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

Date: Friday, May 28, 2021, 8:30 a.m. to 10:30 a.m.

Meeting Location: A Regular Teleconference Meeting of the Capital SouthEast Connector JPA Board of Directors will be held exclusively via teleconference in light of COVID-19 restrictions on public gatherings. The meeting will be conducted in accordance with the Ralph M. Brown Act, California Government Code 54950, *et seq.* and Executive Order N-29-20. This meeting will be held via Zoom. Join the meeting on your computer or mobile device:

<https://zoom.us/j/98707718673?pwd=WXq0cW14bVJPWDdQa2ILYkNkRHRiZz09>

Meeting ID: 987 0771 8673

Passcode: 635536

To join the meeting by phone: 669-900-6833 **or** 346-248-7799

Public Comment:

The Connector JPA welcomes, appreciates, and encourages public participation in the Board Meeting. If you wish to submit a comment to be read aloud at the meeting, please email your comment to ConnectorSupport@SacCounty.net by **3:00 p.m. on May 27, 2021** and your comment will be read aloud at the meeting.

If you wish to address the Board of Directors during the meeting, please wait until the Board Chair requests comments from the public. All public participants will be placed on mute during the meeting, until such time as the Board Chair requests public comment. Computer and mobile device attendees should use the Zoom "Raise Hand" feature when the Board Chair requests public comment. The "Raise Hand" feature can be found by moving your mouse on the Zoom meeting screen to reveal the toolbar. Then click on the "Participants" tab and then click "Raise Hand". Alternatively, windows users can use the keyboard shortcut ALT+Y and mac users can use the keyboard shortcut OPTION+Y to raise or lower your hand for comment. Phone attendees should press *9 to "Raise Hand" for public comment.

The Board of Directors requests that you limit your comments 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 it may deem 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 Hidahl, Howell, Hume, Nottoli, Sander
2. Pledge of Allegiance
3. Public Comment on Non-Agenda Items

Members of the public may comment on any item of interest to the public within the subject matter jurisdiction of the Board of Directors. Each person will be allowed three minutes, or less if a large number of requests are received on a particular subject. After ten minutes of testimony, the Chair may choose to hear any additional testimony following the Discussion Items.

Please note, under the provisions of the California Government Code, the Board is prohibited 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. Those participants who wish to address a specific agendized item are encouraged to offer their public comments during consideration of that item.

4. Executive Director's Report for May 2021

Consent Calendar Items

5. Approve Action Minutes of April 30, 2021, Regular Board Meeting and Special Board Meeting Planning Workshop Minutes
6. Update on Connector Construction Projects (Receive and File)
7. Federal/State Funding and Legislation Update (Receive and File)
8. Approve Request for Local Partnership Program Funds available through the Road Repair and Accountability Act of 2017
- Resolution 2021-06

Discussion and Action Items

9. Update on the Travel Demand Model, including Forecasted Reductions in Regional Vehicle Miles Traveled (VMT) with the Connector Project, and authorize the Executive Director to execute an Amendment to the Agreement with Kimley-Horn and Associates, Inc.
- Resolution 2021-07

- 10.** Adopt Work Plan and Fiscal Year 2021-22 Budget and Member Agency Contribution
 - Resolution 2021-08
 - Resolution 2021-09
 - Resolution 2021-10
- 11.** Approve Release of a Request for Proposals for Traffic Engineering Services
 - Resolution 2021-11
- 12.** Approve Release of a Request for Proposals for Legal Research, Analysis, and Strategy for Funding through Local Transportation Measures
 - Resolution 2021-12
- 13.** Approve Release of a Request for Proposals for Federal/State Funding Legal Research related to the Metropolitan Transportation Plan
 - Resolution 2021-13
- 14. Closed Session**

Once the closed session has ended, the board meeting will be reconvened in open session. The Chair will then make any announcements required by the Brown Act relative to reportable actions taken during the closed session.

- A. Public Employee Performance Evaluation (Government Code, § 54957(b)(1))**
Employee: Executive Director
- B. Conference with Labor Negotiators (Government Code, § 54957.6)**
Agency Designated Representative: Board Chair
Unrepresented Employee: Executive Director

OPEN SESSION

- 15.** Discussion Regarding Executive Director Employment and Compensation, if any
- 16.** Announcements or Final Comments from Board Members

ADJOURN

The next meeting of the Capital SouthEast Connector JPA Board will be held on

August 27, 2021

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

*Subject to change due to COVID-19 restrictions on public gatherings

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: May 28, 2021

TITLE: Executive Director's Report for May 2021 (Receive and File)

PREPARED BY: Derek Minnema

Each month the Executive Director provides a report the Board. The Executive Director will provide an oral report at the meeting.

ITEM 5

MEETING DATE: May 28, 2021

TITLE: Action Minutes of the April 30, 2021, Regular Teleconference Board Meeting

PREPARED BY: Derek Minnema

RECOMMENDATION

Approve Action Minutes of the April 30, 2021, Regular Teleconference Board Meeting.

ACTION MINUTES

The Capital SouthEast Connector JPA Board of Directors met in regular session on April 30, 2021, via teleconference.

Call to Order Chair Howell called the meeting to order at 8:34 a.m.

Roll Call Present: Directors Hidahl, Howell, Hume, Nottoli, Sander

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 written report for April 2021 and the Executive Director briefly reviewed the report with the Board and the public.

Public comment was received on this item from Mr. John Merchant.

Consent Calendar Items

A motion was made by Director Hume and seconded by Director Hidahl 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 January 29, 2021 Board Meeting

Item #6: Accept the Fiscal Year 2019-20 Independent Auditor's Report – Resolution 2021-02

Item #7: Accept a Notice of Completion from Sacramento Municipal Utility District for Utility Relocations related to Connector Segment D3 – Resolution 2021-03

Item # 8: Approve Release of a Request for Proposals for Legal Services for the Connector JPA – Resolution 2021-04

No public comment was received on the consent items.

Discussion and Action Items

Item #9: Update on Federal Funding Opportunities

Executive Director Minnema provided an update on Federal Funding Opportunities.

No action was taken on this item.

No public comment was received on this item.

Item #10: Update on the Connector project environmental mitigation strategy and authorize staff to release an RFP for SSHCP permit compliance services

Executive Director Minnema introduced the item provided a presentation summarizing the item. A 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 (“BOARD”) OF THE CAPITAL SOUTHEAST CONNECTOR JOINT POWERS AUTHORITY APPROVED THE RELEASE OF AN RFP FOR SSHCP PERMIT COMPLIANCE SERVICES.

No public comment was received on this item.

Closed Session

Item #11:

A. Public Employee Performance Evaluation (Government Code, § 54957(b)(1))

Employee: Executive Director

B. Conference with Labor Negotiators (Government Code, § 54957.6)

Agency Designated Representative: Board Chair

Unrepresented Employee: Executive Director

Open Session

No reportable action from closed session.

Item #12: Discussion Regarding Executive Director Employment and Compensation, if any

No discussion or action was taken on this item.

No public comment was received on this item.

Item # 13: 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 9:51 a.m.



APPROVAL OF ACTION MINUTES FOR APRIL 30, 2021

Approved By:

Attest:

Kerri Howell
Chair of the Board

Derek Minnema
Board Secretary

ITEM 5 a

MEETING DATE: May 28, 2021

TITLE: Action Minutes of the April 30, 2021, Special Board Meeting

PREPARED BY: Derek Minnema

RECOMMENDATION

Approve Action Minutes of the April 30, 2021, Special Board Meeting.

ACTION MINUTES

The Board of Directors met on April 30, 2021 and conducted a Board Planning Workshop.

Call to Order Chair Howell called the meeting to order at 11:40 a.m.

Roll Call Present: Directors Hidahl, Howell, Hume, Nottoli, Sander*

*Director Sander arrived at 12:05 p.m.

Public Comments on Non-Agenda Items

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

Open Session

Eric Douglas of Leading Resources, Inc. along with Executive Director Derek Minnema led the board in a Strategic Planning Workshop discussion.

Adjournment

The meeting adjourned at 2:50 p.m.

APPROVAL OF ACTION MINUTES

Approved By:

Attest:

Kerri Howell
Chair of the Board

Derek Minnema
Board Secretary

ITEM 6

MEETING DATE: May 28, 2021

TITLE: Update on Connector Construction Projects (Receive and File)

PREPARED BY: Matt Lampa

RECOMMENDATION

Receive and file this update.

