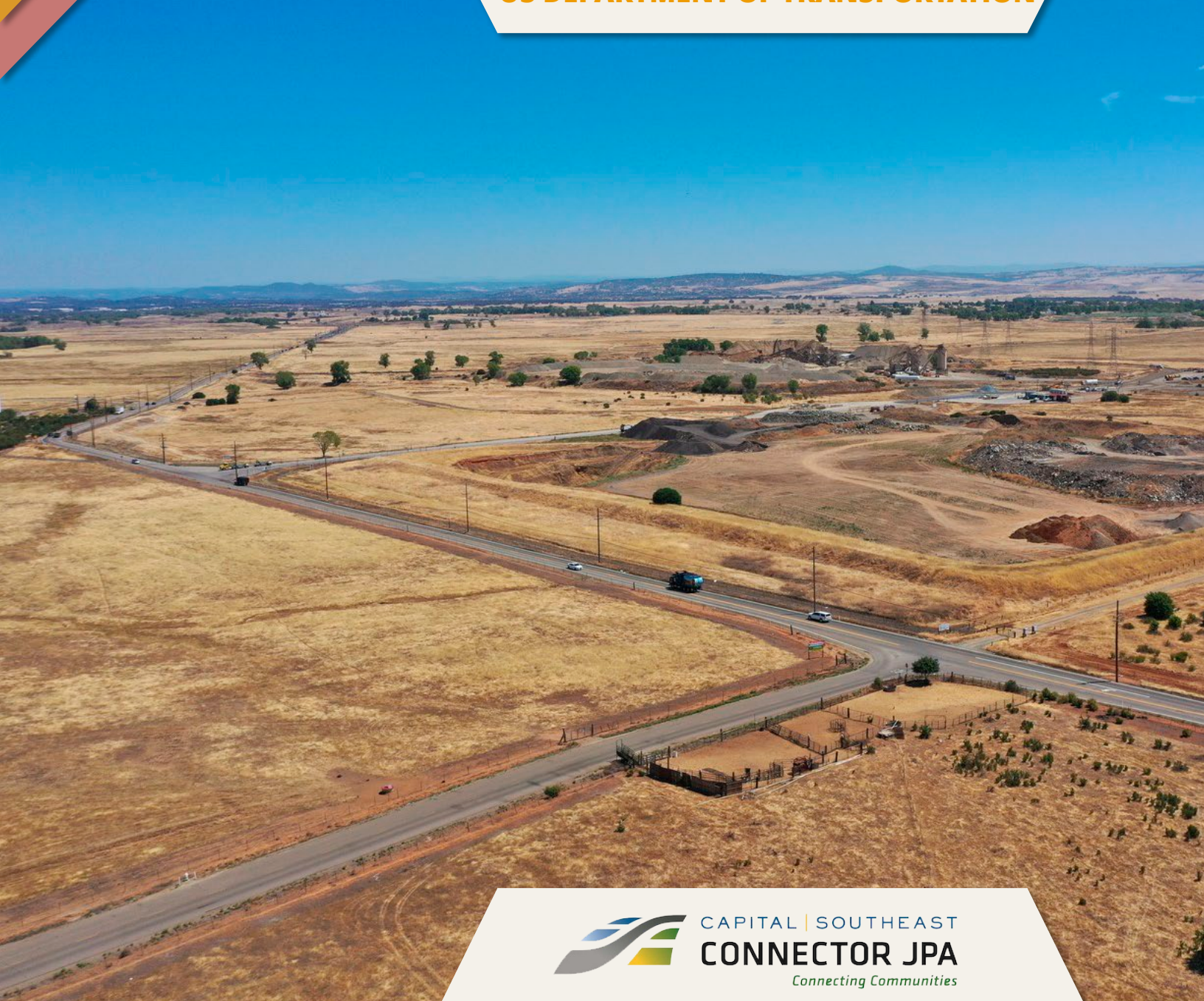


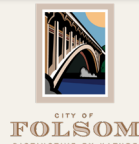
FUNDING COMMITMENT

US DEPARTMENT OF TRANSPORTATION



CAPITAL | SOUTHEAST
CONNECTOR JPA
Connecting Communities

GRANT LINE ROAD SAFETY IMPROVEMENTS PROJECT



Funding Commitment Documentation

The Capital SE Connector JPA will utilize various funding sources for the Grant Line Road Safety Improvements Project (Project). These sources include federal, state, regional, and local funding and will utilize the 2024 RAISE grant funds to complete the Project.

