CAPITAL | SOUTHEAST
CONNECTOR JPA
Connecting Communities

May 29, 2026

# BOARD MEETING

CAPITAL | SOUTHEAST
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WWW.CONNECTORJPA.NET
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# Regular Meeting of the Capital SouthEast Connector JPA Board of Directors

**Date:** Friday, May 29, 2026, 8:30 a.m. to 10:30 a.m.

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

The Connector JPA welcomes, appreciates, and encourages public participation in the Board Meeting. If you wish to address the Board of Directors during the meeting, please complete a Speaker Card located at the back table and give it to the Secretary before considering the agenda item. The Board Chair will call your name at the appropriate time. Please speak into the microphone when addressing the Board.

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

## AGENDA

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

**1.** Call to Order & Roll Call: Directors Gatewood, Turnboo, Hume, Kozlowski, Robles

**2.** Pledge of Allegiance

**3.** Public Comment on Items Not on the Agenda

Individuals may comment on any item of interest to the public within the subject matter jurisdiction of the Board. Each person will be allowed three minutes. After ten minutes of testimony, the Chair may move testimony following the Discussion and Action Items. Please note the California Government Code prohibits the Board from discussing or taking action on any item that is not on the agenda. The Board cannot take action on non-agendized items raised under "Public Comment" until the matter has been specifically included on the agenda. Individuals who wish to address a specific item on the agenda should comment during consideration of that item.

**4.** Executive Director's Report

## Consent Calendar Items

**5.** Approve Action Minutes of the February 27, 2026, Regular Board Meeting

**6.** Notable Media Articles (Receive and File)

**7.** Authorize the Executive Director to Execute the Eighth Amendment with Schwager Development, LLC for Office Lease
- Resolution 2026-03

**8.** Authorize the Executive Director to Execute an Amended and Restated Agreement with Dokken Engineering, Inc. for Engineering Design and Right of Way Acquisition Services Related to Grant Line Road
- Resolution 2026-04

**9.** Authorize the Executive Director to Execute an Amendment to the Agreement with Bryant Government Affairs for State Transportation Government Relations
- Resolution 2026-05

**10.** Authorize the Executive Director to Execute an Amendment to the Agreement with Whyze Marketing Inc. for Public Outreach, Communication, Marketing and Integrated Website Design and Development Services
- Resolution 2026-06

**11.** Authorize the Executive Director to Execute an Amendment to the Agreement with 4-Leaf Inc. for Comprehensive Construction Management Services Related to Environmental Restoration and Establishment at the Connector JPA Mitigation Property
- Resolution 2026-07

**12.** Authorize the Executive Director to Execute an Amendment to the Agreement with Drago Vantage for Funding Grant Applications and Finance Plan Development Services
- Resolution 2026-08

**13.** Authorize the Executive Director to Execute an Agreement with Bender Rosenthal Inc. for Right of Way Acquisition Services Relate to Grant Line Road
- Resolution 2026-09

## Discussion and Action Items

**14.** Update on FY 26 Federal Community Project Funding – White Rock Road Improvement Project - $2,000,000 (Rep Kiley)

**15.** Update FY 27 Federal Community Project Funding – Grant Line Road Safety and Freight Mobility Project - $2,000,000 (Rep. Bera)

**16.** Authorize the Executive Director to Submit Grant Applications to the California Transportation Commission for the Trade Corridor Enhancement Program (TCEP), and Local Partnership Program (LPP) for SB 1 Funding in a Total Amount Not-To-Exceed $60,000,000 for the Grant Line Road Capital SouthEast Connector Project (Segments D2A and D2B)
- Resolution 2026-10

**17.** Authorize the Executive Director to Submit Grant Applications to the Sacramento Area Council of Governments (SACOG) Regional Funding Program for the Transformative and Next Generation Solutions Categories in a Total Amount Not-To-Exceed $3,500,000 for the Grant Line Road Capital SouthEast Connector Project (Segment D2A) and the White Rock Trail - Phase 2 Project
- Resolution 2026-11

