

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

**AGENDA**

**BOARD MEETING**

**9:30 A.M., MONDAY, May 11, 2026**

**FOLSOM CITY HALL, COUNCIL CHAMBERS**

**50 NATOMA STREET, FOLSOM, CALIFORNIA**

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**1. CALL TO ORDER**

- 2. ROLL CALL** Directors Sarah Aquino (Alternate: Anna Rohrbough), George Turnboo (Alternate: Lori Parlin), Rosario Rodriguez (Alternate: Pat Hume), Linda Budge (Alternate: Pat Hume), and David Sander (Alternate: Linda Budge)

**3. PLEDGE OF ALLEGIANCE**

**4. PUBLIC COMMENT\***

**5. CONSENT**

- a. Approve Minutes for Regular Meeting of November 3, 2025
- b. Approve Calendar for 2026/2027
- c. Approve Audit for Fiscal Year 2024/2025
- d. Quarterly Financial Reports- Fiscal Year 2025/2026

**6. NEW BUSINESS**

- a. Presentation by El Dorado Western Railroad
- b. Approve budget for Fiscal Year 26/27
- c. CEO/Counsel Reports
- d. Information: Member Agency Staff Reports
  - i. City of Folsom
  - ii. El Dorado County
  - iii. Sacramento County
  - iv. Sacramento Regional Transit
  - v. City of Rancho Cordova

**7. DIRECTORS' COMMENTS**

**6. NEXT MEETING: August 3, 2026**

**7. 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 an appearance before the Board is desired after such consultation, 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, Vickie Sanders, by email at [vmsanders61@gmail.com](mailto:vmsanders61@gmail.com). 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  
November 3, 2025

*Meeting minutes contain an action summary. A video recording of the meeting in its entirety can be found on the SPTC-JPA website on the JPA Board Meetings webpage.*

**Call to Order:** The meeting was called to order at 9:30 a.m.

**Roll Call:** Present: Directors Aquino, Budge (arrived at 9:36), Rodriguez, Sander (arrived at 9:36), Turnboo  
Absent: None

## **Public Comment:**

Public comment made by Sue Taylor, Bruce Cunha, Edward Cunha, and Kris Payne. They spoke regarding the El Dorado Western Railroad and culvert and bridge repairs needed in El Dorado County. Final comment made by Weston DeWalt regarding a report being prepared by a research group looking into non-profit groups in El Dorado County.

## **Consent:**

SPTC-JPA Staff presented the board with a revised staff report transmittal to update lines 9 and 10 of item 5C, The Quarterly Budget Update for the First Quarter of Fiscal Year 2025/26.

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

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

- a. Approve Minutes for Regular Meeting of May 19, 2025
- b. Year-end Report Fiscal Year 2024-2025
- c. Quarterly Financial Report

## **New Business**

**Item 6a:** Review and Approve Revised Rules of Procedure

DeeAnne Gillick, General Counsel to the SPTC-JPA, presented the staff report. She reported that the SPTC-JPA Amended Joint Powers Agreement has been approved by all member agencies, including the new member agency, Rancho Cordova. Now that there is a new member agency, there is a need for the Rules of Procedure to be updated. Chair Aquino asked that an edit not be made to the meeting schedule to change the May meeting to the second week in May. Instead, meetings will be rescheduled in May if there is a conflict.

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

THE BOARD OF DIRECTORS OF THE SACRAMENTO PLACERVILLE TRANSPORTATION CORRIDOR JOINT POWERS AUTHORITY APPROVES RESOLUTION 2025-05-06, THE UPDATED RULES OF PROCEDURE.

**Item 6b:** Natural Trail Presentation

Vickie Sanders, Don Rose, and Zach Perras presented the Staff Report. Board Member Turnboo asked for rail volunteers to be included in the Natural Trail discussions. He asked that everyone work to maintain the corridor, including the washouts.

Public comment made by Ginny McCormick and Kris Payne.

A motion was made by Director Turnboo, seconded by Director Rodriguez, and passed by unanimous vote that:

THE BOARD OF DIRECTORS OF THE SACRAMENTO PLACERVILLE TRANSPORTATION CORRIDOR JOINT POWERS AUTHORITY APPROVES THAT THE JPA CONTINUE TO PAY FOR SURVEYS AS NEEDED BEFORE VOLUNTEER PROJECTS CAN BE COMPLETED. EL DORADO COUNTY WILL COORDINATE SURVEYS WITH THE JPA CEO.

**Item 6c:** CEO/Counsel Reports

Vickie Sanders reported that she is going to ask the El Dorado Western Railroad and the Placerville and Sacramento Valley Railroad to provide updates in the coming meetings. DeeAnne Gillick updated the Board on legal advising and reviews that she and Paul Chrisman provide as Legal Counsel to the JPA.

**Item 6d:** Information: Member Agency Staff Reports.

The following staff members reported on activity along their respective sections of the corridor:

- i. City of Folsom, Brett Bollinger: The Mangini Ranch Trail project is underway and includes the southern JPA corridor section from south of Grand Prairie to White Rock Road. This completes the Placerville Road Trail.
- ii. El Dorado County, Zach Perras: Volunteer trail work is ongoing and includes brush clearing. Around Forni Road, the trail is closed on Thursdays and Fridays around the bridge. The El Dorado Parks social media page has updates on all trail closures. El Dorado County is working with the Camino Fire Safe Council to do brush clearing in the Camino service area. They are also working with the Ponderosa unit of Cal Fire in the area of the town of El Dorado, going west on brush clearing. El Dorado Western Railroad volunteers have offered to help with brush clearing with their wood chipper.
- iii. County of Sacramento, Vickie Sanders read an update provided by Mathew Darrow: Sacramento County would like to thank the volunteers for all their efforts to complete the improvements on the Natural Trail in the Sacramento County section of the corridor.
- iv. Sacramento Regional Transit, George Kirby: They are using new trains on all their routes. They have a new project in January that includes track tie replacements.
- v. City of Rancho Cordova: no updates

### **Directors' Comments**

February 22<sup>nd</sup> is the 170<sup>th</sup> anniversary of the completion of the Sacramento Valley Railroad. Chair Aquino is working on an event in partnership with other local leaders to re-enact the 22-mile railroad ride from Sacramento to Folsom.

The next meeting will be the Regular Board Meeting on February 2, 2026.

The meeting was adjourned at 10:11 a.m.

I hereby certify that the Board of Directors approved the foregoing minutes at its Board Meeting on November 3, 2025.

  
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Jennifer Thiot, Board Secretary

# STAFF REPORT

Board Meeting Date: May 11, 2026

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**Motion: Approve Board meeting calendar for Fiscal Year 2026/2027**

**AGENDA ITEM  
NO. 5b**

**DISCUSSION:**

In accordance with Section 1.1 “Regular Meetings” of the Rules of Procedure of the JPA, Regular meetings are to be scheduled no less frequently than once each calendar quarter. The JPA Staff proposes the following meeting dates, times, and location for the Board’s Regular Meetings during the upcoming Fiscal Year 2026/2027.

DATE	TIME	LOCATION
August 3, 2026	9:30 a.m.	Folsom City Hall, Council Chambers
November 2, 2026	9:30 a.m.	Folsom City Hall, Council Chambers
February 1, 2027	9:30 a.m.	Folsom City Hall, Council Chambers
May 10, 2027	9:30 a.m.	Folsom City Hall, Council Chambers

**BOARD ACTION:**

Motion: Approve the Board meeting calendar for the upcoming Fiscal Year 2026/2027 as proposed in this staff report.

Note: A meeting may be canceled if there is a lack of agenda items.

# STAFF REPORT

Board Meeting Date: May 11, 2026

Page 1 of 1

**Resolution: Approve Independent Audit for FY 24/25**

**AGENDA ITEM  
NO. 5c**

## **DISCUSSION:**

Mann Urritia Nelson CPAs & Associates, LLP (MUN CPA) has completed the audit of the JPA's records for Fiscal Year 24/25.

The audit report has concluded that there are no findings of non-compliance and that the JPA's operations are in conformity with generally accepted accounting principles. The management letter accompanying the audited financial statement notes a recommendation for an improved financial reporting practice regarding journal entries and bank reconciliations. It also includes a recommendation for properly classifying Natural Trail Project expenses.

In response to the audit recommendations, Staff has reviewed their policies and procedures and implemented a process to ensure that journal entries and bank reconciliations are reviewed and approved. Staff will create an annual journal entry to capitalize Natural Trail expenses to ensure that those expenses are properly classified.

## **ATTACHMENTS:**

1. Annual Financial Statements and Independent Auditor's Report FY 24/25
2. Management Letter
3. Audit Conclusion Letter

## **BOARD ACTION:**

Staff recommends that the Board approve the audited financial statements for FY 24/25.

