

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

AGENDA

BOARD MEETING

9:30 A.M., MONDAY, MARCH 13, 2023

FOLSOM CITY HALL, COUNCIL CHAMBERS

50 NATOMA STREET, FOLSOM, CALIFORNIA

1. CALL TO ORDER

- 2. ROLL CALL** Directors Sarah Aquino (Alternate: Anna Rohrbough), John Hidahl (Alternate: George Turnboo), Pat Hume (Alternate: Sue Frost), Linda Budge (Alternate: Pat Hume), and David Sander (Alternate: Linda Budge)

3. PLEDGE OF ALLEGIANCE

4. APPROVAL OF MINUTES

- a. Motion: Approve Minutes for Regular Meeting of August 1, 2022

5. NEW BUSINESS

- a. Motion: Appoint Board Chair
- b. Information: Background presentation on SPTC-JPA
- c. Direction: Track Inspections Update
- d. Information: Placerville & Sacramento Valley Railroad Update
- e. Information: Nature Trail Updates and Presentation
- f. Information: CEO/Member Agency Staff Reports
 - i. CEO/City of Folsom
 - ii. El Dorado County
 - iii. Sacramento County
 - iv. Sacramento Regional Transit

6. BUSINESS FROM THE FLOOR/GOOD OF THE ORDER*

7. NEXT MEETING: May 8, 2023

8. ADJOURNMENT

***NOTE TO CITIZEN PARTICIPANTS**

It is the policy of the Board of Directors of the Sacramento-Placerville Transportation Corridor Joint Powers Authority to encourage citizen participation in the meetings of the Board of Directors. At each open meeting members of the public shall be provided with an opportunity to directly address the Board on items of interest to the public that are within the subject matter jurisdiction of the Board of Directors. However, in order that the business scheduled for consideration at such meetings may be disposed of in an orderly manner, citizens wishing to address the Board on matters not on the agenda, whose presentations may be lengthy or in the nature of request for action of some kind on the part of the Board, are requested to first discuss matters with the Chair or his/her designee. If after such consultation an appearance before the Board is desired, the subject matter may be calendared as an agenda item for a date and time convenient to the parties concerned.

The meeting is accessible to the disabled. In compliance with the Americans with Disabilities Act, if you are a disabled person and you need a disability-related modification or accommodation to participate in this meeting, please contact the SPT-JPA's CEO, Brett Bollinger, by telephone at (916)461-6632 or email at bbollinger@folsom.ca.us. Requests must be made as early as possible and at least two full business days before the start of the meeting.

SACRAMENTO-PLACERVILLE TRANSPORTATION CORRIDOR JOINT POWERS AUTHORITY

Minutes of the Regular Meeting of the Board of Directors on
August 1, 2022

Call to Order: The meeting was called to order at 9:53 a.m.

Roll Call: Present at Roll Call: Directors Budge, Hidahl, and Alternate YK Chalamcherla. During the discussion of Item 5a Chair Howell arrived and participated in place of Alternate YK Chalamcherla.

Approval of Minutes

A motion was made by Director YK Chalamcherla and seconded by Director Hidahl, and passed by unanimous vote that:

THE BOARD OF DIRECTORS OF THE SACRAMENTO PLACERVILLE TRANSPORTATION CORRIDOR JOINT POWERS AUTHORITY APPROVES THE FOLLOWING ITEM:

- Item 4a: Approve Minutes for Regular Meeting of May 16, 2022

New Business

Item 5a: Approve Option for Track and Bridge Evaluation

SPTC-JPA Brett Bollinger presented the staff report for this item. Five possible options were proposed for next steps to help the Board and Staff to make informed decisions about future activities within the JPA corridor.

A motion was made by Director Budge and seconded by Chair Howell, and passed by a unanimous vote that:

THE BOARD OF DIRECTORS OF THE SACRAMENTO PLACERVILLE TRANSPORTATION CORRIDOR JOINT POWERS AUTHORITY APPROVES THE FOLLOWING ITEM:

Option #5: Evaluate the trackage and bridge structures between the Folsom Wye and Missouri Flat Road and conduct a JPA-Directed master planning process. This action may require additional funding from the JPA member agencies. Also, any master plan, and projects based on a master plan, would need to be approved by the City of Folsom, Sacramento County and El Dorado County.