CONSTRUCTION UPDATE

Construction is currently in progress for three Connector-related projects. The following is a brief status update:

Segment A2, Kammerer Road (Bruceville Road to Lotz Parkway)

- Temporary fencing has been installed
- Utility relocations are underway
- Installation of storm drainage facilities and grading of drainage detention basins near Bruceville Road is underway
- Earthwork activities are underway



Picture 1 – Detention basin roadway grading near Bruceville Rd

Segment B2, Grant Line Road (Waterman Road to Bradshaw Road)

- New fencing has been installed along the right of way
- Temporary striping has been placed to shift traffic for stage 1 of construction
- Utility relocations and installation of 16-inch water line are ongoing
- Storm drainage facilities are being constructed
- Underground electrical facilities for traffic signals are being installed
- Roadway excavation is being done in preparation for placing subgrade and asphalt



Pictures 2 and 3 – Roadway Excavation east of Grant Line Rd and intallatoin of 16-inch water line

Segment D3a, White Rock Road (Prairie City Road to East Bidwell Street)

- New fencing has been installed along the right of way
- Relocation of telecommunication utilities is ongoing
- A significant amount of fill material has been brought to the site, and grading operations are in progress to prepare the site for placement of subgrade and asphalt
- Foundation work is in progress for the two bridges crossing Alder Creek



Picture 4 – Bridge foundation construction at Alder Creek



Picture 5 – Roadway Excavation

ITEM 7

MEETING DATE: May 28, 2021

TITLE: Federal/State Funding and Legislation Update (Receive and File)

PREPARED BY: MMS Strategies

OVERALL FEDERAL LANDSCAPE

The process moving forward remains unclear for infrastructure legislation, though May and June seem to be emerging as pivotal months. House Speaker Nancy Pelosi (D-CA) and Senate Majority Leader Chuck Schumer (D-NY) have yet to lay out a clear legislative path, although Speaker Pelosi has called for passage by July 4.

House Transportation and Infrastructure Committees' markup of the legislation will occur in June, while Senate Environment and Public Works Committees' markup could occur by late May, however, June also appears likely.

The dollar figure and scope of the legislation will depend on whether any bipartisan agreement can hold together on other elements. The President has proposed his 'American Jobs Plan' with a cost of \$2.3 trillion.

Senator Shelley Moore Capito (R-WV), the Republican leader on the Environment and Public Works ("EPW") Committee, recently announced a \$568 billion proposal centered on road and bridge construction. Both chambers have indicated that they plan to hold committee markups for their respective infrastructure bills in the near term.

The White House has signaled a willingness to try a bipartisan path with Republicans on the infrastructure portion. Discussions are underway, and the President has met with Senator Capito.

Surface Transportation Reauthorization

The Surface Transportation Reauthorization Act of 2021 (STRA) will be considered May 26 by the EPW Committee and the measure is expected to earn overwhelming approval. The STRA would provide a total boost of 34 percent in core highway investment over its five-year life and distribute 90 percent of these funds by formula to states. Other senate transportation committees will need to advance the remaining components of a reauthorization bill.

OVERALL STATE LANDSCAPE

This month the Governor unveiled the Budget Revision, which sets in motion talks ahead of the June 15 deadline for the Legislature to pass a spending plan. The Governor submitted a \$267.8 billion budget. In terms of transportation specific items, the May Revise includes \$11 billion in transportation spending, including the following:

- Los Angeles Olympics—\$1 billion General Fund to deliver critical projects in time for the 2028 Olympic Games.
- High-Speed Rail—\$4.2 billion Proposition 1A to complete high-speed rail construction in the Central Valley, advance work to launch service between Merced and Bakersfield, advance planning and project design for the entire project, and leverage potential federal funds.
- Priority Transit and Rail Projects—\$1 billion General Fund for transit and rail projects statewide that improve rail and transit connectivity between state and regional/local services.
- Zero-Emission Rail and Transit Equipment Purchases and Infrastructure—\$407 million (\$100 million General Fund, \$280 million Public Transportation Account, and \$27 million federal funds) to demonstrate and purchase or lease clean bus and rail equipment and infrastructure that eliminate fossil fuel emissions and increase intercity rail and intercity bus frequencies.
- Active Transportation—\$500 million General Fund to advance projects that increase the proportion of trips accomplished by walking and biking, increase the safety and mobility of non-motorized users, advance efforts of regional agencies to achieve greenhouse gas reduction goals, enhance public health, and benefit many types of users, especially in disadvantaged communities.
- High Priority Grade Separations and Grade Crossing Improvements—\$500 million General Fund to support critical safety improvements throughout the state.
- Zero-Emission Buses and Trucks—\$1.4 billion (\$1.3 billion General Fund, \$87 million Air Pollution Control Fund) to demonstrate and purchase or lease green buses and trucks.
- State Highway Rehabilitation and Local Roads and Bridges—\$2 billion (\$1.1 billion special funds through 2028, and \$968 million federal funds) to support the advancement of priority State Highway Operation and Protection Program (SHOPP) projects.



CONNECTOR PROJECT FEDERAL REQUESTS

House Transportation and Infrastructure Committee Member Designated Projects

Timeline: We expect the Committee to pass legislation in the Fall.

Project Sponsor: Capital SouthEast Connector Joint Powers Authority
Project Name: Capital SouthEast Connector - Segment D2a Expressway Project
Project Location: Rancho Cordova, CA 95742
Requested Amount: \$8,000,000

Project Sponsor: Capital SouthEast Connector Joint Powers Authority
Project Name: Capital SouthEast Connector - Segment D3 Class 1 Multi-Use Path and Broadband Project
Project Location: Folsom, CA 95630
Requested Amount: \$2,000,000

Infrastructure For Rebuilding America (INFRA) Grants
Timeline: Early June
Project Sponsor: Capital SouthEast Connector Joint Powers Authority
Project Name: Capital SouthEast Connector - Connector Segment D2a – Grant Line Road
Project Location: Rancho Cordova, CA 95742
Requested Amount: \$16,600,000

CONNECTOR PROJECT STATE REQUESTS

Project Sponsor: Capital SouthEast Connector Joint Powers Authority
Project Name: Capital SouthEast Connector - Segment D3 Class 1 Multi-Use Path and Broadband Project
Project Location: Folsom, CA 95630
Requested Amount: \$8,000,000

Project Sponsor: Capital SouthEast Connector Joint Powers Authority
Project Name: Capital SouthEast Connector – Environmental Mitigation
Project Location: Sacramento County
Requested Amount: \$10,000,000

Staff is also exploring an additional request through the local delegation to fund engineering and construction for project segments that are CEQA approved. We are working to build advocacy support to help propel any additional request forward, including labor and tribal groups.

FEDERAL LEGISLATION OF INTEREST

H.R.3430 — 117th Congress (2021-2022)

To rescind unused earmarks provided for the Department of Transportation and deposit such funds into the Treasury for purposes of deficit reduction.

Sponsor: Rep. Nehls, Troy E. [R-TX-22]

Introduced: 5/20/2021

H.R.3380 — 117th Congress (2021-2022)

To amend chapter 83 of title 41, United States Code (popularly referred to as the Buy American Act), and certain other laws with respect to certain waivers under those laws, to provide greater transparency regarding exceptions to domestic sourcing requirements.

Sponsor: Rep. Cicilline, David N. [D-RI-1]

Introduced: 5/20/2021

S.1766 — 117th Congress (2021-2022)

A bill to amend the Intermodal Surface Transportation Efficiency Act of 1991 to designate United States Route 412 as a future part of the Interstate System.

Sponsor: Sen. Inhofe, James M. [R-OK]

Introduced: 5/20/2021

S.1765 — 117th Congress (2021-2022)

A bill to amend title 23, United States Code, to provide greater flexibility for multimodal freight improvements.

Sponsor: Sen. Inhofe, James M. [R-OK]

Introduced: 5/20/2021

S.1763 — 117th Congress (2021-2022)

A bill to amend title 23, United States Code, to establish a high-risk rural roads safety program.

Sponsor: Sen. Kelly, Mark [D-AZ]

Introduced: 5/20/2021

H.R.3339 — 117th Congress (2021-2022)

To facilitate efficient investments and financing of infrastructure projects and new job creation through the establishment of a National Infrastructure Bank.

Sponsor: Rep. Davis, Danny K. [D-IL-7]

Introduced: 5/19/2021

H.R.3334 — 117th Congress (2021-2022)

To increase the project cap for certain small starts projects.

Sponsor: Rep. Bourdeaux, Carolyn [D-GA-7]

Introduced: 5/19/2021

H.R.3329 — 117th Congress (2021-2022)

To allow certain urbanized areas with a population of over 200,000 to be eligible under the small transit intensive cities formula.



Sponsor: Rep. Carbajal, Salud O. [D-CA-24]
Introduced: 5/19/2021

H.R.3341 — 117th Congress (2021-2022)
To authorize funds for Federal-aid highways, highway safety programs, and transit programs.
Sponsor: Rep. Graves, Sam [R-MO-6]
Introduced: 5/19/2021

S.1710 — 117th Congress (2021-2022)
A bill to ensure that Federal-aid highways, bridges, and tunnels are more resilient.
Sponsor: Sen. Gillibrand, Kirsten E. [D-NY]
Introduced: 5/19/2021

H.R.3311 — 117th Congress (2021-2022)
To rebuild the Nation's infrastructure, provide a consumer rebate to the American people, assist coal country, and reduce harmful pollution.
Sponsor: Rep. Larson, John B. [D-CT-1]
Introduced: 5/18/2021

H.R.3310 — 117th Congress (2021-2022)
To establish a program to carry out public service campaigns which promote transportation career opportunities and improve diversity in the workforce.
Sponsor: Rep. Larsen, Rick [D-WA-2]
Introduced: 5/18/2021

H.R.3303 — 117th Congress (2021-2022)
To reduce the tax credit for new qualified plug-in electric drive motor vehicles by State subsidies for these vehicles.
Sponsor: Rep. Estes, Ron [R-KS-4]
Introduced: 5/18/2021

H.R.3302 — 117th Congress (2021-2022)
To prohibit the seller of an electric vehicle from being treated as the taxpayer that placed such vehicle in service and taking the electric vehicle tax credit if such vehicle is sold to the Federal Government.
Sponsor: Rep. Estes, Ron [R-KS-4]
Introduced: 5/18/2021

H.R.3298 — 117th Congress (2021-2022)
To require that a project for the permanent repair or reconstruction of a repeatedly damaged facility includes feasible and economically justifiable improvements to increase resilience.
Sponsor: Rep. Davids, Sharice [D-KS-3]
Introduced: 5/18/2021

S.1681 — 117th Congress (2021-2022)
A bill to promote transportation career opportunities and improve diversity in the workforce.