State

- Trade Corridor Enhancement Program (TCEP) – In 2023, the State made a major investment in the Project with the \$3,000,000 award through the Senate Bill 1 TCEP for final design.

Regional

- Sacramento Council of Governments (SACOG) – SACOG awarded \$2,000,000 to the Connector JPA, which was utilized to complete environmental clearance and preliminary engineering for the Project.

Local

- Measure A – The Connector JPA receives funding from the Sacramento Transportation Authority through local sales tax Measure A. \$4,500,000 is programmed for project mitigation and \$6,000,000 has been programmed for project design and right of way. The ½ cent retail transaction and use tax will generate billions of dollars to fund transportation improvements in Sacramento County through 2039.
- City of Rancho Cordova and County of Sacramento – The City and County have committed \$17,000,000 towards the Project. Funding will come from Measure A and development impact fees.

Attachments

- Attachment 1 – Trade Corridor Enhancement Program Award
- Attachment 2 – Sacramento Transportation Authority CIP Plan
- Attachment 3 – Sacramento County Authorization of RAISE Grant Application
- Attachment 4 – Sacramento County Resolution Approving RAISE Grant Application
- Attachment 5 – City of Rancho Cordova CIP Project Funding
- Attachment 6 – City of Rancho Cordova Impact Fee Program

2022 Trade Corridor Enhancement Program
Program of Projects - Projects Recommended for Funding
Resolution G-22-46
(1,000s)

Reference No.: 4.5
June 28-29, 2023
ATTACHMENT B

Project Title	2023-24	2024-25	R/W	Const	PS&E	R/W Sup	Con Sup
America's Green Port Gateway							
America's Green Port Gateway: Pier B Early Rail Enhancements Project - East Expansion	\$ 37,336	\$ -	\$ -	\$ 35,407	\$ -	\$ -	\$ 1,929
America's Green Port Gateway: Pier B Early Rail Enhancements Project - Locomotive Facility	\$ 33,106	\$ -	\$ -	\$ 32,015	\$ -	\$ -	\$ 1,091
Otay Mesa East Port of Entry							
East Otay Mesa Land Port of Entry - Segment 3	\$ 85,800	\$ -	\$ -	\$ 85,800	\$ -	\$ -	\$ -
CVEF Design and Construction - Segment 2C	\$ 54,200	\$ -	\$ -	\$ 54,200	\$ -	\$ -	\$ -
Westbound I80 Cordelia Commercial vehicle Enforcement Facility	\$ -	\$ 129,000	\$ -	\$ 109,000	\$ -	\$ -	\$ 20,000
I-5 Harbor Drive							
I-5/SR 15/Harbor Drive 2.0**	\$ 6,500	\$ -	\$ -	\$ -	\$ 6,500	\$ -	\$ -
SR-15 Operational Improvements	\$ 12,000	\$ -	\$ 5,500	\$ -	\$ 6,500	\$ -	\$ -
I-10 Corridor Freight and Managed Lane Project**	\$ 85,000	\$ -	\$ -	\$ 77,992	\$ -	\$ -	\$ 7,008
Tulare Six Lane and Paige Ave	\$ 36,969	\$ -	\$ 32,417	\$ -	\$ -	\$ 4,552	\$ -
Port of Oakland Microgrid							
Green Power Microgrid Project - Substations/BESS	\$ 1,948	\$ 29,007	\$ -	\$ 29,007	\$ 1,948	\$ -	\$ -
Green Power Microgrid - EV Chargers	\$ 294	\$ 3,271	\$ -	\$ 3,271	\$ 294	\$ -	\$ -
Green Power Microgrid - Solar	\$ 7,115	\$ -	\$ -	\$ 6,435	\$ 680	\$ -	\$ -
Fresno UPRR Double Track (dependent on approved SCS)	\$ -	\$ 40,000	\$ -	\$ 30,485	\$ 2,865	\$ -	\$ 6,650
I-605 Valley Boulevard Interchange Improvements	\$ 33,570	\$ -	\$ -	\$ 33,570	\$ -	\$ -	\$ -
SR 91 Operational and Multimodal Improvements	\$ 42,566	\$ -	\$ -	\$ 42,566	\$ -	\$ -	\$ -
Rt 49 Corridor Improvement	\$ -	\$ 14,615	\$ -	\$ 14,615	\$ -	\$ -	\$ -
EV Oasis South*	\$ 8,027	\$ 20,068	\$ -	\$ 28,095	\$ -	\$ -	\$ -
Southern California Hydrogen Fueling Facilities*	\$ 41,900	\$ -	\$ -	\$ 41,900	\$ -	\$ -	\$ -
I-710 Integrated Corridor Management (ICM)	\$ -	\$ 27,840	\$ -	\$ 27,840	\$ -	\$ -	\$ -
I-5 Managed Lanes	\$ 10,000	\$ -	\$ -	\$ 10,000	\$ -	\$ -	\$ -
Southbound 99 to Westbound 58 Connector	\$ -	\$ 9,380	\$ 6,580	\$ -	\$ 1,750	\$ -	\$ 1,050
Fix 5 Cascade Gateway	\$ 450	\$ 70,399	\$ -	\$ 62,919	\$ 450	\$ -	\$ 7,480
I-80 San Pablo Dam Road Interchange Improvements	\$ 19,700	\$ -	\$ 15,600	\$ -	\$ 4,100	\$ -	\$ -
SR 4 Wagon Trail Realignment	\$ -	\$ 5,250	\$ 5,250	\$ -	\$ -	\$ -	\$ -
Sacramento County WattEV Innovative Freight Terminal*	\$ 1,018	\$ 32,670	\$ -	\$ 32,670	\$ 1,018	\$ -	\$ -
SR 60 Potrero Boulevard Interchange	\$ -	\$ 33,500	\$ -	\$ 33,500	\$ -	\$ -	\$ -
TOWN Rail Safety Improvements	\$ 2,833	\$ 27,367	\$ -	\$ 23,274	\$ 2,833	\$ -	\$ 4,093
Maritime Support Facility Access – Terminal Island	\$ -	\$ 14,936	\$ -	\$ 13,044	\$ -	\$ -	\$ 1,892
U.S. 395 Freight Mobility and Safety Project**	\$ 35,000	\$ -	\$ -	\$ 35,000	\$ -	\$ -	\$ -
Five Cities Multimodal Transportation Network Enhancement Project							
Five Cities Multimodal Transportation Network Enhancement Project	\$ -	\$ 61,294	\$ -	\$ 52,411	\$ -	\$ -	\$ 8,883
Shell Beach Road Shared Use Path Extension	\$ 508	\$ 3,629	\$ -	\$ 2,268	\$ 508	\$ -	\$ 1,361
Grant Line Road Safety Freight Mobility***	\$ 3,000	\$ -	\$ -	\$ -	\$ 3,000	\$ -	\$ -
	\$ 558,840	\$ 522,226	\$ 65,347	\$ 917,284	\$ 32,446	\$ 4,552	\$ 61,437