**18.** Adopt Work Plan, Fiscal Year 2026-27 Budget and Member Agency Contribution
- Resolution 2026-12
- Resolution 2026-13

**Closed Session (Estimated time 30 min)**

**19.** Closed Session

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

**A. Conference with Real Property Negotiators Pursuant to Government Code § 54956.8**

| | |
|---|---|
| Property: | Intersection of Grant Line Road and Douglas Road<br>Rancho Cordova, CA<br>APN: 067-0040-006 |
| Agency negotiator: | Derek Minnema, Executive Director<br>Renee Bauer, Right of Way Manager, Bender Rosenthal |
| Negotiating parties: | Larne Family Trust and Chris Ksidakis |
| Under negotiation: | Price and terms of real property transaction |

**B. Conference with Real Property Negotiators Pursuant to Government Code § 54956.8**

| | |
|---|---|
| Property: | Southwest of Grant Line Road and Chyrsanthy Boulevard<br>Rancho Cordova, CA<br>APN: 067-0100-003 |
| Agency negotiator: | Derek Minnema, Executive Director<br>Renee Bauer, Right of Way Manager, Bender Rosenthal |
| Negotiating parties: | County of Sacramento – Waste Management & Recycling |
| Under negotiation: | Price and terms of real property transaction |

**C. Conference with Real Property Negotiators Pursuant to Government Code § 54956.8**

| | |
|---|---|
| Property: | Northwest of Grant Line Road and Douglas Boulevard<br>Rancho Cordova, CA<br>APN: 067-0040-003 |
| Agency negotiator: | Derek Minnema, Executive Director<br>Renee Bauer, Right of Way Manager, Bender Rosenthal |
| Negotiating parties: | Jeffrey and Teresa J Harada Revocable Trust |
| Under negotiation: | Price and terms of real property transaction |

**D. Conference with Real Property Negotiators Pursuant to Government Code § 54956.8**

| | |
|---|---|
| Property: | East of Grant Line Road and South of Glory Lane<br>County of Sacramento, CA<br>APN: 073-0040-048, 073-004-049, 073-0040-051 |
| Agency negotiator: | Derek Minnema, Executive Director<br>Renee Bauer, Right of Way Manager, Bender Rosenthal |
| Negotiating parties: | Cordova Hills, LLC |
| Under negotiation: | Price and terms of real property transaction |

### E. Conference with Real Property Negotiators Pursuant to Government Code § 54956.8

| | |
|---|---|
| Property: | Northeast of Grant Line Road and Raymer Way<br>County of Sacramento, CA<br>APN: 073-0010-001, 072-0100-016, 072-0100-022, 072-0100-021 |
| Agency negotiator: | Derek Minnema, Executive Director<br>Renee Bauer, Right of Way Manager, Bender Rosenthal |
| Negotiating parties: | Grant Line Road Properties, LLC |
| Under negotiation: | Price and terms of real property transaction |

### F. Conference with Real Property Negotiators Pursuant to Government Code § 54956.8

| | |
|---|---|
| Property: | Northeast and Southeast of Grant Line Road and Raymer Way<br>County of Sacramento, CA<br>APN: 073-0010-025, 073-0010-012, 073-0010-007 |
| Agency negotiator: | Derek Minnema, Executive Director<br>Renee Bauer, Right of Way Manager, Bender Rosenthal |
| Negotiating parties: | John James Tracy Living Trust<br>Rose Reinheimer GST Exempt Trust,<br>Benedictina Tracy GST Exempt Trust and<br>GST Exempt Trust f/b/o Issue of Elizabeth Rowland |
| Under negotiation: | Price and terms of real property transaction |

## Return to Open Session

**20.** Announcements or Final Comments from Board Members

## ADJOURN

The next meeting of the Capital SouthEast Connector JPA Board will be held on
**August 28, 2026**
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 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 before, the public hearing.

