
Regular Meeting of the Capital SouthEast Connector JPA
Board of Directors

Date: Friday, August 26, 2022, 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 which are located at the back table and give it to the Secretary prior to consideration of 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 of Directors 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 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 agenda item are encouraged to offer their public comments during consideration of that item.

Closed Session

4. 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 Legal Counsel: California Government Code Sec. 54956.9(d)(2)
Title: Anticipated Litigation (One Potential Case)

Reconvene to Open Session

5. Executive Director's Report for August 2022

Consent Calendar Items

6. Approve Action Minutes of May 27, 2022, Regular Teleconference Board Meeting

7. Connector Project Construction Update (Receive and File)

Discussion and Action Items

8. Receive an update on the JPA's mitigation efforts and strategy

9. Authorize Staff to Submit a Funding Application related to the Trade Corridor Enhancement Program

- Resolution 2022-14

10. Authorize Staff to Submit a Funding Application related to the Active Transportation Program

- Resolution 2022-15

11. Announcements or Final Comments from Board Members

ADJOURN

The next meeting of the Capital SouthEast Connector JPA Board will be held on
September 30, 2022

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 5

MEETING DATE: August 26, 2022

TITLE: Executive Director's Report for August 2022

PREPARED BY: Derek Minnema

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

ITEM 6

MEETING DATE: August 26, 2022

TITLE: Action Minutes of the May 27, 2022, Regular Teleconference Board Meeting

PREPARED BY: Derek Minnema

RECOMMENDATION

Approve Action Minutes of the May 27, 2022, Regular Teleconference Board Meeting.

ACTION MINUTES

The Capital SouthEast Connector JPA Board of Directors met in regular session on May 27, 2022, via zoom video/teleconference.

Call to Order
Roll Call

Chair Sander called the meeting to order at 8:32 a.m.
Present: Directors Hidahl, Howell, Hume, Nottoli, Sander

Item #3: Adopt Resolution 2022-08 Making Findings and Determinations Authorizing Virtual Teleconference Meetings under Government Code Section 54953(e) (AB 361)

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

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

THE BOARD OF DIRECTORS ("BOARD") OF THE CAPITAL SOUTHEAST CONNECTOR JOINT POWERS AUTHORITY ("CONNECTOR JPA") HEREBY MADE FINDINGS AND DETERMINATIONS AUTHORIZING VIRTUAL TELECONFERENCE MEETINGS DUE TO THE GOVERNOR'S PROCLAMATION OF STATE EMERGENCY AND LOCAL RECOMMENDATIONS AND STATE REGULATIONS RELATED TO PHYSICAL DISTANCING DUE TO THE THREAT OF COVID-19 WITH RESOLUTION 2022-08

No public comment was received on this item.



Public Comments on Non-Agenda Items

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

Open Session

Item #5: Executive Director's Report

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

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

Consent Calendar Items

A motion was made by Director Hume and seconded by Director Howell 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 #6: Approve Action Minutes of May 27, 2022 Board Meeting

Item #7: Accept an update on Connector Project Construction

Item #8: Accept an update on Federal and State funding efforts

Item #9: Authorize the Executive Director to execute an Amendment with K&L Gates LLP and Cruz Strategies Inc. for Federal and State Funding Advocacy Services – Resolutions 2022-09 and 2022-10

Item #10: Accept an update on Safety Benefits of the Connector Project

Item #11: Accept an update on Transportation Equity and Environmental Justice Benefits of the Connector Project

Item #12: Accept an update on Sustainability Benefits of the Connector Project

No public comment was received on this item.

Discussion and Action Items

Item #13: Adopt Work Plan and Fiscal Year 2022-23 Budget and Member Agency Contribution – Resolutions 2022-11, 2022-12, 2022-13

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

A motion was made by Director Howell and seconded by Director Hidahl and passed by unanimous vote.

No public comment was received on this item.

Item #14: Review of Air Quality and Climate Adaptation Benefits for the Connector Project by Kittelson & Associates

Executive Director Minnema introduced the item and Matt Broughton, Kittelson & Associates, 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 # 15: Announcement and Final Comments from Board Members

No action was taken on this item.

No public comment was received on this item.

Adjournment

The meeting adjourned at approximately 9:45 a.m.

APPROVAL OF ACTION MINUTES FOR May 27, 2022

Approved By:

Attest:

David Sander
Chair of the Board

Derek Minnema
Board Secretary

ITEM 7

MEETING DATE: August 26, 2022

TITLE: Connector Project Construction Update (Receive and File)

PREPARED BY: Matt Lampa

RECOMMENDATION

Receive and file this update.

CONSTRUCTION UPDATE

White Rock Road (Prairie City Road to East Bidwell Street)

Project construction is nearing completion, with the roadway work completed and all lanes open to traffic. Minor paving and drainage basin work is in progress, and it's anticipated all work will be completed within the next 1-2 months.

We would like to thank all our project partners for helping to make this a successful project that will greatly improve safety and operations on White Rock Road!





Class 1 Multi-Use Path, White Rock Road (Prairie City Road to East Bidwell Street)

- Construct bridge foundations
- Construct and install prefabricated concrete bridge over Alder Creek
- Grading and earthwork activities



Scott Road Realignment

- Earthwork and grading activities for Scott Rd and State Parks entrance
- Install drainage facilities
- Prepare subgrade for placement of aggregate base





ITEM 8

MEETING DATE: August 26, 2022

TITLE: Receive an update on the JPA's mitigation efforts and strategy

PREPARED BY: Derek Minnema

RECOMMENDATION

Receive and File. This item provides the Board 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 and the JPA's mitigation requirements.

EXECUTIVE SUMMARY

Since 2017 the JPA has invested nearly \$10 million in open space habitat, 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 (see **Attachment A**).

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; and
2. Mitigating project impacts consistent with the JPA's obligations as a permittee of the South Sacramento Habitat Conservation Plan (SSHCP).

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

REGIONAL CONSERVATION TO DATE

Madrone Ecological prepared a draft map of the thousands of acres of conservation areas along the Connector alignment (**Attachment A**). The Conservation Areas identified on the map in green are based on existing project-level preserves, public lands



intended for conservation (including lands owned by the State of California, Federal agencies, Land Trusts and Conservancies, and other public and private entities), as well as lands protected by an encumbrance such as a deed restriction, conservation easement, or similar restriction.

Also included are some planned preserves associated with development projects, as contained in CEQA documents, regulatory permit applications, or similar planning documents.

A range of sources was utilized in compiling the conservation areas depicted on the map. These sources included information from engineering firms, consulting firms, and public data sets, as summarized below.

- California Conservation Easement Database (CCED): Protected lands as identified in this database
- California Protected Areas Database (CPAD): Protected lands as identified in this database
- ECORP Consulting, Inc.: Various project-specific data sets, including on-site and off-site preserves and other conserved lands
- HELIX Environmental Planning: Various project-specific data sets, including on-site and off-site preserves and other conserved lands
- MacKay & Soms Civil Engineers, Inc.: Various project-specific data sets, including on-site and off-site preserves and other conserved lands
- Mark Thomas: Project-specific mitigation sites and mitigation bank boundaries
- Sacramento Valley Conservancy (SVC): Properties protected and/or managed by SVC within the SSHCP plan area
- Sacramento County: Parcel boundary data

The parcels shown are based on available County parcel data and do not necessarily reflect current, surveyed parcel boundaries as they have been or will be recorded and as such, are intended to show general boundaries only.

The mapping will help staff focus on strategic areas for conservation easements and habitat preservation properties that can become a part of the larger preserve areas as identified by the SSHCP.

CONSERVATION CREDITS TO DATE

Using mapping provided by the SSCA, direct Project impacts on various SSHCP land cover types are estimated to be approximately 766 acres (Table 1).

This equates to approximately \$18.6m in mitigation credits based on the SSHCP 2019 Mitigation Fee Schedule.

The bulk of the estimated mitigation cost is for Valley Grassland. This amount will increase over time as the SSCA adjusts mitigation costs. For reference, fees have increased by 9.5% since 2015.

Table 1: Estimated Direct Project Impacts	
SSHCP Land Cover Type	Estimate Impacts (ac)
Agriculture	159.1
Valley Grassland	579.0
Vernal Pool - Direct	7.5
Vernal Pool - Indirect	TBD
Blue Oak	0.0
Riparian	0.2
Mine Tailing Riparian Woodland	1.2
Seasonal Wetland	7.5
Freshwater Marsh	5.7
Swale - Direct	3.4
Swale - Indirect	TBD
Streams/Creeks (VPIH) - Direct	0.6
Streams/Creeks (VPIH) - Indirect	TBD
Open Water	0.1
Streams/Creeks	2.0
Total	766.30

Table 2 shows approximately 239 acres (roughly 31%) of mitigation credits have been purchased, and Table 3 depicts where the purchased credits have been allocated or unallocated.

