

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

A G E N D A

**REGULAR BOARD MEETING
9:30 A.M., MONDAY November 02, 2015
FOLSOM CITY HALL, COUNCIL CHAMBERS
50 NATOMA STREET, FOLSOM, CALIFORNIA**

ROLL CALL -----
Chair Kerri Howell, Directors Don Nottoli (Alternate: Roberta MacGlashan), Linda Budge (Alternate: Don Nottoli), Shiva Frentzen (Alternate: Ron Mikulaco), and David Sander (Alternate: Linda Budge)

PLEDGE OF ALLEGIANCE

APPROVAL OF MINUTES

1. Motion: Approve Minutes for Regular Meeting of August 03, 2015

CONSENT

2. Motion: Approve Independent Audit Report for Fiscal Year 2014/2015

UNFINISHED BUSINESS

None

NEW BUSINESS

3. Motion: Approve Conflict Waiver Request for SPTC-JPA Counsel
4. Resolution: Approve SPTC-JPA Natural Trail Project and Adopt Initial Study/Mitigated Negative Declaration (IS/MND) for Natural Trail Project
5. Motion: Receive information from El Dorado County and provide input on whether the SPTC-JPA would be willing to consider a project involving potentially removing 1.42 miles of rail at the terminus of the SPTC-JPA corridor in El Dorado County
6. Information: CEO/Member Agency Staff Reports
 - CEO
 - City of Folsom

- El Dorado County
- Sacramento County
- Regional Transit

CITIZENS ADDRESS BOARD OF MATTERS NOT ON THE AGENDA*

7. Information: Citizens Address Board on Matters Not on the Agenda

NEXT MEETING

8. Regular Board Meeting – February 08, 2016

*** NOTE TO CITIZEN PARTICIPANTS**

It is the policy of the Board of Directors of the Sacramento-Placerville Transportation Corridor Joint Power 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 matter, 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 such 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 SPTC-JPA's CEO, John Segerdell, by telephone at (916) 924-8800 or email jsegerdell@pghwong.com. Requests must be made as early as possible and at least two full business days before the start of the meeting.

STAFF REPORT

Board Meeting Date: November 02, 2015

Page 1 of 1

MOTION: Approve Minutes for Regular Meeting of August 03, 2015

**AGENDA ITEM
NO. 1**

BOARD ACTION

MOTION: Approve the attached Minutes for the Regular Meeting of the JPA Board of Directors dated August 03, 2015.

Attachments:

Minutes of August 3, 2015 JPA Board Meeting

Sacramento–Placerville Transportation Corridor Joint Powers Authority

Minutes of the Regular Meeting of the Board of Directors on

August 03, 2015

**City of Folsom
Folsom City Hall, Council Chambers
50 Natoma St., Folsom, California**

The meeting was called to order at 9:39 a.m. CEO John Segerdell recorded the roll. The following were determined to be present: Chair Kerri Howell and Directors Linda Budge, Shiva Frentzen and Don Nottoli. Director David Sander was noted as absent.

1. Motion: Approve Minutes for Regular Meeting of May 11, 2015

Upon motion by Director Budge and second by Director Frentzen, the Board voted unanimously to approve the Minutes of May 11, 2015, as presented.

2. a) Resolution: Approve an Increase in the CIP Budget in the Amount of \$33,430 for Natural Trail Development, and, b) Resolution: Approve an Amendment to Contract with Foothill Associates for Nature Trail Permitting

CEO Segerdell presented an update of the JPA's Capital Improvement Project to develop and construct ten miles of trail between Latrobe Road in El Dorado County (EDC) and Iron Point Road in Folsom. The JPA has contracted with Foothill Associates to perform resource studies along the 10-mile trail development project as required by the SPTC Master Plan EIR, and in support of preparing the CEQA analysis for the 3-mile segment of the project. Foothill is preparing an Initial Study/Mitigated Negative Declaration (IS/MND) and Notice of Determination for the 3-mile segment in Folsom/Sacramento County.

The EIR and IS/MND have identified five (5) Permits that need to be prepared and secured for the construction phase to commence after the IS/MND is approved by the JPA Board, and the Notice of Determination (NOD) is filed.

Kate Kirsh, President of Foothill Associates gave an overview of the permits that need to be secured for the project:

- Clean Water Act Section 404 Nationwide 42 Permit
- Section 106 Cultural Resource Assessment
- Federal Endangered Species Act Section 7 Endangered Species Act Consultation – United States Fish and Wildlife Service
- Section 401 Water Quality Certification
- CDFW 1600 Streambed Alteration Notification

There was discussion by the Board Members about how this fit in with the transportation corridor analysis performed by EDCTC, and issues related to the Southeast Connector Project (see item 3).

Director Budge made a motion to approve the Resolution to increase the CIP Budget for Natural Trail Development. The motion was seconded by Director Frentzen. The Resolution was approved unanimously by the Board.

Director Budge made a motion to approve the Resolution to execute an amendment to contract with Foothill Associates for Nature Trail Permitting. The motion was seconded by Director Nottoli. The Resolution was approved unanimously by the Board.

The following member of the public spoke on this item: Jim Harville

3. Information: CEO/Member Agency Staff Reports

CEO Segerdell explained that he will be travelling for the most part of the month of September and to contact Board Secretary Lori Merklein or Deputy CEO Mark Rackovan for any issues.

Mark Rackovan (City of Folsom) updated the Board on the Southeast Corridor Connector presentation to the City of Folsom Council meeting on July 14, 2015. For the Connector crossing of the JPA corridor, the project is currently proposing an at-grade crossing with signaling as the base condition in their environmental analysis, with a full grade separation as an option. Initially, the CPUC has found this approach to be acceptable.

Mike Mattos (Regional Transit) reported on Blue line Grand Opening on August 24, 2015. The project has been completed early and under budget. Mike announced that he will be retiring at the end of February 2016 and Lynn Cain will be taking his place on the JPA Staff.

Vickie Sanders (El Dorado County) updated the Board on EDC funding in this year's budget for completing the environmental studies on the remainder of EDC's segment for trail development. A Grant for \$100,000 was awarded to EDC for patrolling the trail to curtail use of motorcycles on the trail.

4. Information: Citizens Address Board on Matters Not on the Agenda

No one from the public spoke.

The next meeting will be the Regular Board Meeting of November 02, 2015. The meeting adjourned at 10:30 a.m.

I hereby certify that the Board of Directors approved the foregoing minutes at its Regular Board Meeting on November 2, 2015.

Lori Merklein, Secretary

STAFF REPORT

Board Meeting Date: November 02, 2015

Page 1 of 1

**ACTION: Approve Independent
Audit Report Fiscal Year 2014/2015**

**AGENDA ITEM
NO. 2**

DISCUSSION:

Fritz Russell CPAs has performed the audit of the JPA's records for FY 2014/2015. The audit report was completed and delivered on October 1, 2015 and a copy of the report is attached.

The audit report has concluded that there are no findings of non-compliance and the JPA's operations are in conformity with general accepted accounting principles.

Attachments:

Letter from Fritz Russell CPAs dated October 1, 2015 and Audit Report

BOARD ACTION:

Staff recommends the Board approve the Audit Report for FY 2014/2015.



a professional accountancy corporation

October 1, 2015

To the Board of Directors
Sacramento-Placerville Transportation Corridor

We have audited the financial statements of the governmental activities of the major fund of the Sacramento-Placerville Transportation Corridor for the year ended June 30, 2015. Professional standards require that we provide you with information about our responsibilities under generally accepted auditing standards (and, if applicable, *Government Auditing Standards* and OMB Circular A-133), 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 April 15, 2015. Professional standards also require that we communicate to you the following information related to our audit.

Significant Audit Findings

Qualitative Aspects of Accounting Practices

Management is responsible for the selection and use of appropriate accounting policies. The significant accounting policies used by of the Sacramento-Placerville Transportation Corridor 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 2014/2015. We noted no transactions entered into by of the Sacramento-Placerville Transportation Corridor 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. The most sensitive estimate affecting the of the Sacramento-Placerville Transportation Corridor's financial statements was:

Management's estimate of the member dues is based on anticipated budget. We evaluated the key factors and assumptions used to develop the estimate in determining that it is reasonable in relation to the financial statements taken as a whole.

Certain financial statement disclosures are particularly sensitive because of their significance to financial statement users. The most sensitive disclosure affecting the financial statements was:

The disclosure of Management Company fees in Note 2 to the 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.

Disagreements with Management

For purposes of this letter, a disagreement with management is 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.

Communication with those charged with governance

Page 2 of 2

Management Representations

We have requested certain representations from management that are included in the management representation letter dated October 1, 2015.

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 Sacramento-Placerville Transportation Corridor'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 Sacramento-Placerville Transportation Corridor's auditors. However, these discussions occurred in the normal course of our professional relationship and our responses were not a condition to our retention.

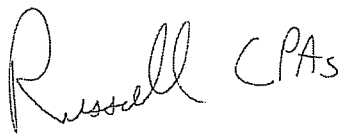
Other Matters

We applied certain limited procedures to Budgetary Comparison Schedule, which is 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.

Restriction on Use

This information is intended solely for the use of the Board of Directors and management of the Sacramento-Placerville Transportation Corridor and is not intended to be, and should not be, used by anyone other than these specified parties.

Very truly yours,

A handwritten signature in cursive script that reads "Russell CPAs".

Russell CPAs
Sacramento, California

SACRAMENTO-PLACERVILLE TRANSPORTATION CORRIDOR JOINT POWERS AUTHORITY

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

October 1, 2015

Russell CPAs
1337 Howe Ave, Suite 265
Sacramento, CA 95825

We are providing this letter in connection with your audit of the financial statements of the Sacramento-Placer Transportation Corridor as of June 30, 2015 and for the year then ended for the purpose of expressing opinions as to whether the financial statements present fairly, in all material respects, the respective financial position of the governmental activities, of the Sacramento-Placer Transportation Corridor and the respective changes in financial position and, thereof in conformity with U.S. generally accepted accounting principles. We confirm that we are responsible for the fair presentation of the previously mentioned financial statements in conformity with U.S. generally accepted accounting principles. We are also responsible for adopting sound accounting policies, establishing and maintaining effective internal control over financial reporting, and preventing and detecting fraud.

We confirm, to the best of our knowledge and belief, as of October 1, 2015, the following representations made to you during your audit.

- 1) The financial statements referred to above are fairly presented in conformity with U.S. generally accepted accounting principles and include all properly classified funds and other financial information of the primary government and all component units required by generally accepted accounting principles to be included in the financial reporting entity.
- 2) We have made available to you all—
 - a) Financial records and related data.
 - b) Minutes of the meetings of the Board of Directors or summaries of actions of recent meetings for which minutes have not yet been prepared.
- 3) There have been no communications from regulatory agencies concerning noncompliance with, or deficiencies in, financial reporting practices.
- 4) There are no material transactions that have not been properly recorded in the accounting records underlying the financial statements.
- 5) We acknowledge our responsibility for the design and implementation of programs and controls to prevent and detect fraud.
- 6) We have no knowledge of any fraud or suspected fraud affecting the entity involving:
 - a) Management,
 - b) Employees who have significant roles in internal control, or

- c) Others where the fraud could have a material effect on the financial statements.
- 7) We have no knowledge of any allegations of fraud or suspected fraud affecting the entity received in communications from employees, former employees, analysts, regulators, or others.
- 8) We have a process to track the status of audit findings and recommendations.
- 9) We have identified to you any previous audits, attestation engagements, and other studies related to the audit objectives and whether related recommendations have been implemented.
- 10) We have provided our views on reported findings, conclusions, and recommendations, as well as our planned corrective actions, for the report.
- 11) The Board of Directors has no plans or intentions that may materially affect the carrying value or classification of assets, liabilities, or equity.
- 12) The following, if any, have been properly recorded or disclosed in the financial statements:
 - a) Related party transactions, including revenues, expenditures/expenses, loans, transfers, leasing arrangements, and guarantees, and amounts receivable from or payable to related parties.
 - b) Guarantees, whether written or oral, under which the Authority is contingently liable.
 - c) All accounting estimates that could be material to the financial statements, including the key factors and significant assumptions underlying those estimates and measurements. We believe the estimates and measurements are reasonable in the circumstances.
- 13) We are responsible for compliance with the laws, regulations, and provisions of contracts and grant agreements applicable to us, including tax or debt limits and debt contracts; and we have identified and disclosed to you all laws, regulations and provisions of contracts and grant agreements that we believe have a direct and material effect on the determination of financial statement amounts or other financial data significant to the audit objectives, including legal and contractual provisions for reporting specific activities in separate funds.
- 14) There are no—
 - a) Violations or possible violations of budget ordinances, laws and regulations (including those pertaining to adopting, approving, and amending budgets), provisions of contracts and grant agreements, tax or debt limits, and any related debt covenants whose effects should be considered for disclosure in the financial statements, or as a basis for recording a loss contingency, or for reporting on noncompliance.
 - b) Unasserted claims or assessments that our lawyer has advised us are probable of assertion and must be disclosed in accordance with generally accepted accounting principles.
 - c) Other liabilities or gain or loss contingencies that are required to be accrued or disclosed by generally accepted accounting principles.
- 15) As part of your audit, you assisted with preparation of the financial statements and related notes. We have designated an individual with suitable skill, knowledge, or experience to oversee your services and have made all management decisions and performed all management functions. We have reviewed, approved, and accepted responsibility for those financial statements and related.
- 16) The Authority has satisfactory title to all owned assets, and there are no liens or encumbrances on such assets nor has any asset been pledged as collateral.
- 17) The Authority has complied with all aspects of contractual agreements that would have a material effect on the financial statements in the event of noncompliance.
- 18) We have followed all applicable laws and regulations in adopting, approving, and amending budgets.

- 19) The financial statements include all component units as well as joint ventures with an equity interest, and properly disclose all other joint ventures and other related organizations.
- 20) The financial statements properly classify all funds and activities.
- 21) All funds that meet the quantitative criteria in GASB Statement Nos. 34 and 37 for presentation as major are identified and presented as such and all other funds that are presented as major are particularly important to financial statement users.
- 22) Components of net assets (invested in capital assets, net of related debt; restricted; and unrestricted) and equity amounts are properly classified and, if applicable, approved.
- 23) Investments, derivative instruments, and land and other real estate held by endowments are properly valued.
- 24) Provisions for uncollectible receivables have been properly identified and recorded.
- 25) Expenses have been appropriately classified in or allocated to functions and programs in the statement of activities, and allocations have been made on a reasonable basis.
- 26) Revenues are appropriately classified in the statement of activities within program revenues, general revenues, contributions to term or permanent endowments, or contributions to permanent fund principal.
- 27) Deposits and investment securities and derivative instruments are properly classified as to risk and are properly disclosed.
- 28) Capital assets, including infrastructure and intangible assets, are properly capitalized, reported, and, if applicable, depreciated.
- 29) We have appropriately disclosed the Authority's policy regarding whether to first apply restricted or unrestricted resources when an expense is incurred for purposes for which both restricted and unrestricted net assets are available and have determined that net assets were properly recognized under the policy.
- 30) We acknowledge our responsibility for the required supplementary information (RSI). The RSI is measured and presented within prescribed guidelines and the methods of measurement and presentation have not changed from those used in the prior period. We have disclosed to you any significant assumptions and interpretations underlying the measurement and presentation of the RSI.
- 31) We have evaluated the Authority's ability to continue as a going concern and have included appropriate disclosures, as necessary, in the financial statements.
- 32) We have evaluated and classified any subsequent events as recognized or nonrecognized through the date of this letter. No events, including instances of noncompliance, have occurred subsequent to the balance sheet date and through the date of this letter that would require adjustment to or disclosure in the aforementioned financial statements.

Signed: 

Signed: _____

Title: CEO
 John C. Segerdell,
 SPTC- JPA, Chief Executive Officer

Title: _____
 Fritz Russell, CPAs

SACRAMENTO-PLACERVILLE TRANSPORTATION CORRIDOR JOINT POWERS AUTHORITY
FINANCIAL STATEMENTS
WITH
INDEPENDENT AUDITOR'S REPORT
FOR THE YEAR ENDED JUNE 30, 2015

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INDEPENDENT AUDITOR'S REPORT

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

We have audited the accompanying financial statements of the governmental activities, of the Sacramento-Placerville Transportation Corridor Joint Powers Authority as of and for the year ended June 30, 2015, and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements as listed in the table of contents.

Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes 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.

Auditor's Responsibility

Our responsibility is to express opinions on these financial statements based on our audit. 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. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements 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 entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Opinion

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities of the Sacramento-Placerville Transportation Corridor Joint Powers Authority, as of June 30, 2015, 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.

