

BOARD OF DIRECTORS MEETING
MAY 2023





Regular Meeting of the Capital SouthEast Connector JPA
Board of Directors

Date: Friday, May 26, 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 Gatewood, Hidahl, Hume, Kozlowski, Robles
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 January 27, 2023, Regular Board Meeting
6. Review of New Development Trends Associated with the Transportation Mitigation Fee Program (Receive and File)
7. Update on Connector Segment A1/A2, Kammerer Road between Interstate 5 and State Route 99 (Receive and File)
8. Accept the Notice of Completion for All Work Involved in the Construction of Connector Segment D3A and the Scott Road Realignment Project, and Acknowledge Completion of the Memorandum Of Understanding with the City of Folsom
 - Resolution 2023-07
9. Notable Connector Project Media Articles (Receive and File)
10. Accept the FY 2021-22 Independent Auditor's Report
 - Resolution 2023-08
11. Authorize staff to release a Request for Proposals for Website Design and Development and Communication Services
 - Resolution 2023-09
12. Authorize staff to release a Request for Proposals for Civil & Structural Design Services, Land Surveying, Environmental Support, Stakeholder Outreach, and Engineering Construction Support Services for the White Rock Road Class I Trail
 - Resolution 2023-10
13. Authorize staff to release a Request for Proposals for Civil & Structural Design Services, Land Surveying, Environmental Support, Stakeholder Outreach, and Engineering Construction Support Services for the Connector Expressway on Grant Line Road from Chrysanthy Blvd to White Rock Rd
 - Resolution 2023-11

Discussion and Action Items

14. Adopt Work Plan and Fiscal Year 2023-24 Budget and Member Agency Contribution
 - Resolution 2023-12
 - Resolution 2023-13
 - Resolution 2023-14

15. Receive an Update on Connector Mitigation and Permanent Open Space Preservation Strategy
16. Authorize Activities Related to JPA Mitigation Properties
 - Resolution 2023-15
 - Resolution 2023-16
17. Approving Request for Measure A Permanent Open Space Funding From the Sacramento Transportation Authority for Fiscal Years 2024-2026
 - Resolution 2023-17

Closed Session

18. 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.

Conference with Real Property Negotiators Pursuant to Government Code § 54956.8

Property: White Rock Road and Scott Road, Sacramento County, CA
APN #: 072-0060-096 & 072-0110-077

Agency negotiator: Derek Minnema, Executive Director

Negotiating parties: Aerojet Rocketdyne, Inc.

Reconvene to Open Session

19. Announcements or Final Comments from Board Members

ADJOURN

The next meeting of the Capital SouthEast Connector JPA Board will be held on
September 29, 2023

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

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 26, 2023

TITLE: Executive Director's Report for May 2023

PREPARED BY: Derek Minnema

Each month the Executive Director provides a report to the Board. The Executive Director will update the Board on the agency's activities at the meeting.

ITEM 5

MEETING DATE: May 26, 2023

TITLE: Action Minutes of the January 27, 2023, Regular Board Meeting

PREPARED BY: Derek Minnema

RECOMMENDATION

Approve Action Minutes of the January 27, 2023, Regular Board Meeting.

ACTION MINUTES

The Capital SouthEast Connector JPA Board of Directors met in regular session on January 27, 2023 in the City of Rancho Cordova City Hall Council Chambers, located at 2729 Prospect Park Drive, Rancho Cordova, CA.

Call to Order Chair Hidahl called the meeting to order at 8:30 a.m.

Roll Call Present: Directors Hidahl, Aquino, Frost, Gatewood, Spease

Public Comments on Non-Agenda Items

Mr. Steve Schweigerdt provided public comment on this item.

Open Session

Item #4: Executive Director's Report

The Board received Executive Director Minnema's comprehensive oral report for January 2023. 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 Aquino and seconded by Director Gatewood 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 October 28, 2022 Board Meeting

Item #6: General Counsel Update on Brown Act Requirements

Item #7: Annual Report of Activities for the South Sacramento Habitat Conservation Plan

Item #8: Authorize the Executive Director to Execute an Amendment to the Agreement with Madrone Ecological Consulting, LLC for Environmental Mitigation Services, Resolution 2023-01

Item #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

Item #10: Adopt 2023 Connector JPA Regular Board Meeting Schedule, Resolution 2023-03

Item #11: Election of Board Chair and Vice-Chair for Calendar Year 2023, Resolution 2023-04

Item #12: Connector Project Construction Update

Item #13: Notable Connector Project Media Articles

Item #14: Connector Project Support for the Senate Bill 1 Trade Corridor Enhancement Program (Receive and File)

No public comment was received on this item.

Discussion and Action Items

Item #15: Update on Connector Funding Efforts for Grant Line Road and Authorize Staff to Submit Grant Funding Applications

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

A motion was made by Director Hidahl and seconded by Director Frost and passed by unanimous vote that:



THE BOARD OF DIRECTORS OF THE CAPITAL SOUTHEAST CONNECTOR JOINT POWERS AUTHORITY HEREBY AUTHORIZES STAFF TO SUBMIT GRANT FUNDING APPLICATIONS UNDER THE PROGRAM AND THE BOARD IDENTIFIES CONNECTOR SEGMENT D2A AS THE TOP PRIORITY – RESOLUTION 2023-05

Mr. John Merchant provided public comment on this item. Mr. Kevin Bewsey provided public comment on this item.

Item #16: Update on Connector Funding Efforts for White Rock Road and Authorize Staff to Submit Grant Funding Applications

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

A motion was made by Director Aquino and seconded by Director Gatewood and passed by unanimous vote that:

THE BOARD OF DIRECTORS OF THE CAPITAL SOUTHEAST CONNECTOR JOINT POWERS AUTHORITY HEREBY AUTHORIZES STAFF TO SUBMIT GRANT FUNDING APPLICATIONS UNDER THE PROGRAM AND THE BOARD IDENTIFIES CONNECTOR SEGMENT D3B AS THE SECOND PRIORITY – RESOLUTION 2023-06

Mr. Jim Harville provided public comment on this item.

Item #17: 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 10:07 a.m.

APPROVAL OF ACTION MINUTES FOR JANUARY 27, 2023

Approved By:

Attest:

John Hidahl
Chair of the Board

Derek Minnema
Board Secretary

ITEM 6

MEETING DATE: May 26, 2023

TITLE: Review of New Development Trends Associated with the Transportation Mitigation Fee Program (Receive and File)

PREPARED BY: Derek Minnema

RECOMMENDATION

Receive and file this update.

BACKGROUND

Measure A requires the County and each incorporated city to implement the Sacramento County Transportation Mitigation Fee Program ("SCTMFP"). The fees collected are remitted to the Sacramento Transportation Authority semiannually.

The goal of the SCTMFP is to develop and implement a uniform transportation mitigation fee on all new development that will assist in funding road and transit system improvements needed to accommodate projected growth and development.

In 2004, the Measure A ordinance projected that approximately \$488 million in revenue from new development would occur over the 30 years.

NEW DEVELOPMENT TRENDS ASSOCIATED WITH THE SCTMFP

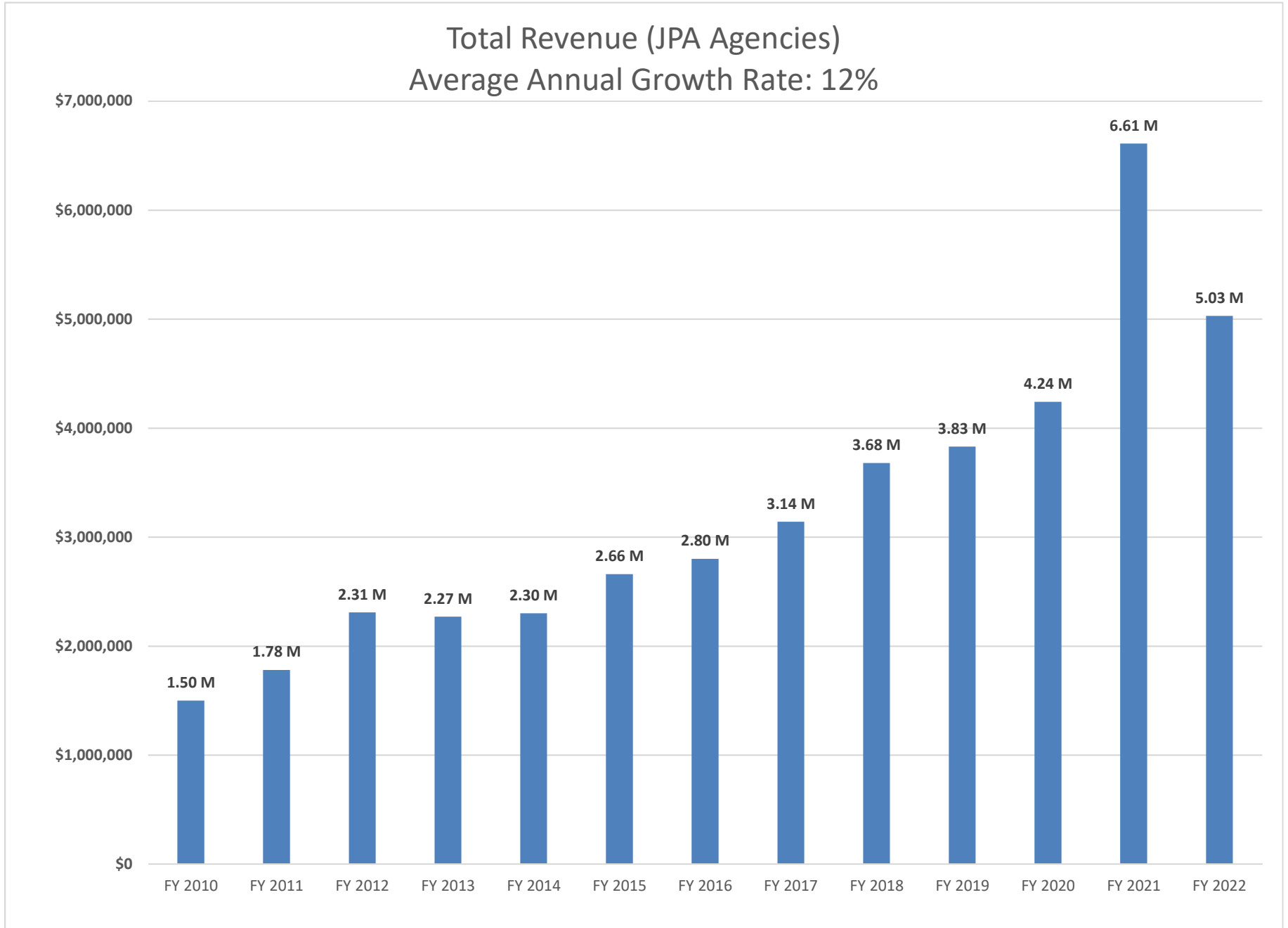
While JPA agencies saw a reduction in revenue from last year, the revenue is still higher than two years ago. The chart shows that the previous fiscal year was unusually high during the pandemic development rush.

While development trends are positive, Measure A is approaching its half-life (nearly 15 years). Unfortunately, the total fee revenue collected since the program's inception (\$70.9 million) is only about 14.5% of the estimate included in the voter-approved expenditure plan.

ATTACHMENTS

- a. Graph 1: Total SCTMFP Revenue by Year of JPA Agencies
- b. Table 1: SCTMFP Revenue by Agency by Year

Item 6 a



Item 6 b

**Sacramento Countywide Transportation Mitigation Fee Program (SCTMFP)
Program Summary Through June 30, 2022**

\$488,000,000 **14.54%**
Original Estimate

Entity	Sacramento CITY	County	RC	EG	Galt	Folsom	CH	Caltrans	SRTD	CSCA		
Revenue											Total	JPA TOTAL
FY 2009	\$140,644	\$75,381	\$92,800	\$51,729	\$784	\$388,909	\$1,452	\$0	\$0	\$0	\$751,700	
FY 2010	774,416	540,256	259,378	539,123	32,697	160,098	15,989	-	-	-	2,321,958	\$1,498,856
FY 2011	549,987	476,898	204,379	860,663	-	235,420	7,091	-	-	-	2,334,437	\$1,777,359
FY 2012	587,824	864,400	302,467	990,421	-	151,321	60,930	-	-	-	2,957,362	\$2,308,608
FY 2013	871,942	925,576	378,345	588,839	17,152	372,038	22,491	-	-	-	3,176,382	\$2,264,798
FY 2014	601,826	768,585	360,591	665,916	629,402	504,350	9,872	-	-	-	3,540,542	\$2,299,442
FY 2015	1,628,337	901,922	352,981	835,144	246,253	563,908	95,594	-	-	-	4,624,139	\$2,653,955
FY 2016	1,330,694	1,053,408	428,758	920,723	127,781	387,388	114,898	-	-	-	4,363,650	\$2,790,277
FY 2017	4,433,942	1,709,179	708,906	408,227	188,900	309,544	89,477	-	-	-	7,848,174	\$3,135,855
FY 2018	3,871,298	1,009,173	400,807	1,434,011	52,510	833,234	20,720	-	-	-	7,621,753	\$3,677,226
FY 2019	2,707,448	1,233,164	471,078	1,338,725	80,266	782,022	71,335	-	-	-	6,684,037	\$3,824,988
FY 2020	3,198,236	1,479,587	916,239	964,492	96,852	878,685	17,465	-	-	-	7,551,556	\$4,239,003
FY 2021	1,712,959	2,850,723	934,092	1,658,050	376,875	1,165,476	258,817	-	-	-	8,956,993	\$6,608,341
FY 2022	2,660,711	1,448,899	1,014,918	1,175,200	179,181	1,385,171	373,344	-	-	-	8,237,425	\$5,024,188
Total	\$25,070,264	\$15,337,151	\$6,825,740	\$12,431,261	\$2,028,652	\$8,117,565	\$1,159,476	\$0	\$0	\$0	\$70,970,108	\$42,102,897
Expenditures												
FY 2009	-	-	-	-	-	-	-	-	-	-	-	-
FY 2010	-	-	-	-	-	-	-	-	-	-	-	-
FY 2011	-	-	-	-	-	-	-	-	-	-	-	-
FY 2012	371,690	382,219	-	-	-	-	59,275	1,400,667	3,940,833	1,370,479	7,525,163	
FY 2013	-	-	-	-	-	-	-	20,078	-	-	20,078	
FY 2014	1,471,903	1,084,917	-	-	-	-	-	-	-	-	2,556,820	
FY 2015	-	-	-	-	-	-	-	-	-	-	-	
FY 2016	-	-	-	-	-	-	-	-	-	-	-	
FY 2017	8,578,391	1,872,358	666,782	-	-	-	-	3,047,319	106,607	2,275,776	16,547,233	
FY 2018	1,076,989	614,425	434,878	-	-	-	-	(6,599,873)	(4,047,440)	(2,316,651)	(10,837,673)	
FY 2019	716,073	1,689,048	1,322,520	-	-	-	-	1,193,987	-	4,659,492	9,581,120	
FY 2020	193,614	1,867,750	1,569,163	-	-	-	-	937,911	-	7,144,332	11,712,770	
FY 2021	483,507	6,372,770	2,756,887	-	-	-	-	1,883,549	-	4,006,952	15,503,666	
FY 2022	447,031	4,334,452	93,561	-	-	-	600,000	-	-	7,898,740	13,373,785	
Total	13,339,198	18,217,939	6,843,791	-	-	-	659,275	1,883,638	-	25,039,120	65,982,962	
Fund Balance	\$11,731,066	(\$2,880,788)	(\$18,052)	\$12,431,261	\$2,028,652	\$8,117,565	\$500,201	(\$1,883,638)	\$0	(\$25,039,120)	\$4,987,147	
											Interest program to date	\$ 576,355
											Fund balance	\$5,563,502

ITEM 7

MEETING DATE: May 26, 2023

TITLE: Update on Connector Segment A1/A2, Kammerer Road from Interstate 5 to State Route 99 (Receive and File)

PREPARED BY: Matt Lampa

RECOMMENDATION

Receive an update on Connector Segment A1/A2, Kammerer Road between Interstate 5 and State Route 99.

BACKGROUND

Connector Segment A1/A2 is Kammerer Road connecting Interstate 5 to State Route 99 and is the southern boundary of the City of Elk Grove. Connector Segment A1/A2 is the top transportation infrastructure priority for Elk Grove.

Kammerer Road is ultimately planned to be a four-lane limited access expressway between I-5 and Bruceville Road (A1) and a six-lane thoroughfare between Bruceville Road and State Route 99 (A2). Today, the initial construction phases have Kammerer Road as a 2-lane thoroughfare that ends at Bruceville Road, and a 2-lane extension is planned to Interstate 5.

The project will include a grade-separated crossing at the Union Pacific Railroad tracks, minor modifications to the I-5/Hood-Franklin Rd Interchange, and an extension of Willard Pkwy to Kammerer Road.

With the construction of the Sky River Casino, implementation of the City's Southeast Policy Area, buildout of the Elk Grove Promenade and Sterling Meadows developments, and plans for a new regional zoo, the need and demand for the Connector project are increasing.

BRIEF RECENT HISTORY

- On December 14, 2018, the JPA, as the lead agency designated under CEQA, adopted a Final Tiered Initial Study with Mitigated Negative Declaration, and Mitigation Monitoring and Reporting Plan for the Capital SouthEast Connector - A1/A2 Kammerer Road Project.

- On May 19, 2021, the City and Caltrans entered into a Memorandum of Agreement regarding the interchange improvements, which cleared the way for work to resume under the National Environmental Policy Act (NEPA).
- On October 13, 2021, the JPA and the City of Elk Grove executed a Memorandum of Understanding to transfer the remaining responsibilities to secure clearance under the NEPA and the completion of the I-5/Hood Franklin Rd Interchange Project Report from the JPA to the City.

CURRENT UPDATES

- On February 21, 2023, the State of California Department of Transportation approved the Draft Project Project for the Interstate 5/Hood-Franklin Rd interchange.
- An Environmental Assessment, prepared under the National Environmental Policy Act requirements, was made available to the public on February 27, and the public comment period ended on March 30, 2023.
- All Public Notice and Environmental Documents are available at the following link: <https://www.elkgrovecity.org/capital-improvements/kammerer-road-extension-interstate-5-bruceville-road>
- Staff anticipates that a Final Environmental Assessment and Final Project Report for the Interstate 5/Hood-Franklin Rd interchange will be complete by the end of 2023.
- The City of Elk Grove advertised a Request for Proposals for final engineering design and right of way professional engineering services for a 2-lane extension of Kammerer Road from Bruceville Road to I-5 and anticipates a contract award at the July 26, 2023, City Council meeting.
- Staff anticipates that the 2-lane extension project from Bruceville Rd to Interstate 5 could begin construction in 2026.

