



# **BOARD OF DIRECTORS MEETING**

## **JANUARY 2023**



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**Regular Meeting of the Capital SouthEast Connector JPA  
Board of Directors**

**Date:** Friday, January 27, 2023, 8:30 a.m. to 10:30 a.m.

**Meeting Location:** City of Rancho Cordova City Hall  
Council Chambers  
2729 Prospect Park Drive,  
Rancho Cordova, CA 95670

The Connector JPA welcomes, appreciates, and encourages public participation in the Board Meeting. If you wish to address the Board of Directors during the meeting, please complete a Speaker Card located at the back table and give it to the Secretary before considering the agenda item. The Board Chair will call your name at the appropriate time. Please speak into the microphone when addressing the Board.

The Board requests that you limit your presentation to three (3) minutes per person so that all present will have time to participate. The Board of Directors reserves the right to reasonably limit the total time for public comment on any particular noticed agenda item as necessary.

**AGENDA**

The Board may take action on any matter listed on this agenda to the extent permitted by applicable law. Staff Reports are subject to change without prior notice.

1. Call to Order & Roll Call: Directors Aquino, Frost, Gatewood, Hidahl, Spease
2. Pledge of Allegiance
3. Public Comment on Items Not on the Agenda

Individuals may comment on any item of interest to the public within the subject matter jurisdiction of the Board. Each person will be allowed three minutes. After ten minutes of testimony, the Chair may move testimony following the Discussion and Action Items. Please note the California Government Code prohibits the Board from discussing or taking action on any item that is not on the agenda. The Board cannot take action on non-agendized items raised under "Public Comment" until the matter has been specifically included on the agenda. Individuals who wish to address a specific item on the agenda should comment during consideration of that item.

**4. Executive Director's Report**

**Consent Calendar Items**

- 5.** Approve Action Minutes of the October 28, 2022, Regular Board Meeting
- 6.** General Counsel Update on Brown Act Requirements (Receive and File)
- 7.** Annual Report of Activities for the South Sacramento Habitat Conservation Plan (Receive and File)
- 8.** Authorize the Executive Director to Execute an Amendment to the Agreement with Madrone Ecological Consulting, LLC for Environmental Mitigation Services
  - Resolution 2023-01
- 9.** Approve 5-year On-Call List for Land Surveying, Right-of-Way, Civil Engineering, and Construction Management Services and Authorize the Executive Director to Negotiate and Execute Professional Services Agreements with Approved Consultants
  - Resolution 2023-02
- 10.** Adopt 2023 Connector JPA Regular Board Meeting Schedule
  - Resolution 2023-03
- 11.** Election of Board Chair and Vice-Chair for Calendar Year 2023
  - Resolution 2023-04
- 12.** Connector Project Construction Update (Receive and File)
- 13.** Notable Connector Project Media Articles (Receive and File)
- 14.** Connector Project Support for the Senate Bill 1 Trade Corridor Enhancement Program (Receive and File)

**Discussion and Action Items**

- 15.** Update on Connector Funding Efforts for Grant Line Road and Authorize Staff to Submit Grant Funding Applications
  - Resolution 2023-05
- 16.** Update on Connector Funding Efforts for White Rock Road and Authorize Staff to Submit Grant Funding Applications
  - Resolution 2023-06
- 17.** Announcements or Final Comments from Board Members

**ADJOURN**

The next meeting of the Capital SouthEast Connector JPA Board will be held on  
**May 26, 2023\***

City of Rancho Cordova City Hall, Council Chambers  
2729 Prospect Park Drive, Rancho Cordova, CA 95670

\*Date subject to Board approval of the 2023 JPA Board meeting schedule

**NOTICE REGARDING CHALLENGES TO DECISIONS**

Pursuant to all applicable laws and regulations, including without limitation, California Government Code Section 65009 and or California Public Resources Code Section 21177, if you wish to challenge in court any of the above decisions (regarding planning, zoning and/or environmental decisions), you may be limited to raising only those issues you or someone else raised at the public hearing(s) described in this notice/agenda, or in written correspondence delivered to the Board at, or prior to, the public hearing.

**GOVERNMENT CODE 54957.5 et seq.**

Public records, including writings relating to an agenda item for open session of a regular meeting and distributed less than 72 hours prior to the meeting, are available for public inspection at 10640 Mather Blvd., Suite 120, Mather, CA 95655. The on-line version of the agenda and associated materials are posted for your convenience at <http://www.ConnectorJPA.net>. Some documents may not be posted on-line because of their size and/or format (maps, site plans, and renderings). As they become available, hard copies of all documents are available at 10640 Mather Blvd., Suite 120, Mather, CA 95655.

**ADA COMPLIANCE STATEMENT**

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the Connector JPA at (916) 876-9094. Notification 48 hours prior to the meeting will enable the Connector JPA to make reasonable arrangements to ensure accessibility to this meeting.

If requested, this agenda can be made available in appropriate alternative formats to persons with disabilities, as required by Section 202 of the Americans with Disabilities Act of 1990 and the Federal Rules and Regulations adopted in implementation thereof. Persons seeking an alternative format should contact the Connector JPA for further information. A person with a disability, who requires a modification or accommodation, including auxiliary aids or services, to participate in a public meeting, should telephone or otherwise contact the Connector JPA 48 hours prior to the meeting. The Connector JPA may be reached at 10640 Mather Blvd., Suite 120, Mather, CA 95655 or by telephone at (916) 876-9094.



## **ITEM 4**

**MEETING DATE:** January 27, 2023

**TITLE:** Executive Director's Report for January 2023

**PREPARED BY:** Derek Minnema

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Each month the Executive Director provides a report to the Board. The Executive Director will update the Board on year-end activities and current work at the meeting.

## **ITEM 5**

**MEETING DATE:** January 27, 2023

**TITLE:** Action Minutes of the October 28, 2022, Regular Board Meeting

**PREPARED BY:** Derek Minnema

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### **RECOMMENDATION**

Approve Action Minutes of the October 28, 2022, Regular Board Meeting.

### **ACTION MINUTES**

The Capital SouthEast Connector JPA Board of Directors met in regular session on October 28, 2022 in the City of Rancho Cordova City Hall Council Chambers, located at 2729 Prospect Park Drive, Rancho Cordova, CA.

**Call to Order** Chair Sander called the meeting to order at 8:40 a.m.  
**Roll Call** Present: Directors Howell, Hume, Nottoli, Sander  
Absent: Director Hidahl

### **Public Comments on Non-Agenda Items**

There were no comments from the public on non-agenda items.

### **Open Session**

#### **Item #4: Executive Director's Report**

The Board received Executive Director Minnema's comprehensive oral report for October 2022. A brief discussion amongst the Board and JPA staff ensued.

No public comment was received on the Executive Director's Report.

### **Consent Calendar Items**

A motion was made by Director Howell and seconded by Director Hume and passed by unanimous vote that:



THE BOARD OF DIRECTORS OF THE CAPITAL SOUTHEAST CONNECTOR JOINT POWERS AUTHORITY APPROVES THE FOLLOWING ITEMS ON THE CONSENT AGENDA:

**Item #5: Approve Action Minutes of the September 30, 2022 Board Meeting**

**Item #6: Accept an update on Connector Project Construction**

**Item #7: Accept an update on the Connector Project Featured in the Sacramento Business Review**

No public comment was received on this item.

**Discussion and Action Items**

**Item #8: Authorize Staff to Submit a Letter of Interest Related to the Meiss Road Bridge**

Executive Director Minnema introduced the item and Matt Lampa, Principal Civil Engineer, provided a presentation summarizing the item. A brief discussion amongst the Board and JPA staff ensued.

A motion was made by Director Nottoli and seconded by Director Hume and passed by unanimous vote that:

THE BOARD OF DIRECTORS OF THE CAPITAL SOUTHEAST CONNECTOR JOINT POWERS AUTHORITY HEREBY AUTHORIZES STAFF TO SUBMIT A LETTER OF INTEREST TO THE SACRAMENTO COUNTY DEPARTMENT OF TRANSPORTATION RELATED TO THE POTENTIAL USE OF THE MEISS ROAD BRIDGE ALONG THE CONNECTOR – RESOLUTION 2022-18.

No public comment was received on this item.

**Item #9: Review of the Sacramento County Citizen’s Initiative, Measure A, Related to the Connector (Information Item Only)**

Executive Director Minnema introduced the item and provided a presentation summarizing the item. A brief discussion amongst the Board and JPA staff ensued.

No action was taken on this item.

No public comment was received on this item.



**Item # 10: Announcement and Final Comments from Board Members**

No action was taken on this item.

No public comment was received on this item.

**Adjournment**

The meeting adjourned at approximately 9:30 a.m.

**APPROVAL OF ACTION MINUTES FOR OCTOBER 28, 2022**

Approved By:

Attest:

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John Hidahl  
Chair of the Board

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Derek Minnema  
Board Secretary



## **ITEM 6**

**MEETING DATE:** January 27, 2023

**TITLE:** Update Regarding Brown Act Meeting Requirements

**PREPARED BY:** Osman I. Mufti, General Counsel

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### **RECOMMENDATION**

Informational item, no action requested.

### **BACKGROUND**

From March 2020 until September 2021, the Board conducted its board meetings under the Governor's Executive Orders issued in connection with the COVID-19 pandemic. The Executive Orders modified certain requirements of the Brown Act. Specifically, the Executive Orders did the following:

- Waived the requirement that notice of each teleconference location be provided for those members of the Board participating in the meeting;
- Waived the requirement that each teleconference location be accessible to the public;
- Waived the requirement that members of the public be able to address the Board at each teleconference location;
- Waived the requirement that local agencies post agendas at all teleconference locations; and
- Waived the requirement that at least a quorum of the Board participate from locations within the boundaries of the territory over which they exercise jurisdiction.

The Governor's Executive Orders were codified with slight modifications by the legislature through the passage of AB 361 in September of 2021, which formally amended the Brown Act to allow continued flexibility for public meetings following the expiration of the Governor's Executive Orders. Similar to the Executive Order, AB 361 provided the same modified requirements listed above with some additional requirements, which are as follows:



- Agencies cannot require that written comments be submitted in advance of a meeting; agencies may only close the comment period at the same time it is closed during the meeting.
- Agencies must clearly advertise the means by which the public can observe the meeting and offer comments during the meeting via either a call-in or internet-based option; the public must be given an opportunity for the public to comment directly.
- In the event of a disruption in broadcasting the meeting, the legislative body shall take no further action until meeting access is restored to the public.

A prerequisite to holding the meetings is a proclaimed state of emergency. The Governor's COVID-19 State of Emergency has been in effect since March 2020. Accordingly, as permitted by AB 361, the Board has continued to meet via a hybrid remote meeting format with some Board members participating remotely and some in person.

On October 17, 2022, the Governor announced that the COVID-19 State of Emergency will expire on **February 28, 2023**. As a result, the Board will no longer be able to avail itself of the options under the AB 361 provisions, Government Code § 54953(e)(1), of the Brown Act.

## **ATTACHMENTS**

- a. Memorandum Regarding AB 2449 and Brown Act

## Memorandum

**To:** Capital SouthEast Connector JPA, Board of Directors  
Derek Minnema, Executive Director

**From:** Osman I. Mufti, General Counsel

**Date:** October 31, 2022

**Re:** AB 2449 Brown Act Updates and Options for Future Board Meetings

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### **Background**

From March 2020 until September 2021, the Board conducted its board meetings under the Governor's Executive Orders issued in connection with the COVID 19 pandemic. The Executive Orders modified certain requirements of the Brown Act. Specifically, the Executive Orders did the following:

- Waived the requirement that notice of each teleconference location be provided for those members of the Board participating in the meeting;
- Waived the requirement that each teleconference location be accessible to the public;
- Waived the requirement that members of the public be able to address the Board at each teleconference location;
- Waived the requirement that local agencies post agendas at all teleconference locations; and
- Waived the requirement that at least a quorum of the Board participate from locations within the boundaries of the territory over which they exercise jurisdiction.

The Governor's Executive Orders were subsequently codified with slight modifications by the legislature through the passage of AB 361 in September of 2021 which formally amended the Brown Act to allow continued flexibility for public meetings following the expiration of the Governor's Executive Orders. Similar to the Executive Order, AB 361 provided the same modified requirements listed above with some additional requirements which are as follows:

- Agencies cannot require that written comments be submitted in advance of a meeting, agencies may only close the comment period at the same time it is closed during the meeting.
- Agencies must clearly advertise the means by which the public can observe the meeting and offer comment during the meeting via either a call in or internet- based option, the public must be given an opportunity for the public to comment directly.

- In the event of a disruption in broadcasting the meeting, the legislative body shall take no further action until meeting access is restored to the public.

The provisions of AB 361 regarding remote meetings required one of the following criteria be met and that the Board adopt a Resolution affirming the criteria have been met every 30 days:

(A) **The local agency is holding a meeting during a proclaimed state of emergency**, and state or local officials have imposed or recommended measures to promote social distancing; or

(B) **The local agency is holding a meeting during a proclaimed state of emergency** for the purpose of determining, by majority vote, whether as a result of the emergency, meeting in person would present imminent risks to the health or safety of attendees; or

(C) **The local agency is holding a meeting during a proclaimed state of emergency** and has determined, by majority vote, that, as a result of the emergency, meeting in person would present imminent risks to the health or safety of attendees.

A prerequisite to holding the meetings is that there be a proclaimed state of emergency. Accordingly, as permitted by AB 361, the Board has continued to meet via a hybrid remote meeting format with some Board members participating remotely and some in person. The Governor's COVID-19 State of Emergency has been in effect since March 2020.

On October 17, 2022, the Governor announced that the COVID-19 State of Emergency will expire on **February 28, 2023**. As a result, the Board will no longer be able to avail itself to the options under the AB 361 provisions, Government Code § 54953(e)(1), of the Brown Act.

### **Options for Future Meetings**

Following the expiration of the State of Emergency on February 28, 2023, Board meetings will need to be conducted in one the following ways: 1) either in person only, 2) via the "pre-covid" teleconference rules, or 3) in accordance with the newly enacted legislation providing a hybrid option in limited circumstances, AB 2449, effective January 1, 2023.

The following is a summary of the three meeting options:

#### **1. In Person.**

Board meetings may be conducted in person only with a requirement that a quorum of Board members be present in person and the meeting be held in a publicly accessible location and open to the public to attend.