## GOVERNMENT CODE 54957.5 et seq.

Public records, including writings relating to an agenda item for an open session of a regular meeting and distributed less than 72 hours before the meeting, are available for public inspection at 10640 Mather Blvd., Suite 120, Mather, CA 95655. The online version of the agenda and associated materials are posted for your convenience at http://www.ConnectorJPA.com. Some documents may not be posted online because of their size 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 before the meeting will enable the Connector JPA to make reasonable arrangements to ensure accessibility to this meeting. If requested, this agenda can be 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 contact the Connector JPA 48 hours before the meeting. The Connector JPA may be reached at 10640 Mather Blvd., Suite 120, Mather, CA 95655, or by telephone at (916) 876-9094.

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## NOTES ON PUBLIC COMMENT:

**ITEM 4**

**MEETING DATE:** May 29, 2026

**TITLE:** Executive Director's Report

**PREPARED BY:** Derek Minnema

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This reporting period focused on positioning the Connector program for state, federal, and regional funding opportunities while advancing project delivery, right-of-way, and agency administration. Staff is pursuing approximately $60 million in new grant and appropriations funding across several 2026 opportunities. Today's agenda also includes the Fiscal Year 2026-27 Budget and Work Plan.

## Grant Line Road

Staff is working to fully fund construction of Grant Line Road from Chrysanthy Boulevard to White Rock Road. This 3.6-mile segment is the JPA's highest-priority construction funding effort and would reconstruct the existing roadway, address documented safety deficiencies, improve freight and regional mobility, and add a separated Class I path. The construction funding package includes the $25 million RAISE grant, the existing TCEP Cycle 3 PS&E award, an upcoming SB 1 application, the SACOG Regional Funding Program, a state budget request, and federal Community Project Funding.

Staff is coordinating with CTC and Caltrans on a scope change and time extension to align the TCEP-funded PS&E phase with the federally funded RAISE construction limits. The revised approach advances a two-lane initial construction phase over a longer corridor rather than the original four-lane scope over a shorter segment, extending safety improvements across more of the corridor while preserving positive TCEP benefits. The two-lane phase is an interim step toward the ultimate expressway facility. The June California Transportation Commission meeting in Folsom is the next major milestone; staff anticipates JPA items on the agenda, including approval of the scope change.

Staff is also pursuing funding to advance preconstruction on the next segment from Chrysanthy Boulevard to Jackson Road, approximately three additional miles south. Advancing PS&E and right-of-way on this segment will maintain delivery momentum and position the JPA to compete for future construction funding.

## White Rock Road

Staff is advancing preconstruction activities on White Rock Road to strengthen its competitiveness for future construction funding. Current efforts include the federal BUILD grant application for Segment E1, coordination with Representative Kiley's office, and authorization of the $2 million Community Project Funding secured through the FY 2026 appropriations process. These funds are expected to support remaining right-of-way acquisition and utility relocation on Segments D3 and E1. Staff is also preparing a SACOG application for the White Rock Road Trail Phase 2 preliminary engineering and environmental phase, which is a separate item on today's agenda.

## Stakeholder Coordination

Staff has continued outreach with legislators and agency partners through meetings, social media, podcasts, project materials, and letters of support from local, regional, labor, business, and community partners. Staff has participated in approximately four to five stakeholder meetings per month with local, regional, state, and federal partners on project delivery, grant competitiveness, right-of-way, federal appropriations, and upcoming state funding cycles.

## Travel

The Executive Director participated in the Sacramento Metro Chamber's Cap-to-Cap program in Washington, D.C. The program included a transportation dinner with participation from the California Transportation Commission, the U.S. Department of Transportation, SACOG, the Sacramento Transportation Authority, the El Dorado County Transportation Commission, and the Placer County Transportation Planning Agency. Continued engagement with federal, state, and regional decision-makers is part of the JPA's broader strategy as the agency advances grant applications and appropriations requests during 2026.