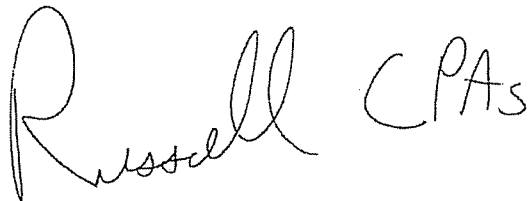
Other Matters

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 on pages 3-6 and 17 be presented to supplement the basic financial statements. Such information, 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 October 1, 2015 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 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 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.

A handwritten signature in black ink that reads "Russell CPAs". The word "Russell" is written in a cursive script, and "CPAs" is written in a simpler, blocky cursive style.

Russell CPAs
October 1, 2015
Sacramento, California

**SACRAMENTO-PLACERVILLE TRANSPORTATION CORRIDOR JOINT POWERS AUTHORITY
MANAGEMENT'S DISCUSSION AND ANALYSIS
FOR THE YEAR ENDED JUNE 30, 2015**

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 year ended June 30, 2015. We encourage readers to consider the information presented here in conjunction with the Authority's financial statements, which begin on page 7.

FINANCIAL HIGHLIGHTS

The Authority's annual operating budget for fiscal year 2014/2015 was \$110,000, which is the same as fiscal year 2013/2014 budget of \$110,000.

The fiscal year 2014/2015 operating budget of \$110,000 was funded by a \$27,500 contribution from each member agency.

During the Fiscal Year, the Authority received \$350 in permit fees for various uses of the corridor.

The Authority's fixed asset value is \$14.7 million.

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 in a combined format on pages 7 through 8. Items in the adjustment column are discussed in notes 6 to the financial statements.

As the Authority's Board of Directors is appointed by governmental agencies, the Authority adopted Governmental Accounting Standards Board (GASB). The Authority has only 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 Assets* presents information on all of the Authority's assets and liabilities, with the difference between the two reported as net assets. Over time, increases or decreases in net assets 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 Agency's net assets changed during the most recent fiscal year. All changes in net assets 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.

**SACRAMENTO-PLACERVILLE TRANSPORTATION CORRIDOR JOINT POWERS AUTHORITY
MANAGEMENT'S DISCUSSION AND ANALYSIS
FOR THE YEAR ENDED JUNE 30, 2015**

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. Both the governmental fund balance sheet and the governmental fund statement of revenues, expenditures, and changes in fund balances provide a column detailing the difference (adjustments) between the governmental fund and governmental activities. These adjustments are discussed in further detail in note 6 to the basic financial statements.

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 9 through 15 of this report.

AUTHORITY-WIDE FINANCIAL ANALYSIS

**Sacramento-Placerville Transportation Corridor Joint Powers Authority
Summary of Net Assets
Authority-Wide Activities
As of June 30, 2015 and 2014**

	June 30, 2015	June 30, 2014	Increase/ (Decrease)
Current Assets	\$ 125,584	\$ 140,067	\$ (14,483)
Other Assets	<u>14,707,172</u>	<u>14,707,172</u>	<u>-</u>
Total Assets	<u>14,832,756</u>	<u>14,847,239</u>	<u>(14,483)</u>
Current Liabilities	<u>12,424</u>	<u>14,580</u>	<u>(2,156)</u>
Net Assets:			
Invested in Capital Assets	14,707,172	14,707,172	-
Unassigned/Unrestricted	<u>113,160</u>	<u>125,487</u>	<u>(12,327)</u>
TOTAL NET ASSETS	<u>\$ 14,820,332</u>	<u>\$ 14,832,659</u>	<u>\$ (12,327)</u>

Net assets represent the difference between the Authority's resources and its obligations. At June 30, 2015, approximately 99% of the Authority's net assets were invested in land.

**SACRAMENTO-PLACERVILLE TRANSPORTATION CORRIDOR JOINT POWERS AUTHORITY
MANAGEMENT'S DISCUSSION AND ANALYSIS
FOR THE YEAR ENDED JUNE 30, 2015**

**Sacramento-Placerville Transportation Corridor Joint Powers Authority
Changes in Net Assets
Authority-Wide Activities
As of June 30, 2015 and 2014**

	June 30, 2015	June 30, 2014	Increase/ (Decrease)
REVENUES			
Program Revenues			
Charges for Services			
Permit Fees	\$ -	\$ 500	\$ (500)
Lease Income	100	100	-
Investment Income	422	156	266
Contributions			
Member Contributions	110,000	110,000	-
Total Revenues	110,522	110,756	(234)
EXPENDITURES			
Land preservation	122,849	85,111	37,738
Increase (Decrease) in Net Assets	(12,327)	25,645	(37,972)
NET ASSETS BEGINNING OF YEAR	14,832,659	14,807,014	25,645
NET ASSETS END OF YEAR	\$ 14,820,332	\$ 14,832,659	\$ (12,327)

AUTHORITY BUDGET ANALYSIS

The Authority's Board of Directors approved the proposed 2014/2015 budget in May 2014. The budget-to-actual schedule for the year is shown on page 17.

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 spendable 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 \$113,160. The Authority's major source of revenue is from member contributions. The Authority's typical major expenditures are for management fees and legal fees, however, for the past year there have been some expenditures for the Authority's capital projects. Capital assets are not shown on the fund statements since they are not available for nearterm financing of the Authority's operations.

**SACRAMENTO-PLACERVILLE TRANSPORTATION CORRIDOR JOINT POWERS AUTHORITY
MANAGEMENT'S DISCUSSION AND ANALYSIS
FOR THE YEAR ENDED JUNE 30, 2015**

CAPITAL ASSETS

As of June 30, 2015, the Authority's investment in capital assets was \$14,707,172. Capital assets are stated at cost, net of accumulated depreciation. This investment in capital assets includes land, land improvements and equipment.

No capital assets were purchased during the current fiscal year. Additional information on the Authority's capital assets can be found in note 5 of this report.

ECONOMIC FACTORS AND NEXT YEAR'S BUDGET

On May 11, 2015, the JPA Board adopted an operating budget in the amount of \$110,000 for fiscal year 2015/2016, which is same as the fiscal year 2014/2015 budget (\$110,000).

The member agencies annual contributions for fiscal year 2015/2016 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 maximum amount of contribution was set at \$30,000 for fiscal year 2000/2001, with a 2% annual escalator for each subsequent fiscal year. The \$27,500 member contribution for fiscal years 2014/2015 and 2015/2016 is well under the limit set by the Continuing Funding Agreement

During FY2014/2015, the Board increased the Capital Budget to \$55,000. The capital improvement project (CIP) approved by the Board is to develop and construct ten miles of trail between Latrobe Road in El Dorado County and ending at Iron Point Road in Folsom, and includes developing the right of way at the Latrobe Station property as a parking/trailhead site. The CIP in the amount of \$55,000 is funded entirely from the JPA's reserve account.

The reserve account consists of the final carryover balance from previous fiscal years plus any revenue earned, such as interest and fees collected. The reserve account allows the Authority to maintain sufficient funds in its account for cash flow purposes and be used to supplement member agency contributions. This also covers additional unexpected expenses that may occur rather than seeking additional midyear funding contributions from its member agencies.

CONTACTING THE AUTHORITY'S MANAGEMENT

This financial report 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, care of PGH Wong Engineering, Inc, 1329 Howe Ave, Suite 110, Sacramento, CA 95825 or by calling (916) 924-8800.

**SACRAMENTO-PLACERVILLE TRANSPORTATION CORRIDOR JOINT POWERS AUTHORITY
STATEMENT OF NET ASSETS AND GOVERNMENTAL FUNDS BALANCE SHEET
JUNE 30, 2015**

	<u>General Fund</u>	<u>Adjustments Note 6</u>	<u>Statement of Net Assets</u>
ASSETS			
Current Assets			
Cash and Investments (Note 3)	\$ 125,162	\$ -	\$ 125,162
Interest Income Receivable	422	-	422
Total Current Assets	<u>125,584</u>	<u>-</u>	<u>125,584</u>
Land (Note 5)	-	14,707,172	14,707,172
Property and Equipment (Note 5)	-	2,470	2,470
Less: Accumulated Depreciation (Note 5)	-	(2,470)	(2,470)
TOTAL ASSETS	<u>\$ 125,584</u>	<u>\$ 14,707,172</u>	<u>\$ 14,832,756</u>
LIABILITIES			
Current Liabilities			
Accounts Payable	\$ 12,424	\$ -	\$ 12,424
Total Current Liabilities	<u>12,424</u>	<u>-</u>	<u>12,424</u>
FUND BALANCE/NET ASSETS			
Invested in Capital Assets	-	14,707,172	14,707,172
Unassigned/Unrestricted	113,160	-	113,160
Total Fund Balance/Net Assets	<u>113,160</u>	<u>14,707,172</u>	<u>14,820,332</u>
TOTAL LIABILITIES, FUND BALANCE AND NET ASSETS	<u>\$ 125,584</u>	<u>\$ 14,707,172</u>	<u>\$ 14,832,756</u>

The accompanying notes to the financial statements are an integral part of this statement.

**SACRAMENTO-PLACERVILLE TRANSPORTATION CORRIDOR JOINT POWERS AUTHORITY
STATEMENT OF ACTIVITIES AND GOVERNMENTAL FUNDS REVENUES, EXPENDITURES AND
CHANGES IN FUND BALANCES
FOR THE YEAR ENDED JUNE 30, 2015**

	<u>General Fund</u>	<u>Adjustments Note 6</u>	<u>Statement of Activities</u>
REVENUES			
Program Revenues			
Charges for Services			
Lease Income	\$ 100	\$ -	\$ 100
Investment Income	422	-	422
Contributions			
Member Contributions (Note 4)	<u>110,000</u>	<u>-</u>	<u>110,000</u>
Total Revenues	<u>110,522</u>	<u>-</u>	<u>110,522</u>
EXPENDITURES			
Land Preservation			
Administrative	109,273	-	109,273
Legal	9,811	-	9,811
Maintenance	<u>3,765</u>	<u>-</u>	<u>3,765</u>
Total Expenditures	<u>122,849</u>	<u>-</u>	<u>122,849</u>
Excess (Deficiency) of Revenue over (Under) Expenditures	<u>(12,327)</u>	<u>-</u>	<u>(12,327)</u>
Changes in Fund Balance/Net Assets	<u>(12,327)</u>	<u>-</u>	<u>(12,327)</u>
FUND BALANCE/NET ASSETS BEGINNING OF YEAR	<u>125,487</u>	<u>14,707,172</u>	<u>14,832,659</u>
FUND BALANCE/NET ASSETS END OF YEAR	<u>\$ 113,160</u>	<u>\$ 14,707,172</u>	<u>\$ 14,820,332</u>

The accompanying notes to the financial statements are an integral part of this statement.

**SACRAMENTO-PLACERVILLE TRANSPORTATION CORRIDOR JOINT POWERS AUTHORITY
NOTES TO THE BASIC FINANCIAL STATEMENTS
FOR THE YEAR ENDED JUNE 30, 2015**

NOTE 1: SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Description of Reporting Entity - 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 District, 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 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 are as follows:

City of Folsom	\$ 3,239,931
Sacramento Regional Transit District	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.

Authority-wide and fund financial statements

The Authority-wide financial statements (i.e., the statement of net assets and the statement of activities) report information on all of the nonfiduciary fund types of the Authority.

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.

**SACRAMENTO-PLACERVILLE TRANSPORTATION CORRIDOR JOINT POWERS AUTHORITY
NOTES TO THE BASIC FINANCIAL STATEMENTS
FOR THE YEAR ENDED JUNE 30, 2015**

NOTE 1: SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Currently the Authority only has one fund.

Measurement focus, basis of accounting, and financial statement presentation

The Authority-wide financial statements are reported using the economic resources measurement focus and the accrual basis of accounting. Revenues are recorded when earned and expenses are recorded when a liability is incurred, regardless of the timing of related cash flows.

Governmental fund financial statements are reported using the current financial resources measurement focus and the modified accrual basis of accounting. Revenues are recognized as soon as they are both measurable and available. Revenues are considered to be available when they are collectible within the current period or soon enough thereafter to pay liabilities of the current period. For this purpose, the Authority considers revenues to be available if they are collected within 60 days of the end of the current fiscal period. Expenditures are generally recognized in the accounting period in which the related fund liability is incurred, if measurable. Allocations of cost, such as depreciation and amortization, are not recognized on governmental fund financial statements.

The Authority reports the following major governmental funds:

General Fund - This fund is established to account for resources devoted to the administration of the activities of the Authority and excludes those resources required to be accounted for in another fund.

Operations – The Authority is governed by an independent Board of Directors. Administrative services are provided by consultants and the members' support staff as the Authority has no employees of its own. The accounting function of the Authority is contracted to the County of Sacramento.

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

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 the estimated fair 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, half-year convention, over the following estimated useful lives:

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

Fund Equity – The Authority-wide financial statements utilize a net assets presentation. Net assets are categorized as invested in capital assets, and unrestricted.

Invested in Capital Assets - This category groups all capital assets into one component of net assets. 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.

**SACRAMENTO-PLACERVILLE TRANSPORTATION CORRIDOR JOINT POWERS AUTHORITY
NOTES TO THE BASIC FINANCIAL STATEMENTS
FOR THE YEAR ENDED JUNE 30, 2015**

NOTE 1: SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Unrestricted Net Assets - This category represents net assets 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 spendable.

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.

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.

NOTE 2: MANAGEMENT COMPANY

PGH Wong Engineering, Inc, (Management Company) provides management services for the Authority. The Authority pays the Management Company a monthly fee based on the number of hours PGH Wong's employees spend on the Authority's behalf. The Authority's contract with the Management Company has been extended to June 30, 2016. The Authority paid the Management Company \$60,182 for the year ended June 30, 2015.

NOTE 3: CASH AND INVESTMENTS

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

Investments

The Authority's investment policy, in conformity with applicable California General Statues, authorizes investments in Sacramento County pooled funds. The value of the position in the pools is the same as the pool shares. These investments are not categorized since these funds and pools 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.

**SACRAMENTO-PLACERVILLE TRANSPORTATION CORRIDOR JOINT POWERS AUTHORITY
NOTES TO THE BASIC FINANCIAL STATEMENTS
FOR THE YEAR ENDED JUNE 30, 2015**

NOTE 3: CASH AND INVESTMENTS (Continued)

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.

Investments Authorized by The Authority's Investment Policy

The Authority has adopted the investment policy of the County of Sacramento external investment pool. 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.

**SACRAMENTO-PLACERVILLE TRANSPORTATION CORRIDOR JOINT POWERS AUTHORITY
NOTES TO THE BASIC FINANCIAL STATEMENTS
FOR THE YEAR ENDED JUNE 30, 2015**

NOTE 3: CASH AND INVESTMENTS (Continued)

Authorized Investment Type	Maximum Maturity	Maximum Percentage of Portfolio	Maximum Investment in One Issuer
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	30%	10%
Shares of a Money Market Mutual Fund	Per SEC regulations	20%	10%
Collateralized Mortgage Obligations	180 days	20%	10%
Local Agency Investment Funds (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, 2015, the weighted average maturity of the investments contained in the Treasury investment pool is approximately 259 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 4: MEMBER CONTRIBUTIONS

Contributions from members for the year ended June 30, 2015 consisted of the following:

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

**SACRAMENTO-PLACERVILLE TRANSPORTATION CORRIDOR JOINT POWERS AUTHORITY
NOTES TO THE BASIC FINANCIAL STATEMENTS
FOR THE YEAR ENDED JUNE 30, 2015**

NOTE 5: 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 quick claimed 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, 2015 was as follows:

	<u>June 30, 2014</u>	<u>Additions</u>	<u>Deletions</u>	<u>June 30, 2015</u>
Capital Assets not being depreciated:				
Land	\$ 14,707,172	\$ -	\$ -	\$ 14,707,172
Total Capital Assets not being depreciated	<u>14,707,172</u>	<u>-</u>	<u>-</u>	<u>14,707,172</u>
Capital Assets being depreciated:				
Equipment	<u>2,470</u>	<u>-</u>	<u>-</u>	<u>2,470</u>
Total Capital Assets being depreciated	<u>2,470</u>	<u>-</u>	<u>-</u>	<u>2,470</u>
Less accumulated depreciation				
Equipment	<u>(2,470)</u>	<u>-</u>	<u>-</u>	<u>(2,470)</u>
Total accumulated depreciation	<u>(2,470)</u>	<u>-</u>	<u>-</u>	<u>(2,470)</u>
Capital Assets, net	<u>\$ 14,707,172</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ 14,707,172</u>

NOTE 6: EXPLANATION OF DIFFERENCES BETWEEN THE BALANCE SHEET AND THE STATEMENT OF NET ASSETS

FUND BALANCE \$ 113,160

Capital assets used in Conservancy activities are not financial resources and therefore are not reported in the governmental funds.