QUESTIONS / POINT OF CONTACT

Questions related to the Kammerer Road project are best submitted by e-mail to Tom Metcalf, Senior Project Manager, tmetcalf@elkgrovecity.org and Christina Castro, Capital Program Division Manager, ccastro@elkgrovecity.org

ITEM 8

MEETING DATE: May 26, 2023

TITLE: Accept the Notices of Completion for All Work Involved in the Construction of Connector Segment D3A and the Scott Road Realignment Project

PREPARED BY: Matt Lampa

RECOMMENDATION

Approve Resolution 2023-07 accepting the Notices of Completion for All Work Involved in the Construction of Connector Segment D3A (White Rock Road, between Priarie City Road and East Bidwell Street) and the Scott Road Realignment Project ("Scott Road").

BACKGROUND

On October 23, 2020, the Board of Directors approved Resolution 2020-19 authorizing the Executive Director to enter into a Memorandum of Understanding ("MOU") related to Connector Segment D3A with the City of Folsom ("City").

On November 10, 2020, the Connector JPA and City entered into an MOU to fund construction activities related to Connector Segment D3A. The MOU was amended on December 9, 2021 to include funding for the Scott Road project, and further amended on June 6, 2022 to fund the Multi-Use Path associated with Connector Segment D3A.

DISCUSSION

The City implemented and administered the construction of the projects and consistent with the terms of the MOU, the JPA funded the various construction activities.

On May 17, 2023, the City issued a Notices of Completion accepting and acknowledging the completion of all work involved.

The JPA would like to thank the City of Folsom and its Public Works staff for all their efforts to construct the projects.

ATTACHMENTS

- a. Notices of Completion
- b. Resolution 2023-07

Item 8a

**For the benefit of the City of Folsom
pursuant to Government Code §6103**

WHEN RECORDED, RETURN TO:

**Folsom City Clerk
City of Folsom
50 Natoma Street
Folsom, CA 95630**

SPACE ABOVE THIS LINE RESERVED FOR RECORDER'S USE

**City of Folsom
NOTICE OF COMPLETION**

NOTICE IS HEREBY GIVEN THAT the City of Folsom, **OWNER in fee**, located at 50 Natoma Street, Folsom, CA 95630 accepted completion of **Capital Southeast Connector D3(A) Project**.

On **March 21, 2023** work of improvement on the real property herein described was substantially completed.

Completion of all work involved with the construction of **Capital Southeast Connector D3(A) Project** on White Rock Road 3,000 feet west of Prairie City Road to 3,500 feet east of East Bidwell Street and Prairie City Road from White Rock Road 1,300 feet east as shown on Exhibit A within the **City of Folsom, County of Sacramento, State of California** performed by **Goodfellow Bros. California, LLC**, the original Contractor.

City of Folsom



Brian H. Reed, PE
Engineering Manager

VERIFICATION

I, the undersigned, say:

I am Mark Rackovan, the Public Works Director of the City of Folsom;

I have read the foregoing notice and know and understand the contents thereof, and the facts stated herein are true and correct.

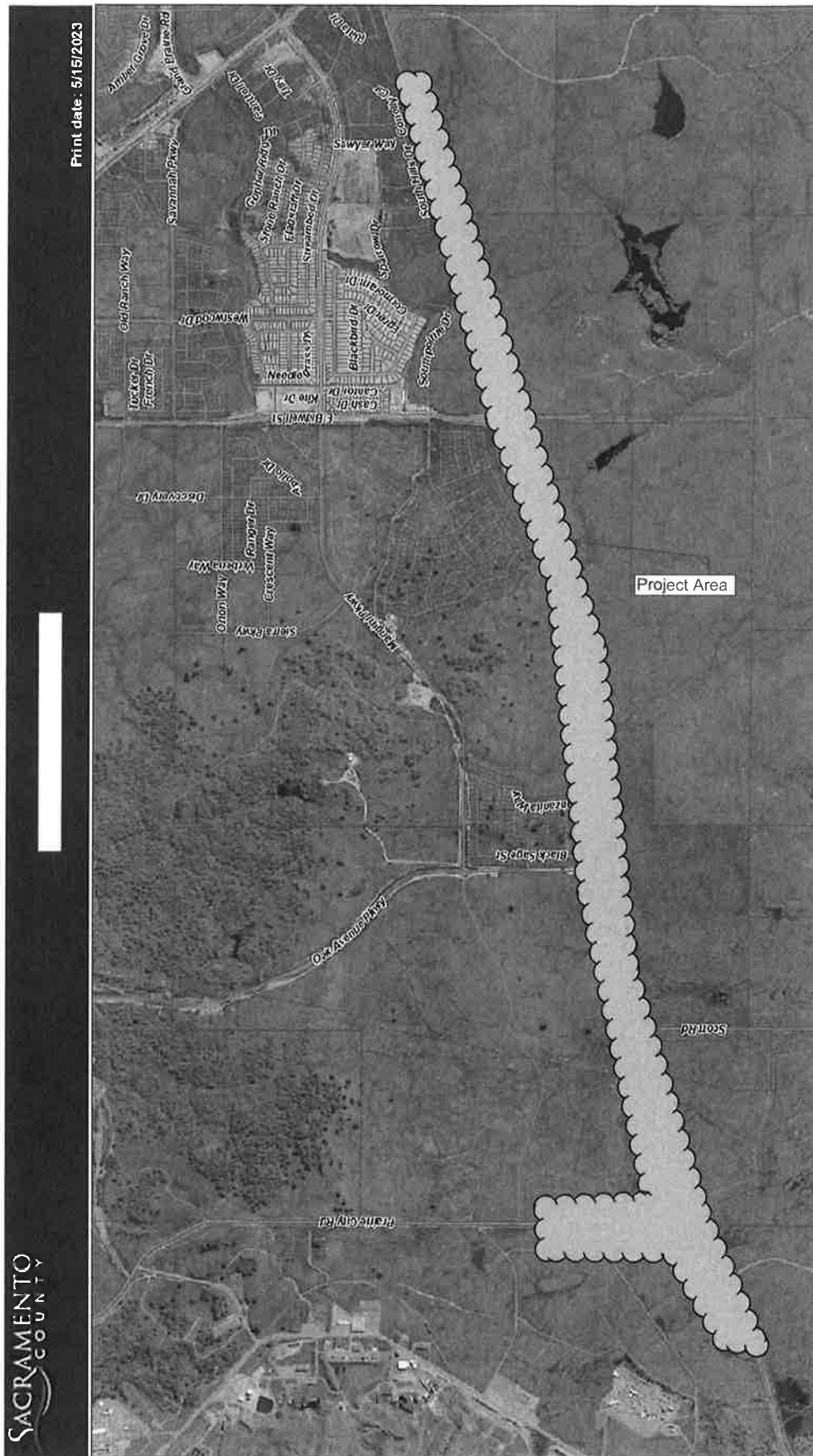
I declare under penalty of perjury that the foregoing is true and correct.

Executed on May 17, 2023 at 50 Natoma Street, Folsom, California.



Mark Rackovan, Public Works Director

Exhibit A



Print date: 5/15/2023

SACRAMENTO COUNTY

Project Area

1" = 1180'

Independent verification of all data contained on this map product should be obtained by any user thereof. The County of Sacramento does not warrant the accuracy or completeness of this map product and therefore disclaims all liability for its fitness of use.

For the benefit of the City of Folsom
pursuant to Government Code §6103

WHEN RECORDED, RETURN TO:

Folsom City Clerk
City of Folsom
50 Natoma Street
Folsom, CA 95630

SPACE ABOVE THIS LINE RESERVED FOR RECORDER'S USE

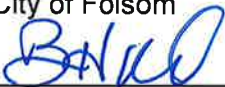
City of Folsom
NOTICE OF COMPLETION

NOTICE IS HEREBY GIVEN THAT the City of Folsom, **OWNER in fee**, located at 50 Natoma Street, Folsom, CA 95630 accepted completion of **Scott Road Realignment Project**.

On **March 3, 2023** work of improvement on the real property herein described was substantially completed.

Completion of all work involved with the construction of **Scott Road Realignment Project** from White Rock Road to Scott Road 2,200 feet south of White Rock Road as shown on Exhibit A within the **City of Folsom, County of Sacramento, State of California** performed by **Gabe Mendez, Inc.**, the original Contractor.

City of Folsom



Brian H. Reed, PE
Engineering Manager

VERIFICATION

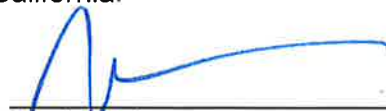
I, the undersigned, say:

I am **Mark Rackovan**, the **Public Works Director** of the City of Folsom;

I have read the foregoing notice and know and understand the contents thereof, and the facts stated herein are true and correct.

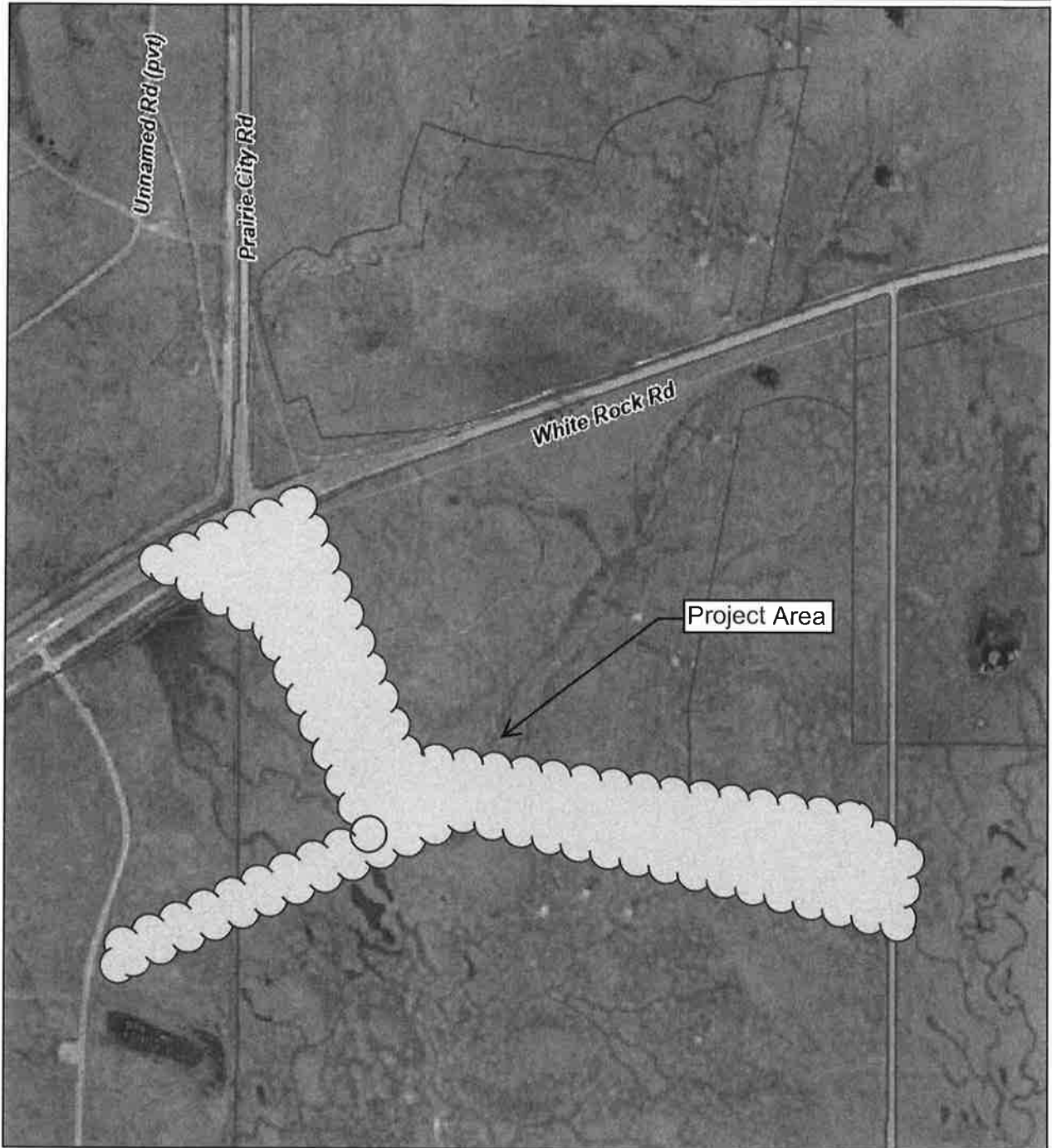
I declare under penalty of perjury that the foregoing is true and correct.

Executed on May 17, 2023 at 50 Natoma Street, Folsom, California.



Mark Rackovan, Public Works Director

Exhibit A



1" = 595'

2



ITEM 8 b

RESOLUTION 2023-07

**RESOLUTION OF THE BOARD OF DIRECTORS
OF THE CAPITAL SOUTHEAST CONNECTOR JOINT POWERS AUTHORITY
ACCEPTING THE NOTICES OF COMPLETION FOR THE CONSTRUCTION OF
CONNECTOR SEGMENT D3A AND THE SCOTT ROAD REALIGNMENT PROJECT**

WHEREAS, On May 17, 2023, the City of Folsom issued Notices of Completion accepting and acknowledging the completion of all work involved with the construction of Connector Segment D3A and the Scott Road Realignment project.

NOW THEREFORE, BE IT RESOLVED, that the Board of Directors of the Capital Southeast Connector JPA hereby acknowledges and accepts the Notices of Completion.

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

* * * * *

PASSED AND ADOPTED this 26th day of May, 2023, on a motion by

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

AYES:

NOES:

ABSENT:

ABSTAIN:

Chairperson

ATTEST:

Secretary

ITEM 9

MEETING DATE: May 26, 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 are excerpts from some of the articles:

- Why are more roundabouts being put in across California's roadways? "They had to figure out how to preserve Sheldon while creating room for a lot more traffic to go through." - **ABC10**
- Petition drive underway to secure \$10 million for connector project– "The petition urges SACOG to fund the D2 connection because Rancho Murieta and Eastern Sacramento residents desperately need all-weather access to emergency services as shown by the New Year's storm. Because of flooding on three connecting roads, Rancho Murieta residents were locked in unless they wanted to drive east on Jackson Highway to Amador County. The petition also contends that the D2 upgrade would eliminate flooding, end the "deplorable" road conditions along that section of Grant Line Road, would be crucial in an evacuation in a fire, and would ease commuter congestion.." – **River Valley Times**
- Flood and unique fire risk to Rancho Murieta outlined at meeting – "One of the solutions would be the construction of the D2 segment of the Capital SouthEast Connector between Grant Line and Prairie City Roads." – **River Valley Times**

ATTACHMENTS

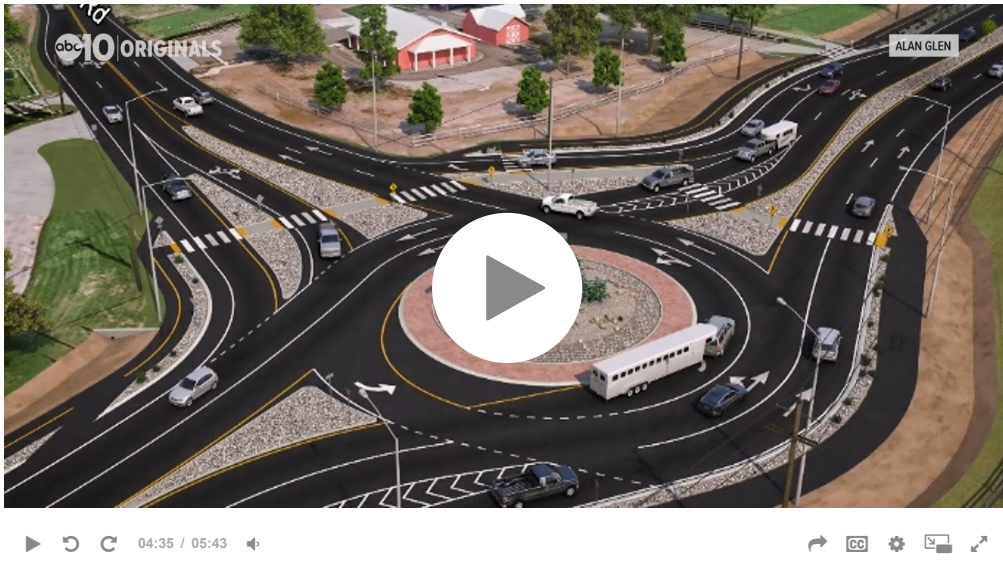
- a. Various Media Articles

Item 9 a

ABC10 ORIGINALS

Why are more roundabouts being put in across California's roadways?

Love them or hate them, roundabouts are being used more and more for intersections and ABC10 wanted to know why.



Author: **Andie Judson**

Published: 5:22 PM PDT April 11, 2023

Updated: 5:22 PM PDT April 11, 2023



SACRAMENTO COUNTY, Calif. — Roundabouts: They're just a circle, but people seem to have a lot of opinions about them.

For many, the classic scene from National Lampoon's European Vacation comes to mind. For others, roundabouts and Europe go hand-in-hand in their mind.

Like them or not, roundabouts are being used more and more for intersections and we wanted to know why.

"Every time you have two roadways that intersect each other, you need to have some type of traffic control," said [Roseville Public Works Director](#), Jason Shykowski.

Traffic engineers and designers, like Shykowski, used to have two main options for intersections: a stop sign or a stop light... until a new idea was brought from overseas.

"Roundabouts were invented around 1970 or so in the United Kingdom," said Alan Glen, an experienced highway engineering expert who currently works for the [infrastructure consulting firm, AECOM](#).

Over the next 20 years, roundabouts popped up across the United Kingdom, Australia and Europe, but the idea wasn't welcomed with open arms when they came to the United States in the 90s.

"There was initially a little bit of reluctance here in the US," said Glen.

For the last 40 years, Glen has specialized in roadway design, serving on national committees establishing the standards of how highways are laid out and playing a key role here in California, especially when it comes to roundabouts.

"I actually was in charge of statewide design standards at Caltrans at the time the Brits were pushing them here on the U.S.," said Glen.