## Budget and Audit

The Board will consider the Fiscal Year 2026-27 Budget and Work Plan as a separate item on today's agenda. Following the close of the fiscal year on June 30, staff will begin the annual audit process and preparation of the JPA's Annual Comprehensive Financial Report.

## Administration

Staff is managing several routine administrative items, including renewal of the JPA's office lease.

**ITEM 5**

**MEETING DATE:** May 29, 2026

**TITLE:** Action Minutes of the February 27, 2026 Regular Board Meeting

**PREPARED BY:** Derek Minnema

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## RECOMMENDATION

Approve Action Minutes of the February 27, 2026, Regular Board Meeting.

## ACTION MINUTES

The Capital SouthEast Connector JPA Board of Directors met at its Regular Board Meeting on February 27, 2026, in the City of Rancho Cordova City Hall Council Chambers, located at 2729 Prospect Park Drive, Rancho Cordova, CA.

**Call to Order** Chair Kozlowski called the meeting to order at 8:33 a.m.

**Roll Call** Present: Directors Kozlowski, Turnboo, Hume, Gatewood, Robles

### Public Comments on Non-Agenda Items

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

### Open Session

**Item #4: Election of Board Chair and Vice-Chair for Calendar Year 2026, Resolution 2026-01**

Executive Director Minnema introduced and presented the item. A brief discussion ensued amongst the Board and JPA staff.

A motion was made by Director Kozlowski and seconded by Director Turnboo and passed with all directors voting in favor that:

THE BOARD OF DIRECTORS ("BOARD") OF THE CAPITAL SOUTHEAST CONNECTOR JOINT POWERS AUTHORITY ("CONNECTOR JPA") HEREBY ELECTS THE DIRECTOR FROM THE COUNTY OF SACRAMENTO TO SERVE AS CHAIR OF THE BOARD AND THE

DIRECTOR FROM THE COUNTY OF EL DORADO TO SERVE AS VICE-CHAIR OF THE BOARD.

There were no comments from the public on this item.

**Item #5: Executive Director's Report**

The Board received Executive Director Minnema's comprehensive oral report for February 2026, and a brief discussion ensued between the Board and JPA staff.

There were no comments from the public on this item.

**Consent Calendar Items**

A motion was made by Director Kozlowski and seconded by Director Robles 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 the November 14, 2025, Regular Board Meeting**

**Item #7: Annual Report of Activities for the South Sacramento Habitat Conservation Plan (Received and File)**

**Item #8: Notable Media Articles (Receive and File)**

**Item #9: Quarterly Report of Activities (Receive and File)**

**Item #10: Approve and Adopt the Annual Financial Investment Policy, Resolution 2026-02**

**Item #11: Update on State and Federal Funding (Receive and File)**

**Item #12: Update on Connector Federal Funding Application (BUILD) to USDOT for White Rock Road (Receive and File)**

**Item #13: Update on the White Rock Road Class I Trail Project (Receive and File)**

**Item #14: Update on the SACOG Adoption of the 2025 Blueprint (Receive and File)**

**Item #15: Update on the Grant Line Road Improvement Implementation Agreement between Sacramento County and Cordova Hills, LLC (Receive and File)**

There were no comments from the public on this item.

**<u>Closed Session</u>**

**Item #16: Closed Session: Conference with Real Property Negotiators Pursuant to Government Code § 54956.8**

Session started at 8:52AM and ended at 9:12AM.

There were no reportable actions from the closed session.

There were no comments from the public on this item.

**Item #17: Announcement and Final Comments from Board Members**

No action was taken on this item.

There were no comments from the public on this item.

**<u>Adjournment</u>**

The meeting adjourned at approximately 9:14 a.m.

