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

Date: Friday, January 29, 2021, 8:30 a.m. to 10:30 a.m.

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

<https://us02web.zoom.us/j/81324953777?pwd=TUV2bzY0YzZDMGYxNIJqb1RCNW05QT09>

Meeting ID: 813 2495 3777

Passcode: 053636

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

Public Comment:

The Connector JPA welcomes, appreciates, and encourages public participation in the Board Meeting. If you wish to submit a comment to be read aloud at the meeting, please email your comment to HallE@sacounty.net by **3:00 p.m. on January 28, 2021** and your comment will be read aloud at the meeting.

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

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

AGENDA

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

1. Call to Order & Roll Call: Directors Hidahl, Howell, Hume, Nottoli, Sander
2. Pledge of Allegiance
3. Public Comment on Non-Agenda Items

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

Please note, under the provisions of the California Government Code, the Board is prohibited from discussing or taking action on any item that is not on the agenda. The Board cannot take action on non-agendized items raised under "Public Comment" until the matter has been specifically included on the agenda. Those participants who wish to address a specific agendized item are encouraged to offer their public comments during consideration of that item.

4. Executive Director's Report for January 2021

Consent Calendar Items

5. Approve Action Minutes of the December 11, 2020, Board Meeting

Discussion and Action Items

6. Update on Funding Applications through SACOG's Regional Flexible Funding Programs
7. A. Update on Federal, State, and Local Government Affairs
B. Authorize Formation of Ad-Hoc Committee to Evaluate Project Funding Opportunities
- Resolution 2021-01
8. Announcements or Final Comments from Board Members

ADJOURN

The next meeting of the Capital SouthEast Connector JPA Board will be held on
March 26, 2021

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

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

NOTICE REGARDING CHALLENGES TO DECISIONS

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

GOVERNMENT CODE 54957.5 et seq.

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

ADA COMPLIANCE STATEMENT

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

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

ITEM 4

MEETING DATE: January 29, 2021

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

PREPARED BY: Derek Minnema

WELCOME

We want to welcome Folsom Councilmember Kerri Howell as Chair and Rancho Cordova Councilmember David Sander as Vice Chair of our Board for 2021.

STRATEGIC PLANNING UPDATE

On January 13, I let the Board know that Eric Douglas of Leading Resources Inc. would be contacting you to set up a one-on-one call to start the engagement process for our 2021 strategic planning session. As a reminder, the purpose of the session will be to:

- Engage stakeholders to assess the JPA's current position and identify trends.
- Design planning processes that stimulate thinking about the future.
- Develop and refresh purpose, vision, and core values.
- Facilitate decisions about priorities.
- Translate your thinking into a clear, usable strategic plan.
- Help us determine how success will be measured.
- Build organizational support and buy-in for the plan.

I look forward to working through this effort and presenting further details in the month to come.

ECONOMIC IMPACT UPDATE

Staff participated in a kick-off of the Economic Impact Study. Work will generally involve data collection including costs by phases, jobs/payroll, and utilizing a software program named IMPLAN© an economic impact assessment software system. It combines a set of databases concerning economic factors, multipliers and demographic statistics with a system of modeling software. Varshney & Associates anticipates approximately 90 days to develop initial study results.



CALIFORNIA TRANSPORTATION COMMISSION FUNDING UPDATE

In 2020 the JPA submitted a \$4.65M grant application under the Trade Corridor Enhancement Program ("TCEP"), but unfortunately, the project fell short and was not approved for funding this cycle. It should be noted that the TCEP 3-year program is oversubscribed. CTC staff recommended funds totaling \$1.359 billion for 28 projects valued at more than \$4 billion. The Commission received 47 project nominations seeking over \$1.7 billion. Only 28 projects were funded.

JPA staff met with CTC staff and a majority of CTC Commissioners before and during the project vetting process and received good feedback recently that will better position future TCEP project grant applications.

FORM 700 REMINDER

All Board Members and designated Alternates are required to file a Form 700 with the FPPC. Form 700's are due April 1, 2021. Please file at your earliest convenience. Forms may be filed electronically through the Fair Political Practices Commission (FPPC) e-filing portal: <https://form700.fppc.ca.gov/>

Agency	Board Member	Alternate
Sacramento County	Don Nottoli	Sue Frost
El Dorado County	John Hidahl	George Turnboo
City of Rancho Cordova	David Sander	Linda Budge
City of Folsom	Kerri Howell	Sarah Aquino
City of Elk Grove	Pat Hume	Darren Suen

MISC

- Staff has been requested to speak to the El Dorado Hills Area Planning Advisory Committee's ("EDHAPAC") February 10 at 7PM. Staff will provide a current status update on the progress of the Capital SouthEast Connector for residents. At this time, due to the current restrictions on Public Gatherings, the meeting is planned to be conducted virtually, via ZOOM©

FISCAL MATTERS

- The annual audit is nearing completion and staff anticipates a draft of the audit in February. Upon completion an electronic copy will be posted on the JPA website for review/comment, with anticipated approval at the March 26 board meeting.



MEDIA

- Sacramento Business Journal "*Elk Grove rethinking Kammerer Road development goals*" January 19, 2021
<https://www.bizjournals.com/sacramento/news/2021/01/19/elk-grove-kammerer-road-development.html>

ITEM 5

MEETING DATE: January 29, 2021

TITLE: Action Minutes of the December 11, 2020, Regular Teleconference Board Meeting

PREPARED BY: Derek Minnema

RECOMMENDATION

Approve Action Minutes of the December 11, 2020, Regular Teleconference Board Meeting.

ACTION MINUTES

The Capital SouthEast Connector JPA Board of Directors met in regular session on December 11, 2020, via teleconference.

Call to Order

Chair Hume called the meeting to order at 8:35 a.m.

Roll Call

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

* Director Nottoli joined at 8:47 a.m.