CAPITAL IMPROVEMENT PROGRAM FINANCING PLAN

	FY 2022-23 est.	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28
Beginning Fund Balance	37,663,579	48,982,427	39,310,811	26,097,644	16,461,307	15,954,489
Revenue Assumptions:						
Sales Tax	176,143,000	174,000,000	180,553,000	190,247,000	196,618,000	202,566,000
Off the top	3,158,587	2,809,600	2,877,751	2,978,569	3,044,827	3,106,686
Net Sales Tax Available to CIP	172,984,413	171,190,400	177,675,249	187,268,431	193,573,173	199,459,314
Sales tax CIP allocation	35,894,266	35,487,100	36,867,614	38,858,199	40,166,433	41,387,808
Debt Service (net of swap interest)	19,205,005	19,868,283	20,772,250	20,771,375	20,773,375	20,772,625
Sales tax pay go	16,689,261	15,618,817	16,095,364	18,086,824	19,393,058	20,615,183
SCTMFP Fee	6,002,671	6,022,951	6,428,566	5,438,407	5,540,711	5,689,339
SCTMFP Expenses	129,791	-	-	-	-	140,000
Release 2012 bond reserve	5,419,489	-	-	-	-	-
Net Available for Expenditure	65,645,209	70,624,194	61,834,741	49,622,875	41,395,076	42,119,011
Expenditure Assumptions						
SGIP Allocation:	880,932	903,443	964,285	815,761	831,107	832,401
California DOT:						
I-5 Carpool Lanes US 50 - I-80	640,424	7,274,940	13,300,000	11,000,000	11,000,000	10,248,569
Hwy 50 HOV	1,700,376	3,500,000	2,647,723	3,000,000	-	-
Capital SouthEast Connector JPA:	2,019,039	2,700,000	-	-	-	-
Grant Line Road	-	4,000,000	2,000,000	-	-	-
Transportation Project Environmental Mitigation Program	-	-	5,000,000	-	-	-
City of Citrus Heights:						
Sunrise Blvd.	-	-	500,000		500,000	500,000
Antelope Rd.	-	-	-	200,000	300,000	-
City of Sacramento:						
Intermodal	363,224	400,000	2,000,000	3,306,947	199,480	-
Intermodal - Governance	120,000	500,000	1,000,000	380,000	-	-
Richards/I-5	146,787	400,000	-	800,000	800,000	400,494
County of Sacramento:						
Bradshaw at Jackson Rd.	434,000	334,000	762,794	940,000	-	-
Folsom Blvd.	1,506,000	297,000	248,000	-	-	-
Greenback Lane Phase 1	1,175,000	1,782,000	205,000	-	-	-
Greenback Lane Phase 2	-	-	-	3,112,000	1,402,000	-
Hazel Ave. Phase 1	3,300,000	-	-	-	-	-
Hazel Ave. 50 to Folsom	1,294,000	4,895,000	1,369,295	5,389,860	6,750,000	6,050,000
Madison Ave. Phase 1	398,000	1,276,000	1,248,000	2,150,000	3,658,000	1,777,000
South Watt Phase 1	1,200,000	2,694,000	3,948,000	499,000	-	-
Sunrise - Jackson to Grant Line	185,000	330,000	433,000	1,568,000	-	-
Watt Ave. - Antelope to Cap City	1,300,000	27,000	111,000	-	-	-
Total Expenditures	16,662,782	31,313,383	35,737,097	33,161,568	25,440,587	19,808,464
Fund Balance Reserve	7,500,000	7,200,000	7,600,000	8,000,000	8,400,000	8,800,000
Ending Fund Balance	41,482,427	32,110,811	18,497,644	8,461,307	7,554,489	13,510,547