Capital Assets	14,709,642	
Less: Accumulated Depreciation	<u>(2,470)</u>	14,707,172

NET ASSETS \$ 14,820,332

**SACRAMENTO-PLACERVILLE TRANSPORTATION CORRIDOR JOINT POWERS AUTHORITY
NOTES TO THE BASIC FINANCIAL STATEMENTS
FOR THE YEAR ENDED JUNE 30, 2015**

NOTE 7: RELATED PARTY TRANSACTIONS

During the year ended June 30, 2015, the Authority paid \$3,701 to the County of Sacramento for accounting services.

NOTE 8: SUBSEQUENT EVENT

Management has evaluated subsequent events through October 1, 2015, the date which the financial statements were available to be issued. Management concluded that no material subsequent events have occurred since June 30, 2015 that require recognition or disclosure in such financial statements

REQUIRED SUPPLEMENTARY INFORMATION

**SACRAMENTO-PLACERVILLE TRANSPORTATION CORRIDOR JOINT POWERS AUTHORITY
GENERAL FUND
STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE
BUDGETARY COMPARISON SCHEDULE
FOR THE YEAR ENDED JUNE 30, 2015**

	<u>Operating Budget</u>				<u>Capital Budget</u>			
	<u>Budgeted Amounts</u>			Variance with Final Budget	<u>Budgeted Amounts</u>			Variance with Final Budget
	<u>Original</u>	<u>Final</u>	<u>Actual</u>		<u>Original</u>	<u>Final</u>	<u>Actual</u>	
REVENUES								
Program Revenues								
Charges for Services								
Permit Fees	-	-	-	-	-	-	-	-
Lease Income	-	-	100	100	-	-	-	-
Investment Income	-	-	422	422	-	-	-	-
Contributions								
Member Contributions (Note 4)	<u>110,000</u>	<u>110,000</u>	<u>110,000</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Total Revenues	<u>110,000</u>	<u>110,000</u>	<u>110,522</u>	<u>522</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
EXPENDITURES								
Land Preservation								
Chief Executive Officer	60,000	60,000	60,182	(182)	-	-	-	-
JPA General Counsel	15,000	15,000	9,811	5,189	-	-	-	-
Annual Audit	8,000	8,000	8,499	(499)	-	-	-	-
Treasury Services	6,000	6,000	3,701	2,299	-	-	-	-
Maintenance Allowance	16,000	16,000	3,765	12,235	-	-	-	-
Insurance	-	-	-	-	-	-	-	-
Environmental Consultant	-	-	-	-	-	-	36,891	(36,891)
Contingency	<u>5,000</u>	<u>5,000</u>	<u>-</u>	<u>5,000</u>	<u>55,000</u>	<u>55,000</u>	<u>-</u>	<u>-</u>
Total Expenditures	<u>110,000</u>	<u>110,000</u>	<u>85,958</u>	<u>24,042</u>	<u>55,000</u>	<u>55,000</u>	<u>36,891</u>	<u>(36,891)</u>
Excess (deficiency) of Revenue over Expenditures	<u>\$ -</u>	<u>\$ -</u>	<u>24,564</u>	<u>\$ (23,520)</u>	<u>\$ (55,000)</u>	<u>\$ (55,000)</u>	<u>(36,891)</u>	<u>\$ 36,891</u>
Fund Balance - June 30, 2014							<u>125,487</u>	
Fund Balance - June 30, 2015							<u>\$ 113,160</u>	

OTHER REPORTS



a professional accountancy corporation

**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**

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 of the Sacramento-Placerville Transportation Corridor Joint Powers Authority, as of and for the year ended June 30, 2015, and the related notes to the financial statements, which collectively comprise the Sacramento-Placerville Transportation Corridor Joint Powers Authority's basic financial statements, and have issued our report thereon dated October 1, 2015.

Internal Control over Financial Reporting

In planning and performing our audit of the financial statements, we considered the Sacramento-Placerville Transportation Corridor Joint Powers Authority's internal control over financial reporting (internal control) to determine the 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 Sacramento-Placerville Transportation Corridor Joint Powers Authority's internal control. Accordingly, we do not express an opinion on the effectiveness of the Sacramento-Placerville Transportation Corridor Joint Powers 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 may exist that have not been identified.

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*

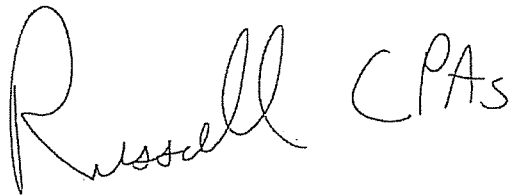
Page 2 of 2

Compliance and Other Matter

As part of obtaining reasonable assurance about whether the Sacramento-Placerville Transportation Corridor Joint Powers 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 determination of financial statement amounts. 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 entity'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 entity's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

A handwritten signature in black ink that reads "Russell CPAs". The word "Russell" is written in a cursive script, and "CPAs" is written in a simpler, blocky font.

Russell CPAs
Sacramento, California
October 1, 2015

STAFF REPORT

Board Meeting Date: November 02, 2015

Page 1 of 1

RESOLUTION:
**Approve Conflict Waiver Request for
SPTC-JPA Legal Counsel**

**AGENDA ITEM
NO. 3**

DISCUSSION:

On August 26, 2015, SPTC-JPA's Legal Counsel, Paul Chrisman, submitted a conflicts waiver letter to CEO John Segerdell and Chair Kerri Howell to formally disclose his firm's current representation of the Capital Southeast Connector JPA, as required by the Rules of Professional Conduct of the State Bar of California. The Connector JPA is currently engaged in an environmental review process for the potential expansion and realignment of White Rock Road, which crosses the SPTC-JPA's railroad corridor.

Since the Connector JPA's proposed expansion and realignment of White Rock Road may result in the movement of the current at-grade railroad crossing, the Connector JPA will be applying to the California Public Utilities Commission for a new at-grade rail crossing. In addition, there may be the need for an agreement between the Connector JPA and SPTC-JPA regarding funding and/or construction of a future grade-separated pedestrian crossing, should the Connector JPA Board agree to pursue such funding.

While the Connector JPA and the SPTC-JPA share three member agencies in common (the Counties of El Dorado and Sacramento, and the City of Folsom) and have many aligned interests, there is always the possibility of conflicting interests. The attached letter discusses the foreseeable conflicting interests. However, as noted in the letter, SPTC-JPA Legal Counsel does not believe that a conflict currently exists between the Connector JPA and SPTC-JPA. The attorneys at Renne Sloan Holtzman Sakai LLC (the successor firm to Miller & Owen) will establish a "firewall" on matters related to the rail crossing and, if an actual conflict were to arise, the firm would advise both clients and may determine that it cannot represent either client on the matter.

Attachments:

Letter from SPTC-JPA Legal Counsel, dated August 26, 2015

BOARD ACTION:

Staff recommends the Board approve a motion to ratify the Conflict Waiver Request submitted by SPTC-JPA Legal Counsel, Paul Chrisman, on August 26, 2015.

MILLER & OWEN
A PROFESSIONAL CORPORATION

PAUL J. CHRISMAN
JENNIFER V. GORE
MAILA A. LABADIE
CHRISTIANE E. LAYTON
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WILLIAM L. OWEN, Ret.

August 26 2015

Kerri Howell, Chair of SPTC-JPA Board of Directors
John Segerdell, CEO of SPTC-JPA
c/o PGH Wong Engineering , Inc.
1329 Howe Ave, Suite 110
Sacramento, CA 95825

Re: *Conflict Waiver Request: Sacramento-Placerville Transportation Corridor
Joint Powers Authority*

Dear Ms. Howell and Mr. Segerdell:

As you know, Miller & Owen currently serves as general counsel to the Sacramento-Placerville Transportation Corridor JPA ("SPTC-JPA"). Our firm also serves as general counsel to the Capital SouthEast Connector JPA ("Connector JPA").

The Rules of Professional Conduct of the State Bar of California, governing the practice of law, prohibit members from engaging in certain types of representation without the informed written consent of each affected client. Specifically, the Rules require that, before an attorney may begin or continue to represent a client when the attorney has or had a relationship with another client, the attorney must inform the client in writing of the relevant circumstances and of any actual and reasonably foreseeable adverse consequences to the client. The Rules further require that before an attorney may concurrently represent two or more clients interested in the same subject matter, the attorney must inform the clients in writing of the relevant circumstances and of the actual and foreseeable adverse consequences to the clients. The Rules also state that when such actual or reasonably foreseeable adverse consequences exist, the attorney may not represent the client or clients without their informed written consent. The purpose of this letter is to comply with these Rules with respect to identifying potential adverse interests and consequences.

The Connector JPA is currently engaged in an environmental review process for the potential expansion and realignment of White Rock Road from its intersection with Prairie City Road to its intersection with Latrobe Road. As you know, the Sacramento-Placerville Transportation Corridor also crosses White Rock Road. SPTC-JPA holds the right of way for the Sacramento-Placerville Transportation Corridor for the purpose of preserving the corridor for transportation and trail uses. The counties of El Dorado and Sacramento and the City of Folsom are members of both the Connector JPA and the SPTC-JPA.

Because the Connector JPA's proposed expansion and realignment of White Rock Road may result in the movement of the current at-grade railroad crossing, the Connector JPA will be applying to the California Public Utilities Commission for a new at-grade rail crossing. In addition, there may be the need for an agreement between the Connector JPA and SPTC-JPA regarding funding and/or construction of a future grade-separated pedestrian crossing, should the Connector JPA Board agree to pursue such funding.

Since it is proposed that Miller & Owen serve as general counsel to both SPTC-JPA and the Connector JPA regarding matters related to the movement of the at-grade crossing and any documentation required regarding the pursuit of future funding for a grade-separated pedestrian crossing, certain adverse consequences may arise. In this type of representation, a potential adverse consequence is that a lawyer's judgment with respect to one client's interests could be compromised by a desire to please the other client. However, we do not believe this is the case with the firm's services. Miller & Owen will erect an internal "firewall" between the attorneys representing the Connector JPA and SPTC-JPA on these matters in our office. Nancy Miller and Jennifer Gore will only work on these matters on behalf of the Connector JPA, and will only have access to files or information for the Connector JPA regarding these matters, while Paul Chrisman will only work on behalf of SPTC-JPA on these matters and will only have access to files or information for SPTC-JPA regarding these matters. Miller & Owen applies the highest standards of professional and ethical responsibility to each client in each matter.¹

In addition, it is our assessment that, at this time, the SPTC-JPA and the Connector JPA share common interests in the realignment and improvement of the at-grade crossing. However, despite the common interests between the two agencies, it is possible that direct disputes could arise between the two agencies under the following scenarios:

- Disagreements regarding the terms and conditions of any agreements between the two agencies, including an agreement regarding the pursuit of funding for a future pedestrian crossing.
- Disagreements regarding the amount of funding or use of funds secured for a pedestrian crossing.
- Disagreements regarding the relocation of the current at-grade crossing or the need for or financing of a grade-separated railroad crossing.
- Disagreements regarding issues that may arise should the CPUC deny the Connector JPA's application for an at-grade crossing.

Should a direct dispute, or some other adverse interest, arise between the Connector JPA and SPTC-JPA in connection with any matter on which we are providing legal services, we will so advise both the Connector JPA and SPTC-JPA. In such a case, we may determine that Miller

¹ Another potential adverse consequence of multiple client representation involves attorney-client communications. California law requires that an attorney not disclose confidential communications or secrets of a client. Consequently, should one client advise the Firm of information which affects the representation of another client, but advise the Firm that the information is confidential; the Firm must withdraw from representing both clients, if such withdrawal is allowed under the Rules of Professional Conduct.

Kerri Howell, Chair
John Segerdell, CEO
August 26 2015
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& Owen can no longer represent either client on the particular matter. In the interim, please contact me if you have any questions or concerns.

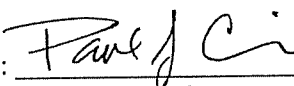
In the event any other matters arise, we will so advise you. You should also discuss with us any areas that we may have overlooked. Please be aware that we have also disclosed our representation of SPTC-JPA to the Connector JPA.

Finally, because our firm is in the process of merging with Renne Sloan Holtzman Sakai, LLP ("RSHS"), we also request that this consent to representation apply to our new firm once the merger is finalized and all Miller & Owen employees become employees of RSHS.

You are encouraged to discuss the contents of this letter with independent counsel before signing the consent and acknowledgment below. Your consent and acknowledgment will be an interim measure subject to ratification by the SPTC-JPA Board of Directors at its next meeting. This matter will be placed on your agenda for November 2, 2015.

Very truly yours,

MILLER & OWEN
A Professional Corporation

By: 
Paul J. Chrisman

Kerri Howell, Chair
John Segerdell, CEO
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CONSENT TO REPRESENTATION

The SPTC-JPA hereby acknowledges the disclosure made by Miller & Owen regarding the actual and potential conflicts of interest that either exist now or may arise in the future in connection with the Firm's representation of the Connector JPA. Despite such disclosure, the SPTC-JPA consents to representation by Miller & Owen in the matters listed. The SPTC-JPA further consents to representation by Renne Sloan Holtzman Sakai, LLP (RSHS), upon the merger of RSHS and Miller & Owen, at which time Nancy Miller, Jennifer Gore, and Paul Chrisman will become employees of RSHS. The SPTC-JPA also expressly acknowledges its right to obtain independent legal advice regarding the contents of this letter.

Sacramento-Placerville Transportation Corridor JPA

By: _____
Kerri Howell, Board Chair

By: _____
John Segerdell, CEO

STAFF REPORT

Board Meeting Date: November 02, 2015

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RESOLUTION:

Approve SPTC-JPA Natural Trail Project, and Adopt Initial Study/Mitigated Negative Declaration (IS/MND) for Natural Trail Project

**AGENDA ITEM
NO. 4**

DISCUSSION:

During 2014 and 2015 the JPA Board approved a Capital Improvement Project (CIP) to develop ten miles of nature trail extending from Latrobe Road in El Dorado County (EDC), traversing through a segment in Sacramento County, and ending at Iron Point Road in Folsom.

The Trail Development Project scope includes completing any CEQA actions necessary; refining the trail's path in Sacramento County, Folsom, and EDC; engineering corrective measures throughout the 10-mile corridor for areas of constraint; smoothing and refining the existing riding surface in EDC and blazing a new riding surface in Sacramento County and Folsom; and providing signage for rail and trail users throughout the Project.

At the November 3, 2014 JPA Board Meeting, the Board approved a contract with Foothill Associates that included design refinement as required by CEQA for the entire 10-miles of the trail project, and also for the preparation of an Initial Study and Mitigated Negative Declaration (IS/MND) for the segment in Folsom and Sacramento County. It is noted that CEQA review was conducted on the EDC portion of the trail in conjunction with the EDC 2003 SPTC Master Plan. The Folsom/Sacramento County IS/MND was released for public review and comment on September 11, 2015, and the 30-day review and comment period ended on October 12, 2015.

Public comments received by the JPA and forwarded to Foothill Associates for consolidation included the following:

1. September 28, 2015 letter from the California Department of Transportation (Caltrans), District 3 – Sacramento Area Office;
2. October 1, 2015 letter from the Central Valley Regional Water Quality Control Board;
3. October 4, 2015 email from Donald E. Rose;
4. October 8, 2015 letter from the Department of Transportation, County of Sacramento;
5. October 9, 2015 letter from Sacramento Municipal Utility District;
6. October 12, 2015 letter from Donald E. Rose;
7. October 12, 2015 email from Jackie Neau;
8. October 19, 2015 letter from the Capital SouthEast Connector Joint Powers Authority.

JPA Staff has reviewed the comments with Foothill Associates, and a memorandum has been provided documenting and responding to public and agency comments received by the JPA concerning the public review draft IS/MND (per CEQA Guidelines Section 15074(b)). No modifications are proposed to the analyses or determination identified in the September 11, 2015 IS/MND or the Mitigation Monitoring Reporting Program (MMRP) in response to public comments received during the comment period.

Attachments:

Resolution No 2015-11-01

Map of Project Site and Vicinity

October 22, 2015 Memorandum responding to public and agency comments

To review a copy of the IS/MND, please see the JPA website; www.sptc-jpa.org

At the August 3, 2015 Board meeting, it was noted that the EIR in EDC and this IS/MND identify five (5) Permits that need to be obtained prior to implementing construction of the trail improvements. The permit applications are currently being prepared by Foothill Associates. To take the next steps in formulating a plan to construct the project, JPA Staff is planning to conduct an extensive meeting in mid-November to brainstorm means to fund and build the project. The meeting would be facilitated, and would include invitees from the public with specific expertise and knowledge in trail design and construction. The intent is to examine the volunteer potential for equipment, material and labor, and to look at methods and designs that may reduce potential costs, with a purpose to develop a realistic project cost estimate. With a comfort level on the estimated cost of the project, Staff can examine the potential sources for funding the project, with an ultimate goal of producing a Construction Implementation Plan.