Public Comments on Non-Agenda Items

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

Open Session

Item #4: Executive Director's Report and Year End Summary

The Board received Executive Director Minnema's comprehensive written report for November and December 2020 and the Executive Director briefly reviewed the report with the Board and the public, and provided a summary of accomplishments and progress for 2020.

No public comment was received on this item.

Consent Calendar Items

A motion was made by Director Howell and seconded by Director Hidahl and passed with four* Directors voting in favor 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 October 23, 2020 Board Meeting
- Item #6: Adopt 2021 Connector JPA Regular Board Meeting Schedule with Resolution 2020-20
- Item #7: Identify Connector Segment D2 as the top priority in the Transformative Category in the SACOG Regional Funding Round with Resolution 2020-21 and authorize staff to release a Request for Proposals for Technical Engineering Studies related to Grant Line Road, Segment D2 with Resolution 2020-22

* Director Nottoli was absent during the vote.

No public comment was received on the consent items.

Discussion and Action Items

Item #8: Nomination and Election of Board Chair and Vice-Chair for Calendar Year 2021

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 Hume and passed with four* Directors voting in favor that:

AFTER COMPLETING NOMINATIONS AND AN ELECTION, THE BOARD OF DIRECTORS OF THE CAPITAL SOUTHEAST CONNECTOR JOINT POWERS AUTHORITY ("BOARD") HEREBY ELECTS THE DIRECTOR FROM THE CITY OF FOLSOM TO SERVE AS CHAIR OF THE BOARD AND THE DIRECTOR FROM THE CITY OF RANCHO CORDOVA TO SERVE AS VICE-CHAIR OF THE BOARD WITH RESOLUTION 2020-23.

* Director Nottoli was absent during the vote.



No public comment was received on this item.

Item #9: Update on the Scott Road Realignment Project

Executive Director Minnema introduced the item and Matt Lampa, Principal Civil Engineer, provided a presentation summarizing the item.

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

THE BOARD OF DIRECTORS ("BOARD") OF THE CAPITAL SOUTHEAST CONNECTOR JOINT POWERS AUTHORITY IDENTIFIES THE SCOTT ROAD REALIGNMENT PROJECT AS THE TOP PRIORITY PROJECT FOR FUNDING IN THE MAINTENANCE AND MODERNIZATION CATEGORY OF THE SACOG 2020 REGIONAL FUNDING ROUND WITH RESOLUTION 2020-24.

Public comment was received on this item by: John Merchant

Item #10: Presentation and Update on Affairs & Outreach, Government Relations and Strategic Communications Activities

Executive Director Minnema introduced the item and Michelle Smira, consultant project manager, provided a presentation summarizing the item. A brief discussion amongst the Board and JPA staff ensued.

No action was taken on this item.

No public comment was received on this item.

Item #11: Authorize the Executive Director to enter into an agreement with MMS Strategies for Public Affairs and Outreach, Government Relations, and Strategic Communication Services

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 Nottoli and seconded by Director Howell and passed by unanimous vote that:

THE BOARD OF DIRECTORS ("BOARD") OF THE CAPITAL SOUTHEAST CONNECTOR JOINT POWERS AUTHORITY HEREBY AUTHORIZES THE EXECUTIVE DIRECTOR TO ENTER INTO A THREE-YEAR AGREEMENT WITH MMS STRATEGIES FOR PUBLIC AFFAIRS



AND GOVERNMENT RELATIONS, PUBLIC OUTREACH, PLANNING AND STRATEGIC COMMUNICATION SERVICES AND WEBSITE MANAGEMENT SERVICES FOR AN AMOUNT NOT-TO-EXCEED \$1,485,000 WITH RESOLUTION 2020-25

No public comment was received on this item.

Item #12: Announcement and Final Comments from Board Members

Director Hume announced he would no longer reside on the Sacramento Transportation Authority Board of Directors.

No action was taken on this item.

No public comment was received on this item.

Adjournment

The meeting adjourned at 9:50 a.m.

APPROVAL OF ACTION MINUTES FOR DECEMBER 11, 2020

Approved By:

Attest:

Kerri Howell
Chair of the Board

Derek Minnema
Board Secretary



ITEM 6

MEETING DATE: January 29, 2021

TITLE: Update on Funding Applications through SACOG's Regional Flexible Funding Programs

PREPARED BY: Matt Lampa

RECOMMENDATION

Hear a brief presentation on Connector project funding applications and provide input as desired.

BACKGROUND

On October 23, 2020, the Board of Directors approved Resolution 2020-18 authorizing staff to submit grant funding applications for the Sacramento Area Council of Governments ("SACOG") 2020 Regional Funding Round under the Transformative and Maintenance & Modernization categories.

On December 11, 2020, the Board of Directors approved Resolution 2020-21 and 2020-24 identifying Segment D2 as the Connector JPA's top priority in the Transformative category and Scott Road Realignment the top priority in the Maintenance and Modernization category.

GRANT FUNDING SCHEDULE

Applications for the Maintenance & Modernization category were due January 15, 2021, and the application for the Scott Road Realignment Project was submitted with a construction funding request of \$3,459,000. A copy of the application narrative and project exhibit is included as Attachment A.

Transformative category applications are due February 1, 2021, and staff is continuing work to finalize the application for Segment D2 requesting \$8,288,000 in engineering and right of way funding. A copy of the project exhibit is included as Attachment B.

SACOG staff is scheduled to release project award recommendations in March 2021, with SACOG Board consideration and approval in April 2021. JPA staff will continue to update the Board as information becomes available.



STAKEHOLDER AND PUBLIC SUPPORT

There is overwhelming public and political support for the JPA's applications.

For example, more than 1,200 individuals have signed a petition (<https://www.ipetitions.com/petition/a-safer-scott-road>) asking SACOG to approve funding for the Scott Road application.