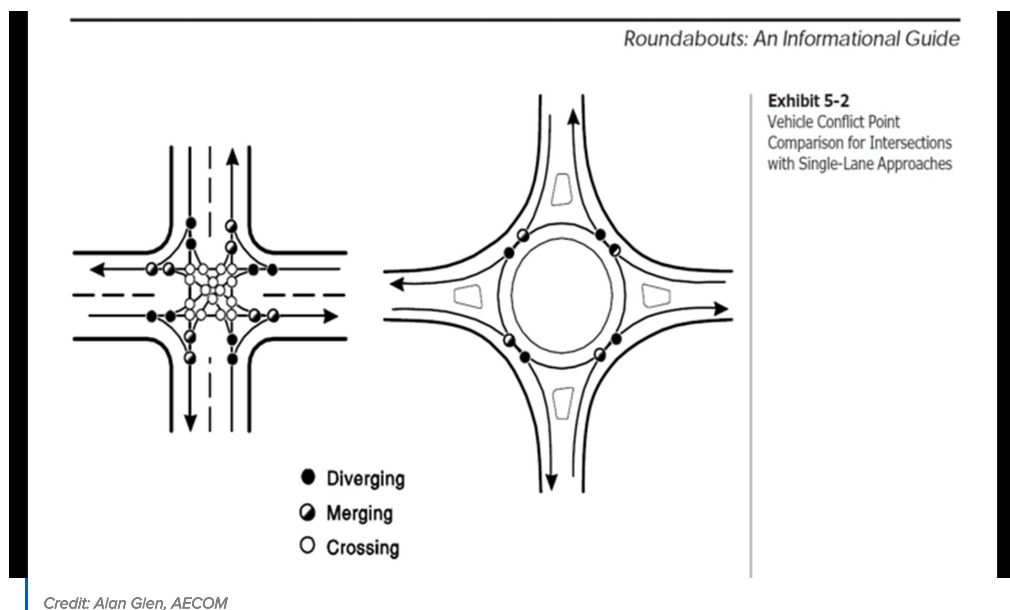
When he and others finally gave the green light to roundabouts...

"It's probably become one of the most effective tools in our toolbox because there's now hundreds of thousands of these across the U.S.," said Glen.

The benefits of roundabouts have proven overwhelming since coming to the United States.

For a normal intersection with a signal, there's 32 points where vehicles can cross the paths of one another, or what experts call "points of conflict."

"In a roundabout, there's only eight of those 32 that remain," Glen explained. "It eliminates all right angle and left turn conflicts."



When entering a roundabout, the driver is also forced to slow down to follow the circular path. It's why statistics show, compared to stop signs and lights, roundabouts are way more safe.

"We've seen in the U.S., over the last 20 to 30 years, a 90% reduction in fatalities," said Glen. "A 75% reduction in injuries, 35% reduction in overall crashes and a 50% reduction in crashes involving pedestrians."

So, ABC10 put these stats to the test right here in Sacramento. Throughout midtown there's a number of what many refer to as roundabouts, even though Glen explained they are technically traffic circles (roundabouts require yield control).

ABC10 filed a public records request with the Sacramento Police Department asking for the number of accidents that've occurred within four years on G and 25th Street with a roundabout/traffic circle — as well as a block away on G and 24th Street with a stop sign.

Our test proved true. According to Sacramento police, there were five collisions on the intersection with a stop sign while zero at the intersection just a block away with the roundabout/traffic circle.

So, why not replace all intersections with roundabouts?

"Roundabouts are not the ideal tool for every intersection," explained Shykowski. "They require a larger footprint because they take more space."

A [2021 study from U-Haul](#) found Roseville was one of the fastest growing cities in the nation. As the city's public works director, Shykowski has had to keep up with developing the city and its roads.

[RELATED: Rockin' nears 'build out' capacity as Bay Area residents migrate to the region](#)

"One of our first roundabouts was at the Galleria Mall," recalled Shykowski. "Then we put in a few at a time."

As of April 2023, the city of Roseville has about 20 roundabouts with more coming.

"We're building another one down the street near the fairgrounds right now," said Shykowski.

Besides of the space required for roundabouts, he said they can also cost a pretty penny for cities like Roseville.

"Our most recent roundabout, the cost all-in for design and construction, was over \$7 million," said Shykowski. "(A) traffic signal would probably run you about \$500,000."

Shykowski said the cost to build in new areas, like housing developments, is not as high.

"We can't afford to put in a \$7 million roundabout at all 200 traffic signals in the city of Roseville. That's a lot of money," said Shykowski. "It's a balancing act. You look at the intersections with the worst accidents and see if you can do something like put a roundabout in."

Down in Elk Grove, Glen is working on a project connecting Interstate-5 with State Route 99 and Highway 50 through Grant Line Road.



Credit: Alan Glen, AECOM

"But it does go through the community of Sheldon," said Glen.

His responsibility is to preserve Sheldon while making room for much more traffic. When completed, the project and roadway will divert traffic away from downtown Sacramento.

"We evaluated one set of alternatives with signals and one set with roundabouts," Glen said in reference to a 2.7-mile stretch from Bond Road to Calvin Road in the Sheldon area. "At the end of the process, the (Elk Grove) city council did elect to prefer the roundabout solution."

As for other traffic tools that could become used more and more like we've seen with roundabouts, Glen believes a new configuration is gaining popularity with highway engineers like himself.

"One relatively new configuration is what we call a 'diverging diamond,'" said Glen. "That is a very promising tool."

Glen said the diverging diamond concept reverses the flow of traffic and eliminates the need to turn left across traffic, and he's right about this tool being up and coming. [California's first diverging diamond was debuted in Manteca in 2020.](#)

So, even if you don't like roundabouts, you may want to get used to them.

WATCH MORE ON ABC10: [Northern California growing into 'mega-region' as people moving from the Bay to Sacramento doubles](#)

Northern California growing into 'mega-region' as people moving from the Bay t...



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Courtesy photo

The image shows the D2 section of the Capital Southeast Connector which would replace Grant Line Road between Jackson and White Rock roads. The connector board is seeking \$10 million in funding in the next round of funding by the Sacramento Area Council of Governments (SACOG).

Cal Fire to set up fire camp at Boys Ranch for two years

By Gail Bullen

River ValleyTimes Reporter

After being mothballed since 2010 due to Sacramento County's budget cuts, the Boys Ranch off Scott Road is now set to become a fully functional fire camp with as many as 157 Cal Fire firefighters and support employees when fully staffed.

The Sacramento County Board of Supervisors approved a two-year lease with Cal Fire at their Feb. 28 meeting. Although the board didn't discuss the lease because it was on the consent calendar, Supervisor Sue Frost asked to make a comment.

"I'm very excited to support this item. Cal Fire has already been a great partner for those of us in the southeast section of the county," she said. "Having them

at the Boys Ranch is going to be a huge, huge benefit to those who are out in the rural areas...It is a perfect fit."

Until it was shuttered, the Boys Ranch served as a juvenile detention facility for more than 50 years.

As soon as this month, Cal Fire will take possession of the Boys Ranch to house, train, and provide sleeping accommodations for area firefighters. Per the terms of the lease, Cal Fire won't use any of the existing ranch structures, but instead will bring in trailers, tents, and a mobile kitchen to set up a fire camp.

Greg Pryor, a retired fire captain who is the president of the Rancho Murieta Fire Safe Council, said his group was highly supportive of the lease agreement when the county

Department of General Services contacted him some months back.

"The increased safety to the region supplied by these locally trained and housed crews as a mutual aid augmentation for our fine Metro Fire crews cannot be overstated," he said. "Once again, Supervisor Sue Frost and our Sacramento County Supervisors have shown their commitment to the safety of our region."

Although not discussed at the board meeting, two county representatives explained the proposed lease at the Cosumnes Community Planning Advisory Council (CCPAC) meeting held at the Wilton Community Center on Feb. 22. They also reported that Cal Fire was

See FIRE CAMP on Page 13

Petition drive underway to secure \$10 million for connector project

By Gail Bullen

River ValleyTimes Reporter

Flush with success after rallying community support to help secure \$3.5 million for the Scott Road realignment that recently opened, Rancho Murieta resident John Merchant has launched a similar effort to secure \$10 million for the D2 section of the Capital Southeast Connector.

Once constructed, the D2 section of the expressway will replace Grant Line Road between Jackson and White Rock roads with a four-lane, modern roadway. The Connector Joint Power Authority (JPA) is building an expressway in sections between I-5 in Elk Grove and Highway

50 in El Dorado Hills.

Merchant is waging his D2 section campaign on two fronts. The first is a petition to the Sacramento Area Council of Governments (SACOG) that distributes federal transportation funding. After Merchant posted a link to the petition on two social media outlets in Rancho Murieta - Nextdoor and the Community Facebook page on Feb. 24, 245 residents had signed it as of five days later.

The petition urges SACOG to fund the D2 connection because Rancho Murieta and Eastern Sacramento residents desperately need all-weather access to emergency services as shown

See PETITION on Page 7



LEGEND		
BUILDING		AREA (S.F.)
1	WELDING SHOP	3,600
2	CLASSROOM 1	1,831
3	CLASSROOM 2	1,927
4	CLASSROOM	1,560
5	GYMNASIUM	7,033
6	RECREATION HALL	2,957
7	DORMITORY - LARGE	10,632
8	KITCHEN	3,517
9	ADMINISTRATION	3,425
10	MAINTENANCE SHOP	2,544
11	SMALL GREENHOUSE	470
12	DORMITORY - SMALL	5,045
13	VISITOR'S COMPLEX	2,800
TOTAL S.F.:		47,341
TOTAL LAND AREA:		140.26 AC

Cal Fire may begin setting up a fire camp at the Sacramento County Boys Ranch later this month after a two-year lease was approved by the Sacramento County Board of Supervisors at their Feb. 28 meeting.

Courtesy photo

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Petition

Continued from Page 1

by the New Year's storm. Because of flooding on three connecting roads, Rancho Murieta residents were locked in unless they wanted to drive east on Jackson Highway to Amador County.

The petition also contends that the D2 upgrade would eliminate flooding, end the "deplorable" road conditions along that section of Grant Line Road, would be crucial in an evacuation in a fire, and would ease commuter congestion.

"We are counting on you to throw Rancho Murieta a lifeline," the petition concludes.

Readers can type in this address into their internet browser to sign the petition: ipetitions.com/petition/hey-sacog-fund-d2-now/

On a second front, Merchant sent a letter to James Corless, the SACOG executive director, laying out the case for D2 funding on Feb. 16. Merchant said a senior planner confirmed on March 1 that his letter is now part of the application packet for the project.

He began by thanking SACOG for funding the \$3.5 million realignment of the Scott Road to the Prairie City Road traffic signal that was funded in 2021.

"In 2023, we are requesting SACOG to fund another project critical to the long-term health and safety of our community," he wrote.

Merchant cited the shutdown of three connecting roads to Rancho Murieta during the New Year's storm. Only east-bound Jackson Road was accessible, and the only hospital was in Jackson 30 miles away.

Merchant also told Corless that the D2 connector would be critical to the



Rancho Murieta resident John Merchant is circulating a petition to SACOG to show community support for the D2 section of the expressway. He led a successful effort to get SACOG funding for the Scott Road realignment.

emergency evacuation of the eastern county, including Sloughhouse and Wilton. He also said it would modernize the Grant Line Jackson Highway intersection, radically improving commute traffic.

Merchant said a lack of action on D2 could create a life-or-death issue in Rancho Murieta and in the eastern county. He cited a serious neighborhood emergency in which a Rancho Murieta mother was home alone with two young children. Her 3-year-old daughter developed a 105-degree fever and was rushed by ambulance to a nearby hospital.

"Had this occurred during the flood event with impassable roads, this incident may have resulted in a different outcome," Merchant said.

Scott Road Realignment

The Connector JPA recognized Merchant a year ago for his "contributions and leadership" on the Scott Road Realignment project, particularly in securing the \$3.5 million to build it.

When the project went before (SACOG) in early

2021, Merchant rallied support from the community as had never been seen before, according to Supervisor Sue Frost, who sits on the SACOG Board.

The realignment, which opened about three weeks ago, connects Scott Road with Prairie City Road via a signalized intersection on the White Road segment of the connector between Prairie City and Bidwell roads.

When Merchant first came across the realignment project in 2019, it was planned as a separate project to be constructed in the future when funds were available. Until then, an improved but temporary intersection would connect Scott and White Rock roads for 10 years if not longer.

As Merchant became more involved, he learned that Sacramento County Supervisors Don Nottoli and Sue Frost shared his concern. Not only would the temporary intersection inconvenience many Rancho Murieta residents who drive to Folsom to shop and visit their doctors, but it also would endanger their lives because of high-speed traffic on the connector.

Merchant also began working with Connector staff on ideas to make the Scott Road alignment viable and first lobbied the JPA Board in May 2020 to advocate funding for the project. Although the JPA didn't have that funding, Executive Director Derek Minnema told the board the JPA had enough money to finish the

engineering for the alignment project. In August 2020, the board approved that funding so the project could be shovel-ready.

Then in January 2021, connector staff and the city of Folsom submitted the project for funding to SACOG.

Although Merchant didn't think the project had "a snowball in hell's chance," he began a one-man campaign to rally community support for the project. Around 1,500 residents signed his petition to SACOG, and more than 60 residents emailed

letters. Sixteen entities also endorsed it, including Assemblyman Ken Cooley, the Rancho Murieta Association Board, the Rancho Murieta Community Services District (CSD) Board, the Murieta Inn, and the Murieta Equestrian Center.

Thank You!

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Courtesy photo

The map shows road closures during the New Year's storm that isolated Rancho Murieta. How to maintain access in the future was a topic at the Road to Safety Round Table held on March 27 at the RMA Building.

Flood and unique fire risk to Rancho Murieta outlined at meeting

By Gail Bullen
River Valley Times Reporter

How to make the roads on the southeast side of the county safer during a fire and flood was the issue when the Road to Safety Round Table unfolded at the RMA Building on March 27.

Topics included the unique threat from wildfire to Rancho Murieta, the critical importance of Jackson Highway to provide access and evacuation from the community, spot improvements to Jackson Highway intersections to improve fire evacuation times,

and the prevention of Jackson Highway closures in Sloughhouse during major flood events.

The meeting was put together by Sacramento County Supervisor Sue Frost and three Rancho Murieta residents affiliated with the Rancho Murieta Fire Safe Council, Greg Pryor, John Merchant, and John Long. The meeting drew about 20 representatives from Sacramento County, Caltrans, Cal Fire, California Highway Patrol (CHP),

See MEETING on Page 13

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RANCHO MURIETA COMMUNITY SERVICES DISTRICT

Average Monthly Customer Bill		Current Monthly Rates	Proposed Monthly Rates	\$ Change	% Change
Residential Metered Lot		July 1, 2022	July 1, 2023		
Water	Average Usage in CF	1,366	1,366		
	Residential Base (excluding reserves)	\$38.73	\$42.84	\$4.11	10.6%
	Reserve Contribution	14.00	14.00	-	0.0%
	Water Base Charge	\$52.73	\$56.84	\$4.11	7.8%
	Water Usage \$2.17 per 100 cubic foot	29.64	29.64		
	Total Water	\$82.37	\$86.48	\$4.11	11%
	WTP Debt Service Charge	6.00	6.00	-	0.0%
Wastewater					
	Residential Base (excluding reserves)	46.26	54.12	7.86	17.0%
	Reserve Contribution	14.00	14.00	-	0.0%
	Wastewater Base Charge	60.26	\$68.12	\$7.86	13.0%
	Solid Waste (avg. 65 Gallon Container)	27.82	36.96	9.14	32.9%
	Security Tax	31.55	32.18	0.63	2.0%
	Drainage Tax	5.53	5.64	0.11	2.0%
	Total RMCS Bill	213.53	235.38	21.85	10.23%

Courtesy photos

A Rancho Murieta Community Services District sample bill for a proposed rate increase shows that a resident inside the gates would pay an additional \$21.85 per month or 10.2%. The board approved the worst-case scenario figures used in the Proposition 218 notice at a special budget meeting on March 27.

CSD Board approves average 10.2% rate increase for 2023-24

By Gail Bullen
River Valley Times

The Rancho Murieta Community Services District (CSD) Board of Directors approved proposed rate increases for water, wastewater, and solid waste services at their annual budget meeting on March 27.

A sample bill for residents living inside the gate shows that their monthly bill will increase from \$213.53 a month to \$235.38. That is a 10.2% increase or \$21.85.

However, the vote for increasing the water and wastewater rates wasn't unanimous. Director Stephen Booth voted nay, saying he didn't think the district had enough financial data to ask for the increases. He did vote for the wastewater rate increase, which is a pass-through fee from Cal Waste.

Several audience members



Director Stephen Booth votes against increasing the water and wastewater rates saying the district doesn't have the financial data to determine the rate increases. He did vote for the solid waste increase that is a pass-through fee.

also objected to a rate increase. When asked, an accounting consultant said the district's profit and loss statements justified an increase.

In a twist this year, the district is sending separate Proposition 218 notices for the three fund fees subject to the law,

although all were to be mailed in the same envelope along with the sample bill. The rate increases being noticed are \$4.11 for water, \$7.86 for wastewater, and \$9.14 for solid waste.

The figures in the Proposi-

See CSD on Page 12

Meeting

Continued from Page 1

Sacramento Metropolitan Fire District (Sac Metro), and State Sen. Roger Niello's Office. Sacramento County Supervisor Pat Hume also attended, although he came late.

Frost said she has been working with the fire safe council for several years as they put together a fire safety plan that included fuel mitigation and community evacuation options. She said the New Year's Eve flooding of major access roads prompted a conversation about the infrastructure outside the community. With Merchant as their guide, she and other officials took a bus tour on March 21 to observe where the roadways had flooded over the New Year's weekend.

"What can we do to make the roads outside of the communities on the southeast side of the county safe during a flood or wildfire?" Frost asked.

Long, a retired traffic engineer with more than 40 years of experience, used PowerPoint to lay out the challenges facing the community and to define viable solutions that can be funded and implemented.

Wildfire Risk

Long used the most recent Cal Fire map of state responsibility area fire hazard severity zones to show that only the eastern portion of Sacramento is in a high-hazard area. Nearly all of the area is rural, except for Rancho Murieta.

"We think our issues are unique, especially in Sacramento County," Long said. "You can see why we think this community needs an evacuation plan."

Long said other urban areas such as Paradise, Santa Rosa, and Vacaville, that have been devastated by wind-driven wildfires wished they had evaluated the time needed to evacuate, prepare evacuation plans, and implement infrastructure improvements to reduce evacuation time.

"The time it would take to get 6,000 to 9,000 out would be excessive," he said.

If the community has to evacuate, it can't count on Scott Road and must rely on the Jackson Highway, although depending

on the fire location, residents may only go east or west in one lane. Long said using both lanes to evacuate in the same direction wouldn't work because emergency equipment must get in.