Sponsor: Sen. Peters, Gary C. [D-MI]
Introduced: 5/18/2021

S.1676 — 117th Congress (2021-2022)
A bill to allow tax-exempt private activity bonds to be used for qualified broadband projects.
Sponsor: Sen. Hassan, Margaret Wood [D-NH]
Introduced: 5/18/2021

S.1672 — 117th Congress (2021-2022)
A bill to direct the DOT to establish a working group to conduct a study on access to certain resources for infrastructure projects.
Sponsor: Sen. Kelly, Mark [D-AZ]
Introduced: 5/18/2021

S.1659 — 117th Congress (2021-2022)
A bill to require the DOT to carry out a highway cost allocation study.
Sponsor: Sen. Lummis, Cynthia M. [R-WY]
Introduced: 5/17/2021

H.R.3275 — 117th Congress (2021-2022)
To amend the Internal Revenue Code of 1986 to suspend the tax on gasoline other than aviation gasoline.
Sponsor: Rep. Herrell, Yvette [R-NM-2]
Introduced: 5/17/2021

H.R.3289 — 117th Congress (2021-2022)
To re-establish an advisory committee to provide independent advice and recommendations from a variety of stakeholders in transportation planning, design, research, policy, and advocacy.
Sponsor: Rep. Wilson, Frederica S. [D-FL-24]
Introduced: 5/17/2021

H.R.3262 — 117th Congress (2021-2022)
To require the Secretary of Transportation to submit a report on cybersecurity risks to motor vehicle safety.
Sponsor: Rep. Upton, Fred [R-MI-6]
Introduced: 5/14/2021

H.R.3253 — 117th Congress (2021-2022)
To direct the Administrator of the National Highway Traffic Safety Administration to conduct a study on motor vehicle safety and impaired driving.
Sponsor: Rep. Lesko, Debbie [R-AZ-8]
Introduced: 5/14/2021

H.R.3234 — 117th Congress (2021-2022)

To amend section 30113 of title 49, United States Code, to clarify the granting of an alternate vehicle endorsement.

Sponsor: Rep. Dunn, Neal P. [R-FL-2]

Introduced: 5/14/2021

STATE LEGISLATION OF INTEREST

AB 604 (Daly D) Road Maintenance and Rehabilitation Account: apportionment of funds: accrued interest.

Status: 4/21/2021-In committee: Set, first hearing. Referred to APPR. Suspense file.

Summary: Would continuously appropriate interest earnings derived from revenues deposited in the Road Maintenance and Rehabilitation Account to the Department of Transportation for maintenance of the state highway system or for purposes of the State Highway Operation and Protection Program.

AB 786 (Cervantes D) California Transportation Commission: executive director.

Status: 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 2/25/2021. May be acted upon Jan 2022.)

Summary: Current law establishes within the Transportation Agency the California Transportation Commission. Current law requires the commission to appoint an executive director for the commission who serves at the pleasure of the commission. This bill would instead require the executive director of the commission to be appointed by the Governor, subject to confirmation by the Senate, and subject to removal at the discretion of the Governor.

AB 1035 (Salas D) Department of Transportation and local agencies: streets and highways: recycled materials.

Status: 5/5/2021-In committee: Set, first hearing. Referred to APPR. Suspense file.

Summary: Would require the Department of Transportation and a local agency that has jurisdiction over a street or highway, to the extent feasible and cost effective, to use advanced technologies and material recycling techniques that reduce the cost of maintaining and rehabilitating streets and highways and that exhibit reduced levels of greenhouse gas emissions through material choice and construction method. The bill would require, on and after January 1, 2025, a local agency that has jurisdiction over a street or highway, to the extent feasible, to apply standard specifications that allow for the use of recycled materials in streets and highways, as specified. By increasing the duties of local agencies, this bill would impose a state-mandated local program.

AB 1047 (Daly D) Road Repair and Accountability Act of 2017: reporting internet website.

Status: 4/28/2021-In committee: Set, first hearing. Referred to APPR. Suspense file.

Summary: Would require the Transportation Agency to improve the capability of the SB 1 internet website hosted by the agency to provide a comprehensive one-stop reporting interface available to the public. The bill would require the interface to provide timely fiscal information compiled from data provided by each administering agency regarding the development and implementation status of each transportation program or project funded, at least in part, by revenues from SB 1.

AB 1147 (Friedman D) Regional transportation plan: Active Transportation Program.

Status: 5/10/2021-In committee: Hearing postponed by committee.

Summary: Current law requires the Strategic Growth Council, by January 31, 2022, to complete an overview of the California Transportation Plan and all sustainable communities strategies and alternative planning strategies, an assessment of how implementation of the California Transportation Plan, sustainable communities strategies, and alternative planning strategies will influence the configuration of the statewide integrated multimodal transportation system, and a review of the potential impacts and opportunities for coordination of specified funding programs. This bill would require the council to convene key state agencies, metropolitan planning agencies, and local governments to assist the council in completing the report.

AB 1209 (McCarty D) Transportation planning: Sacramento Area Council of Governments: Green Means Go Grant and Loan Program.

Status: 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 3/4/2021. May be acted upon Jan 2022.)

Summary: Would require the Sacramento Area Council of Governments, upon appropriation by the Legislature, to develop and administer the Green Means Go Grant and Loan Program to award competitive grants and revolving loans to cities, counties, and special districts within the Sacramento region for qualifying projects within and benefitting green zones, as defined. The bill would require SACOG, on or before November 1, 2023, and annually thereafter, to submit a report to the Legislature describing the development and administration of that program, number of moneys awarded pursuant to that program, and status of projects for which that program's moneys were awarded.

ACA 1 (Aguiar-Curry D) Local government financing: affordable housing and public infrastructure: voter approval.

Status: 4/22/2021-Referred to Coms. on L. GOV. and APPR.

Summary: The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit that would authorize a city, county, city and county, or special district to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing, or the acquisition or lease of real property for those purposes, if the proposition proposing that tax is approved by 55% of the voters of the city, county, or city and county, as applicable, and the proposition includes specified accountability requirements.

SB 44 (Allen D) California Environmental Quality Act: streamlined judicial review: environmental leadership transit projects.

Status: 5/14/2021-Set for hearing May 20.

Summary: Would establish specified procedures for the administrative and judicial review of the environmental review and approvals granted for an environmental leadership transit project, as defined, proposed by a public or private entity or its affiliates. The bill would require the Judicial Council, on or before April 1, 2022, to adopt rules of court establishing procedures requiring actions or proceedings seeking judicial review pursuant to CEQA or the granting of project approvals, including any appeals to the court of appeal or the Supreme Court, to be resolved, to the extent feasible, within 270 calendar days of the filing of the certified record of proceedings

with the court to an action or proceeding seeking judicial review of the lead agency's action related to an environmental leadership transit project. The bill would require the environmental leadership transit project to meet certain labor requirements.

SB 415 (Melendez R) Transportation funds: county apportionments: county-maintained roads.
Status: 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 2/25/2021. May be acted upon Jan 2022.)

Summary: The Community Services District Law authorizes the formation of community services districts for various specified purposes including acquiring, constructing, improving, and maintaining streets, roads, and any incidental works. Current law grants a district that acquires, constructs, improves, and maintains streets, roads, and any incidental works the powers, duties, and authority of a county for those works. This bill would require a county that forms a community services district to maintain public roads within the district to report the mileage of the roads maintained by the district to the Department of Transportation as maintained county highways. The bill would require the Controller to deem those roads reported by a county, and certified by the department, to be maintained county roads for purposes of apportioning funds from the Highway Users Tax Account and the Road Maintenance and Rehabilitation Account.

SB 475 (Cortese D) Transportation planning: sustainable communities' strategies.

Status: 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 4/26/2021. May be acted upon Jan 2022.)

Summary: Would require the State Air Resources Board, on or before June 30, 2023, and in coordination with the California Transportation Commission and the Department of Housing and Community Development, to issue new guidelines on sustainable communities' strategies and require these guidelines to be updated thereafter at least every 4 years. The bill would delete the provisions related to the Regional Targets Advisory Committee and instead require the State Air Resources Board to appoint, on or before January 31, 2022, the State-Regional Collaborative for Climate, Equity, and Resilience, consisting of representatives of various entities. The bill would require the State-Regional Collaborative for Climate, Equity, and Resilience to develop a quantitative tool for metropolitan planning organizations to use to evaluate a transportation plan's consistency with long-range greenhouse gas emission reduction targets and recommend guidelines for metropolitan planning organizations to use when crafting long-range strategies that integrate state goals related to climate resilience and social equity.

SB 640 (Becker D) Transportation financing: jointly proposed projects.

