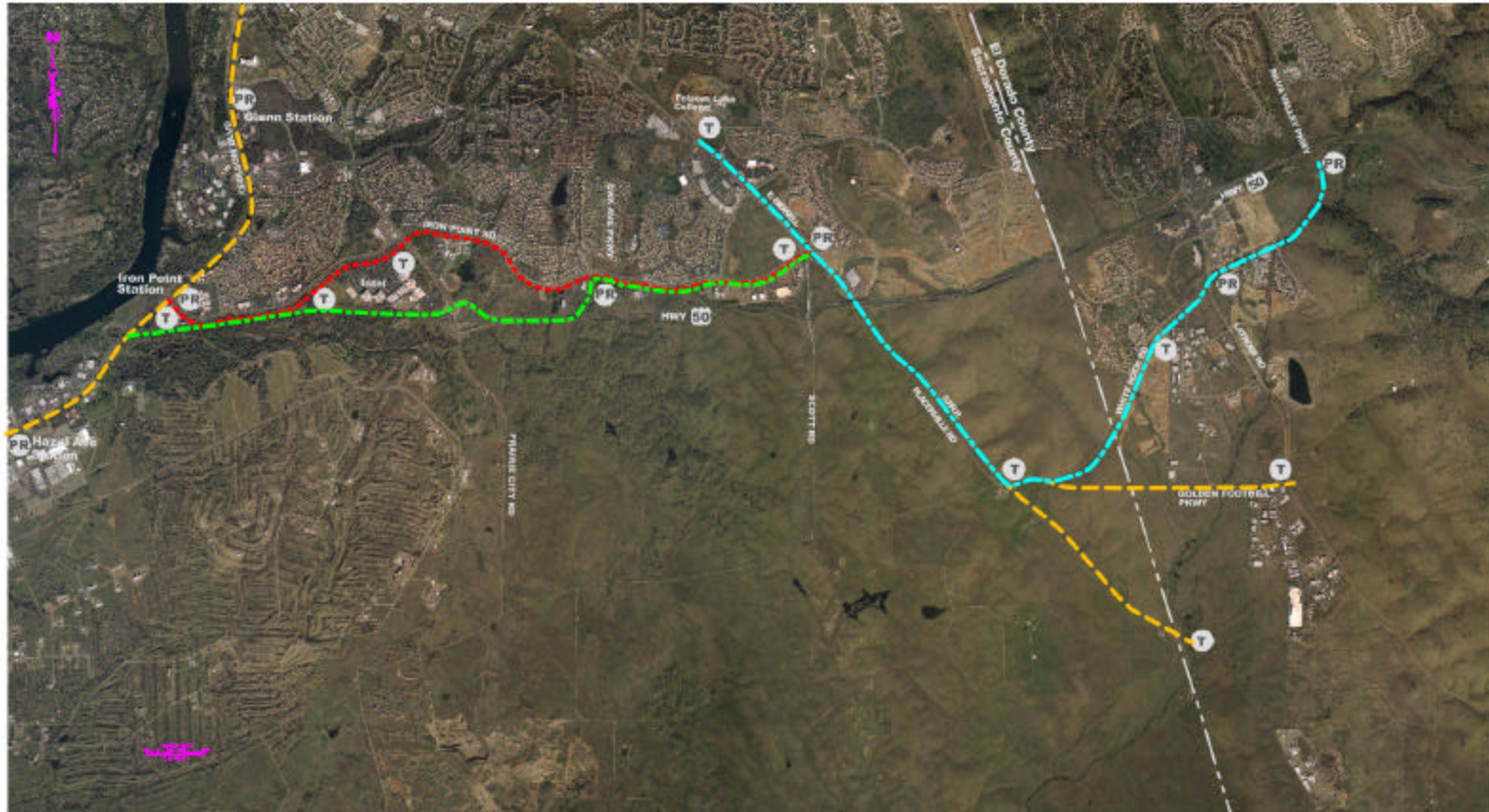
In Folsom, two general alignments should be considered further. One runs generally along Iron Point Road from the Hwy 50/Iron Point area to the Iron Point/East Bidwell area. The other runs between Iron Point but closer to Hwy 50 for most of reach through Folsom. It does move from near Hwy 50 to run along Iron Point near the Regional Center/Kaiser Hospital development site. Both continue southeasterly along the Southern Pacific right-of-way owned by the Folsom El Dorado Joint Powers Agency.

In El Dorado Hills, the preferred alignments enter El Dorado County from the Southern Pacific right-of-way and either continue along White Rock Road to the Silva Valley/US 50 interchange or into the El Dorado Hills Business Park.

The key actions for both the City of Folsom and the El Dorado County Transportation Commission are presented in the table following.