## 2. Teleconference Rules.

The teleconference rules of the Brown Act, Government Code § 54953(b), permit the Board to meet via teleconference from different locations that are advertised on the meeting agenda. The term “teleconference” is defined as “a meeting of individuals in different locations, connected by electronic means, through either audio or video, or both.” The meeting must comply with the following specific requirements:

- A. At least a quorum of the Board must participate from teleconferencing locations within the Board’s jurisdiction.
- B. Each teleconference location must be identified in the meeting agenda.
- C. Agendas must be physically posted at each teleconference location.
- D. Each teleconference location must be accessible to the public.
- E. The agenda must provide an opportunity for public comment at each teleconference location.
- F. All votes must be via rollcall.

## 3. AB 2449 Amendments to the Brown Act, “hybrid” option.

On September 13, 2022, the Governor signed Assembly Bill 2449 into law and it becomes effective on January 1, 2023. It provides new rules concerning remote access to and Board member attendance under the Brown Act.

Government Code § 54953(f) provides a new alternative for abbreviated teleconferencing procedures for calendar year 2023 that do not require there be a proclaimed State of Emergency. Under this provision the Board may hold virtual, remote public meetings under the following circumstances.

- A. At least a quorum of Board members participate in person from a single physical public location identified on the meeting agenda and within the Board’s jurisdiction.
- B. If a quorum of the Board is present in person, a Board member who is not physically present may request virtual attendance at the Board meeting under two circumstances:
  - 1) For “just cause”.

Specifically, a Board member has “just cause” for remote participation when:

- a. There is a childcare or caregiving need (for a child, parent, grandparent, grandchild, sibling, spouse, or domestic partner) that requires participation remotely. Government Code § 54953(j)(2)(A).
- b. A contagious illness prevents the member from attending the meeting in person. Government Code § 54953(j)(2)(B).
- c. There is a need related to a defined physical or mental disability that is not otherwise accommodated for. Government Code § 54953(j)(2)(C).
- d. Traveling while on official business of the legislative body or another state or local agency. Government Code § 54953(j)(2)(D).

A Board member is limited to two virtual attendances based on “just cause” per calendar year. Government Code § 54953(f)(2)(A)(i).

#### Notification Procedures for “just cause”

In order for a Board member to attend remotely for “just cause,” a Board member must i) notify the JPA at their earliest opportunity of their need for such participation, and ii) provide a general description of the circumstances justifying their virtual attendance. Government Code § 54953(f)(2)(A)(i).

Board members are permitted to make their notification as late as the start of the regular meeting of the Board. Under such circumstances the Board would not need to take action to allow the Board member to attend virtually.

#### 2) Due to “emergency circumstances”.

“Emergency circumstances” are defined as “a physical or family medical emergency that prevents a member from attending the meeting in person.” Government Code § 54953(j)(1). Board members are not required to disclose any medical diagnosis or disability, or any personal medical information that is already exempt from existing law. Government Code § 54953(f)(2)(A)(ii).

#### Notification Procedures for “emergency circumstances”

A Board member must make a request to the entire Board to allow the member to attend remotely due to an emergency circumstance and must provide a general description of the circumstance justifying such attendance. Government Code § 54953(f)(2)(A)(ii). The request must be made “as soon as possible” and must be made for each meeting in which they seek to participate remotely.

If the request does not allow for adequate time to be placed on the agenda as an action item, then the Board may take action at the beginning of the meeting. Unlike a “just cause” request, a request due to an “emergency circumstance” requires that the Board take action and approve the remote attendance at the beginning of the meeting.

#### C. Additional requirements under AB 2449

In addition to making a request for “just cause” or an “emergency circumstance” for remote appearance, the following requirements apply:

- 1) Before any action is taken during the meeting the Board member participating remotely must publicly disclose whether any other individuals 18 years or older are present in the room at the remote location with the member, and the general nature of the member’s relationship with any such individual. Government Code § 54953(f)(2)(B).
- 2) The Board member participating remotely must participate through both audio and visual technology. Government Code § 54953(f)(2)(C).
- 3) A Board member’s participation cannot be for more than three consecutive months or 20 percent of the regular meetings for the local agency within a calendar year. If the Board meets fewer than 10 times per calendar year, a member’s participation from a remote location cannot be for more than two meetings. Government Code § 54953 (f)(3).

Based on the aforementioned requirements of AB 2449, in order for Board members to participate, the JPA must provide a two-way audio-visual manner for participation (i.e. Zoom). The agendas will need to provide how the public may attend the meeting electronically or telephonically. If the meeting broadcast is disrupted, the Board is prohibited from taking action on agenda items until public access is restored.

#### D. Timeline.

AB 2449 is effective January 1, 2023. The legislation further articulates sunset dates for the AB 361 rules the Board has been operating under since September of 2021. Rules under AB 361 are scheduled to expire on January 1, 2024. As discussed above, AB 361 is only applicable if there is a proclaimed state of emergency, accordingly, upon the expiration of the state of emergency on February 28, 2023, conducting a meeting under AB 361 rules is no longer an option.

AB 2449 and the rules above pertaining to “just cause” and “emergency circumstances” will sunset on January 1, 2026. At such time, unless further legislation amending the Brown Act is passed. The Board’s options for meeting will be the two options that existed pre-COVID-19, that is traditional meetings in person or via traditional teleconference rules (discussed in option 2 above).

E. Administrative Burden related to meetings conducted pursuant to AB 2449.

Assuming hybrid participation under AB 2449 occurs, staff will need to:

- i. Confirm ahead of each meeting that there will be a quorum of Board members in attendance in person.
- ii. Make arrangements for the meeting to allow for remote participation.
- iii. Monitor and maintain a record of which Board member requests to appear remotely pursuant to AB 2449 and how many times such member has appeared remotely in order to ensure compliance with the limitations related to remote attendance (2 times in a calendar year for “just cause” and no more than 3 consecutive months for “emergency circumstances” or more than 2 meetings if the Board meets fewer than 10 times in a calendar year.
- iv. Monitor the reason for the request, “just cause” or “emergency circumstances”.
- v. Monitor and record the action taken by the Board to approve the request.
- vi. All votes will need to be taken via rollcall.
- vii. If there is a disruption in the meeting broadcast or the ability to receive call in or internet based public comment, no further action can be taken until the issue is resolved by staff.



## **ITEM 7**

**MEETING DATE:** January 27, 2023

**TITLE:** Annual Report of Activities for the South Sacramento Habitat Conservation Plan (Receive and File)

**PREPARED BY:** Matt Lampa

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### **RECOMMENDATION**

Receive an update on the annual reporting process related to the South Sacramento Habitat Conservation Plan (“SSHCP”) and the Federal FY 2022 (“FFY”) annual report delivered to the South Sacramento Conservation Agency (“SSCA”).

### **BACKGROUND - ANNUAL REPORT REQUIREMENTS**

Section 8.4.1 of the SSHCP requires the SSCA, as the implementing agency, to compile an annual report of covered activities authorized during the reporting period with acreages impacted by the construction. The SSCA then submits a record of activities authorized under their respective permits to the regulatory agencies.

The annual reporting period for these efforts coincides with the federal fiscal year (October 1, 2021, through September 30, 2022).

While the SSCA is responsible for compiling information for the annual report, it relies on the SSHCP Permittees’ project-specific information to support the overall reporting effort.

### **FFY 2022 ANNUAL REPORT**

The JPA’s 2022 Annual Report reflects acreages of covered activity for the construction of Segment A2 (Kammerer Road), the only project authorized within the reporting period.

The JPA has paid all mitigation fees for this authorization, and the project construction was completed in Spring of 2022.

### **ATTACHMENTS**

- a. 2022 Annual Reporting of Covered Activity Authorizations

ITEM 7 a



**2022 Annual Report**

**South Sacramento Habitat Conservation Plan**

**Connector JPA Covered Activity Authorizations**

Prepared For:

Kim Hudson

South Sacramento Conservation Agency

Prepared By:

Matt Lampa, P.E.

Capital SouthEast Connector JPA

In Coordination with Madrone Ecological

February 1, 2023

## ANNUAL REPORTING OF COVERED ACTIVITY AUTHORIZATIONS FEDERAL FISCAL YEAR 2022

- 1. Number and acreage of each Covered Activity implemented during the reporting period categorized by Covered Activity type per SSHCP Chapter 5. Include a map of Covered Activity locations.**

The Capital SouthEast Connector (Connector) is a covered activity under the SSHCP. Project activity authorized within the reporting period:

- Connector Segment A2 – Kammerer Road (30.55 acres)

The land cover map for Segment A2 is included as Attachment 2. A shapefile containing covered activity locations will be transmitted under separate cover as Attachment 3.

- 2. A year-to-date and cumulative summary of permanent and temporary impacts on all SSHCP land cover types. Impacts to riparian and wetland land cover types will also be reported by watersheds. Include a map of impacted locations.**

Year-to-date authorized impacts – permanent (acres):

- Connector Segment A2 – Kammerer Road

### Capital SouthEast Connector Year-to-Date Authorized Impacts

Land Cover Type	Direct Impact	Indirect Impact	Total
Agriculture	30.55	0	30.55
<b>Year-to-Date Total</b>	<b>30.55</b>	<b>0.00</b>	<b>30.55</b>

Cumulative authorized impacts for all authorized projects to date – permanent (acres):

Projects Authorized to Date:

- Segment D3 – Scott Road Realignment
- Segment D3a
- Segment A2 – Kammerer Road

A summary table is presented on the following page.

**Capital SouthEast Connector Cumulative Authorized Impacts**

Land Cover Type	Direct Impact	Indirect Impact	Total
Seasonal Wetland	0.069		0.069
Streams/ Creeks	0.063		0.063
Swale	0.018	0.044	0.062
Vernal Pool	0.274	0.215	0.489
Agriculture	30.55		30.55
Valley Grassland	41.346		41.346
<b>Cumulative Total</b>	<b>72.320</b>	<b>0.259</b>	<b>72.579</b>

3. *A year-to-date and cumulative summary of the total impacts to Critical Habitat of vernal pool fairy shrimp, vernal pool tadpole shrimp, Sacramento Orcutt grass, slender Orcutt grass, and California tiger salamander, and to Covered Species plant occurrences. Include a map of Critical Habitat impacts.*

No critical habitat impacts to date.

4. *A year-to-date and cumulative summary of impacts associated with projects exempt from fees and/or conditions of the SSHCP.*

Nothing to report; Connector projects are covered activities requiring fee payment and compliance with SSHCP conditions.

5. *An accounting of all conditions on Covered Activities applied to these activities per SSHCP Chapter 5.*

See Attachment 1 for applicable Avoidance and Minimization Measures (AMMs) for Segment A2 – Kammerer Road.

6. *A list of all Stream Setback exceptions and any other exceptions granted each calendar year per SSHCP Chapter 5.*

Not applicable in this reporting period.

7. *A summary of monitoring results, including species status and trends.*

Not applicable in this reporting period. The JPA does not currently manage any preserve properties to which this item applies.

8. *A description of the adaptive management process utilized during the reporting period.*

Not applicable in this reporting period. The JPA does not currently manage any preserve properties to which this item applies.

**9. A summary of the recommendations or advice provided by the Wildlife Agencies and TAC regarding adaptive management and monitoring.**

Not applicable in this reporting period. The JPA does not currently manage any preserve properties to which this item applies.

**Attachments (Available Upon Request)**

Attachment 1: SSHCP Land Cover Map for Segment A2 – Kammerer Road

Attachment 2: Avoidance and Minimization Measures for the Segment A2 – Kammerer Road Project

Attachment 3: Shapefile for Segment A2 – Kammerer Road (submitted electronically)

## **ITEM 8**

**MEETING DATE:** January 27, 2023

**TITLE:** Authorize the Executive Director to execute an Amendment to the Agreement with Madrone Ecological Consulting, LLC.

**PREPARED BY:** Matt Lampa

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### **RECOMMENDATION**

Approve Resolution 2023-01 authorizing the Executive Director to execute an Amendment to the Agreement with Madrone Ecological Consulting, LLC ("Madrone") for an additional \$27,200, increasing the budget to a total not-to-exceed amount of \$121,840.

### **BACKGROUND**

Resolution 2021-17 in August 2021 authorized the Executive Director to enter into an Agreement with Madrone Ecological Consulting, LLC for environmental consulting services related to Connector project mitigation through the South Sacramento Habitat Conservation Plan for an amount Not To Exceed \$94,640.

### **REQUEST FOR AMENDMENT**

In 2022 the JPA purchased a parcel near Grant Line Road and Jackson Road as part of the open space conservation strategy. Environmental surveys are required to map and field verify the existing resources and landcover types and delineate the U.S. and State waters, including wetlands.

Amendment No. 1 is being presented to the Board for approval as the amount of the amendment exceeds contract authority and the not-to-exceed limit previously authorized by the Board. The scope of work includes:

- Completion of an aquatic resources delineation and report using USACE standards;
- Completion of a rare plant and invasive species survey;
- Technical assistance with mitigation planning, SSHCP process assistance, and agency meetings.



## **BUDGET**

The previous amount authorized in August 2021 was \$94,640. The amendment totals an additional \$27,200, increasing the budget to a total not-to-exceed amount of \$121,840.

Contract STA-21-AE-001 between the JPA and Sacramento Transportation Authority ("STA") provides funding to the JPA for analysis, evaluation, and assessment of environmental mitigation up to \$5M through FY 2024.

## **ATTACHMENTS**

- a. Resolution 2023-01
- b. Amendment Request from Madrone Ecological



**ITEM 8 a**

**RESOLUTION 2023-01**

**RESOLUTION OF THE BOARD OF DIRECTORS  
OF THE CAPITAL SOUTHEAST CONNECTOR JOINT POWERS AUTHORITY  
AUTHORIZING THE EXECUTIVE DIRECTOR TO EXECUTE AN AMENDMENT TO  
THE AGREEMENT WITH MADRONE ECOLOGICAL CONSULTING, LLC**

**BE IT RESOLVED** that the Board of Directors ("Board") of the Capital SouthEast Connector Joint Powers Authority ("Connector JPA") hereby authorizes the Executive Director to execute an Amendment to the Agreement with Madrone Ecological Consulting, LLC to increase the not-to-exceed amount by \$27,200.

This Resolution shall take effect from and after the date of its passage and adoption.