This petition is "organic", meaning JPA staff did not organize, write, or advertise it. Members of the public who live in the project area initiated these advocacy efforts in support of the project.

Application support forms/petitions are also circulating by citizens via online community portals including NextDoor© and Community Associations in Sunridge, Kavala Ranch, Somerset Ranch, Cypress by Woodside, and Anatolia.

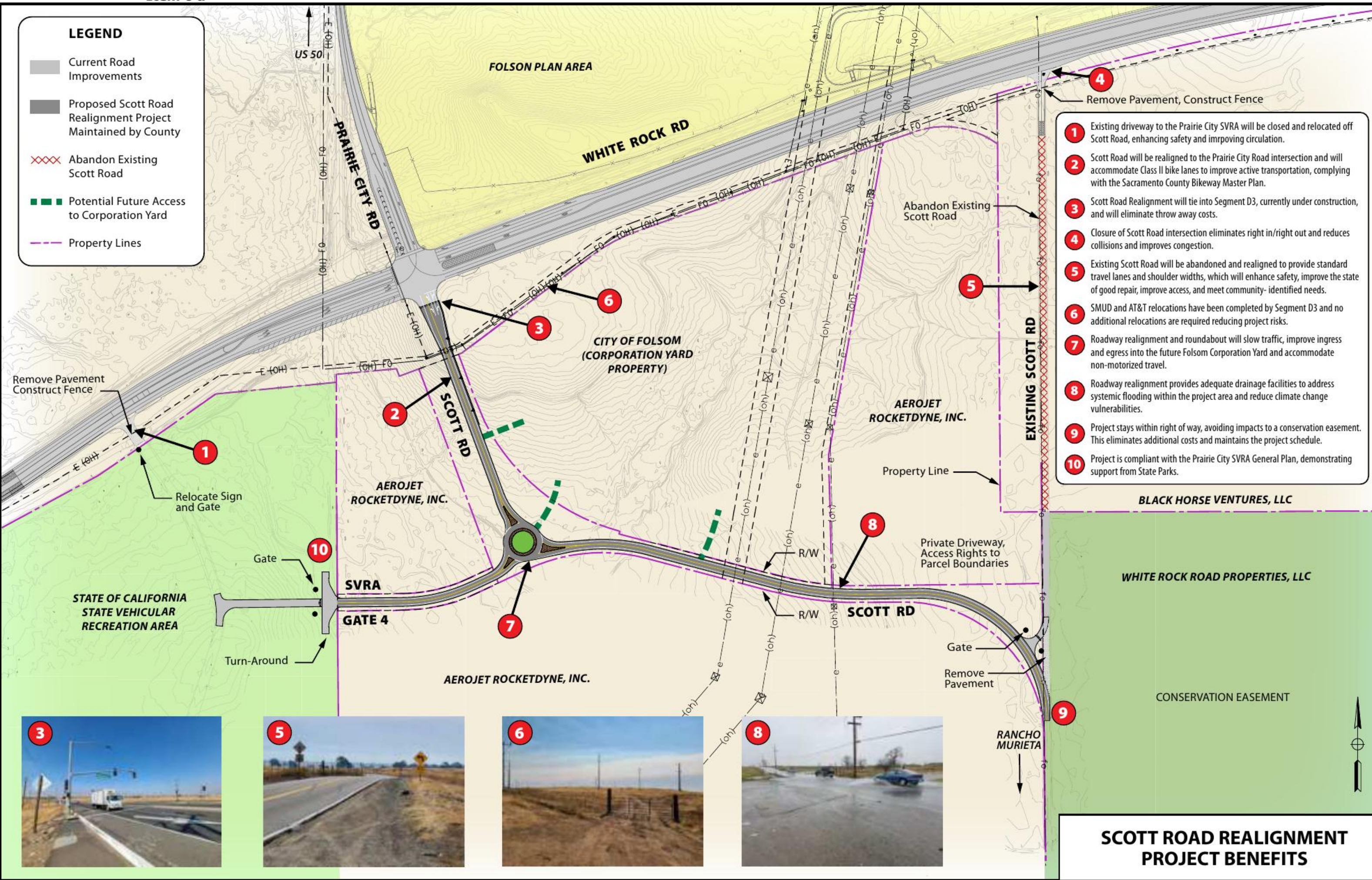
Additionally, 22 support letters have been received from members of the public and public officials, including, Congressman Bera and Assemblymember Cooley, and public agencies such as the Rancho Murieta Community Service District.

ATTACHMENTS

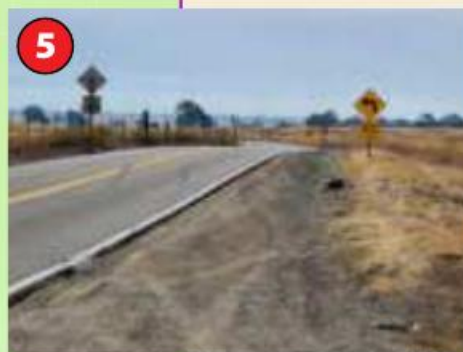
- a. Scott Road Realignment project benefits exhibit
- b. Segment D2a project benefits exhibit
- c. River Valley Times newspaper article, January 2021 (date unknown)
- d. Letter from Assemblymember Cooley, dated January 14, 2021

LEGEND

- Current Road Improvements
- Proposed Scott Road Realignment Project Maintained by County
- Abandon Existing Scott Road
- Potential Future Access to Corporation Yard
- Property Lines