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

**ANNUAL FINANCIAL STATEMENTS  
WITH  
INDEPENDENT AUDITOR'S REPORT  
FOR THE FISCAL YEAR ENDED JUNE 30, 2025**

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**MUN CPAs, LLP  
1760 CREEKSIDE OAKS DRIVE, SUITE 160  
SACRAMENTO, CALIFORNIA 95833**

**SACRAMENTO-PLACERVILLE TRANSPORTATION CORRIDOR JOINT POWERS AUTHORITY  
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## INDEPENDENT AUDITOR'S REPORT

To the Board of Directors of  
Sacramento-Placerville Transportation Corridor Joint Powers Authority  
Sacramento, California

### **Report on the Audit of the Financial Statements**

#### ***Opinions***

We have audited the accompanying financial statements of the governmental activities and the major fund of Sacramento-Placerville Transportation Corridor Joint Powers Authority (the Authority), as of and for the year ended June 30, 2025, and the related notes to the financial statements, which collectively comprise Sacramento-Placerville Transportation Corridor Joint Powers Authority's basic financial statements as listed in the table of contents.

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities and the major fund of Sacramento-Placerville Transportation Corridor Joint Powers Authority, as of June 30, 2025, and the respective changes in financial position for the year then ended in accordance with accounting principles generally accepted in the United States of America.

#### ***Basis for Opinions***

We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of Sacramento-Placerville Transportation Corridor Joint Powers Authority and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

#### ***Responsibilities of Management for the Financial Statements***

Management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America, and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the Authority's ability to continue as a going concern for twelve months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

#### ***Auditor's Responsibilities for the Audit of the Financial Statements***

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinions. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with generally accepted auditing standards and *Government Auditing Standards* will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with generally accepted auditing standards and *Government Auditing Standards*, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Authority's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the Authority's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control-related matters that we identified during the audit.

#### ***Required Supplementary Information***

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis and budgetary comparison information, as listed in the table of contents, be presented to supplement the basic financial statements. Such information is the responsibility of management and, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

#### ***Other Reporting Required by Government Auditing Standards***

In accordance with *Government Auditing Standards*, we have also issued our report dated March 24, 2026, on our consideration of the Authority's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Authority's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Authority's internal control over financial reporting and compliance.

MUN CPAs, LLP

Sacramento, California  
March 24, 2026

**SACRAMENTO-PLACERVILLE TRANSPORTATION CORRIDOR JOINT POWERS AUTHORITY  
MANAGEMENT'S DISCUSSION AND ANALYSIS  
FOR THE YEAR ENDED JUNE 30, 2025**

As management of the Sacramento-Placerville Transportation Corridor Joint Powers Authority (the Authority), we offer readers of the Authority's financial statements this narrative overview and analysis of the financial activities of the Authority for the fiscal year ended June 30, 2025. We encourage readers to consider the information presented here in conjunction with the Authority's basic financial statements following this section.

**FINANCIAL HIGHLIGHTS**

The Authority's annual operating budget for fiscal year 2024/2025 was \$110,000, which is the same as fiscal year 2023/2024 budget of \$110,000.

The fiscal year 2024/2025 operating budget of \$110,000 was funded by a \$27,500 contribution from each member agency.

The Authority's capital asset value is \$14,940,806.

**OVERVIEW OF THE FINANCIAL STATEMENTS**

This discussion and analysis is intended to serve as an introduction to the Authority's basic financial statements which have the following components, in addition to management's discussion and analysis: 1) Authority-wide financial statements, 2) fund financial statements, 3) notes to the financial statements and 4) required supplementary schedules. The Authority-wide and fund financial statements are presented on pages 6 - 10.

As the Authority's Board of Directors is appointed by governmental agencies, the Authority adopted Governmental Accounting Standards Board (GASB). The Authority has only one governmental type fund.

**AUTHORITY-WIDE FINANCIAL**

The Authority-wide financial statements are designed to provide readers with a broad overview of the Authority's finances, in a manner similar to a private-sector business.

The statement of net position presents information on all of the Authority's assets and liabilities, with the difference between the two reported as net position. Over time, increases or decreases in net position may serve as a useful indicator of whether the financial position of the Authority is improving or deteriorating.

The statement of activities presents information showing how the Authority's net position changed during the most recent fiscal year. All changes in net position are reported as soon as the underlying event giving rise to the change occurs, regardless of the timing of related cash flows. Thus, revenues and expenses are reported in this statement for some items that will only result in cash flows in future fiscal periods.

**FUND FINANCIAL STATEMENTS**

A fund is a grouping of related accounts that is used to maintain control over resources that have been segregated for specific activities or objectives. The Authority uses fund accounting to ensure and demonstrate compliance with finance-related contractual requirements. The Authority has one fund which is a governmental-type fund.

Governmental fund financial statements focus on near-term inflows and outflows of spendable resources, as well as on balances of spendable resources available at the end of the fiscal year. Because the focus of governmental funds is narrower than that of the Authority-wide financial statements, it is useful to compare the information presented for the governmental fund with similar information presented for governmental activities. The governmental fund balance sheet provides a reconciliation detailing the difference between the governmental fund and the governmental activities.

**NOTES TO THE FINANCIAL STATEMENTS**

The notes provide additional information that is essential to a full understanding of the data provided in the Authority-wide and fund financial statements. The notes to the financial statements can be found on pages 11 - 18 of this report.

**SACRAMENTO-PLACERVILLE TRANSPORTATION CORRIDOR JOINT POWERS AUTHORITY  
MANAGEMENT'S DISCUSSION AND ANALYSIS  
FOR THE YEAR ENDED JUNE 30, 2025**

**AUTHORITY-WIDE FINANCIAL ANALYSIS**

**Sacramento-Placerville Transportation Corridor Joint Powers Authority  
Summary of Net Position  
Authority-Wide Activities  
As of June 30, 2025 and 2024**

	<u>June 30, 2025</u>	<u>June 30, 2024</u>	<u>Increase/(Decrease)</u>
Assets			
Current assets	\$ 202,578	\$ 224,700	\$ (22,122)
Other assets	<u>14,940,806</u>	<u>14,929,036</u>	<u>11,770</u>
Total Assets	<u>15,143,384</u>	<u>15,153,736</u>	<u>(10,352)</u>
Liabilities			
Current liabilities	<u>6,816</u>	<u>5,068</u>	<u>1,748</u>
Total Liabilities	<u>6,816</u>	<u>5,068</u>	<u>1,748</u>
Net Position			
Investment in capital assets	14,940,806	14,929,036	11,770
Unrestricted	<u>195,762</u>	<u>219,632</u>	<u>(23,870)</u>
Total Net Position	<u>\$ 15,136,568</u>	<u>\$ 15,148,668</u>	<u>\$ (12,100)</u>

Net position represents the difference between the Authority's resources and its obligations. At June 30, 2025, approximately 99% of the Authority's net position was invested in land.

**Sacramento-Placerville Transportation Corridor Joint Powers Authority  
Statement of Activities  
Authority-Wide Activities  
As of June 30, 2025 and 2024**

	<u>June 30, 2025</u>	<u>June 30, 2024</u>	<u>Increase/(Decrease)</u>
Revenues			
Interest income	\$ 10,887	\$ 15,224	\$ (4,337)
Contributions			
Member contributions	<u>110,000</u>	<u>110,000</u>	<u>-</u>
Total Revenues	<u>120,887</u>	<u>125,224</u>	<u>(4,337)</u>
Expenditures			
Land preservation	<u>132,987</u>	<u>136,877</u>	<u>(3,890)</u>
Increase (Decrease) in Net Position	(12,100)	(11,653)	(447)
Fund Balance - Beginning of Year	<u>15,148,668</u>	<u>15,160,321</u>	<u>-</u>
Fund Balance - Ending of Year	<u>\$ 15,136,568</u>	<u>\$ 15,148,668</u>	<u>\$ (12,100)</u>

**AUTHORITY BUDGET ANALYSIS**

The Authority's Board of Directors approved the proposed 2024/2025 budget in May 2024. The budget-to-actual schedule for the year is shown on page 19.

**SACRAMENTO-PLACERVILLE TRANSPORTATION CORRIDOR JOINT POWERS AUTHORITY  
MANAGEMENT'S DISCUSSION AND ANALYSIS  
FOR THE YEAR ENDED JUNE 30, 2025**

**FINANCIAL ANALYSIS OF THE AUTHORITY'S FUNDS**

The focus of the Authority's funds, all of which are governmental type funds, is to provide information on near-term inflows, outflows, and balances of expendable resources. Such information may serve as a useful measure of the Authority's net resources available for spending for program purposes at the end of the fiscal year.

As of the end of the current fiscal year, the Authority's fund balances totaled \$195,762. The Authority's major source of revenue is from member contributions. The Authority's typical major expenditures are for management fees and legal fees. Capital assets are not shown on the fund statements since they are not available for near term financing of the Authority's operations.

**CAPITAL ASSETS**

As of June 30, 2025, the Authority's investment in capital assets was \$14,940,806. Capital assets are stated at cost, net of accumulated depreciation. This investment in capital assets includes land, construction in progress, and equipment.

**ECONOMIC FACTORS AND NEXT YEAR'S BUDGET**

In May 2025, the JPA board adopted an operating budget in the amount of \$146,000 for the fiscal year 2025/2026, which increased from fiscal year 2024/2025 budget (\$110,000).

The member agencies annual contributions for fiscal year 2024/2025 will be the same as the previous fiscal year \$27,500. The annual operating budget will be funded entirely by member agency contributions.