BOARD ACTION:

Staff recommends the Board approve the SPTC-JPA Natural Trail Project and the attached Resolution, adopting the Initial Study/Mitigated Negative Declaration (IS/MND) for the Natural Trail Project; as presented in the September 11, 2015 public draft IS/MND; and upon adoption of the IS/MND, direct Staff to file a Notice of Determination (NOD) with Sacramento County.

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

RESOLUTION NO. 2015-11-01

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

November 2, 2015

**APPROVE THE SPTC-JPA NATURAL TRAIL PROJECT AND ADOPT THE
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION FOR THE NATURAL
TRAIL PROJECT**

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

THAT, the SPTC-JPA Natural Trail Project is hereby approved; and,

THAT, having considered the Initial Study/Mitigated Negative Declaration
(IS/MND), the Board hereby approves the IS/MND and the mitigation measures
set forth therein; and,

THAT, the Chief Executive Officer, or his designee, is authorized and directed on
behalf of the Authority to file a Notice of Determination (NOD) with Sacramento
County.

PASSED AND ADOPTED this 2nd day of November, 2015, by the following vote:

AYES:

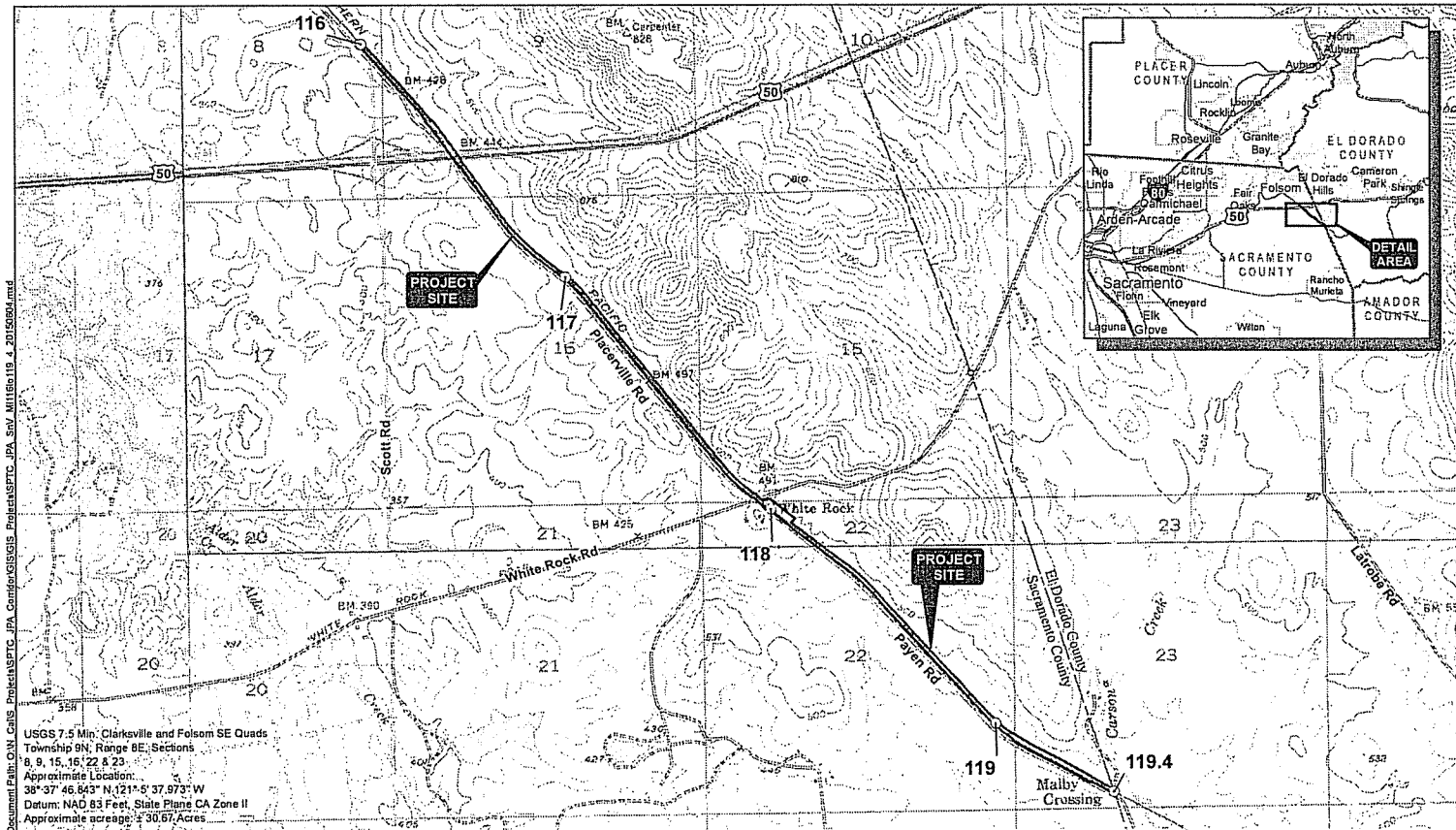
NOES:

ABSENT:

Chair

ATTEST:

Lori Merklein, Secretary

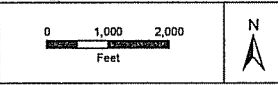


Document Path: C:\Users\mub\OneDrive\Documents\SPTC_JPA_Comp\GIS\SPTC_JPA_SnV_M116to119_4_20150604.mxd

USGS 7.5 Min. Clarksville and Folsom SE Quads
 Township 9N, Range 6E, Sections
 9, 15, 16, 22 & 23
 Approximate Location:
 38° 37' 46.543" N, 121° 5' 37.973" W
 Datum: NAD 83 Feet, State Plane CA Zone II
 Approximate acreage: 30.67 Acres

FOOTHILL ASSOCIATES
 ENVIRONMENTAL CONSULTING • PLANNING • LANDSCAPE ARCHITECTURE
 © 2015

**SPTC-JPA NATURAL TRAIL
 SITE AND VICINITY**



Drawn By: MUB
 Date: 05/12/2015

FIGURE 2-1



ENVIRONMENTAL CONSULTING • PLANNING • LANDSCAPE ARCHITECTURE

October 22, 2015

John Segerdell
Chief Executive Officer
Sacramento – Placerville Transportation Corridor Joint Powers Authority
1329 Howe Avenue, Suite 110
Sacramento, CA 95825

Re: Sacramento – Placerville Transportation Corridor Joint Powers Authority Natural Trail Project Initial Study/Mitigated Negative Declaration Public Comments

Dear Mr. Segerdell:

The Sacramento – Placerville Transportation Corridor Joint Powers Authority (SPTC – JPA) is proposing the development of an approximately three mile natural trail segment beginning in the City of Folsom and extending south to the Sacramento/El Dorado County line. The Natural Trail would follow the existing informal trail along the railroad corridor and would be constructed as an unpaved trail surfaced with compacted earth or decomposed granite, uniformly graded and free of obstructions. The approximately 30-acre project site is located within the SPTC from milepost 116.4, within the Folsom City limits at Iron Point Road and Placerville Road in Sacramento County, southeast to milepost 119.4 at the Sacramento County line. On behalf of the SPTC – JPA, Foothill Associates prepared an Initial Study/draft Mitigated Negative Declaration (IS/MND) and Mitigation Monitoring Program (MMRP) for the project, analyzing and discussing the potential environmental effects resulting from implementation of the proposed project, and identifying mitigation measures to reduce the level of significance of any impacts to levels below significant. Pursuant to Section 15073(a) of the State California Environmental Quality Act (CEQA) Guidelines, the Sacramento – Placerville Transportation Corridor Joint Powers Authority Natural Trail Project Initial Study/Mitigated Negative Declaration (State Clearinghouse Number 2015092030) was circulated for public review for a 30-day comment period between September 11, 2015 and October 12, 2015.

This letter documents and responds to public and agency comments received by the SPTC – JPA concerning the public review draft IS/MND (per CEQA Guidelines Section 15074(b)). No modifications are proposed to the analyses or determination identified in the September 11, 2015 IS/MND or the MMRP in response to public comments received during the 30-day comment period. Further, no additional public circulation is proposed based on the same premise.

Public comments received by the SPTC – JPA and forwarded to Foothill Associates include the following:

1. September 28, 2015 letter from the California Department of Transportation (Caltrans), District 3 – Sacramento Area Office;
2. October 1, 2015 letter from the Central Valley Regional Water Quality Control Board;

3. October 4, 2015 email from Donald E. Rose;
4. October 8, 2015 letter from the Department of Transportation, County of Sacramento;
5. October 9, 2015 letter from the Sacramento Municipal Utility District;
6. October 12, 2015 letter from Donald E. Rose;
7. October 12, 2015 email from Jackie Neau; and
8. October 19, 2015 letter from the Capital Southeast Connector Joint Powers Authority.

Each comment letter has been attached to this correspondence for your reference.

Foothill Associates offers the following response to the comments received on the Sacramento – Placerville Transportation Corridor Joint Powers Authority Natural Trail Project IS/MND.

Comment Letter # 1:

Caltrans provided a standard comment letter that addressed the necessity of an encroachment permit for any work or traffic control that would encroach onto the State Right of Way (**Attachment 1**).

“Please be advised that any work or traffic control that would encroach onto the State Right of Way (ROW) requires an encroachment permit that is issued by Caltrans. To apply, a completed encroachment permit application, environmental documentation, and five sets of plans clearly indicating State ROW must be submitted to the address below.”

Response:

The SPTC – JPA will ensure that an encroachment permit is obtained for any work or traffic control that occurs in the State Right of Way as part of project implementation, per Section 670 of the California Streets and Highways Code.

Comment Letter # 2:

The Central Valley Regional Water Quality Control Board provided a standard comment letter listing permits and regulations that potentially apply to the project (**Attachment 2**).

Response:

The SPTC – JPA will ensure all applicable permits and regulations are adhered to as part of project implementation.

Comment Letter # 3:

October 4, 2015 email from Donald E. Rose (**Attachment 3**).

1. *“Wetland/Creek Crossings are addressed both in Table 3.5 – 1 of the Initial Study/Public Review Draft MND and Table 4 of the Design Refinement Report. The latter document provides for more latitude in design of creek crossings. For example, for item #1, the latter document provides for either the use of the existing culvert or the installation of a new 24 inch culvert, while the former document provides only for the installation of a new 24 inch culvert. Which document will prevail? I hope it will be the latter document, because some of the alternatives outlines will be less costly.*

2. *The BRA contains a series of aerial photos from page 52 to page 62, which contain numerous numerical notations. Is there a key for those numerical notations? I can't seem to find it.*
3. *The Design Refinement Report, Waters Delineation, Cultural Resources Assessment, and Biological Resource Assessment are available on the SPTC website under About/Excursion Rail. I only recently discover these documents recently because I never access the Excursion Rail tab. Do you know how long these documents have been available to the public?"*

Response:

The October 4, 2015 email from Donald E. Rose posed three questions related to the SPTC – JPA IS/MND. These questions were answered by Foothill Associates staff on October 5, 2015 (**Attachment 3**).

Comment Letter #4:

October 8, 2015 letter from the Department of Transportation, County of Sacramento (**Attachment 4**).

Response:

The October 8, 2015 letter from the Department of Transportation, County of Sacramento expresses concerns about the White Rock Road crossing, the Capital Southeast Connector Phase 1 Project in relation to the Natural Trail, and trail maintenance.

1. *"General. Please note that there is no specific reference relating to the natural trail crossing at White Rock Road. This crossing is subject to review by various local jurisdictions such as the County of Sacramento – Department of Transportation, the City of Folsom, and the Capital Southeast Corridor JPA. Please coordinate and collaborate with affected jurisdictions for the planning, design, phasing and construction of the natural trail project."*

The SPTC – JPA will coordinate crossing design with the County of Sacramento - Department of Transportation, City of Folsom, and the Capital Southeast Corridor JPA relevant to the proposed White Rock Road crossing. Coordination will ensure that the planning, design, phasing, and construction for the White Rock Road crossing integrate the concerns of the aforementioned jurisdictions.

2. *"General. Please note that the crossing of the natural trail at White Rock Road is designated as a grade separated crossing on the County of Sacramento General Plan – Transportation Plan. Also, White Rock Road is designated as a multilane expressway segment with grade separated interchanges near the project vicinity."*

Please refer to Question 1 response above.

3. *"General. The Capital Southeast Connector (Connector) JPA has a four lane widening (Phase 1) project on White Rock Road from east of Prairie City Road to the*

Sacramento/El Dorado county-line. Ultimately, the Connector Phase 2 project will construct grade separated interchanges as funding becomes available. Please coordinate with the Connector JPA staff regarding the construction timing of the four lane (phase 1) widening project. The proposed natural trail needs to identify a phasing plan at the White Rock Road crossing in its existing condition, after the four lane widening phase 1 connector project and at phase 2 connector with grade separated interchanges. Please coordinate with SACDOT staff and Connector JPA staff regarding the phasing of the natural trail project. Please note that an uncontrolled at grade natural trail crossing on a four lane expressway is not desirable. A passive or active traffic signal should be considered at the natural trail crossing at White Rock Road along with Connector JPA's White Rock Road phase 1 project in coordination with the affected jurisdictions. A financial responsibility should also be identified for these phased improvements."

Please refer to Question 1 response above.

4. **"General.** *The maintenance of the natural trail needs to be identified in this IS/MND. The SPTC-JPA should develop a plan to account for maintenance and operations cost of the natural trail. Should this natural trail project is constructed; the SPTC-JPA should enter into a maintenance and operations agreement with the County of Sacramento for portions of natural trail that will be maintained by us."*

The SPTC – JPA has the maintenance responsibility for its allocation of the Rail Corridor (SPTC – JPA Natural Trail Project IS/MND pg. 3-1). A maintenance plan will be developed following the SPTC Master Plan guidelines. According to the SPTC Master Plan the *"maintenance plan will include maintenance, vegetation control, and other fire prevention/control actions would periodically be undertaken within the SPTC. Maintenance includes those activities necessary to preserve the value of the SPTC and the infrastructure. This includes those activities related to maintaining proper drainage. Maintaining assets directly related to private ventures will be required of and paid for by the applicable private enterprise. Other maintenance will be performed by the SPTC – JPA on a routine basis. In addition to routine preventative maintenance, this also includes consistent removal of trash, debris and other refuse. Vegetation within the SPTC will be properly maintained to protect the integrity of rail and natural trail infrastructure, and to ensure that activities (or inactivity) on the corridor do not contribute to wildfires. With vegetation properly controlled, the corridor will serve as a "fire break" for fires that are in the immediate vicinity of the corridor"* (SPTC – JPA Natural Trail Project IS/MND pg. 3-20). Additionally, *"the SPTC Master Plan acknowledges that El Dorado County and the SPTC – JPA are expected to develop agreements, policies, procedures, ordinances, and standards as needed to govern the development, maintenance, and operation of the corridor"* (SPTC Natural Trail Implementation Plan pg. 28).

Comment Letter #5:

October 9, 2015 letter from the Sacramento Municipal Utility District (SMUD) (Attachment 5).

"It is our desire that the MND, Sacramento – Placerville Transportation Corridor Joint Powers Authority Natural Trail Project will acknowledge any project impacts related to the following:

- *Safety when working near existing power lines*
- *Existing utility line and easement locations*
- *Proximity of the natural trail to planned utility infrastructure*

SMUD is planning to construct a 69 kilovolt (kV) electrical subtransmission line east of Placerville Road in the eastern portion of the Sacramento-Placerville Transportation Corridor from Highway 50 to White Rock Road in Sacramento County. The 69-kV facilities will be overhead from Hwy 50 to the southern boundary of the Elliott Homes property (approximately 675 feet) where the electrical line will transition to underground for approximately 3,300 feet. At this point, the 69-kV will transition back to overhead continuing to White Rock Road. SMUD has been working with the developer's team and the City of Folsom regarding this alignment, and there will be a paved access road to provide access to the utilities, including the proposed overhead and underground 69-kV facilities. The paved access road will also serve as a bike and pedestrian trail. This access road would be adjacent to the proposed natural trail. Additionally, a SMUD electrical line will be rerouted along White Rock Road westerly to Prairie City Road in association with the Capital Southeast Connector JPA, Capital Southeast Connector Segment D3/E1 Project."

Response:

Comment noted. The October 9, 2015 letter from the Sacramento Municipal Utility District expresses concern over the safety of workers near power lines, existing utility line and easement locations, and proximity of the Natural Trail to planned utility infrastructure. California Government Code 4216.2(a)(1) states that *"any person planning to conduct an excavation shall contact the appropriate regional notification center, at least two working days, but not more than 14 calendar days, prior to commencing that excavation, if the excavation will be conducted in an area that is known, or reasonably should be known, to contain subsurface installations other than the underground facilities owned or operated by the excavator and, if practical, the excavator shall delineate with white paint or other suitable markings the area to be excavated."*

The SPTC – JPA, including the City of Folsom as a member of the SPTC – JPA, will coordinate project construction and design with SMUD to ensure proposed design and construction practices do not conflict with existing or proposed SMUD infrastructure.