Status: 5/14/2021-Set for hearing May 20.

Summary: Current law provides for the deposit of various funds, including revenues from certain increases in fuel taxes and vehicle fees, for the program into the Road Maintenance and Rehabilitation Account. After certain allocations for the program are made, existing law requires the remaining funds available for the program to be continuously appropriated 50% for allocation to the department for maintenance of the state highway system or for the State Highway Operation and Protection Program and 50% for apportionment to cities and counties by the Controller pursuant to a specified formula. Current law requires a city or county to submit to the California Transportation Commission a list of proposed projects, as specified, to be eligible for an apportionment of those funds. This bill would authorize cities and counties to jointly propose projects to be funded by the cities and counties' apportionments of those funds, as specified.



SB 790 (Stern D) Wildlife connectivity mitigation credits.

Status: 5/14/2021-Set for hearing May 20.

Summary: Current law vests the Department of Fish and Wildlife (DFW) with jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species. Current law vests the Department of Transportation (Caltrans) with full possession and control of the state highway system. This bill would require DFW, in consultation with Caltrans, to provide compensatory mitigation credits to support modifications and planning of projects on the state highway system that improve local and regional habitat connectivity and result in fish passage, wildlife connectivity, and other environmental improvements.

ITEM 8

MEETING DATE: May 28, 2021

TITLE: Approve Request for Local Partnership Program Funds available through the Road Repair and Accountability Act of 2017

PREPARED BY: Derek Minnema

RECOMMENDATION

Approve Resolution 2021-06 authorizing and directing staff to submit a request to the Sacramento Transportation Authority to include the JPA in Local Partnership Program funding distributions.

BACKGROUND

Senate Bill 1, also known as the Road Repair and Accountability Act of 2017, created the Local Partnership Program (“LPP”) to provide funding to local and regional agencies. LPP funds are distributed through a 40% statewide competitive component and a 60% formulaic component.

Eligibility for the funds includes jurisdictions with voter-approved taxes, tolls, or fees dedicated solely to transportation improvements. In Sacramento County, this is Sacramento Transportation Authority (“STA”).

2018 STA Funding Distribution

On June 14, 2018, the STA Board adopted a funding distribution for the initial round of the program and the JPA did not receive an allocation.

DISCUSSION

The Local Partnership Program provides funding to local and regional agencies to improve aging infrastructure, road conditions, active transportation, and health and safety benefits. The JPA is an eligible entity, and the Connector is an eligible project. STA governs the distribution of funds, and approval of this resolution will authorize and direct the Executive Director to request an allocation from STA through the LPP.

ATTACHMENTS

- a. Resolution 2021-06



ITEM 8 a

RESOLUTION 2021-06

**RESOLUTION OF THE BOARD OF DIRECTORS
OF THE CAPITAL SOUTHEAST CONNECTOR JOINT POWERS AUTHORITY
DIRECTING STAFF TO SUBMIT REQUESTS FOR
LOCAL PARTNERSHIP PROGRAM FUNDING
TO SACRAMENTO TRANSPORTATION AUTHORITY**

BE IT RESOLVED by the Board of Directors (“Board”) of the Capital SouthEast Connector Joint Powers Authority (“Connector JPA”) hereby authorizes and directs staff to submit funding requests to the Sacramento Transportation Authority for the Capital SouthEast Connector project under the Local Partnership Program (Formulaic Funding) created by the Road Repair and Accountability Act of 2017, also known as Senate Bill 1.

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

* * * * *

PASSED AND ADOPTED this 28th day of May, 2021, on a motion by

Director _____, seconded by Director _____, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Chairperson

ATTEST:

Secretary

ITEM 9

MEETING DATE: May 28, 2021

TITLE: Update on the Travel Demand Model, including Forecasted Reductions in Regional Vehicle Miles Traveled (VMT) with the Connector Project, and authorize the Executive Director to execute an Amendment to the Agreement with Kimley-Horn and Associates, Inc.

PREPARED BY: Derek Minnema and Matt Lampa

RECOMMENDATION

Receive an update on the latest results of the Connector Travel Demand Model ("TDM"), including forecasted reductions in Regional Vehicle Miles Traveled (VMT). Approve Resolution 2021-07 authorizing the Executive Director to execute an Amendment to the Agreement with Kimley-Horn and Associates, Inc. ("Kimley-Horn").

BACKGROUND

Travel demand models are an important tool for planning large regional transportation projects and provide information on how the transportation system is used today while forecasting travel behavior in the future. On January 31, 2020, the Board approved Resolution 2020-02 authorizing Task Order No. 11 to Kimley-Horn's Master On-Call Services Agreement .

This Task Order No. 11 included technical support for transportation-related items that included traffic, active transportation, VMT and other related analyses. More specifically, Task 11.4 (Connector-Specific Travel Demand Model Update) was included to allow for the preparation of a Connector TDM to allow for refined depiction and improved accuracy of the Connector in the Sacramento Region based on Sacramento Area Council of Governments' ("SACOG") adopted 2020 Metropolitan Transportation Plan ("MTP").

Accordingly, the foundation of the Connector TDM is SACOG's SACSIM, an "applied activity-based model system." SACSIM represents the most recent evolution of TDMs and it replaced SACOG's previous SACMET model, a traditional "four-step" TDM which was originally developed by SACOG in the mid-1990s.

FINDINGS

The JPA team undertook an extensive coordination efforts with member agencies to develop the Connector TDM. Through the development of the Connector TDM, Kimley-Horn solicited detailed land use and roadway network input from the member agencies through the completion of virtual collaboration meetings and various follow-up coordination. The five agencies provided their suggested refinements, all of which were reviewed and incorporated as modifications to SACOG's underlying SACSIM land use and roadway network components for forecasted year 2040 conditions.

Defining No Project vs Plus Project

The "No Project" scenario is defined with a network condition in which the Connector is only incorporated with the limits shown in the 2020 MTP (which omits a 4-lane improvement between Bradshaw Road and Douglas Road). The "Plus Project" scenario is defined as a network condition in which the Connector is included as a continuous 4-lane facility for the **entire 34-mile alignment**.

Several performance metrics were developed to evaluate the No Project and Plus Project conditions, including:

1. Vehicle Miles Traveled
2. Congested Vehicle Miles Traveled
3. Vehicle Hours Traveled
4. New cycling trips resulting from the planned Class I multiuse path
5. 2040 traffic volume forecasts along the Connector

1. Vehicle Miles Traveled

As per CEQA guidelines, transportation projects that reduce or have no impact on VMT, should be presumed to cause a less-than-significant transportation impact. Caltrans has prepared a guide related to Transportation Analysis under CEQA ("TAC") (September 2020) specifically geared towards evaluating VMT for transportation projects. As identified in the TAC, route changes (when origins and destinations are held constant) is one mechanism to estimate transportation project VMT.

Table 1 below summarizes the 2040 Daily VMT resulting from route changes in the Sacramento Region for the Plus Project and No Project scenarios¹. As shown in Table 1, the Plus Project results in a **net decrease of 6,544 daily VMT within the region**.

¹ Route changes were analyzed by maintaining a constant number of trips and the same origin-destinations under both the Plus Project and No Project scenarios.

Table 1 – 2040 VMT from Route Change Only by Scenario

Scenario	2040 Daily VMT
2040 Plus Project	74,555,224
2040 No Project	74,561,768
VMT Difference	-6,544

2. Congested Vehicle Miles Traveled

Congested Vehicle Miles Traveled (“CVMT”) represents the vehicle travel on roadway segments that are over capacity (i.e., those with a volume to capacity ratio greater than 1.0). CVMT is an important consideration as these congested segments represent the worst operational conditions and are significant contributors to Greenhouse Gases and other air quality concerns given the stop-and-go nature of their over-capacity operations.

Table 2 below summarizes the 2040 Daily CVMT in the Sacramento Region for the Plus Project and No Project scenarios. As shown in Table , the Plus Project (34-mile Connector Project) results in a **net decrease of 39,970 daily CVMT within the region.**

Table 2 – 2040 Congested Vehicle Miles Traveled (CVMT) by Scenario

Scenario	2040 Daily CVMT
2040 Plus Project	5,365,589
2040 No Project	5,405,558
CVMT Difference	-39,970

CVMT was determined to be reduced by the Plus Project scenario primarily due to vehicles using the Connector as an alternative to the congested US-50 and SR-99 routes.

3. Vehicle Hours Traveled

Table 3 below summarizes the 2040 Daily Vehicle Hours Traveled (“VHT”) in the Sacramento Region for the Plus Project and No Project scenarios. As shown in Table , the Plus Project (34-mile Connector Project) results in a **net decrease of 3,300 daily VHT within the region.**

Table 3 – 2040 Daily Vehicle Hours Traveled (VHT) by Scenario

Scenario	2040 Daily VHT
2040 Plus Project	2,232,994
2040 No Project	2,236,293
VHT Difference	-3,300

This Plus Project reduction in Daily VHT was determined to be primarily due to vehicles using the Connector as an alternative to the congested US-50 and SR-99 routes.

4. Active Transportation Trips

The Connector is planned to include a Class I, multi-use path that will parallel the roadway alignment to encourage bicycling, walking, and further connect residents of various communities along the Connector route to jobs, retails and other businesses, and other residents without having to use an automobile. As shown in Table 1 below, the Plus Project (34-mile Connector Project) results in an **Active Transportation net increase of 1,169 new cyclists** overall.