In the year 2000, the Authority's Board adopted a "Continuing Funding Agreement" by which the member agencies agreed to contribute up to 25% of the annual budget adopted by the Authority for each fiscal year. The \$27,500 member contribution for fiscal year 2024/2025 is under the limit set by the Continuing Funding Agreement.

In the year 2025, the Authority's Board adopted an amended and restated "Continuing Funding Agreement" by which the member agencies agreed to contribute up to 20% of the annual budget adopted by the Authority for each fiscal year. The \$29,200 member contribution for fiscal year 2025/2026 is under the limit set by the amended and restated Continuing Funding Agreement.

**CONTACTING THE AUTHORITY'S MANAGEMENT**

This financial statement is designed to provide a general overview of the Authority's finances. Questions concerning any of the information provided in this report or requests for additional financial information should be addressed to the Executive Director, SPTC JPA, 50 Natoma St, Folsom, CA 95630 or by calling (916) 924-8800.

**SACRAMENTO-PLACERVILLE TRANSPORTATION CORRIDOR JOINT POWERS AUTHORITY  
STATEMENT OF NET POSITION  
JUNE 30, 2025**

**ASSETS**

Cash and investments (Note 2)	\$ 202,578
Capital assets (Note 4):	
Non-depreciable	<u>14,940,806</u>
Total capital assets	<u>14,940,806</u>
<b>Total Assets</b>	<b>\$ <u>15,143,384</u></b>

**LIABILITIES**

Accounts payable	\$ <u>6,816</u>
<b>Total Liabilities</b>	<b><u>6,816</u></b>

**NET POSITION**

Investment in capital assets	14,940,806
Unrestricted	<u>195,762</u>
<b>Total Net Position</b>	<b><u>15,136,568</u></b>
<b>Total Liabilities and Net Position</b>	<b>\$ <u>15,143,384</u></b>

The accompanying notes are an integral part of these financial statements.

**SACRAMENTO-PLACERVILLE TRANSPORTATION CORRIDOR JOINT POWERS AUTHORITY  
STATEMENT OF ACTIVITIES  
FOR THE YEAR ENDED JUNE 30, 2025**

<b>Functions/Programs</b>	<b>Expenses</b>	<b>Program Revenues</b>		<b>Net (Expense) Revenue and Changes in Net Position</b>
		<b>Charges for Services</b>	<b>Member Contributions</b>	
<b>PRIMARY GOVERNMENT</b>				
Governmental activities:				
Land preservation	\$ <u>132,987</u>	\$ <u>-</u>	\$ <u>110,000</u>	\$ <u>(22,987)</u>
Total governmental activities	\$ <u>132,987</u>	\$ <u>-</u>	\$ <u>110,000</u>	<u>(22,987)</u>
General revenues:				
Interest income				<u>10,887</u>
Total general revenues				<u>10,887</u>
Change in net position				(12,100)
Net position - July 1, 2024				<u>15,148,668</u>
Net position - June 30, 2025				<u>\$ 15,136,568</u>

The accompanying notes are an integral part of these financial statements.

**SACRAMENTO-PLACERVILLE TRANSPORTATION CORRIDOR JOINT POWERS AUTHORITY  
BALANCE SHEET  
GOVERNMENTAL FUND  
JUNE 30, 2025**

	<u>General Fund</u>
<b><u>ASSETS</u></b>	
Cash and investments	\$ <u>202,578</u>
Total Assets	\$ <u><u>202,578</u></u>
<b><u>LIABILITIES AND FUND BALANCES</u></b>	
<b>LIABILITIES</b>	
Accounts payable	\$ <u>6,816</u>
Total Liabilities	<u>6,816</u>
<b>FUND BALANCE</b>	
Unassigned	<u>195,762</u>
Total Fund Balance	<u>195,762</u>
<i>Amounts reported for governmental activities in the Statement of Net Position are different because:</i>	
Capital assets used in governmental activities are not financial resources and therefore are not reported in the governmental funds, net of accumulated depreciation of \$2,470.	<u>14,940,806</u>
Net position of governmental activities	\$ <u><u>15,136,568</u></u>

The accompanying notes are an integral part of these financial statements.

**SACRAMENTO-PLACERVILLE TRANSPORTATION CORRIDOR JOINT POWERS AUTHORITY  
 STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE  
 GOVERNMENTAL FUND  
 FOR THE YEAR ENDED JUNE 30, 2025**

	<u>General Fund</u>
<b><u>REVENUES</u></b>	
Program Revenues	
Interest income	\$ 10,887
Contributions:	
Member contributions	<u>110,000</u>
<b>Total Revenues</b>	<u>120,887</u>
 <b><u>EXPENDITURES</u></b>	
Land Preservation:	
Administrative	88,377
Legal	32,604
Maintenance	<u>23,776</u>
<b>Total Expenditures</b>	<u>144,757</u>
<b>CHANGE IN FUND BALANCE</b>	(23,870)
<b>FUND BALANCE - BEGINNING OF YEAR</b>	<u>219,632</u>
<b>FUND BALANCE - END OF YEAR</b>	<u>\$ 195,762</u>

The accompanying notes are an integral part of these financial statements.

**SACRAMENTO-PLACERVILLE TRANSPORTATION CORRIDOR JOINT POWERS AUTHORITY  
RECONCILIATION OF THE  
STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE  
OF GOVERNMENTAL FUNDS TO THE STATEMENT OF ACTIVITIES  
FOR THE YEAR ENDED JUNE 30, 2025**

Reconciliation of the change in fund balances - total governmental funds to the change in net position of governmental activities:

Net change in fund balances - total governmental funds	\$	(23,870)
Governmental funds report capital outlays as expenditures. However, in the Statement of Activities, the cost of those assets are capitalized and allocated over their estimated useful lives and reported as depreciation expense.		
Capital asset purchases		<u>11,770</u>
Change in net position of governmental activities	\$	<u><u>(12,100)</u></u>

The accompanying notes are an integral part of these financial statements.

**SACRAMENTO-PLACERVILLE TRANSPORTATION CORRIDOR JOINT POWERS AUTHORITY  
NOTES TO THE BASIC FINANCIAL STATEMENTS  
JUNE 30, 2025**

**NOTE 1: SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES**

The Sacramento-Placerville Transportation Corridor Joint Powers Authority, (the "Authority"), was formed in 1991 for the purpose of acquiring the Southern Pacific Transportation Company's Placerville Branch (Rail Corridor), and to provide reciprocal use agreements for transportation and transportation preservation uses as may be desired by the agencies. The Authority was formed by the Sacramento Regional Transit Authority, County of Sacramento, City of Folsom, and County of El Dorado. The Authority is a separate legal entity and not a component unit of any of the founding governmental members.

The Authority acquired title to the Rail Corridor on September 6, 1996 formerly owned by the Southern Pacific Transportation Company. Concurrently with the acquisition of the Rail Corridor, the Authority entered into a Reciprocal Use and Funding Agreement with its member agencies and granted to each member agency a broad general-use easement over its respective allocated portion of the Rail Corridor. Under the terms of the respective easement over its respective allocated portion of the Rail Corridor. Under the terms of the perspective easement agreements, each member agency has the right to use its allocated portion of the Rail Corridor, subject to certain limitations, and has primary responsibility for property maintenance. The Authority retains ownership of the fee title and grants permits, licenses, leases, easements and other third-party use agreements, if requested by its member agencies. The Authority's Chief Executive Officer is authorized to execute any such third-party agreement upon receipt of a written request from the member agency holding an easement for the affected portion of the Rail Corridor. The Authority exists primarily to provide unified ownership of the Rail Corridor, to facilitate coordination of uses of the Rail Corridor, and to protect the overall integrity and continuity of the Rail Corridor.

Each member of the Authority contributed cash for their share of the corridor prorated by the portion of the corridor running through their respective geographic regions. Initial member contributions were as follows:

City of Folsom	\$	3,239,931
Sacramento Regional Transit Authority		8,105,010
County of Sacramento		526,515
County of El Dorado		<u>2,835,716</u>
	\$	<u>14,707,172</u>

The financial statements of the Authority have been prepared in conformity with accounting principles generally accepted in the United States of America as applied to governmental agencies. The Governmental Accounting Standards Board is the accepted standard-setting body for establishing governmental accounting and financial reporting principles. The more significant accounting policies of the Authority are described below.

**A. Authority-wide and Fund Financial Statements**

The Authority-wide financial statements (i.e., the statement of net position and the statement of activities) report information about the reporting entity as a whole.

The accounts of the Authority are organized on the basis of funds. A fund is a separate accounting entity with a self-balancing set of accounts. Each fund was established for the purpose of accounting for specific activities in accordance with applicable regulations, restrictions, or limitations. Major individual funds are reported as separate columns in the fund financial statements.

Currently, the Authority only has one fund.

**SACRAMENTO-PLACERVILLE TRANSPORTATION CORRIDOR JOINT POWERS AUTHORITY  
NOTES TO THE BASIC FINANCIAL STATEMENTS  
JUNE 30, 2025**

**NOTE 1: SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)**

**B. Measurement Focus, Basis of Accounting, and Financial Statement Presentation**

Measurement Focus

On the government-wide statement of net position and the statement of activities, governmental activities are presented using the economic resources measurement focus. The accounting objectives of this measurement focus are the determination of operating income, changes in net position (or cost recovery), financial position, and cash flows. All assets and deferred outflows of resources, and all liabilities and deferred inflows of resources (whether current or noncurrent) associated with the operation of these funds are reported.