Comment Letter #6:

October 12, 2015 letter from Donald E. Rose (**Attachment 6**).

Response:

The October 12, 2015 letter from Donald E. Rose expresses concern over the number of required crossings and the expenses and timeframe associated with those crossings. The commenter also focuses on the proposed design and location of crossings.

1. *"Section 3.5.2 states that 'small drainages could be crossed via culverts or puncheons', however, puncheons are not called for in any of the creek crossings listed in Table 3.5-1, and should be considered where they would be more cost effective or require less excavation than culverts."*

Comment noted. Final crossing design will consider recommendations.

2. *"During the site walk, it was stated that the trail alignment would be between the railroad track and Old Placerville Road from Highway 50 to White Rock Road because of extensive wetlands pooled on the uphill (east) side of the railroad track. However, the Delineation of Waters of the United States does not show extensive wetlands on the East side of the railroad track. Creeks are for the most part shallower and narrower on the East side of the track. Therefore, consideration should be given to routing the trail on the East side of the railroad track in some sections to avoid expensive 20 to 30 foot bridges required for creek crossings nos. 7, 12, and 16. Planned road crossings could be used as the location of the trail crossings from one side of the track to the other. If that is not possible, consideration should be given to using the existing concrete aprons lining the bottoms of the creeks in front of the road culvert intakes at those locations for hardened trail crossings, again to avoid the expensive bridges."*

Comment noted. Table 12 in the SPTC Corridor Natural Trail Improvement Plan (2014) shows the preferred alignment for the Natural Trail. Portions of trail that are already in place along certain segments of the corridor will remain, and the Improvement Plan provides a "preliminary assessment" of where additional trail segments are needed to supplement or improve the existing informal trails. Opportunities to establish a natural trail in these areas are constrained mainly by topography and drainage issues and to a lesser degree corridor width. Safety considerations are also a key component to trail design (SPTC – JPA Corridor Natural Trail Improvement Plan pg. 21).

3. *"Table 3.5-1 states that there are no wetlands but that culverts are needed at crossings 8, 10, 14, 17, and 19. Wet crossings at these locations should be considered to reduce cost because there are no wetlands in need of protection. Culverts can be installed at a later date if the crossing should become impassable in a wet winter."*

Crossings 8, 10, 14, 17, and 19 are proposed for drainages that cross the trail that contain water during the wet-season, and are necessary to prevent erosion.

4. *"Rock armored wet crossings should also be considered at shallow ephemeral drainages such as nos. 75, 76, 78, and 82."*

Comment noted. Final crossing design will consider recommendations. Ephemeral drainages are considered a wetland and waters of the United States and therefore must have adequate protection.

5. *"At creek crossing #2, consider routing the trail over the end of railroad culvert with railing to avoid an expensive multiplate as discussed during the site walk."*

Comment noted. Final crossing design will consider recommendations.

6. *"At creek crossing #20, route trail over end of culvert under Old Placerville Road to avoid expensive multiplate."*

Comment noted. Final crossing design will consider recommendations.

7. *"At creek crossing #28, use a long puncheon to avoid expensive multiplate."*

Comment noted. Final crossing design will consider recommendations.

8. *"At creek crossing #69, a multiplate is not needed because there is adequate clearance between the railroad track and the outside edge of the service road to route the trail on the outer edge of the service road."*

Comment noted. Final crossing design will consider recommendations.

9. *"At #70, consider continuing the trail on the north side of the track to avoid crossings and expensive fill over culverts."*

Comment noted. Final crossing design will consider recommendations.

10. *"At nos. 83 and 89, consider routing the trail over the end of the railroad culverts with low retaining walls to avoid expensive multiplate structures."*

Comment noted. Final crossing design will consider recommendations.

While we acknowledge the concerns about the expenses associated with the crossings, the crossing plans have been developed to avoid impacts to waters of the United States and to minimize environmental degradation. The current trail alignment and crossing designs are proposed to avoid of public safety hazards and potential environmental hazards/impacts.

Comment Letter #7:

October 12, 2015 email from Jackie Neau (**Attachment 7**).

Response:

The October 12, 2015 email from Jackie Neau poses questions over several aspects of the IS/MND.

1. **Public Process/Notification:** *"Background: The SPTC-JPA recently participated in the Sacramento Placerville Transportation Corridor Alternatives Analysis conducted by the El Dorado County Transportation Commission. This study identified a long list of stake holders for the SPTC. Why did the SPTC-JPA not provide outreach to all these stakeholders to participate in this study? "Distribute this document to all stakeholders for comment?"*

As required by CEQA statute (PRC § 21092), the SPTC – JPA Natural Trail IS/MND was circulated for public review from September 11, 2015 to October 12, 2015 where members of the public, agencies, and stakeholders had the opportunity for review and comment.

2. **Terms:** *"This document refers to the existing formal trail as an 'existing informal trail.' The El Dorado County Board of Supervisors has formally acknowledged this trail as open. El Dorado County has given permission for the sign 'El Dorado Trail/non-*

motorized use only' to be installed on this section of trail. The El Dorado County Board of Supervisors approved an Adopt a Trail program that was launched by the Parks and Trail department this year. This is a formally acknowledged trail in El Dorado County and referring to it as an "existing informal trail," is misleading. It would be more accurate to describe measures suggested as improving the existing trail."

Comment noted. El Dorado County adopted the SPTC Master Plan and certified the Master Plan EIR to address trail development in El Dorado County within the 28 mile trail segment of the corridor from the Sacramento County/El Dorado County line (milepost 19.4) to the community Apex (milepost 147.6) west of the City of Placerville (SPTC – JPA Natural Trail Project IS/MND pg. 3-1). Current uses within the SPTC are summarized within the Master Plan as follows:

“Current Uses

Since Southern Pacific did not actively use the corridor for several years prior to selling it, several informal uses have evolved. Local residents walk the corridor for exercise and recreation. There also have been reports that motorized and non-motorized vehicles occasionally use the corridor for recreational purposes. These existing uses are not sanctioned by El Dorado County of the SPTC – JPA (SPTC Master Plan pg. 5).”

The SPTC – JPA Natural Trail is proposed to be developed consistent with the guidelines adopted in the SPTC Master Plan. However, the segment of the Natural Trail reviewed by the IS/MND is “*located within the SPTC from milepost 116.4, within the Folsom City limits at Iron Point Road and Placerville Road in Sacramento County, southeast to milepost 119.4 at the Sacramento County Line*” and is not located within El Dorado County (SPTC Natural Trail Project IS/MND pg. 3-1).

3. Table 3.5-1 – Potential Wetland/Creek Crossing Locations and Proposed Structure(s):
“The table states ‘Carson Creek Crossing: route trail on south side up to bridge, both sides. Assume retaining wall will be required to avoid impacts to existing wetland east of bridge. Use existing RR bridge with safety signs & procedures. Long-term plan is for separate dedicated bike/ped bridge on south side.’ The existing trail is between the rails. El Dorado County allowed trail volunteers to fill between the rails with additional rock for improved mobility. This document indicates rerouting to south side and then says ‘both sides.’ I’m confused where you plan to reroute the trail.”

The proposed trail alignment is south of the tracks and would allow pedestrian access on both sides of the bridge.

“Where can I find a copy of the ‘Long-term plan?’”

The Sacramento-Placerville Transportation Corridor Master Plan is available online at the following websites:

- <http://www.edctc.org/3/SPTC.html>

- o [https://www.edcgov.us/Government/Parks/Sacramento-Placerville Transportation Corridor \(SPTC\).aspx](https://www.edcgov.us/Government/Parks/Sacramento-Placerville_Transportation_Corridor_(SPTC).aspx)

“The trail uses all existing bridges in the El Dorado County portion, as well as cuts and fills. I do not see this indicated in this document. They were identified for signage in the last year by the parks department. I personally reviewed those with Byron, but given the late nature of finding out about this document through the grapevine, do not have time to find you all shared use areas by the deadline.”

The segment of the Natural Trail reviewed by the IS/MND is “located within the SPTC from milepost 116.4, within the Folsom City limits at Iron Point Road and Placerville Road in Sacramento County, southeast to milepost 119.4 at the Sacramento County Line” and is not located within El Dorado County (SPTC – JPA Natural Trail Project IS/MND pg. 3-1).

4. Staging and Parking: *“Could you please identify the areas as referred to as existing and sufficient by this document.”*

As the SPTC is currently used by pedestrians as an informal trail, *“the SPTC – JPA Natural Trail Project is not anticipated to result in a substantial increases in use or in vehicle trips, nor would proposed improvements significantly modify the existing land use or operations within the Project Site”* (SPTC – JPA Natural Trail Project IS/MND pg. 4-9).

Existing parking is available for the analyzed section of trail in many of the surrounding commercial parking lots within the City of Folsom. Future parking is also anticipated with build-out of the Folsom South of US 50 Specific Plan.

5. *“Were less expensive measures considered for the natural trail? El Dorado County is a rural community without the resources like the city of Folsom. Meeting with groups who actually build dirt trails in the area might yield less expensive options not thought of by the SPTC-JPA.”*

Hand crews and rail-based equipment would implement proposed improvements (SPTC – JPA Natural Trail IS/MND pg. 4-1). Hand crews would be volunteers and reduce the costs associated with trail construction. Consideration will also be given for *“trail volunteers to implement regular maintenance tasks or special projects to help minimize maintenance costs”* (SPTC Natural Trail Implementation Plan pg. 34). The SPTC Master Plan states that *“development of trails will be funded through 1) private funds, or 2) public grants that are available for the development of trails”* (SPTC Natural Trail Implementation Plan pg. 34).

6. *“El Dorado County Board of Supervisors have expressed a desire for a class 1 trail in the corridor which is a transportation use. The SPTC-JPA board has also expressed a desire for all uses. How will this natural trail project affect the class 1 trail development, a transportation use - which is the intended purpose of this corridor?”*

The Natural Trail is designed to accommodate mountain bikers, pedestrians, and equestrian users. The Natural Trail is not anticipated to be American's with Disabilities Act (ADA) accessible; however, slopes would generally be as gradual as possible within the constraints of existing topography to cater to the widest range of abilities (SPTC – JPA Natural Trail IS/MND pg. 3-15). If feasible, a future Class 1 trail could be developed parallel to the currently proposed Natural Trail alignment or possibly on the opposite side of the tracks. Development of the Natural Trail would not hinder potential future plans to develop a Class 1 Trail.

Comment Letter #8:

October 19, 2015 letter from The Capital South East Connector Joint Powers Authority (Attachment 8).

Response:

The October 19, 2015 letter from the Capital Southeast Connector Joint Powers Authority expresses concerns relating to the trail crossing across White Rock Road.

1. *“As noted in Sacramento County Department of Transportation’s comment letter, dated October 8, 2015, the IS/MND does not provide a specific reference to the intersection of the natural trail crossing with White Rock Road. Both the Sacramento County General Plan and the Folsom Plan Area Specific Plan contemplate that White Rock Road will, as part of the Connector Project, be expanded to a four-lane expressway from Prairie City Road to the Sacramento/El Dorado county line. This expansion project, currently planned to begin construction in 2018, will establish a 200 foot right-of-way at the intersection of the natural trail with White Rock Road.”*

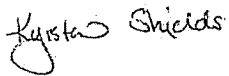
The SPTC – JPA will coordinate crossing design with the County of Sacramento – Department of Transportation, City of Folsom, and the Capital Southeast Corridor JPA relevant to the proposed White Rock Road crossing. Coordination will ensure that the planning, design, phasing, and construction for the White Rock Road crossing integrate the concerns of the aforementioned jurisdictions.

2. *“As we have previously discussed, the Connector JPA is currently studying the environmental impacts of the planned expansion and reconstruction of White Rock Road, including an at-grade crossing with the Sacramento-Placerville Transportation Corridor (“SPTC”) and the natural trail contemplated. The Connector JPA released its own IS/MND for the planned improvements to White Rock Road on October 13, 2015. While the Connector JPA is not currently studying a grade-separated crossing with the SPTC, the Connector JPA will be providing an assessment of the potential impacts to the area of a future grade-separated over-crossing. This assessment will provide information regarding the right-of-way requirements and environmental impacts, should a decision be made to pursue an independent project to construct an over-crossing in the future. However, the JPA is currently not contemplating an overcrossing as part of the Connector program.”*

The SPTC – JPA will coordinate crossing design with the County of Sacramento – Department of Transportation, City of Folsom, and the Capital Southeast Corridor JPA relevant to the proposed White Rock Road crossing.

We look forward to working with you on the completion of the environmental review and permitting documents for this project. If you have any question concerning these responses, please feel free to contact me by telephone at (916) 435-1202 or by email kshields@foothill.com.

Sincerely,



Kyrsten Shields
Senior Regulatory Specialist

Enclosures

**Attachment 1 — Letter from the California Department of
Transportation (Caltrans), District 3 – Sacramento Area
Office, September 28, 2015**

DEPARTMENT OF TRANSPORTATION
DISTRICT 3 – SACRAMENTO AREA OFFICE
2379 GATEWAY OAKS DRIVE, STE 150 – MS 19
SACRAMENTO, CA 95833
PHONE (916) 274-0638
FAX (916) 263-1796
TTY 711



*Serious drought.
Help save water!*

September 28, 2015

032012-SAC-0139
03-SAC-50 / 21.75
SCH# 2015092030

Mr. John Segerdell
Sacramento-Placerville Transportation Corridor Joint Powers Authority
1329 Howe Avenue, Suite #110
Sacramento, CA 95825

**Sacramento-Placerville Transportation Corridor Joint Powers Authority -- Mitigated
Negative Declaration (MND)**

Dear Mr. Segerdell:

Thank you for including the California Department of Transportation (Caltrans) in the application review process for the Sacramento-Placerville Transportation Corridor Joint Powers Authority (SCTC-JPA) Nature Trail MND. Caltrans' new mission, vision, and goals signal a modernization of our approach to California's transportation system. We review this local development for impacts to the State Highway System in keeping with our mission, vision and goals for sustainability/livability/economy, and safety/health. We provide these comments consistent with the State's smart mobility goals that support a vibrant economy, and build communities, not sprawl.

The proposed Nature Trail project would accommodate mountain bikers, pedestrians, and equestrian users and would result in the development of an approximately three-mile natural trail segment beginning in the City of Folsom and extending south, under United States Highway 50 (US-50), to the Sacramento/El Dorado County line. The following comments are based on the MND.

Encroachment Permit

Please be advised that any work or traffic control that would encroach onto the State Right of Way (ROW) requires an encroachment permit that is issued by Caltrans. To apply, a completed encroachment permit application, environmental documentation, and five sets of plans clearly indicating State ROW must be submitted to the address below.

Charles Laughlin
California Department of Transportation
District 3 Office of Permits

Mr. Segerdell / SPTC-JPA
September 28, 2015
Page 2

703 B Street
Marysville, CA 95901

Traffic-related mitigation measures should be incorporated into the construction plans prior to the encroachment permit process. See the website link below for more information.
<http://www.dot.ca.gov/hq/traffops/developserv/permits/>.

Please provide our office with copies of any further actions regarding this project. We would appreciate the opportunity to review and comment on any changes related to this development.

If you have any questions regarding these comments or require additional information, please contact Arthur Murray, Intergovernmental Review Coordinator at (916) 274-0616 or by email at: arthur.murray@dot.ca.gov.

Sincerely,



JEFFERY MORNEAU, Chief (Acting)
Office of Transportation Planning—South

c: Scott Morgan, State Clearinghouse

**Attachment 2 — Letter from the Central Valley Regional
Water Quality Control Board, October 1, 2015**



EDMUND G. BROWN JR.
GOVERNOR

MATTHEW RODRIGUEZ
SECRETARY FOR
ENVIRONMENTAL PROTECTION

Central Valley Regional Water Quality Control Board

1 October 2015

John Segerdell
Sacramento-Placerville Transportation Corridor
Joint Power Authority (SPTC-JPA)
1329 Howe Avenue, Suite 110
Sacramento, CA 95825

CERTIFIED MAIL
91 7199 9991 7035 8420 5327

COMMENTS TO REQUEST FOR REVIEW FOR THE MITIGATED NEGATIVE DECLARATION, SACRAMENTO-PLACERVILLE TRANSPORTATION CORRIDOR JOINT POWERS AUTHORITY (SPTC-JPA) NATURE TRAIL PROJECT, SCH# 2015092030, SACRAMENTO COUNTY

Pursuant to the State Clearinghouse's 10 September 2015 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Mitigated Negative Declaration* for the Sacramento-Placerville Transportation Corridor Joint Powers Authority (SPTC-JPA) Nature Trail Project, located in Sacramento County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

I. Regulatory Setting

Basin Plan

The Central Valley Water Board is required to formulate and adopt Basin Plans for all areas within the Central Valley region under Section 13240 of the Porter-Cologne Water Quality Control Act. Each Basin Plan must contain water quality objectives to ensure the reasonable protection of beneficial uses, as well as a program of implementation for achieving water quality objectives with the Basin Plans. Federal regulations require each state to adopt water quality standards to protect the public health or welfare, enhance the quality of water and serve the purposes of the Clean Water Act. In California, the beneficial uses, water quality objectives, and the Antidegradation Policy are the State's water quality standards. Water quality standards are also contained in the National Toxics Rule, 40 CFR Section 131.36, and the California Toxics Rule, 40 CFR Section 131.38.