Table 1 – 2040 Bicyclist Trips by Segment

Segment	No Project Bicyclists	With Project Bicyclists	Difference
A1	140	276	136
A2	148	281	133
B1	59	92	33
B2	88	169	81
B3	112	227	115
C	32	69	37
D1	10	18	8
D2	114	250	136
D3	156	346	190
E1	144	319	175
E2	109	234	125
Total	1,112	2,281	1,169

5. Forecasted 2040 Traffic Volumes

Table 5 below summarizes the base year (2016), 2040 No Project, and 2040 Plus Project daily traffic volumes for each Connector segment. As shown in Table 5, the traffic volumes increase along the Connector once each segment is improved and becomes a more attractive alternative route for drivers compared to the other more congested alternatives.

Further, this data shows the benefit of constructing the entirety of the Connector instead of allowing the No Project condition to remain in SACOG’s MTP/SCS.

Table 5 – 2040 Daily Traffic Volumes and LOS by Segment by Scenario

Segment	2016 Existing	2040 No Project	2040 Plus Project
A1	7,850	20,290	20,600
A2	8,800	40,630	41,020
B1	23,150	54,820	55,670
B2	15,000	30,010	31,030
B3	10,950	24,890	28,710
C	14,800	24,370	29,130
D1	14,450	19,940	22,510
D2	8,850	24,300	26,030
D3	10,050	35,710	37,300
E1	10,900	20,340	20,740
E2	16,200	18,320	18,450
Average	12,818	28,511	30,108

REQUEST FOR AMENDMENT

Amendment No. 1 is being presented to the Board at today’s meeting for approval as the amount of the amendment exceeds contract authority and the not-to-exceed limit previously authorized by the Board. Additional budget is being requested to enable the completion of this task, which in general requires:

- Unforeseen and intensive work efforts/workflow based on a brand-new SACSIM model which now requires reformatting data and evaluation of additional land use data files. Additional complications related to software compatibility also exist and requires additional efforts to address.
- Additional member agency coordination including numerous meetings on land use inputs and supporting content required for the TDM; and
- Additional member agencies coordination regarding reasonably foreseeable projects and interpretation of the agencies’ CIPs and financing plans.

The amendment totals an additional \$69,891, increasing the budget to a total not-to-exceed amount of \$322,451. The funding for this amendment will come from Measure A.

ATTACHMENTS

- a. Resolution 2021-07



ITEM 9 a

RESOLUTION 2021-07

**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 KIMLEY-HORN AND ASSOCIATES, INC.**

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 Master On-Call Services Agreement Task Order with Kimley-Horn and Associates, Inc. to increase the not-to-exceed amount by \$69,891

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

* * * * *

PASSED AND ADOPTED this 28th day of May, 2021, on a motion by

Director _____, seconded by Director _____, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Chairperson

ATTEST:

Secretary

ITEM 10

MEETING DATE: April 24, 2020

TITLE: Adopt Work Plan and Fiscal Year 2021-22 Budget and Member Agency Contribution Amount

PREPARED BY: Derek Minnema

RECOMMENDATION

1. Approve Resolution 2021-08 adopting the Work Plan
2. Approve Resolution 2021-09 adopting the Fiscal Year ("FY") 2021-21 Budget
3. Approve Resolution 2021-10 adopting the FY 2021-22 Member Contribution

BACKGROUND

Section 6.d.4 of the Joint Powers Exercise of Powers Agreement requires that the Board adopt an annual budget no later than June 30th of each year. Additionally, Sacramento County, acting as the Treasurer/Auditor of the JPA, requires an adopted budget for processing transactions.

BOARD WORKSHOP

At the Board Workshop on April 30 the Board affirmed the preference to construct all 34 miles of the Connector project as originally intended.

Discussion from the Board expressed the desire to continue momentum, lead project delivery through a shovel ready strategy, pursue funding scenarios that would deliver and construct all 34 miles, and align regional planning documents so that they are consistent with the general plans and Program Environmental Impact Report.

Board discussion centered on the keys to success, including growing coalition of supporters, progress on environmental approvals and permits, capitalizing on the momentum of the projects in construction, the need for exploring additional funding, and making the project eligible for all available funding opportunities.

Additionally the Board indicated a desire to broaden the communication strategy to showcase the benefits of the project, and recent successes of the JPA.

WORK PLAN

This Work Plan outlines specific goals and results the Board desires to be achieved during the year and will help monitor how the desired goals are being accomplished.

Our efforts can be summarized into a simple **'Mission Statement' – Secure Funding and Approvals for all 34-miles of the Connector Project.**

The JPA has numerous organizational/administrative responsibilities, though the following are the major work elements of focus:

1. Develop project performance measures for consideration in future funding opportunities at the Federal, State, and Regional level

The Work Plan will direct staff to identify and develop project performance benefits that align with a shifted Federal, State, and Regional transportation policy environment.

These efforts are discussed in further detail in agenda item 11 concerning the approval of release of a request for proposals for traffic engineering services.

2. Secure funding for all 34 miles of the Connector project and explore local funding options

The Work Plan will direct staff to pursue funding options that would deliver and construct all 34 miles and ensure any new local funds are expedited and exclusively programmed to the JPA for use on the entire alignment per the discretion of the JPA Board of Directors.

Additionally, the Work Plan will direct staff to identify local transportation funding that would maximize flexibility on the use of funds for the Project and lead the development of legal language and unmet needs analysis that provides for the construction of the entire alignment.

These efforts are discussed in further detail in agenda item 12 concerning the release of a request for proposals for legal research, analysis, and strategy for funding through local transportation measures.

3. Ensure consistency and alignment amongst regional planning documents for all 34 miles of the Connector project

The Work Plan will direct staff to explore potential remedies and strategies that would bring the 34-mile project into the Metropolitan Transportation Plan and ensure its eligibility for construction monies.

Additionally, the Work Plan will direct staff to exploring what opportunities exist to obtain federal/state funding for the 34-mile project associated with the Metropolitan Transportation Plan.

These efforts are discussed in further detail in agenda item 13 regarding release of request for proposals for Federal/State funding legal research related to the Metropolitan Transportation Plan.

4. Continue to advocate for project funding through existing sources

The Work Plan will direct staff to explore potential strategies that would fund all delivery efforts associated with construction of the 34-mile project such as:

- Continue to advocate for and pursue large Federal and State funding grants.
- Pursue regional funding through the Sacramento Area Council of Governments.
- Continue to work with Sacramento Transportation Authority ("STA") to encumber Measure A money from the current program into the Connector project budget, and work with STA as appropriate on future sales tax measures.

5. Environmental Approval, Engineering Design, and Construction

- Advance CEQA cleared Connector projects to shovel ready construction status on the quickest timeline practicable.
- Segment A2 – Kammerer Road: Support City of Elk Grove efforts to obtain NEPA clearance.
- Segment B2 - Grant Line Rd: Continue to fund and support construction efforts.
- Segment C – Grant Line Rd: Continue to advance planning studies that will delineate the Connector improvements, and explore environmental approvals
- Segment D2 – Grant Line Road: Initiate final engineering design and right of way.
- Segment D3 - Scott Road: Finalize design and advance project to construction.

6. Ancillary efforts to the work elements include the following:

- Participate in the South Sacramento Habitat Conservation Plan Leadership Group;
- Maintain SSCHP compliance plan for projects under construction;
- Continue to purchase mitigation in Fiscal Year 2022-24;
- Continue public outreach, information sharing, media engagement; and
- Coordination and plan review of adjacent developments.

FY 2021-22 BUDGET

Staff has prepared a proposed budget for FY 2021-22 which reflects the Work Plan above. The total budget is \$10,601,642, which is a decrease of approximately \$1.45M (12%) over the prior year.

<u>Prior Year-End Actuals,</u>					
<u>2020-21 Budget & Projected Year-End and Draft FY 2021-22 Budget</u>					
	2020-21 Budget	Projected Year End	Diff		DRAFT 2021-22 Budget
Revenue					
Member Contributions	\$ 225,000	\$ 225,000	\$ -		\$ 250,000
Other Local Funding	\$ -	\$ 1,172	\$ 1,172		\$ 500,000
Measure A Funding - Capital	\$ 6,812,092	\$ 2,665,831	\$ (4,146,261)		\$ 5,479,642
Measure A Funding - Mitigation	\$ 5,000,000	\$ 1,313,999	\$ (3,686,001)		\$ 4,100,000
State Funding	\$ -	\$ -	\$ -		\$ 220,000
Federal Funding	\$ -	\$ 77,000	\$ 77,000		\$ -
Interest Income	\$ 14,000	\$ 14,000	\$ -		\$ 10,000
Total Revenue	\$ 12,051,092	\$ 4,297,002	\$ (7,754,090)		\$ 10,559,642
Work In Progress Expenses					
Project Related Overhead					
Personnel - Salaries & Related	\$ 686,125	\$ 681,430	\$ (4,695)		\$ 716,788
Legal Services	\$ 250,000	\$ 122,619	\$ (127,381)		\$ 300,000
Lease, Insurance, Supplies, Etc.	\$ 84,013	\$ 82,571	\$ (1,442)		\$ 116,550
Audits & Accounting Services	\$ 29,000	\$ 27,560	\$ (1,440)		\$ 30,000
Miscellaneous	\$ 40,000	\$ 28,417	\$ (11,583)		\$ 51,750
Project Related Prof. Services	\$ 1,994,729	\$ 1,136,200	\$ (858,529)		\$ 1,432,591
Land Acquisition & ROW	\$ 1,240,313	\$ 770,313	\$ (470,000)		\$ -
Mitigation	\$ 5,000,000	\$ 1,313,999	\$ (3,686,001)		\$ 4,100,000
Construction	\$ 2,634,001	\$ 234	\$ (2,633,767)		\$ 3,720,795
County Allocated & Fiscal Services	\$ 92,911	\$ 89,446	\$ (3,465)		\$ 91,168
Total Work In Progress Expenses	\$ 12,051,092	\$ 4,252,790	\$ (7,798,302)		\$ 10,559,642