To come up with a solution, Long said they weren't looking at a controversial and extremely expensive widening of Jackson Road to four lanes for a long stretch. Instead, they want practical spot improvements by adding a lane in the outbound direction at key intersections – Grant Line Road, Dillard Road, the yet-to-be-constructed Stonehouse Road alignment, Murieta Parkway, Murieta Parkway South, and Ione Road

Long said an example of how such a lane would work is at Jackson Highway and Excelsior Road. "The road widens out when you get to the intersection. You get through the intersection and then you merge back afterward," he said. "It takes the congestion point and means you get more out of a single lane of traffic."

Flood risk

Long pointed to a map showing all of the road closures during the New Year's Eve flooding that closed off access to Rancho Murieta, except on east on Jackson Highway toward Amador County. He said that Rancho Murieta was the highest populated area significantly impacted by the flood.

Long said evacuating RM residents during a flood wasn't a big issue because most could shelter in place. The problem was ensuring emergency vehicle access. The only emergency personnel were at Station 59, and their only possible backup was from Amador County. Nor could the Sacramento County Sheriff's Office reach the community.

Long said Rancho Murieta can't count on Scott or Dillard roads for access during a flood so their main focus should be ensuring Highway 16 doesn't close. He said the solution might include levee work and raising a portion of the Jackson Highway. Long said the failure of the Deer Creek levee caused the Jackson Road flooding in Sloughhouse during the New Year's Storm, but Reclamation District 800 prevented a Cosumnes River Levee failure from flooding the highway as happened in 1997.

Long said they recognize the county is already working with

other agencies to define and fund long-term flood control. One of the solutions would be the construction of the D2 segment of the Southeast Capital Connector between Grant Line and Prairie City roads. But they need to be supplemented with some near-term improvements to lower the risk of a Jackson Road closure.

Participant comments

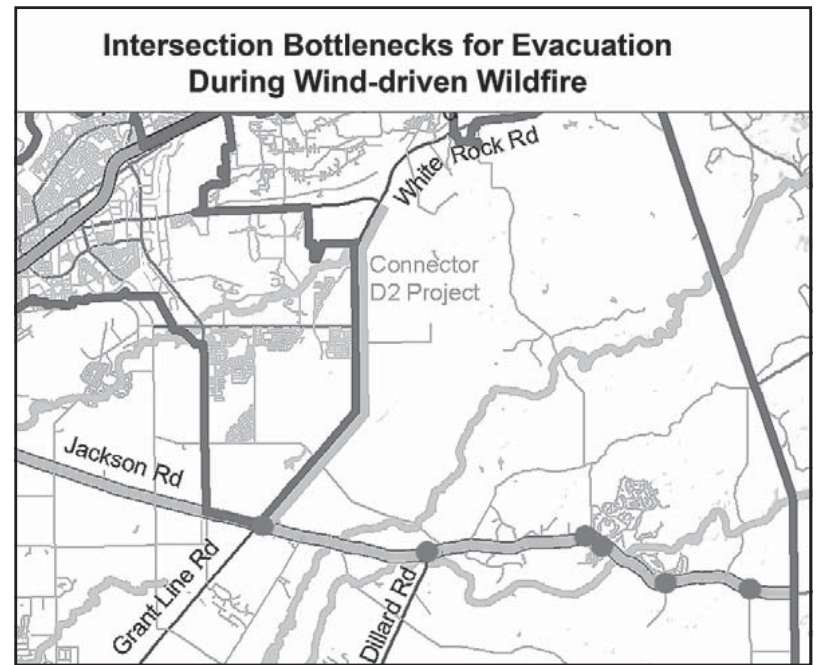
Here is a sampling of participant comments:

- CHP Sgt. Brian Hayward said the Sacramento East Office was cut off from all points east during the New Year's Eve flood and had to supplement with officers out of Amador County, which was having its own flooding issues. He said they worked with Sac Metro to get signs staged for road closures to prevent the loss of life. He said a big problem ensued when motorists used traffic applications like Waze to get around closures when the applications weren't putting out any emergency safety information and were directing motorists to out-of-the-way roads that made it difficult to rescue them. Hayward said the CHP is having internal discussions about reaching out to the applicants.

- Caltrans representative Fernando Rivera said the round table was the type of communication needed to make improvements happen, long and short-term. He said he will recommend a safety assessment of the intersections Long listed to see if another safety lane could be added.

- Rob Olmstead, who represented Niello's office, said he recommended the fire safe council and the county work with the Butte County Fire Safe Council to learn the lessons from the Paradise Fire about the lack of escape routes. Although Paradise has an evacuation plan, "It went out the window the moment a high-wind fire blew through the town," he said. "It was a free-for-all on all of the arterial roads."

- Long said RD 800 told him they could protect Jackson Highway in Sloughhouse by improving the levees between Dillard and Meiss roads. However, it would cost an estimated \$13 million to rock the levee on one side of the river and \$9 million the other side. Long said there is no way that RD 800 can focus on that now because of all the other issues along the levees.



The map shows Jackson Road intersections that could hinder evacuation from Rancho Murieta during a wind-driven fire.

- Olmstead said Niello is partnering with Sen. Susan Eggman on a new flood bond that is still in its infancy. He said RD 800 falls far short of the funding to make needed levee repairs, although it has been applying band-aids because it lies outside any state or federal levee system. He recommended that the county lobbyist work to get some funding to benefit the Cosumnes River.

- Merchant and Long both also indicated that Deer Creek flooding is only going to get worse as development proceeds in the headwaters in El Dorado Hills and downstream in Folsom and in the county at Cordova Hills.

- Long said that Jackson Highway through Sloughhouse is elevated except for a three-quarter mile section in between that flooded during the New Year's storm.

- Olmstead said that RD 800 needs funding to put a comprehensive plan into place to figure out when needs fixing and how to fix it. He suggested that the fire safe council and the Rancho Murieta Association partner with the district to help them fund their study "because until you have a plan in place, nothing is going to get done."

- Hume said he would be taking a group up in a helicopter this week that will start at the Deer Creek watershed and come downstream looking at the creek and the river until the Cosumnes joins the Mokelumne River. Hume said even if RD 800 bulletproofs its levees, it will channel the water energy downstream to Highway

99 and beyond. He said they are going to seek some funding for a study to look at the entire river. "The big thing is to take action once the study reaches conclusions," he said.

- Nate Barkley, the deputy chief of the Cal Fire Amador Eldorado Unit, said he agrees with the focus on keeping Jackson Road open as it also is a feeder for Amador County. He said his agency has been working to address the fire threat in Rancho Murieta, which includes setting prescribed burns in Deer Creek Hills and working with the fire safe council with a grant.

- Barkley said Cal Fire had a discussion with the sheriff's office and CHP after two recent fires that threatened Rancho Murieta, one of which started on Latrobe Road and the other off Grant Line Road. Barkley said the community needs to consider sheltering in place in the event of a fire. "You have lots of green space, you have the golf courses and lakes," he said. To make the community more resilient, Barkley said residents should be hardening their homes and "shake roofs should be out the door."

- Wrapping up the meeting, Frost said she was encouraged that the legislature is working on a flood control bond and by Caltrans' comments about fixing Jackson Road. In the meantime, county transportation is working on the D section of the connector. Frost also noted they needed to follow up with RD 800 and thanked Hume for his work on the river.

ITEM 10

MEETING DATE: May 26, 2023

TITLE: Accept the FY 2021-22 Independent Auditor's Report

PREPARED BY: Derek Minnema

RECOMMENDATION

Approve Resolution 2023-08, accepting the FY 2021-22 Independent Auditor's Report.

BACKGROUND

Under Section 6.d(3) of the Joint Exercise of Powers Agreement establishing the Authority, the Authority must cause an independent audit of all financial activities for each fiscal year. The Joint Exercise of Powers Agreement also requires that the Authority promptly deliver copies of the report to each member of the Board.

DISCUSSION

The JPA received an unmodified (clean) opinion for FY 2021-22. Macias Gini & O'Connell LLP ("MGO") conducted the independent audit. The following notes are summarized in the audit transmittal letter:

- The financial statements present fairly, in all material aspects, the respective financial position of the governmental activities and the general fund of the Connector JPA as of June 30, 2022.
- The auditors commented that "during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses." (Page 23)
- The auditors commented that "The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under Government Auditing Standards." (Page 24)

ATTACHMENTS

- a. FY 2021-22 Independent Auditor's Report
- b. Resolution 2023-08

Item 10 a



Certified
Public
Accountants

Board of Directors of the
Capital Southeast Connector JPA
Mather, California

We have audited the financial statements of the governmental activities and the general fund of the Capital Southeast Connector Joint Powers Authority (Connector JPA), as of and for the year ended June 30, 2022, and have issued our report thereon dated April 20, 2023. Professional standards require that we advise you of the following matters relating to our audit.

Our Responsibility in Relation to the Financial Statement Audit

As communicated in our engagement letter dated January 9, 2023, our responsibility, as described by professional standards, is to form and express opinions about whether the financial statements that have been prepared by management with your oversight are presented fairly, in all material respects, in accordance with accounting principles generally accepted in the United States of America. Our audit of the financial statements does not relieve you or management of your respective responsibilities.

Our responsibility, as prescribed by professional standards, is to plan and perform our audit to obtain reasonable, rather than absolute, assurance about whether the financial statements are free of material misstatement. An audit of financial statements includes consideration of internal control over financial reporting as a basis for designing audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control over financial reporting. Accordingly, as part of our audit, we considered the internal control of the Connector JPA solely for the purpose of determining our audit procedures and not to provide any assurance concerning such internal control.

We are also responsible for communicating significant matters related to the audit that are, in our professional judgment, relevant to your responsibilities in overseeing the financial reporting process. However, we are not required to design procedures for the purpose of identifying other matters to communicate to you.

Planned Scope and Timing of the Audit

We conducted our audit consistent with the planned scope and timing that was previously communicated to you.

Compliance with All Ethics Requirements Regarding Independence

The engagement team, others in our firm, as appropriate, and our firm has complied with all relevant ethical requirements regarding independence.

Qualitative Aspects of the Entity's Significant Accounting Practices

Significant Accounting Policies

Management has the responsibility to select and use appropriate accounting policies. A summary of the significant accounting policies adopted by the Connector JPA is included in Note 2 to the financial statements. As described in Note 6 to the financial statements, the Connector JPA changed its method of accounting for leases by adopting Governmental Accounting Standards Board (GASB) Statement No. 87, *Leases*. Accordingly, the beginning capital assets and beginning lease liability have been restated as of July 1, 2021. No matters have come to our attention that would require us, under professional standards, to inform you about (1) the methods used to account for significant unusual transactions and (2) the effect of significant accounting policies in controversial or emerging areas for which there is a lack of authoritative guidance or consensus.

Significant Accounting Estimates

Accounting estimates are an integral part of the financial statements prepared by management and are based on management's current judgments. Those judgments are normally based on knowledge and experience about past and current events and assumptions about future events. There were no accounting estimates that were significant to the financial statements.

Financial Statement Disclosures

Certain financial statement disclosures involve significant judgment and are particularly sensitive because of their significance to financial statement users. The most sensitive disclosures affecting the Connector JPA's financial statements relate to:

- Commitments and contingencies disclosed in Note 9

Significant Difficulties Encountered during the Audit

We encountered no significant difficulties in dealing with management relating to the performance of the audit.

Uncorrected and Corrected Misstatements

For purposes of this communication, professional standards require us to accumulate all known and likely misstatements identified during the audit, other than those that we believe are trivial, and communicate them to the appropriate level of management. Further, professional standards require us to also communicate the effect of uncorrected misstatements related to prior periods on the relevant classes of transactions, account balances or disclosures, and the financial statements as a whole and each applicable opinion unit. There were no identified misstatements.

Disagreements with Management

For purposes of this letter, professional standards define a disagreement with management as a matter, whether or not resolved to our satisfaction, concerning a financial accounting, reporting, or auditing matter, which could be significant to the Connector JPA's financial statements or the auditor's report. No such disagreements arose during the course of the audit.

Representations Requested from Management

We have requested certain written representations from management dated April 20, 2023.

Management's Consultations with Other Accountants

In some cases, management may decide to consult with other accountants about auditing and accounting matters. Management informed us that, and to our knowledge, there were no consultations with other accountants regarding auditing and accounting matters.

Other Significant Matters, Findings, or Issues

In the normal course of our professional association with the Connector JPA, we generally discuss a variety of matters, including the application of accounting principles and auditing standards, operating and regulatory conditions affecting the entity, and operational plans and strategies that may affect the risks of material misstatement. None of the matters discussed resulted in a condition to our retention as the Connector JPA's auditors.

Other Information in Documents Containing Audited Financial Statements

Pursuant to professional standards, our responsibility as auditors for other information in documents containing the Connector JPA's audited financial statements does not extend beyond the financial information identified in the audit report, and we are not required to perform any procedures to corroborate such other information. However, in accordance with such standards, we have applied certain limited procedures to management's discussion and analysis and the schedule of revenues, expenditures, and changes in the fund balance – budget to actual – general fund, which are required supplementary information (RSI) that supplements the basic financial statements. Our procedures consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We did not audit the RSI and do not express an opinion or provide any assurance on the RSI.

Our responsibility also includes communicating to you any information which we believe is a material misstatement of fact. Nothing came to our attention that caused us to believe that such information, or its manner of presentation, is materially inconsistent with the information, or manner of its presentation, appearing in the financial statements.

This report is intended solely for the information and use of the Board of Directors and management of the Connector JPA and is not intended to be and should not be used by anyone other than these specified parties.

Macias Gini & O'Connell LLP

Sacramento, California
April 20, 2023

**CAPITAL SOUTHEAST CONNECTOR
JOINT POWERS AUTHORITY**

Independent Auditor's Reports, Management's Discussion
and Analysis, Basic Financial Statements, and Required
Supplementary Information

For the Fiscal Year Ended June 30, 2022

CAPITAL SOUTHEAST CONNECTOR JOINT POWERS AUTHORITY
 Independent Auditor’s Reports, Management’s Discussion and Analysis,
 Basic Financial Statements, and Required Supplementary Information
 For the Fiscal Year Ended June 30, 2022

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Certified
Public
Accountants

Independent Auditor's Report

Board of Directors of the
Capital Southeast Connector JPA
Mather, California

Report on the Audit of the Financial Statements

Opinions

We have audited the financial statements of the governmental activities and the general fund of the Capital Southeast Connector Joint Powers Authority (Connector JPA), as of and for the fiscal year ended June 30, 2022, and the related notes to the financial statements, which collectively comprise the Connector JPA's basic financial statements as listed in the table of contents.

In our opinion, the accompanying financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities and the general fund of the Connector JPA, as of June 30, 2022, and the respective changes in financial position for the fiscal year then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinions

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

Emphasis of Matter

As discussed in Note 6 to the basic financial statements, effective July 1, 2021, the Connector JPA adopted the provisions of Governmental Accounting Standards Board Statement No. 87, *Leases*. Our opinions are not modified with respect to this matter.

Responsibilities of Management for the Financial Statements

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

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

Auditor's Responsibility for the Audit of the Financial Statements

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

In performing an audit in accordance with GAAS and *Government Auditing Standards*, we:

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

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

Required Supplementary Information

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

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated February 28, 2023, on our consideration of the Connector JPA's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Connector JPA's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Connector JPA's internal control over financial reporting and compliance.

Macias Gini & O'Connell LLP

Sacramento, California
April 20, 2023

CAPITAL SOUTHEAST CONNECTOR JOINT POWERS AUTHORITY
Management's Discussion and Analysis (Unaudited)
For the Fiscal Year Ended June 30, 2022

This section of the Capital Southeast Connector Joint Powers Authority (Connector JPA) annual financial statements presents a discussion and analysis of the Connector JPA's financial performance during the fiscal year ended June 30, 2022. Please read it in conjunction with the Connector JPA's basic financial statements following this section.

FINANCIAL HIGHLIGHTS

- The Connector JPA's total net position in Fiscal Year 2021-22 (FY 2021-22) increased by \$11,090,213.
- Total revenues increased from \$5.4 million in Fiscal Year 2020-21 (FY 2020-21) to \$11.1 million in FY 2021-22.
- The total investment in capital assets increased \$7.3 million in FY 2021-22, from \$38.5 million in FY 2020-21 to \$45.8 million in FY 2021-22.
- Effective July 1, 2021, the Connector JPA adopted Governmental Accounting Standards Board (GASB) Statement No. 87, *Leases*. This resulted in the recognition of a lease liability of \$76 thousand at June 30, 2022. For additional information concerning the lease, refer to Note 7.

OVERVIEW OF THE FINANCIAL STATEMENTS

This discussion and analysis is intended to serve as an introduction to the Connector JPA's basic financial statements. The Connector JPA's basic financial statements are comprised of three components:

- 1) **Government-Wide** financial statements;
- 2) **Fund** financial statements;
- 3) **Notes** to the basic financial statements

1) Government-Wide Financial Statements are designed to provide readers with a broad overview of the Connector JPA's finances in a manner similar to private-sector businesses.

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

The *Statement of Activities* shows changes in net position during the fiscal year. All changes in net position are reported as soon as the underlying event giving rise to the change occurs, *regardless of the timing of related cash flows*. Thus, revenues and expenses are reported in this statement for some items that will result in cash flows in future fiscal periods (e.g., accounts payable). The Statement of Activities identifies the Connector JPA's only function, public ways and facilities, which is principally supported by intergovernmental revenues and contributions from other governments (*governmental activities*).

The government-wide financial statements can be found on pages 11 through 12 of this report.

2) Fund Financial Statements represent a grouping of related accounts that are used to control resources that have been segregated for specific activities or objectives. The Connector JPA, like other states and local governments, uses fund accounting to ensure and demonstrate finance-related legal compliance. The Connector JPA only reports a *governmental fund*, its General Fund.

CAPITAL SOUTHEAST CONNECTOR JOINT POWERS AUTHORITY
Management's Discussion and Analysis (Unaudited) (Continued)
For the Fiscal Year Ended June 30, 2022

Governmental funds are used to account for essentially the same functions reported as *governmental activities* in the government-wide financial statements. However, unlike the government-wide financial statements, governmental funds financial statements focus on near-term inflows and outflows of spendable resources, as well as on balances of spendable resources available at the end of the fiscal year. Such information may be useful in evaluating a government's near-term financing requirements.

Because the focus of governmental funds is narrower than that of the government-wide financial statements, it is useful to compare the information presented for *governmental funds* with similar information presented for *governmental activities* in the government-wide financial statements. By doing so, readers may better understand the long-term impact of the Connector JPA's near-term financing decisions.

The governmental funds financial statements can be found on pages 13 through 14 of this report.

3) Notes to the Basic Financial Statements provide additional information that is essential to a full understanding of the data provided in the government-wide and fund financial statements. The notes can be found starting on page 15 of this report.