The Basin Plan is subject to modification as necessary, considering applicable laws, policies, technologies, water quality conditions and priorities. The original Basin Plans were adopted in 1975, and have been updated and revised periodically as required, using Basin Plan amendments. Once the Central Valley Water Board has adopted a Basin Plan

KARL E. LONGLEY ScD, P.E., CHAIR | PAMELA C. CREEDON P.E., BCEE, EXECUTIVE OFFICER

11020 Sun Center Drive #200, Rancho Cordova, CA 95670 | www.waterboards.ca.gov/centralvalley

amendment in noticed public hearings, it must be approved by the State Water Resources Control Board (State Water Board), Office of Administrative Law (OAL) and in some cases, the United States Environmental Protection Agency (USEPA). Basin Plan amendments only become effective after they have been approved by the OAL and in some cases, the USEPA. Every three (3) years, a review of the Basin Plan is completed that assesses the appropriateness of existing standards and evaluates and prioritizes Basin Planning issues.

For more information on the *Water Quality Control Plan for the Sacramento and San Joaquin River Basins*, please visit our website:

http://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/.

Antidegradation Considerations

All wastewater discharges must comply with the Antidegradation Policy (State Water Board Resolution 68-16) and the Antidegradation Implementation Policy contained in the Basin Plan. The Antidegradation Policy is available on page IV-15.01 at:
http://www.waterboards.ca.gov/centralvalleywater_issues/basin_plans/sacsjr.pdf

In part it states:

Any discharge of waste to high quality waters must apply best practicable treatment or control not only to prevent a condition of pollution or nuisance from occurring, but also to maintain the highest water quality possible consistent with the maximum benefit to the people of the State.

This information must be presented as an analysis of the impacts and potential impacts of the discharge on water quality, as measured by background concentrations and applicable water quality objectives.

The antidegradation analysis is a mandatory element in the National Pollutant Discharge Elimination System and land discharge Waste Discharge Requirements (WDRs) permitting processes. The environmental review document should evaluate potential impacts to both surface and groundwater quality.

II. Permitting Requirements

Construction Storm Water General Permit

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction Activities (Construction General Permit), Construction General Permit Order No. 2009-009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit

requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP).

For more information on the Construction General Permit, visit the State Water Resources Control Board website at:

http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml.

Phase I and II Municipal Separate Storm Sewer System (MS4) Permits¹

The Phase I and II MS4 permits require the Permittees reduce pollutants and runoff flows from new development and redevelopment using Best Management Practices (BMPs) to the maximum extent practicable (MEP). MS4 Permittees have their own development standards, also known as Low Impact Development (LID)/post-construction standards that include a hydromodification component. The MS4 permits also require specific design concepts for LID/post-construction BMPs in the early stages of a project during the entitlement and CEQA process and the development plan review process.

For more information on which Phase I MS4 Permit this project applies to, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/municipal_permits/.

For more information on the Phase II MS4 permit and who it applies to, visit the State Water Resources Control Board at:

http://www.waterboards.ca.gov/water_issues/programs/stormwater/phase_ii_municipal.shtml

Industrial Storm Water General Permit

Storm water discharges associated with industrial sites must comply with the regulations contained in the Industrial Storm Water General Permit Order No. 2014-0057-DWQ.

For more information on the Industrial Storm Water General Permit, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/industrial_general_permits/index.shtml.

Clean Water Act Section 404 Permit

If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACOE). If a Section 404 permit is required by the USACOE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water

¹ Municipal Permits = The Phase I Municipal Separate Storm Water System (MS4) Permit covers medium sized Municipalities (serving between 100,000 and 250,000 people) and large sized municipalities (serving over 250,000 people). The Phase II MS4 provides coverage for small municipalities, including non-traditional Small MS4s, which include military bases, public campuses, prisons and hospitals.

drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements.

If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACOE at (916) 557-5250.

Clean Water Act Section 401 Permit – Water Quality Certification

If an USACOE permit (e.g., Non-Reporting Nationwide Permit, Nationwide Permit, Letter of Permission, Individual Permit, Regional General Permit, Programmatic General Permit), or any other federal permit (e.g., Section 10 of the Rivers and Harbors Act or Section 9 from the United States Coast Guard), is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications.

Waste Discharge Requirements – Discharges to Waters of the State

If USACOE determines that only non-jurisdictional waters of the State (i.e., "non-federal" waters of the State) are present in the proposed project area, the proposed project may require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation.

For more information on the Water Quality Certification and WDR processes, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/help/business_help/permit2.shtml.

Regulatory Compliance for Commercially Irrigated Agriculture

If the property will be used for commercial irrigated agricultural, the discharger will be required to obtain regulatory coverage under the Irrigated Lands Regulatory Program. There are two options to comply:

1. **Obtain Coverage Under a Coalition Group.** Join the local Coalition Group that supports land owners with the implementation of the Irrigated Lands Regulatory Program. The Coalition Group conducts water quality monitoring and reporting to the Central Valley Water Board on behalf of its growers. The Coalition Groups charge an annual membership fee, which varies by Coalition Group. To find the Coalition Group in your area, visit the Central Valley Water Board's website at: http://www.waterboards.ca.gov/centralvalley/water_issues/irrigated_lands/app_approval/index.shtml; or contact water board staff at (916) 464-4611 or via email at IrrLands@waterboards.ca.gov.
2. **Obtain Coverage Under the General Waste Discharge Requirements for Individual Growers, General Order R5-2013-0100.** Dischargers not participating

in a third-party group (Coalition) are regulated individually. Depending on the specific site conditions, growers may be required to monitor runoff from their property, install monitoring wells, and submit a notice of intent, farm plan, and other action plans regarding their actions to comply with their General Order. Yearly costs would include State administrative fees (for example, annual fees for farm sizes from 10-100 acres are currently \$1,084 + \$6.70/Acre); the cost to prepare annual monitoring reports; and water quality monitoring costs. To enroll as an Individual Discharger under the Irrigated Lands Regulatory Program, call the Central Valley Water Board phone line at (916) 464-4611 or e-mail board staff at IrrLands@waterboards.ca.gov.

Low or Limited Threat General NPDES Permit

If the proposed project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. Dewatering discharges are typically considered a low or limited threat to water quality and may be covered under the General Order for *Dewatering and Other Low Threat Discharges to Surface Waters* (Low Threat General Order) or the General Order for *Limited Threat Discharges of Treated/Untreated Groundwater from Cleanup Sites, Wastewater from Superchlorination Projects, and Other Limited Threat Wastewaters to Surface Water* (Limited Threat General Order). A complete application must be submitted to the Central Valley Water Board to obtain coverage under these General NPDES permits.

For more information regarding the Low Threat General Order and the application process, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0074.pdf

For more information regarding the Limited Threat General Order and the application process, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0073.pdf

If you have questions regarding these comments, please contact me at (916) 464-4684 or tcleak@waterboards.ca.gov.



Trevor Cleak
Environmental Scientist

cc: State Clearinghouse unit, Governor's Office of Planning and Research, Sacramento

**Attachment 3 — Email from Donald E. Rose,
October 4, 2015**



Kyrsten Shields <kshields@foothill.com>

Re: SPTC Nature Trail Development Project

1 message

Kate Kirsh <kkirsh@foothill.com>

Mon, Oct 5, 2015 at 11:27 AM

To: Don Rose <droseco@yahoo.com>

Cc: "jsegerdell@pghwong.com" <jsegerdell@pghwong.com>, Kyrsten Shields <kshields@foothill.com>

Hi Don;

Here are the answers to your questions:

1. You are correct that the Design Refinement Report Table 4 provides multiple options for some of the crossings. However, the JPA staff reviewed that table prior to preparation of the IS/MND and selected which was the preferred approach for each option. Therefore, Table 3.5-1 in the IS/MND reflects the crossing designs that the JPA members settled on for environmental analysis.
2. The numbers are simply internal GPS point identifiers so that we can refer to a specific feature if we need to later on for permitting. They also help make it clear that there are multiple features in some locations where they are very close together and small. The legend on each map page indicates the type of feature based on graphic symbology.
3. This is a question for John as I am not sure when the reports you reference were posted to the web site.

Please let me or John know if you have any further questions!

Kate M. Kirsh
President
Landscape Architect (CA License No. 4362)
ISA Certified Arborist WC-5137
Foothill Associates
590 Menlo Dr, Suite 5
Rocklin, CA 95765

(916)435-1202
(916)435-1205 Fax
kate.kirsh@foothill.com

On Sun, Oct 4, 2015 at 9:34 PM, Don Rose <droseco@yahoo.com> wrote:

Kate,

I have a few questions concerning the environmental documents posted on the SPTC JPA website regarding the Natural Trail Project from Latrobe to Folsom. I'm hoping you or someone at your firm can answer them. They are as follow:

1. Wetland/Creek Crossings are addressed both in Table 3.5 – 1 of the Initial Study/Public Review Draft MND and Table 4 of the Design Refinement Report. The latter document provides for more latitude in design of creek crossings. For example, for item #1, the latter document provides for either the use of the existing culvert or the installation of a new 24 inch culvert, while the former document provides only for the installation of a new 24 inch culvert.

Which document will prevail? I hope it will be the latter document, because some of the alternatives outlined will be less costly.

2. The Biological Resource Assessment contains a series of aerial photos from page 52 to page 62, which contain numerous numerical notations. Is there a key for those numerical notations? I can't seem to find it.
3. The Design Refinement Report, Waters Delineation, Cultural Resources Assessment, and Biological Resource Assessment are available on the SPTC website under About/Excursion Rail. I only recently discovered these documents recently because I never access the Excursion Rail tab. Do you know how long these documents have been available to the public?

Thank you for all of your work on the project. I'm excited about the prospect of beginning work on the trail.

Best regards.

Don Rose
916-204-2836

[View my profile on LinkedIn](#)

**Attachment 4 — Letter from the Department of
Transportation, County of Sacramento, October 8, 2015**



County of Sacramento

October 8, 2015

John Segerdell, Chief Executive Officer – JPA,
Sacramento – Placerville Transportation Corridor Joint Powers Authority
1329 Howe Avenue, Suite 110
Sacramento, CA 95825
Email: jsegerdell@pghwong.com

**SUBJECT: COMMENTS ON INITIAL STUDY / DRAFT MITIGATED NEGATIVE
DECLARATION FOR THE SACRAMENTO PLACERVILLE TRANSPORTATION CORRIDOR
JOINT POWERS AUTHORITY NATURAL TRAIL PROJECT**

Mr. Segerdell:

The Sacramento County Department of Transportation (SACDOT) received an Initial Study/Mitigated Negative Declaration (IS/MND) for the Sacramento – Placerville Transportation Corridor Joint Powers Authority (SPTC – JPA) Natural Trail Project. We appreciate the opportunity to review the IS/MND for the Natural Trail project and have the following comments to offer.

1. **General.** Please note that there is no specific reference relating to the natural trail crossing at White Rock Road. This crossing is subject to review by various local jurisdictions such as the County of Sacramento – Department of Transportation, the City of Folsom, and the Capital Southeast Corridor JPA. Please coordinate and collaborate with affected jurisdictions for the planning, design, phasing and construction of the natural trail project.
2. **General.** Please note that the crossing of the natural trail at White Rock Road is designated as a grade separated crossing on the County of Sacramento General Plan – Transportation Plan. Also, White Rock Road is designated as a multilane expressway segment with grade separated interchanges near the project vicinity.
3. **General.** The Capital Southeast Connector (Connector) JPA has a four lane widening (Phase 1) project on White Rock Road from east of Prairie City Road to the Sacramento/El Dorado county-line. Ultimately, the Connector Phase 2 project will construct grade separated interchanges as funding becomes available. Please coordinate with the Connector JPA staff regarding the construction timing of the four lane (phase 1) widening project. The proposed natural trail needs to identify a phasing plan at the White Rock Road crossing in its existing condition, after the four lane widening phase 1 connector project and at phase 2 connector with grade separated interchanges. Please coordinate with SACDOT staff and Connector JPA staff regarding the phasing of the natural trail project. Please note that an uncontrolled at grade natural trail crossing on a four lane expressway is not desirable. A passive or active traffic signal should be considered at the natural trail crossing at White Rock Road along with

Connector JPA's White Rock Road phase 1 project in coordination with the affected jurisdictions. A financial responsibility should also be identified for these phased improvements.

4. **General.** The maintenance of the natural trail needs to be identified in this IS/MND. The SPTC-JPA should develop a plan to account for maintenance and operations cost of the natural trail. Should this natural trail project is constructed; the SPTC-JPA should enter into a maintenance and operations agreement with the County of Sacramento for portions of natural trail that will be maintained by us.

Should you have any questions, please feel free to contact me at (916) 875-2844.

Sincerely,



Kamal Atwal, P.E.
Associate Transportation Engineer
Department of Transportation

KA

Cc: Matt Darrow, DOT
Dean Blank, DOT
Dan Shoeman, DOT
Mike Penrose, DOT
Tom Zlotkowski, Capital Southeast Connector JPA

**Attachment 5 — Letter from the Sacramento Municipal
Utility District, October 9, 2015**

Powering forward. Together.



October 9, 2015

John Segerdell
Chief Executive Officer - JPA
Sacramento – Placerville Transportation Corridor
Joint Powers Authority
1329 Howe Avenue, Suite 110
Sacramento, CA 95825

Subject: MND, Sacramento – Placerville Transportation Corridor Joint Powers Authority
Natural Trail Project

Dear Mr. Segerdell,

The Sacramento Municipal Utility District (SMUD) appreciates the opportunity to provide comments on the Initial Study / Draft Mitigation Negative Declaration, Sacramento – Placerville Transportation Corridor Joint Powers Authority Natural Trail Project. SMUD is the primary energy provider for Sacramento County and the proposed project area. SMUD's vision is to empower our customers with solutions and options that increase energy efficiency, protect the environment, reduce global warming, and lower the cost to serve our region. As a Responsible Agency, SMUD aims to ensure that the proposed project limits the potential for significant environmental effects on SMUD facilities, employees, and customers.

It is our desire that the MND, Sacramento – Placerville Transportation Corridor Joint Powers Authority Natural Trail Project will acknowledge any project impacts related to the following:

- Safety when working near existing power lines
- Existing utility line and easement locations
- Proximity of the natural trail to planned utility infrastructure

SMUD is planning to construct a 69 kilovolt (kV) electrical subtransmission line east of Placerville Road in the eastern portion of the Sacramento-Placerville Transportation Corridor from Highway 50 to White Rock Road in Sacramento County. The 69-kV facilities will be overhead from Hwy 50 to the southern boundary of the Elliott Homes property (approximately 675 feet) where the electrical line will transition to underground for approximately 3,300 feet. At this point, the 69-kV will transition back to overhead continuing to White Rock Road. SMUD has been working with the developer's team and the City of Folsom regarding this alignment, and there will be a paved access road to provide access to the utilities, including the proposed overhead and underground 69-kV facilities. The paved access road will also serve as a bike and pedestrian trail. This access road would be adjacent to the proposed natural trail. Additionally, a SMUD electrical line will be rerouted along White Rock Road westerly to Prairie City Road in association with the Capital Southeast Connector JPA, Capital Southeast Connector Segment D3/E1 Project.

SMUD would like to be involved with discussing the above areas of interest as well as discussing any other potential issues. We aim to be partners in the efficient and sustainable delivery of the proposed project. Please ensure that the information included in this response is conveyed to the project planners and the appropriate project proponents.

Environmental leadership is a core value of SMUD and we look forward to collaborating with you on this project. Again, we appreciate the opportunity to provide input on this MND. If you have any questions regarding this letter, please contact Ammon Rice, SMUD Environmental Specialist at (916) 732-7466.