YEAR-END FORECASTS

- The FY 20-21 budget anticipated \$5M in environmental mitigation expenditures, or approximately 42% of the total FY 2020-21 budget. The amount was contingent upon STA board approval of a new mitigation contract through the Smart Growth Incentive Program, which did not occur (the \$1,313,999 expended in FY2020-21 was from an existing mitigation contract).
- It's anticipated the new mitigation contract will be approved at the June 2021 STA board meeting, and the proposed budget therefore includes \$4.1M towards environmental mitigation for FY2021-22, however the amount can be expended over three years.
- The prior year budget anticipated \$2,364,001 in construction expenditures, approximately 22% of the FY2020-21 budget, of which less than 1% was expended. Forecasting construction expenditures is a challenge and those types of expenditures carry over from year-to-year. The proposed budget anticipates \$3,720,795 for construction.

REVENUE

The revenues anticipated in the proposed FY 2021-22 budget include a combination of local member agency contributions, other local funds, three STA Measure A allocations, and State funding. The key elements include:

- Member Contributions - Contributions for FY 2021-22 is \$50,000 for each of the five-member jurisdictions. Annual member agency contributions are currently \$45,000 per year, and have not been increased over the past three fiscal years. The increase of \$5,000 (approximately 10%) is a modest offset on escalation of JPA operating costs related to office operations, lease, allocated costs, personnel and County allocated & fiscal services. These costs have increased by approximately \$112,000 over the past three years due to annual cost increases dictated by the County Department of Finance.
- Other Local Funding – The JPA was awarded \$3.459M in State Transportation Improvement Program (“STIP”) funding for the Scott Road Realignment Project through the SACOG Regional Funding Program. Staff is working with member agencies to “swap” the STIP funds for local funding to facilitate the project in a timely manner. \$500,000 is programmed in the proposed FY2021-22 budget.
- Measure A - Reimbursements will continue in accordance with the current capital and mitigation contracts between the STA and the JPA covering fiscal year 2021-22.

- Funding from the State Department of Resources Recycling and Recovery Rubberized Pavement Grant Program is allocated to construction on Segment D3a on a reimbursement basis, and the JPA will work with Folsom to transfer funding as appropriate.

EXPENDITURES

Expenditures are categorized into one of the following six classifications:

- Project Related Overhead
The costs associated with supporting all segments of the Connector and the overall mission. These include Personnel (salaries and benefits); Facility (rent, insurance, equipment, phones, copier, software, advertising, postage and office supplies); Legal Services; Audit & Accounting Services; and Miscellaneous (travel, training, memberships, mileage and workplace operations).
- Project Related Professional Services
Professional Services contracted to deliver professional-level competency in their technical fields in direct support of all segments of the Connector. The proposed budget includes professional services costs associated with the following:
 - Segment A2 NEPA clearance support
 - Segment D3a Construction support and Scott Road design and construction
 - Connector traffic engineering and analysis
 - Connector economic impact analysis
- Right of Way
The cost of the acquisition, and relocation (if necessary) of property required to build the project. No right of way acquisitions or relocations are associated with the proposed budget in FY 2021-22, but may occur within the next three years.
- Mitigation
The cost of the acquisition of conservation easements, environmental impact assessments, purchase of mitigation credits required for the project, and compliance with SSHCP permitting requirements. The proposed budget includes mitigation costs associated with the following:
 - SSHCP Compliance
 - Analysis and acquisition of mitigation to support the entire alignment
- Construction
All costs directly related to the construction of the project. The proposed budget



includes funding for construction costs related to Segment B2, and D3a including Scott Road.

- County Allocated and Fiscal Services

The County of Sacramento allocates their indirect costs (overhead) to all departments within the County through the Allocated Cost Package. Allocated costs are mandatory and non-discretionary. Fiscal Services costs are based on the department usage and are identified through the use of Internal Orders. The proposed budget includes costs associated with the following Internal Order:

- IO 23671 Grants, preparation of STA and Caltrans claims, and any accounting related support provided during the fiscal year .

FISCAL YEAR 2022 – 2024 DRAFT FINANCING PLAN

Staff has prepared a draft three year financing plan (subject to change) for the Board to demonstrate how the revenue sources, could be used to advance the project.

Forecasted Finance Plan				
FY 2021-22 thru 2023-24				
	2021-22	2022-23	2023-24	
Revenue Assumptions				
Member Contributions	\$ 250,000	\$ 250,000	\$ 250,000	
Other Local Funding	\$ 500,000	\$ 2,959,000	\$ 1,500,000	
Measure A Funding - Capital	\$ 5,479,642	\$ 1,516,193	\$ 1,172,483	
Measure A Funding - Mitigation	\$ 4,100,000	\$ 450,000	\$ 450,000	
State Funding	\$ 220,000	\$ -	\$ -	
Federal Funding	\$ -	\$ -	\$ -	
Interest Income	\$ 10,000	\$ 10,000	\$ 10,000	
Total Revenue Assumptions	\$ 10,559,642	\$ 5,185,193	\$ 3,382,483	
Assumed Expenditures				
Project Related Overhead				
Personnel - Salaries & Related	\$ 716,788	\$ 759,795	\$ 805,383	
Legal Services	\$ 300,000	\$ 125,000	\$ 100,000	
Lease, Insurance, Supplies, Etc.	\$ 116,550	\$ 123,543	\$ 130,956	
Audits & Accounting Services	\$ 30,000	\$ 31,800	\$ 33,708	
Miscellaneous	\$ 51,750	\$ 54,855	\$ 58,146	
Project Related Prof. Services	\$ 1,432,591	\$ 584,562	\$ 1,701,854	
Land Acquisition & ROW	\$ -	\$ -	\$ -	
Mitigation	\$ 4,100,000	\$ 450,000	\$ 450,000	
Construction	\$ 3,720,795	\$ 2,959,000	\$ -	
County Allocated & Fiscal Services	\$ 91,168	\$ 96,638	\$ 102,436	
Total Assumed Expenses	\$ 10,559,642	\$ 5,185,193	\$ 3,382,483	



SUMMARY

The budget is presented in a single year, however, forecasting transportation project delivery phases year over year including construction expenditures is a challenge and those expenditures carry over from year-to-year.

The JPA's capital allocation contract with STA, which is currently the JPA's only large source of funding, has been extended to June 30, 2023. STA awarded the JPA an additional \$4 M capital allocation contract for FYs 2022, 2023 and 2024.

Also, without a steady and secure source of transportation development impact fees, or any other annual funding commitment, the JPA is heavily reliant on Measure A allocations and Federal or State grants, all of which are reimbursement only.

ATTACHMENTS

- a. Resolution 2021-08
- b. Resolution 2021-09
- c. Resolution 2021-10



ITEM 10 a

RESOLUTION 2021-08

**RESOLUTION OF THE BOARD OF DIRECTORS
OF THE CAPITAL SOUTHEAST CONNECTOR JOINT POWERS AUTHORITY
ADOPTING THE FISCAL YEAR 2021-22 WORK PLAN**

BE IT RESOLVED by the Board of Directors ("Board") of the Capital SouthEast Connector Joint Powers Authority ("Connector JPA") that the proposed Fiscal Year 2021-22 Work Plan for the Connector JPA presented to the Board at this meeting is hereby adopted in substantially the same form as attached hereto.

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

* * * * *

PASSED AND ADOPTED this 28th day of May, 2021, on a motion by

Director _____, seconded by Director _____, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Chairperson

ATTEST:

Secretary



ITEM 10 b

RESOLUTION 2021-09

**RESOLUTION OF THE BOARD OF DIRECTORS
OF THE CAPITAL SOUTHEAST CONNECTOR JOINT POWERS AUTHORITY
ADOPTING THE FISCAL YEAR 2021-22 BUDGET**

BE IT RESOLVED by the Board of Directors ("Board") of the Capital SouthEast Connector Joint Powers Authority ("Connector JPA") that the proposed Fiscal Year 2021-22 Budget for the Connector JPA presented to the Board at this meeting is hereby adopted in substantially the same form as attached hereto.