All governmental funds are accounted for using a "current financial resources" measurement focus. With this measurement focus, only current assets and deferred outflows of resources, and current liabilities and deferred inflows of resources generally are included on their balance sheets. Their operating statements present sources and uses of available spendable financial resources during a given period. These funds use fund balance as their measure of available spendable financial resources at the end of the period.

Basis of Accounting

In the government-wide statement of net position and statement of activities, governmental activities are presented using the accrual basis of accounting. Under the accrual basis of accounting, revenues are recognized when earned and expenses are recorded when the liability is incurred or economic asset is used. Grants and similar contributions are recognized as revenue as soon as all eligibility requirements imposed by the provider have been met.

In the fund financial statements, governmental funds are presented on the modified accrual basis of accounting. Under the modified accrual basis of accounting, revenues are recognized when "measurable and available." Measurable means knowing or being able to reasonably estimate the amount. Available means collectible within the current period or soon enough thereafter to pay current liabilities. The Authority defines available to be within 60 days of year-end. Expenditures (including capital outlay) are recorded when the related fund liability is incurred. Governmental capital asset acquisitions are reported as expenditures in governmental funds.

**C. Governmental Fund**

The Authority reports the following major governmental fund:

General Fund - This fund is established to account for resources devoted to the administration of the activities of the Authority.

**D. Operations**

The Authority is governed by an independent Board of Directors. Administrative services are provided by staff members from the City of Folsom and Sander's Consulting, as the Authority has no employees of its own. The accounting function of the Authority is contracted to the City of Folsom and Sander's Consulting.

**E. Cash**

The Authority's cash is pooled with the County of Sacramento for investment purposes.

**SACRAMENTO-PLACERVILLE TRANSPORTATION CORRIDOR JOINT POWERS AUTHORITY  
NOTES TO THE BASIC FINANCIAL STATEMENTS  
JUNE 30, 2025**

**NOTE 1: SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)**

**F. Capital Assets**

The Authority capitalizes all land, land improvements, furniture and fixtures, and equipment purchases with costs in excess of \$1,000 and a useful life of one year or more.

Capital asset acquisitions are recorded at cost. Contributions are recorded at acquisition value on the date of contribution. Non-monetary land trades are valued at the historical cost of the land relinquished.

Capital assets are depreciated using the straight-line method, over the following estimated useful lives:

Equipment	5 Years
-----------	---------

**G. Fund Equity**

The Authority-wide financial statements utilize a net position presentation. Net position is categorized as investment in capital assets, and unrestricted.

Investment in Capital Assets - This category groups all capital assets into one component of net position. Accumulated depreciation and the outstanding balances of debt, if any, that are attributable to the acquisition, construction, or improvement of these assets reduce the balance in this category.

Unrestricted Net Position - This category represents the net position of the Authority not restricted for any project or other purpose.

The Authority's governmental fund statements utilize a fund balance presentation. Fund balances are categorized as nonspendable, restricted, committed, assigned, and unassigned. Currently, the Authority only has unassigned fund balances.

Unassigned Fund Balance - This category presents the portion of the fund balance that does not fall into nonspendable, restricted, committed, or assigned and are expendable.

**H. Member Contributions**

Per the Reciprocal Use and Funding Agreement, each member shall contribute an equal contribution annually for the operations of the Authority. The Authority's board sets the annual contributions at its May board meeting after adopting its annual budget. Members are billed July 1st of each fiscal year.

**I. Use of Estimates**

The preparation of the financial statements in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect certain reported amounts and disclosures. Actual results could differ from those estimates.

**SACRAMENTO-PLACERVILLE TRANSPORTATION CORRIDOR JOINT POWERS AUTHORITY  
NOTES TO THE BASIC FINANCIAL STATEMENTS  
JUNE 30, 2025**

**NOTE 1: SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)**

**J. Implementation of Governmental Accounting Standards Board Statements**

Effective July 1, 2024, the Authority implemented the following accounting and financial reporting standards:

Governmental Accounting Standards Board Statement No. 102

In December 2023, GASB issued Statement No. 102, *Certain Risk Disclosures*. The primary objective of this Statement is to provide users of governmental financial statements with essential information about risks related to a government's vulnerabilities due to certain concentrations or constraints. A concentration is defined as a lack of diversity related to an aspect of a significant inflow of resources. A constraint is a limitation imposed on a government by an external party or by formal action of the government's highest level of decision-making authority. Application of this statement had no material impact on the Agency's financial statements for the fiscal year ending June 30, 2025.

**K. Future Governmental Accounting Standards Board Statements**

These statements are not effective until July 1, 2025 or later. The Authority has not determined the effects on the financial statements.

*Governmental Accounting Standards Board Statement No. 103*

In April 2024, GASB issued Statement No. 103, *Financial Reporting Model Improvements*. The objective of this Statement is to improve key components of the financial reporting model to enhance its effectiveness in providing information that is essential for decision making and assessing a government's accountability. This Statement also addresses certain application issues. The requirements of this statement are effective for the Authority's fiscal year ending June 30, 2026.

*Governmental Accounting Standards Board Statement No. 104*

In September 2024, GASB issued Statement No. 104, *Disclosure of Certain Capital Assets*. The objectives of this Statement is to provide users of government financial statements with essential information about certain types of capital assets. This Statement requires certain types of capital assets to be disclosed separately in the capital asset note disclosures required by Statement 34, and also requires additional disclosures for capital assets held for sale. The requirements of this statement are effective for the Authority's fiscal year ending June 30, 2026.

Governmental Accounting Standards Board Statement No. 105

In December 2025, GASB issued Statement No. 105, *Subsequent Events*. The primary objective of this Statement is to improve the financial reporting requirements for subsequent events. The requirements of this Statement will improve financial reporting related to subsequent events by (1) clarifying the subsequent events time frame and the subsequent events that constitute recognized and nonrecognized events and (2) specifying the information items that are required to be disclosed about subsequent events. The requirements of this Statement are effective for fiscal years beginning after June 15, 2026, and all reporting periods thereafter.

**SACRAMENTO-PLACERVILLE TRANSPORTATION CORRIDOR JOINT POWERS AUTHORITY  
NOTES TO THE BASIC FINANCIAL STATEMENTS  
JUNE 30, 2025**

**NOTE 2: CASH AND INVESTMENTS**

Cash and investments at June 30, 2025 were classified in the accompanying financial statements as follows:

Pooled Funds:	
Cash in County Treasury	\$ <u>202,578</u>
Total Cash and Investments	\$ <u>202,578</u>

The County of Sacramento maintains a cash investment pool that is available for use by all fund participants. The share of each fund participant's cash and investments in the pool is separately maintained and interest thereon is appropriated to each fund based on its average balance.

**Investments**

The Authority's investment policy, in conformity with applicable California General Statutes, authorizes investments in Sacramento County pooled funds. The value of the position in the pool is the same as the pool shares. These investments are not categorized since these funds and pool contain a diversified portfolio of securities within each category as defined in the following paragraph:

Category 1 includes investments that are insured or registered or for which collateral is held by the Authority or its agent in the Authority's name. Category 2 includes uninsured and unregistered investments for which the securities are held by the broker or dealer or its trust department in the Authority's name. Category 3 includes unsecured and unregistered investments for which securities are held by the broker or dealer or by its trust department or agent but not in the Authority's name.

**Cash in County Treasury**

The County of Sacramento Treasury (the Treasury), acts as a bank for the Authority's cash transactions. Interest income is prorated to the Authority based on the average cash balance maintained in the pool. Interest earned on grant funds is remitted to the grantors or used for program purposes. The County of Sacramento Treasurer's investment pool is subject to regulatory oversight by the Treasury Oversight Committee, as required by California Government Code Section 27134. The value of the pool shares which may be withdrawn is determined on an amortized cost basis, which may be different than the fair value of the Authority's position in the pool. Participants' equity in the investment pool is determined by the dollar amount of the participant deposits, adjusted for withdrawals and distributed income. This method differs from the fair value method used to value investments in these financial statements in that unrealized gains or losses are not distributed to pool participants. The Treasury is authorized to deposit cash and invest excess funds by California Government Code Section 53648 et seq. The funds maintained by the Treasury are either secured by federal depository insurance or are collateralized. The Treasury is restricted by Government Code Section 53635, pursuant to Section 53601, to invest in time deposits; U.S. government securities; state registered warrants, notes, or bonds; the State Treasurer's investment pool; bankers' acceptances; commercial paper; negotiable certificates of deposit; and repurchase or reverse repurchase agreements. The investment policy and a number of reports regarding investment positions and performance of the external investment pool are available at the County of Sacramento webpage.

**SACRAMENTO-PLACERVILLE TRANSPORTATION CORRIDOR JOINT POWERS AUTHORITY  
NOTES TO THE BASIC FINANCIAL STATEMENTS  
JUNE 30, 2025**

**NOTE 2: CASH AND INVESTMENTS (CONTINUED)**

**Investments Authorized by the Authority's Investment Policy**

The table below identifies the investment types authorized for the Authority by the California Government Code Section 53601. This table also identifies certain provisions of the California Government Code that address interest rate risk, credit risk, and concentration of credit risk.