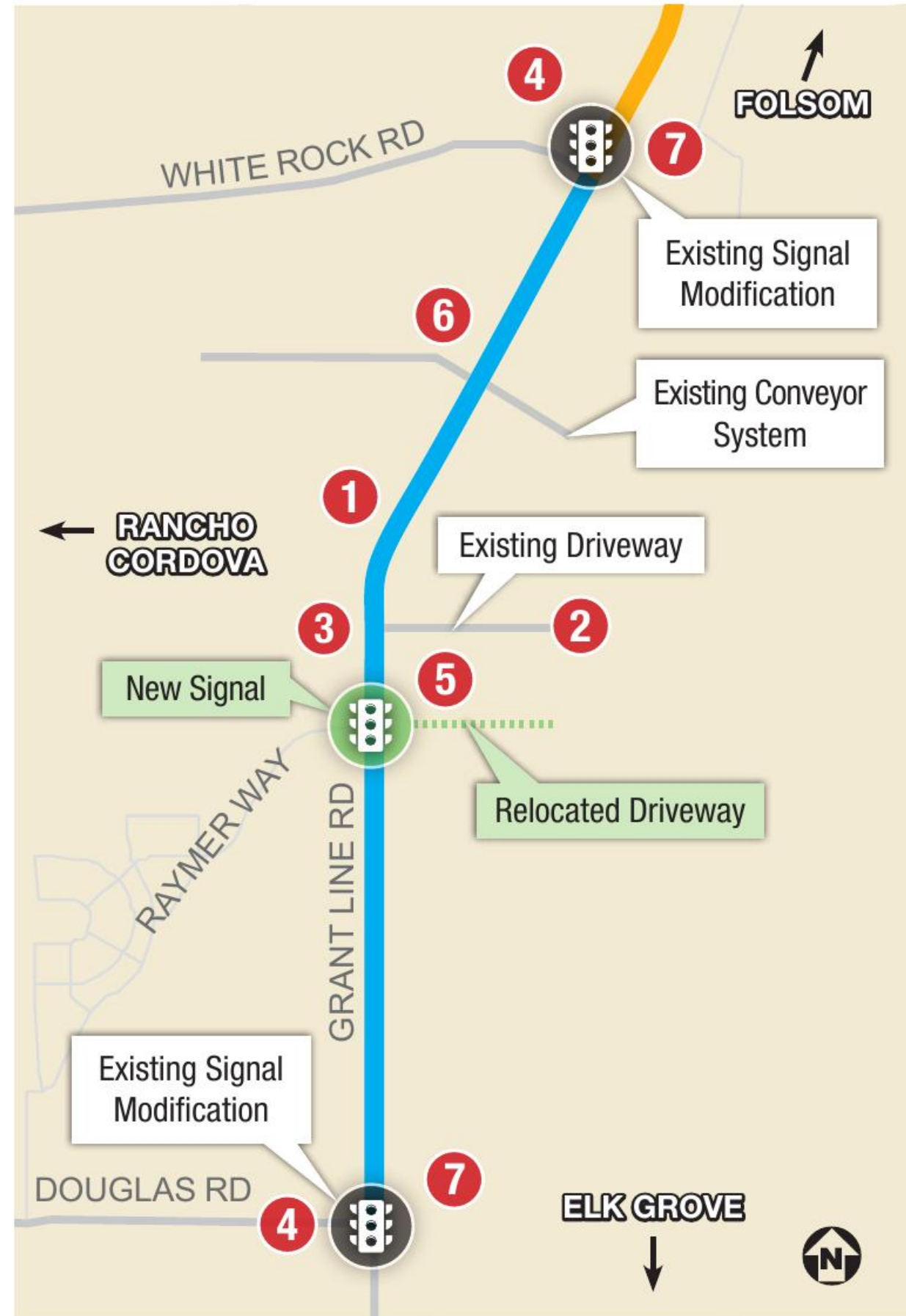
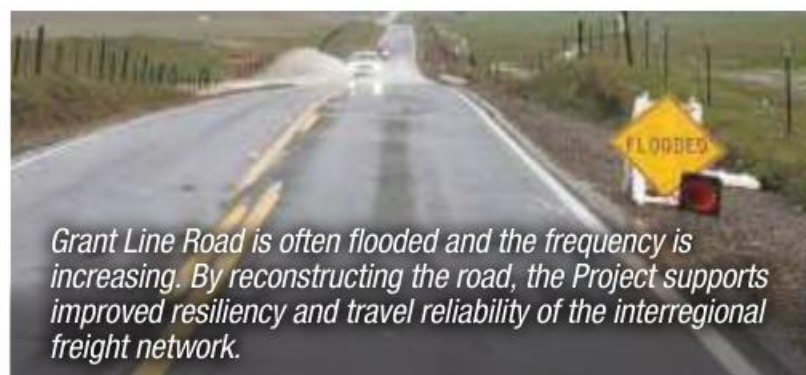
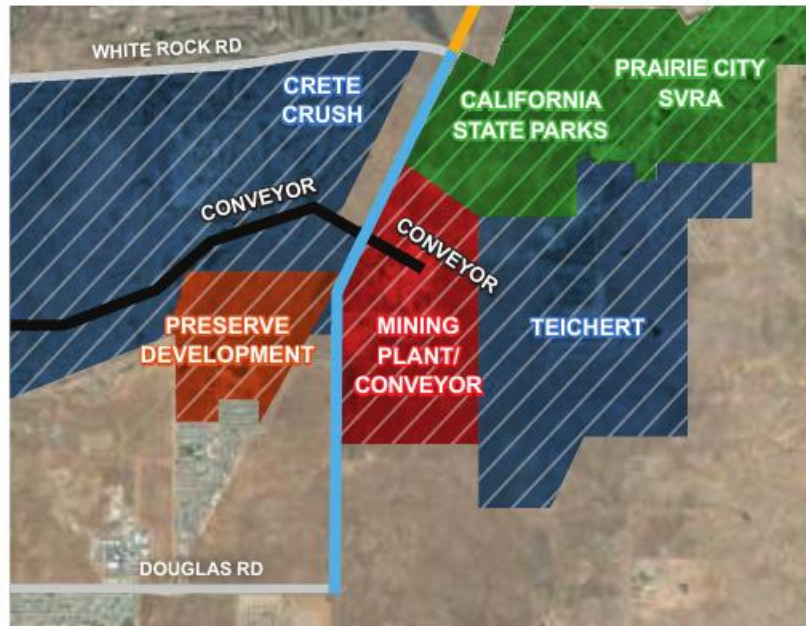