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

* * * * *

PASSED AND ADOPTED this 28th day of May, 2021, on a motion by

Director _____, seconded by Director _____, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Chairperson

ATTEST:

Secretary



ITEM 10 c

RESOLUTION 2021-10

**RESOLUTION OF THE BOARD OF DIRECTORS
OF THE CAPITAL SOUTHEAST CONNECTOR JOINT POWERS AUTHORITY
ADOPTING THE MEMBER JURISDICTION CONTRIBUTION
FOR FISCAL YEAR 2021-22**

BE IT RESOLVED by the Board of Directors ("Board") of the Capital SouthEast Connector Joint Powers Authority ("Connector JPA") that that each member jurisdiction shall contribute local funds in the amount of \$50,000 for FY 2021-22.

This Resolution is intended to facilitate the expeditious transfer of funds from member jurisdictions to the Authority, pursuant to the Joint Exercise of Powers Agreement executed by each member jurisdiction.

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

* * * * *

PASSED AND ADOPTED this 28th day of May, 2021, on a motion by

Director _____, seconded by Director _____, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Chairperson

ATTEST:

Secretary

ITEM 11

MEETING DATE: May 28, 2021

TITLE: Approve Release of a Request for Proposals for Traffic Engineering Services

PREPARED BY: Derek Minnema and Matt Lampa

RECOMMENDATION

Approve Resolution 2021-11 authorizing the Executive Director to release a Request for Proposals (“RFP”) for Traffic Engineering Services.

BACKGROUND

As discussed at the JPA Board Workshop, Federal, State, and Regional transportation funding policies have shifted in recent years to focus on evaluating how projects address climate change, transportation equity and resiliency, and environmental justice.

These policies tend to shrink the available pot of money for capacity-increasing roadway projects, creating a challenging funding environment for large regional projects like the Connector.

Below are examples of current policy and funding priority changes (emphasis added):

Federal - USDOT INFRA Grant Website:

For the first time, the USDOT seeks INFRA projects that address climate change and environmental justice. Projects will be evaluated on whether they were planned as part of a comprehensive strategy to address climate change, or whether they support strategies to reduce greenhouse gas emissions such as deploying zero-emission-vehicle infrastructure or encouraging modal shift and a reduction in vehicle-miles-traveled.

Racial equity will also be considered as a selection criterion, to the extent that project sponsors have completed equity-focused community outreach, and projects are designed to benefit underserved communities. The Department will also consider whether the project is located in a federally designated community development zone, including qualified Opportunity Zones, Empowerment Zones, Promise Zones, or Choice Neighborhoods.

Federal - RAISE Notice of Funding Opportunity (excerpts from Section 3):

Consistent with the environmental sustainability merit criterion, the Department seeks to fund projects under the RAISE Program that considered climate change and environmental justice in the planning stage and were designed with specific elements to address climate change impacts. Projects that incorporate such planning considerations are expected to better address climate change and advance long-term environmental sustainability. Projects should directly support Climate Action Plans or apply environmental justice screening tools in the planning stage. Projects should include components that reduce emissions, promote energy efficiency, increase resiliency, and recycle or redevelop existing infrastructure. This objective is consistent with Executive Order 14008, Tackling the Climate Crisis at Home and Abroad (86 FR 7619). As part of the Department's implementation of that Executive Order, the Department seeks to fund projects that, to the extent possible, target at least 40% of resources and benefits towards low-income communities, disadvantaged communities, communities underserved by affordable transportation, or overburdened communities.

Consistent with the quality of life and partnership merit criteria, the Department seeks to use the RAISE program to encourage racial equity in two areas: (1) incorporating planning and adopting policies related to racial equity and reducing barriers to opportunity; and (2) investing in projects that either proactively address racial equity and barriers to opportunity, including automobile dependence as a form of barrier, or redress prior inequities and barriers to opportunity. This objective supports the Department's strategic goal related to infrastructure, with the potential for significantly enhancing environmental stewardship and community partnerships, and reflects Executive Order 13985, Advancing Racial Equity and Support for Underserved Communities Through the Federal Government (86 FR 7009). Section E describes racial equity considerations that an applicant can undertake to address these criteria. Projects that have not sufficiently considered racial equity in their planning, as determined by the Department, will be required to before receiving funds for construction. See Section F.4 of this NOFO for program requirements.

State –Executive Order N-19-19:

The State Transportation Agency shall leverage the more than \$5 billion in annual state transportation spending for construction, operations, and maintenance to help reverse the trend of increased fuel consumption and reduce greenhouse gas emissions associated with the transportation sector. To accomplish this, the State Transportation Agency, in consultation with the Department of Finance, shall:

- Align the state's climate goals with transportation spending on planning, programming and mitigation to achieve the objectives of the state's Climate Change Scoping Plan, where feasible,
- Reduce vehicle miles traveled by strategically directing discretionary transportation investments in support of housing production near available jobs and in accordance with the state's smart growth principles, as defined in Government Code section 65041 .1, and taking public health into account,
- Reduce congestion through innovative strategies designed to encourage people to shift from cars to other modes of transportation,
- Fund transportation options that contribute to the overall health of Californians and reduce greenhouse gas emissions, such as transit, walking, biking and other active modes, and
- Mitigate increases in transportation costs for lower income Californians.

2021 Regional Program Transformative Category Guidelines state:

The 2021 cycle adds "advance socioeconomic equity" as an eighth goal for the Regional Program. The Transformative category incorporates this goal as a cross-cutting objective across the seven performance outcomes, where sponsors can draw on data and analysis (including the environmental justice data produced in the project performance assessment [PPA] tool) to evidence how the project provides benefit for disadvantaged communities within the seven performance outcomes.

DISCUSSION

To better position the Connector for funding opportunities and programs, it is essential the JPA establish project performance benefits that utilize the latest Travel Demand Model to quantify the following metrics as they relate to the Connector:

- Air Quality
- Environmental Justice
- Greenhouse Gas Reduction
- Climate Resiliency
- Transportation Equity
- Barriers to Opportunity
- Environmental Sustainability

Benefit-cost analysis for the 34-mile alignment is vital for conveying project benefits such as job creation, revenue generated, and value-added to the region.

The performance benefits combined with an economic impact analysis will provide a picture of how the project improves the quality of life for all users and offers regional benefits. Quantifying the benefits will increase the funding opportunity and provide accurate information and data to our project partners, stakeholders, and the public.

PROPOSED SCOPE OF WORK

Traffic Engineering services, performance benefit outcomes, and economic benefit analysis are anticipated to include various services. Staff has prepared a draft Request for Proposals with the following services in mind:

1. Use the latest Connector Travel Demand Model to Prepare a Performance Benefits Program that will include: Air Quality Benefit Analysis, Environmental Justice Benefit Analysis, Crash Modification Benefit Analysis, Greenhouse Gas Reduction Benefit Analysis, Climate Resiliency Benefit Analysis, Transportation Equity Benefit Analysis, Barriers to Opportunity Benefit Analysis, and Environmental Sustainability Benefit Analysis.
2. Use the latest Connector Travel Demand Model to calculate a Benefit-Cost Analysis for the 34-mile Connector project.
3. Assist the JPA in updating project costs for the above analysis.
4. Using a buildout scenario from the latest Connector Travel Demand Model, identify one or two potential phase 2 scenarios that could inform visual renderings and mobility benefits.
5. Prepare visual graphics, including an animated rendering of the Connector project.
6. Preparation of dashboard style graphics that can be incorporated into paper and digital media highlighting results. Prepare presentation materials including a PowerPoint designed to inform stakeholders and decision-makers of the benefits of the project.
7. Graphics and website development/support for agency-hosted and maintained webpages in which the Performance Program will be highlighted
8. Attendance at meetings deemed necessary or as requested by the Executive Director of the JPA.
9. Attendance and presentation of deliverables at three meetings of the JPA Board of Directors.



SCHEDULE

Staff anticipates the above scope of work will be completed in FY22, and performance benefit can be utilized for funding opportunities anticipated in 2022.

ATTACHMENTS

- a. Resolution 2021-11



ITEM 11 a

RESOLUTION 2021-11

**RESOLUTION OF THE BOARD OF DIRECTORS
OF THE CAPITAL SOUTHEAST CONNECTOR JOINT POWERS AUTHORITY
AUTHORIZING AND DIRECTING THE EXECUTIVE DIRECTOR TO RELEASE A
REQUEST FOR PROPOSALS FOR TRAFFIC ENGINEERING SERVICES**

BE IT RESOLVED that the Board of Directors ("Board") of the Capital SouthEast Connector Joint Powers Authority ("Connector JPA") desires to explore and pursue all available funding for construction of the 34-mile Connector Expressway Project ("Project") in its entirety; and

BE IT FURTHER RESOLVED that the Board recognizes the importance and need to evaluate the Project benefits related to climate change, transportation equity and resiliency, and environmental justice (collectively "Funding Considerations") for consideration in future funding opportunities at the Federal, State, and Regional level; and

BE IT FURTHER RESOLVED that the Board hereby authorizes and directs the Executive Director to release a Request for Proposals for Traffic Engineering Services to analyze the Project benefits in accordance with Funding Considerations.

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

* * * * *

PASSED AND ADOPTED this 28th day of May, 2021, on a motion by
Director _____, seconded by Director _____, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

Chairperson

ATTEST:

Secretary

ITEM 12

MEETING DATE: May 28, 2021

TITLE: Approve Release of a Request for Proposals for Legal Research, Analysis, and Strategy for Funding through Local Transportation Measures

PREPARED BY: Derek Minnema

RECOMMENDATION

Approve Resolution 2021-12 directing and authorizing staff to explore potential local funding for the construction of the entire 34-mile Connector project and to release a Request for Proposals ("RFP") Legal Research, Analysis, and Strategy for Funding through Local Transportation Measures.