The Capital Improvement Program Finance Plan, expenditures assumptions include 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.

COUNTY OF SACRAMENTO CALIFORNIA

For the Agenda of:
February 27, 2024

To: Board of Supervisors

Through: David Villanueva, County Executive
David Defanti, Deputy County Executive
Community Services Agency

From: Ron E. Vicari, Director, Department of Transportation

Subject: Authorize The Director Of Sacramento County Department Of Transportation To Apply For A Rebuilding American Infrastructure Sustainably And Equitably (RAISE) Grant In Order To Obtain Funds To Construct The Grant Line Road Safety Improvement Project

District(s): Desmond, Frost

RECOMMENDED ACTION

Authorize the Director of Sacramento County Department of Transportation (SacDOT) to apply for the Rebuilding American Infrastructure Sustainably and Equitably (RAISE) Grant, in partnership with the Capital Southeast Connector Joint Powers Authority (JPA) and the City of Rancho Cordova (City), in order to obtain funds to construct the Grant Line Road Safety Improvement Project, Phase 1.

BACKGROUND

In 2021, the Bipartisan Infrastructure Law appropriated funds to the US Department of Transportation (USDOT) Federal Highway Administration (FHWA) for the Local and Regional Project Assistance Program, also known as the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grants program. RAISE grants will be awarded on a competitive basis for planning or constructing surface transportation infrastructure projects that will improve safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, including tourism, state of good repair, partnership and collaboration, and innovation.

Grant Line Road Safety Improvement Project, Phase 1

SacDOT, in partnership with the JPA, and the City, proposes to submit an application for this project which invests in critical safety improvements and multimodal transportation options along Grant Line Road. The first phase of this project aims to enhance safety through shoulder widening, repaving, and re-striping for 3.6 miles along Grant Line Road between White Rock Road and

Authorize The Director of Sacramento County Department Of Transportation
To Apply For A Rebuilding American Infrastructure Sustainably And Equitably
(RAISE) Grant In Order To Obtain Funds To Construct The Grant Line Road
Safety Improvement Project
Page 2

Chrysanthy Road, while maintaining a two-lane facility. The key features included with the project are realignment of roadway curves for enhanced safety, installation of streetlights, and construction of a new paved Class I trail. This project links with the City's White Rock Road Safety and Congestion Relief Project and coincides with SacDOT's Grant Line Road Safety and Freight Mobility Project.

Because the first phase of the project lies roughly 50% in the County of Sacramento and 50% in the City of Rancho Cordova; and because it is coincident with the ultimate alignment for the Southeast Connector, the JPA will submit the application on behalf of itself, SacDOT, and the City with all three parties signing the application.

Future phases of the project will include re-aligning one mile of roadway on White Rock Road approaching the Grant Line Road intersection; intersection improvements at White Rock Road and Grant Line Road; and new streetlights along White Rock Road. Funding to deliver these future phases of the project have not yet been identified.