Table 2: Total Credit Purchase Summary						Table 3: Credit Allocation/ Unallocated Summary							
SSHCP Land Cover Type	Total Credits Purchased			Credit Allocation Summary		Unallocated		Allocated					
	Total Mitigation Credits	Land Dedication	Re-Est/Est Dedication	Total Credits Allocated	Credits Remaining (Unallocated)	Mitigation Credit Purchase	Mitigation Credit Purchase	Segment A	Segment D3				
								A2 Reconstruction	D3a-1	D3a-2	Scott Rd-1	Scott Rd-2	
						Total Mitigation Credits	1/8/2018	1/20/2021	11/22/2021	5/29/2020	6/25/2020	6/28/2021	11/10/2021
Agriculture	30.550	0.00	N/A	30.55	0.00	30.55	0.00	0.00	30.55	0.00	0.00	0.000	0
Valley Grassland	196.349	0.00	N/A	41.35	155.00	196.35	155	0	0.00	16.75	16.75	0.550	7.299
Vernal Pool - Direct	5.774	0.00	2.50	0.27	5.50	5.77	2.5	3	0.00	0.00	0.00	0.274	0
Vernal Pool - Indirect	3.215	0.00	N/A	0.22	3.00	3.22	0	3	0.00	0.00	0.00	0.215	0
Blue Oak	0.000	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	0.00	0.000	0
Riparian	0.000	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	0.00	0.000	0
Mine Tailing Riparian Woodland	0.000	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	0.00	0.000	0
Seasonal Wetland	1.369	0.00	0.00	0.07	1.30	1.37	0	1.3	0.00	0.02	0.00	0.049	0
Freshwater Marsh	0.000	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	0.00	0.000	0
Swale - Direct	1.018	0.00	0.00	0.02	1.00	1.02	0	1	0.00	0.00	0.00	0.018	0
Swale - Indirect	0.044	0.00	N/A	0.04	0.00	0.04	0	0	0.00	0.00	0.00	0.044	0
Streams/Creeks (VPIH) - Direct	0.500	0.00	0.00	0.00	0.50	0.50	0	0.5	0.00	0.00	0.00	0.000	0
Streams/Creeks (VPIH) - Indirect	0.000	0.00	N/A	0.00	0.00	0.00	0	0	0.00	0.00	0.00	0.000	0
Open Water	0.000	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	0.00	0.000	0
Streams/Creeks	0.842	0.00	0.00	0.34	0.50	0.84	0	0.5	0.00	0.31	0.00	0.032	0
Total	239.66	0.00	2.50	72.86	166.80	239.66	157.50	9.30	30.55	17.08	16.75	1.182	7.299

STRATEGY FOR IDENTIFYING LANDS FOR OPEN SPACE

The JPA is partnering with regulatory agencies (including the SSCHP Interagency Review Team) and the South Sacramento Conservation Agency to identify parcels with high resource values. Ideally, the parcels would be located in areas that would meet the objectives of MMRP, and conservation targets established within each Preserve Planning Unit, particularly properties adjacent to the Connector alignment.

See **Attachment b** for targets by landcover type and acreage within each PPU, and a summary of resources mapped within each PPU, including both landcover acreages and known covered species occurrences.)

Mitigation Lands Inside vs. Outside the UDA, Preserve Land Ownership

The JPA learned that the SSCA prefers to protect mitigation land outside the County's UDA with a conservation easement (CE) rather than fee title ownership. The Connector does not wish to retain fee-title ownership of mitigation lands long-term, which means they'd need to find a third party to dedicate the land to (donate or sell based on residual values), which may be a challenge.

Based on discussions with the SSCA, it is staff's understanding that the SSCA prefers to protect land by utilizing a CE when possible to reduce costs compared to purchasing mitigation lands in fee title. The SSHCP economic model assumes that a CE will cost approximately 70-80% of the cost of purchasing lands in fee title.

In addition to cost savings, this preference is based on the assumption that land outside the UDA will continue to be surrounded by rural residential or agricultural uses, which tend to be low-intensity uses that are more compatible with adjacent natural/conservation sites.

Mitigation lands within the UDA may immediately or ultimately be surrounded by developed uses. For this reason, it may prove more challenging and expensive to manage (grazing, prevention of human and pet trespass, trash cleanup, eradication of invasive weeds, etc.) mitigation lands within the UDA. For this reason, as well as to retain full control over mitigation lands within the UDA to further ensure they can never be developed, the SSCA would like to own preserve lands in the UDA in fee title for maximum control (and future flexibility), despite the increased costs to fee title acquisition.

Despite these preferences, the SSCA has indicated that they ultimately have flexibility in the mechanism of ownership/protection of mitigation lands.



COLLABORATION WITH SACRAMENTO VALLEY CONSERVANCY TO LEVERAGE FUNDING THROUGH THE CA STRATEGIC GROWTH COUNCIL

The California Strategic Growth Council has created a Sustainable Agricultural Lands Conservation Program. The Sacramento Valley Conservancy is applying for a grant to pursue an integrated agricultural and rangeland buffer along the Cosumnes River. Their application reads:

The SALC Capacity Grant will promote Sacramento Valley Conservancy's (SVC) effort to pursue an integrated agricultural and rangeland buffer along the southeastern edge of the Sacramento urban area, an area being urbanized by the fast growing suburbs of Elk Grove, Rancho Cordova, Sacramento County, and Folsom, as well as the Capital Southeast Connector Expressway project (Southeast Connector).

The Cosumnes River forms the backbone of this buffer, where SVC is already working with willing landowners on multi benefit projects that support sustainable agricultural uses, protect sensitive wetlands, provide habitat for species such as salmon and Swainson's hawk, and promote groundwater recharge and regional water quality goals.

Establishing this contiguous agricultural buffer further links existing conserved areas, provides continuity for wildlife, and shields these open lands from development pressures. SVC will work with landowners to protect agricultural operations and land adjacent to existing preserves, and hardline preserves identified in the South Sacramento Habitat Conservation Plan (SSHCP).

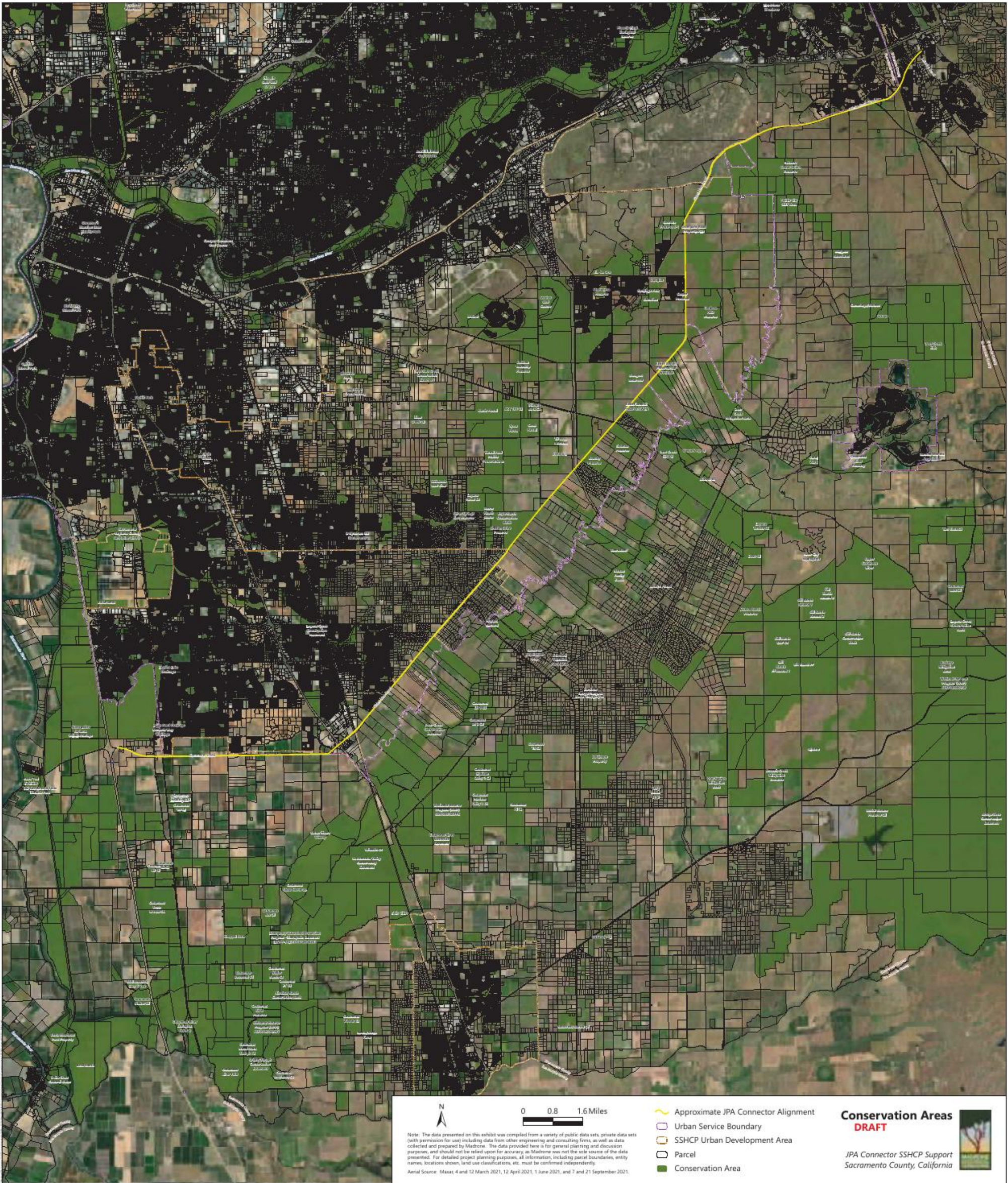
The community in the southeast area is currently identified as a disadvantaged and low income area and the work supported by this grant will benefit the community by protecting groundwater, sustaining farms, supporting local food production, providing areas for nature study and environmental education, preventing traffic and air quality impacts from subdivision construction, and preserving open space.