Item 5b: Approve an Increase in the CIP Budget in the Not to Exceed Amount of \$100,000 for Track and Bridge Evaluations

SACRAMENTO-PLACERVILLE TRANSPORTATION CORRIDOR JOINT POWERS AUTHORITY

Minutes of the Regular Meeting of the Board of Directors on
August 1, 2022

A motion was made by Director Budge and seconded by Director Hidahl, and passed by a unanimous vote that:

THE BOARD OF DIRECTORS OF THE SACRAMENTO PLACERVILLE TRANSPORTATION CORRIDOR JOINT POWERS AUTHORITY APPROVES THE FOLLOWING ITEM:

- Resolution No. 2022-08-01: Approve and increase in the CIP Budget in the not to exceed amount of \$100,000 for Trackage and Bridge Evaluations

Item 6c: Information: Update on P&SVRR Operations

Jim Harville made a presentation on P&SVRR Operations.

Item 6d: Information: CEO/Member Agency Staff Reports

Interim CEO Vickie Sanders, Brett Bollinger, Mary Cory, Matt Darrow, and Michael Cormiae each reported on activity along their respective sections of the corridor.

Business from the floor/good of the order

Item 8: Business from the floor/good of the order

The next meeting will be the Regular Board Meeting of November 7, 2022.

The meeting adjourned at 11:06 a.m.

I hereby certify that the Board of Directors approved the foregoing minutes at its Board Meeting on August 1, 2022.

Jennifer Thiot, Board Secretary

STAFF REPORT

Board Meeting Date: March 13, 2023

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**INFORMATION: Overview of the
SPTC-JPA**

**AGENDA ITEM
NO. 5.b**

History, Purpose, Structure, Powers and Role of the SPTC-JPA

a. History and Purpose of the SPTC-JPA

The rail line between the City of Sacramento and Placerville (commonly known today as the “Placerville Branch”) was built in stages during the last half of the 19th Century. The Sacramento Valley Railroad, with Theodore Judah as its Chief Engineer, constructed the first portion of the rail line in the mid-1850s from Sacramento to the City of Folsom. The line was extended to Latrobe in the mid-1860s and, finally, to Placerville in the late 1880s.

For most of the next century, the Placerville Branch was operated by the Southern Pacific Railroad Company, primarily transporting timber products from the foothills. In the mid-1980s, Southern Pacific’s main customer, a timber mill in Camino, closed down. Consequently, in 1989, Southern Pacific ceased operations east of the Schnitzer Steel facility in Rancho Cordova and made plans to abandon the rest of the line.

Faced with the threat of losing a valuable transportation corridor, the Counties of Sacramento and El Dorado, the City of Folsom and the Sacramento Regional Transit District, banded together to prevent the abandonment of the line. In October 1991, these local agencies signed the “JPA Agreement” to “...provide for the acquisition of Southern Pacific Transportation Company’s Placerville Branch (“Placerville Branch”), and to provide reciprocal use agreements for transportation and transportation preservation uses as may be desired by the agencies through the creation of a joint powers authority.” (JPA Agreement, Section 3.)

From the time of its creation in October 1991, through the close of escrow in September 1996, the JPA's focus was on acquisition of the right-of-way and improvements (the "Rail Corridor") from the Southern Pacific Transportation Company. The JPA acquired the Rail Corridor under the protection of the Federal “Rails to Trails Act” (16 USCS 1247 (d)), which preserves rail transportation corridors for potential future reactivation of freight rail service.

In the months preceding the close of escrow, the JPA's member agencies determined that the JPA should not be dissolved after acquisition of the Rail Corridor, but should continue to be the legal owner of the Rail Corridor responsible to ensure the Corridor's continuity, to preserve the reciprocal rights of the member agencies, and to provide a

forum to prevent and resolve disputes between the member agencies. This action by the member agencies ultimately resulted in the Reciprocal Use and Funding Agreement among the JPA and its member agencies, dated August 6, 1996 ("RUFA").

b. Structure, Powers and Role of the JPA -- Preservation of Home Rule

Each of the four member agencies contribute equally to the annual operational costs of the JPA. The current annual contribution by each JPA member agency is \$27,500.