The overall total project cost for Phase 1 is estimated at \$55.5 million. \$30.5 million in local funds would be required with a \$25 million RAISE grant request to FHWA. Of the \$30.5 million in local funds, Sacramento Transportation Authority (STA) has awarded \$6 million from their Capital Improvement Program. The California Transportation Committee Trade Corridor Enhancement Program has awarded \$3 million dollars for the Grant Line Road Safety and Freight Mobility Project to the JPA. Further, the JPA will contribute \$4,500,000 in Measure A funding. **The remaining \$17 million will be made up from County and City of Rancho Cordova local funds.**

FHWA is accepting submittals for grant applications for RAISE through February 28, 2024.

FINANCIAL ANALYSIS

The grant request for the project is \$25 million, the maximum award, to be made by the JPA. The project benefit is approximately \$12.5 million going to SacDOT and \$12.5 million going to the City. There is 20% match for this program. SacDOT will provide \$8.5 million dollars from the Sacramento County Transportation Development Fee and Measure A and these considerations will be included in SacDOT's 2025-26 through 2027-28 fiscal year budget. There will be no impact to the County General Fund. The City will also provide \$8.5 million dollars from their Transportation Impact Fee

Authorize The Director of Sacramento County Department Of Transportation
To Apply For A Rebuilding American Infrastructure Sustainably And Equitably
(RAISE) Grant In Order To Obtain Funds To Construct The Grant Line Road
Safety Improvement Project
Page 3

Program. The combined total local match is \$17 million, greater than the 20% required match.

Attachment:
RES - Resolution

RESOLUTION NO. _____

RESOLUTION APPROVING AUTHORITY TO APPLY FOR GRANT FUNDING FROM THE FY 2024-25 US DEPARTMENT OF TRANSPORTATION (USDOT) FEDERAL HIGHWAY ADMINISTRATION (FHWA) REBUILDING AMERICAN INFRASTRUCTURE SUSTAINABLY AND EQUITABLY (RAISE) GRANT PROGRAM

WHEREAS, transportation grant funding programs administered by the US Department of Transportation (USDOT) Federal Highway Administration (FHWA) provide financial assistance to local agencies seeking to plan and construct transportation improvements and implement programming; and

WHEREAS, the Sacramento County Department of Transportation (SacDOT) has identified the Grant Line Road Safety Improvement Project to be funded under the FY 2024-25 USDOT FHWA Rebuilding American Infrastructure Sustainably And Equitably (RAISE) Grant Program;

NOW, THEREFORE, BE IT RESOLVED AND ORDERED that the Board of Supervisors, County of Sacramento, hereby authorizes the Director of SacDOT to submit and execute the grant application, and all related documents, necessary to apply for funding under the RAISE Program for the Grant Line Road Safety Improvement Project.

BE IT FURTHER RESOLVED that the Director of SacDOT is hereby authorized and empowered to execute in the name of the County of Sacramento all documents necessary to secure funding under the Programs and implement their requirements, including but not limited to, applications, agreements, amendments, and requests.

On a motion by Supervisor _____, seconded by Supervisor _____, the foregoing Resolution was passed and adopted by the Board of Supervisors of the County of Sacramento this 27th day of February, 2024, by the following vote, to wit:

- AYES: Supervisors,
- NOES: Supervisors,
- ABSENT: Supervisors,

Approve Authority To Apply For Grant Funding From The FY 2024-25 US
Department Of Transportation (USDOT) Federal Highway Administration
(FHWA) Rebuilding American Infrastructure Sustainably And Equitably
(RAISE) Grant Program
Page 2

ABSTAIN: Supervisors,

RECUSAL: Supervisors,
(PER POLITICAL REFORM ACT (§ 18702.5.))

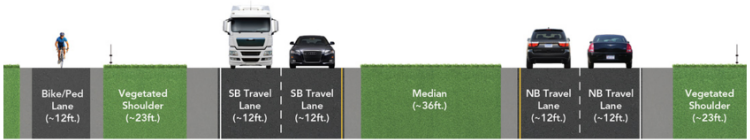
Chair of the Board of Supervisors
of Sacramento County, California

(SEAL)