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. A partnership with SVC could maximize the efficiency of JPA mitigation funds, contribute additional benefits to the regional open space strategy, as well as fulfill the JPA's obligations discussed above. A future capital allocation from the Sacramento Transportation Authority for \$5m is available to the JPA. Staff recommends providing a letter of support to the Conservancy (**Attachment C**).

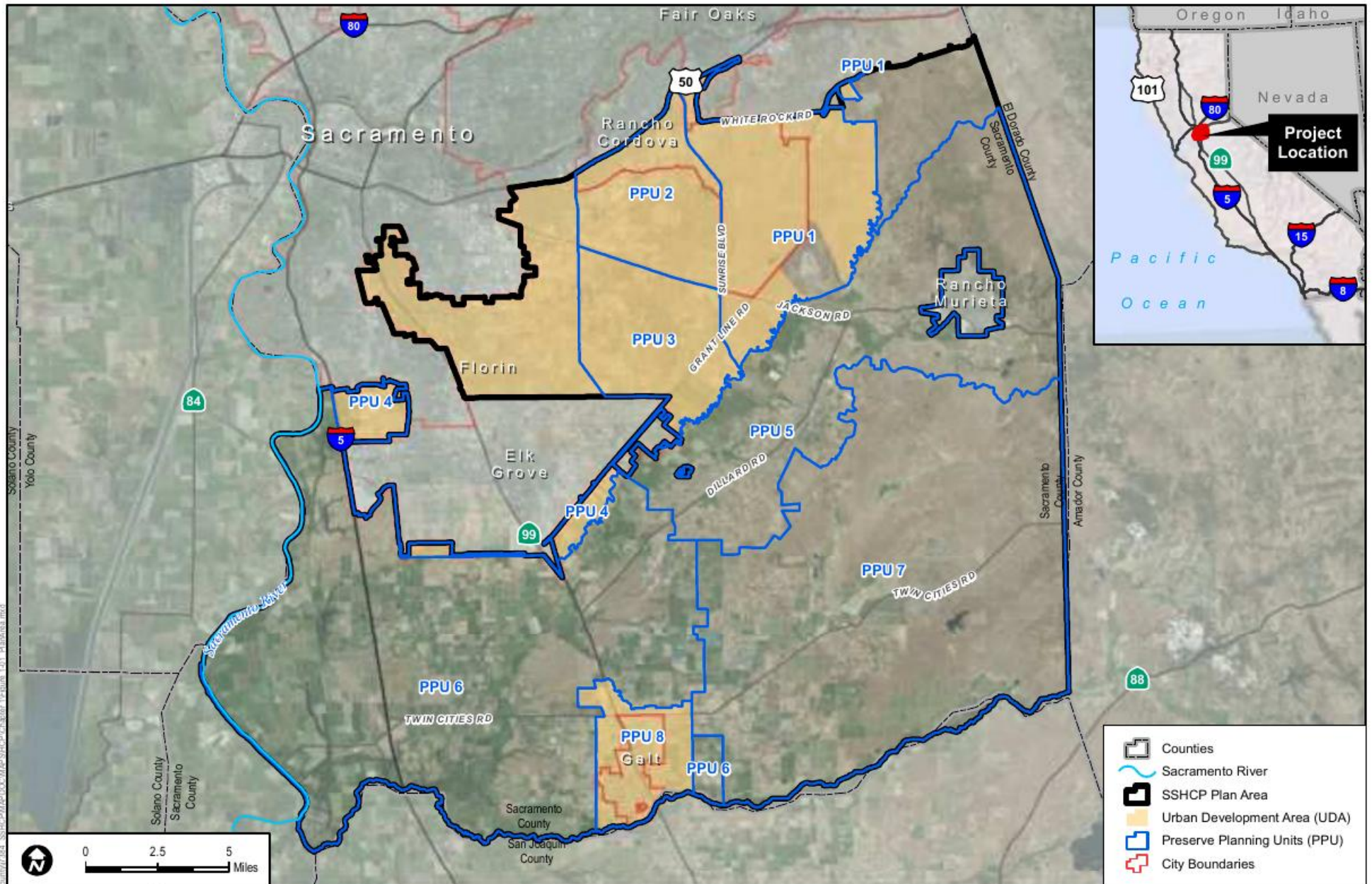
ATTACHMENTS

- A. Conservation Area Map
- B. Preserve Planning Unit conservation targets
- C. Letter of Support to Sacramento Valley Conservancy

ITEM 8 a



ITEM 8 b



SOURCE: ESRI, County of Sacramento 2014



SOUTH SACRAMENTO HABITAT CONSERVATION PLAN

FIGURE 1-1
SSHCP Plan Area

Tables 7-5 and 7-6 below summarize conservation targets (by landcover type and acreage) within each SSHCP PPU. Please note that they are not in sequential numerical order, but rather separated by whether the PPU is inside or outside the UDA.

Table 7-5

Preservation of Natural Land Cover Types in the Preserve System by PPU Inside the UDA

Land Cover Type	SSHCP Preserves (acres)						
	PPU 1	PPU 2	PPU 3	PPU 4	PPU 8	Outside PPU's	Total
<i>Wetland Waters</i>							
Freshwater Marsh	10	0	24	20	0	0	54
Seasonal Wetland	0	1	0	4	6	1	12
Swale	49	7	32	2	2	0	92
Vernal Pool	133	17	49	8	1	2	210
<i>Non-Wetland Waters</i>							
Open Water	51	2	14	4	0	0	71
Stream/Creek	10	2	10	2	0	5	29
Stream/Creek (VPIH)	17	6	3	0	0	0	26
<i>Riparian</i>							
Mixed Riparian Woodland/Mixed Riparian Scrub	0	0	24	42	0	6	72
<i>Terrestrial</i>							
Blue Oak Woodland/Blue Oak Savanna	0	0	0	0	0	0	0
Cropland/Irrigated Pasture-Grassland	0	0	0	0	310	0	310
Valley Grassland	3,267	549	1,659	445	96	49	6,065
Total	3,537	584	1,815	527	415	63	6,941

Table 7-6

Preservation of Natural Land Cover Types in the Preserve System by PPU Outside the UDA

Land Cover Type	SSHCP Preserves (acres)					
	PPU 1	PPU 5	PPU 6	PPU 7	Outside PPU's	Total
<i>Wetland Waters</i>						
Freshwater Marsh	0	0	58	15	0	73
Seasonal Wetland	0	31	30	32	0	93
Swale	3	8	13	162	0	186
Vernal Pool	12	35	28	681	0	756
<i>Non-Wetland Waters</i>						
Open Water	0	6	45	33	0	84
Stream/Creek	0	33	41	14	0	88
Stream/Creek (VPIH)	0	0	0	0	0	0
<i>Riparian</i>						
Mixed Riparian Woodland/Mixed Riparian Scrub	0	440	447	5	0	892
<i>Terrestrial</i>						
Blue Oak Woodland/Blue Oak Savanna	0	0	0	47	0	47
Cropland/Irrigated Pasture-Grassland	0	388	8,465	533	0	9,386
Valley Grassland	204	750	623	14,372	0	15,949
Total	219	1,691	9,750	15,894	0	27,554

The following table is a summary of resources mapped within each PPU, including both landcover acreages and known covered species occurrences.