<u>Authorized Investment Type</u>	<u>Maximum Maturity</u>	<u>Maximum Percentage of Portfolio</u>	<u>Maximum Investment in One Issuer</u>
U.S. Treasury Notes and Agency Obligations	5 years	100%	None
Bonds issued by Local Agencies	5 years	80%	10%
Registered State Warrants and Municipal Notes	5 years	80%	10%
Bankers Acceptances	180 days	40%	10%
Commercial Paper	270 days	40%	10%
Negotiable Certificates of Deposit	180 days	30%	10%
CRA Bank Deposits/Certificates of Deposit	1 year	30%	10%
Repurchase Agreements	1 year	30%	10%
Reverse Repurchase Agreements	92 days	20%	10%
Medium-Term Corporate Notes	180 days	20%	10%
Shares of a Money Market Mutual Fund	Per SEC regulations		
Collateralized Mortgage Obligations	180 days	20%	10%
Local Agency Investment Fund (LAIF)	N/A	State Limit	\$50 million

**Interest Rate Risk**

Interest rate risk is the risk that changes in market interest rates will adversely affect the fair value of an investment. Generally, the fair values of investments with longer maturities have a greater sensitivity to changes in market interest rates. As of June 30, 2025, the weighted average maturity of the investments contained in the Treasury investment pool was approximately 329 days.

**Credit Risk**

Generally, credit risk is the risk that an issuer of an investment will not fulfill its obligation to the holder of the investment. This is measured by the assignment of a rating by a nationally recognized statistical rating organization. The Treasury investment pool does not have a rating provided by a nationally recognized statistical rating organization.

**NOTE 3: MEMBER CONTRIBUTIONS**

Contributions from members for the year ended June 30, 2025, consisted of the following:

City of Folsom	\$	27,500
Sacramento Regional Transit Authority		27,500
County of Sacramento		27,500
County of El Dorado		<u>27,500</u>
<b>Total Member Contributions</b>	<b>\$</b>	<b><u>110,000</u></b>

**SACRAMENTO-PLACERVILLE TRANSPORTATION CORRIDOR JOINT POWERS AUTHORITY  
NOTES TO THE BASIC FINANCIAL STATEMENTS  
JUNE 30, 2025**

**NOTE 4: CAPITAL ASSETS**

On September 6, 1996 the Southern Pacific Transportation Company (seller) transferred its rights, title, and interest in those portions of the Rail Corridor held in fee or by easement and quitclaimed all its rights, title and interest by grant, without warranty of any kind, whether oral or written, expressed or implied, whether existing by common law or by statute or any other manner to the Authority.

The Rail Corridor acquired consists of a 54 mile rail corridor extending from Sacramento, California to Placerville, California.

Capital asset activity for the year ended June 30, 2025, was as follows:

	<u>Balance at July 1, 2024</u>	<u>Additions</u>	<u>Balance at June 30, 2025</u>
<b>Capital assets not being depreciated</b>			
Land	\$ 14,707,172	\$ -	\$ 14,707,172
Construction-in-progress	<u>221,864</u>	<u>11,770</u>	<u>233,634</u>
<b>Total capital assets not being depreciated</b>	<u>14,929,036</u>	<u>11,770</u>	<u>14,940,806</u>
<b>Capital assets being depreciated</b>			
Equipment	<u>2,470</u>	<u>-</u>	<u>2,470</u>
<b>Total capital assets being depreciated</b>	<u>2,470</u>	<u>-</u>	<u>2,470</u>
<b>Less: accumulated depreciation</b>			
Equipment	<u>(2,470)</u>	<u>-</u>	<u>(2,470)</u>
<b>Total accumulated depreciation</b>	<u>(2,470)</u>	<u>-</u>	<u>(2,470)</u>
Total capital assets being depreciated, net	<u>-</u>	<u>-</u>	<u>-</u>
<b>Total Capital Assets, net</b>	<u>\$ 14,929,036</u>	<u>\$ 11,770</u>	<u>\$ 14,940,806</u>

There was no depreciation expense for the year ended June 30, 2025.

**NOTE 5: EXCESS EXPENDITURES OVER APPROPRIATIONS**

The General Fund incurred expenditures in excess of appropriations in the amount of \$33,757 for the year ended June 30, 2025.

The excess expenditures were covered by available fund balance in the fund.

**NOTE 6: MANAGEMENT COMPANY**

The City of Folsom provided management services for the Authority. The Authority pays the City of Folsom a yearly fee based on the number of hours the City of Folsom's employees spend on the Authority's behalf. The Authority paid the City of Folsom \$15,479 for the year ended June 30, 2025.

Sander's Consulting (Management Company), provided management services for the Authority. The Authority pays the Management Company a monthly fee based on the number of hours the consultant spends on the Authority's behalf. The Authority paid the Management Company \$39,675 for the year ended June 30, 2025.

**SACRAMENTO-PLACERVILLE TRANSPORTATION CORRIDOR JOINT POWERS AUTHORITY  
NOTES TO THE BASIC FINANCIAL STATEMENTS  
JUNE 30, 2025**

**NOTE 7: SUBSEQUENT EVENTS**

The Sacramento-Placerville Transportation Corridor Joint Powers Authority (Authority) entered into an amended and restated Joint Powers Agreement, effective October 27, 2025, which added the City of Rancho Cordova as a member agency of the Authority.

The amended agreement superseded and replaced the prior joint powers agreement and did not modify the Authority's fundamental purpose, powers, or governance structure, other than to expand membership. The City of Rancho Cordova is entitled to representation on the Authority's governing board and is subject to the same rights, obligations, and funding responsibilities as the other member agencies under the agreement.

Management has evaluated this event in accordance with GASB standards for subsequent events and determined that it represents a nonrecognized subsequent event. Accordingly, no adjustments have been made to the Authority's financial statements as of June 30, 2025.

Subsequent events have been evaluated through March 24, 2026, which is the date the financial statements were available to be issued.

**REQUIRED SUPPLEMENTARY INFORMATION**

**SACRAMENTO-PLACERVILLE TRANSPORTATION CORRIDOR JOINT POWERS AUTHORITY  
GENERAL FUND  
SCHEDULE OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE  
BUDGET AND ACTUAL  
FOR THE FISCAL YEAR ENDED JUNE 30, 2025**

	<u>Budgeted Amounts</u>			<b>Variance with Final Budget Positive (Negative)</b>
	<u>Original</u>	<u>Final</u>	<u>Actual Amounts</u>	
<b><u>REVENUES</u></b>				
Program Revenues:				
Interest income	\$ -	\$ -	\$ 10,887	\$ 10,887
Contributions:				
Member contributions	<u>110,000</u>	<u>110,000</u>	<u>110,000</u>	<u>-</u>
Total Revenues	<u>110,000</u>	<u>110,000</u>	<u>120,887</u>	<u>10,887</u>
<b><u>EXPENDITURES</u></b>				
Land Preservation:				
Chief Executive Officer	50,000	50,000	56,180	(6,180)
JPA general counsel	25,000	25,000	32,604	(7,604)
Annual audit	7,000	7,000	22,700	(15,700)
Treasury services	6,000	6,000	7,211	(1,211)
Maintenance allowance	17,000	17,000	23,776	(6,776)
Insurance	2,000	2,000	1,724	276
Permit expenses	-	-	562	(562)
Contingency	<u>4,000</u>	<u>4,000</u>	<u>-</u>	<u>4,000</u>
Total Expenditures	<u>111,000</u>	<u>111,000</u>	<u>144,757</u>	<u>(33,757)</u>
Excess (deficiency) of revenues over expenditures	<u>(1,000)</u>	<u>(1,000)</u>	<u>(23,870)</u>	<u>(22,870)</u>
Net change in fund balance	<u><u>\$ (1,000)</u></u>	<u><u>\$ (1,000)</u></u>	(23,870)	<u><u>\$ (22,870)</u></u>
Fund balance - July 1, 2024			<u>219,632</u>	
Fund balance - June 30, 2025			<u><u>\$ 195,762</u></u>	

**SACRAMENTO-PLACERVILLE TRANSPORTATION CORRIDOR JOINT POWERS AUTHORITY  
NOTES TO REQUIRED SUPPLEMENTARY INFORMATION  
BUDGETARY ACCOUNTING AND CONTROL  
FOR THE YEAR ENDED JUNE 30, 2025**

Budgetary Information

The amounts reported as the original budgeted amounts in the budgetary schedule reflect the amounts when the original appropriations were adopted. The amounts reported as the final budgeted amounts in the budgetary schedule reflect the amounts after all budget amendments have been accounted for.

Budgetary Controls

Budgets are adopted on a basis consistent with accounting principles generally accepted in the United States of America. Annual budget requests are submitted by the Authority's staff to the Board of Directors for review and approval.

## OTHER REPORTS

**INDEPENDENT AUDITOR'S REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING  
AND ON COMPLIANCE AND OTHER MATTERS BASED ON AN AUDIT OF FINANCIAL STATEMENTS  
PERFORMED IN ACCORDANCE WITH GOVERNMENT AUDITING STANDARDS**

To the Board of Directors  
Sacramento-Placerville Transportation Corridor Joint Powers Authority  
Sacramento, California

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the governmental activities and the major fund of Sacramento-Placerville Transportation Corridor Joint Powers Authority (the Authority) as of and for the year-ended June 30, 2025, and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements, and have issued our report thereon dated March 24, 2026.