**<u>APPROVAL OF ACTION MINUTES FOR FEBRUARY 27, 2026</u>**

| Approved By: | Attest: |
|---|---|
| ______________________________ | ______________________________ |
| Pat Hume<br>Chair of the Board | Derek Minnema<br>Board Secretary |

**ITEM 6**

**MEETING DATE:** May 29, 2026

**TITLE:** Notable Media Content (Receive and File)

**PREPARED BY:** Derek Minnema

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## RECOMMENDATION

Receive and File this media summary.

## MEDIA SUMMARY

- $2M Secured For White Rock Road Project, Advancing Regional Connector in Folsom – *Coverage of the formal acceptance of $2 million in federal funding secured by Congressman Kevin Kiley for the White Rock Road Improvement Project, delivered through the Capital SouthEast Connector Joint Powers Authority. The article emphasizes safety, congestion relief, and expanded bicycle and pedestrian connectivity in the White Rock Road corridor.* - **Folsom Times** *https://folsomtimes.com/2m-secured-for-white-rock-road-project-advancing-regional-connector-in-folsom/*

- Grant Line Road Doubles its Lanes - *The article highlights the Grant Line Road Reconstruction Project as a key segment of the 34-mile Capital SouthEast Connector, noting the $25 million RAISE grant, safety concerns on the high-injury corridor, the planned widening from two to four lanes, and bicycle/pedestrian improvements*. **- Rancho Cordova Independent / Messenger Publishing Group** *https://www.ranchocordovaindependent.com/2026/03/31/568442/grant-line-road-doubles-its-lanes*

- Folsom Telegraph Instagram Post - White Rock Road Improvement Project - *The Folsom Telegraph posted social media coverage noting that Folsom accepted $2 million in federal funds secured by Congressman Kevin Kiley for the White Rock Road Improvement Project.* - **Folsom Telegraph - Instagram** *https://www.instagram.com/p/DXMmKJYidOc/*

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**ITEM 7**

**MEETING DATE:** May 29, 2026

**TITLE:** Authorize the Executive Director to Execute a Eighth Amendment to Office Building Lease with Schwager Development, LLC

**PREPARED BY:** Derek Minnema

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## RECOMMENDATION

Approve Resolution 2026-03 authorizing the Executive Director to enter into a Eighth Amendment to Office Building Lease with Schwager Development, LLC for JPA offices at 10640 Mather Blvd., Suite 120, Mather, CA 95655.

## BACKGROUND

The JPA entered into an Office Building Lease in January of 2009 for 2,388 sqft for JPA offices located at 10640 Mather Blvd., Suite 120, Mather, CA 95655 (the "Lease").

Since then, the JPA has amended the Lease numerous times to extend the term, and the JPA Board approved the most recent Seventh Amendment to the Lease on October 20, 2023. The current lease term will expire on December 31, 2026.

## LEASE EXTENSION

The Eighth Amendment to the Lease proposes extending the term an additional 3 years through December 31, 2029, with no rent increase from the 2026 rental rate of $1.97/sqft for 2027.

The rent will increase for 2028 to $2.03/sqft and $2.09/sqft for 2029. These rates are comparable to similar office space in the Mather area.

Given costs associated with potential relocation and the rental rate remaining the same for calendar year 2027, staff recommends the Board approve the Eighth Amendment to the Lease.

## ATTACHMENTS

a. Resolution 2026-03

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**ITEM 7 a**

**RESOLUTION 2026-03**

**RESOLUTION OF THE BOARD OF DIRECTORS OF THE CAPITAL SOUTHEAST CONNECTOR JOINT POWERS AUTHORITY AUTHORIZING THE EXECUTIVE DIRECTOR TO EXECUTE AN EIGHTH AMENDMENT TO OFFICE BUILDING LEASE WITH SCHWAGER DEVELOPMENT, LLC**

**BE IT RESOLVED,** that the Board of Directors ("Board") of the Capital SouthEast Connector Joint Powers Authority ("Connector JPA") hereby authorizes the Executive Director to execute an Eighth Amendment to Office Building Lease with Schwager Development, LLC.