\* \* \* \* \*

PASSED AND ADOPTED this 27th day of January, 2023, on a motion by  
Director \_\_\_\_\_, seconded by Director \_\_\_\_\_, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

\_\_\_\_\_  
Chairperson

ATTEST:

\_\_\_\_\_  
Secretary





## **CHANGE ORDER TO PROVIDE ADDITIONAL SERVICES**

- I Project Name** Capital Southeast Connector
- II Client Name** Capital Southeast Connector JPA  
Derek Minnema  
10640 Mather Blvd  
Mather, CA 95655
- III Location** Sacramento County, California

### **IV Description of Services**

This is Change Order Number 1 to the Proposal and Contract to Provide Services dated November 6, 2020, between Madrone Ecological Consulting, LLC (Madrone) and Capital Southeast Connector JPA (herein, "Original Contract") for the Capital Southeast Connector Project:

#### ***Aquatic Resources Delineation and Verification***

Madrone will conduct a field survey of the Crosbie Property to determine the location and extent of potential waters of the U.S. and of the state (including wetlands), collectively referred to as aquatic resources. A Madrone biologist will map all aquatic resources with a GPS unit capable of sub-meter accuracy and collect three-parameter data in accordance with the U.S. Army Corps of Engineers (USACE) *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Region* (Version 2.0). An aquatic resources delineation report and associated aquatic resources delineation map will be prepared in accordance with the USACE Sacramento District's *Minimum Standards for Acceptance of Preliminary Aquatic Resources Delineations*. A draft version of the report and map will be provided to the client as a PDF. Following client approval, the final aquatic resources delineation report and map will be submitted to the USACE with a request for verification. This task assumes a Preliminary Jurisdictional Determination (PJD) will be requested, which is typically the preferred path for potential mitigation sites as it assumes all mapped aquatic resources may be USACE jurisdictional, and does not expire.

If the USACE requests a site visit and/or supplemental information prior to verifying the aquatic resources delineation, Madrone will respond to these requests promptly. This scope assumes that no more than 6 hours will be necessary to secure the jurisdictional determination following submittal of the aquatic resources delineation report.

#### ***Technical Assistance***

Other small items that the client requests that fall outside of the tasks previously authorized may be conducted under this task as directed by the client. This may include assistance with regulatory strategy and planning, preserve or mitigation planning, SSHCP assistance, meetings, etc. This task includes approximately 20 hours of principal/senior regulatory specialist time. If more time is needed, a change order will be prepared.

### **Special-Status Plant Survey**

A Madrone botanist/biologist will conduct a protocol-level special-status plant survey of the Project/Survey area in accordance with the *Guidelines for Conducting and Reporting Botanical Inventories for Federally Listed, Proposed, and Candidate Plants* (USFWS 2000), the *Botanical Survey Guidelines of the California Native Plant Society* (CNPS 2001), and *Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities* (CDFW 2018). This proposal assumes two site visits; occurring in approximately April and June, timed based on the phenology of reference populations of target plant species. Target species will include California Rare Plant Rank (CRPR) List 1, 2, and 3 plants. CRPR List 4 plants will be documented if observed on-site but will not be targeted in the survey. A report that details the existing site conditions, methods, and results (including a map of any special-status plant populations or sensitive natural communities observed) will be provided to the client as a PDF. This scope assumes no more than three special-status plant populations and one sensitive natural community are observed on-site. Note that the botanist's CDFW plant collection permit requires reporting of any populations of CRPR List 1-4 plant species (which include state and federally-listed species), and the rare plant survey protocol requires reporting of any sensitive natural communities. If we observe any CRPR List 1-4 plant species, they will be reported to the CNDDDB with approximate location information (latitude and longitude in decimal degrees with only two decimal places, unless more precise location reporting is approved). Sensitive Natural Communities will be documented on rapid assessment field forms and reported to CDFW's Vegetation Classification and Mapping Program (VegCAMP).

This task has been included herein as it will be required prior to any impacts on the Property associated with the Connector Project. In addition, documentation of rare plants on the property in areas proposed for preservation could increase the value of the Property as a mitigation resource, and enhance the Interagency Review Team's desire to add this property to the SSHCP reserve system. It will also be important to identify any invasive species that may be present so they can be planned for in the future long-term management plan for the property. Please note that rare plant surveys have been considered valid for approximately 3-5 years in the recent past, meaning an additional survey may be required prior to construction if more than 3-5 years has passed since survey completion.

### **V Estimated Costs**

Listed below are the various tasks which comprise this proposal along with their estimated costs. Hourly rates are based on those included in the Original Contract.

<b>TASK</b>	<b>ESTIMATED COST</b>
Aquatic Resources Delineation	\$14,000
Technical Assistance	\$5,000
Rare Plant Survey	\$8,200
<b>Total</b>	<b>\$27,200</b>

Madrone conducts its work on a time and materials basis. The fees and costs will be billed according to the actual hours worked and actual costs incurred. Because elements of our Services may rely on information or work supplied by the Client or the Client's contractors, and further, because implementation of governmental policies, guidelines and procedures are not always accurately predictable, the costs provided above are only estimates. Madrone will obtain authorization from the Client if it becomes apparent that the total cost will exceed the above estimate.

Date: 23 Jan 2023 By:   
Ben Watson, Principal

I hereby authorize Madrone Ecological Consulting, LLC to proceed with the work as set forth in this Change Order under the terms of the Original Contract.

Date: \_\_\_\_\_ By: \_\_\_\_\_

Print Name: \_\_\_\_\_

Title: \_\_\_\_\_

Company: \_\_\_\_\_

## **ITEM 9**

**MEETING DATE:** January 27, 2023

**TITLE:** Approve 5-year On-Call List for Land Surveying, Right-of-Way, Civil Engineering, and Construction Management Services and Authorize the Executive Director to Negotiate and Execute Professional Services Agreements with Approved Consultants

**PREPARED BY:** Matt Lampa

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### **RECOMMENDATION**

Approve Resolution 2023-02 to approve a 5-year On-Call List for various civil engineering services and authorize the Executive Director to negotiate and execute professional services agreements with approved consultants on an as-needed basis.

### **BACKGROUND**

At the September 2022 JPA Board meeting, the Board approved releasing a Request for Qualifications (RFQ) for Land Surveying, Right-of-Way, Civil Engineering, and Construction Management Services.

On October 9, 2022, the JPA released an RFQ to an extensive list of consultants with experience providing these services. As prescribed by policy, the JPA placed an advertisement in the Folsom Telegraph, Grapevine Independent, and the Elk Grove Citizen. In addition, staff posted the RFQ on the JPA's website.

The previous on-call list for various professional and engineering services expired on December 31, 2022.

### **DISCUSSION**

The RFQ solicitation period ended on November 18, 2022, and the JPA received proposals from twenty consulting firms.

This solicitation intends to enable JPA staff to augment existing resources by forming a pool of qualified consultants that can provide the specialized services described above as needed through subsequent Task Orders executed by the Executive Director. Staff evaluated the proposals and determined that all firms were qualified to perform the

services outlined. The firms submitting and their associated services include the following:

<b>Firm</b>	<b>Land Surveying</b>	<b>Right of Way</b>	<b>Civil Engineering</b>	<b>Construction Management</b>
AECOM			X	X
Associated Right of Way Services		X		
Bender Rosenthal Incorporated		X		
Bureau Veritas			X	X
CWE	X			
Dewberry Engineers Inc.			X	X
Dokken Engineering		X	X	
F3 & Associates Inc.	X			
GEOCON			X	
Ghirardelli Associates, Inc.				X
Kimley-Horn and Associates, Inc.			X	
Knight Construction Management	X			
MacKay & Soms	X		X	
Mark Thomas & Company, Inc.	X		X	X
Overland, Pacific & Cutler, LLC		X		
Psomas			X	
R.E.Y. Engineers, Inc.	X		X	
Salaber Associates, Inc.				X
UNICO Engineering	X			
Wood Rodgers	X		X	

**RATES**

A noticeable increase in consultant billable rates has occurred compared to five years ago. Below is a summary of average rates submitted:

<b>Position / Title</b>	Principal	Project Manager	Senior Engineer
<b>Average Rate</b>	<b>\$356</b>	<b>\$305</b>	<b>\$288</b>



Before issuing any Task Orders, staff will negotiate rates and enter into a Master On-Call Professional Services Agreement that will cap the rates over five years.

When Task Orders are requested, staff will negotiate a detailed scope of work and cost proposal. If staff and the consultant cannot agree on a price, another consultant will be contacted.

Should any task order work exceed the Executive Director's contract authority limit (\$50,000), a contract will be presented for the Board's consideration and approval in accordance with JPA policy.

Each proposal was well received, and we thank each firm for their interest.

### **ATTACHMENTS**

- a. Resolution 2023-02



**ITEM 9 a**

**RESOLUTION 2023-02**

**RESOLUTION OF THE BOARD OF DIRECTORS  
OF THE CAPITAL SOUTHEAST CONNECTOR JOINT POWERS AUTHORITY  
APPROVING THE 5-YEAR ON-CALL LIST FOR LAND SURVEYING,  
RIGHT-OF-WAY, CIVIL ENGINEERING, AND CONSTRUCTION MANAGEMENT  
SERVICES AND AUTHORIZING THE EXECUTIVE DIRECTOR TO NEGOTIATE  
AND EXECUTE PROFESSIONAL SERVICES AGREEMENTS**

**BE IT RESOLVED** that the Board of Directors (“Board”) of the Capital SouthEast Connector Joint Powers Authority (“Connector JPA”) hereby approves the 5-year on-call list for land surveying, right-of-way, civil engineering, and construction management services and authorizes the Executive Director to negotiate and execute professional services agreements.

This Resolution shall take effect from and after the date of its passage and adoption.

\* \* \* \* \*

PASSED AND ADOPTED this 27<sup>th</sup> day of January 2023, on a motion by

Director \_\_\_\_\_, seconded by Director \_\_\_\_\_, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

\_\_\_\_\_  
Chairperson

ATTEST:

\_\_\_\_\_  
Secretary

## **ITEM 10**

**MEETING DATE:** January 27, 2023

**TITLE:** Adopt 2023 Connector JPA Regular Board Meeting Schedule

**PREPARED BY:** Derek Minnema

---

### **RECOMMENDATION**

Approve Resolution 2023-03, adopting the 2023 Connector JPA regular Board meeting schedule.

### **BACKGROUND**

Section 6.b. of the Joint Exercise of Powers Agreement requires the Board to meet quarterly and shall establish, by resolution, the number of regular meetings to be held each year and the date, hour, and location at which such regular meetings will be held.

### **REGULAR BOARD MEETING SCHEDULE FOR THE CALENDAR YEAR 2023**

The proposed schedule for 2023 has quarterly meetings at 8:30 a.m. on a Friday.

Historically the meetings are held at the City of Rancho Cordova City Council Chambers and may continue at this location in 2023.

### **ATTACHMENTS**

- a. Resolution 2023-03
- b. Proposed 2023 Connector JPA Regular Board Meeting Schedule





**ITEM 10 a**

**RESOLUTION 2023-03**

**RESOLUTION OF THE BOARD OF DIRECTORS  
OF THE CAPITAL SOUTHEAST CONNECTOR JOINT POWERS AUTHORITY  
ADOPTING THE 2023 REGULAR BOARD MEETING SCHEDULE**

**BE IT RESOLVED** that the Board of Directors (“Board”) of the Capital SouthEast Connector Joint Powers Authority (“Connector JPA”) hereby adopts the 2023 regular Board meeting schedule attached hereto.

This Resolution shall take effect from and after the date of its passage and adoption.

\* \* \* \* \*

PASSED AND ADOPTED this 27<sup>th</sup> day of January 2023, on a motion by  
Director \_\_\_\_\_, seconded by Director \_\_\_\_\_, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

\_\_\_\_\_  
Chairperson

ATTEST:

\_\_\_\_\_  
Secretary

**ITEM 10 b**

**Calendar Year 2023 Regular Board Meeting Calendar**

January						
S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

February						
S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28				

March						
S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

April						
S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30						

May						
S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

June						
S	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

July						
S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

August						
S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

September						
S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

October						
S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

November						
S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

December						
S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

## **ITEM 11**

**MEETING DATE:** January 27, 2023

**TITLE:** Election of Board Chair and Vice-Chair for Calendar Year 2023

**PREPARED BY:** Derek Minnema

---

### **RECOMMENDATION**

Approve Resolution 2023-04, electing the County of El Dorado as the Chair and the County of Sacramento as the Vice-Chair of the Board for the 2023 calendar year.

### **BACKGROUND**

Section 6.c(1) of the Joint Exercise of Powers Agreement requires the Board to elect a chair annually among its members to preside at meetings.

Article IV.4. of the Authority's Bylaws states the term of office of the Chair and Vice-Chair shall be one year. If no successor is named by the conclusion of any Officer's term, the officer shall continue in the office until a successor is named.

### **HISTORICAL SEQUENCE**

Each agency rotates Board Chair. The sequence has been as follows:

- Calendar 2019 – County of Sacramento
- Calendar 2020 – City of Elk Grove
- Calendar 2021 – City of Folsom
- Calendar 2022 – City of Rancho Cordova

Continuing to follow this established sequence, the next Board Chair is:

- Calendar 2023 – County of El Dorado

### **ATTACHMENTS**

- a. Resolution 2023-04



**ITEM 11 a**

**RESOLUTION 2023-04**

**RESOLUTION OF THE BOARD OF DIRECTORS  
OF THE CAPITAL SOUTHEAST CONNECTOR JOINT POWERS AUTHORITY  
APPROVING THE BOARD CHAIR AND VICE-CHAIR  
FOR THE CALENDAR YEAR 2023**

**BE IT RESOLVED** that the Board of Directors (“Board”) of the Capital SouthEast Connector Joint Powers Authority (“Connector JPA”) hereby elects the director from the County of El Dorado to serve as Chair of the Board and the director from the County of Sacramento to serve as Vice-Chair of the Board.

This Resolution shall take effect from and after the date of its passage and adoption.

\* \* \* \* \*

PASSED AND ADOPTED this 27<sup>th</sup> day of January 2023, on a motion by  
Director \_\_\_\_\_, seconded by Director \_\_\_\_\_, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

\_\_\_\_\_  
Chairperson

ATTEST:

\_\_\_\_\_  
Secretary

## **ITEM 12**

**MEETING DATE:** January 27, 2023

**TITLE:** Connector Project Construction Update (Receive and File)

**PREPARED BY:** Matt Lampa

---

### **RECOMMENDATION**

Receive and File this update.

### **CONSTRUCTION UPDATE**

#### Scott Road Realignment

All contract work is substantially complete. Paving operations were completed in November, but the roadway was not open to traffic due to supply chain constraints that delayed the delivery of the traffic signal equipment and street lighting. Recently, winter storms delayed SMUD from installing the electrical meter. We anticipate the realignment will open within the next month.