The JPA is governed by a five-member Board of Directors. Each member agency appoints one member to the Board and the Board members appoint a member at large (currently a member of the Rancho Cordova City Council). The regular meetings of the Board of Directors are scheduled for once every calendar quarter. However, in recent years, it has not been uncommon for the Board to meet only once or twice a year.

The RUFA governs the JPA's powers and responsibilities with respect to the Rail Corridor and is structured to preserve home rule by each member agency over its allocated portion. While the JPA is the legal owner of the Rail Corridor, each member agency holds an easement covering its allocated portion of the Rail Corridor that gives the member agency very broad discretion concerning its usage. (RUFA, Section 4.) At present, the allocated portions of the Rail Corridor are approximately as follows (the list progresses from West to East):

- **Sacramento Regional Transit District**: from Brighton (near 65th St. in Sacramento) to the Highway 50 overcrossing of Folsom Blvd.
- **Sacramento Regional Transit District and City of Folsom (shared)**: from the Highway 50 overcrossing of Folsom Blvd. to the Folsom Wye.
- **City of Folsom**: from the Folsom Wye to the White Rock Road crossing.
- **Sacramento County**: from the White Rock Road crossing to the Sacramento-El Dorado County line.
- **El Dorado County**: from the Sacramento-El Dorado County line to Placerville.

The JPA has no power to use or transfer any portion of the Rail Corridor without the prior request or consent of the member agency to which that portion has been allocated. (RUFA, Section 7(a).)

Conversely, any member agency may direct the JPA to permit a third-party use of its allocated portion, or to transfer part of its allocated portion, provided that the use or transfer will not:

- a. cause any reversionary rights in the Rail Corridor to vest,
- b. otherwise threaten the continuity of any portion of the Rail Corridor,
- c. violate the terms of any Notice of Interim Trails Use issued by the Surface Transportation Board, or
- d. conflict with the terms of any agreement affecting the subject portion of the Rail Corridor. (RUFA Section 7(a).)

Except for the restrictive covenants of Section 7 of the RUFA and the reciprocal usage rights held by other JPA member agencies, each member agency has control over the use of its allocated portion of the Rail Corridor.

On May 1, 2000, the JPA Board adopted a policy for the SPTC-JPA's continued role. The adopted role includes:

- a. Administration, including engineering and legal counsel
- b. Corridor maintenance/weed abatement
- c. Access and use permitting
- d. Property management
- e. Facilitating development of transportation uses in the corridor
- f. Preserving continuity of the corridor (administering the RUFA)

Since that time, the JPA has facilitated trans-jurisdictional (regional) uses of the right-of-way by providing a single primary point of contact for the public. The JPA also has facilitated regional uses of the right-of-way by providing a forum for staff to meet and discuss potential projects. In this context, the JPA played a significant role in facilitating the agreement between RT and the City of Folsom for the extension of light rail into the City. Finally, the JPA facilitates the preservation of expertise and knowledge of the history of the public ownership of the right-of-way.

c. Current Uses of the Rail Corridor

Current uses of the Rail Corridor are discussed in the Staff Report for Item 5.c (Track Inspections Update).

STAFF REPORT

Board Meeting Date: March 13, 2023

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MOTION: Trackage and Bridge Evaluation Update.

**AGENDA ITEM
NO. 5c**

DISCUSSION:

At the May 16, 2022, JPA Board meeting, Board members discussed conducting a comprehensive master plan process for the SPTC JPA corridor. The Board recommended staff investigate going through a master plan process to determine future uses within the JPA corridor.

Currently, there are a number of uses on and adjacent to the JPA corridor:

- 65th St. Overcrossing in Sacramento to the Folsom Wye: This area is used primarily for Sacramento RTD's light rail operations. The ability to use this area for other future public uses is limited.
- Folsom Wye to the P&SVRR Station at Iron Pointe Road: This area is lightly used for P&SVRR's movement of equipment between P&SVRR's storage area at the Wye and the station. Some segments of Folsom's Humbug Willow Creek Trail are also located in this area.
- P&SVRR Station at Iron Pointe Road to the Sacramento/El Dorado County Line: This area is used for P&SVRR's excursion rail operations. It also comprises the Western end of the JPA's natural trail project, which is currently under construction and is waiting for environmental permits to be issued to continue work.
- Sacramento/El Dorado County Line to Latrobe: This area is part of the JPA's natural trail project but is otherwise unused.
- Latrobe to Shingle Springs: El Dorado County has completed studies for the natural trail. We are waiting for environmental permits to be issued to continue work in this area.
- Shingle Springs to El Dorado: This area is currently used by the El Dorado Western Railroad, which operates a rail museum and conducts weekend excursion rail operations. This area is also covered in the natural trail studies and is waiting for environmental permits.
- El Dorado to Missouri Flat Road: The El Dorado Western Railroad also conducts excursion rail operations in this segment of the corridor. In addition, a Class I path has been completed adjacent to the rail in this segment. A natural trail exists on the opposite side of the rail, which trail volunteers are currently working on.

- Missouri Flat Road to Apex: There is no longer any trackage in this area of the corridor. It is entirely used for a Class I path.

On June 22, 2022, Staff held a meeting to discuss the master plan process. During the meeting several issues were raised regarding the existing condition of the tracks and support structures (bridges/culverts) and potential liability with active uses on and adjacent to the railroad tracks. Staff concluded that before commencing the master plan process, the SPTC JPA corridor tracks and support structures should be inspected to determine existing conditions.

JPA Staff requested that CEO Brett Bollinger make initial inquiries to determine the likely range of costs to conduct such an inspection of the tracks and support structures. Based on Mr. Bollinger's inquiries, Staff estimates the likely range costs as follows:

- Track Inspection (Folsom Wye to Missouri Flat Road): \$9,000 – \$24,000
- Bridge Structures Inspection, including structural capacity calculations and analysis (Folsom Wye to Missouri Flat Road): \$60,000 – \$76,000 (without culvert inspections); \$119,000 – \$135,000 (with culvert inspections)

At the August 1, 2022, JPA Board meeting, five possible options were proposed for next steps to help the Board and Staff to make informed decisions about future activities within the JPA corridor. A motion was made by Director Budge and seconded by Chair Howell, and passed by a unanimous vote that approved Option #5:

- Evaluate the trackage and bridge structures between the Folsom Wye and Missouri Flat Road and conduct a JPA-Directed master planning process. This action may require additional funding from the JPA member agencies. Also, any master plan, and projects based on a master plan, would need to be approved by the City of Folsom, Sacramento County and El Dorado County.

Bridge/Culvert Inspections

Since all current uses within the JPA corridor rely on the bridges and culverts, staff is moving forward with the bridge/culvert inspections. Currently, staff is reviewing a draft RFP and expect to publish the RFP in late March.

Track Inspection Research

After the August JPA Board meeting, staff began researching track inspection options and costs with RailWorks Corporation and Peter Schulze. RailWorks provided two track inspections options: Portable Unit – \$9,000 and Hi-Rail Truck - \$23,250. In our conversations with RailWorks regarding existing track conditions they suggested we reach out to Peter Schulze since he has been working as a volunteer with Western Railroad on track inspections for their operations in El Dorado County.

On the recommendation from RailWorks, staff worked with Peter Schulze on understanding the current conditions of the tracks. Staff participated in two tours of the

track segments in El Dorado County, both in December 2022. The first tour started in Shingle Springs and went east on the tracks to the end of the SPTC JPA tracks in Placerville. The second tour started near the town of Latrobe traveling west to the El Dorado/Sacramento County line and back to the starting point. From there we attempted to go down the tracks east toward Shingle Springs but had to stop due to a downed large tree branch blocking the tracks.

During the tours with Peter, he showed staff various issues with the existing track conditions and explained that doing an in-depth track inspection using the RailWorks Hi-Rail truck heavy equipment could be potentially hazardous due to the current state of the tracks. There are also numerous unprotected roadways crossing that could be potentially hazardous when using Hi-Rail Truck equipment. Recent storms have caused further damage to the tracks adding more hazardous conditions along the corridor.

BOARD ACTION:

Staff recommends moving forward first with the bridge/culvert inspections RFP. Once the bridge/culvert inspection report is available, staff will recommend more targeted areas of the corridor for physical inspection of the tracks on foot instead of using Hi-Rail Truck equipment. The data from these combined inspections should facilitate the master plan process to determine what types of uses could be allowed to operate within the SPTC JPA Corridor.