PPU	Total Size (acres)	Dominant Land Cover(s) and Developed Area(s)	Aquatic Resources	Notable documented occurrences of covered species
1	15,574 inside UDA 2,156 outside UDA	<u>Inside UDA</u> - Valley grassland (75%) - High-density development (7%) <u>Outside UDA</u> - Valley grassland (68%) - Disturbed (25%)	<u>Inside UDA</u> 389 acres vernal pool 193 acres swale	<u>Inside UDA</u> - Boggs Lake hedge-hyssop - Sacramento Orcutt grass - Legenere - Slender Orcutt grass - Vernal pool tadpole shrimp - Vernal pool fairy shrimp - Valley elderberry longhorn beetle - Western spadefoot toad
2	9,271 inside UDA	<u>Inside UDA</u> - Valley grassland (39%) - High-density development, low-density development, disturbed, and major roads (54%)	<u>Inside UDA</u> 70 acres vernal pool 36 acres open water, stream/creek, freshwater marsh combined	<u>Inside UDA</u> - Ahart's dwarf rush - Vernal pool tadpole shrimp - Vernal pool fairy shrimp
3	14,303 inside UDA	<u>Inside UDA</u> - Valley grassland (49%) - Agriculture (24%) - High-density development and low-density development (15%)	<u>Inside UDA</u> 508 acres vernal pool and swale combined 246 acres open water, stream/creek (VPIH), freshwater marsh combined	<u>Inside UDA</u> - Slender Orcutt grass - Vernal pool tadpole shrimp - Vernal pool fairy shrimp - Tricolored blackbird
4	5,253 inside UDA	<u>Inside UDA</u> - Cropland (35%) - Valley grassland (22%) - High-density development and low-density development (22%)	<u>Inside UDA</u> <i>No detailed information provided in SSHCP Ch 7</i>	<u>Inside UDA</u> - Giant garter snake - Swainson's hawk
5	52,534 outside UDA	<u>Outside UDA</u> - Valley grassland (52%) - Blue oak woodland and savanna (12%) - Agriculture (17%)	<u>Outside UDA</u> 339 acres vernal pool 446 acres seasonal wetland	<u>Outside UDA</u> Valley elderberry longhorn beetle

The following table is a summary of resources mapped within each PPU, including both landcover acreages and known covered species occurrences.

PPU	Total Size (acres)	Dominant Land Cover(s) and Developed Area(s)	Aquatic Resources	Notable documented occurrences of covered species
		- Riparian (3%) - Aqueducts, disturbed, high-density development, low-density development, major roads, recreation/landscaped (12%)	159 acres freshwater marsh 481 acres stream/creek 365 acres open water	
6	95,196 outside UDA	<u>Outside UDA</u> - Valley grassland (19%) - Agriculture (91%) - Riparian (5%) - Low-density development (4%)	<u>Outside UDA</u> 1,068 acres vernal pool and swale combined 5,048 acres freshwater marsh, open water, stream/creek combined	<u>Outside UDA</u> - Most important PPU for covered bird species - Dwarf downingia - Legenere - Sanford's arrowhead
7	90,906 outside UDA	<u>Outside UDA</u> - Valley grassland (58%) - Blue oak woodland and savanna (6%) - Agriculture (23%) - Low-density development (6%)	<u>Outside UDA</u> 2,221 acres vernal pool	<u>Outside UDA</u> - Vernal pool fairy shrimp - California tiger salamander - Western spadefoot - Pincushion navarretia
8	7,133 inside UDA	<u>Inside UDA</u> - Cropland (25%) - Valley grassland (21%) - Irrigated pasture-grassland (15%) - High-density development and low-density development (28%)	<u>Inside UDA</u> <i>No detailed information provided in SSHCP Ch 7</i>	<u>Inside UDA</u> - Greater sandhill crane - Swainson's hawk



The following summarizes the SSHCP conservation strategy for each PPU.

Overview of Conservation Strategies

- **PPU 1 inside UDA:** SSHCP to preserve 3,537 acres via one core preserve (839 acres) and several smaller minor preserves (785 acres) and satellite preserves (596 acres), with linkage preserves between existing preserves and future SSHCP preserves (924 acres). Supports portions of Laguna Creek Wildlife Movement Corridor, which will connect to PPU 3 to the west, and the Cosumnes River/Deer Creek Wildlife Movement Corridor.
- **PPU 1 outside UDA:** SSHCP to preserve 219 acres to maintain connectivity with planned PPU 1 linkage preserve inside UDA and land south of the UDA. Will focus on valley grassland and vernal pool land covers.
- **PPU-2 inside UDA:** SSHCP to preserve 584 acres via one core preserve (522 acres) and two linkage preserves (62 acres).
- **PPU-3 inside UDA:** SSHCP to preserve 1,815 acres that connect two large existing preserves within PPU 3; connection within PPU 3 made via a core preserve (1,046 acres), two satellite preserves (122 acres), and one linkage preserve (179 acres). Will also focus on connecting to preserves in PPU 2 and 4. Supports a portion of the Laguna Creek Wildlife Movement Corridor.
- **PPU 4 inside UDA:** SSHCP to preserve 527 acres focused on valley grassland and freshwater marsh; will connect to preserves inside the UDA to the east of PPU 4 and connect to a cropland preserve in PPU 6 outside of the UDA.
- **PPU 5 outside UDA:** SSHCP to preserve 1,691 acres to provide habitat linkages among preserves inside and outside of the UDA, primarily along the Cosumnes River/Deer Creek Wildlife Movement Corridor. 1,482 acres of the preserve target will be in the corridor.
- **PPU 6 outside UDA:** SSHCP to preserve a total of 9,750 acres focused on agricultural lands that provide habitat for Swainson's hawk and greater sandhill crane. Preserves include an 8,465 acre cropland preserve and 812 acres of Cosumnes River/Deer Creek Wildlife Movement Corridor. Would share a satellite preserve with PPU 4.
- **PPU 7 outside UDA:** SSHCP to preserve 15,894 acres in a large landscape preserve (at least 10,500 acres) and linkage preserves that connect to the Cosumnes River/Deer Creek Wildlife Movement Corridor in PPU 5. The landscape preserve would be located to connect to existing preserves in the area. The linkage preserve would be shared with PPU 5.
- **PPU 8 inside UDA:** SSHCP cropland preserves (415 acres total) in northwestern portion and along Dry Creek in the southern portion. Preserves focus on Swainson's hawk foraging habitat.

August 22, 2022

Sustainable Agricultural Lands Conservation Program (SALC)
California Strategic Growth Council
1400 Tenth Street
Sacramento CA, 95814

RE: SOUTHEAST SACRAMENTO AGRICULTURAL BUFFER PROJECT

Since 2017 the Capital SouthEast Connector Joint Powers Authority (JPA) has invested nearly \$10 million in open space habitat, 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. But more can be done.

A capital allocation from the Sacramento Transportation Authority for **\$5 million** is available to the JPA for environmental mitigation along our project, particularly within the Cosumnes River Corridor. A partnership with the Sacramento Valley Conservancy (SVC) could maximize the efficiency of JPA mitigation funds and contribute additional benefits to the regional open space strategy.

We support SVC's goal to protect agricultural operations and land adjacent to protected land in contiguous blocks that can be sustainably managed and are committed to conserving lands along the Southeast Connector. Combined with the improvements to the transportation system in the area from the Southeast Connector, SVC's grant proposal will help meet the following community needs:

- Adding to an integrated agricultural and rangeland buffer along the southeastern edge of the Sacramento urban development area.
- Increase access for residents to parks, greenways, open spaces, and other community assets.
- Greening communities through restoring local ecosystems and planting of native species, improving aesthetics of the landscape, and increasing public access to recreation.

We urge you to fund SVC's grant application and look forward to a mutually beneficial partnership.

Sincerely,

Derek Minnema
Executive Director

JPA BOARD OF DIRECTORS

PATRICK HUME
City of Elk Grove

JOHN HIDAH
El Dorado County

KERRI HOWELL
City of Folsom

DAVID SANDER
City of Rancho Cordova

DON NOTTOLI
Sacramento County

ITEM 9

MEETING DATE: August 26, 2022

TITLE: Authorize Staff to Submit a Funding Application related to the Trade Corridor Enhancement Program

PREPARED BY: Matt Lampa

RECOMMENDATION

Approve Resolution 2022-14 authorizing staff to submit a grant funding application to the California Transportation Commission ("CTC") related to the Senate Bill ("SB") 1 Trade Corridor Enhancement Program for improvements to Grant Line Road between White Rock Road and Douglas Road in Rancho Cordova/Sacramento County.

BACKGROUND

The Trade Corridor Enhancement Program ("TCEP") was created by SB 1 and is administered by the CTC. Its purpose is to make targeted funding investments towards advancing the goals of the National Highway Freight Program, California Freight Mobility Plan, and California Sustainable Freight Action Plan.

Applications for the grant program are due to the CTC on November 18, 2022, and project awards are expected in June 2023.

The CTC has expressed a need for TCEP project nominations to be regionally significant and provide benefits in multiple geographic areas through a collaborative approach. As a result of the CTC's desire that projects be of regional significance, projects involving multiple jurisdictions and agencies are well received, accordingly, SacDOT, the JPA, and the City of Rancho Cordova are proposing to partner to submit a joint TCEP application to improve Grant Line Road.