We thank all project partners for making this a successful project that will significantly improve safety and operations on White Rock Road and Scott Road!





## ITEM 13

**MEETING DATE:** January 27, 2023

**TITLE:** Notable Connector Project Media Articles (Receive and File)

**PREPARED BY:** Derek Minnema

---

### **RECOMMENDATION**

Receive and File this summary.

### **MEDIA SUMMARY**

Various news articles are attached. Below is a sample from some of the articles:

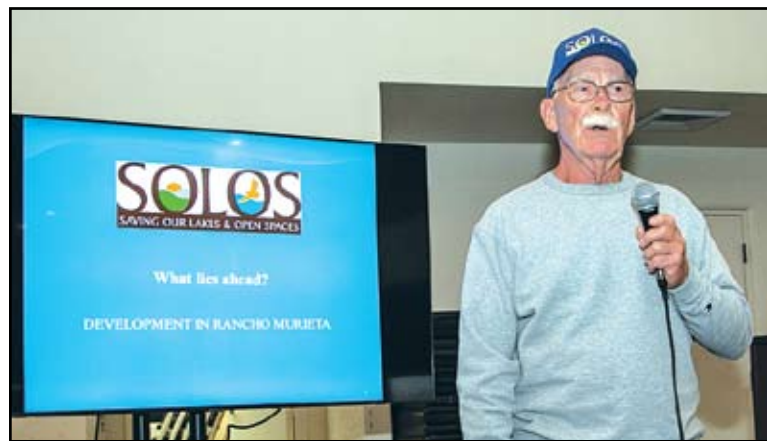
- Meiss Road Bridge - *"The Meiss Road Bridge, which spanned Cosumnes River in Sloughhouse for more than 100 years before it was dismantled, may be getting a new lease on life. A proposal to repurpose the historic bridge was a main topic when the governing board for the Capital Southeast Connector met on Oct. 28."* - **River Valley Times**
- Don Nottoli Retirement – *"The Board Chambers was packed with well-wishers for the Dec. 14 meeting, in which the Board presented a resolution honoring Nottoli on the occasion of his retirement."* – **Sac County News**
- Connector Segment D3 Ribbon Cutting – *"They believe in planning for the future. They believe in progress. They gathered Wednesday, October 26th to celebrate a ribbon cutting event and completion of a goal to serve the residents of Folsom, Rancho Cordova, and residents of Southeast Sacramento County."* – **Grapevine Independent**
- Hume Joins County Board of Supervisors – *"Former Elk Grove City Council Member Pat Hume was sworn into his new role as a member of the Sacramento County Board of Supervisors on Jan. 10. He now represents District 5, which covers more than 650 square miles and includes the Elk Grove, Galt, Rancho Cordova, and Sacramento-San Joaquin Delta communities."* – **River Valley Times**

### **ATTACHMENTS**

- a. Various Media Articles

# RIVER VALLEY TIMES

38th Year • No. 45      Rancho Murieta • Sloughhouse • Wilton      A Valley Oak Press Publication



Photos by Gail Bullen

John Merchant, vice president of Save Our Lakes & Open Spaces (SOLOS) provides an overview of water and development in Rancho Murieta at the group's annual business meeting on Oct. 20.

## Development, water supply, drought are topics at SOLOS meeting

By Gail Bullen  
River Valley Times Reporter

Development, water supply, and drought were at issue when Save Our Lakes & Open Spaces (SOLOS) held its annual meeting on Oct. 20 at the RMA building.

SOLOS Vice-President John Merchant covered water issues related to development. Special guest Vic Nguyen, who is the California Department of Resources southern regional manager, explained what the state is doing to address drought. See the separate story in this issue. President Cheryl McElhany welcomed the audience and intro-

duced the board members present. She also ended the meeting by giving out door prizes that were donated by two local photographers, Steve DeMello and Paul Anderson. Between 50-60 people attended the event.

### SOLOS/Merchant

Merchant began by explaining that he was free to speak as a citizen of Rancho Murieta since he resigned as Rancho Murieta Community Services District (CSD) director about 20 hours earlier.

"As a public official, it was really difficult for me to speak

See SOLOS MEETING on Page 8

ECRWSS  
BULK RATE  
U.S. POSTAGE PAID  
Company Permit  
Postal Patron

BRIDGE OVER COSUMNES RIVER AT MEISS ROAD C. 1894

SOURCE: CALIFORNIA STATE RAILROAD MUSEUM LIBRARY



Courtesy photos

Historical photo shows the Meiss Road Bridge being built around 1894. Dismantled in 1997, the bridge may come back into use as a foot bridge along the Southeast Capital Connector Expressway.

## Historic Meiss Road Bridge may live again as a footbridge

By Gail Bullen  
River Valley Times Reporter

The Meiss Road Bridge, which spanned Cosumnes River in Sloughhouse for more than 100 years before it was dismantled, may be getting a new lease on life.

A proposal to repurpose the historic bridge was a main topic when the governing board for the Capital Southeast Connector met on Oct. 28.

Sacramento County Supervisor Don Nottoli, who sits on the Connector Board, asked the staff to explore whether the dismantled bridge could be used along the expressway last fall.

Matt Lampa, the connector's engineer, reported that it would

be feasible to reuse the metal truss bridge as a new bike and pedestrian crossing over Laguna Creek, just north of Kiefer Boulevard. The location is on county land near the landfill.

Nottoli told Lampa and Executive Director Derek Minnema that he appreciated their efforts since the dismantled bridge had been stored at Mather Airport for more than 25 years.

"I think there is a real opportunity for the connector to do something smart with it," he said.

Folsom Mayor Kerri Howell, who represents the city of Folsom on the connector board, said a similar project happened with the truss bridge in her city. The historical, 1880s-era bridge was

dismantled and reassembled as a bridge in a park. But when it was replaced by another bridge, the city paid to bring it back to Folsom to be reassembled and to become part of the trail system.

"I'm just really proud of the county for saving it," Howell told Nottoli.

Lampa said their assessment of the bridge with a consultant determined it could be used for a bike and pedestrian bridge if the damaged members were repaired and replaced, the deck width was reduced to 12 feet wide and lightweight decking materials were used. Lampa said the initial estimated construction

See BRIDGE on Page 9



# Bridge

Continued from Page 1

cost would be \$1.7 million, but staff would work with the county's Department of Transportation (DOT) to find funding.

At the end of the discussion, the board unanimously voted to submit a letter of interest to DOT related to the use of the Meiss Road Bridge on the connector.

Lampa outlined the history of the bridge in his written report. He said the Meiss Road Bridge at the Cosumnes River was constructed around 1894 as a 217-foot-long Pennsylvania truss bridge. It is the oldest steel through truss bridge in the county and has been deemed eligible for listing in the National Register of Historic Places.

The bridge was closed to vehicular traffic in the 1960s after the construction of Dillard Road,



The concept photo shows the reconstructed bridge being used as a bike and pedestrian crossing over Laguna Creek, just north of Kiefer Boulevard.

which connected Meiss Road to Jackson Highway. However, it remained in service as a pedestrian/bicycle facility from 1964 to 1991. However, in 1991 the bridge deck was vandalized by fire, rendering the bridge unusable for pedestrians and bicyclists. In 1997, the bridge and its foundations sustained further damage due to severe flooding on the Cosumnes River, the report said.

The county attempted

to secure federal funding to reconstruct the bridge in another location without success. In 1997, DOT contracted with an engineering consultant to prepare an evaluation and feasibility study of the bridge. The feasibility study estimated the cost to reconstruct the bridge to current vehicle loading and seismic standards at over \$2 million, the report said.

Due to a lack of suf-

ficient funding to restore and reuse the bridge, DOT prepared to disassemble and store the bridge.

In 2000, the Sacramento County Board of Supervisors awarded a construction contract to remove, disassemble and transport the bridge to a county facility for storage at Mather Airport, where it has remained. The county completed the bridge removal the following year.



File photo by Gail Bullen

Sacramento County Supervisor Don Nottoli is a proponent of repurposing the historic bridge that has been sitting in storage for 25 years at Mather Airport.

# SOLOS Meeting

Continued from Page 8

Water Treatment Plant 1 was being upgraded, and the water supply had to be shut down.

"We had heavy stress on our landscaping, especially the trees," he said.

Merchant said the plan will call for what he is terming a margin of safety, and "There are going to be some people who want you to take chances," he said.

However, the development of the plan will incorporate public workshops in which SOLOS and other residents will have input.

## Next steps

Merchant said once RMP submits its application with all of the technical studies that have been in process since 2014, Sacramento County plan-

ning will require CSD to commission a water supply assessment that the developer will pay for. Water supply assessments are far less detailed than integrated master water plans.

Once the assessment is complete, the county will issue a notice that it will produce a draft Environmental Impact Report (EIR) and will solicit inputs from interested parties, including public agencies and the public. CSD will comment on water, sewer, drainage, and the impacts on the community and water supply, he said.

Merchant said SOLOS will monitor the application and will solicit "your support in the community to lobby to reduce the proposed development to a smaller, manageable

number of residences."

He also noted the need for development, which will help build up the district's reserves "for infrastructure that has to be paid for, somehow. Development will ease that burden."

Merchant also touched on non-water related aspects to development that will be in the purview of RMA. Traffic will exponentially increase on the roads and at the two gates, which raises the issue of opening Escuela Gate.

"Here's what the county is telling us. Until we connect Stonehouse Road with a new signal on Lone Pine Drive, we cannot open a third gate, period," he said.

Merchant said he will work to make that interchange happen. He is best

known in the community for his work on Scott Road's realignment with the Southeast Capital Expressway.

Merchant concluded his talk by announcing plans to put together two groups of SOLOS members to educate them about the issues so they in turn can share the information with their neighbors.

Merchant's last com-

ment before taking audience questions was to the effect it was time for SOLOS to step up its game because the proposed development is now coming along much faster than in the first five years.

More information about SOLOS and the Rancho North development can be found at [www.SolosRM.org](http://www.SolosRM.org). Even more information about the project can be found with the county

project viewer at [www.SacCounty.net](http://www.SacCounty.net).

Bob's **BASEBALL** Tours

**DC Cherry Blossom Tour** ▶ Home games for Washington Nationals, Yankees and Red Sox. Includes 4-hour tour of DC and 3-hour tour of Boston. Tour begins in DC and ends in Boston.  
Mar. 31 - Apr. 4, 2023

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**East Coast Tour** ▶ Home games for Washington Nationals, Orioles, Phillies, New York (Yankees/Mets) and Red Sox. Guided tour of Manhattan, DC/Philadelphia, and Baltimore. Also includes Little League World Series in PA. Tour begins in DC and ends in Boston.  
Aug. 18 - Aug. 27, 2023

Tours include deluxe motor coach transportation, additional sightseeing opportunities and quality game tickets/hotels.

**For More Information: 507.217.1326 or [BobsBaseballTours.com](http://BobsBaseballTours.com)**

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**1545 River Park Dr., Suite 204  
Sacramento**

**916-922-5700 (Office)  
916-354-0756 (Home)**

# County Honors Supervisor Nottoli Upon Retirement

12/15/2022

[County Governance, Operations, Policy](#)

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## Article Date: Thursday, December 15, 2022

After a 44-year career with Sacramento County, District 5 Supervisor and Board Chair Don Nottoli has banged the gavel for the last time as a County elected official, upon his retirement.

Nottoli closed the Dec. 14 Board meeting—the last meeting of the year—with thanks to colleagues, constituents, County residents and friends for their support over his long and storied career.

Nottoli was first elected to the Sacramento County Board of Supervisors in November 1994. Prior to the election, he served as chief assistant to former Fifth District County Supervisor Toby Johnson for 16 years.

The Supervisor represented the County's Fifth District, which encompasses 650 square miles and includes the cities of Elk Grove, Galt, Isleton and Rancho Cordova, as well as rural farming areas and communities in the southern portion of Sacramento County and the Delta.

Nottoli is the longest-serving supervisor in the County's history.

The Board Chambers was packed with well-wishers for the Dec. 14 meeting, in which the Board presented a resolution honoring Nottoli on the occasion of his retirement.

Comments from Nottoli's colleagues on the Board, County staff and the public noted his kind and caring nature, his tireless work and dedication to public service, his compassion and advocacy for animals and vulnerable residents and his service on many boards and commissions.

"You are a very caring, compassionate human being," said County Executive Ann Edwards. "You really listen and you are always respectful. We will miss you."

Some notable accomplishments for Nottoli include the development of Mather Veterans Village; establishment of a senior safe house for elderly residents; investments in the Bradshaw Animal Shelter to improve care for the animals and achieve a greater than 90% live release rate; and his advocacy for the Sacramento Delta.

Sacramento County Supervisors spoke at the meeting, bidding a fond farewell to their respected colleague.

“You and I are more than just colleagues; we’re close friends,” said District 1 Supervisor Phil Serna. “You have proved to be an invaluable mentor. I think County governance is a special call to service. You really have taught me a great deal about the import of public service.”

“One of the joys of my public life, in 30 years of service, has been the eight years I spent serving with you,” said District 2 Supervisor Patrick Kennedy. “Thank you for your service, friend.”

“You epitomize what it means to be an elected official,” said District 3 Supervisor and Vice Chair Rich Desmond. “It’s not only your direct service to the public, but your devotion to good government.”

“I want to thank you for your consistent inspirational leadership and your help along the way,” said District 4 Supervisor Sue Frost. “I know you’ll enjoy [retirement], and I wish you every happiness.”

Nottoli closed the meeting with thanks to all whom he worked with over the years, and with appreciation for the support and love of his wife and family. “This [career] has exceeded my wildest expectations,” said Nottoli. “I will treasure the comments and reflections...that are emblematic of a life shared with all of you and many others.”

“It’s been a tremendous honor, it’s been a tremendous privilege, to serve the people of this County. Thank you all so very much.”

With that, after a standing ovation from all in chambers and the bang of a gavel, concludes the extraordinary service of a dedicated Sacramento County public servant.

## Contact Info:

[KIM NAVA](#), SACRAMENTO COUNTY PUBLIC INFORMATION OFFICE

## Latest Headlines

- [County Honors Supervisor Nottoli Upon Retirement](#)
- [Fraud: If You See It, Report It](#)
- [Helping Santa Deliver Holiday Cheer Since 1984](#)
- [Helping to Find Pets Homes During the Holidays](#)
- [Sac Int'l Airport Welcomes New Air Canada Service](#)

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Get Out and Vote!