- Existing driveway to the Prairie City SVRA will be closed and relocated off Scott Road, enhancing safety and improving circulation.
- Scott Road will be realigned to the Prairie City Road intersection and will accommodate Class II bike lanes to improve active transportation, complying with the Sacramento County Bikeway Master Plan.
- Scott Road Realignment will tie into Segment D3, currently under construction, and will eliminate throw away costs.
- Closure of Scott Road intersection eliminates right in/right out and reduces collisions and improves congestion.
- Existing Scott Road will be abandoned and realigned to provide standard travel lanes and shoulder widths, which will enhance safety, improve the state of good repair, improve access, and meet community-identified needs.
- SMUD and AT&T relocations have been completed by Segment D3 and no additional relocations are required reducing project risks.
- Roadway realignment and roundabout will slow traffic, improve ingress and egress into the future Folsom Corporation Yard and accommodate non-motorized travel.
- Roadway realignment provides adequate drainage facilities to address systemic flooding within the project area and reduce climate change vulnerabilities.
- Project stays within right of way, avoiding impacts to a conservation easement. This eliminates additional costs and maintains the project schedule.
- Project is compliant with the Prairie City SVRA General Plan, demonstrating support from State Parks.



SCOTT ROAD REALIGNMENT PROJECT BENEFITS

Connector D2a | Project Benefits



LEGEND

— Connector D3 Segment (Complete)

— Connector D2a Project

- 1** New alignment corrects a geometrically deficient 25 mph horizontal curve that contributed to collision rates on this segment that are ~3.5x greater than the statewide average for similar facilities, with 170 collisions in five years.
- 2** The existing driveway with predominantly heavy vehicles will be closed and relocated south, opposite Raymer Way, enhancing safety and improving circulation.
- 3** Reconstructing Grant Line Road will provide adequate drainage facilities to address systemic flooding and periodic road closures within the project area, and reduce climate change vulnerabilities.
- 4** The project will accommodate bicycle facilities and provide a gap closure by conforming to existing bicycle facilities at each end of the project, improving active transportation and bicycle safety.
- 5** The driveway relocation and new traffic signal will consolidate and enhance access to the mining facility and future developments.
- 6** The project reconstructs and maintains the existing aggregate conveyor system which plays a critical role in aggregate and mining operations, and increases the region's economic prosperity.
- 7** The project conforms to existing 4-lane facilities at Douglas Road and White Rock Road, enhancing circulation and goods movement throughout the region.

Rancho Murieta residents respond to lobbying effort for Scott Road

By Gail Bullen
River Valley/Times Reporter

Rancho Murieta residents have responded big time as advocate John Merchant seeks support to win \$3 million to construct an improved intersection for Scott Road when work begins on the next section of the Capital Southeast Connector later this year.

Merchant said his petition to the Sacramento Council of Governments (SACOG), which distrib-

utes highway funds, had garnered 1,105 signatures as of the deadline of this story. The petition was to be forwarded to SACOG on Jan. 15.

The improved intersection, known as the Scott Road Realignment, was to be put on hold because of lack of funding. A temporary intersection that would only let Murietans turn right on the connector would be built instead. That would make it more difficult and likely more dangerous for resi-

dents driving to Folsom.

But after Merchant and County Supervisors Sue Frost and Don Nottoli raised concerns last year, the connector board decided to finish the engineering for the realignment so it would be shovel-ready and to seek the \$3 million needed to build it from SACOG.

Merchant said he and Derek Minnema, the executive director for the connector joint powers authority, have received endorsement letters from Rancho Murieta Association, the Murieta Equestrian Center, Frost, himself, the Rancho North Properties and Assemblyman Ken Cooley.

"Minnema has told me he has never seen this level of support for his roadway project," Merchant said in an email.

The City of Folsom also has sent a letter of support as the realignment would facilitate access to a new city



Courtesy photo

Momentum is building to secure funding for a Scott Road realignment when the next section of the Southeast Capitol Connector is built. Otherwise, a temporary intersection will be built.

maintenance yard.

"Supporters can continue to sign the petition at this link, <https://bit.ly/SafeScottRoad>. We will ask our residents to help us as we move forward," said Merchant, who also has been promoting his cause on social media.

Merchant is advocating

Scott Road improvements as a private citizen. He also serves on the boards for the Rancho Murieta Community Services District, the Sacramento County Cosumes Community Planning Advisory Council and the nonprofit Save Our Lakes & Open Spaces (SOLOS).

Item 6 d

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0008
(916) 318-2008
FAX (916) 319-2108
DISTRICT OFFICE
2729 PROSPECT PARK DRIVE, SUITE 130
RANCHO CORDOVA, CA 95670
(916) 464-1910
FAX (916) 464-1915
E-MAIL
Assemblyman.Cooley@assembly.ca.gov



COMMITTEES
CHAIR: RULES
GOVERNMENTAL ORGANIZATION
INSURANCE
PUBLIC EMPLOYEES, RETIREMENT,
AND SOCIAL SECURITY
ALFRED E. ALQUIST SEISMIC
SAFETY COMMISSION

January 14, 2021

Mr. James Corless, CEO
Sacramento Area Council of Governments
1415 L Street, Suite 300
Sacramento, CA 95814

Re: Support for the Capital SouthEast Connector JPA's Scott Road Realignment Proposal

Dear Mr. Corless,

In the last six weeks, I have driven through the Scott Road / White Rock Road intersection in the immediate aftermath of a collision that was still the subject of on-site investigation. Northbound Scott Road's current stop sign controlled T-intersection (requiring merger with two-way traffic that has no obligation to slow) is a very unsafe intersection, and this has been true for many, many years. Its hazard has increased steadily with the increasing traffic of the gradually improving Capital SouthEast Connector, which Sacramento County voters approved in 2004.