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

* * * * *

PASSED AND ADOPTED this 29th day of May, 2026, on a motion by

Director ___________, seconded by Director____________, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

______________________________
Chairperson

ATTEST:

______________________________
Secretary

# EIGHTH AMENDMENT TO OFFICE BUILDING LEASE

This Eighth Amendment to Office Building Lease (this "Amendment") is made and entered into as of the 7th day of April 2026, by and between **SCHWAGER DEVELOPMENT, LLC**, a California limited liability company **("Landlord")**, and **CAPITAL SOUTHEAST CONNECTOR JPA ("Tenant")**.

## RECITALS:

A. Landlord presently leases to Tenant those certain premises containing approximately two thousand three hundred eighty-eight (2,388) rentable square feet commonly known as Suite 120 (the "**Premises**") within the building (the "**Building**") located at 10640 Mather Blvd, Mather, California, pursuant to that certain Office Building Lease dated January 2, 2009, as amended by that certain First Amendment to Office Building Lease, as amended further by that certain Second Amendment to Office Building Lease dated September 1, 2011, as amended further by that certain Third Amendment to Office Building Lease dated July 8, 2014, as amended further by that certain Fourth Amendment to Office Building Lease dated November 29, 2017, as amended further by that certain Fifth Amendment to Office Building Lease dated January 1, 2019, and as amended further by that certain Sixth Amendment to Office Building Lease dated July 1, 2020, and as amended further by that certain Seventh Amendment to Office Building Lease, dated October 26, 2023, (collectively, the "Lease"), by and between Landlord's predecessor-in-interest, Landlord and Tenant.

B. It is now the intention of the parties to amend the Lease to extend the term of the Lease, subject to all of the terms and conditions set forth in this Eighth Amendment.

**WHEREAS**, Landlord and Tenant have agreed upon a fair market rental rate for the Renewal Term.

**NOW, THEREFORE**, in consideration of the mutual covenants and agreements herein contained and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, Landlord and Tenant agree as follows:

## AGREEMENT

1. Definitions. The foregoing recitals are hereby incorporated herein by this reference and unless otherwise specified herein, all capitalized terms used in this Amendment have the meaning ascribed to such terms in the Lease.

2. Effective Date. This Eighth Amendment shall become effective on the date it is executed by both Landlord and Tenant, which date is hereinafter referred to as the "**Effective Date**".

3. Renewal Term. Landlord and Tenant have agreed to extend the lease for a period of three (3) years ("**Extended Term**") commencing January 1, 2027 ("**Extended Term Commencement Date**") through December 31, 2029.

4. Condition of Premises. Tenant acknowledges that it currently occupies the Premises and that the same are in good condition and repair and, except as expressly set forth in this Section 3, Tenant agrees to accept the Premises in its "as-is, with all faults" basis, with no obligation of Landlord to alter, remodel, repair or improve the Premises or the Building and no representation, express or implied, respecting any matter or thing related to the Premises or the Lease (including, without limitation, the condition of the Building) has been made to Tenant by Landlord, its agents or employees.

5. Base Year. During the Extended Term of this Amendment, Tenant's Base Year as set forth in Section 2.b of the Office Building Lease dated January 2, 2009, as amended by that certain Fourth Amendment to Office Building Lease dated November 29, 2017, as amended by that certain Sixth Amendment to Office Building Lease dated July 1, 2020, as further amended by that certain Seventh Amendment to Office Building Lease dated October 26, 2023, shall be amended to be the calendar year 2026.

6. Monthly Rent. As of the Extended Term Commencement Date, the Monthly Rent payable by Tenant during the Extended Term shall be as follows:

| Term | Annual Base Rent | Monthly Installment of Base Rent | Monthly Base Rent Rate Per Rentable Square Foot (2,388 sq./ft) |
|---|---|---|---|
| 01/01/2027 - 12/31/2027 | $56,452.32 | $4,704.36 | $1.97 |
| 01/01/2028 - 12/31/2028 | $58,145.88 | $4,845.49 | $2.03 |
| 01/01/2029 - 12/31/2029 | $59,890.32 | $4,990.86 | $2.09 |

All such Monthly Rent shall be payable by Tenant in accordance with the terms of the Lease and shall be in addition to the Direct Expenses payable by Tenant pursuant to the Lease.