**Report on Internal Control Over Financial Reporting**

In planning and performing our audit of the financial statements, we considered the Authority's internal control over financial reporting (internal control) as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Authority's internal control. Accordingly, we do not express an opinion on the effectiveness of the Authority's internal control.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements, on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected, on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses or significant deficiencies may exist that have not been identified.

**Report on Compliance and Other Matters**

As part of obtaining reasonable assurance about whether the Authority's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the financial statements. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

**Purpose of this Report**

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Authority's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Authority's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

*MUN CPAs, LLP*

Sacramento, California  
March 24, 2026



## Management Letter

March 24, 2026

To the Board of Directors and Management  
Sacramento-Placerville Transportation Corridor Joint Powers Authority  
Sacramento, California

In planning and performing our audit of the financial statements of Sacramento-Placerville Transportation Corridor Joint Powers Authority (the "Authority") as of and for the year ended June 30, 2025, in accordance with auditing standards generally accepted in the United States of America, we considered the Authority's internal control over financial reporting (internal control) as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Authority's internal control. Accordingly, we do not express an opinion on the effectiveness of the Authority's internal control.

However, during our audit we became aware of deficiencies in internal control other than significant deficiencies and material weaknesses that are opportunities for strengthening internal controls and operating efficiency. The memorandum that accompanies this letter summarizes our comments and suggestions regarding those matters. We previously communicated to you about the Authority's internal control in our letter dated March 24, 2026. This letter does not affect our report dated March 24, 2026, on the financial statements of the Authority.

We will review the status of these comments during our next audit engagement. We have already discussed these comments and suggestions with Authority personnel, and we will be pleased to discuss them in further detail at your convenience, to perform any additional study of these matters, or to assist you in implementing the recommendations.

This communication is intended solely for the information and use of management, Board of Directors, and others within the Authority, and is not intended to be, and should not be, used by anyone other than those specified parties.

Sincerely,

MUN CPAs, LLP

MUN CPAs, LLP

**Sacramento-Placerville Transportation Corridor Joint Powers Authority**  
**Communication of Control Deficiencies and Recommendations**  
**June 30, 2025**

**Internal Control over Journal Entries**

During our audit we noted there was no evidence of review and approval of journal entries. We recommend the Authority establish policies and procedures to ensure journal entries are reviewed and approved, and document evidence to support that the review occurred.

**Management's Response:**

In response to the recommendation, we have implemented the policy of emailing the CEO to notify her of any Journal entries made by Sacramento Accounting and Advisory Group and ask that she respond to the email to show that she is aware.

**Internal Control over Bank Reconciliations**

During our audit we noted there was no evidence of approval of bank reconciliations. We recommend the Authority establishes a policy and procedure to ensure bank reconciliations show evidence of approval.

**Management's Response:**

In response to the recommendation, we have implemented the policy of having the monthly reconciliation report routed for electronic signature to the CEO so we can document her approval and awareness.

**Capital Assets**

During our audit we noted there were three invoices related to pre-construction surveys for the Nature Trail Project which were not properly capitalized. We recommend the Authority review policies and procedures to ensure expenses related to the Nature Trail Project are properly classified.

**Management's Response:**

In response to the recommendation, we plan to continue to record payments for the Natural Trail Project in the expense account and then at the end of the year create a journal entry that capitalizes these expenses by using a Contra-Expense account. This will allow us to track the expense through the original expense account but will capitalize the expenses at the end of the year.

**Sacramento-Placerville Transportation Corridor Joint Powers Authority**  
**Status of Prior Year Control Deficiencies**  
**June 30, 2025**

**Internal Control over Financial Reporting**

During our audit we noted there was no evidence of review and approval of journal entries. We recommend the Authority review policies and procedures to ensure journal entries are reviewed and approved prior to posting.

**Status**

Repeat.



March 24, 2026

To the Board of Directors  
Sacramento-Placerville Transportation Corridor Joint Powers Authority  
Sacramento, California

We have audited the financial statements of Sacramento-Placerville Transportation Corridor Joint Powers Authority (the "Authority") for the year ended June 30, 2025. Professional standards require that we provide you with information about our responsibilities under generally accepted auditing standards (and, if applicable, *Government Auditing Standards* and the Uniform Guidance), as well as certain information related to the planned scope and timing of our audit. We have communicated such information in our letter to you dated January 13, 2026. Professional standards also require that we communicate to you the following information related to our audit.

#### Significant Audit Matters

##### *Qualitative Aspects of Accounting Practices*

Management is responsible for the selection and use of appropriate accounting policies. The significant accounting policies used by the Authority are described in Note 1 to the financial statements. No new accounting policies were adopted and the application of existing policies was not changed during 2025. We noted no transactions entered into by the Authority during the year for which there is a lack of authoritative guidance or consensus. All significant transactions have been recognized in the financial statements in the proper period.

Accounting estimates are an integral part of the financial statements prepared by management and are based on management's knowledge and experience about past and current events and assumptions about future events. Certain accounting estimates are particularly sensitive because of their significance to the financial statements and because of the possibility that future events affecting them may differ significantly from those expected. There were no significant estimates affecting the Authority's financial statements.

The financial statement disclosures are neutral, consistent, and clear.

##### *Difficulties Encountered in Performing the Audit*

We encountered no significant difficulties in dealing with management in performing and completing our audit.

##### *Corrected and Uncorrected Misstatements*

Professional standards require us to accumulate all misstatements identified during the audit, other than those that are clearly trivial, and communicate them to the appropriate level of management. Management has corrected all such misstatements. The material misstatements in Attachment A were detected as a result of audit procedures and were corrected by management.

##### *Disagreements with Management*

For purposes of this letter, a disagreement with management is a disagreement on a financial accounting, reporting, or auditing matter, whether or not resolved to our satisfaction, that could be significant to the financial statements or the auditor's report. We are pleased to report that no such disagreements arose during the course of our audit.

##### *Management Representations*

We have requested certain representations from management that are included in the management representation letter dated March 24, 2026.

##### *Management Consultations with Other Independent Accountants*

In some cases, management may decide to consult with other accountants about auditing and accounting matters, similar to obtaining a "second opinion" on certain situations. If a consultation involves application of an accounting principle to the Organization's financial statements or a determination of the type of auditor's opinion that may be expressed on those statements, our professional standards require the consulting accountant to check with us to determine that the consultant has all the relevant facts. To our knowledge, there were no such consultations with other accountants.

##### *Other Audit Findings or Issues*

We generally discuss a variety of matters, including the application of accounting principles and auditing standards, with management each year prior to retention as the Organization's auditors. However, these discussions occurred in the normal course of our professional relationship and our responses were not a condition to our retention.

Other Matters

We applied certain limited procedures to management's discussion and analysis and the budgetary comparison schedule, which are required supplementary information (RSI) that supplements the basic financial statements. Our procedures consisted of inquiries of management regarding the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We did not audit the RSI and do not express an opinion or provide any assurance on the RSI.

This information is intended solely for the use of the Board of Directors and Management of the Authority and is not intended to be, and should not be, used by anyone other than these specified parties.

Very truly yours,

MUN CPAs, LLP

MUN CPAs, LLP

**SACRAMENTO-PLACERVILLE TRANSPORTATION CORRIDOR JOINT POWERS AUTHORITY  
SUMMARY OF AUDIT ADJUSTMENTS  
JUNE 30, 2024**

<u>Description</u>	<u>Effect - Increase (Decrease)</u>				
	<u>Assets / Deferred Outflows of Resources</u>	<u>Liabilities / Deferred Inflows of Resources</u>	<u>Equity</u>	<u>Revenue</u>	<u>Expenses</u>
MUN - to capitalize Environmental Consultant expenses as CIP	\$ 10,702		\$ -	\$ -	\$ (10,702)
<b>Total Income Statement Effect</b>				<u>\$ -</u>	<u>\$ (10,702)</u>
<b>Balance Sheet Effect</b>	<u>\$ 10,702</u>	<u>\$ -</u>	<u>\$ -</u>		

# STAFF REPORT

Board Meeting Date: May 11, 2026

Page 1 of 2

**INFORMATION: Quarterly Budget Update for the Third Quarter of Fiscal Year 2025/26**

**AGENDA ITEM NO. 5d**

**DISCUSSION:**

It has been recommended that staff include a quarterly update of the JPA budget in each Board agenda. The Board Secretary has prepared the following summary covering the second and third quarters (October through March) of Fiscal Year 2025/26.