With that as background, I strongly support the SouthEast Connector JPA's (JPA) application for \$3,459,000 in funding under SACOG's Regional Grant for Maintenance & Modernization program to route the north end of Scott Road through a well-controlled traffic intersection while adding lanes with shoulders.

Very important life-safety improvements for residents of Rancho Murieta, Sloughouse, Wilton, Herald, or anyone heading from South Sacramento County to US-50 will be the result.

This project will also confer benefits that support our entire urban mobility. The SouthEast Connector, which starts at the El Dorado County line and traverses my Assembly district, gives motorists traveling to southbound 99 or I-5 a viable alternative to using US-50 through downtown Sacramento. Specifically, this grant will improve Connector traffic by realigning Scott Road to the Prairie City Road intersection where signalized traffic movements will eliminate the risk that now exists when northbound Scott Road traffic attempts to merge with White Rock Road traffic. Where it is newly aligned, Scott Road will accommodate Class II bike lanes and be upgraded to current design standards. In addition, the project will add a new driveway to the Prairie City State Vehicular Recreation Area with a roundabout to slow traffic and safely facilitate movement into and out of the park. Drainage improvements will keep the realigned road safe during large storm events.

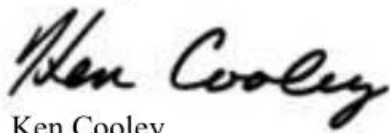
I can add that I also believe this project aligns with the sustainable communities objectives of SB 375 (Steinberg) of 2008. In Fall 2004, when Sacramento County voters approved Measure A and its centerpiece proposal of a Capital SouthEast Connector, the pass rate among Rancho Cordova voters was higher than any other of the County's cities. Rancho Cordova leaders have long

recognized—especially coupled with the SACOG blueprint plan—that the SouthEast Connector provides support for the continued growth of Rancho Cordova as a vibrant regional jobs center, remote from flooding and other regional hazards and supplied with a large supply of commercial office space and a big cargo-capable airport.

As a long-time resident of the east county and now five-term member of the State Assembly, I know the improved mobility and safety benefits the SouthEast Connector will offer residents and strongly support the Capital SouthEast Connector JPA's application of funding of \$3,459,000 through your Regional Grant for Maintenance & Modernization.

Thank you for your thoughtful consideration.

Sincerely,

A handwritten signature in black ink that reads "Ken Cooley". The signature is written in a cursive, flowing style.

Ken Cooley
Assemblyman, 8th District

ITEM 7 A

MEETING DATE: January 29, 2021

TITLE: Update on Federal, State, and Local Government Affairs

PREPARED BY: Derek Minnema and MMS Strategies

RECOMMENDATION

Hear a brief presentation on Federal, State, and local funding opportunities and provide input as desired.

FEDERAL UPDATE

Pete Buttigieg, President Joe Biden's nominee to be Transportation secretary, began confirmation hearings on Thursday, January 21, 2021. Members of the Senate Commerce Committee focused on a bevy of parochial issues of interest in their districts, of which Pete indicated he would be willing to travel to get a first-hand understanding of their projects.

The Biden administration announced their choice for Deputy Secretary of Transportation. Polly Trottenberg, who resigned in November as head of New York City's transportation department, will be appointed deputy Transportation secretary. She's an experienced hand who has put in years at DOT and on the Hill and could help fill some of the gaps in Buttigieg's experience. And the New York connections could come in handy in the new configuration of the Senate: Trottenberg used to work for now Senate Majority Leader Chuck Schumer, who will need to be on speed dial for Buttigieg's DOT as the Biden administration works on infrastructure.

Federal Relief/Stimulus Legislation

Prior to the inauguration, President Biden unveiled his \$1.9 Trillion economic recovery plan. Key components of the plan include:

- Direct payments of \$1,400, on top of the \$600 approved in December 2020
- \$400 per week in supplementary unemployment benefits through September
- \$350 billion for state and local governments
- Raising the minimum wage to \$15 an hour
- \$130 billion to help schools reopen



- \$160 billion in funding for a national program of vaccination, testing and other coronavirus containment efforts
- \$30 billion for rental and small-landlord support
- \$25 billion for childcare providers
- Expanded food assistance
- Expanded child tax credits
- Expanded medical and family leave

Federal Infrastructure Legislation

President Biden has repeatedly said that he wants Congress to pass a massive infrastructure package early in 2021. House Democrat leaders have indicated that the \$1.5 trillion Moving Forward Act (H.R.2) will likely be a template for an infrastructure package that the 117th Congress will consider.

With the 2015 surface transportation law, the FAST Act, set to expire on September 30, 2021, a multi-year reauthorization of the FAST Act will likely be part of an infrastructure package.

The five-year Moving Forward Act included the following:

- \$430 billion for transportation (including highways, bridges, transit, rail, airports, and ports/harbors)
- \$130 billion for schools and childcare facilities
- \$100 billion for housing infrastructure
- \$100 billion for broadband infrastructure
- \$83 billion for drinking water and wastewater infrastructure
- \$82 billion for clean energy and environmental infrastructure
- \$30 billion for healthcare infrastructure
- \$25 billion for the U.S. Postal Service
- Tax and finance provisions, including Build America Bonds, Advance Refunding Bonds, Private Activity Bonds, and expansions of the New Markets Tax Credit and Historic Tax Credit.

Discretionary Grants

DOT anticipates releasing the Notice of Funding Opportunity (NOFO) for the Infrastructure for Rebuilding America (INFRA) AND Better Utilizing Investments to Leverage Development (BUILD) grants.