7. Brokers. Each party represents and warrants that it has not dealt with any real estate broker or agent in connection with this Eighth Amendment. Each party shall indemnify the other and hold it harmless from any cost, expense, or liability (including costs of suit and reasonable attorney's fees) for any compensation, commission or fees claimed by any other real estate broker or agent, other than Landlord's Broker, in connection with this Eighth Amendment or its negotiation by reason of any conduct of the indemnifying party.

8. Miscellaneous.
    a. This Eighth Amendment sets forth the entire agreement between the parties with respect to the matters set forth herein. There have been no additional oral or written representations or agreements. Under no circumstances shall Tenant be entitled to any Rent abatement, improvement allowance, leasehold improvements, or other

work to the Premises, or any similar economic incentives that may have been provided Tenant in connection with entering into the Lease, unless specifically set forth in this Eighth Amendment.

b. Except as herein modified or amended, the provisions, conditions and terms of the Lease shall remain unchanged and in full force and effect.

c. In case of any inconsistency between the provisions of the Lease and this Eighth Amendment, the provisions of this Eighth Amendment shall govern and control.

d. This Eighth Amendment may be executed in multiple counterparts, each of which shall be deemed an original, but all of which, together, shall constitute one and the same instrument. For the purposes of this amendment facsimile or electronic signature shall be deemed original signatures.

IN WITNESS WHEREOF, Landlord and Tenant have executed this Eighth Amendment as of the day and year set forth below.

| **LANDLORD:** | **TENANT:** |
|---|---|
| **SCHWAGER DEVELOPMENT, LLC** | **CAPITAL SOUTHEAST CONNECTOR JPA** |
| ______________________________ | ______________________________ |
| Mike Schwager, President | Derek Minnema, Executive Director |
| Date: ___________________________ | Date: ________________________________ |

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**ITEM 8**

**MEETING DATE:** May 29, 2026

**TITLE:** Authorize the Executive Director to Execute an Amended and Restated Agreement with Dokken Engineering, Inc. for Engineering Design Services Related to Grant Line Road

**PREPARED BY:** Matt Lampa

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## RECOMMENDATION

Approve Resolution 2026-04 authorizing the Executive Director to execute an amended and restated agreement with Dokken Engineering, Inc. for engineering design and right-of-way acquisition services related to Grant Line Road, contingent upon California Transportation Commission approval of the requested Trade Corridor Enhancement Program scope change at the June 25-26, 2026 meeting.

## BACKGROUND

On October 20, 2023, the Connector JPA Board of Directors approved Resolution 2023-26 authorizing the Executive Director to enter into an agreement with Dokken Engineering, Inc. for civil and structural design services, land surveying, environmental support, stakeholder outreach, and engineering construction support services for Grant Line Road from Chrysanthy Boulevard to White Rock Road. The agreement was subsequently executed as Agreement 2023-02 on November 2, 2023, with a not-to-exceed amount of $4,204,500.28 and an expiration date of June 30, 2026.

The approved scope of work advanced the Segment D2a portion of the Capital SouthEast Connector along Grant Line Road and included professional and technical services necessary to prepare preliminary engineering, environmental permitting, right-of-way acquisition services, final plans, specifications and estimate (PS&E), and optional bidding and construction support.

## FUNDING STRUCTURE

The original agreement was structured to recognize the eligibility limits of the Cycle 3 SB 1 Trade Corridor Enhancement Program (TCEP) award. The TCEP-participating portion of the work included approximately 2.6 miles of Grant Line Road from Douglas Road to White Rock Road. The non-TCEP participating portion included approximately 1 mile from Chrysanthy Boulevard to Douglas Road.