**SPTC-JPA Budget Reconciliation Fiscal Year 2025/26**

Starting JPA “Bank Account” for FY 25/26:	\$ 195,763
• Annual Contributions (through Q3):	\$ 146,000
• Interest Earned 25/26 (through Q3):	\$ 2,472
• Operating Budget Expenses (through Q3):	\$ 44,523
• “Bank Account” for 25/26 (as of 3/31/26):	\$ 299,712

**OPERATING BUDGET:**

OPERATING BUDGET/ LINE ITEM	ADOPTED FY 2025/26 BUDGET*	EXPENDED <sup>1<sup>st</sup></sup> QUARTER FY 2025/26 (Jul-Sept)	EXPENDED <sup>2<sup>nd</sup></sup> QUARTER FY 2025/26 (Oct-Dec)	EXPENDED <sup>3<sup>rd</sup></sup> QUARTER FY 2025/26 (Jan-Mar)	REMAINING FY2025/26 BUDGET
1. Administrative	\$70,000	\$6,443	\$9,000	\$9,831	\$44,726
2. Legal	\$35,000	\$0	\$5,012	\$1,596	\$28,392
3. Audit Fees	\$12,000	\$0	\$0	\$0	\$12,000
4. Accounting	\$6,000	\$0	\$300	\$250	\$5,450
5. Maintenance	\$17,000	\$0	\$0	\$6,615	\$10,385
6. Insurance	\$2,000	\$0	\$1,852	\$0	\$148
7. Contingency	\$4,000	\$0	\$0	\$0	\$4,000
8. Natural Trail Supplies	\$10,000	\$690	\$997	\$0	\$8,312
9. Natural Trail Helix	\$33,295*	\$398	\$975	\$0	\$31,922
Amendment for Permits	\$12,647	\$0	\$563	\$0	\$12,647

10. Strategic Plan	\$25,000	\$0	\$0	\$0	\$25,000
TOTAL	\$226,942	\$7,530	\$18,700	\$18,292	\$182,420

\*The approved budget for this item was \$37,744.87 however after FY24/25 expenses were finalized for Helix \$33,295.14 remained.

**BOARD ACTION:**

Information only; no Board action is required.

# STAFF REPORT

Board Meeting Date: May 11, 2026

Page 1 of 1

**RECEIVE AND FILE: Presentation from El Dorado County on the El Dorado Western Railroad Program**

**AGENDA ITEM  
NO. 6a**

**DISCUSSION:**

El Dorado Western Railroad Program is managed under the El Dorado County Library Department. Receive and file a presentation today from the Library Director, Bryce Lovell.

**BOARD ACTION:**

Receive and file presentation.

# STAFF REPORT

**Information: Approve Operating Budget for Fiscal Year 2026/2027**

**AGENDA ITEM  
NO. 6b**

## **DISCUSSION:**

At the May 19, 2025, JPA Board meeting, the Board adopted the Operating Budget of \$231,397.87 for Fiscal Year 2025/26. The Operating Budget was funded by a contribution of \$29,200 from each of the five member agencies.

### SPTC-JPA Budget Fiscal Year 2025/26.

Starting JPA "Bank Account" for FY 2025/26:	\$ 195,763
• Operating Budget 2025/26:	\$ 226,942
• Annual Agency Contributions 2025/26:	\$ 146,000
• Use of Fund Balance 2025/26:	\$ 80,942

### Projected SPTC-JPA Budget Reconciliation Fiscal Year 2025/26

• Operating Budget 2025/2026	\$226,942
• Annual Agency Contributions received	\$146,000
• Projected expenditures	\$100,057
• Use of Fund Balance	\$0

## **PROPOSED OPERATING BUDGET FOR FISCAL YEAR 2026/27**

The Operating Budget is separated into ten (10) budget line items to facilitate tracking and managing the budget. The following describes the activities associated with each budget line item.

### Line Item 1-Administrative

- This line item funds the Chief Executive Officer (CEO), Deputy CEO, and administrative/technical positions for providing the following operational services:
  - Administer the Reciprocal Use and Funding Agreement (RUFA) on behalf of the JPA Board and staff.
  - Reviewing and executing official documents on behalf of the JPA.
  - Preparing for and conducting JPA Board meetings, including Secretary to the Board's preparation and approval of the minutes.
  - Assisting the public and Member Agencies with the development of transportation uses in the JPA corridor, such as the Natural Trail project.

- Coordination with JPA Member Agency staff, including periodic site visits and staff meetings.
- Participating as stakeholder in regional studies or analyses such as the Capital Southeast Connector Project.
- Assisting Member Agencies to administer licenses and access permits or easements.
- Administering contracts with the JPA, including Excursion Rail License Agreement, Executive Officer Reimbursement Agreement, and consultant services agreements.
- Providing business services such as notary, courier, postage, and other administrative activities necessary to conduct the business of the JPA.
- Controlling and administering the JPA's website.
- Providing accounting services to administer the Operating Budget.
- Coordinate special projects as requested by the JPA board.

Line Item 2 - Legal

- This line item funds the JPA legal counsel for providing the following services to the JPA:
  - Providing legal advice to the JPA Board and staff.
  - Assisting with preparation for and conducting of JPA Board meetings.
  - Reviewing contractual documents that involve the JPA property.
  - Addressing legal issues with respect to the corridor as they arise.
  - Working on special-use projects within the corridor.
  - Working with insurance broker to obtain insurance coverage.
  - Assisting with the License Agreement
  - Assisting with the potential Strategic Plan

Line Item 3 – Audit Fees

- This line item funds the JPA's certified public accountant.
- The JPA Agreement requires that an accounting of the JPA's financial activities be reported by an independent certified public accountant.
- This line item provides for CPA services to cover the audit for the past fiscal year.

Line Item 4 – Accounting

- This line item reimburses Sacramento County for treasury services provided to the JPA.
- Sacramento County has provided these services to the JPA since inception.

Line Item 5 – Maintenance

- This line item provides weed abatement services through the JPA for the City of Folsom, Sacramento County, and El Dorado County.
- Weed abatement services will be provided by Placerville & Sacramento Valley Railroad (P&SVRR) and El Dorado Western Railroad (EDWRR) under contract with the JPA, using volunteer labor, and reimbursement for costs of fuel and materials.

- The line item also provides for trail maintenance, including JPA sponsorship of the corridor segment in EDC's Adopt a Trail Program.

Line Item 6 – Insurance

- This line item addresses the estimated costs associated with providing General Liability coverage for people working on a volunteer basis on behalf of the JPA.

Line Item 7 – Contingency

- This line item addresses any costs in excess of the adopted amounts for the budget line items.

Line Item 8 – Natural Trail Project

- This line item addresses any cost for volunteer projects on the Natural Trail.

Line Item 9 – Helix Contract

- This line item addresses the biological surveys required for projects.
- Funding to extend the permits for the Natural Trail Project.

Line item 10-Strategic Plan

- To hire a consultant to assist with the Strategic Plan.

SPTC-JPA Recommended Budget Fiscal Year 2026/27

Revenue

- |  |              |
|--|--------------|
| • JPA "Bank Account" as of 3/31/2026   | \$299,712.00 |
| • Annual Agency Contributions 2026/27: | \$146,000.00 |
| • Projected Fund Balance:              | \$445,712.00 |

Expenses

- |                             |              |
|-----------------------------|--------------|
| • Operating Budget 2026/27: | \$221,932.98 |
|-----------------------------|--------------|

Projected Fund Balance for 7/1/2027:	\$223,779.02
--------------------------------------	--------------

<b>OPERATING BUDGET / LINE ITEM</b>	<b>ADOPTED FY 2025/26 BUDGET</b>	<b>EXPENDED FY 2025/26 TO DATE</b>	<b>FORECASTED TO EXPEND (by end of FY 2025/26)</b>	<b>PROPOSED BUDGET FOR FY 2026/27</b>
1. Administrative	\$70,000.00	\$25,273.75	\$47,273.75	\$70,000.00
2. Legal	\$35,000.00	\$6,608.00	\$8,608.00	\$35,000.00
3. Audit Fees	\$12,000.00	\$0.00	\$11,500.00	\$12,000.00
4. Accounting	\$6,000.00	\$550.00	\$850.00	\$6,000.00
5. Maintenance	\$17,000.00	\$6,614.68	\$17,000.00	\$17,000.00
6. Insurance	\$2,000.00	\$1,852.28	\$1,852.28	\$2,000.00
7. Contingency	\$4,000.00	\$0.00	\$1,614.68*	\$4,000.00
8. Natural Trail Supplies	\$10,000.00	\$0.00	\$0.00	\$10,000.00
9. Natural Trail Helix Contract	\$33,925.14	\$1,687.61	\$1,687.61	\$30,549.92
Amendment for permits	\$12,647.00	\$1,372.94	\$2,272.94	\$10,374.06
10. Strategic Plan	\$25,000.00	\$563.00	\$804.25	\$25,000.00
<b>Total</b>	<b>\$231,391.87</b>	<b>\$44,522.26</b>	<b>\$93,463.51</b>	<b>\$221,923.98</b>

\*It is forecasted that we will be over budget by \$1,852.68 for Maintenance during the 4<sup>th</sup> quarter of this fiscal year and we plan to use contingency funds to cover it.

The operating budget is the same as last year. The variance is the Helix Contract carry over amount. The budget for Fiscal Year 2026/27 would be \$221,932.98. The budget will be funded by the Member Agency contributions, which will remain at \$29,200 per Member Agency for a total of \$146,000. The budget will be balanced from fund balance available account of \$75,923.98 for the Natural Trail Project and Proposed Strategic Plan.