ATTEST: _____
Clerk, Board of Supervisors

Grantline Road, White Rock Road to Chrysanthy Boulevard

80099 – Roadway/Transportation



TOTAL PROJECT BUDGET: \$1,600,000

PRELIMINARY ENGINEERING: \$1,600,000

RIGHT OF WAY: \$0

CONSTRUCTION: \$0

PROJECT STATUS

DESIGN

PLANNED CONSTRUCTION START

DESIGN ONLY

ESTIMATED COMPLETION

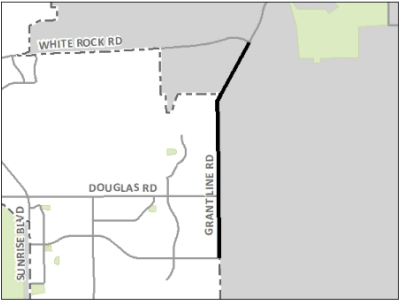
FY 2025/26

PROJECT OVERVIEW

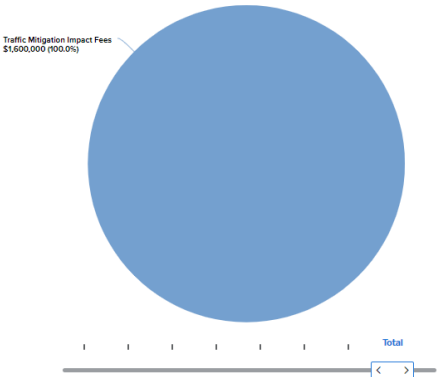
The JPA Connector project is a 35-mile parkway-style facility that will improve travel in the region. The project spans from Interstate 5, south of Elk Grove, to Highway 50 in El Dorado County, just east of El Dorado Hills, and brings a wide range of benefits to those who live, work, drive, walk and cycle in the region.

The Capital SouthEast Connector Joint Powers Authority (Connector JPA) in conjunction with the County of Sacramento and City of Rancho Cordova is developing engineering design and right-of-way to improve the 3.5-mile Connector D2a segment on Grant Line Road generally from White Rock Road to Chrysanthy Boulevard. The design will include widening Grant Line Road from two lanes to four lanes, a Class I path and appurtenant improvements.