BACKGROUND

The Sacramento Transportation Authority ("STA") is currently examining the feasibility of pursuing new funding mechanism(s) to address unfunded transportation needs in the County and seeks to determine the public interest in the potential funding mechanism(s).

In 2016, Measure A, a supplemental one-half percent sales tax devoted primarily to "fix-it-first" transportation needs such as filling potholes and repairing and maintaining streets, repairing and strengthening deteriorating bridges, and improving bus and light rail service, was narrowly defeated by less than one percentage point.

STA initiated a subsequent effort in 2020 and developed a new ordinance and expenditure plan; however, the Board elected to remove Measure A from the November 2020 ballot due to the economic uncertainty.

JPA Board Workshop and Work Plan

At the Board Workshop on April 30, the Board's discussion addressed the desire to pursue funding scenarios that would deliver and construct all 34 miles. Specifically, funding security is a requirement for large, multi-disciplinary public works infrastructure projects such as the Connector project. The Board expressed the desire to ensure any new local funds are expedited and exclusively programmed to the JPA for use on the entire alignment per the discretion of the JPA Board of Directors.

DISCUSSION

Local funding offers the simplest and most direct form of funding, specifically from local transportation sales tax measures. In recent years, Sacramento County has actively explored local transportation sales tax measures to provide sustained funding for transportation improvements if approved.

Accordingly, the JPA needs to explore the development of ordinance language, unmet funding needs, and public education associated with a potential transportation funding measure.

Staff has prepared a Request for Proposals that will solicit a team that has experience with local measures in California and large, visible projects in California. Familiarity with recent case law, legislation, and the type of issues and potential legal complications associated with securing dedicated funding from a local measure will be essential.

Staff has prepared the following Scope of Work:

- Consultant team shall prepare legal analysis and strategy and develop language for JPA Board approval to be incorporated into a potentially more prominent measure to ensure direct funding to the JPA. Consultant team shall develop language to ensure maximum flexibility on the use of funds, specifically ensuring that funds will be expedited to the JPA, available for use on all Connector project segments, including interchanges, and shall be available immediately, and programmed per the discretion of the JPA Board of Directors only. Consultant team shall identify potential challenges associated with ordinance language to determine what spaces exist within the legal framework to maximize its effectiveness.
- Consultant team shall assist the JPA with preparing a funding needs analysis for JPA Board approval and develop a strategy to identify local funding in a potentially more prominent measure that would construct the entire Connector project, including targeted phase 2 improvements.
- Consultant team shall advise the JPA on potential public education elements, to be approved by the JPA Board, that would highlight project benefits.
- Attendance at meetings deemed necessary or as requested by the Executive Director of the JPA.
- Attendance and presentation of deliverables at three meetings of the JPA Board of Directors.



- Provision of all legal advice related to a transportation measure to JPA through the Executive Director, Board Members, and other designated personnel as appropriate.
- Provision of legal review and advice on documents, agreements, and responsibilities related to transportation measures and planning, joint powers authority provisions, including both technical and funding provisions.

Staff anticipates that services could be completed in an approximate 6-month timeframe.

ATTACHMENTS

- a. Resolution 2021-12



ITEM 12 a

RESOLUTION 2021-12

**RESOLUTION OF THE BOARD OF DIRECTORS
OF THE CAPITAL SOUTHEAST CONNECTOR JOINT POWERS AUTHORITY
AUTHORIZING AND DIRECTING THE EXECUTIVE DIRECTOR TO RELEASE A
REQUEST FOR PROPOSALS FOR LEGAL RESEARCH, ANALYSIS, AND
STRATEGY FOR FUNDING THROUGH LOCAL TRANSPORTATION MEASURES**

BE IT RESOLVED that the Board of Directors (“Board”) of the Capital SouthEast Connector Joint Powers Authority (“Connector JPA”) desires to explore and pursue all available funding options for construction of the 34-mile Connector Expressway Project (“Project”) in its entirety; and

BE IT FURTHER RESOLVED that the Board recognizes the importance and need to explore local funding for the Project through legal analysis and strategy concerning the development of language to be incorporated in future potential ordinances and measures to ensure direct funding for the entire 34-mile Project; and

BE IT FURTHER RESOLVED that the Board hereby authorizes and directs the Executive Director to release a Request for Proposals for legal research, analysis and strategy for funding through local transportation measures.

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

* * * * *

PASSED AND ADOPTED this 28th day of May, 2021, on a motion by
Director _____, seconded by Director _____, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

Chairperson

ATTEST:

Secretary

ITEM 13

MEETING DATE: May 28, 2021

TITLE: Approve Release of a Request for Proposals for Federal/State Funding Legal Research related to the Metropolitan Transportation Plan

PREPARED BY: Derek Minnema

RECOMMENDATION

Approve Resolution 2021-13 directing and authorizing staff to explore potential remedies and strategies that would include the construction phase of the 34-mile Connector project in the Metropolitan Transportation Plan, and to release a Request for Proposals (“RFP”) for Federal/State Funding Legal Research related to the Metropolitan Transportation Plan.

BACKGROUND

The 34-mile Connector project was approved programmatically in 2013 and subsequently adopted in the General Plan of the County of Sacramento in 2014.

In 2016 the Metropolitan Transportation Plan (“MTP”) removed 14 miles of the Connector along Grant Line Road (between Bradshaw Rd and Douglas Road) from the construction phase. Previously, the MTP included all 34 miles (plan adoptions in 2001, 2003, 2008, and 2012).

The 34-mile Connector project reduces VMT, reduces CVMT, reduces VHT, improves air quality, is sustainable, offers a modern, safe, multi-modal design, and accommodates the mobility needs from approved housing/employment land uses in the region.

JPA Board Workshop and Work Plan

At the Board Workshop on April 30 the Board affirmed the preference to construct all 34 miles of the Connector project as originally intended.

Discussion from the Board addressed the desire to continue momentum, lead project delivery through a shovel ready strategy, pursue funding scenarios that would deliver and construct all 34 miles, and align regional planning documents so that they are consistent with the general plans and Program Environment Impact Report.

DISCUSSION

Regional transportation plans identify projects that are eligible for federal/state construction funding. Currently, the Metropolitan Transportation Plan does not include a portion of the Connector project.

Accordingly the JPA needs to explore potential remedies and strategies that would bring the 34-mile project into the Metropolitan Transportation Plan and ensure its eligibility for construction monies. Additionally, exploring what opportunities exist to obtain federal/state funding for the 34-mile project associated with the Metropolitan Transportation Plan is necessary.

Staff has prepared a Request for Proposals that will solicit specialized legal services with the following Scope of Work:

1. Research and strategic analysis on the roles, responsibilities, and statutory obligations (including federal rule-making), of metropolitan planning organizations relating to the creation of metropolitan transportation plans, the inclusion of regional projects, and the funding of regional transportation projects. Deliverables shall include memorandums of issues and authorities.
2. Research and strategic analysis determine what spaces exist within the legal framework to create a dedicated source of funding from federal, state, or regional transportation agencies and the challenges and opportunities in that space. Deliverables shall include memorandums of issues and authorities.
3. Legal research and analysis of precedential decisions and current case law concerning land use, transportation planning, and CEQA and the policy implications of the same.
4. Attendance at meetings deemed necessary or as requested by the Executive Director of the JPA.

Staff anticipates that services could be completed in an approximate 6-month timeframe.

ATTACHMENTS

- a. Resolution 2021-13



ITEM 13 a

RESOLUTION 2021-13

**RESOLUTION OF THE BOARD OF DIRECTORS
OF THE CAPITAL SOUTHEAST CONNECTOR JOINT POWERS AUTHORITY
AUTHORIZING AND DIRECTING THE EXECUTIVE DIRECTOR TO RELEASE A
REQUEST FOR PROPOSALS FOR FEDERAL/STATE LEGAL RESEARCH RELATED
TO THE METROPOLITAN TRANSPORTATION PLAN**

BE IT RESOLVED that the Board of Directors ("Board") of the Capital SouthEast Connector Joint Powers Authority ("Connector JPA") hereby affirms its desire to construct the 34-mile Connector Expressway Project ("Project") in its entirety; and

BE IT FURTHER RESOLVED that the Board recognizes the importance and need to for the Project to be included in the Metropolitan Transportation Plan in its entirety as envisioned at the projects inception and memorialized through the publics support of the Project in the region's local sales tax measure, Measure A; and adoption of the entire Project in Sacramento County's General Plan; and

BE IT FURTHER RESOLVED that the Board recognizes the need to explore all available funding opportunities for the Project and the importance of the Project's inclusion in the Metropolitan Transportation Plan for purposes of its construction and eligibility for receipt of Regional, State, and Federal Funds; and

BE IT FURTHER RESOLVED that the Board hereby authorizes and directs the Executive Director to release a Request for Proposals for Federal and State Legal research and analysis related to the inclusion of the Project in its entirety in the Metropolitan Transportation Plan.

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

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PASSED AND ADOPTED this 28th day of May, 2021, on a motion by
Director _____, seconded by Director _____, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

Chairperson

ATTEST:

Secretary