The program requires Caltrans or Metropolitan Planning Organizations ("MPOs") to compile nominations and prioritize projects that intend to submit applications to the program. Funding for the TCEP program is divided between approximately a 40 percent share for Caltrans and a 60 percent share for projects nominated by MPOs in regional corridors across the state. The Bay Area/Sacramento regional corridor has a TCEP funding target of approximately \$139 million for freight projects for this cycle of the program.

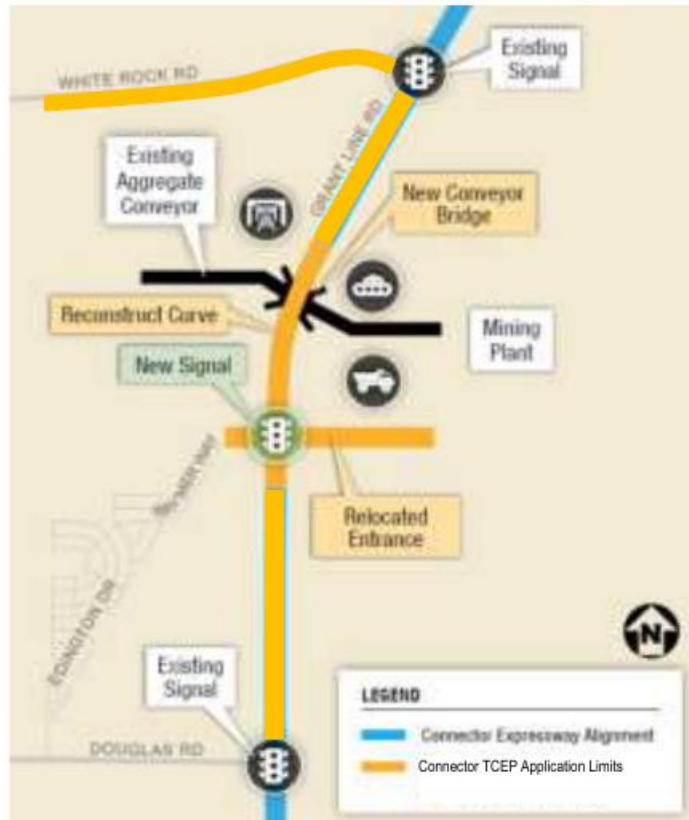
PROJECT DETAILS

The Connector project will reconstruct Grant Line Road, from Douglas to White Rock Road. The project is needed to correct a geometrically deficient horizontal curve with a 25 mph advisory. The curve has resulted in safety risks, given the increased traffic, and JPA consultants have identified the area as a high collision-density area.

The project increases truck velocity by 28%. The project also improves truck reliability by reducing travel times and truck delays by 12%.

Additionally, the project proposes constructing a traffic signal at the Raymer Way intersection and associated turn pockets, adding shoulders, and making access improvements consistent with the ultimate corridor plan.

Ultimately, these improvements will collectively address existing safety concerns on Grant Line Road and improve freight throughput and velocity through the corridor. The project's total cost is estimated at \$45 million, including local funding from Measure A and development impact fees.



In collaboration with the City of Rancho Cordova and Sacramento County, JPA staff is proposing to apply for \$16 million to fund Final Engineering Design and Construction.

IMMEDIATE NEED FOR PROJECT AND COMPETITIVENESS

The project has several local and regional benefits that make it a competitive project to receive TCEP funding.

1. Critical Rural Freight

The Critical Rural Freight Corridors designation is based on a) "Providing Access to Agricultural, Mining, and Intermodal Facilities" and b) "Determined to be Vital to



Improving the Efficient Movement of Freight." The TCEP program seeks to fund projects that will increase the speed and reliability of freight traffic along critical rural freight corridors.

The project will increase heavy truck throughput along Grant Line Road by up to 6.2% to accommodate the increased demand. This is significant because the Connector provides access to several major regional agricultural and regional freight facilities, including:

- Mining Quarries – Gravel is the number one commodity moved by trucks in the United States. Crete Crush and Teichert Aggregates are immediately adjacent to the Connector alignment at this location.
 - Crete Crush –The Crete Crush White Rock Facility, located in Rancho Cordova, is a 104-acre facility offering a host of both recycled and virgin aggregates and landscaping products. Crete Crush has recycled over three million tons of concrete and asphalt since its inception.
 - Teichert Aggregates –Teichert is a construction company operating in California since 1887, and Teichert Aggregates is one of the largest aggregate producers in the United States. The Grant Line plant produces both aggregate and asphaltic concrete products and is permitted to sell/haul up to 7 million tons annually.

It is anticipated existing quarries in Sacramento County will not be able to meet future demand, and several quarries are approved along the east and south areas of the project. These quarries will supply most of the region's aggregate, including gravel. While the level of aggregate production will vary from year to year based on growth and the economy, the number of trucks generated per million annual tons of aggregate shipped by the quarries will be relatively stable. On an average day, roughly 3,800 quarry truck trips will be generated, equating to approximately 1.2 million truck trips annually.

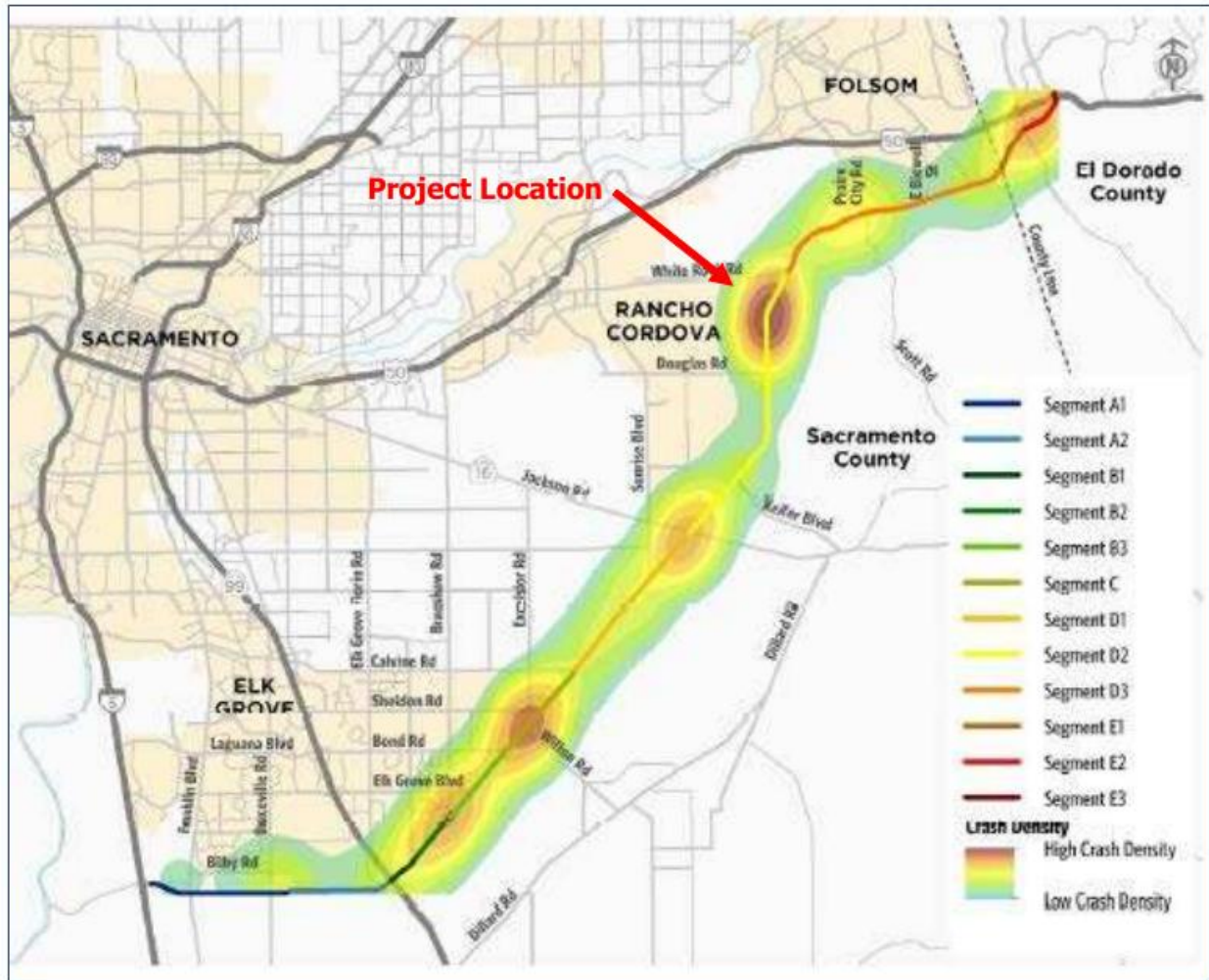
- Kiefer Landfill - The Kiefer Landfill includes refuse disposal and the recycling of appliances, associated metal products, and scrap building materials. The Kiefer Landfill currently accepts approximately 700,000 tons of waste annually. Additionally, Sacramento County has requested proposals to build an anaerobic digester to accommodate organic waste.