Lancers Crush Florin Panthers in Season Finale

PAGE 12



# Grapevine Independent

VOLUME 56 • ISSUE 44 PROUDLY SERVING RANCHO CORDOVA & SACRAMENTO COUNTY SINCE 1968 NOVEMBER 4, 2022

**SEE INSIDE**  
**HORNETS THRILL CROWD IN WIN**



PAGE 10

**CORRECTION TO ARTICLE ON CITY COUNCIL SHOPPING FOR MILITARY GRADE WEAPONS**

PAGE 2

**STUDENT TEST SCORES PLUNGE**



PAGE 4

## Capital SouthEast Connector Ahead

Decades-long Dream Results in Ribbon Cutting Celebration



From Left to Right: Mark Rackovan, City of Folsom Public Works Director; Councilmember YK Chalamchela; Elaine Andersen, Folsom City Manager; Derek Minnema, Capital SouthEast Connector Executive Director; Sue Frost, Sacramento County Supervisor; Ami Bera, U.S. Representative, 7th Congressional District; Kerri Howell (yielding scissors), Folsom Mayor and Connector JPA Board Member; Ken Cooley, State Assembly Member, CA 8th Assembly District; Pat Hume, Elk Grove City Councilmember and Connector JPA Board Member; Councilmember Sarah Aquino and Councilmember Mike Kozlowski.

Story and photos by Bill Bird

**SACRAMENTO REGION, CA (MPG)** - They believe in planning for the future. They believe in progress. They gathered Wednesday, October 26th to celebrate a ribbon cutting event and completion of a goal to serve the residents of Folsom, Rancho Cordova, and residents of Southeast Sacramento County.

That achievement is the completion of the Folsom segment of the Capital SouthEast Connector. It is a three-mile segment of expressway that is now open to motorists,

cyclists, and pedestrians. White Rock Road from Prairie City Road to East Bidwell Street in Folsom has been transformed from a narrow and winding country road into a safer, higher-capacity four-lane expressway.

"Anything that's worth doing in Folsom typically takes 20-years to get done," said Folsom Mayor Kerri Howell during the ribbon cutting event. "We've had our challenges. Not everybody in the region believes that this project is as important as those who are here today."

The new segment is part of a much

larger four-lane expressway project that will eventually stretch for 34-miles. The new transportation option for commuters and bicyclists will eventually stretch from Interstate 5 in Elk Grove to Highway 50 in El Dorado County.

Congressman Ami Bera (D-Elk Grove) grew up in the Inland Valley area of Los Angeles County and understands the importance of the connector project. The growth of the Southern California region was not well planned, he said. He watched as population growth turned sections of

Continued on page 3

## CHP Receives Grant to Reduce Teen Distracted Driving

CHP News Release

**SACRAMENTO, CA (MPG)** - The California Highway Patrol (CHP) announced today that it received a grant from the Office of Traffic Safety (OTS) to help promote safe driving behaviors for teens.

The Teen Distracted Driving (TDD) II grant announcement coincides with National Teen Driver Safety Week October 16-22. The number one killer of teens in America is car crashes. Using cell phones, eating, drinking, changing the music, or simply talking with friends are all activities teens engage in every day, but these activities become life-threatening hazards while driving. Distracted or inattentive driving presents a significant danger to all motorists.

The grant-funded Teen Distracted Driving campaign consists of an education component that will allow CHP officers and traffic safety partners to make appearances at schools and community events throughout the state. Distracted driving enforcement operations will be conducted during National Teen Driver Safety Week in October and National Distracted Driving Awareness Month in April.

According to the California Department of Motor Vehicles, there are nearly 792,970 licensed teenage drivers in California, which increased by 6 percent since last year. Data from the CHP's Statewide Integrated Traffic Records System indicated that in 2020 there were 6,644 fatal and injury crashes involving teen drivers between 15 and 19 years of age. This age group has the largest proportion of drivers who were distracted at the time of the fatal crashes.

"The combination of inattention and inexperience behind the wheel can lead to tragedy," said CHP Commissioner Amanda Ray. "This grant will assist our officers in keeping California's roads safe, while addressing California's distracted driving crisis among the state's teens."

Funding for this program was provided by a grant from the California Office of Traffic Safety, through the National Highway Traffic Safety Administration. ★

## W.H. Williamson Park Groundbreaking!



Cordova Recreation & Park District Board of Directors and staff with the Williamson family celebrating the groundbreaking of W.H. Williamson Park. Photo courtesy of CRPD

By Shelby Golden, Cordova Recreation & Park District

**RANCHO CORDOVA, CA (MPG)**

- The Cordova Recreation & Park District's (CRPD) Board of Directors, staff,

Williamson family and the community gathered to celebrate the W.H. Williamson Park groundbreaking on September 29, 2022.

In 2014, the Williamson family dedicated two parcels to CRPD for future

park use. These parcels are the last remaining piece of the historic Williamson Ranch which maintained orchards in Rancho Cordova since the 1850's. The ranch was home to four generations of

Williamsons. The orchards included grapes, apples, prunes and walnuts. A historic marker on the east parcel speaks of the importance of the property to Rancho Cordova.

Continued on page 3



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# W.H. Williamson Park

Continued from page 1

In 2018, the Cordova Recreation & Park District led several well-attended workshops to discuss potential park designs with the surrounding community. A final park concept was approved by the CRPD Board of Directors in 2019.

This year, CRPD received a grant contract with the State of California for the Recreational Infrastructure Revenue Enhancement Program along with My Park Enhancement funds. With this State grant and My Parks Enhancement funds, CRPD is now able to begin the first phase of park construction, the west parcel.

Now, CRPD is excited to announce the groundbreaking of the west parcel for the future W.H. Williamson Park. This future park will include a walking path, sound

wall, monument sign, shrubs and several drought tolerant shade trees selected from the Sacramento Tee Foundation's Shady Eighty Program. The park will be a great example of water-wise landscaping in this increasingly difficult climate.

For park updates, visit [www.crpdparks.com/upcoming-parks/w-h-williamson-park/](http://www.crpdparks.com/upcoming-parks/w-h-williamson-park/).

Cordova Recreation & Park District is one of the largest independent special districts in Northern California serving over 128,000 residents and four school districts in the greater Sacramento area. CRPD provides over 43 parks and recreational facilities, a full-service 18-Hole course at Cordova Golf Course, as well as youth & adult sports, camps, enrichment classes, educational programs and special events for the community. ★

# Capital SouthEast Connector



Sacramento Bike Hikers ride by in an honorary first ride on the newly opened Class 1 bike/pedestrian trail on Wednesday, October 26.

Continued from page 1

State Route 91 into "a parking lot."

"Nobody wants that here," Bera said during the event. "We need to think about the future. That's what this connector (project) is all about. Where are we going to live? How are we going to move around? We need to visualize what this region will look like over the next 25-years."

The Sacramento Area Council of Governments (SACOG) first unveiled plans for the expressway more than two decades ago. The project gained even more urgency in 2006, when the cities of Elk Grove, Folsom, and Rancho Cordova, as well as El Dorado and Sacramento Counties formed the Capital SouthEast Connector Joint Powers Authority (JPA).

Sacramento County Supervisor candidate Pat Hume called the project an example of "smart planning." State Assemblyman Ken Cooley (D-Rancho Cordova) believes the connector will eventually give motorists more options, removing traffic pressure from Highway 50.

"This project is an example of the kind

of government work that people want," Cooley said during the event. "It's an example of working smarter, not harder. This roadway is like a regional auxiliary lane to get people off Highway 50 and reduce air quality problems."

The new three-mile segment also includes new traffic signals that replace time-consuming four-way stops, improved intersections designed to reduce the number of accidents, bridges over Alder Creek, and a Class 1 bike and pedestrian trail.

"This project is so important to our region," said Sacramento County Supervisor Sue Frost. "It fills a major gap in connecting our rural communities to each other and the urban core. The Capitol Connector is an important asset to the residents I serve."

Completed sections of the Capital SouthEast Connector include the Grant Line Road and Kammerer Road Interchange off State Route 99, the Grant Line Road Railroad Grade Separation Bridge over Union Pacific Railroad tracks, and the Silva Valley Parkway Interchange off US 50. ★

## LIFE MATTERS

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## Microbusiness Grants Now Open

**Sacramento County News Release**

**SACRAMENTO COUNTY, CA (MPG)** - Sacramento County is launching the fourth round of grant funding for micro-business owners who may have missed an opportunity to apply for a \$2,500 grant in a previous round. Applications for the Sacramento County Microbusiness Grant Program will be accepted from Oct. 10 to Dec. 20, 2022.

The Grant Program is funded by the State of California's Office of the Small Business Advocate and administered by Sacramento

County to assist microbusinesses impacted by the COVID-19 pandemic.

Microbusinesses can receive grants of \$2,500 that do not need to be repaid. To qualify, microbusiness must receive less than \$50,000 in gross revenue annually and has fewer than five full-time employees. An eligible business must also have been in operation by the end of 2019.

Additional information on the Grant Program's complete eligibility requirements, application, frequently asked questions and assistance is available on the Sac4Micro website. ★

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# Election Information

## November 8, 2022 - General Election

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<p><b>Oct 10</b></p>	Ballots begin to arrive by mail. Ballot Drop Boxes are now open.
<p><b>Oct 24</b></p>	Close of registration. Register today!
<p><b>Oct 29</b></p>	11-Day Vote Centers open through Election Day.
<p><b>Nov 5</b></p>	All Vote Centers open through Election Day.
<p><b>Nov 8</b></p>	Election Day! Last day to turn in your ballot.

### Vote Early! Don't wait for Election Day

Take advantage of early voting and avoid the lines! You can return your ballot in the mail, at any Ballot Drop Box, or at any Vote Center. No postage is necessary.

### Track your Ballot

Sign up for "Where's My Ballot?" with Ballottrax, a free ballot tracking and alert system. It is available to all voters who wish to track the status of their Vote by Mail ballot- from printed to accepted. This provides additional transparency to voters on the status of their ballot.

Vote Early! Vote by Mail.

Visit [www.elections.sacounty.gov](http://www.elections.sacounty.gov) or Call Toll Free (800) 762-8019

# RIVER VALLEY TIMES

39th Year • No. 3 Rancho Murieta • Sloughhouse • Wilton A Valley Oak Press Publication

## Fierce winds wreak havoc as second series of storms hit Wilton

By Gail Bullen

River Valley Times Reporter

With the exception of a ferocious windstorm that uprooted trees and toppled power poles, a second round of atmospheric river storms between Jan. 7-11 caused far less damage than expected in Wilton.

That's because the Cosumnes River didn't reach the 12-foot flood stage as predicted, never rising higher than 10 feet. Fearing a repeat of the New Year's Eve storm that ruptured three river levees and flooded roads so residents couldn't leave, Sacramento County issued an evacuation warning at 9:08 a.m. on Jan. 8, and an evacuation order later that day at 6:27 p.m. Sacramento County sheriff's deputies also drove on the roads closest to the river and used their PA sys-



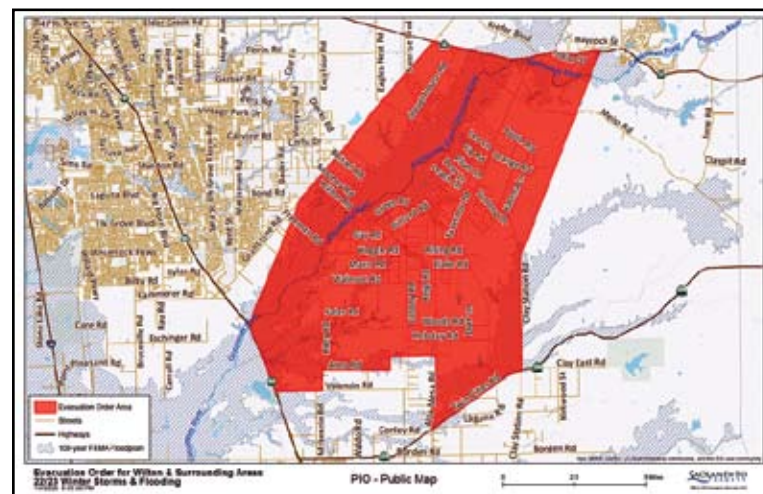
Photos by Gail Bullen

**A broken power pole hangs in the wires in front of the Wilton Fire Station 81 at Dillard and Wilton roads following heavy rain and winds that struck overnight between Jan. 7-8. The power wasn't restored until the afternoon of Jan. 11**

tems to order residents to leave. Most residents stayed put.

As of Jan. 10, Reclamation

District 800 (RD 800) was completing the last three of 14 emergency repairs to the levees.



**A Sacramento County map shows where Wilton-area residents were asked to evacuate at 6:26 p.m. on Jan. 8, because of concerns about rising water in the Cosumnes River and the potential for flooded roads.**

The first storm ruptured the levees at three locations, none of which flooded any homes, and massively eroded levees at 11

other sites.

The district also has in-

**See WILTON on Page 8**

## Hume joins the Sacramento County Board of Supervisors

By Lance Armstrong

Valley Oak Press staff writer

Former Elk Grove City Council Member Pat Hume was sworn into his new role as a member of the Sacramento County Board of Supervisors

on Jan. 10.

He now represents District 5, which covers more than 650 square miles and includes the Elk Grove, Galt, Rancho Cordova, and Sacramento-San Joaquin Delta communities.

While standing alongside

his wife, Lisa, inside the Board of Supervisors' chamber in downtown Sacramento, Hume was sworn in by his predecessor Don Nottoli, who represented District 5 since 1995. Nottoli also endorsed Hume as his successor during last November's general election.

After being sworn into office, Hume first expressed appreciation for his wife, who he called his "strongest supporter" and his "rock."

In making a reference to the very close District 5 race that took nearly a month to decide, Hume additionally

thanked the district's voters who narrowly elected him over his opponent, Jaelyn Moreno.

He also acknowledged his District 5 predecessors, Nottoli and Toby Johnson, the latter who served the district for five terms. Nottoli, who served for seven terms, was Johnson's administrative assistant for each of his terms in office.

"I stand on the shoulders of giants that I've known my whole life," Hume said.

He told the Valley Oak Press that he is stepping into his new role during a "trying

time."

"Obviously, it's a trying time for us right now with what's going on with the flooding and the storms, and everything," the supervisor said. "And so, I've been doing what I can to get up to speed and touring the emergency operation center, and really trying to hit the ground running just as I had promised."