Sincerely,



Ammon Rice
Environmental Specialist
Environmental Management
Workforce Enterprise Service
Sacramento Municipal Utility District

Cc: Rob Ferrera
Jose Bodipo-Memba
Pat Durham
Joseph Schofield

**Attachment 6 — Letter from Donald E. Rose,
October 12, 2015**

DONALD E. ROSE

3850 Mission Ave.
Carmichael, CA 95608
(916) 974-7440 (home)
(916) 204-2836 (cell)
drosecfo@yahoo.com

October 12, 2015

Mr. John Segerdell, CEO
Sacramento Placerville Transportation Corridor JPA
1321 Howe Ave., Suite 110
Sacramento, CA, 95825

Dear John:

Below are comments pertaining to the SPTC JPA Natural Trail Project Public Review Draft IS/MND stated September 11, 2015.

The SPTC JPA's efforts in moving forward with the Natural Trail Project are greatly appreciated, and it's encouraging to see progress on the project. However, there may be opportunities to simplify and reduce the cost of the project, as follow:

1. Section 3.5.2 states that "small drainages could be crossed via culverts or puncheons", however, puncheons are not called for in any of the creek crossings listed in Table 3.5-1, and should be considered where they would be more cost effective or require less excavation than culverts.
2. During the site walk, it was stated that the trail alignment would be between the railroad track and Old Placerville Road from Highway 50 to White Rock Road because of extensive wetlands pooled on the uphill (east) side of the railroad track. However, the Delineation of Waters of the United States does not show extensive wetlands on the East side of the railroad track. Creeks are for the most part shallower and narrower on the East side of the track. Therefore, consideration should be given to routing the trail on the East side of the railroad track in some sections to avoid expensive 20 to 30 foot bridges required for creek crossings nos. 7, 12, and 16. Planned road crossings could be used as the location of the trail crossings from one side of the track to the other. If that is not possible, consideration should be given to using the existing concrete aprons lining the bottoms of the creeks in front of the road culvert intakes at those locations for hardened trail crossings, again to avoid the expensive bridges.
3. Table 3.5-1 states that there are no wetlands but that culverts are needed at crossings 8, 10, 14, 17, and 19. Wet crossings of these locations should be considered to reduce cost because there are no wetlands in need of protection. Culverts can be installed at a later date if the crossing should become impassable in a wet winter.

DONALD E. ROSE
(916) 974-7440

4. Rock armored wet crossings should also be considered at shallow ephemeral drainages, such as nos. 75, 76, 78, and 82.
5. At creek crossing #2, consider routing the trail over the end of railroad culvert with railing to avoid an expensive multiplate, as discussed during the site walk.
6. At creek crossing #20, route trail over end of culvert under Old Placerville Road to avoid expensive multiplate.
7. At creek crossing #28, use long puncheon to avoid expensive multiplate.
8. At creek crossing # 69, a multiplate is not needed because there is adequate clearance between the railroad track and the outside edge of the service road to route the trail on the outer edge of the service road.
9. At #70, consider continuing the trail on the north side of the track to avoid crossings and expensive fill over culverts.
10. At nos. 85 and 89, consider routing the trail over the end of railroad culverts with low retaining walls to avoid expensive multiplate structures.

Taken in totality, the number of required creek crossing structures will be expensive and require considerable time to implement. Therefore, I hope that all interested parties can pursue a collaborative approach to develop means such as those outlined above to reduce the cost and expedite the construction of the trail. I would be happy to meet with representatives of the various jurisdictions at the sites listed above or provide photographs to illustrate lower cost solutions.

Thank you again for your work on this project.

Sincerely,

Donald E. Rose
Organizer, Regional Trails Council

**Attachment 7 — Email from Jackie Neau,
October 12, 2015**

From: Jackie Neau [mailto:jackieno@gmail.com]
Sent: Monday, October 12, 2015 5:45 PM
To: John Segerdell
Cc: Vickie Sanders; Don Rose; Michael Kenison
Subject: Comments on the SPTC JPA Natural Trail Project Public Review

Questions/Comments/Responses to **Sacramento – Placerville Transportation Corridor Joint Powers Authority Natural Trail Project - Initial Study / Draft Mitigation Negative Declaration**

1. Public Process/Notification:

a. Background: The SPTC-JPA recently participated in the Sacramento Placerville Transportation Corridor Alternatives Analysis conducted by the El Dorado County Transportation Commission. This study identified a long list of stake holders for the SPTC.

b. Why did the SPTC-JPA not:

i. Outreach to all these stakeholders to participate in this study?

ii. Distribute this document to all stakeholders for comment?

2. Terms:

a. This document refers to the existing formal trail as an “existing informal trail.”

i. The EL Dorado County Board of Supervisors has formally acknowledged this trail as open.

ii. El Dorado County has given permission for the sign “El Dorado Trail/non-motorized use only” to be installed on this section of trail.

iii. The El Dorado County Board of Supervisors approved an Adopt A Trail program that was launched by the Parks and Trail department this year.

b. This is a formally acknowledged trail in El Dorado County and referring to it as an “existing informal trail,” is misleading. It would be more accurate to describe measures suggested as improving the existing trail.

3. Table 3.5-1 — Potential Wetland/ Creek Crossing Locations and Proposed Structure(s)

a. The table states "Carson Creek Crossing: route trail on south side up to bridge, both sides. Assume retaining wall will be required to avoid impacts to existing wetland east of bridge. Use existing RR bridge with safety signs & procedures. Long-term plan is for separate dedicated bike/ped bridge on south side."

i. The existing trail is between the rails. El Dorado County allowed trail volunteers to fill between the rails with additional rock for improved mobility. This document indicates rerouting to south side and then says "both sides." I'm confused where you plan to reroute the trail.

ii. Where can I find a copy of the "Long-term plan?"

iii. The trail uses all existing bridges in the El Dorado County portion, as well as cuts and fills. I do not see this indicated in this document. They were identified for signage in the last year by the parks department. I personally reviewed those with Byron, but given the late nature of finding out about this document through the grapevine, do not have time to find you all shared use areas by the deadline.

4. Staging and Parking –

a. Could you please identify the areas as referred to as existing and sufficient by this document.

5. Were less expensive measures considered for the natural trail? El Dorado County is a rural community without the resources like the city of Folsom. Meeting with groups who actually build dirt trails in the area might yield less expensive options not thought of by the SPTC-JPA.

6. El Dorado County Board of Supervisors have expressed a desire for a class 1 trail in the corridor which is a transportation use. The SPTC-JPA board has also expressed a desire for all uses. How will this natural trail project affect the class 1 trail development, a transportation use - which is the intended purpose of this corridor?

Sincerely,
Jackie Neau

**Attachment 8 — Letter from the Capital Southeast
Connector Joint Powers Authority, October 19, 2015**



CAPITAL | SOUTHEAST
CONNECTOR JPA
Connecting Communities

WWW.CONNECTORJPA.NET

10640 Mather Blvd., Suite 120 Mather, CA 95655

Tel: (916) 876-9094

Fax: (916) 854-9304

October 19, 2015

John Segerdell, Chief Executive Officer
Sacramento-Placerville Transportation Corridor Joint Powers Authority
1329 Howe Ave, Suite 110
Sacramento, CA 95825

RE: Comments on the Draft Initial Study/Mitigated Negative Declaration for the Sacramento Placerville Transportation Corridor Joint Powers Authority Natural Trail Project

Mr. Segerdell,

The Capital SouthEast Connector Joint Powers Authority ("Connector JPA") recently learned that the Sacramento-Placerville Transportation Corridor Joint Powers Authority ("SPTC-JPA") released a draft Initial Study/Mitigated Negative Declaration (IS/MND) for its Natural Trail Project spanning from Iron Point Road to the Sacramento/EI Dorado County line.

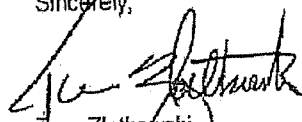
Having reviewed the IS/MND, the Connector JPA would like to offer the following comments:

1. As noted in Sacramento County Department of Transportation's comment letter, dated October 8, 2015, the IS/MND does not provide a specific reference to the intersection of the natural trail crossing with White Rock Road. Both the Sacramento County General Plan and the Folsom Plan Area Specific Plan contemplate that White Rock Road will, as part of the Connector Project, be expanded to a four-lane expressway from Prairie City Road to the Sacramento/EI Dorado County line. This expansion project, currently planned to begin construction in 2018, will establish a 200 foot right-of-way at the intersection of the natural trail with White Rock Road.
2. As we have previously discussed, the Connector JPA is currently studying the environmental impacts of the planned expansion and reconstruction of White Rock Road, including an at-grade crossing with the Sacramento-Placerville Transportation Corridor ("SPTC") and the natural trail contemplated. The Connector JPA released its own IS/MND for the planned improvements to White Rock Road on October 13, 2015. While the Connector JPA is not currently studying a grade-separated crossing with the SPTC, the Connector JPA will be providing an assessment of the potential impacts to the area of a future grade-separated over-crossing. This assessment will provide information regarding right-of-way requirements and environmental impacts, should a decision be made to pursue an independent project to construct an over-crossing in the future. However, the JPA is currently not contemplating an overcrossing as part of the Connector program.

We look forward to coordinating with the SPTC-JPA, the California Public Utility Commission, and the affected jurisdictions regarding the appropriate safety measures to be installed to maintain an at-grade crossing until such time as other phased improvements may be built.

Please add us to your mailing list for notification of the release of future environmental documents. The Connector JPA is a very active partner in the vicinity of the SPTC corridor and was not aware of the planned activity reflected in the IS/MND. If you have any questions regarding these comments or the Connector JPA's ongoing environmental review process, please do not hesitate to call me at (916) 876-9094.

Sincerely,



Tom Zlotkowski
Executive Director

JPA BOARD OF DIRECTORS

DON NOTTOLI
Sacramento County

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STAFF REPORT

Board Meeting Date: November 2, 2015

Page 1 of 2

MOTION: Receive information from El Dorado County and provide input on whether the SPTC-JPA would be willing to consider a project involving potentially removing 1.42 miles of rail at the terminus of the SPTC-JPA corridor in El Dorado County.

**AGENDA ITEM
NO. 5**

DISCUSSION:

At the August 25, 2015 El Dorado County (EDC) Board of Supervisors (EDC Board) meeting, EDC staff presented an information agenda item to the EDC Board and requested direction on options for two currently programmed EDC CIP projects; El Dorado Trail-Missouri Flat Road to El Dorado Road Project (CIP No. 97014), and El Dorado Trail – Missouri Flat Road Bike/Pedestrian Overcrossing (CIP No. 97015). Information on materials presented for this item along with public comment on the matter can be found through the link below.

<https://eldorado.legistar.com/LegislationDetail.aspx?ID=2502972&GUID=7476D588-DD98-4D28-9896-6530379F82BE>

There was extensive discussion regarding this matter, some of which centered around the question of whether EDC should consider the possible removal of 1.42 miles of rail at the terminus of the current railway in EDC and seek the input of the Sacramento-Placerville Joint Powers Authority (SPTC-JPA) Board on the concept. To that end, the EDC Board gave direction to staff to “conduct a complete analysis of all options for the El Dorado Trail-Missouri Flat Road to El Dorado Road Project and return to the Board with those options”.

In identifying such options and based upon the discussions at the August 25, 2015 EDC Board meeting, EDC is requesting input from the SPTC-JPA Board on the willingness to consider a project involving the potential removal of 1.42 miles of rail at the terminus of the current railway in El Dorado County. Once the JPA Board advises of its preliminary position then staff will return to the EDC Board with the information gained from the SPTC-JPA to help inform the EDC Board in their discussion regarding alternative plans for this portion of the corridor. If the EDC Board selects an alternative that contemplates removal of the tracks, an item will be brought back before the SPTC-JPA Board for final determination on the concept.

If the EDC Board requests a final determination, the SPTC-JPA will need to obtain written consent from the County of Sacramento, the City of Folsom and the Sacramento Regional Transit District prior to making that final determination. Such written consent is required by the 1996 Reciprocal Use and Funding Agreement between the SPTC-JPA

and its member agencies. In 2011, the SPTC-JPA submitted to its member agencies a request for rail removal by the EDC Board, which request was denied. However, it should be noted that the 2011 request involved a large segment of rail in the middle of the Placerville Branch rail corridor, whereas the current project contemplates rail removal for only a short segment at the end of the rail corridor.

Background

EDC's CIP No. 97014 has been programmed to "extend the existing El Dorado Trail from its current terminus at Missouri Flat Road in Placerville, west to El Dorado Road". This project would extend a Class 1 bike path adjacent to existing rails for the entire Project length (2.49 miles). The estimated cost of the project is \$4.5 million and would result in a greater amount of environmental impacts and earthwork than the alternative identified below. The current project would affect approximately seven total acres of SPTC-JPA corridor land.

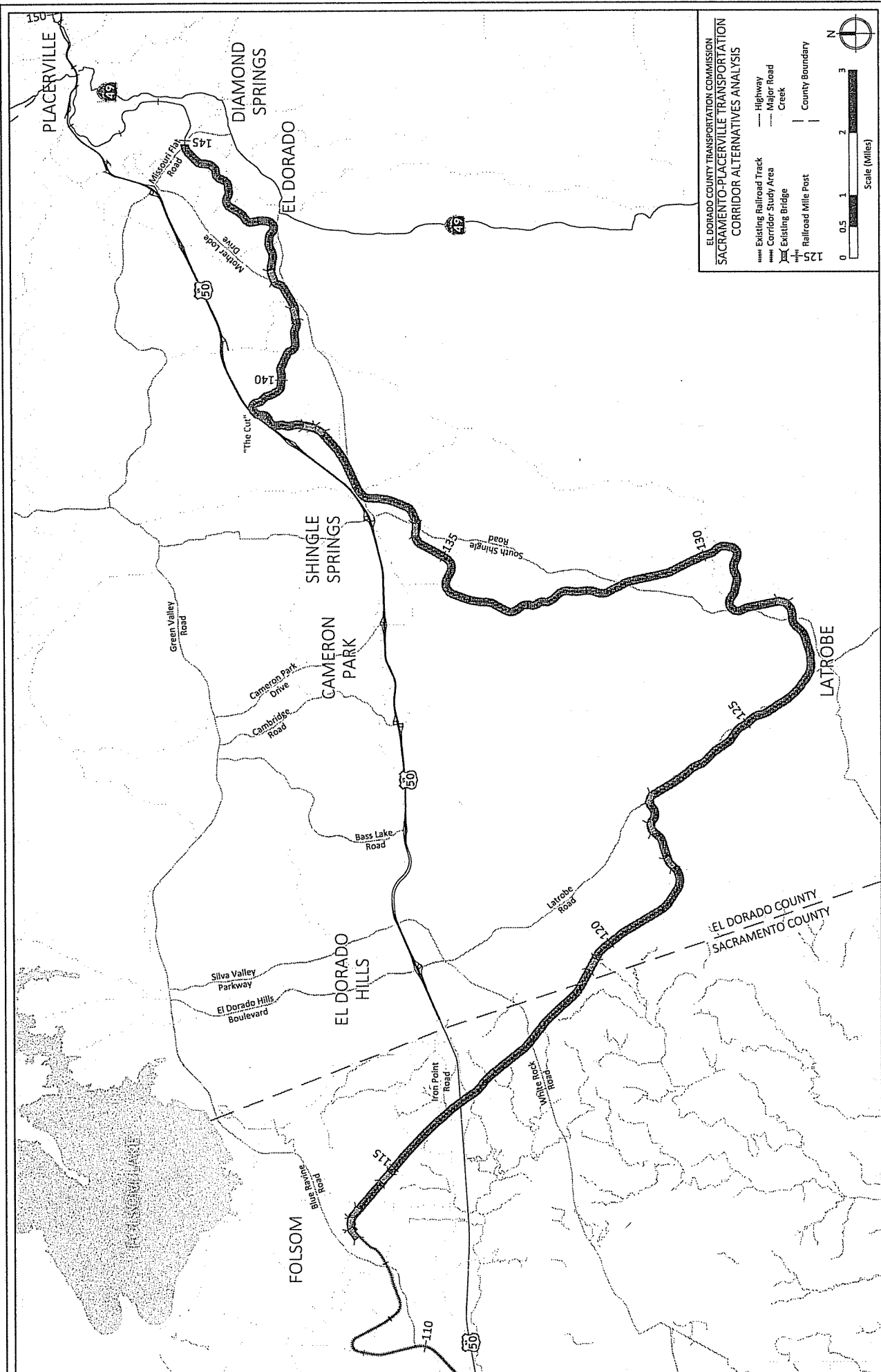
An alternative or "Option B", has been identified that would utilize the existing railbed for Segment 1 (Missouri Flat Road to Blanchard Road) as a trail and the area adjacent to existing rails for Segment 2 (Blanchard Road to El Dorado Road). This alternative would involve removal of rail from the 1.42 miles of track on Segment 1 (from the current terminus of the rails). The estimated cost of the project is \$1.8 million and would result in a lesser amount of environmental impacts and earthwork than the alternative discussed in the previous paragraph. This alternative would affect approximately two and one half total acres of SPTC-JPA corridor land.