### **BOARD ACTION:**

Staff recommend that the Board approve the attached Resolution 2026-05-01, approving the Fiscal Year 2026/2027 Operating Budget, as proposed.

### **ATTACHMENTS:**

1. Resolution 2026-05-01: Resolution to approve the Fiscal Year 2026/27 Operating Budget
2. Public Comments Received

# Attachment 1

Resolution 2026-05-01

RESOLUTION NO. 2026-05-01

Adopted by the Board of Directors of the Sacramento-Placerville Transportation Corridor Joint Powers Authority on the date of:

May 11, 2026

**APPROVAL OF FY 2026/27  
OPERATING BUDGET**

BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE SACRAMENTO-PLACERVILLE TRANSPORTATION CORRIDOR JOINT POWERS AUTHORITY AS FOLLOWS:

THAT, the Operating Budget for FY2026/27 is hereby approved as presented to the Board at this meeting; and

THAT, the Chief Executive Officer is hereby authorized to reallocate budget amounts among the line items in the approved Operating Budget, as she may deem necessary or desirable; provided, however, that the total amount budgeted for FY 2026/27 shall not be increased with the Board's prior approval.

Passed and Adopted by the Board of the SPTC-JPA, this 11<sup>th</sup> day of May 2026, by the following vote on roll call:

AYES:

NOES:

ABSENT:

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Sarah Aquino, Chair

ATTEST:

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Jennifer Thiot, Secretary

Attachment 2  
Public Comments Received



Friends of

EL DORADO

# TRAIL

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April 30, 2026

To: The Honorable Members of the Sacramento-Placerville Transportation Corridor JPA

From: Ginny McCormick – President Friends of El Dorado Trail

Re: Planning Needs for JPA Corridor

The Friends of El Dorado Trail have been advocating for the continued expansion and maintenance of the El Dorado Trail prior to the paving of the first section in 1992. The El Dorado Trail is a valuable recreation and transportation resource for the county and surrounding communities by providing access to walking, hiking, biking and horseback riding.

The ability of El Dorado County, SPTC-JPA and interested non-profit organizations to acquire funds to expand the trail and protect the natural amenities is hampered by the lack of a consistent plan from the governing agency. If we do not have a plan that addresses the path to developing the trail then we are unable to effectively compete for grant monies and plan to protect the value of the trail.

The economic potential of a paved trail connecting the existing El Dorado Trail to the trails in Sacramento County was estimated to be approximately \$12 million in benefit to the county by a study completed over 10 years ago in 2015. With the expected increase in population in the western portion of the county, this amount could logically be expected to increase. The planning documents from El Dorado County, Folsom and SACOG all call for a paved trail in the SPTC corridor from Placerville to Folsom.

For this and other reasons we need to create a master plan that takes a detailed look at the SPTC corridor and identifies areas that will require creative solutions to complete the trail. A plan will enable the interested groups to make the best use of their time and resources.

We ask you to commit to providing time and resources to accomplish this plan. We have been working for over 35 years to make this happen. Please work with us to accomplish this very important planning process.

Thank you

*Ginny McCormick*

Ginny McCormick

---

Friends of El Dorado Trail  
P.O. Box 1388  
Placerville, CA 95667  
[eldoradotrail@gmail.com](mailto:eldoradotrail@gmail.com)  
530-919-1481

April 30, 2026

To: The Honorable Members of the Sacramento-Placerville Transportation Corridor JPA

From: Lois Krawczyk – Leader, Adventure & Hiking Club, Heritage El Dorado Hills (55+ community)

Re: Planning Needs for JPA Corridor

As leader of an active senior hiking group based in El Dorado Hills, I would like to highlight our regular use of the El Dorado Trail as a key recreational asset. Two years ago, our members successfully completed the entire 35-mile trail by hiking its segments monthly throughout the year. The El Dorado Trail serves not only our group but also the wider county and neighboring communities by offering opportunities for walking, hiking, biking, and horseback riding.

I am aware that El Dorado County, SPTC-JPA, and interested non-profit organizations seek grant funding to support maintenance and expansion efforts. However, securing these funds remains challenging without a comprehensive development plan from the governing agency. A master plan that systematically evaluates the SPTC corridor and identifies areas requiring innovative solutions would greatly enhance the efficient allocation of time and resources. Ultimately, such planning would benefit both our senior hiking group and the broader community by preserving access to this important trail for future generations.

In addition to the ongoing maintenance of the trail, our organization would greatly benefit from an increased number of access points and restroom facilities, particularly along the western unpaved sections. We are eager to collaborate with relevant stakeholders in shaping the future vision of the El Dorado Trail.

On behalf of our club, I respectfully request that you consider prioritizing the development of a comprehensive master plan for the El Dorado Trail.

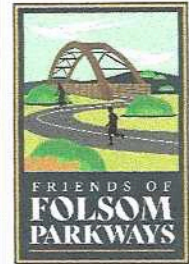
Thank you,

*Lois Krawczyk*

Lois Krawczyk

April 23, 2026

To: **The Honorable Members of the  
Sacramento-Placerville Transportation Corridor JPA**



From: **Tom Aceituno, President**

**Friends of Folsom Parkways**

For more than 35 years, the Friends of Folsom Parkways has advocated for the creation, expansion, connection, construction and maintenance of trails and parkways to serve the residents of Folsom and neighboring communities. Our work in partnership with the City of Folsom has resulted in an incredibly connected community featuring a network of nearly 60 miles of Class I multi-use trails and approximately 2,000 acres of open space. Another opportunity to connect communities and expand our trail network sits virtually idle – the SPTC JPA railroad between Folsom and Placerville.

It is our understanding that the SPTC JPA board of directors will be considering its annual budget at its May 11 meeting. We respectfully ask that the board consider inclusion of funding for a master planning process that will include all three uses approved for the rail corridor – tourist rail, Class I paved trail, and natural surface trail. We recognize there will be challenges, which is all the more reason to begin the master planning process – to identify and assess those challenges and develop solutions to overcome them.

Completing a master plan for the three corridor uses is vital for the following reasons:

- Connecting Folsom and Placerville with tourist rail, a Class I trail, and a natural surface trail will create a transportation and recreation facility of unique quality that will contribute to regional mobility and economic development. All communities between Sacramento and Placerville will benefit from its improvement as it will become an attraction of state-wide and national interest.
- Because volunteer natural surface trail construction is already underway, it is critical to know the long-term alignment of the trail in order to not waste volunteer efforts/resources.
- The Class I trail will clearly require creativity and innovation to complete. The master planning process will help identify where challenges exist, and what strategies will be most feasible to address them. Further, it is important to understand where potential environmental impacts could occur, and what techniques and technologies will be best to avoid or mitigate them.
- In addition to the natural resources and beauty of the SPTC, the historic resources and pioneering stories associated with the corridor create an invaluable public cultural asset above and beyond the transportation and economic development opportunities.

Each passing year without moving the planning process forward means another year is added to the completion date of corridor access. The time to plan for the SPTC's future is NOW. This is a challenging project, but it can be done; and, someday it will be included in the same conversations as other epic rail trail projects such as the Michelson Trail in South Dakota and the C&O/GAP in Pennsylvania.

Thank you,

A handwritten signature in blue ink, appearing to read "Tom Aceituno". The signature is fluid and cursive, with a large initial "T" and "A".

Tom Aceituno, President

To: The Honorable Members of the Sacramento Placerville Transportation Corridor JPA.

Please approve funds for a planning process for the completion of the paved El Dorado Trail in the SPTC from Folsom to Placerville. A plan is much needed for the following reasons:

We have completed substantial improvements to the 27 miles of natural surface trail, including installation of 20 creek crossings (culverts, bridges, or rock armor) plus reroutes of the trail over existing railroad culverts and the construction approximately 2 miles of new trail.

However, there are more than 70 additional creek crossings to be dealt with, plus at least a mile of new trail. We can't in good conscience recruit volunteers to do all of this work if the natural trail might be destroyed when the paved trail is built, as it was when the first two miles of paved trail was built alongside the railroad track. Therefore, to avoid wasted effort, a planning process is needed to determine which side of the railroad track the paved trail will eventually be built upon.

Also, experts in trail construction have stated that conventional construction methods will be prohibitively expensive in sections of rough terrain, so a planning process is needed to evaluate alternative construction methods, such as: building the trail on the railroad track while leaving the rails exposed, using materials such as asphalt, packed sand, or composite gridwork; or building the trail immediately adjacent to the railroad track using 16 foot switch tires or extending shoulders with fill material.

Use of one of these construction methods would prevent destruction of the natural trail.

In addition, there are seven railroad bridges in the corridor which the CEQA plan designates as rail and trail joint use until another solution is implemented. These bridges are not up to bicycle and pedestrian standards, and one of them has been closed by the county due to safety issues, thus severing the natural trail. A plan is needed for retrofitting these bridges or building parallel bridges for trail use. Perhaps the construction techniques listed above can be used for retrofitting, but again we need to know on which side of the track the paved trail will be built so we can devise bridge or retrofit plans accordingly.

Finally, there are four groups using the SPTC - paved trail, natural trail, and two railroad groups. All these groups have ambitious plans for the corridor, which is constricted by width and topography. A plan is needed for how everything is going to fit.

Please approve a planning process.

Thank you.

Don Rose