2. Safety

The TCEP program also seeks to increase safety for both the public and traffic. The project location is an existing safety concern due to failing pavement, no shoulders, and

horizontal/vertical geometry that does not accommodate the volumes and speeds for today's traffic needs.

Collisions are the highest along the corridor and include a fatality in the summer of 2021.



3. Air Quality

The existing roadway is insufficient to accommodate future quarry growth and aggregate delivery throughout the region. Without increasing the throughput and velocity of freight through the corridor, aggregate will need to be imported to the area from Yuba and Yolo Counties.

Imported aggregate will increase the number of vehicle miles traveled ("VMT") and Vehicle Hours Traveled ("VHT"), resulting in increased regional Greenhouse Gas ("GHG")



emissions and diesel particulate. Accordingly, the project improvements to Grant Line Road will allow for more efficient local delivery of aggregate, resulting in a regional reduction in VMT, VHT, and diesel particulate.

JPA Staff met with CTC staff in May to discuss the project. The CTC concluded this segment represents a good investment of TCEP funds due to improved freight throughput, reduction of VMT & GHG, and increased reliability of freight movement.

ATTACHMENTS

- a. Project Fact Sheet
- b. Critical Rural Freight Corridor
- c. Resolution 2022-14

The Segment D2a Improvements (Project) represents a critical piece of the broader Capital SouthEast Connector, a 34-mile complete street corridor in Sacramento and El Dorado Counties.



The Project will construct a 2.6-mile four-lane divided multimodal corridor enhancement using a “fix it first, fix it right” approach to rehabilitate the existing pavement, correct vertical and horizontal alignment deficiencies, and new and modified traffic signals. The Project supports transportation equity by constructing 2.6 miles of Class I multi-use path. The Project will improve freight throughput and access, enhance traffic operations, improve climate change adaptability and resiliency, support the Rural Opportunities to Use Transportation for Economic Success (ROUTES) Initiative, and benefit the regional and national economy.



KEY BENEFITS

- ▶ Enhances safety by correcting horizontal and vertical curves, constructing medians, improved intersections, separated Class I multi-use path, and removing obstructions from the clear recovery zone.
- ▶ Implements a “fix it first, fix it right” approach to replace failing pavement and addressing persistent flooding issues.
- ▶ Improves truck throughput and access to aggregate mines alleviating a freight bottleneck, enhances access to jobs, reduces travel times, and supports creation of well-paying union jobs.
- ▶ Reduces vehicle miles traveled and greenhouse gas emissions, provides climate resiliency, promotes walking and biking to provide a low carbon transportation option, and supports habitat conservation.
- ▶ Improves affordable transportation choices for underserved communities with the accessibility of bicycle and pedestrian facilities and access to bus transit.
- ▶ Constructs a smart corridor with emerging technologies including intelligent transportation systems, Vehicle-to-Infrastructure, and broad-band fiber optic line

ITEM 9 b

STATE CAPITOL
P.O. BOX 942882
SACRAMENTO, CA 95894-2812

California Legislature

January 2, 2022

Yatman Kwan, Office Chief
Office of Sustainable Freight Planning
California Department of Transportation
1120 N Street
Sacramento, CA 95814

**RE: CRITICAL RURAL FREIGHT CORRIDOR DESIGNATION
SUPPORT FOR CAPITAL SOUTHEAST CONNECTOR PROJECT**

Dear Mr. Kwan,

On behalf of the undersigned legislators, we write to respectfully request that the Capital SouthEast Connector project be designated as a Critical Rural Freight Corridor ("CRFC") within the National Highway Freight Network.

In 2015 the Fixing America's Surface Transportation Act required the Federal Highway Administration to establish a National Highway Freight Network (NHFN) to strategically direct Federal resources and policies toward improved performance of freight networks. The NHFN includes four subcategories of roadways, with one being a Critical Rural Freight Corridor, which are to be public roads not in an urbanized area which provide access and connection to the Primary Highway Freight System ("PHFS") and the Interstate with important ports, public transportation facilities, or intermodal freight facilities.

The Capital SouthEast Connector ("Connector") provides a new link between I-5 and SR-99, both of which are designated as PHFS routes, and connects these two PHFS corridors to S.R. 16 and US-50. With connections to the major highways, the Connector will serve as a major freight by-pass for the Sacramento area. Additionally, the Connector provides access to several major regional freight facilities directly adjacent to the alignment, including Kiefer Landfill, Crete Crush, Teichert Aggregates, and Mather Intermodal Airfield. The Connector project meets the exact eligibility criteria to be deemed a CRFC.

Specifically, the project:

- Improves interregional movement of people, vehicles, freight, and goods;
- Provides access to energy production areas;
- Provides access to agricultural, mining and intermodal facilities;
- Connects to the Primary Highway Freight System and Interstate System; and
- Improves access to jobs and facilitates the efficient movement of goods and freight.

California Legislature

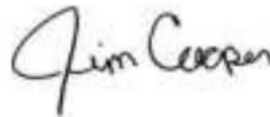
All of these improvements have the overwhelming potential to make a positive and sustainable economic impact throughout the Sacramento region. The Capital SouthEast Connector is a priority project providing a critical transportation link between Sacramento and El Dorado Counties with a new high-quality roadway that increases safety and reduces freight travel time. This connection will also reduce the burden on Interstate and State Highway facilities allowing them to function more efficiently.

For these reasons, we strongly support adding the Capital SouthEast Connector project as a Critical Rural Freight Corridor within the National Highway Freight Network. Thank you for your consideration.

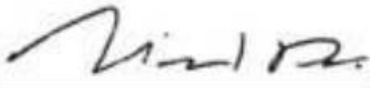
Sincerely,



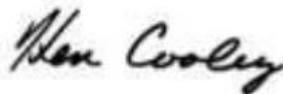
Brian Dahle
Senator, 1st District



Jim Cooper
Assembly Member, 9th District



Richard Pan
Senator, 6th District



Ken Cooley
Assembly Member, 8th District

cc: Amarjeet Benipal, Caltrans District 3 Director
Jeffrey Morneau, Program Manager, California Freight Mobility Plan (CFMP)



ITEM 9 c

RESOLUTION 2022-14

**RESOLUTION OF THE BOARD OF DIRECTORS
OF THE CAPITAL SOUTHEAST CONNECTOR JOINT POWERS AUTHORITY
AUTHORIZING STAFF TO SUBMIT A FUNDING APPLICATION TO THE
CALIFORNIA TRANSPORTATION COMMISSION UNDER THE
TRADE CORRIDOR ENHANCEMENT PROGRAM**

BE IT RESOLVED by the Board of Directors ("Board") of the Capital SouthEast Connector Joint Powers Authority ("Connector JPA") hereby authorizes staff to submit a grant funding application to the California Transportation Commission related to the Senate Bill 1 Trade Corridor Enhancement Program.

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

* * * * *

PASSED AND ADOPTED this 26th day of August, 2022, on a motion by
Director _____, seconded by Director _____, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Chairperson

ATTEST:

Secretary

ITEM 10**MEETING DATE:** August 26, 2022**TITLE:** Authorize Staff to submit a funding application related to Active Transportation Program**PREPARED BY:** Matt Lampa

RECOMMENDATION

Approve Resolution 2022-15 authorizing staff to submit a grant funding application related to the Active Transportation Program ("ATP") for Final Engineering and Construction of a Class 1 Multi-Use Path along White Rock Road.

BACKGROUND

The Active Transportation Program was created in 2013, with the first competitive program in 2014. The primary goal of the ATP is to increase the use of active modes of transportation such as biking and walking, improve safety and mobility for non-motorized users, and connect people to desirable destinations.

Applications are due on September 29, 2022, and project awards are expected in March or April 2023. Approximately \$45 million is available for distribution in El Dorado, Placer, Sacramento, Sutter, Yolo, and Yuba counties.