GOVERNMENT-WIDE FINANCIAL ANALYSIS

Over time, increases or decreases in net position may serve as a useful indicator as to whether the financial position of the Connector JPA is improving or deteriorating. In the case of the Connector JPA, assets exceeded liabilities by \$50.5 million at June 30, 2022.

Condensed Statement of Net Position
Governmental Activities
June 30,

	2022	2021 ⁽¹⁾	Increase/(Decrease)	
			Amount	Percentage
Assets:				
Current assets	\$ 4,677,450	\$ 2,216,115	\$ 2,461,335	111%
Capital assets, net	46,620,800	38,524,772	8,096,028	21%
Total assets	<u>51,298,250</u>	<u>40,740,887</u>	<u>10,557,363</u>	26%
Liabilities:				
Current liabilities	759,190	1,334,794	(575,604)	(43%)
Noncurrent liabilities	42,754	-	42,754	100%
Total liabilities	<u>801,944</u>	<u>1,334,794</u>	<u>(532,850)</u>	(40%)
Net Position:				
Net investment in capital assets	45,818,856	38,524,772	7,294,084	19%
Unrestricted	4,677,450	881,321	3,796,129	431%
Total Net Position	<u>\$ 50,496,306</u>	<u>\$ 39,406,093</u>	<u>\$ 11,090,213</u>	28%

(1) 2021 Balances were not restated for the implementation of GASB Statement No. 87, *Leases*.

The Connector JPA reported an increase of \$11.1 million in *net position* compared to prior year balances. During FY 2021-22, net position increased primarily due to the \$8.1 million increase in capital assets.

CAPITAL SOUTHEAST CONNECTOR JOINT POWERS AUTHORITY
Management's Discussion and Analysis (Unaudited) (Continued)
For the Fiscal Year Ended June 30, 2022

Current assets increased from \$2.2 million at June 30, 2021, to \$4.7 million at June 30, 2022. This increase primarily came from an increase in cash and investment balances. As stated above, capital assets increased approximately \$8.1 million during FY 2021-22, from \$38.5 million at June 30, 2021 to \$46.6 million at June 30, 2022. Significant additions to the Capital Southeast Connector Expressway project (Project) during FY 2021-22 included \$4.0 million in mitigation expenses, \$1.2 million in construction related activities, and \$2.5 million in project management, environmental, and engineering services.

Current liabilities decreased from \$1.3 million at June 30, 2021 to \$759 thousand at the end of the current fiscal year. These changes were due to lower amounts due to service providers, primarily the City of Elk Grove for construction related activities, at the end of the prior fiscal year compared to the end of the current fiscal year.

Also, as a result of GASB Statement No. 87, *Leases*, the Connector JPA recognized a lease liability in the amount of \$120,907 effective July 1, 2021, for its office space. Refer to Note 7 of the Basic Financial Statements for additional information on the Connector JPA's lease activity.

The following table indicates the changes in net position for the Connector JPA's governmental activities:

	Statement of Activities			
	Fiscal Year Ended June 30,			
	2022	2021	Increase/(Decrease)	
		Amount	Percentage	
Revenues				
Program Revenues:				
Capital grants and contributions	\$ 11,124,809	\$ 5,429,750	\$ 5,695,059	105%
General Revenues:				
Interest income	18,731	5,721	13,010	227%
Total Revenues	11,143,540	5,435,471	5,708,069	105%
Expenses				
Public ways and facilities	53,327	-	53,327	100%
Change in Net Position	11,090,213	5,435,471	5,654,742	104%
Net Position, July 1	39,406,093	33,970,622	5,435,471	16%
Net Position, June 30	\$ 50,496,306	\$ 39,406,093	\$ 11,090,213	28%

The increase in capital grants and contributions revenue was primarily due to an increase in Measure A reimbursements for project-related expenses compared to the prior year; member contributions increased \$25,000 from \$225,000 in FY 2020-21 to \$250,000 in FY 2021-22. As stated above, significant additions to the Project during FY 2021-22 included \$4.0 million in mitigation expenses, \$1.2 million in construction related activities, and \$2.5 million in project management, environmental, and engineering services. As the Connector JPA incurs these capitalized expenses, the reimbursement revenue follows.

CAPITAL SOUTHEAST CONNECTOR JOINT POWERS AUTHORITY
Management's Discussion and Analysis (Unaudited) (Continued)
For the Fiscal Year Ended June 30, 2022

FUND FINANCIAL ANALYSIS

As noted earlier, the Connector JPA uses fund accounting to ensure and demonstrate compliance with finance-related legal requirements.

Governmental funds. The public ways and facilities function is contained in the General Fund. The focus of the Connector JPA's *governmental fund* is to provide information on near-term inflows, outflows, and balances of *spendable* resources. Such information is useful in assessing the Connector JPA's financing requirements. In particular, *unassigned fund balance* may serve as a useful measure of a government's net resources available for spending at the end of the fiscal year.

At June 30, 2022, and June 30, 2021, the Connector JPA's governmental funds reported a fund balance of \$3.97 million and \$881.3 thousand respectively, an increase of approximately \$3.1 million. The increase in fund balance was attributed to an increase in assets, notably an increase in cash and investments of \$3.3 million offset by a decrease in liabilities of \$625.5 thousand at the end of FY 2021-22. Adding to the cash and investment balances during the year, the Connector JPA received \$3.5 million in local revenues from the City of Elk Grove.

The Connector JPA received revenues from various sources. The following table presents the amount of revenues by source:

	Revenues Classified by Source					
	General Fund					
	2022	% of Total	2021	% of Total	Increase/(Decrease)	
				Amount	Percentage	
Revenues						
Intergovernmental revenues	\$ 10,874,809	98%	\$ 5,204,750	95%	\$ 5,670,059	109%
Federal	-	0%	38,000	1%	(38,000)	(100%)
Contributions	250,000	2%	225,000	4%	25,000	11%
Interest	18,731	0%	5,721	0%	13,010	227%
Total Revenues	<u>\$ 11,143,540</u>	<u>100%</u>	<u>\$ 5,473,471</u>	<u>100%</u>	<u>\$ 5,670,069</u>	<u>104%</u>

The following provides an explanation of significant revenues by source that changed considerably over the prior year.

Intergovernmental revenues are allowable costs claimed from Measure A sales tax revenue bonds issued by the Sacramento Transportation Authority (STA). The sales tax revenue bonds are used to fund eligible Measure A capital projects. There was an increase in revenues from STA Measure A during FY 2021-22 from \$5.2 million to \$10.9 million. As previously discussed, as the Connector JPA incurs project-related expenditures, these amounts are reimbursed to the organization. Significant capitalized expenditures during FY 2021-22 included \$4.0 million in mitigation expenses, \$1.2 million in construction related activities, and \$2.5 million in project management, environmental, and engineering services.

Federal revenues are funding grants. The grants are for transportation related projects and related activities financed in part with federal-aid funds and authorized by the State or the Federal Highway Administration. Every two years, the Sacramento Area Council of Governments (SACOG) conducts a programming round to allocate funds to projects based on regional apportionments of Federal Congestion Mitigation and Air

CAPITAL SOUTHEAST CONNECTOR JOINT POWERS AUTHORITY
Management's Discussion and Analysis (Unaudited) (Continued)
For the Fiscal Year Ended June 30, 2022

Quality (CMAQ), Regional Surface Transportation Program (RSTP), and State Transport Action Improvement Program (STIP) funds. These funds are then allocated to projects. The Connector JPA has executed an agreement with the California Department of Transportation (Caltrans) to allow for disbursement of federal funds directly to the Connector JPA. No federal revenues were received during FY 2021-22.

The following table presents expenditures of the General Fund:

Expenditures by Function						
General Fund						
	<u>2022</u>	<u>% of Total</u>	<u>2021</u>	<u>% of Total</u>	<u>Increase/(Decrease)</u>	
					<u>Amount</u>	<u>Percentage</u>
Expenditures						
Current:						
Public Ways and Facilities	\$ 8,006,855	99%	\$ 5,232,212	100%	\$ 2,774,643	53%
Debt service - lease						
Principal	44,853	1%	-	-	44,853	100%
Interest	4,964	0%	-	-	4,964	100%
Total Expenditures	<u>\$ 8,056,672</u>	<u>100%</u>	<u>\$ 5,232,212</u>	<u>100%</u>	<u>\$ 2,824,460</u>	<u>54%</u>

The expenditure activity of the Project was \$2.8 million more compared to the prior year. Categories of increases included mitigation of \$2.7 million and construction activities of approximately \$600 thousand. Project management, environmental, and engineering services amounted to almost \$2.5 million, and were consistent with FY 2020-21, which totaled \$2.4 million.

Although some construction activity has occurred in recent years, the Project is still in the planning stages, and final completion is expected in 2035.

Analysis of General Fund Budget

During the year, total revenues were more than the final budgeted amounts by \$584 thousand. Although Measure A revenues recognized were \$2.2 million less than budget, the Connector JPA did receive almost \$3.0 million more than budgeted in other local revenues. The additional revenue amount was received from the City of Elk Grove and is to be used for future construction activity. Actual expenditures were less than budgetary estimates by \$2.5 million.

Economic Factors and Next Year's Budget

The FY 2022-23 Final Budget was adopted by the Connector JPA's Board of Directors on May 27, 2022.

CAPITAL SOUTHEAST CONNECTOR JOINT POWERS AUTHORITY
Management's Discussion and Analysis (Unaudited) (Continued)
For the Fiscal Year Ended June 30, 2022

The proposed means of financing the \$6.1 million in budgeted expenditures for FY 2022-23 include:

- Measure A Bond Proceeds: \$2.4 million
- Member Contributions: \$250 thousand
- Other Local Funding: \$3.5 million
- Interest: \$10 thousand

Request for Information

This financial report is designed to provide a general overview of the Connector JPA's finances for all those with an interest in the Connector JPA's finances. Questions concerning any of the information provided in this report or requests for additional financial information should be addressed to Derek Minnema, Executive Director, Capital Southeast Connector Joint Powers Authority, 10640 Mather Blvd., Suite 120, Mather, California 95655.

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BASIC FINANCIAL STATEMENTS

CAPITAL SOUTHEAST CONNECTOR JOINT POWERS AUTHORITY

Statement of Net Position - Governmental Activities

June 30, 2022

ASSETS

Current Assets:

Cash and investments	\$	4,259,404
Interest receivable		11,933
Prepaid items		24,357
Accounts receivable		381,756
Total Current Assets		<u>4,677,450</u>

Noncurrent Assets:

Capital assets, non-depreciable		46,548,256
Right-to-use asset		72,544
Total Noncurrent Assets		<u>46,620,800</u>
Total Assets		<u>51,298,250</u>

LIABILITIES

Current Liabilities:

Accounts payable and accrued expenses		709,261
Lease liability - current portion		49,929
Total Current Liabilities		<u>759,190</u>

Noncurrent Liabilities:

Retentions payable		16,629
Lease liability - net of current portion		26,125
Total Noncurrent Liabilities		<u>42,754</u>
Total Liabilities		<u>801,944</u>

NET POSITION

Net investment in capital assets		45,818,856
Unrestricted		4,677,450
Total Net Position	\$	<u>50,496,306</u>

See accompanying notes to the basic financial statements.

CAPITAL SOUTHEAST CONNECTOR JOINT POWERS AUTHORITY
Statement of Activities - Governmental Activities
For the Fiscal Year Ended June 30, 2022

	Expenses	Capital Grants and Contributions	Net Revenue and Change in Net Position
FUNCTIONS/PROGRAMS			
Public ways and facilities	<u>\$ 53,327</u>	<u>\$ 11,124,809</u>	\$ 11,071,482
General revenues:			
Interest income			<u>18,731</u>
Change in Net Position			11,090,213
Net Position, July 1			<u>39,406,093</u>
Net Position, June 30			<u><u>\$ 50,496,306</u></u>

See accompanying notes to the basic financial statements.

CAPITAL SOUTHEAST CONNECTOR JOINT POWERS AUTHORITY
 Balance Sheet - Governmental Fund
 June 30, 2022

	General Fund
ASSETS:	
Cash and investments	\$ 4,259,404
Interest receivable	11,933
Prepaid items	24,357
Accounts receivable	381,756
Total Assets	\$ 4,677,450
 LIABILITIES AND FUND BALANCE	
LIABILITIES:	
Accounts payable and accrued liabilities	\$ 709,261
 FUND BALANCE:	
Nonspendable	24,357
Unassigned	3,943,832
Total Fund Balance	3,968,189
Total Liabilities and Fund Balance	\$ 4,677,450

Reconciliation of the Balance Sheet of the Governmental Fund to the Statement of Net Position:

Total Fund Balance - governmental fund	\$ 3,968,189
Amounts reported for governmental activities in the Statement of Net Position (page 11) are different because:	
Capital assets used in governmental activities are not financial resources and, therefore, are not reported in the funds	46,620,800
Certain liabilities are not due and payable in the current period and therefore, are not reported in the governmental funds	
Retentions payable	(16,629)
Lease liability	(76,054)
Net Position of Governmental Activities (page 11)	\$ 50,496,306

See accompanying notes to the basic financial statements.

CAPITAL SOUTHEAST CONNECTOR JOINT POWERS AUTHORITY
Statement of Revenue, Expenditures, and Change in Fund Balance - Governmental Fund
For the Fiscal Year Ended June 30, 2022

	General Fund
REVENUES:	
Intergovernmental	\$ 10,874,809
Contributions	250,000
Interest	18,731
Total Revenues	11,143,540
EXPENDITURES:	
Public ways and facilities	8,006,855
Debt service - lease payments	
Principal	44,853
Interest	4,964
Total Expenditures	8,056,672
Change in Fund Balance	3,086,868
Fund Balance - July 1	881,321
Fund Balance - June 30	\$ 3,968,189

Reconciliation of the Statement of Revenues, Expenditures, and Change in Fund Balance - Governmental Fund to the Statement of Activities:

Change in Fund Balance - governmental fund	\$ 3,086,868
Amounts reported for governmental activities in the Statement of Activities (page 12) are different because:	
Lease principal payments	44,853
Some expenses reported in the Statement of Activities do not require the use of current financial resources and therefore, are not reported as expenditures in governmental funds.	
Change in retentions payable	(16,629)
Governmental funds report capital outlays as expenditures. However, in the statement of activities, the cost of these assets are capitalized and depreciated/amortized over their estimated useful lives. This is the amount by which capital outlays exceeded depreciation/amortization in the current period.	
	7,975,121
Change in Net Position of Governmental Activities (page 12)	\$ 11,090,213

See accompanying notes to the basic financial statements.

NOTES TO THE BASIC FINANCIAL STATEMENTS

CAPITAL SOUTHEAST CONNECTOR JOINT POWERS AUTHORITY

Notes to the Basic Financial Statements
For the Fiscal Year Ended June 30, 2022

NOTE 1 – REPORTING ENTITY

Authorized Legislation and Organization

The Capital Southeast Connector Joint Powers Authority, (Connector JPA), which was created effective December 12, 2006, pursuant to Section 6500 of the California State Government Code and the provisions of a Joint Exercise of Powers Agreement, is a political subdivision of the State of California

The Connector JPA is a jointly governed organization under Section 6500 of the California State Government Code. Parties to this agreement are the City of Elk Grove, County of Sacramento, City of Rancho Cordova, City of Folsom, and the County of El Dorado.

The Connector JPA was formed to acquire, plan, design, finance, construct, operate, and maintain a multi-modal transportation corridor (Project) to connect the City of Elk Grove, the County of Sacramento, the City of Rancho Cordova, the City of Folsom, and the County of El Dorado.

The Connector JPA is governed by a Board of Directors, which is composed of one member from the Sacramento County Board of Supervisors, one member from the Elk Grove City Council, one member from the Rancho Cordova City Council, one member from the Folsom City Council, and one member from the El Dorado County Board of Supervisors.

NOTE 2 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Basis of Presentation

Government-wide Financial Statements

The Statement of Net Position and Statement of Activities display information about the primary government (Connector JPA).

The Statement of Activities presents direct expenses and program revenues for the public ways and facilities function of the Connector JPA's governmental activities. Direct expenses are those that are specifically associated with a program or function and, therefore, are clearly identifiable to a particular function. Program revenues include grants and contributions that are restricted to meeting the operational or capital requirements of a particular program. Revenues that are not classified as program revenues are presented instead as general revenues.

When both restricted and unrestricted resources are available, restricted resources are used first, then unrestricted resources as needed.

Fund Financial Statements

The fund financial statements provide information about the Connector JPA's fund, which include only *governmental funds*.

The Connector JPA reports the following major governmental fund:

The *General Fund* is used to account for all revenues and expenditures necessary to carry out the basic governmental activities of the Connector JPA.

CAPITAL SOUTHEAST CONNECTOR JOINT POWERS AUTHORITY

Notes to the Basic Financial Statements (Continued)

For the Fiscal Year Ended June 30, 2022

Basis of Accounting

The government-wide financial statements are reported using the economic resources measurement focus and the accrual basis of accounting. Revenues are recorded when earned and expenses are recorded at the time liabilities are incurred, regardless of when the related cash flows take place. Non-exchange transactions, in which the Connector JPA gives (or receives) value without directly receiving (or giving) equal value in exchange, include member contributions. Revenues from member contributions are recognized in the fiscal year in which all eligibility requirements have been satisfied.

Governmental funds are reported using the current financial resources measurement focus and the modified accrual basis of accounting. Under this method, revenues are recognized when measurable and available. Interest and certain state and federal grants are accrued when their receipt occurs within one hundred twenty days after the end of the accounting period, so as to be both measurable and available. Expenditures are generally recorded when a liability is incurred, as under accrual accounting.

Cash and Investments

Pursuant to the Joint Exercise of Powers Agreement, the Treasurer of the County of Sacramento (County) has custody of all cash for the Connector JPA. The Connector JPA's share of the pooled cash account is separately accounted for and interest earned, net of related expenses, is apportioned at the end of each quarter based upon the relationship of its average daily cash balance to the total of the pooled account.

The value of the Connector JPA's shares in the County Pool is determined on an amortized cost basis, which approximates fair value.

Fair Value Measurement

The fair value hierarchy, which has three levels, is based on the valuation inputs used to measure an asset's fair value: Level 1 inputs are quoted prices in active markets for identical assets; Level 2 inputs are significant other observable inputs; Level 3 inputs are significant unobservable inputs. As the Connector JPA participates in the County Investment Pool (County Pool), which is an external investment pool, it is not subject to the fair value hierarchy.

Net Position

Government-wide financial statements utilize a net position presentation.