In addition to making sure that people are safe during the storms, Hume is concerned about the issue of homelessness.

**See HUME on Page 7**

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Photos by Lance Armstrong

Former Sacramento County Supervisor Don Nottoli swears his successor, Pat Hume into the Sacramento County Board of Supervisors, Jan. 10.

## Hume

### Continued from Page 1

“I’ve been trying to figure (the homeless situation) out,” he said. “We’ve got some items coming up relative to mental health, which is at the forefront of things that we need to be looking at. And then just kind of the governance and really seeing what we can do to get the organization on a positive trajectory.”

In an interview with the Valley Oak Press, Nottoli spoke about his support and confidence in Hume.

“Pat brings a solid career, certainly in the private sector, but also his years of service with the City Council I think prepared him well for the role of supervisor, with budget matters or the land use and a variety of things that cities deal with,” he said. “I’m delighted that he was elected and I think he’ll do well.”

Board of Supervisors Chair Rich Desmond spoke favorably about his new colleague on the board.

“I’m very excited to have Supervisor Hume join us on the Board of Supervisors,” he said. “I think his lifelong residen-

cy in Sacramento County, his lifelong involvement in Sacramento County in the south county, and his 16 years of public service is really going to be an asset, not only to the county in general, but certainly to the constituents in District 5.”

Elk Grove City Council Member Darren Suen noted that he has been a “big supporter” of Hume.

“It’s been great working with him on the council,” he said. “It’s great to see someone from Elk Grove ascend to the county level. I think continuing Don Nottoli’s legacy is important, and I think Pat’s the right person to do that.”

“I think not just Elk Grove, but the rest of Sacramento County is going to benefit from his leadership and I look forward to doing our work with him in his new capacity.”

Another member of the Elk Grove City Council, Sergio Robles, referred to Hume as a “straight shooter.”

“He’s always been a person who is always in front of the community,” he said. “So, we definitely lose something in Elk Grove, but we gain something in the county.”

Galt City Council Member Rich Lozano called Hume a “phenomenal leader.”

“He’s going to lead from the front,” he said. “He will be the person to be able to say bold statements and make bold statements about policy for the south county. And I think we’ve seen it. I’ve seen it personally in the last week, where we’ve had the flooding around our city and many of our citizens affected. And Pat’s been on the phone with me, asking me what I need and is there anything we can do for Galt and as well as many others.”

Also attending Hume’s swearing-in ceremony was Cosumnes Legacy Foundation Vice President Oscar O’con, who has been Hume’s friend for more than 20 years.

“I think the Sacramento County board is getting a really good person for that position,” he said. “And we’re sorry to see him leave from Elk Grove, but I’m sure that his heart is still there, and he will help us out. But I’m very proud to say that he’s my friend, and I wish him the best of luck here as a county supervisor.”



Pat Hume (far right) with his new colleagues in the Sacramento County Board of Supervisors. Also pictured are Assessor Christina Wynn (center left) and District Attorney Thien Ho (center right).

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**ITEM 14**

**MEETING DATE:** January 27, 2023

**TITLE:** Connector Project Support for the Senate Bill 1 Trade Corridor Enhancement Program (Receive and File)

**PREPARED BY:** Derek Minnema

**RECOMMENDATION**

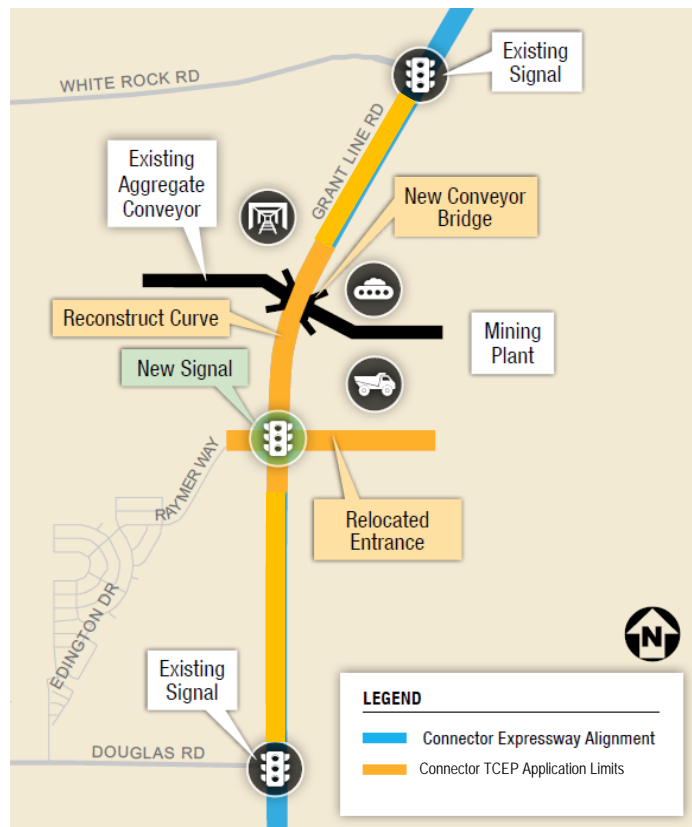
Receive and File this update.

**BACKGROUND**

In November 2022, staff submitted a \$16M grant application to the California Transportation Commission to fund the project under the Trade Corridor Enhancement Program ("TCEP").

**PROJECT DETAILS**

The Connector will reconstruct Grant Line Road from Douglas to White Rock Road. The project is needed to improve emergency evacuation and resiliency, address a safety concern at a high collision-density location, and improve freight mobility.



**LOCAL SUPPORT**

Numerous support letters are attached. Below is a sample of the support the project received in their own words:

- “The Grant Line Road segment of the Capital Southeast Connector is a critical component to providing commercial access and distribution of goods throughout the County of Sacramento. It has been for several years a two-lane road, and the time is far past due for the State to recognize the value of this corridor and fund it accordingly.” – ***Stoneridge Quarry***



- “A safe and reliable roadway network is vital for our Sacramento County operations. As a major producer and supplier of agricultural products in the Sacramento region, Van Vleck Ranch supports the SouthEast Connector improvements to Grant Line Road. The existing narrow two-lane rural roadway is in desperate need of modernization.” – ***Van Vleck Ranch***
- “As a local landowner and business owner in Sacramento, we support the SouthEast Connector improvements. The SouthEast Connector will provide much-needed regional connectivity to employment and multi-modal centers and support smart growth areas that accommodate eco-friendly transit alternatives.” – ***Somers West***
- “As a major landowner, developer and employer in Sacramento with a facility directly along the Capital SouthEast Connector, we strongly support the next phase of proposed Southeast Connector improvements to Grant Line Road. Grant Line Road has large volumes of heavy trucks due to adjacent mining operations, the County Landfill, and the movement of cargo to and from Mather Airport. The existing narrow two-lane roadway is dangerously insufficient for today’s uses.” – ***Aerojet Rocketdyne***
- “The City of Rancho Cordova is invested in the long-term success of the Capital SouthEast Connector Expressway. We believe its construction will provide immediate safety, economic prosperity, and goods movement benefits both locally and regionally.” – ***City of Rancho Cordova***
- “This project builds on CTC’s commitments, including an LPP-funded segment on a project that has demonstrated positive net benefit impacts on freight mobility and service by reducing congestion, providing for traffic and safety improvements, and meeting air quality conformity. In addition, this integral corridor encourages mode shift by building new enhanced bike and pedestrian facilities, and are accessible in local industrial centers that are transitioning to zero-emission vehicles such as hydrogen and battery electric trucks.” – ***Jofil Borja, Sacramento Public Health Advisory Board and Sacramento County Planning Commission***

## **ATTACHMENTS**

- a. Support letters from nine landowners/individuals

## ITEM 14 a

Angelo G. Tsakopoulos  
Katherine Tsakopoulos



Stoneridge Quarry, LLC  
Suite 10  
7423 Fair Oaks Boulevard  
Carmichael, California 95608  
(916) 972-7000  
(916) 972-8708 Facsimile

November 9, 2022

California Transportation Commission  
1120 "N" Street  
Sacramento, CA 95814

Re: Support for Capital Southeast Connector: Grant Line Road Improvements

Dear Commissioners,

Tsakopoulos Investments is a family-owned business located in Sacramento for over sixty years. We have multiple projects throughout the greater Sacramento area and we strive to develop sustainable communities that meet the social, economic, and environmental needs of our residents in an increasingly challenging housing market and economy. Also, we have a permitted aggregate quarry, Stoneridge Quarry, approved by the County of Sacramento, which will serve the construction materials needs for the region for one hundred years. These construction materials are a critical part of residential construction and related roadways and infrastructure, and our region requires that nearby construction materials distribution be readily practicable lest we desire those materials be imported from other regions, resulting in not just increased vehicular emissions but the loss of local sales tax generation. For those reasons and several others, we have been and continue to support the Capital Southeast Connector, and strongly encourage your commission to fund the Grant Line Road Safety and Freight Mobility Project.

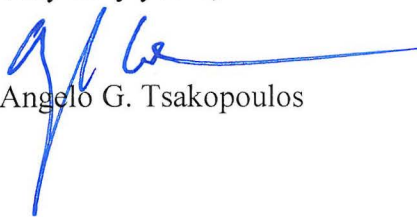
The Grant Line Road segment of the Capital Southeast Connector is a critical component to providing commercial access and distribution of goods throughout the County of Sacramento. It has been for several years a two-lane road, and the time is far past due for the State to recognize the value of this corridor and fund it accordingly. In addition to the local benefits, the Grant Line Road segment would also serve to cut several miles of each vehicle trip between the Folsom area of Sacramento County and Interstate 5 and Highway 99 by creating a more direct path of travel, instead of the existing circuitous path that requires vehicles travel through the Interstate 5/Highway 50 interchange and/or the Highway 99/Highway 50 interchange. The totality of all shortened trips would result in a significant reduction of vehicle miles traveled with a commensurate reduction in greenhouse gas emissions.

Areas west of Grant Line Road have been identified by the County of Sacramento as future smart growth areas that would help the County attain its greenhouse gas reduction goals while providing a developable area to meet the County's housing needs. Likewise, both the City of Rancho Cordova and City of Elk Grove have similar needs and goals,

and the Grant Line Road improvements would help facilitate the distribution of construction materials to this region, and state funding assistance would contribute greatly to overcoming the physical and economic roadblocks our region faces in developing our housing stock.

We strongly encourage the California Transportation Commission to fully consider and fund the Grant Line Road improvements of the Capital Southeast Connector. An investment in this infrastructure will translate into future benefits to Sacramento County for decades to come.

Very truly yours,



Angelo G. Tsakopoulos



September 16, 2022

California Transportation Commission  
1120 N Street  
Sacramento, CA 95814

**RE: SUPPORT FOR CAPITAL SOUTHEAST CONNECTOR: GRANT LINE ROAD IMPROVEMENTS**

Dear Commissioners,

Van Vleck Ranch is a family-owned ranch that has been operating since 1856. Our ranching and resource operations reflect our proud part in California's history and ensure its bright future.

The Van Vleck family embraced sustainable practices on the ranch long before it was "in" to do so. For generations, we have passed down the fundamental understanding that our livelihood is connected to the land and environment. Part of our sustainability practices include:

- Conserving and enhancing almost 3000 acres for permanent ranching open space
- Serving as a teaching site for USDA on practices to improve water and land quality
- Working with the South Sacramento Conservation Agency and the CA Department of Fish and Wildlife to establish and enrich species habitat and wildlife continuity

A safe and reliable roadway network is vital for our Sacramento County operations. As a major producer and supplier of agricultural products in the Sacramento region, Van Vleck Ranch supports the SouthEast Connector improvements to Grant Line Road. The existing narrow two-lane rural roadway is in desperate need of modernization. We operate almost 6,000 acres in the immediate area of Grant Line Road. Our employees and my family ride on those roads very frequently and it is in dire need of safety improvements. More important than the stream of commerce, we want to keep our employees, their families and the those from our community that use that road safe.

I had the honor to serve for almost 10 years on the committee that worked

collaboratively to build South Sacramento Habitat Conservation Plan. To that end, I support the Project's mitigation strategy, which through the SSHCP, will add to an integrated agricultural and rangeland buffer along the southeastern edge of the Sacramento urban development area, shielding open lands from development pressures.

On behalf of our ranching family, we urge you to fund this Project and appreciate your consideration.

Sincerely,



Stan Van Vleck

# SOMERS WEST

November 1, 2022

California Transportation Commission  
1120 N Street  
Sacramento, CA 95814

**RE: SUPPORT FOR CAPITAL SOUTHEAST CONNECTOR: GRANT LINE ROAD IMPROVEMENTS**

Dear Commissioners,

Somers West is a Sacramento-based land development company that has owned land in the area for several decades. We believe smart development can help address our most pressing social and environmental issues, from the housing crisis to climate change.

Along the SouthEast Connector alignment, Somers West has owned the 2,667-acre Braden Property (formerly Cordova Hills) for nearly two decades. Approved in 2013, the community is designed as a complete ecosystem to include 8,000 residences accessible to a diverse range of incomes, 35% open space, four schools, neighborhood retail and office.

With growth reaching Braden's borders and major lifestyle shifts in how we work and live, we believe the time is right to make the major investments required to launch this community.

The community is designed as a walkable, bikeable community where destinations are never more than a 10-minute walk or eco-ride away. Braden's first phase is a mixed-use town center oriented to accommodate a diverse range of housing, with dining and neighborhood retail as well as flexible work options from traditional office to co-working spaces.

Our climate action plan includes elements such as fully electrified neighborhoods, tree-lined, pedestrian friendly streets, 75 miles of bike paths and lanes and community wide electric mobility with connection to Sacramento's light rail. These investments will result in dramatically lower greenhouse gas emissions as compared to other cities/communities in the state.

As a local landowner and business owner in Sacramento, we support the SouthEast Connector improvements. The SouthEast Connector will provide much needed regional connectivity to employment and multi-modal centers and support smart growth areas that accommodate eco-friendly transit alternatives.

On behalf of our company, we urge you to fund the Southeast Connector.

Sincerely,



Charles Somers  
CEO



September 27, 2022

California Transportation Commission  
1120 N Street  
Sacramento, CA 95814

**RE: FOR CAPITAL SOUTHEAST CONNECTOR: GRANT LINE ROAD IMPROVEMENTS**

Dear Commissioners,

Aerojet Rocketdyne, located in Sacramento, California, is an innovative, technology-based company with the creative minds of more than 5,000 employees, providing innovative solutions to its customers in the aerospace and defense markets. Over our 100+ year history, Aerojet Rocketdyne products have played a significant role in powering the nation's military aircraft and defense systems. Aerojet Rocketdyne and its employees have been critical to the nation's defense and exploration of space for decades, and today stands at the forefront of the journey back to the Moon and onto Mars.