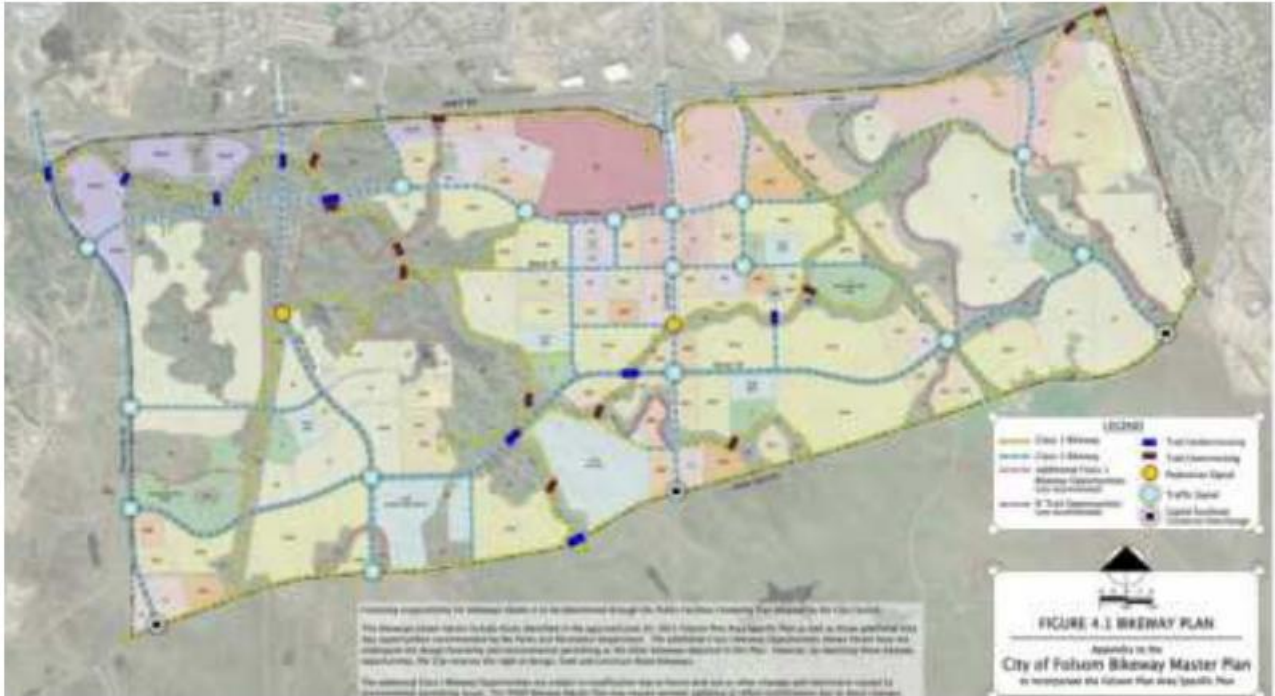
PROJECT DETAILS

The Connector Class 1 Multi-Use Path will build upon the work nearing completion today and will extend the limits of the Class 1 path along White Rock Road toward El Dorado County. The Class 1 path is identified in the Regional Trail Master Plan and the Folsom Plan Area Bikeway Master Plan. The Class 1 Path is environmentally approved, and right-of-way acquisition is complete.

Staff is proposing to apply for \$4 million to fund Final Engineering Design and Construction. This amount reflects a 1-to-1 match to federal funds secured by Congressman Bera through the FY23 House Transportation, Housing and Urban Development ("THUD") Appropriations bill.

The multi-use Path represents an investment in infrastructure that furthers Federal, State, and Regional goals promoting transportation equity through alternative modes of

transportation. Expanding the bicycle network with a separate multi-use path also supports a reduction in vehicle travel and related emissions and pollutants.



IMMEDIATE NEED FOR PROJECT AND COMPETITIVENESS

The Class 1 multi-use path ("Path") has connections to residential developments, schools, employment centers, a transit corridor, and local bus routes in the Folsom Plan Area ("FPA").

Destination Connectivity and the Regional Active Transportation Network

The FPA is a 3,500-acre mixed-use community with many community destinations such as commercial office space, a medical facility, retail shops, 130 acres of public parks, five elementary schools, a middle school, and a high school. The Path will increase biking and walking based on the proximity to these community destinations. The Path will also connect to pedestrian facilities in El Dorado County that are linked to significant employment and commercial retail centers

The Path is identified in the City of Folsom Active Transportation Plan. It will strengthen the regional active transportation network by connecting 30 miles of paths and bike trails in the FPA. The Path is consistent with the MTP/SCS and will connect with other regional trails as identified in the Bicycle, Pedestrian, and Trails Master Plan and the Sacramento County Bikeway Master Plan. The trail system in the FPA ultimately connects



with the robust existing trail system throughout the City of Folsom, north of Highway 50, creating extensive connectivity to the region.

Safety and Greenhouse Gas Reduction

The Path is a separated Class 1 facility designed to current design standards, increasing user safety and reducing vehicular conflict points. These factors will increase user comfort and provide safe active transportation opportunities. The increased safety, coupled with the FPA's diverse land-use plan, will encourage a mode shift that will replace or shorten vehicle trips, ultimately reducing greenhouse gas emissions ("GHG"). Construction of the Path will help the region meet its GHG reduction goals.

Barriers to Opportunity and Economic Prosperity

The Path will help remove barriers to opportunity and increase economic prosperity due to the connectivity to the FPA's robust trail network, transit connections, and diverse land use. The Path creates greater local and regional mobility, allowing users to access 8,000 local jobs and seven educational facilities without the need of single-occupancy vehicles.

Cost Effectiveness

The proposed ATP grant request would allow the Connector JPA to leverage \$4M secured by THUD legislation to construct an additional path and connections to existing FPA and El Dorado County pedestrian facilities. These connections add significant value and expansion of the active transportation network while leveraging federal funds to make the project highly cost-effective.

Project Readiness and Schedule

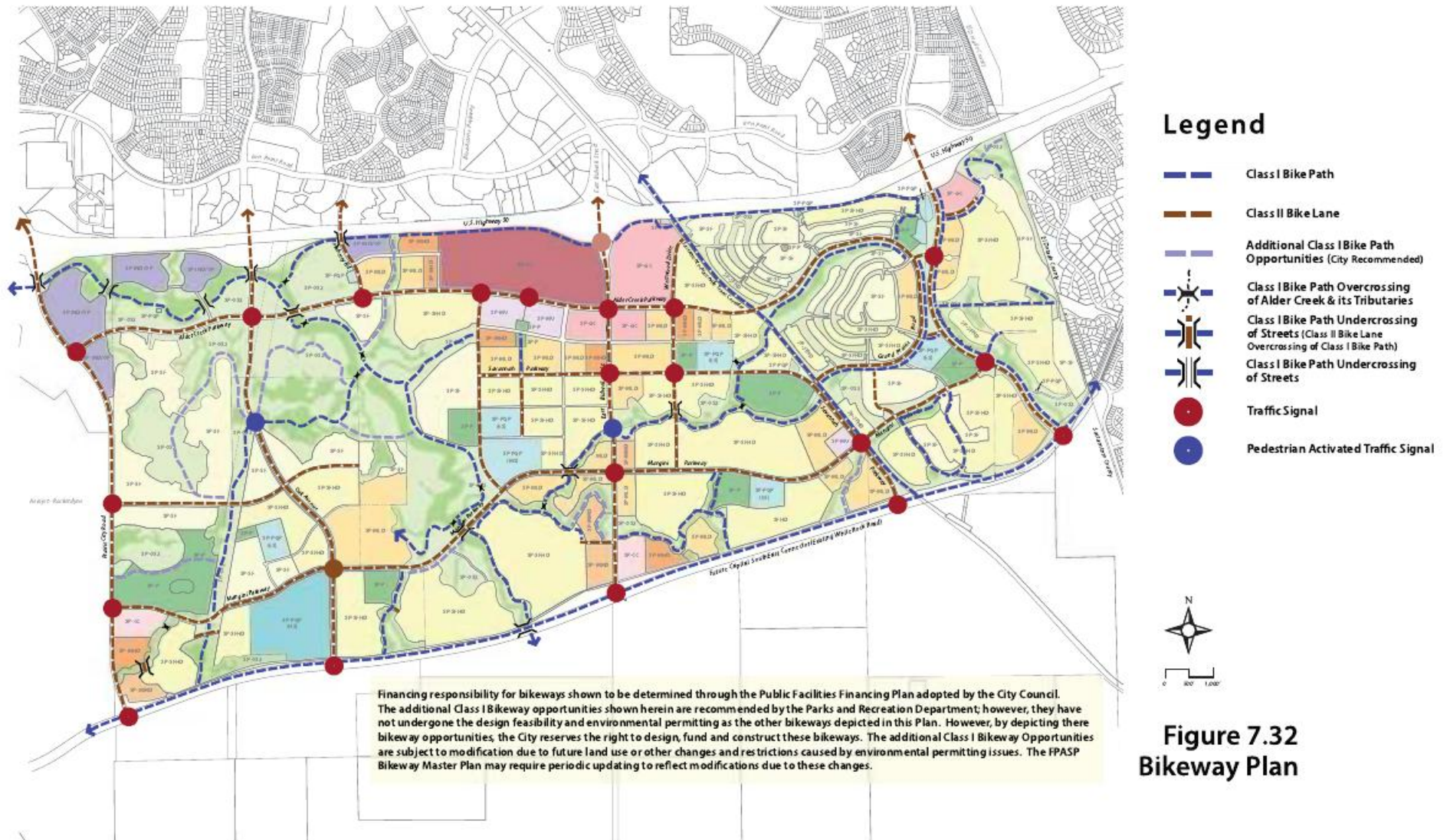
The project is ready to move forward immediately with an infusion of funding. The environmental review is complete under CEQA and NEPA, and the right-of-way is dedicated. If funding becomes available in January 2023, the final engineering design can be completed in 2024, with construction beginning in 2025.