- *Net Investment in Capital Assets* – This category groups all capital assets, including infrastructure into one component of net position. Accumulated depreciation and the outstanding balances of debt that are attributable to the acquisition, construction or improvement of these assets reduce the balance in this category.
- *Unrestricted Net Position* – This category represents net position of the Connector JPA not restricted for any project or other purpose.

Fund Balances

Governmental funds report fund balance in classifications based primarily on the extent to which the Connector JPA is bound to honor constraints on the specific purposes for which amounts in the funds can be spent. Fund balances for government funds are made up of the following:

CAPITAL SOUTHEAST CONNECTOR JOINT POWERS AUTHORITY

Notes to the Basic Financial Statements (Continued)

For the Fiscal Year Ended June 30, 2022

- *Nonspendable Fund Balance* – includes amounts that are (a) not in spendable form, or (b) legally or contractually required to be maintained intact. The “not in spendable form” criterion includes items that are not expected to be converted to cash, for example: amounts held for perpetuity and prepaid amounts.
- *Restricted Fund Balance* – includes amounts that can be spent only for the specific purposes stipulated by external resource providers, constitutionally or through enabling legislation. Restrictions may effectively be changed or lifted only with the consent of resource providers.
- *Committed Fund Balance* – includes amounts that can only be used for the specific purposes determined by a formal action of the Connector JPA’s highest level of decision-making authority, which is the Connector JPA’s Board of Directors. Commitments may be changed or lifted only by the adoption of a Board Resolution.
- *Assigned Fund Balance* – comprises amounts intended to be used by the Connector JPA for specific purposes that are neither restricted nor committed. Intent is expressed by the Connector JPA’s Board of Directors.
- *Unassigned Fund Balance* – is the residual classification for the General Fund and includes all amounts not contained in the other classifications. Unassigned amounts are available for any purpose.

In circumstances when an expenditure is made for a purpose for which amounts are available in multiple fund balance classifications, fund balance is generally depleted in the order of restricted, committed, assigned, and unassigned.

As of June 30, 2022, all of the Connector JPA’s General Fund balance is recorded as nonspendable and unassigned.

Use of Estimates

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

New Accounting Pronouncement

In June 2017, GASB issued Statement No. 87, *Leases*. This Statement increases the usefulness of governments’ financial statements by requiring recognition of certain lease assets and liabilities for leases that previously were classified as operating leases and recognized as inflows of resources or outflows of resources based on the payment provisions of the contract. As a result of the implementation of this Statement, the Connector JPA recognized a right-to-use leased asset and lease liability balance as of July 1, 2021. The effect of the implementation of this Statement is disclosed in Note 6.

CAPITAL SOUTHEAST CONNECTOR JOINT POWERS AUTHORITY

Notes to the Basic Financial Statements (Continued)

For the Fiscal Year Ended June 30, 2022

NOTE 3 – CASH AND INVESTMENTS

As discussed in Note 2, the Connector JPA maintains cash and investments with the County and involuntarily participates in the investment pool of the County, which is not rated by the credit rating agencies. At June 30, 2022, the Connector JPA’s investment in the County Pool totaled \$4.3 million. Additional information regarding the County Pool, including the investment portfolio and related interest rate, custodial credit, credit and concentration of credit risks, is presented in Note 4 of the County’s basic financial statements. The Connector JPA has not formally adopted an investment policy that addresses any of the risks previously noted. However, since the Connector JPA’s investments are entirely in the County Pool, the Connector JPA follows the County’s investment policy. Deposits and withdrawals from the County Pool are made on the basis of cost, and not fair value.

The County Pool is subject to regulatory oversight by the Treasury Oversight Committee of the County, as required by Section 27134 of the California Government Code. The County Pool is not registered with the U.S. Securities and Exchange Commission (SEC) as an investment company.

NOTE 4 – ACCOUNTS RECEIVABLE

The majority of the Connector JPA’s accounts receivable is comprised of Measure A claims submitted to the Sacramento Transportation Authority (STA) for expenditures incurred through June 30, 2022.

NOTE 5 – CAPITAL ASSETS

Capital assets activity for the fiscal year ended June 30, 2022, is as follows:

	July 1, 2021 as restated ⁽¹⁾	Additions	Deletions	Balance June 30, 2022
Governmental activities:				
Capital assets, not being depreciated:				
Land and right of way	\$ 2,732,929	\$ -	\$ -	\$ 2,732,929
Mitigation	5,000,281	3,994,394	-	8,994,675
Construction in progress	30,791,562	4,029,090	-	34,820,652
Total Capital Assets, not being depreciated	<u>38,524,772</u>	<u>8,023,484</u>	<u>-</u>	<u>46,548,256</u>
Capital assets, being amortized:				
Right-to-use asset,	120,907	-	-	120,907
Less accumulated amortization	-	(48,363)	-	(48,363)
Total Capital Assets, being amortized, net	<u>120,907</u>	<u>(48,363)</u>	<u>-</u>	<u>72,544</u>
Total Capital Assets, net	<u>\$ 38,645,679</u>	<u>\$ 7,975,121</u>	<u>\$ -</u>	<u>\$ 46,620,800</u>

Beginning balances were restated to include the Right-to-use asset related to the implementation of GASB Statement No. 87, *Leases*.

CAPITAL SOUTHEAST CONNECTOR JOINT POWERS AUTHORITY
Notes to the Basic Financial Statements (Continued)
For the Fiscal Year Ended June 30, 2022

NOTE 6 – CHANGE IN ACCOUNTING PRINCIPLE

Effective July 1, 2021, the JPA Connector adopted GASB Statement No. 87, *Leases*. The primary objective of this statement is to enhance the relevance and consistency of information about governments’ leasing activities. This statement establishes a single model for lease accounting based on the principle that leases are financings of the right to use an underlying asset. Under this Statement, a lessee is required to recognize a lease liability and an intangible right-to-use asset, and a lessor is required to recognize a lease receivable and a deferred inflow of resources. The table below discloses the impacts from implementing GASB Statement No. 87. For additional information concerning the lease, refer to Note 7.

	Balance July 1, 2021 <u>as previously reported</u>	<u>Restatement</u>	July 1, 2021, <u>as restated</u>
Right-to-use asset	\$ -	\$ 120,907	\$ 120,907
Lease liability	-	(120,907)	(120,907)
Net position - beginning of year	(39,406,093)	-	(39,406,093)

NOTE 7 – LEASE LIABILITY

The Connector JPA entered into an office space lease agreement on July 1, 2020, for a lease term that expires on December 31, 2023.

The future minimum lease obligations and the net present value of the minimum lease payments as of June 30, 2022, were as follows:

<u>Fiscal Year Ending June 30,</u>	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2023	\$ 49,929	\$ 2,674	\$ 52,603
2024	26,125	382	26,507
Total	<u>\$ 76,054</u>	<u>\$ 3,056</u>	<u>\$ 79,110</u>

NOTE 8 – RELATED PARTY TRANSACTIONS

The Connector JPA uses County of Sacramento departments for services such as payroll, payment services, internet technology, human resources, administrative, and accounting. Expenditures incurred for services provided by the County of Sacramento for fiscal year 2022 were approximately \$73,000.

NOTE 9 – COMMITMENTS AND CONTINGENCIES

The Connector JPA has executed contracts to purchase services from various vendors. The Connector JPA is contracted with these vendors through various dates. As of June 30, 2022, approximately \$5.3 million may be payable upon future performance under these contracts.

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REQUIRED SUPPLEMENTARY INFORMATION

CAPITAL SOUTHEAST CONNECTOR JOINT POWERS AUTHORITY

Schedule of Revenues, Expenditures, and Changes in the Fund Balance-Budget and Actual - General Fund
For the Fiscal Year Ended June 30, 2022

	Budgeted Amounts		Actual	Variance with Final Budget
	Original	Final		
REVENUES:				
Intergovernmental	\$ 10,299,642	\$ 10,299,642	\$ 10,874,809	\$ 575,167
Contributions	250,000	250,000	250,000	-
Interest	10,000	10,000	18,731	8,731
Total Revenues	<u>10,559,642</u>	<u>10,559,642</u>	<u>11,143,540</u>	<u>583,898</u>
EXPENDITURES:				
Public ways and facilities	10,559,642	10,559,642	8,006,855	2,552,787
Debt service	-	-	49,817	(49,817)
Total Expenditures	<u>10,559,642</u>	<u>10,559,642</u>	<u>8,056,672</u>	<u>2,502,970</u>
CHANGE IN FUND BALANCE	<u>\$ -</u>	<u>\$ -</u>	<u>\$ 3,086,868</u>	<u>\$ 3,086,868</u>

See note to the required supplementary information.

CAPITAL SOUTHEAST CONNECTOR JOINT POWERS AUTHORITY

Note to the Required Supplementary Information
For the Fiscal Year Ended June 30, 2022

NOTE 1 – BUDGETARY INFORMATION

Annual budgets are adopted on a basis consistent with accounting principles generally accepted in the United States of America and are used as a management control device for the general fund. All annual appropriations lapse at fiscal year-end. The Executive Director and Administrative Services Officer prepare and submit a proposed budget to the Board of Directors in May for review. After reviewing the proposed budget and making such revisions as it may deem advisable, a final budget is prepared and adopted no later than the June board meeting. Revisions to the adopted budget must be presented to the Board of Directors by the Executive Director and approved by resolution. The legal level of budgetary control is at the total fund level.



Certified
Public
Accountants

**Independent Auditor’s Report on Internal Control Over Financial Reporting and on Compliance
and Other Matters Based on an Audit of Financial Statements Performed in Accordance with
*Government Auditing Standards***

Board of Directors of the
Capital Southeast Connector JPA
Mather, California

We have audited, in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the governmental activities and the general fund of the Capital Southeast Connector Joint Powers Authority (Connector JPA) as of and for the fiscal year ended June 30, 2022, and the related notes to the financial statements, which collectively comprise the Connector JPA’s basic financial statements, and have issued our report thereon dated April 20, 2023.

Report on Internal Control Over Financial Reporting

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

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

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

Report on Compliance and Other Matters

As part of obtaining reasonable assurance about whether the Connector JPA’s financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the financial statements. However, providing an opinion on compliance with those provisions

was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

Purpose of this Report

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

Macias Gini & O'Connell LLP

Sacramento, California

April 20, 2023



ITEM 10 b

RESOLUTION 2023-08

**RESOLUTION OF THE BOARD OF DIRECTORS
OF THE CAPITAL SOUTHEAST CONNECTOR JOINT POWERS AUTHORITY
ACCEPTING THE INDEPENDENT AUDITOR'S REPORT FOR
FISCAL YEAR 2021-22**

BE IT RESOLVED that the Board of Directors ("Board") of the Capital SouthEast Connector Joint Powers Authority ("Connector JPA") hereby accepts the Fiscal Year 2021-22 Independent Auditors' Report attached hereto.

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

* * * * *

PASSED AND ADOPTED this 26th day of May, 2023, on a motion by
Director _____, seconded by Director _____, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Chairperson

ATTEST:

Secretary

ITEM 11

MEETING DATE: May 26, 2023

TITLE: Authorize staff to release a Request for Proposals for Website Design and Development and Communication Services

PREPARED BY: Derek Minnema

RECOMMENDATION

Approve Resolution 2023-09 authorizing staff to release a Request for Proposals for Website Design and Development and Communication Services, and authorize the executive director to negotiate and execute an agreement with the selected firm for an amount Not to Exceed \$65,000.

BACKGROUND

The JPA's existing website has been in place for over 8 years and needs significant updates. The website is maintained by JPA staff, and the website is hosted on a web platform that was acquired in 2019 and is merging with a larger company.

The website has been the agency's most used resource for audiences. As the Connector project advances, it will be critical to have a website with updated project information that can be easily accessed, viewed, and shared with project stakeholders and the general public.

Additionally, communication styles have changed with the evolution of social media and the way people access news and information.

DISCUSSION

Staff is seeking to create a website that serves as a source of information and increases transparency to help audiences understand and engage with the work being done at the agency. The JPA should have a stakeholder outreach program with regular e-mail communications, quarterly progress newsletters, social media content, and an annual report to complement the website.

One specific area of new integration on a website that will be valuable is geographic information systems ("GIS"). Using GIS mapping for the Connector is a promising opportunity staff is exploring with the County Department of Technology.



GENERAL SCOPE OF WORK

The JPA will solicit a consultant who is a partner in the design and development process, who can analyze how audiences use the website and propose innovative solutions that help bolster the website's utility and effectiveness of communications.

A consultant will review the existing website and provide a strategy for design and development that would enhance the web visitor experience and showcase the JPA's work and identity. Tasks would include initial research and site development, website design, development and ongoing maintenance, and third-party application integration.

The consultant shall be familiar with applicable State and Federal requirements concerning public agency websites, including the Americans with Disability Act (ADA) website accessibility requirements.

Staff is seeking to build a website with a robust site-wide search that makes it easier for audiences to find the information they are looking for intuitively and ArcGIS integration for project-specific data and mapping.

FUNDING, SCHEDULE, AND BUDGET

Measure A funds will fund website design and development and communication services. Staff anticipates that this work could take 3-6 months and cost approximately \$65,000.

The estimated cost is within the JPA FY 2023-24 Budget for Project Related Professional Services.

REQUEST FOR PROPOSALS

Staff anticipates releasing an RFP in June. When released, the RFP documents can be accessed at the following website: <https://www.connectorjpa.net/contract-opportunities.html>

For questions regarding the RFP, consultants may contact Derek Minnema, Executive Director, at MinnemaD@SacCounty.gov. Once the RFP is released, proposers must submit all inquiries in writing and follow the request for information process and timeline outlined in the RFP.

ATTACHMENTS

- a. Resolution 2023-09



ITEM 11 a

RESOLUTION 2023-09

**RESOLUTION OF THE BOARD OF DIRECTORS
OF THE CAPITAL SOUTHEAST CONNECTOR JOINT POWERS AUTHORITY
AUTHORIZING THE EXECUTIVE DIRECTOR TO RELEASE A REQUEST FOR
PROPOSALS FOR WEBSITE DESIGN AND DEVELOPMENT AND
COMMUNICATIONS SERVICES AND EXECUTE AN AGREEMENT WITH THE
SELECTED CONTRACTOR**

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 release a request for proposals for website design and development and communications services and execute an agreement with the selected contractor for an amount not-to-exceed \$65,000.

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

* * * * *

PASSED AND ADOPTED this 26th day of May, 2023, on a motion by

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

AYES:

NOES:

ABSENT:

ABSTAIN:

Chairperson

ATTEST:

Secretary

ITEM 12

MEETING DATE: May 26, 2023

TITLE: Authorize staff to release a Request for Proposals for Civil & Structural Design Services, Land Surveying, Environmental Support, Stakeholder Outreach, and Engineering Construction Support Services for the White Rock Road Class I Trail.

PREPARED BY: Matt Lampa

RECOMMENDATION

Approve Resolution 2023-10 authorizing staff to release a Request for Proposals ("RFP") for Civil & Structural Design Services, Land Surveying, Environmental Support, Public Outreach, and Engineering Construction Support Services for the White Rock Road Class I Trail.

BACKGROUND AND INTRODUCTION

The JPA Contracting and Purchasing Procedures Manual requires a qualifications-based competitive RFP for any Architectural and Engineering services over \$50,000.

On April 11, 2023, staff published a Notice of Intent to Advertise an RFP on the JPA website. The Notice was distributed via e-mail on April 11, 2023, to a list of consultants who voluntarily signed up for the JPA's RFP/RFQ e-mail distribution list.

White Rock Road Class I Trail

The White Rock Road Class I Trail is part of the 2022 Sacramento Region Trail Network Action Plan and, ultimately, the backbone of a trail system throughout east Sacramento County.

The trail is adjacent to the Folsom Plan Area and established communities in El Dorado Hills. The path will connect these communities, providing an active transportation alternative where none currently exists.

The trail is environmentally cleared under CEQA and NEPA, and ready to begin engineering design work. Improvements will include a 12-ft wide asphalt path with 2-ft earth shoulders, drainage improvements, signal modifications, and potentially landscape/lighting work.



GENERAL SCOPE OF WORK

A consultant team will deliver the project to construction per federal-aid requirements outlined in the Caltrans Local Assistance Procedures Manual. The consultant will advance final engineering design and prepare Plans, Specifications, and Estimates for a project that meets available funding, including right-of-way acquisition and utility coordination. Consultant shall obtain permits via the South Sacramento Habitat Conservation Plan.

FUNDING, SCHEDULE, AND BUDGET

The federal Consolidated Appropriations Act of 2023 was signed into law in December 2022 and awarded the JPA \$4M in Highway Infrastructure Programs funding for the White Rock Road Class I Trail. The federal appropriation will fund engineering design, right-of-way acquisition, and construction.

Federal funding provides 88.53% of eligible costs and requires an 11.47% non-federal match.

Contract STA-21-CAE-003 between the JPA and Sacramento Transportation Authority provides Measure A funds to the JPA as the non-federal match.

In March 2023, USDOT notified the state that the funding was allocated and available for obligation. The funding program has a statutory requirement to obligate all funding by September 30, 2026. Funds must be expended by September 30, 2031.

The JPA FY 2023-24 Budget for Project Related Professional Services includes \$0.7M from Federal funds. Staff projects that the remaining allocation will be expended over the next three fiscal years.

REQUEST FOR PROPOSALS

When released, the RFP documents can be accessed at the following website:
<https://www.connectorjpa.net/contract-opportunities.html>

For questions regarding the RFP, consultants may contact Matt Lampa, Principal Civil Engineer, at LampaM@SacCounty.gov. Once the RFP is released, proposers must submit all inquiries in writing and follow the request for information process and timeline outlined in the RFP.