Aerojet Rocketdyne Holdings, Inc., via its real estate division Easton Development Company, LLC, is also a major landowner in southeastern Sacramento County. Easton and Aerojet Rocketdyne have been collaborating on new uses for much of the land along the Hwy 50 Corridor and we have been working with Sacramento County and the Cities of Folsom and Rancho Cordova as supporters of the Capital Southeast Connector Project since its inception.

As a major landowner, developer and employer in Sacramento with a facility directly along the Capital SouthEast Connector, we strongly support the next phase of proposed Southeast Connector improvements to Grant Line Road. Grant Line Road has large volumes of heavy trucks due to adjacent mining operations, the County Landfill, and the movement of cargo to and from Mather Airport. The existing narrow two-lane roadway is dangerously insufficient for today's uses. The proposed improvements will improve safety, reduce congestion, reduce VMT's and provide access to well-paying jobs and new development opportunities.

On behalf of our companies and many employees, we urge you to fund this Project and appreciate your consideration.

Sincerely,

Aerojet Rocketdyne, Inc.

*David C. Hatch*

David C. Hatch  
Vice President and Chief Operating Officer  
Easton Development Company, LLC

**Jofil Riyadh S. Borja**  
7428 Morning Hills St.  
Sacramento CA 95829  
Jofil.Borja@berkeley.edu

**California Transportation Commission (CTC)**  
1120 N Street, MS 52  
Sacramento CA 95814  
ATTN: Hannah Walters, Associate Deputy Director

**12/01/2022**

**RE: Support of the Grant Line Road Safety and Freight Mobility Project**

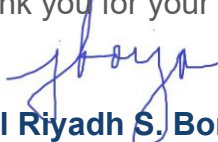
CTC Commissioners and staff:

I humbly ask your consideration to support the Grant Line Road Safety and Freight Mobility Project, submitted by the Capital SouthEast Connector JPA. This project improves freight movement to many of the underserved rural/suburban areas of Sacramento County, and the improving freight connectivity for the cities of Rancho Cordova, Folsom, and Elk Grove.

This project builds on CTC's commitments, including an LPP-funded segment on a project that has demonstrated positive net benefit impacts on freight mobility and service by reducing congestion, providing for traffic and safety improvements, and meeting air quality conformity. In addition, this integral corridor encourages mode shift by building new enhanced bike and pedestrian facilities, and are accessible in local industrial centers that are transitioning to zero-emission vehicles such as hydrogen and battery electric trucks.

As a planning commissioner, I am particularly excited that this project connects industrial businesses and working-class communities with safe and accessible transportation infrastructure. Not only are we improving truck speeds and potentially reducing delays, we are doing this by connecting growing communities with alternative mobility options, supporting local jobs, and creating new corridors that can reduce commute times for residents in newly-planned growth areas.

Thank you for your consideration.



**Jofil Riyadh S. Borja**  
**Commissioner, Sacramento County Planning Commission**  
**Executive Member, Sacramento Public Health Advisory Board**





California Transportation Commission  
1120 N Street  
Sacramento, CA 95814

**RE: SUPPORT FOR CAPITAL SOUTHEAST CONNECTOR: GRANT LINE ROAD IMPROVEMENTS**

Dear Commissioners,

A Teichert & Son (Teichert) is a family owned construction and construction materials company operating in California since 1887. We hold the oldest active contractor's license in the State of California at #8. As such, Teichert is, and historically has been, committed to our family of employees, high quality of work, strong customer satisfaction, high standard of safety, and giving back to the community.

Teichert Materials is one of the largest aggregate producers in the State, with a major processing plant and asphalt plant strategically located on Grant Line Road. The plant can generate several million tons of rock, sand, gravel, and asphaltic concrete annually. We are also a material supplier to other contractors and operators. Our locally sourced products have played a vital role in the construction of infrastructure projects as well as residential and commercial development projects throughout the greater Sacramento region.

Over the decades, Teichert has seen a steady increase in the demand for building materials as the region's population grows. To meet the demand, Teichert has secured use permits which will allow our quarry and mining facilities to continue operating in Eastern Sacramento County and provide locally sourced materials for years to come.

As a major employer in Sacramento with a significant investment in our operations along the Capital SouthEast Connector, we support the proposed SouthEast Connector improvements to Grant Line Road. With its large volumes of heavy trucks due to mining operations, the County Landfill, and cargo movement to and from Mather Airport, the existing narrow two-lane roadway is insufficient for today's uses. The proposed improvements will improve safety and reduce congestion while further allowing for goods movement to meet the market without from an established location.

In addition to improving safety, the Connector will have a significant positive near-term and long-term financial impact on the Sacramento region by improving the distribution of materials critical for construction projects and increasing access to well-paying jobs.

On behalf of our company, we urge you to fund this Project and appreciate your consideration.

Sincerely,



Michael Smith  
Aggregate Resource and  
Government Affairs Manager  
Teichert Materials

**Ann Edwards**  
County Executive



**Dave Defanti,**  
Deputy County Executive  
Community Services

**Waste Management and  
Recycling**  
**Keith Goodrich – Interim  
Director**

## County of Sacramento

October 25, 2022

California Transportation Commission  
1120 N Street  
Sacramento, CA 95814

### **RE: SUPPORT FOR CAPITAL SOUTHEAST CONNECTOR: GRANT LINE ROAD IMPROVEMENTS**

Dear Commissioners,

Sacramento County started operations at the Kiefer Landfill (Landfill) in 1967. The Landfill employs about 40 staff and for the last 50+ years has been proud to serve residents and commercial customers of Sacramento County seven days a week, 365 days per year. The Landfill facility sits on 1,084 acres near the intersection of Kiefer Boulevard and Grant Line Road, and consists of 660 acres of disposal area with more than 117 million cubic yards of total capacity. To date, Kiefer has placed approximately 40 million cubic yards of waste.

The facility also includes two Gas-to-Energy Plants that remove gases from disposed solid waste. Gas generated at the landfill produces approximately 14 megawatts of electricity, and powers roughly 10,000 homes in the Sacramento area. This conversion of a waste by-product to clean energy has reduced Green House Gas emissions by more than 4 million metric tons of CO<sub>2</sub>.

As the Sacramento area's regional landfill with a facility along the Capital SouthEast Connector, we look forward to working with the Capitol Southeast Connector to finalize subsequent improvements, specifically arriving at an alignment that meets the goals of improved transit as well as recognizes existing facility needs such as the existing Kiefer Wetland Preserve. We support the proposed Capital SouthEast Connector improvements to Grant Line Road between Douglas Road and White Rock Road. The proposed improvements will improve safety, reduce congestion, and provide access to well-paying jobs. On behalf of Kiefer Landfill, we urge you to fund this Project and appreciate your consideration.

A handwritten signature in blue ink, appearing to read "Keith Goodrich".

Keith Goodrich  
Interim Director  
County of Sacramento, Department of Waste Management & Recycling

September 12, 2022

California Transportation Commission  
1120 N Street  
Sacramento, CA 95814

**RE: SUPPORT FOR CAPITAL SOUTHEAST CONNECTOR: GRANT LINE ROAD IMPROVEMENTS**

Dear Commissioners,

The City of Rancho Cordova is invested in the long-term success of the Capital SouthEast Connector Expressway. We believe its construction will provide immediate safety, economic prosperity, and goods movement benefits both locally and regionally. As a member agency in the Joint Powers Authority (JPA), we are directly involved in the Project's implementation and are represented on the Board of Directors.

We recognize the critical importance of SB 1, the Road Repair and Accountability Act. This landmark funding program continues to provide funding to a variety of City programs allowing us to rehabilitate, repair, and maintain our local streets and roads. And now, we are pleased to submit a project to participate in the Trade Corridor Enhancement Program (TCEP) with the JPA.

Our joint TCEP application, the **Grant Line Road Safety and Freight Mobility Project** ("Project"), will upgrade Grant Line Road to a four-lane expressway with a Class 1 bike path from Douglas Road to White Rock Road (approximately 2.6 miles). The Project aligns well with the TCEP grant criteria; the improvements increase freight velocity, reliability, and throughput. It incorporates active modes, transit prioritization at traffic signals, and smart corridor technology. Along its alignment, the Project has mining and quarry operations, generating large volumes of rural freight with heavy trucks.

The Project also addresses safety issues detrimental to freight carriers and the traveling public. It corrects geometric deficiencies in the alignment, such as a 25 mph advisory curve, no shoulders, drainage flooding, and utility poles inches from the edge of travel way. Unfortunately, this roadway has the highest collision rates along the 34-mile SouthEast Connector. The road is also prone to closures due to flooding in the winter and wildfires in the summer.

On behalf of our City, we urge you to fund the SouthEast Connector and appreciate your consideration.

Sincerely,



Donald Terry  
Mayor, City of Rancho Cordova

Donald Terry  
*Mayor*

Linda Budge  
*Vice Mayor*

David M. Sander  
*Council Member*

Siri Pulipati  
*Council Member*

Garrett Gatewood  
*Council Member*



September 15, 2022

Mitch Weiss  
Executive Director  
California Transportation Commission  
1120 N Street  
Sacramento, CA 95814

**Re: Support for SouthEast Connector Grant Line Road Safety and Freight Mobility Project**

Dear Mr. Weiss:

I am writing on behalf of the Sacramento Transportation Authority to express our support for the SouthEast Connector Grant Line Road Safety and Freight Mobility Project (Project) grant application related to the Trade Corridor Enhancement Program (TCEP).

The SouthEast Connector Joint Powers Authority (JPA), the County of Sacramento (County), and the City of Rancho Cordova (City) have partnered to improve the safety and efficiency of a critical rural freight corridor. The Project will reconstruct 2.6 miles of Grant Line Road, a two-lane rural road with geometric deficiencies that has significant heavy truck traffic due to existing quarry and landfill operations.

The Project will facilitate and improve access to US 50, providing regional benefits to the freight network and direct benefits to the cities of Rancho Cordova and Folsom, and Sacramento County.

The Project aligns well with the TCEP grant criteria, particularly freight throughput and safety. The improvements will increase freight velocity, reliability, and throughput. The increased capacity allows local quarries to meet market demand reducing truck trips from neighboring counties and thus decreasing regional vehicle miles traveled and associated greenhouse gas emissions and diesel particulate.

The Project also addresses current safety issues detrimental to freight carriers and the traveling public by correcting geometric deficiencies in the alignment, such as a 25 mph advisory curve and lack of shoulders. This roadway segment has one of the highest collision rates along the SouthEast Connector.

Finally the Project is included in the Sacramento Area Council Of Governments (SACOG) 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS).

On behalf of the Sacramento Transportation Authority, we urge you to fund this Project. I appreciate your consideration.

Respectfully submitted,

A handwritten signature in blue ink that reads "Kevin Bewsey". The signature is fluid and cursive, written in a professional style.

Kevin M, Bewsey, PE  
Executive Director

## ITEM 15

**MEETING DATE:** January 27, 2023

**TITLE:** Update on Connector Funding Efforts for Grant Line Road and Authorize Staff to Submit a Grant Funding Application

**PREPARED BY:** Derek Minnema and Matt Lampa

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### **RECOMMENDATION**

Receive an update on funding for Grant Line Road and approve Resolution 2023-05 authorizing staff to submit an application to the 2022/2023 Regional Funding Program.

### **OVERVIEW**

Below is a summary of project funding opportunities for Grant Line Road:

- County funding via the American Rescue Plan Act (ARPA) or other sources  
Staff will work with the County and the City of Rancho Cordova to explore opportunities to utilize federal ARPA funding, or other sources, on improvements to Grant Line Road, which served as a critical evacuation and detour route during the recent severe winter storms. The JPA will request **\$10M** in total. The County of Sacramento received \$301M and the City of Rancho Cordova received \$16M.
- County Transportation Development Fees  
In 2019 the County committed to collect fees for improvements along the Connector; however none have been distributed to date. The Transportation Improvement and Program Guide (TIPg) allows the development fees for the Connector to be used for design, right-of-way acquisition, or construction. The JPA is coordinating with County DOT to request **\$3.3M** in the FY 2023 for work on Grant Line Road.
- Measure A  
The past two years' sales tax revenue in Sacramento County is significantly higher than anticipated. The JPA is engaged in programming discussions with STA and is requesting **\$8M** over the next four years.
- Regional Funding under the Transformative Category  
Staff will apply for **\$10M** and Grant Line Road will be the **top priority**. The application will be submitted in collaboration with the City of Rancho Cordova



and Sacramento County and will focus on Final Engineering, Right of Way, and phasing construction between Douglas Road and White Rock Road.

- State funding via the Trade Corridor Enhancement Program (TCEP)  
In November 2022, the JPA submitted a **\$16M** application under TCEP to the California Transportation Commission for Grant Line Road between Douglas Road and White Rock Road. Project awards are anticipated in June 2023.

### **ADDITIONAL BACKGROUND INFORMATION FOR REFERENCE**

#### American Rescue Plan Act Funding Opportunity

The Coronavirus State and Local Fiscal Recovery Funds ("SLFRF") program, a part of the American Rescue Plan, enacted March 11, 2021, provided \$350 billion to state, local, and Tribal governments across the country to help offset revenue shortfalls and costs due to the COVID-19 pandemic.

The SLFRF funds provided flexibility for jurisdiction to meet local needs within four separate categories, however the guidelines were not clear on the eligibility of transportation infrastructure improvements.

To address the lack of clarity in the guidelines, Senators Alex Padilla and John Conryn authored a bill to amend the American Rescue Plan legislation to allow funding to be used on transportation projects (see Attachment b). The bill was signed into law in December 2022, allowing state, county, and local governments to spend **up to 30 percent or \$10M** of their American Rescue Plan funding, whichever is greater, on highway and public transportation projects.

#### County Development Fees

The Sacramento County Transportation Development Fee ("SCTDF") Program aims to fund improvements to the County's major roadway, bicycle and pedestrian facilities needed to accommodate travel demand generated by new development in the unincorporated portion of Sacramento County over the next 30 to 35 years.