Attachments:

Maps of vicinity and project site

BOARD ACTION:

Staff recommends the SPTC-JPA Board provide direction to Staff on the Board's willingness to consider a project involving the potential removal of 1.42 miles of rail at the terminus of the current railway in El Dorado County.



EL DORADO COUNTY TRANSPORTATION COMMISSION
 SACRAMENTO-PLACERVILLE TRANSPORTATION
 CORRIDOR ALTERNATIVES ANALYSIS

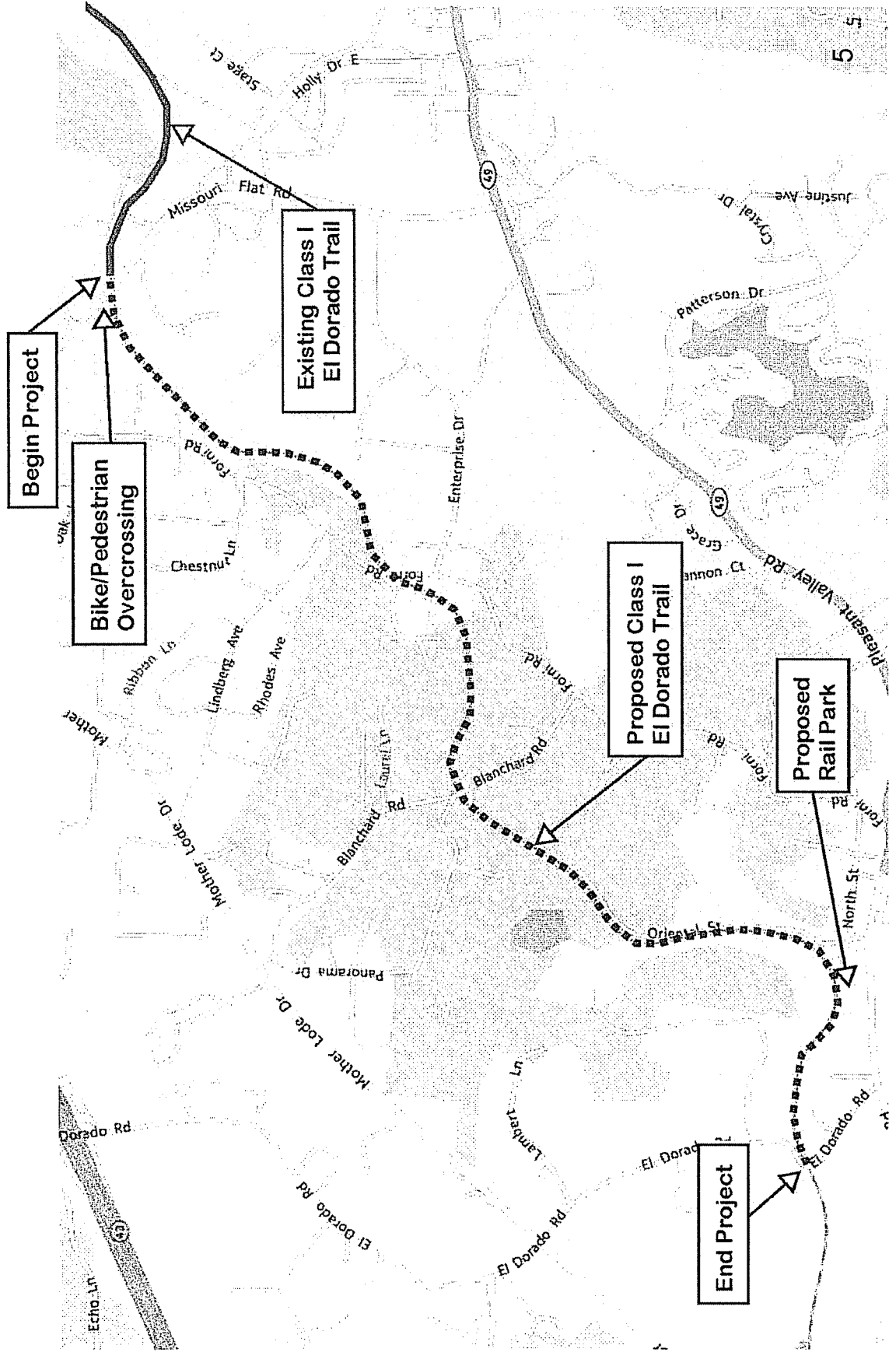
125 Railroad Mile Post

Scale (Miles)

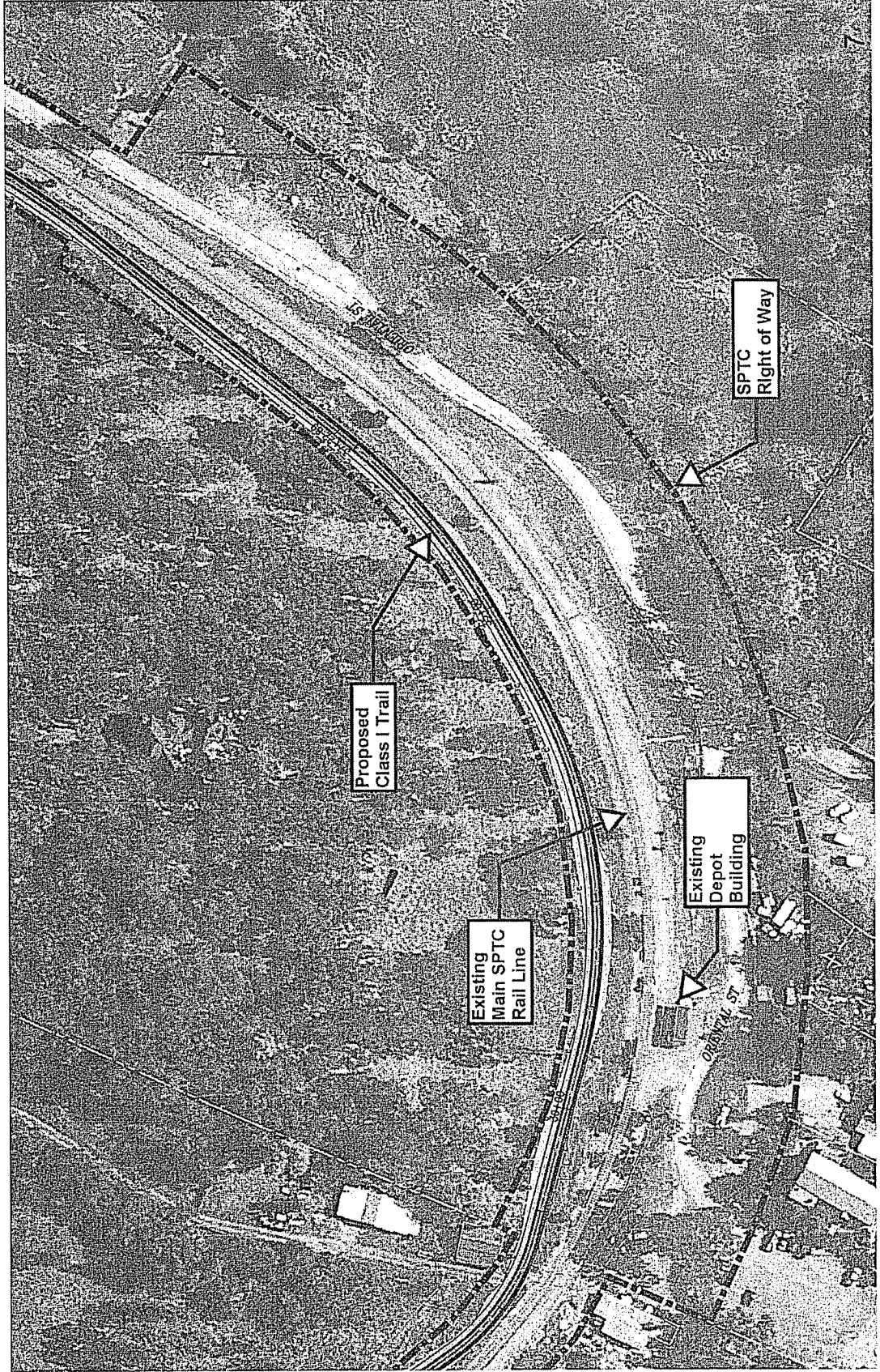
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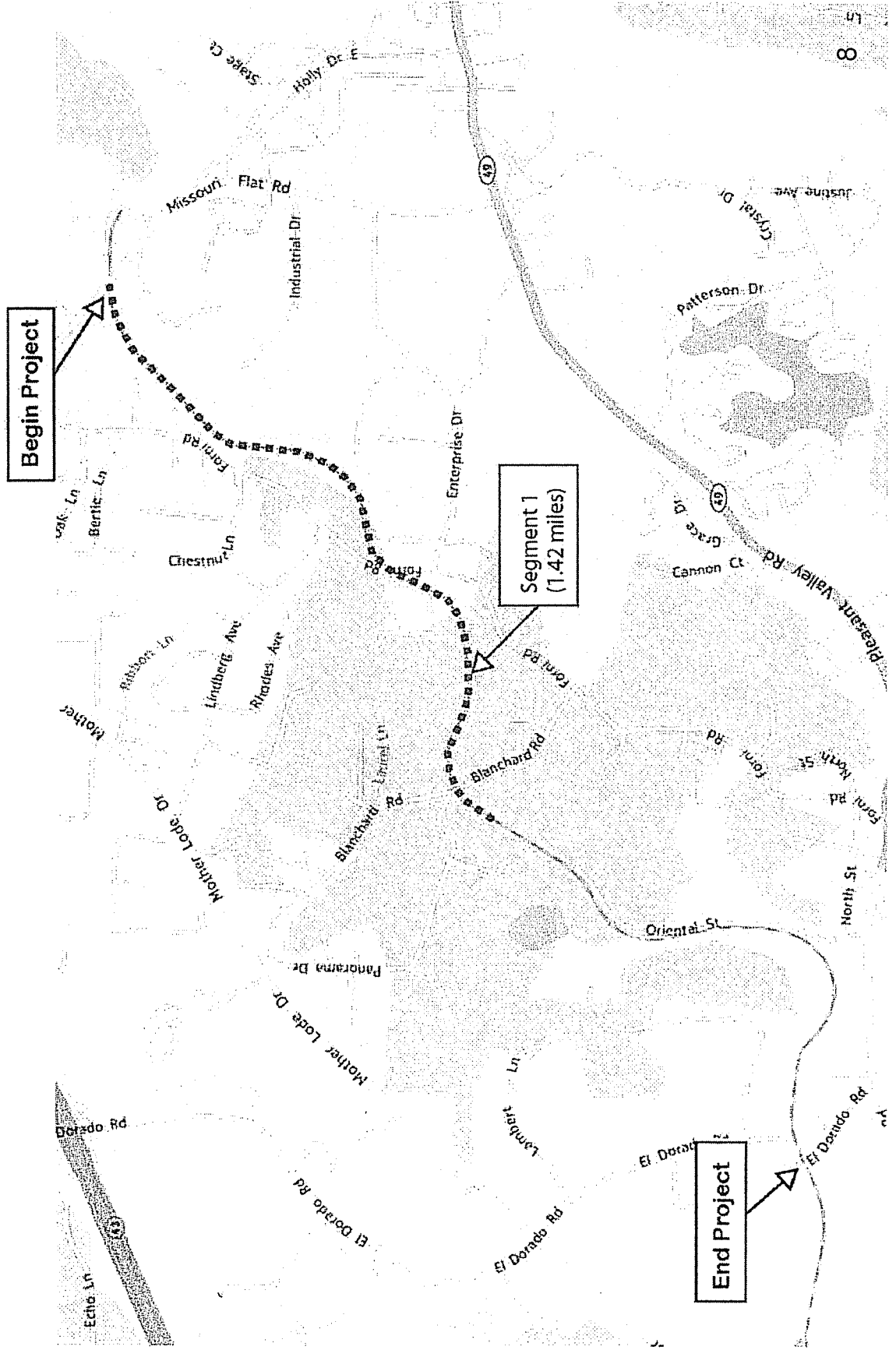
Project Map



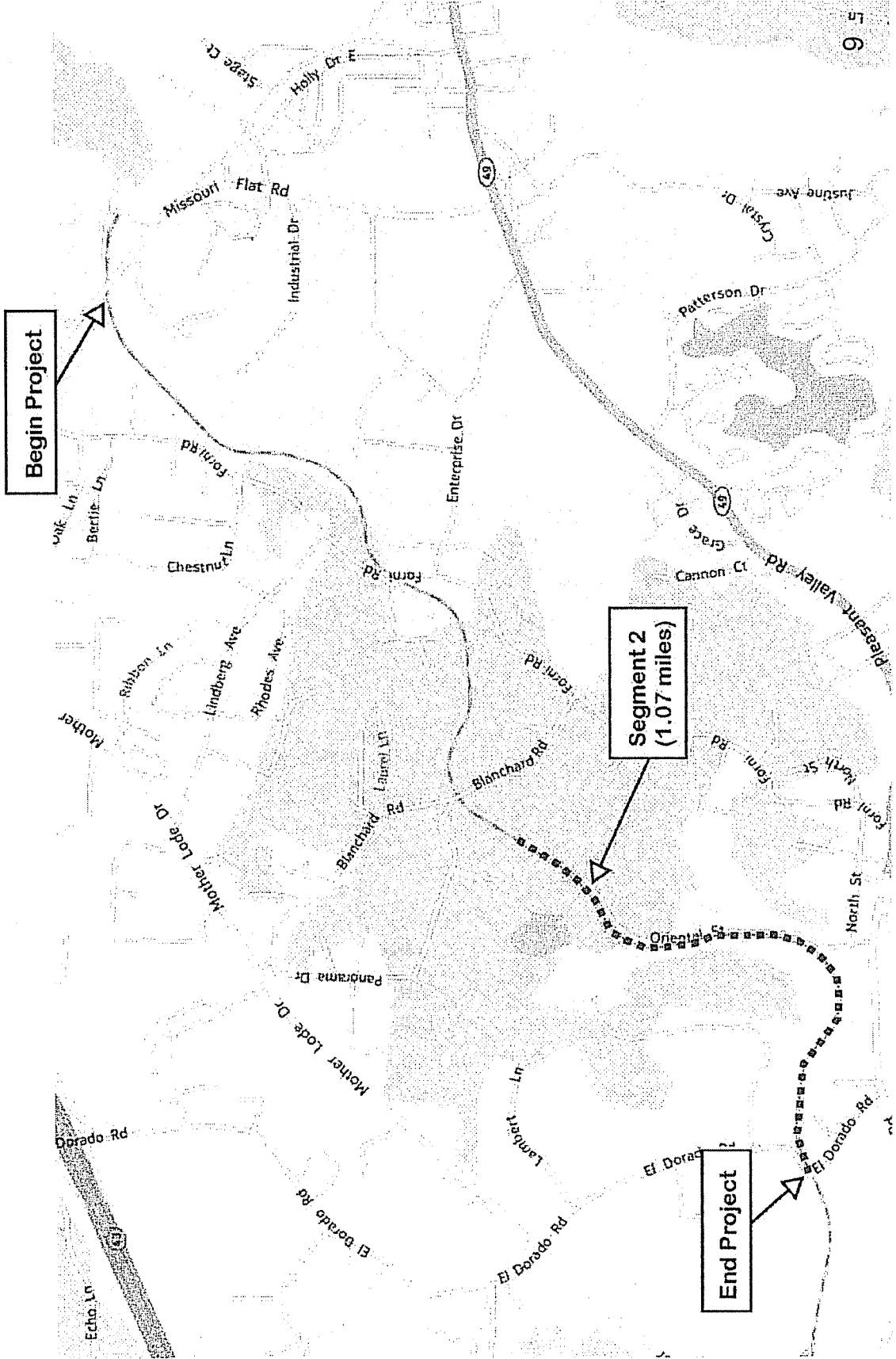
Proposed El Dorado Railroad Park



Segment 1 Delineation



Segment 2 Delineation



STAFF REPORT

Board Meeting Date: November 2, 2015

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Information: CEO/Member Agency Staff Reports

AGENDA ITEM
NO. 6

DISCUSSION:

The CEO and JPA Staff members will report to the Board on recent activities, if any:

- CEO
- City of Folsom
- El Dorado County
- Sacramento County
- Regional Transit

BOARD ACTION:

None – this item is information only.

STAFF REPORT

Board Meeting Date: November 2, 2015

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**INFORMATION: Citizens Address
Board on Matters Not on the Agenda**

**AGENDA ITEM
NO. 7**

DISCUSSION:

This is an Agenda Item that allows members of the public to address the SPTC-JPA Board on matters that do not appear on the published Agenda.

BOARD ACTION:

None – this item is information only.