ATTACHMENTS

- a. Resolution 2023-10



ITEM 12 a

RESOLUTION 2023-10

**RESOLUTION OF THE BOARD OF DIRECTORS
OF THE CAPITAL SOUTHEAST CONNECTOR JOINT POWERS AUTHORITY
AUTHORIZING STAFF TO RELEASE A REQUEST FOR PROPOSALS FOR CIVIL &
STRUCTURAL DESIGN SERVICES, LAND SURVEYING, ENVIRONMENTAL
SUPPORT, STAKEHOLDER OUTREACH, AND ENGINEERING CONSTRUCTION
SUPPORT SERVICES FOR THE CONNECTOR EXPRESSWAY ON GRANT LINE
ROAD FROM CHRYSANTHY BLVD TO WHITE ROCK RD**

BE IT RESOLVED by the Board of Directors ("Board") of the Capital SouthEast Connector Joint Powers Authority ("Connector JPA") hereby authorizes staff to release a request for proposals for Civil & Structural Design Services, Land Surveying, Environmental Support, Stakeholder Outreach, and Engineering Construction Support Services for the Connector Expressway on Grant Line Road from Chrysanthy Blvd to White Rock Rd

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

* * * * *

PASSED AND ADOPTED this 26th day of May, 2023, on a motion by

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

AYES:

NOES:

ABSENT:

ABSTAIN:

Chairperson

ATTEST:

Secretary

ITEM 13

MEETING DATE: May 26, 2023

TITLE: Authorize staff to release a Request for Proposals for Civil & Structural Design Services, Land Surveying, Environmental Support, Stakeholder Outreach, and Engineering Construction Support Services for the Connector Expressway on Grant Line Road from Chrysanthy Blvd to White Rock Rd

PREPARED BY: Matt Lampa

RECOMMENDATION

Approve Resolution 2023-11 authorizing staff to release a Request for Proposals ("RFP") for Civil & Structural Design Services, Land Surveying, Environmental Support, Stakeholder Outreach, and Engineering Construction Support Services for the Connector Expressway on Grant Line Road from Chrysanthy Blvd to White Rock Rd.

BACKGROUND AND INTRODUCTION

The JPA Contracting and Purchasing Procedures Manual requires a qualifications-based competitive RFP for any Architectural and Engineering services over \$50,000.

On April 11, 2023, staff published a Notice of Intent to Advertise an RFP on the JPA website. The Notice was distributed via e-mail on April 11, 2023, to a list of consultants who voluntarily signed up for the JPA's RFP/RFQ e-mail distribution list.

Expressway from Chrysanthy Blvd to White Rock Rd

The SouthEast Connector Expressway will reconstruct approximately 3.5 miles of Grant Line Rd, from Chrysanthy Blvd to White Rock Rd, to meet current geometric design standards for a 4-lane expressway and adjacent Class 1 trail.

Improvements will include horizontal and vertical alignment reconstruction, median, shoulders, intersection and drainage improvements, utility relocations, and structures.

The limits of work are within the larger Segment D2 of the Connector. The project limits are environmentally cleared under CEQA and NEPA and ready to begin engineering design work.



GENERAL SCOPE OF WORK

The consultant will advance final engineering design and prepare Plans, Specifications, and Estimates for a 4-lane expressway and Class I trail between Chrysanthy Blvd and White Rock Road. Right-of-way acquisition, utility coordination, construction phasing, and grant writing assistance are all expected.

FUNDING, SCHEDULE, AND BUDGET

The JPA, along with the County of Sacramento ("County"), the City of Rancho Cordova ("City"), and the Sacramento Transportation Authority ("STA") have developed a funding strategy to advance the Connector expressway along Grant Line Road.

The total need to prepare a shovel-ready project is estimated at \$10M. STA's draft budget reflects that it will provide \$6M from Measure A, and the County and City are recommending \$600k and \$400k, respectively, in their upcoming budgets, thereby leaving a gap of \$3M in funding. The additional \$3M is expected to come from the County and City, less any grant funds or additional Measure A that could be provided. The JPA will pursue a funding grant for the future construction phase.

Staff anticipates a new capital allocation contract with STA later this summer. Staff also expects the County and City will reflect their funding commitments in their budgets.

If funding for the construction phase is secured, the project could break ground in 2027.

REQUEST FOR PROPOSALS

When released, the RFP documents can be accessed at the following website:
<https://www.connectorjpa.net/contract-opportunities.html>

For questions regarding the RFP, consultants may contact Matt Lampa, Principal Civil Engineer, at LampaM@SacCounty.gov. Once the RFP is released, proposers must submit all inquiries in writing and follow the request for information process and timeline outlined in the RFP.

ATTACHMENTS

- a. Resolution 2023-11



ITEM 13 a

RESOLUTION 2023-11

**RESOLUTION OF THE BOARD OF DIRECTORS
OF THE CAPITAL SOUTHEAST CONNECTOR JOINT POWERS AUTHORITY
AUTHORIZING STAFF TO RELEASE A REQUEST FOR PROPOSALS FOR CIVIL &
STRUCTURAL DESIGN SERVICES, LAND SURVEYING, ENVIRONMENTAL
SUPPORT, AND ENGINEERING CONSTRUCTION SUPPORT SERVICES FOR THE
CONNECTOR EXPRESSWAY ON GRANT LINE ROAD FROM CHRYSANTHY BLVD
TO WHITE ROCK RD**

BE IT RESOLVED by the Board of Directors ("Board") of the Capital SouthEast Connector Joint Powers Authority ("Connector JPA") hereby authorizes staff to release a request for proposals for Civil & Structural Design Services, Land Surveying, Environmental Support, and Engineering Construction Support Services for the Connector Expressway on Grant Line Road from Chrysanthy Blvd to White Rock Rd

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

* * * * *

PASSED AND ADOPTED this 26th day of May, 2023, on a motion by

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

AYES:

NOES:

ABSENT:

ABSTAIN:

Chairperson

ATTEST:

Secretary

ITEM 14

MEETING DATE: May 26, 2023

TITLE: Adopt Work Plan, Fiscal Year 2023-24 Budget and Member Agency Contribution

PREPARED BY: Derek Minnema, Matt Lampa and Susan Spalding

RECOMMENDATION

1. Approve Resolution 2023-12 adopting the Work Plan
2. Approve Resolution 2023-13 adopting the Fiscal Year ("FY") 2023-24 Budget
3. Approve Resolution 2023-14 adopting the FY 2023-24 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 30 of each year. Additionally, Sacramento County, acting as the Treasurer/Auditor of the JPA, requires an adopted budget for processing transactions.

WORK PLAN

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

The JPA can summarize our efforts into a simple **'Mission Statement' – Secure Funding and Approvals for all 34 miles of the 4-lane Connector Project.**

The Board has consistently affirmed the preference to construct all 34 miles of the Connector as originally intended and as shown on the County of Sacramento General Plan Circulation Element.

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

1. Secure funding for all 34 miles of the Connector project

The Work Plan directs staff to pursue funding options that would deliver and construct the 4-lane Connector project for 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.

1.A Continue to advocate for project funding through existing sources

The Work Plan directs staff to pursue strategies that would fund all delivery efforts associated with the construction of the 34-mile Project, such as:

- Continue to advocate for and pursue large Federal funding grants, such as INFRA, RAISE, or federal earmarks.
- Continue to advocate for and pursue large State funding grants under Senate Bill 1 funding programs (Local Partnership Program, Trade Corridor Enhancement Program, or Solutions for Congested Corridors Program).
- Continue to advocate for and 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.

1.B Explore project funding through new sources

The Work Plan directs staff to identify local transportation funding that would maximize flexibility on using funds for the Project, such as Assessment Districts, Enhanced Infrastructure Finance Districts, or new local sales tax measures.

Additionally, the Work Plan directs staff to identify State funds that can be captured with a collaborative strategy with the State of California Department of Transportation.

2. Ensure consistency and alignment amongst federal, state, and regional planning documents for all 34 miles of the Connector project

The Work Plan directs staff to explore potential remedies and strategies that would return the 4-lane 34-mile Project back into the federal Metropolitan Transportation Plan and ensure its eligibility for construction monies.

The Work Plan will also direct staff to explore opportunities to obtain federal/state funding for the 4-lane 34-mile Project associated with the Metropolitan Transportation Plan.

3. Advance Engineering Design, Construction, and Environmental Approvals

The Work Plan directs staff to advance CEQA-cleared Connector projects to shovel-ready construction status on the quickest timeline practicable, such as:

- Segment A1/A2 – Kammerer Road: advance engineering design and right-of-way activities.
- Segment C – Grant Line Rd: Continue planning studies and environmental work to delineate the Connector improvements and support the City of Elk Grove in exploring project phasing and environmental approvals.
- Segment D2 – Grant Line Road: Initiate final engineering design and right of way.
- Segment D3/E1 – Class I Path: Initiate final engineering design and right of way.

4. Develop and Implement Project Mitigation Strategies

The Work Plan directs staff to continue to implement its project mitigation strategy to buy, protect, and sell permanent open space in the southeast county on the quickest timeline practicable thereby maximizing the impact of taxpayer funds and reducing the risk to increased costs and inflationary conditions, such as:

- Purchase permanent open space in Fiscal Year 2024-26;
- Maintain SSCHP compliance plan for projects under construction;
- Participate in the South Sacramento Habitat Conservation Plan Leadership Group and the regional working group for the “Pathways to 30x30 California.”

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

- Participate and engage with regional transportation and economic development initiatives such as the Chamber of Commerce Cap to Cap Program, Region Business Study Mission, and the 2024 Blueprint;
- Continue stakeholder outreach, media engagement, and information sharing through various forms including improvements to the JPA website; and
- Coordination and plan review of adjacent developments.

FY 2023-24 BUDGET

The proposed FY 2023-24 budget reflects the Work Plan above and is significantly less than in recent years due to construction activities completed.



The budget is presented in a single year; however, many construction and professional service expenditures carry over from year-to-year. As such, shown below is a draft three-year budget plan (subject to change) for the Board to demonstrate how the revenue sources could be used to advance the Project.

Measure A, State, and Federal funds are all Funding Sources provided on a reimbursement basis.

	2021-22 Budget	2022-23 Budget	Projected 2022-23 Year End	PROPOSED 2023-24 Budget	FORECASTED 2024-25 Budget	FORECASTED 2025-26 Budget
Funding Sources						
Member Contributions	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 300,000	\$ 375,000
Other Local Funding	\$ 500,000	\$ 3,459,000	\$ 3,459,000	\$ 1,000,000	\$ 2,000,000	\$ 1,000,000
Measure A Funding - Capital	\$ 5,479,642	\$ 1,570,000	\$ 2,099,871	\$ 2,030,360	\$ 3,590,366	\$ 2,700,000
Measure A Funding - Mitigation	\$ 4,100,000	\$ 852,013	\$ 89,729	\$ 3,767,030	\$ 1,000,000	\$ 1,000,000
State Funding	\$ 220,000	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Funding	\$ -	\$ -	\$ -	\$ 700,000	\$ 1,000,000	\$ 2,300,000
Interest Income	\$ 10,000	\$ 10,000	\$ 32,281	\$ 15,550	\$ 12,000	\$ 12,000
Total Funding Sources	\$ 10,559,642	\$ 6,141,013	\$ 5,930,881	\$ 7,762,940	\$ 7,902,366	\$ 7,387,000
Work In Progress Expenses						
Project Related Overhead						
Personnel - Salaries & Related	\$ 716,788	\$ 748,420	\$ 740,905	\$ 796,344	\$ 836,161	\$ 877,969
Legal Services	\$ 300,000	\$ 200,000	\$ 232,850	\$ 300,000	\$ 300,000	\$ 300,000
Lease, Insurance, Supplies, Etc.	\$ 116,550	\$ 116,450	\$ 113,613	\$ 156,750	\$ 156,758	\$ 163,177
Audits & Accounting Services	\$ 30,000	\$ 30,000	\$ 25,925	\$ 30,000	\$ 31,140	\$ 32,000
Miscellaneous	\$ 51,750	\$ 48,438	\$ 44,190	\$ 84,500	\$ 86,190	\$ 86,052
Project Related Prof. Services	\$ 1,432,591	\$ 600,000	\$ 525,266	\$ 2,510,000	\$ 2,760,630	\$ 900,000
Land Acquisition & ROW	\$ -	\$ -	\$ -	\$ -	\$ 2,610,000	\$ 2,000,000
Mitigation	\$ 4,100,000	\$ 852,013	\$ 89,729	\$ 3,767,030	\$ 1,000,000	\$ 1,000,000
Construction	\$ 3,720,795	\$ 3,459,000	\$ 3,643,733	\$ -	\$ -	\$ 1,910,000
County Allocated & Fiscal Services	\$ 91,168	\$ 86,692	\$ 95,817	\$ 118,316	\$ 121,487	\$ 117,801
Total Work In Progress Expenses	\$ 10,559,642	\$ 6,141,013	\$ 5,512,029	\$ 7,762,940	\$ 7,902,366	\$ 7,387,000

EXPLANATION OF FUNDING SOURCES AND EXPENSES

The revenues anticipated in the proposed FY 2023-24 budget include a combination of member agency contributions, other local funds, STA Measure A allocations, and Federal funding. The primary sources of revenue are the following:

Funding Sources

- Member Contributions – Contributions remain at \$50,000 for each jurisdiction. Staff anticipates future budgets will need to increase the contribution to fund our Project Related Overhead costs, which have increased significantly over the past years due to inflationary conditions among other factors.
- Other Local Funding – The City of Rancho Cordova and the County of Sacramento have committed to contribute \$1,000,000 to fund a portion of engineering design and right-of-way acquisition services for Segment D2, which is programmed in the FY 2023-24 budget. Additional funding in the amount of \$3,000,000 is needed to complete engineering design and right-of-way for Segment D2. It is expected that the City and County will provide this funding in future years.
- Measure A, Capital - Reimbursements will continue per the current capital contracts between the STA and the JPA covering the fiscal year 2023-24. Staff anticipates that STA will approve a new multi-year capital contract at the next board meeting.
- Measure A, Mitigation - Reimbursements will continue per the current capital contracts between the STA and the JPA covering the fiscal year 2023-24. Staff anticipates that STA will approve a new multi-year mitigation contract at the next board meeting.
- Federal Funding – The JPA was awarded \$4,000,000 for the Segment D3/E1 White Rock Road Class I Path through the passage of the Consolidated Appropriations Act. Funding will be used for engineering design, right-of-way, and construction over the next three fiscal years, with \$700,000 programmed in FY 2023-24.

Expenditures

- 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 (including general legal counsel and legal services related to project approvals and financing); Audit & Accounting Services; and Miscellaneous (workplace operations, travel, training, memberships, mileage).

- Project Related Professional Services - Services contracted to deliver professional-level competency in their technical fields in direct support of all segments of the Connector. An RFP process generally procures services and contracts are approved by the Board. The proposed budget includes professional services associated with the following:
 - Segment A1/A2 engineering design and right-of-way support
 - Segment D2 engineering design and right-of-way acquisition services
 - Segment D3/E1 Class I Path engineering design and right-of-way acquisition services
 - On-call services for civil and traffic engineering, land surveying, right-of-way, construction management, funding, project graphics, and visualization.
 - Project education and stakeholder outreach/communications
- Right of Way - Includes the cost of acquisition, relocation (if necessary), clearance and utility relocation activities, and property maintenance required to build the Project. No right-of-way acquisitions or relocations are associated with the proposed FY 2023-24 budget but may occur within the next three years.
- Mitigation - The cost of the project mitigation strategy and implementation, acquisition, maintenance, and restoration of permanent open space, environmental impact assessments, purchase of credits (if necessary), and compliance with SSHCP permitting requirements.
- Construction - All costs directly related to the construction of the Project. No construction is associated with the proposed FY 2023-24 budget but is anticipated to occur within the next three years.
- County Allocated and Fiscal Services - The County of Sacramento allocates its indirect costs (overhead) to all departments 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 Internal Orders. The proposed budget also includes fees for departmental services provided by:
 - IO Finance – Treasury and accounting-related support
 - IO Technology – GIS Services/DocuSign/Desktop Support/Data Storage

ATTACHMENTS

- a. Resolution 2023-12
- b. Resolution 2023-13
- c. Resolution 2023-14



ITEM 14 a

RESOLUTION 2023-12

**RESOLUTION OF THE BOARD OF DIRECTORS
OF THE CAPITAL SOUTHEAST CONNECTOR JOINT POWERS AUTHORITY
ADOPTING THE FISCAL YEAR 2023-24 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 2023-24 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 26th day of May, 2023, on a motion by

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

AYES:

NOES:

ABSENT:

ABSTAIN:

Chairperson

ATTEST:

Secretary



ITEM 14 b

RESOLUTION 2023-13

**RESOLUTION OF THE BOARD OF DIRECTORS
OF THE CAPITAL SOUTHEAST CONNECTOR JOINT POWERS AUTHORITY
ADOPTING THE FISCAL YEAR 2023-24 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 2023-24 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 26th day of May, 2023, on a motion by

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

AYES:

NOES:

ABSENT:

ABSTAIN:

Chairperson

ATTEST:

Secretary



ITEM 14 c

RESOLUTION 2023-14

**RESOLUTION OF THE BOARD OF DIRECTORS
OF THE CAPITAL SOUTHEAST CONNECTOR JOINT POWERS AUTHORITY
ADOPTING THE MEMBER JURISDICTION CONTRIBUTION
FOR FISCAL YEAR 2023-24**

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 2023-24.

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 26th day of May, 2023, on a motion by
Director _____, seconded by Director _____, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Chairperson

ATTEST:

Secretary

ITEM 15

MEETING DATE: May 26, 2023

TITLE: Receive an Update on Connector Mitigation and Permanent Open Space Preservation Strategy

PREPARED BY: Derek Minnema

RECOMMENDATION

Receive and File. This item provides the Board with an update on the JPA's mitigation efforts and its strategy. The JPA's strategy is consistent with the region's open space conservation efforts, State and Federal initiatives, and the JPA's mitigation requirements.

EXECUTIVE SUMMARY

Since 2017 the JPA has invested nearly \$10 million in permanent open space, agricultural lands, and environmental mitigation. Today an integrated agricultural and rangeland buffer along the southeastern edge of the Sacramento urban area comprises thousands of acres of permanent open space and agricultural land.

These preserved lands showcase the beauty and biodiversity of the Sacramento region for the benefit of current and future generations, link corridors for wildlife continuity, and shield these open lands from development pressures.

BACKGROUND

The JPA's strategy for mitigation and furthering a regional conservation strategy is based primarily on:

1. Mitigation Monitoring and Reporting Program;
2. Mitigating project impacts consistent with the JPA's obligations as a permittee of the South Sacramento Habitat Conservation Plan (SSHCP);
3. Focusing on open space preservation and 'Buy-Protect-Sell' strategically acquired mitigation lands.

Successful implementation requires coordination with willing landowners, non-governmental organizations, and the South Sacramento Conservation Agency and its associated regulatory agencies.

COLLABORATION TO LEVERAGE FUNDING THROUGH THE CA STRATEGIC GROWTH COUNCIL

The California Strategic Growth Council has created a Sustainable Agricultural Lands Conservation Program. The JPA would like to continue the open space preservation and conservation strategy that furthers the SSHCP's goals and aligns with State conservation efforts.

Staff believe this will require a collaborative effort, and has been meeting and coordination with the Sacramento Valley Conservancy ("SVC") and the Environmental Council of Sacramento ("ECOS") to identify potential mitigation properties. Discussions have been ongoing and these organizations are supportive of the JPA's efforts.