#### Sacramento Transportation Authority, Measure A Transportation Sales Tax

Over the past two years, the Sacramento Transportation Authority ("STA") has collected significantly higher amounts of tax revenue than in previous years. For reference, sales tax revenue for FY20/21 came in **\$20M (15%) higher** than budgeted and FY21/22 came in **\$29.2M (20.3%) higher** than budgeted.



80% of sales tax revenue is allocated to local agencies monthly via formulaic distribution. However, the JPA is not a part of this distribution and does not receive monthly allocations.

The remaining 20% of sales tax funds the Capital Improvement Program ("CIP"), of which the JPA is one of five remaining agencies receiving funding from the program. Allocations to the CIP first pay for principal, interest, and ancillary fees on the Authority's bond program for debt services. Any amount remaining is available for the CIP. The JPA has \$2.8M under contract or programmed in the CIP.

### SACOG's Regional Funding Program Grant Application

The Regional Program consists of State and Federal transportation funding distributed to agencies for transportation projects. The program's purpose is to support the implementation of the 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy. Project nominations opened in October 2022, and applications are due February 8, 2023.

The 2022/2023 Regional Program budget is **\$115M** but less than prior years was budgeted to the Transformative Category, only **\$28M**. Guidelines define projects in this category as:

- All system expansion projects and larger non-expansion projects (above \$5M) that demonstrate significant regional benefits.

The guidelines require a resolution identifying the priority project. A potential initial construction project would reconstruct the sharp curve on Grant Line Road and a traffic signal at the intersection of Grant Line Road/Raymer Road/Teichert Entrance. The project would include associated turn pockets, shoulders, and drainage improvement to accommodate 100-year storm events.

### Road Repair and Accountability Act (SB 1) – Trade Corridor Enhancement Program

The purpose of the Trade Corridor Enhancement Program is to provide funding for infrastructure improvements on Trade Corridors of National and Regional Significance, and along other corridors that have a high volume of freight movement. This statewide, competitive program will provide approximately \$300 million per year in state funding.

### **ATTACHMENTS**

- a. Resolution 2023-05
- b. ARTBA Summary of Amendment



**ITEM 15 a**

**RESOLUTION 2023-05**

**RESOLUTION OF THE BOARD OF DIRECTORS  
OF THE CAPITAL SOUTHEAST CONNECTOR JOINT POWERS AUTHORITY  
AUTHORIZING SUBMISSION OF GRANT FUNDING APPLICATIONS TO SACOG  
UNDER THE 2022/2023 REGIONAL FUNDING PROGRAM**

**WHEREAS**, the Sacramento Area Council of Governments (“SACOG”) is the metropolitan planning organization responsible for allocating Federal and State transportation funds through the Regional Funding Program and SACOG has issued a call for project funding applications for the 2022/2023 Regional Funding Round (the “Program”); and

**WHEREAS**, Staff has identified Connector Segments D2a and D3b projects as candidates to receive funding through the Program.

**NOW THEREFORE**, the Board of Directors (“Board”) of the Capital SouthEast Connector Joint Powers Authority (“Connector JPA”) resolves as follows:

1. The Board authorizes staff to submit grant funding applications under the Program and the Board identifies Connector Segment D2a as the **top priority**.

This Resolution shall take effect from and after the date of its passage and adoption.

\* \* \* \* \*

PASSED AND ADOPTED this 27th day of January, 2023, on a motion by

Director \_\_\_\_\_, seconded by Director \_\_\_\_\_, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

\_\_\_\_\_  
Chairperson

ATTEST:

\_\_\_\_\_  
Secretary



## ITEM 15 b



American Road  
& Transportation  
Builders Association

250 E Street, S.W.  
Suite 900  
Washington D.C. 20024

P 202.289.4434  
W [artba.org](http://artba.org)

## MEMORANDUM

To: ARTBA Members and State Chapter Affiliates  
From: ARTBA Staff  
Re: “Cornyn-Padilla” Amendment Offers State, Local Surface Transportation Funding Opportunity  
Date: January 9, 2023

The final Fiscal Year 2023 government-wide spending package both assures timely release of federal transportation funds and puts in place the “Cornyn-Padilla Amendment” (CPA) to provide state and local governments additional flexibility to use COVID-19 relief aid for transportation infrastructure projects. ARTBA led congressional engagement on the issue throughout 2021 and 2022. The following is intended to provide additional background as you work with state and local governments to take advantage of the opportunity presented by the CPA.

The American Rescue Plan Act (ARPA), enacted March 11, 2021, gave \$350 billion to state and local government to help offset revenue shortfalls and costs due to the COVID-19 pandemic. However, a lack of clarity on eligible uses of funding limited action by some jurisdictions to deploy these funds for transportation infrastructure improvements. Nearly two years later, a modified version of the CPA is now law, **allowing state, county, and local governments to spend up to 30 percent or \$10 million of their portion of the ARPA funding, whichever is greater, on highway and public transportation projects.**

The exact amount of unbudgeted ARPA funds is unclear, but best estimates based on data collected by the U.S. Treasury Department suggest somewhere between \$50-100 billion is left uncommitted and therefore may be available for surface transportation projects. It is important to note remaining funds will vary by state and municipality and that the CPA is a clarification of eligibility as opposed to new resources for transportation infrastructure improvements.

### **To pursue this opportunity, contact your state, county and local governments to:**

- A) Ensure they are aware of the change in the law that clarifies these funds can be used for surface transportation projects;
- B) Ask them how much, if any, of their allocated resources they have remaining, and;
- C) Make the case for why and how any remaining resources can and should be used for local transportation infrastructure projects.

With questions or follow-up, please contact Dean Franks, Senior Vice President of Congressional Relations at [dfranks@artba.org](mailto:dfranks@artba.org).

**Special thanks to Sens. Alex Padilla (D-Ca.) and John Cornyn (R-Texas), and their House counterparts Reps. Carolyn Bourdeaux (D-Ga.) and Dusty Johnson (R-S.D.) for continuing to push this legislation forward.**

## ITEM 16

**MEETING DATE:** January 27, 2023

**TITLE:** Update on Connector Funding Efforts for White Rock Road and Authorize Staff to Submit a Grant Funding Application

**PREPARED BY:** Derek Minnema and Matt Lampa

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### **RECOMMENDATION**

Receive an update on funding for White Rock Road and approve Resolution 2023-06 authorizing staff to submit an application to the 2022/2023 Regional Funding Program.

### **OVERVIEW**

Below is a summary of project funding opportunities for White Rock Road:

- County funding via the American Rescue Plan Act (ARPA) or other sources  
Staff will work with El Dorado County and the City of Folsom to explore opportunities to utilize federal ARPA funding or other sources to improve White Rock Road. Initial discussions with El Dorado indicate **\$3M** could be available. The County of El Dorado received \$37.5M and the City of Folsom received \$8.3M.
- City of Folsom/County of Sacramento Development Fees  
The City of Folsom has sent **\$12M** in development fees to the County for roadway improvements; however none of the fees have been allocated to the Connector. The JPA is working with City of Folsom to determine how to better distribute the funding generated by the City towards the project.
- Congressionally Directed Spending, I.E., "Earmarks"  
The JPA secured a **\$4M** Community Project Funding Request in the FY23 House Transportation, Housing and Urban Development Appropriations bill for the White Rock Road Class 1 Trail.
- Active Transportation Program  
In September 2022, the JPA submitted a **\$4M** application to the Regional Active Transportation Program for the White Rock Road Class 1 Trail. Project awards are anticipated in March 2023.

- Regional Funding under the Transformative Category  
Staff will apply for **\$6M**, and White Rock Road will be the second priority. The application will be submitted in collaboration with the City of Folsom and El Dorado County. It will focus on Final Engineering, Right of Way, and phasing construction between East Bidwell Street and Latrobe Road.
- State Funding via the Solutions For Congested Corridors Program  
Conversations are early but underway on a multi-agency collaboration to secure funding through the State's Solutions for Congested Corridor Program. This competitive program provides \$250M annually for projects implementing specific transportation performance improvements that are part of a comprehensive corridor plan.

### **ADDITIONAL BACKGROUND INFORMATION FOR REFERENCE**

#### American Rescue Plan Act Funding Opportunity

The Coronavirus State and Local Fiscal Recovery Funds ("SLFRF") program, a part of the American Rescue Plan, enacted March 11, 2021, provided \$350 billion to state, local, and Tribal governments across the country to help offset revenue shortfalls and costs due to the COVID-19 pandemic.

The SLFRF funds provided flexibility for jurisdiction to meet local needs within four separate categories, however the guidelines were not clear on the eligibility of transportation infrastructure improvements.

To address the lack of clarity in the guidelines, Senators Alex Padilla and John Cornyn authored a bill to amend the American Rescue Plan legislation to allow funding to be used on transportation projects (see Attachment b).

The bill was signed into law in December 2022, allowing state, county, and local governments to spend **up to 30 percent or \$10M** of their American Rescue Plan funding, whichever is greater, on highway and public transportation projects.

#### Folsom/County Development Fees

Fees were established by a "Fair Share Cost Allocation" analysis and a Memorandum of Understanding between the County and City related to the Folsom Plan Area south of Highway 50. The MOU aims to fund improvements to major roadway, bicycle and pedestrian facilities needed to accommodate travel demand generated by new development.

### Congressionally Directed Spending

In 2022 staff worked with Congressman Bera to submit a \$4M Community Project Funding Request in the FY23 House Transportation, Housing and Urban Development Appropriations bill for the White Rock Road Class I Trail in Folsom. On December 29 President Biden signed into law H.R. 2617, the Consolidated Appropriations Act, 2023, which includes all \$4 M of our Community Project Funding Request.

### SACOG's Regional Funding Program Grant Application

The Regional Program consists of State and Federal transportation funding distributed to agencies for transportation projects. The program's purpose is to support the implementation of the 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy. Project nominations opened in October 2022, and applications are due February 8, 2023.

The 2022/2023 Regional Program budget is **\$115M**, but less than prior years was budgeted to the Transformative Category, only **\$28M**. Guidelines define projects in this category as:

- All system expansion projects and larger non-expansion projects (above \$5M) that demonstrate significant regional benefits.

The guidelines require a resolution identifying the priority project. The application will be for final engineering design and right-of-way acquisition to complete the 4-lane widening of White Rock Rd into El Dorado County.

### Road Repair and Accountability Act (SB 1) – Solutions for Congested Corridors Program

The Solutions for Congested Corridors Program (SCCP) aims to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state. The SCCP makes \$250 million available annually to projects that implement specific transportation performance improvements and are part of a comprehensive corridor plan, by providing more transportation choices while preserving the character of local communities and creating opportunities for neighborhood enhancement.

### **ATTACHMENTS**

- a. Resolution 2023-06
- b. ARTBA Summary of Amendment



**ITEM 16 a**

**RESOLUTION 2023-06**

**RESOLUTION OF THE BOARD OF DIRECTORS  
OF THE CAPITAL SOUTHEAST CONNECTOR JOINT POWERS AUTHORITY  
AUTHORIZING SUBMISSION OF GRANT FUNDING APPLICATIONS TO SACOG  
UNDER THE 2022/2023 REGIONAL FUNDING PROGRAM**

**WHEREAS**, the Sacramento Area Council of Governments (“SACOG”) is the metropolitan planning organization responsible for allocating Federal and State transportation funds through the Regional Funding Program and SACOG has issued a call for project funding applications for the 2022/2023 Regional Funding Round (the “Program”); and

**WHEREAS**, Staff has identified Connector Segments D2a and D3b projects as candidates to receive funding through the Program.

**NOW THEREFORE**, the Board of Directors (“Board”) of the Capital SouthEast Connector Joint Powers Authority (“Connector JPA”) resolves as follows:

1. The Board authorizes staff to submit grant funding applications under the Program and the Board identifies Connector Segment D3b as the **second priority**.

This Resolution shall take effect from and after the date of its passage and adoption.

\* \* \* \* \*

PASSED AND ADOPTED this 27th day of January, 2023, on a motion by

Director \_\_\_\_\_, seconded by Director \_\_\_\_\_, by the following vote:

AYES:  
NOES:  
ABSENT:  
ABSTAIN:

\_\_\_\_\_  
Chairperson

ATTEST:  
\_\_\_\_\_  
Secretary

## ITEM 16 b



American Road  
& Transportation  
Builders Association

250 E Street, S.W.  
Suite 900  
Washington D.C. 20024

P 202.289.4434  
W [artba.org](http://artba.org)

### MEMORANDUM

To: ARTBA Members and State Chapter Affiliates  
From: ARTBA Staff  
Re: “Cornyn-Padilla” Amendment Offers State, Local Surface Transportation Funding Opportunity  
Date: January 9, 2023

The final Fiscal Year 2023 government-wide spending package both assures timely release of federal transportation funds and puts in place the “Cornyn-Padilla Amendment” (CPA) to provide state and local governments additional flexibility to use COVID-19 relief aid for transportation infrastructure projects. ARTBA led congressional engagement on the issue throughout 2021 and 2022. The following is intended to provide additional background as you work with state and local governments to take advantage of the opportunity presented by the CPA.

The American Rescue Plan Act (ARPA), enacted March 11, 2021, gave \$350 billion to state and local government to help offset revenue shortfalls and costs due to the COVID-19 pandemic. However, a lack of clarity on eligible uses of funding limited action by some jurisdictions to deploy these funds for transportation infrastructure improvements. Nearly two years later, a modified version of the CPA is now law, **allowing state, county, and local governments to spend up to 30 percent or \$10 million of their portion of the ARPA funding, whichever is greater, on highway and public transportation projects.**

The exact amount of unbudgeted ARPA funds is unclear, but best estimates based on data collected by the U.S. Treasury Department suggest somewhere between \$50-100 billion is left uncommitted and therefore may be available for surface transportation projects. It is important to note remaining funds will vary by state and municipality and that the CPA is a clarification of eligibility as opposed to new resources for transportation infrastructure improvements.

#### **To pursue this opportunity, contact your state, county and local governments to:**

- A) Ensure they are aware of the change in the law that clarifies these funds can be used for surface transportation projects;
- B) Ask them how much, if any, of their allocated resources they have remaining, and;
- C) Make the case for why and how any remaining resources can and should be used for local transportation infrastructure projects.

With questions or follow-up, please contact Dean Franks, Senior Vice President of Congressional Relations at [dfranks@artba.org](mailto:dfranks@artba.org).

**Special thanks to Sens. Alex Padilla (D-Ca.) and John Cornyn (R-Texas), and their House counterparts Reps. Carolyn Bourdeaux (D-Ga.) and Dusty Johnson (R-S.D.) for continuing to push this legislation forward.**