The INFRA grant budget is \$1 billion for FY 2021, to be awarded by USDOT on a competitive basis to projects of national or regional significance that meet statutory requirements.

The NOFO will solicit applications for the \$889 million in FY 2021 INFRA funds available for awards. In addition to the FY 2021 INFRA funds, amounts from prior year authorizations, presently estimated at up to \$150 million, may be made available and awarded under this solicitation.

The FY 2021 Appropriations Act appropriated \$1 billion to be awarded by DOT for the BUILD Transportation grants program. FY 2021 BUILD Transportation grants are for capital investments in surface transportation infrastructure and are to be awarded on a competitive basis for projects that will have a significant local or regional impact.

DOT will award no more than \$30 million (of the \$1 billion) for the planning, preparation or design of eligible projects, of which at least \$10 million will be awarded to projects located in or to directly benefit areas of persistent poverty.

The FY 2021 Appropriations Act also allows DOT to retain up to \$20 million of the \$1 billion for award, oversight and administration of grants and credit assistance made under the program.

The FY 2021 Appropriations Act allows up to 20 percent of available funds (or \$200 million) to be used by DOT to pay the subsidy and administrative costs of a project receiving credit assistance under the Transportation Infrastructure Finance and Innovation Act of 1998 (TIFIA) or Railroad Rehabilitation and Improvement Financing (RRIF) programs, if that use of the FY 2021 BUILD funds would further the purposes of the BUILD Transportation grants program.

STATE UPDATE

Introduced Transportation Bills, as of 1/15/2021

AB 5, as introduced, Fong. Greenhouse Gas Reduction Fund: High Speed Rail Authority: K–12 education: transfer and loan.

This bill would suspend the appropriation to the High-Speed Rail Authority for the 2021–22 and 2022–23 fiscal years and would require the transfer of those amounts from moneys collected by the state board to the General Fund. The bill would specify that the transferred amounts shall be available, upon appropriation, to support K–12 education and to offset any funding reduction for K–12 education.



This bill would require the transfer of a sum of \$2,400,000,000, as a loan, from the unencumbered moneys appropriated to the authority before the 2020-21 fiscal year from the Greenhouse Gas Reduction Fund to the General Fund. The bill would specify that the transferred moneys, upon appropriation, are available to support K-12 education and to offset any funding reductions for K-12 education in the 2021-22 Budget Act.

The Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, statewide general election, provides for the issuance of general obligation bonds in the amount of \$9,000,000,000 for high-speed rail purposes and \$950,000,000 for other related rail purposes. The act requires bonds issued and sold pursuant to the act to be deposited in the High-Speed Passenger Train Bond Fund. The California High-Speed Rail Act creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties.

This bill would appropriate \$2,400,000,000 from the High-Speed Passenger Train Bond Fund to the authority for the sole purpose of completing the minimum scope of work necessary to meet federal grant requirements and satisfy existing regional commitments, as described in the 2020 High-Speed Rail Authority Draft Business Plan, thereby making an appropriation.

ACA 1, as introduced, Aguiar-Curry. Local government financing: affordable housing and public infrastructure: voter approval.

(1) The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions.

This measure would create an additional exception to the 1% limit that would authorize a city, county, city and county, or special district to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing, or the acquisition or lease of real property for those purposes, if the proposition proposing that tax is approved by 55% of the voters of the city, county, or city and county, as applicable, and the proposition includes specified accountability requirements. The measure would specify that these provisions apply to any city, county, city and county, or special district measure imposing an ad valorem tax to pay the interest and redemption charges on bonded indebtedness for these purposes that is submitted at the same election as this measure.

(2) The California Constitution conditions the imposition of a special tax by a local government upon the approval of 2/3 of the voters of the local government voting on that tax and prohibits these entities from imposing an ad valorem tax on real property or a transactions or sales tax on the sale of real property.

This measure would authorize a local government to impose, extend, or increase a sales and use tax or transactions and use tax imposed in accordance with specified law or a parcel tax, as defined, for the purposes of funding the construction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing if the proposition proposing that tax is approved by 55% of its voters voting on the proposition and the proposition includes specified accountability requirements. This measure would also make conforming changes to related provisions. The measure would specify that these provisions apply to any local measure imposing, extending, or increasing a sales and use tax, transactions and use tax, or parcel tax for these purposes that is submitted at the same election as this measure.

(3) The California Constitution prohibits specified local government agencies from incurring any indebtedness exceeding in any year the income and revenue provided in that year, without the assent of 2/3 of the voters and subject to other conditions. In the case of a school district, community college district, or county office of education, the California Constitution permits a proposition for the incurrence of indebtedness in the form of general obligation bonds for the construction, reconstruction, rehabilitation, or replacement of school facilities, including the furnishing and equipping of school facilities, or the acquisition or lease of real property for school facilities, to be adopted upon the approval of 55% of the voters of the district or county, as appropriate, voting on the proposition at an election.

This measure would expressly prohibit a special district, other than a board of education or school district, from incurring any indebtedness or liability exceeding any applicable statutory limit, as prescribed by the statutes governing the special district. The measure would also similarly require the approval of 55% of the voters of the city, county, city and county, or special district, as applicable, to incur bonded indebtedness, exceeding in any year the income and revenue provided in that year, that is in the form of general obligation bonds issued to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing projects, if the proposition proposing that bond includes specified accountability requirements. The measure would specify that this 55% threshold applies to any proposition for the incurrence of indebtedness by a city, county, city and county, or special district for these purposes that is submitted at the same election as this measure.



SB 44, as introduced, Allen. California Environmental Quality Act: streamlined judicial review: environmental leadership transit projects.

The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA establishes a procedure by which a person may seek judicial review of the decision of the lead agency made pursuant to CEQA.