ATTACHMENTS

- a. Folsom Plan Area Specific Plan – Bikeway Plan
- b. Congressman Bera House Appropriations Package Press Release
- c. Resolution 2022-15

ITEM 10 a

CIRCULATION



**Figure 7.32
Bikeway Plan**

ITEM 10 b



For Immediate Release

July 20, 2022

Contact

[Travis Horne](#)

Rep. Bera Secures \$19.6 Million for Sacramento-area Transportation and Infrastructure Projects in House Appropriations Package

Funding will support six key projects throughout Sacramento County

WASHINGTON, DC – Today, Representative Ami Bera, M.D. (CA-07) announced that he secured \$19.6 million for six Sacramento-area transportation projects.

announce that I’ve secured \$19.6 million in federal funding to support six important transportation and projects in the Sacramento region,” **said Representative Bera**. “This critical funding will help expand ar egion’s roadways, bike lanes, and public transportation options, leading to less congestion, better publi -paying jobs. I will continue to work in a bipartisan manner to ensure this funding gets signed into law

The following projects championed by Rep. Bera were included as Community Project Funding requests in the FY23 House Transportation, Housing and Urban Development (THUD) Appropriations bill, which passed the House of Representatives today:

Project Sponsor: City of Elk Grove

Project Name: Laguna Creek Inter-Regional Trail Crossing at State Route 99

Project Location: 8939 E Stockton Blvd, Elk Grove, CA, 95624

Funding Amount: \$2,000,000

Explanation: This project would build a Class 1 bicycle/pedestrian overcrossing over State Route (SR) 99 along the Laguna Creek Inter-Regional Trail System. The project is a good use of taxpayer dollars because it would provide an alternative transportation option along one of the City’s busiest roadways and closes a gap and removes barrier in the existing Laguna Creek Trail System that will allow for over 7 miles of continuous trail use.

Project Sponsor: City of Elk Grove

Project Name: Old Town Streetscape Project Phase 2

Project Location: Elk Grove Boulevard. From School Street to Waterman Road. Elk Grove, CA, 95624

Funding Amount: \$2,000,000

Explanation: The funding would be used to widen Elk Grove Boulevard from School Street to Waterman Road in Old Town Elk Grove and construct streetscape improvements and buffered bike lanes in both directions. This project is a good use of taxpayer dollars because it would improve ADA accessibility and active transportation opportunities. The ADA accessibility, transit, and pedestrian and bicycle safety enhancements will provide thousands of residents throughout the Historic Old Town District with safe and efficient alternative mobility access.

Project Sponsor: City of Folsom

Project Name: Riley Street Safety Improvements

Project Location: Riley St, Folsom, CA 95630

Funding Amount: \$4,000,000

Explanation: The project will fund the construction of upgraded sidewalks and installation of class II bike lanes on both sides of Riley Street from Sutter Street to East Bidwell Street. The project is a good use of taxpayer dollars because it would improve safety for active transportation users by addressing a key pedestrian gap closure between the City's Central Business District (CBD) and the Historic District and bicycle collision focus area identified in the City's Active Transportation Plan.

Project Sponsor: City of Rancho Cordova

Project Name: White Rock Road – 0.5 Mile East of Rancho Cordova Parkway to Rio Del Oro Parkway

Project Location: White Rock Road – 0.5 Mile East of Rancho Cordova Parkway to Rio Del Oro Parkway, Rancho Cordova, CA 95742

Funding Amount: \$4,000,000

Explanation: The project will improve the final portion of White Rock Road beginning 0.5 miles east of Rancho Cordova Parkway and ending at Rio Del Oro Parkway through replacing, realigning, and widening the roadway from two to four travel lanes and the addition of class II bike lanes. The project is a good use of taxpayer dollars because it would improve safety for all modes of transportation by repairing a deteriorating segment of roadway and installing bike lanes that will connect to a regional active transportation network. It will also provide parallel capacity and be a reliever route to U.S. Highway 50, reducing congestion and greenhouse gases.

Project Sponsor: Elk Grove - Rancho Cordova - El Dorado Connector Authority

Project Name: Capital SouthEast Connector - D3a Class I Multi-Use Path

Project Location: White Rock Road, County of Sacramento/ City of Folsom, CA 95630

Funding Amount: \$4,000,000

Explanation: The project will construct a new 3 mile stretch of regional Class 1 Multi-Use path parallel to White Rock Road and install broadband infrastructure. The project would be a valuable use of taxpayer funds because it will be an active transportation gap closure by providing connections to existing bicycle facilities on White Rock Road and the growing Sacramento regional bike and active transportation network. These investments improve safety of all transportation system users, encourages active modes of transportation, and improves quality of life.

Project Sponsor: Sacramento Regional Transit District

Project Name: Gold Line Light Rail Station Conversions

Project Location: Watt/Manlove Station (Sacramento, CA 95826), Mather Field Station (Rancho Cordova, CA 95827), Sunrise Station (Rancho Cordova, CA 95742) and Historic Folsom Station (Folsom, CA 95630).

Funding Amount: \$3,647,591

Explanation: The funding would be used to complete phase 2 construction of 4 low-floor light rail station conversions to accommodate new low-floor light rail vehicles. The project is an appropriate use of taxpayer dollars because the current light rail vehicles and station configurations limit the mobility of many community members and the new vehicles and converted stations would provide increased ADA capacity and accessibility for passengers with bicycles and strollers.

The FY2023 House Transportation, Housing and Urban Development (THUD) Appropriations bill now heads to the Senate for consideration. In total, Representative Bera secured more than \$32 million to support 15 community project funding requests for the Sacramento-region in the FY 2023 House Appropriations bills. Representative Bera [voted for](#) the Bipartisan Infrastructure Law in November 2021, which makes the largest federal investment in public transportation in our nation's history.

Support from Sacramento-area leaders:

"The City of Elk Grove is truly grateful and honored that Congressman Bera champions our critical projects. The SR-99 Overcrossing Trail and Old Town Streetscape projects included in the recently passed House bill will improve public health and safety, support economic development and enhance walkability and quality of life. Securing federal funding for these priority transportation initiatives in our community will make a difference – not just for the City of Elk Grove - but for the greater Sacramento region," **said Mayor Bobbie Singh-Allen, City of Elk Grove.**

"Folsom is grateful for the \$4 million in federal funds in the just-passed THUD bill for the Riley Street Safety Improvement Project," **said Mayor Kerri Howell, City of Folsom.** "This project will add sidewalks and bike lanes along Riley Street from East Bidwell Street to Sutter Street and will improve pedestrian safety and connectivity from the Central Business District and Sutter Middle School to the Historic District and Light Rail Station."

"The City of Rancho Cordova is grateful for the support of Congressman Bera in securing gap funding that will bring the final portion of White Rock Road improvements to fruition," **said Mayor Donald Terry, City of Rancho Cordova.** "By replacing, realigning, and widening this important but deteriorating arterial roadway from two to four lanes and adding bike lanes, we improve safety for all who use it. Improving White Rock Road provides critical parallel capacity to U.S. Highway 50 for both first responders and regional drivers, better connects residents of the greater Sacramento region to the 65,000+ jobs in Rancho Cordova, and helps spur economic development."

"This is an important investment for the community and Connector project as a whole. The success of this project relies on partnerships and community collaboration, and we thank the Congressman for his continued support of the project. Once completed, the project will reduce congestion, improve air

quality along congested corridors, advance safety, and foster economic development. This piece will help construct the multi-use trail, which will provide health and recreational benefits for our community," **said Derek Minnema, Executive Director, Capital SouthEast Connector.**

"SacRT is extremely thankful for Congressman Bera and his hard work to secure funding for our Light Rail Modernization Program," **said Henry Li, SacRT General Manager/CEO.** "New low-floor vehicles are currently being built by Siemens in south Sacramento, and these funds will help SacRT renovate and upgrade supporting infrastructure to accommodate these new state of the art vehicles."

###



ITEM 10 c

RESOLUTION 2022-15

**RESOLUTION OF THE BOARD OF DIRECTORS
OF THE CAPITAL SOUTHEAST CONNECTOR JOINT POWERS AUTHORITY
AUTHORIZING STAFF TO SUBMIT A FUNDING APPLICATION TO THE
SACRAMENTO AREA COUNCIL OF GOVERNMENTS UNDER THE
REGIONAL ACTIVE TRANSPORTATION PROGRAM**

BE IT RESOLVED by the Board of Directors ("Board") of the Capital SouthEast Connector Joint Powers Authority ("Connector JPA") hereby authorizes staff to submit a grant funding application to the Sacramento Area Council of Governments related to the Regional Active Transportation Program.

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

* * * * *

PASSED AND ADOPTED this 26th day of August, 2022, on a motion by
Director _____, seconded by Director _____, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Chairperson

ATTEST:

Secretary