Staff's conversations with the SVC have been productive, and there is an interest in leveraging the JPA's mitigation funds through the Strategic Growth Council.

In order to continue this work, the JPA will need additional funding and has been working with the Sacramento Transportation Authority to program and allocate an additional \$5M in funding in FY 2023-24. The funding comes from Measure A, and is a portion of the \$15 million prescribed to the project to mitigate potential environmental impacts from the construction of the Capital SouthEast Connector project.

A partnership with SVC could maximize the efficiency of JPA mitigation funds, contribute additional benefits to the regional open space strategy, and fulfill the JPA's mitigation obligations.

State and Federal Strategies

In October 2020, Governor Newsom issued the "Nature-Based Solutions Executive Order N-82-20" (<https://www.gov.ca.gov/wp-content/uploads/2020/10/10.07.2020-EO-N-82-20-.pdf>), which states the intention of "advancing biodiversity conservation as an administration priority and elevating the role of nature in the fight against climate change."

As part of this Executive Order, California committed to conserving 30% of our lands and coastal waters by 2030 (**30x30**).

In January 2021, President Biden issued an Executive Order on "tackling the climate crisis" and committed the United States to 30x30 through its America the Beautiful initiative.

The Governor tasked the California Natural Resources Agency (CNRA) to coordinate the execution 30x30 with other State agencies and stakeholders by creating a Program framework document called Pathways to 30x30.

ALIGNMENT WITH STATE 30x30 CONSERVATION EFFORTS

The 30x30 Partnership is voluntary and open to willing landowners/participants, with the specific goal of protecting 30% of the State and coastal waters as being "durably managed" by 2030.

The 30x30 Partnership will be organized and supported by the 30x30 Partnership Coordinating Committee (PCC). The PCC is not a decision-making body for policy or implementation. The role of the PCC is to coordinate with "hundreds of entities across the state working to achieve 30x30", and the PCC is not a decision-making or policy-oriented entity.

The 30x30 initiative is intended to "incentivize voluntary, collaborative partnerships to identify and deliver conservation outcomes while supporting the state's broader economic and climate change priorities".

- According to the State of California, approximately 24% of California's lands (24.1 million acres) and 16% of its coastal waters (546,000 acres) are already conserved based on the Programs definition of "30x30 Conservation Areas".
- California's conserved lands are primarily managed by federal (84.6%) and state (9.9%) agencies, with over 95% offering public access.

Based on these Program's reference numbers, approximately 7.3 million acres of land needs to be conserved to reach Program goals. The Program intends to bridge the gap from the current conservation land total of approximately 24.1 million acres to the 30% goal of roughly 31.4 million acres.

The definition of "conserved lands" seems specific in some senses and broad in others. It appears evident the Program requires that all lands considered conserved are protected from development in perpetuity. However, much agricultural land seems to be included in the Program totals, even lands primarily focused on food production rather than natural resource or habitat values.

Articles and publications from The Nature Conservancy and other conservation-oriented entities seem to believe that the amount of currently conserved lands is vastly overestimated. The overestimation is based on their concerns that the protections in place and current management actions are insufficient to ensure the conservation of natural resources.

JPA EFFORTS TO DATE

Since 2017 the JPA has invested nearly \$10 million in permanent, durably protected and managed open space, including species habitat, agricultural lands, and mitigation credits for impacts to landcover types.

In 2022 JPA developed a framework to guide the planning, processing, implementation, and compliance with SSHCP requirements. Staff has also implemented the mitigation strategy by focusing on the preservation of open space and strategically acquiring mitigation lands.

Staff also completed significant mapping efforts showing open space and land use adjacent to the Connector alignment to help guide our continued efforts on the open space preservation strategy. These efforts have been critical to understanding the actual land use in the region, which further informs staff's efforts in implementing mitigation efforts. A few key takeaways from the mapping are:

- A 1-mile buffer of the Connector contains approximately 50,000 acres of land
- Approximately 60% of the land within the 1-mile buffer is an Agricultural land use
- Over 20 permanent open space conservation areas occur along the alignment

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 being conducted to map and field verify the existing resources and land cover types and delineate the U.S. and State waters, including wetlands.

GRAZING OPERATIONS

Cattle are actively grazing JPA property to maintain the value of environmental resources. The SSHCP encourages livestock grazing as a form of vegetation management for preserve areas.

Grazing improves the functionality of the Vernal Pool Ecosystem as habitat, reduces biomass, and controls non-native grasses' competition with native vernal pool plants. Grazing is also part of the County's Fire Fuel Reduction Action Plan. Cattle, goats and sheep are ideal for vegetation management and are great at eating down weeds, bushes and grass.

Additionally, the small ranching operations maintain the agricultural value and help create economically viable ranching operations in Sacramento County. Today the site stocking density contains 1 bull and 7 cow-calf pairs. Mature cattle are taken to Cattlemen's Livestock Market, a family-owned small business in Galt.

ITEM 16

MEETING DATE: May 26, 2023

TITLE: Authorize Activities Related to JPA Mitigation Properties

PREPARED BY: Derek Minnema

RECOMMENDATION

- 1) Approve Resolution 2023-15 authorizing the Executive Director to execute an Amendment to the Agreement with Madrone Ecological Consulting, LLC ("Madrone") for an additional \$18,000, increasing the budget to a total not-to-exceed amount of \$139,840.

- 2) Approve Resolution 2023-16 authorizing the Executive Director to i) solicit bids for fencing and execute agreements for fencing up to an amount not-to-exceed \$150,000, and ii) solicit bids for routine maintenance activities related to JPA mitigation properties and execute agreements with qualified contractor(s) for routine maintenance activities up to a total not-to-exceed amount of \$100,000.

BACKGROUND

The Connector JPA is in a unique position with respect to the South Sacramento Habitat Conservation Plan ("SSHCP"). The JPA is both the permittee and the project proponent. In this regard, the JPA is responsible for completing any required biological and cultural resource investigations, determining land cover impacts, and paying the fees.

In 2022 JPA staff worked with Madrone to develop a framework to guide the planning, processing, implementation, and compliance of SSHCP requirements. Staff has also been developing a mitigation strategy focusing on open space preservation and strategically acquiring mitigation lands.

The JPA purchased a parcel near Grant Line Road and Jackson Road, in 2022, as part of the open space conservation strategy. Madrone is conducting environmental surveys to map, and field verify the existing resources and land cover types and delineate the U.S. and State waters, including wetlands.

REQUEST FOR AMENDMENT (RESOLUTION 2023-15)

Resolution 2021-17 in August 2021 authorized the Executive Director to enter into an

Agreement with Madrone for environmental consulting services related to Connector project mitigation through the South Sacramento Habitat Conservation Plan for \$94,640.

Resolution 2023-01 in January 2023 authorized the Executive Director to amend the Agreement with Madrone for an additional \$27,200, increasing the budget to a total Not To Exceed amount of \$121,840. The additional budget was for the parcel near Grant Line Road and Jackson Road and to map and delineation of aquatic resources, rare plant surveys, and technical assistance related to mitigation planning.

Amendment No. 2 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 a Preserve Documentation Report (PDR) for the Jackson/Grant Line Property, which is necessary to further use of the property as a mitigation asset to reduce SSHCP land conversion fees;
- Program-level mitigation assistance, including assistance with "Pathways to 30x30 California" permanent open space initiative.

CONSERVATION PROPERTY MAINTENANCE (RESOLUTION 2023-16)

The SSHCP encourages livestock grazing as a form of vegetation management for preserve areas. Grazing improves the functionality of the Vernal Pool Ecosystem as a habitat, reduces above biomass, and controls non-native grasses' competition with native vernal pool plants.

The JPA parcel near Grant Line Road and Jackson Road is approximately 150 acres with active cattle grazing via a grazing lease. Periodic routine maintenance is required on the properties, including disking for firebreaks, junk removal, cattle truck access and paddock repair, and watering pond erosion repair.

Additionally, a water supply from the adjacent parcel is being used to provide drinking water for the cattle, and a water supply on the property should be established to ensure the cattle have a dependable water source. Staff anticipates entering into an on-call services agreement for these routine maintenance activities associated with preserving the ecological resources on the properties.

The property is currently fenced. However, much of the fencing is in disrepair and requires replacement. Staff is requesting approval from the Board to solicit contractor bids for fencing and gates.



Staff anticipates approximately 9,300 linear feet of 5-strand barbwire fencing will need replacement at an estimated cost of approximately \$130,000.

Our estimate is based on the recent fencing bid of \$14/ linear foot for the Scott Road Realignment project. The work will also include repair and installation of gates. Staff is therefore requesting Board approval to execute agreements for fencing work up to \$150,000.

BUDGET

Contract STA-21-AE-001 between the JPA and Sacramento Transportation Authority ("STA") provides funding to the JPA for open space environmental mitigation through FY 2024 and has a balance remaining of approximately \$767,000

ATTACHMENTS

- a. Madrone Amendment Request
- b. Resolution 2023-15
- c. Resolution 2023-16



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 Amendment Number 2 to the Agreement to Provide Services dated August 31, 2021, between Madrone Ecological Consulting, LLC (Madrone) and Capital Southeast Connector JPA (herein, "Original Contract") for the Capital Southeast Connector Project:

New Task 10:

SSHCP Preserve Documentation Report (Crosbie Property)

Madrone will prepare a Preserve Documentation Report (PDR) for the Crosbie Property. The PDR will provide a description of the physical and biological conditions of the Study Area, including a description of the general setting, known past and present land use, surrounding land use, presence and condition of existing improvements/developments/other man-made features, a description of Natural Resource Conservation Service soils data, a summary of field surveys conducted to date, a description of any easements or exclusions shown on the preliminary title report, SSHCP landcover mapping, California Native Diversity Database query and SSHCP modeled habitats, natural resource conservation values, and an assessment of how the Study Area could fulfill the goals of the SSHCP. This document is a requirement of the SSHCP for lands proposed to be dedicated to that program in lieu of a portion of SSHCP landcover conversion fees, and generally is submitted by the SSCA to the SSHCP Interagency Review Team (IRT) in order to solicit regulatory agency feedback on a proposed preserve. The PDR also drives the future Mitigation Plan for a preserve property, which includes additional information on biological resources, proposed site management and constraints, etc. and is required by the SSHCP program.

New Task 10: \$10,500

New Task 11:

Mitigation Assistance

The Connector's program is unique, and there is a desire to identify and secure high-value properties that may further the program's objectives while also providing financial benefits and/or operation benefits. This may occur through the acquisition of parcels that include Connector project areas (frontage, for example) to reduce

right-of-way issues while also providing preserve areas with biological values that can reduce SSHCP fee obligations (such as the Crosbie Property), identifying parcels that further the Connector's contribution to the region's conservation goals, or otherwise assisting with conservation and resource planning as requested by the Executive Director.

This new task and budget are intended to support the Connector program with biological and regulatory mitigation support, as requested. This may include participating in meetings and working groups with stakeholders, interest groups, and other agencies, conducting research and mapping tasks at the request as requested, identifying conservation or mitigation tasks on owned lands (such as invasive species management, conservation infrastructure planning, habitat mitigation and restoration opportunities), etc. For instance, Madrone is currently working to determine if invasive species management is warranted at the Crosbie Property, as well as whether or not it may be feasible to install artificial burrows on the site for SSHCP covered species (primarily burrowing owl (*Athene cunicularia*)). Madrone is also assisting the Connector with assessing other available parcels of interest to determine the potential conservation values of these parcels, understanding California's "30x30" conservation initiative, assessing SSHCP fees and land dedication values, among other tasks as requested.

This new task provides budget for mitigation-specific planning items, and is based on Time and Materials. Budget for this task is based on approximately 15 hours of Principal time, and 20 hours of Biologist and Senior Biologist time.


New Task 11 Total: \$7,500

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.

TASK	ESTIMATED COST
Task 10: Preserve Documentation Report	\$10,500
Task 11: Mitigation Assistance	\$7,500
Total (Task 8 and Task 9)	\$18,000

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: 17 May 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 16 b

RESOLUTION 2023-15

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

NOW THEREFORE, BE IT RESOLVED, that the Board of Directors of the Capital Southeast Connector JPA hereby authorizes the Executive Director to enter into a second amendment to its agreement with Madrone Ecological Consulting LLC for an additional \$18,000 for additional services thereby increasing the total not-to-exceed amount of the contract to \$139, 840.

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

* * * * *

PASSED AND ADOPTED this 26th day of May, 2023, on a motion by

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

AYES:

NOES:

ABSENT:

ABSTAIN:

Chairperson

ATTEST:

Secretary



ITEM 16 c

RESOLUTION 2023-16

**RESOLUTION OF THE BOARD OF DIRECTORS
OF THE CAPITAL SOUTHEAST CONNECTOR JOINT POWERS AUTHORITY
AUTHORIZING THE EXECUTIVE DIRECTOR TO ISSUE REQUESTS FOR
PROPOSALS FOR FENCING AND FOR ROUTINE MAINTENANCE ACTIVITIES**

NOW THEREFORE, BE IT RESOLVED, that the Board of Directors of the Capital Southeast Connector JPA hereby authorizes the Executive Director to issues requests for proposals for fencing of JPA property and routine maintenance activities of JPA properties.

BE IT FURTHER RESOLVED, that the Executive Director shall be delegated authority to enter into agreement(s) for fencing not to exceed \$150,000 and agreement(s) for routine maintenance activities not to exceed \$100,000.

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

* * * * *

PASSED AND ADOPTED this 26th day of May, 2023, on a motion by
Director _____, seconded by Director _____, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Chairperson

ATTEST:

Secretary

ITEM 17

MEETING DATE: May 26, 2023

TITLE: Approving Request for Measure A Permanent Open Space Funding From the Sacramento Transportation Authority for Fiscal Years 2024-2026

PREPARED BY: Derek Minnema

RECOMMENDATION

Approve Resolution 2023-17 Requesting Measure A Permanent Open Space Funding From the Sacramento Transportation Authority for Fiscal Years 2024-2026.

BACKGROUND

Measure A, Sacramento Transportation Authority's one-half percent sales tax to fund transportation improvements, provides at least \$15 million for permanent open space to mitigate potential environmental impacts from the construction of the Capital SouthEast Connector project.

Since 2017 the JPA has invested nearly \$10 million in permanent, durably protected and managed open space, including species habitat, agricultural lands, and mitigation credits for impacts to landcover types. The source of the \$10M is from two contracts:

- Contract STA-21-AE-001, signed June 18, 2021, between the JPA and Sacramento Transportation Authority, provided \$5M for analysis, evaluation, and assessment of environmental Mitigation as part of the Smart Growth Incentive Program created for the Cosumnes River Permanent Open Space Preserve
- Contract STA-19-AE-001, signed August 26, 2019, between the JPA and Sacramento Transportation Authority, provided \$5M for mitigation fee agreements and establishment of the South Sacramento Habitat Conservation Plan as part of the Local Arterial Program created for the Cosumnes River Permanent Open Space Preserve.

An additional \$5 million has been identified as part of the Transportation Environmental Mitigation Program for planning, development and acquisition of the Cosumnes River Permanent Open Space Preserve for the Capital SouthEast Connector project.



STA DRAFT BUDGET AND NEW MITIGATION CONTRACT

In May 2023, the Sacramento Transportation Authority reviewed its Draft Budget and Capital Improvement Program Financing Plan. The draft plan includes anticipated expenses under existing capital project allocation and expenditure contracts through FY 2027/28 and uncontracted but planned allocations for FY 2023/24 through FY 2027/28.

While the draft Financing Plan shows \$5M for the JPA mitigation in FY 2024/25, it is imperative that the funding be made available immediately in FY 2023/24 to advance mitigation efforts and fulfill the obligation to Sacramento County voters to fund open space preservation.

The JPA is collaborating with numerous agencies and organizations on a Southeast Sacramento Agricultural Buffer for which a Sustainable Agricultural Lands Conservation Grant provided funding. The Environmental Council of Sacramento and the Sacramento Valley Conservancy support the funding allocation as it advances the "Pathways to 30x30 California" permanent open space initiative.

STA's Capital Improvement Program fund balance for FY 2022/23 exceeds \$41M, and STA maintains a reserve balance of \$7.5M. Advancing the mitigation funding to the JPA one fiscal year has minimal impact on STA's fund balance reserve or ending fund balance.

JPA BUDGET

The JPA FY 2023/24 Budget assumes Contract STA-21-AE-001 will be expended, and a new contract will provide funding to the JPA for analysis, evaluation, and acquisition of permanent open space up to \$5M through FY 2025/26.

Disbursements of mitigation funds are on a reimbursement basis.

ATTACHMENTS

- a. Resolution 2023-17



ITEM 17 a

RESOLUTION 2023-17

**RESOLUTION OF THE BOARD OF DIRECTORS
OF THE CAPITAL SOUTHEAST CONNECTOR JOINT POWERS AUTHORITY
REQUESTING MEASURE A PERMANENT OPEN SPACE FUNDING FROM THE
TRANSPORTATION ENVIRONMENTAL MITIGATION PROGRAM FROM THE
SACRAMENTO TRANSPORTATION AUTHORITY FOR FISCAL YEARS 2024-2026**

WHEREAS, Measure A, Sacramento Transportation Authority's (STA) one-half percent sales tax, funds transportation improvements in Sacramento County and provides at least \$15 million for permanent open space to mitigate potential environmental impacts from the construction of the Capital SouthEast Connector project; and

WHEREAS, The Measure A Expenditure Plan approved by voters in 2004 specifically allocates at least \$5 million from the Sacramento Transportation Mitigation Fee Program (SCTMFP) within the Environmental Mitigation Program for planning, development, an acquisition of Permanent Open Space; and

WHEREAS, The Capital SouthEast Connector JPA has invested nearly \$10 million in permanent, durably protected and managed open space, including species habitat, agricultural lands and mitigation credits for impact to landcover types; and

WHEREAS, STA's draft Capital Improvement Program financing plan reflects \$5 million for Capital SouthEast Connector project in FY 2024/25; and

WHEREAS, The Capital SouthEast Connector JPA has been presented with certain mitigation acquisition opportunities that further advance its mitigation strategy and necessitate the funding be advanced immediately in FY 2023/24; and

WHEREAS, Advancing the mitigation funding to the JPA has minimal impact on STA's Capital Improvement Program fund balance reserve or ending fund balance.

NOW THEREFORE, BE IT RESOLVED, that the Board of Directors of the Capital SouthEast Connector JPA respectfully requests that the Sacramento Transportation Authority advance allocation of \$5 Million from the transportation environmental mitigation program to FY 2023/24.

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

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PASSED AND ADOPTED this 26th day of May, 2023, on a motion by
Director _____, seconded by Director _____, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Chairperson

ATTEST:

Secretary