This bill would establish specified procedures for the administrative and judicial review of the environmental review and approvals granted for environmental leadership transit project, as defined, undertaken by a public agency. The bill would require the Judicial Council, on or before April 1, 2022, to adopt rules of court establishing procedures requiring actions or proceedings seeking judicial review pursuant to CEQA or the granting of project approvals, including any appeals to the court of appeal or the Supreme Court, to be resolved, to the extent feasible, within 270 days of the filing of the certified record of proceedings with the court to an action or proceeding seeking judicial review of the lead agency's action related to an environmental leadership transit project. The bill would require the environmental leadership transit project to meet certain labor requirements.

SB 66, as introduced, Allen. California Council on the Future of Transportation: advisory committee: autonomous vehicle technology.

Existing law establishes the Transportation Agency, which consists of various departments and state entities including the California Transportation Commission and the Department of Transportation. Under existing law, the agency is under the supervision of an executive officer known as the Secretary of Transportation, who is required to develop and report to the Governor on legislative, budgetary, and administrative programs to accomplish comprehensive, long-range, and coordinated planning and policy formulation in the matters of public interest related to the agency.

This bill would require the secretary to establish an advisory committee, the California Council on the Future of Transportation, to provide the Governor and the Legislature with recommendations for changes in state policy to ensure that as autonomous vehicles are deployed, they enhance the state's efforts to increase road safety, promote equity, and meet public health and environmental objectives. The bill would



require the council to be chaired by the secretary and consist of at least 22 additional members, selected by the chair or designated, as specified, who represent, among others, transportation workers, various state and local agencies, and a disability rights organization.

The bill would require the council to gather public comment on issues and concerns related to autonomous vehicles and to submit, no later than January 1, 2024, a report to the Legislature with, among other things, recommendations for statewide policy changes and updates, and to continue to update the report, or submit a new report, of its recommendations biannually thereafter, or more frequently at the secretary's discretion.

The bill would require the council to create subcommittees focused on one or more specific topics and to form one subcommittee led by the Office of Planning and Research focused on furthering the state's environmental, public health, and energy objectives, as specified. The bill would require the subcommittee to submit policy recommendations to the council and the Legislature by January 1, 2024, and to make those recommendations publicly available.

The bill would repeal these provisions on January 1, 2035.

LOCAL UPDATE

At the local level we saw significant turnover on the Sacramento Transportation Authority (STA) and Sacramento Area Council of Governments (SACOG) Boards and Committees. The STA is a 16-member board and has 5 new members. Those include:

Katie Valenzuela, Vice Chair – City of Sacramento
Mai Vang – City of Sacramento
Kevin Spease – City of Elk Grove
Bobbie Singh-Allen – City of Elk Grove
Mike Kozlowski – City of Folsom

The 31-member SACOG Board of Directors will see 12 new members in 2021.

Gary Bradford – Yuba County
Chris Branscum – City of Marysville
Trinity Burruss – City of Colfax
Jan Clark-Crets – City of Loomis
Rich Desmond – Sacramento County
Karm Bains – Sutter County
Krista Bernasconi – City of Roseville



Kakhvir Ghag – City of Live Oak
Martha Guerrero – City of West Sacramento
Porsche Middleton – City of Citrus Heights
Wendy Thomas – El Dorado County
Iva Walton – City of Isleton

The SACOG Transportation Committee was announced on January 21 and consists of:

Chair Darren Suen - Elk Grove
Vice Chair David Sander - Rancho Cordova
Vice Chair Matt Spokely - Auburn
Gary Bradford - Yuba County
Chris Branscum - Marysville
Rich Desmond - Sacramento County
Martha Guerrero - West Sacramento
Rick Jennings - Sacramento City
Paul Joiner - Lincoln
Don Saylor - Yolo County
Jay Schenirer - Sacramento City
Amarjeet Benipal – Caltrans Non-voting

ITEM 7 B

MEETING DATE: January 29, 2021

TITLE: Authorize formation of an Ad-Hoc Committee of the Board to evaluate future funding opportunities

PREPARED BY: Derek Minnema

RECOMMENDATION

Staff recommends that the Board form, by nomination and confirmation, a two member Ad-Hoc Committee, consisting of perhaps the Chair and Vice Chair, to discuss matters relating to Federal, State, Regional, and Local project funding opportunities available through 2021.

BACKGROUND

Ad-hoc or "temporary" committees shall be comprised solely of members of the governing body, consist of less than the number of board members who, if present at a meeting, would be able to make a decision (e.g., a quorum), has a defined purpose and a time frame to accomplish that purpose, and is advisory.

The action to create the committee shall be done at a publicly noticed meeting under the Brown Act and the item should be placed on an agenda for that purpose.

DISCUSSION

Significant opportunities for project funding are developing for 2021. An ad-hoc committee focused on funding strategies will benefit the JPA by having a proactive approach to monitoring and responding to opportunities.

The committee will allow the JPA to best position itself to actively monitor developments, create strategies to capture funding, and engage through a stakeholder support coalition related to infrastructure legislation, congressional appropriations, federal grant awards, and other opportunities to advance the Connector project.

ATTACHMENTS

- a. Resolution 2021-01



ITEM 7 B a

RESOLUTION NO. 2021-01

**RESOLUTION OF THE BOARD OF DIRECTORS
OF THE CAPITAL SOUTHEAST CONNECTOR JOINT POWERS AUTHORITY
APPROVING THE FORMATION OF AN AD-HOC COMMITTEE**

BE IT RESOLVED that after completing nominations and confirmation, the Board of Directors of the Capital SouthEast Connector Joint Powers Authority ("Board") hereby appoints Director _____ and Director _____ to serve on an Ad-Hoc Committee to evaluate project funding opportunities.

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

* * * * *

PASSED AND ADOPTED this 29th day of January 2021, on a motion by Director _____, seconded by Director _____, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Chairperson

ATTEST:

Secretary