Folsom El Dorado Corridor Transit Strategy



LEGEND:



Transit Stop



Park & Ride Stop

----- Folsom Blvd. RT LRT Extension

----- Iron Point Corridor Alternative

----- North of US Route 50 Alternative

----- E. Bidwell/SPRR/EI Dorado Hills Business Park Alternative

----- E. Bidwell/SPRR/White Rock/Silva Valley Alternative



Folsom El Dorado Corridor Transit Strategy	
City of Folsom Key Actions for Right-of-Way Preservation and Project Development	El Dorado County Transportation Commission and Partner Organizations (El Dorado County DOT, El Dorado Transit,) Key Actions for Right of Way Preservation and Project Development
<p>Preserve Right-of-Way. Undertake further project development. Decide on an environmental clearance path (NEPA vs. CEQA). Consider BRT or enhanced bus coordination with Regional Transit's light rail extension to Folsom.</p>	<p>Preserve Right-of-Way. Undertake further project development. Decide on an environmental clearance path (NEPA vs. CEQA). Consider BRT or enhanced bus coordination with Regional Transit's light rail extension to Folsom.</p>
<p>Reconsider General Plan adopted transit corridor. Pursue adoption of an Iron Point/near US 50 transit line. (keeping option open for being on Iron Point or near US 50 in various segments). Remove the Blue Ravine transit line as the preferred transit alignment.</p>	<p>Consider preferred transit alignments in light of the recently adopted General Plan. Confirm that the alignment entering El Dorado County on or generally near White Rock Road meets the intention for a westerly entrance to the El Dorado Hills area. Confirm the long-term commitment to operate White Rock Road as a 4-lane facility (which has the effect of making bus or bus rapid transit preferable if that is the alignment).</p>
<p>Prior to undertaking preliminary engineering or detailed assessments, confirm the best near term actions for right-of-way preservation for the segments of the Folsom alignments. These could include: Prioritizing the most critical segments; Holding discussions with property owners to determine interest in or concerns with transit usage and reaching agreement, where possible, to have the property owners commit to reservation of space and access (especially for property where the most significant station potential, including</p>	<p>Prior to undertaking preliminary engineering or detailed assessments, confirm the best near term actions for right-of-way preservation for the segments of the El Dorado alignments. These could include: Prioritizing the most critical segments; Holding discussions with property owners to determine interest in or concerns with transit usage and reaching agreement, where possible, to have the property owners commit to reservation of space and access (especially for property where the most significant station potential, including</p>



<p>the Intel area and the Regional Center/Kaiser area); Review the corridor options with Caltrans to clarify whether and under what circumstances portions of the US 50 right-of-way may be used, encroached upon, or have air rights accessed; Determine where easements or purchase of temporary options may be preferable as a temporary preservation means; and Clarifying that transit usage within the Iron Point Boulevard right-of-way is a priority use that is to be protected as new proposals are brought forward for utility or other actions within the right-of-way.</p>	<p>the Silva Valley/US 50 area and the Business Center area); Determine where easements or purchase of temporary options may be preferable as a temporary preservation means; Clarifying that transit usage within the area adjoining the US 50/Silva Valley interchange is a priority use that is to be protected as new proposals are brought forward for development, utilities, or other actions within the right-of-way; and Consider the extent to which development near the Silva Valley interchange can be planned as mixed-use and transit-supportive.</p>
<p>Affirm the proposed Folsom Stage Line bus alignment along Iron Point Road that will test and develop ridership for the possible future east-west transit line.</p>	<p>Establish or modify current bus routes that mimic the possible future east-west transit line.</p>
<p>Undertake engineering and environmental/permitting assessments to detail project development (and reach agreements on information needed for likely funding sources).</p>	<p>Undertake engineering and environmental/permitting assessments to detail project development (and reach agreements on information needed for likely funding sources).</p>
<p>Examine transit options in the “south of 50” Sphere of Influence area. Determine whether an additional east-west transit route could serve that area or whether the "north of 50" transit line should be modified to serve the "south of 50" area.</p>	<p>Participate with Folsom in the examination of transit options in the south of 50 area.</p>
<p>Continue to develop funding options.</p>	<p>Continue to develop funding options.</p>
<p>As the Elk Grove/Rancho Cordova/El Dorado Connector study progresses, consider how the east-west transit line’s planning should be integrated.</p>	<p>As the Elk Grove/Rancho Cordova/El Dorado Connector study progresses, consider how the east-west transit line’s planning should be integrated.</p>



Cindy Brooks - Removal of Rail - Folsom's Action

From: "John Segerdell" <jsegerdell@pghwong.com>
To: <corrprincess@ardennet.com>, <dsander@cityofranhocordova.org>, <nottolid@saccounty.net>, "Linda Budge" <lnbg@comcast.net>, <bosone@edcgov.us>
Date: 10/12/2011 11:47 AM
Subject: Removal of Rail - Folsom's Action
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JPA Board Members and Staff –

Last night (Tuesday, October 11, 2011) the Folsom City Council was presented an action regarding El Dorado County's request to remove the rail in a segment of their JPA corridor. The action proposed to the Council was to deny the request from EDC. After some discussion, the Council voted to approve the Resolution, which directed: *"...that the City Council of the City of Folsom requests the Sacramento-Placerville Transportation Corridor Joint Powers Authority Board deny a request from El Dorado County to remove rails from a portion of the rail corridor in western El Dorado County."* The vote was 4 to 1 in favor of the Resolution.

The next scheduled hearing of the issue is at Regional Transit (October 24th Board Meeting) and then Sacramento County (November 8th Board Meeting). This fits well with our next JPA Board Meeting on November 14th, to conclude the action. As was discussed at the September 12th JPA Board Meeting approval of EDC's request would need to be unanimous by the other member agencies for EDC to proceed. In light of Folsom's determination to deny the request, the actions at RT and Sacramento County may be somewhat perfunctory, but are still necessary to complete.

Regards, John

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