INITIAL FUNDING YEAR: FY 2023/24



Visualization

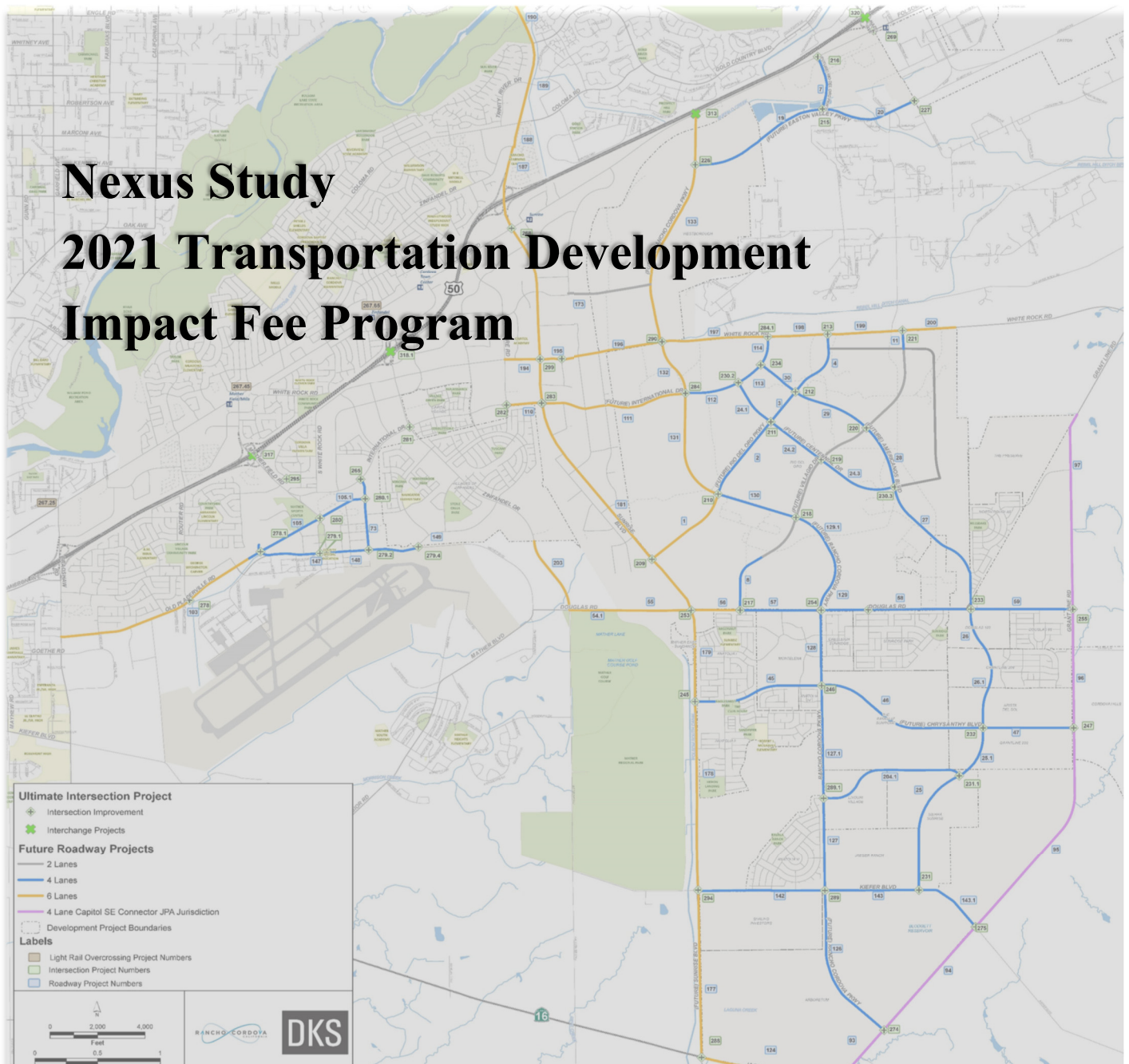


Sort Large to Small

● Traffic Mitigation Impact Fees

	Prior Expenses	FY 2023-24 Budget	FY 2024-25 Budget	FY 2025-26 Budget	FY 2026-27 Budget	FY 2027-28 Budget	Post FY 2027-28	Total
Traffic Mitigation Impact Fees	\$ 0	\$ 400,000	\$ 800,000	\$ 400,000	\$ 0	\$ 0	\$ 0	\$ 1,600,000
Total	\$ 0	\$ 400,000	\$ 800,000	\$ 400,000	\$ 0	\$ 0	\$ 0	\$ 1,600,000

Nexus Study 2021 Transportation Development Impact Fee Program



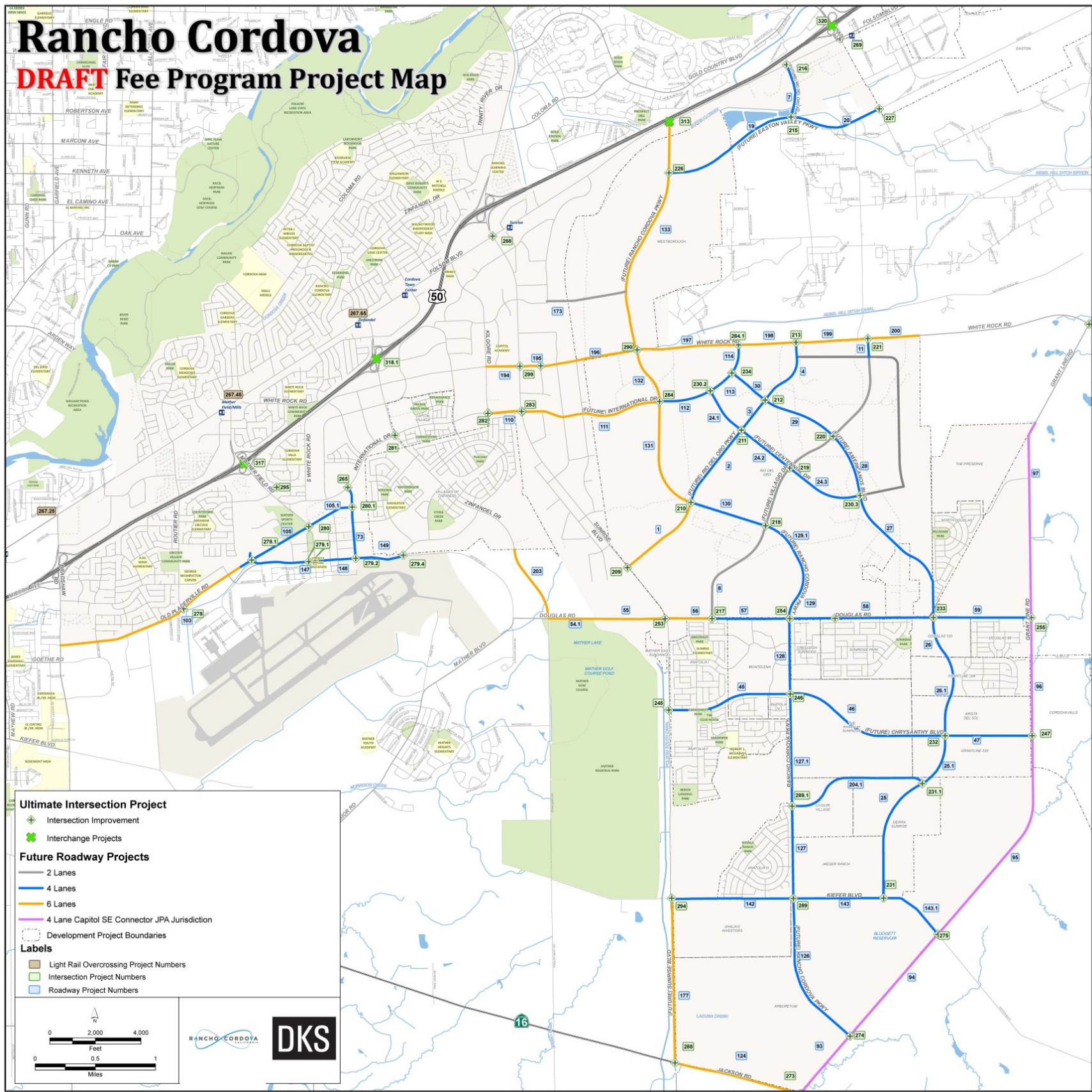
Prepared for:

CITY OF RANCHO CORDOVA

Prepared by:

**DKS Associates in cooperation with
Wood Rodgers and Urban Economics
December 2021**

Figure 1: CIP Roadway Sizing and Project Map



ID No	Project Information and Cost				
95	Grant Line Road From Kiefer Boulevard to Chrysanthy Boulevard Existing Condition: 2 Lane with no median, undeveloped area	Lanes	2007 2	Ultimate 4	2055 4
Item Description	Section	Quantity	Units	Unit Cost	Cost
Widen to 4 Lanes	6-F	9300	LF	\$1,049.61	\$9,761,327
Bridge/Culvert	Bridge/Culvert	6760	SF	\$295.00	\$1,994,200
6-F Section provides cost of 4 lanes in Fee Portion				Subtotal	\$11,755,527
				Contingency	15% \$1,763,329
				Engineering and Permits	35% \$4,114,434
				Traffic Control	20% \$2,351,105
				Total	\$19,984,395
				Rounded	\$19,984,000
				Other Funding	\$5,995,319
COUNTY SHARED PROJECT			County Portion	50%	\$6,994,341
			Remaining Fee Portion Cost		\$6,994,341
96	Grant Line Road From Chrysanthy Boulevard to Douglas Road Existing Condition: 2 Lane with no median, undeveloped area	Lanes	2007 2	Ultimate 4	2055 4
Item Description	Section	Quantity	Units	Unit Cost	Cost
Widen to 4 Lanes	6-F	4300	LF	\$1,049.61	\$4,513,302
Bridge/Culvert	Bridge/Culvert	4680	SF	\$295.00	\$1,380,600
6-F Section provides cost of 4 lanes in Fee Portion				Subtotal	\$5,893,902
				Contingency	15% \$884,085
				Engineering and Permits	35% \$2,062,866
				Traffic Control	20% \$1,178,780
				Total	\$10,019,633
				Rounded	\$10,020,000
				Other Funding	\$3,005,890
COUNTY SHARED PROJECT			County Portion	50%	\$3,507,055
			Remaining Fee Portion Cost		\$3,507,055

ID No	Project Information and Cost				
97	Grant Line Road From Douglas Road to City Limit	Lanes	2007 2	Ultimate 4	2055 4
Existing Condition: 2 Lane with no median, undeveloped area					
Item Description	Section	Quantity	Units	Unit Cost	Cost
Widen to 4 Lanes	6-F	8100	LF	\$1,049.61	\$8,501,801
Bridge/Culvert No. 1	Bridge/Culvert	2600	SF	\$295.00	\$767,000
Bridge/Culvert No. 2	Bridge/Culvert	5200	SF	\$295.00	\$1,534,000
Demo Existing 2 Lane	Demolish Existing	300	LF	\$85.00	\$25,500
Project is combined with #98				Subtotal	\$10,828,301
6-F Section provides cost of 4 lanes in Fee Portion				Contingency	15%
				Engineering and Permits	35%
				Traffic Control	20%
Right of Way Cost Agricultural	Right of Way (Agricultural)	18000	SF	\$2.60	\$46,800
Total					\$18,454,911
Rounded					\$18,455,000
Other Funding					\$5,536,473
COUNTY SHARED PROJECT				County Portion	50%
				Remaining Fee Portion Cost	\$6,475,657