The non-participating PS&E work from Chrysanthy Boulevard to Douglas Road is being paid by the City of Rancho Cordova. The TCEP-participating segment from Douglas

Road to White Rock Road is funded with the $3,000,000 Cycle 3 TCEP award and Measure A funds. For eligible PS&E costs within the TCEP-participating segment, TCEP reimburses approximately 57.69% of the PS&E cost and Measure A reimburses approximately 42.31% of PS&E cost.

**TCEP SCOPE CHANGE AND RAISE GRANT ALIGNMENT**

In 2024, the Connector JPA was awarded a $25 million federal RAISE grant for construction of the Grant Line Road Project. The RAISE-funded construction project includes approximately 3.6 miles of Grant Line Road from Chrysanthy Boulevard to White Rock Road and consists of a two-lane reconstruction, an adjacent Class I trail, and a new signalized intersection at the Teichert aggregate plant entrance.

Because the RAISE-funded construction limits extend from Chrysanthy Boulevard to White Rock Road, staff is working with Caltrans and California Transportation Commission (CTC) staff to process a TCEP scope change that would synchronize the existing TCEP PS&E funding with the federally funded construction project. The requested scope change would align the TCEP-eligible PS&E limits with the 3.6-mile RAISE construction project, allowing the full design package to support one coherent construction project rather than maintaining separate participating and non-participating funding limits within the same corridor.

The scope change also reflects the project delivery strategy that has emerged through coordination with Caltrans, CTC staff, SACOG, and the JPA's funding partners. The revised approach advances a 3.6-mile initial two-lane reconstruction phase that addresses existing safety and freight mobility deficiencies over a longer corridor, provides continuous Class I trail connectivity, and positions the project for timely federal construction authorization. Staff is also coordinating a related time extension request so remaining TCEP PS&E funds can be used efficiently to complete final design, right-of-way coordination, utility coordination, and bidding assistance consistent with the RAISE delivery schedule.

**AMENDED AND RESTATED AGREEMENT**

The proposed amended and restated agreement with Dokken Engineering would update the consultant agreement to synchronize the scope of services and funding eligibility structure with the RAISE-funded construction project. If the CTC approves the requested TCEP scope change, the amended and restated agreement would allow the full 3.6-mile PS&E scope from Chrysanthy Boulevard to White Rock Road to be treated as TCEP eligible, rather than maintaining a separate non-participating segment between Chrysanthy Boulevard and Douglas Road.

The amended and restated agreement is intended to align the consultant's remaining design and right-of-way acquisition services with the revised project limits and funding plan. This includes completion of final PS&E, ongoing utility coordination, right-of-way acquisition support, property owner coordination, environmental compliance and permitting coordination, partner agency coordination, and bidding support necessary to advance the project toward advertisement and construction authorization.

Because the amended and restated agreement depends on CTC approval of the TCEP scope change, the requested Board authorization is contingent upon CTC action at its June 25-26, 2026 meeting. If the scope change is approved, staff will proceed with execution of the amended and restated agreement in a form consistent with the CTC-approved funding limits and subject to final review and approval as to form by JPA legal counsel.

## FISCAL IMPACT

Approval of the amended and restated agreement will not, by itself, increase the total TCEP award amount. The requested action is intended to align the existing consultant agreement and eligible PS&E limits with the RAISE-funded construction project so that the full 3.6-mile design effort can be administered consistently with the anticipated CTC-approved scope change.

Eligible PS&E costs would continue to be reimbursed using the approved TCEP and Measure A funding split, with TCEP reimbursing approximately 57.69% and Measure A reimbursing approximately 42.31% for eligible work.

## ATTACHMENTS

a. Resolution 2026-04

**ITEM 8 a**

**RESOLUTION 2026-04**

**RESOLUTION OF THE BOARD OF DIRECTORS OF THE CAPITAL SOUTHEAST CONNECTOR JOINT POWERS AUTHORITY AUTHORIZING THE EXECUTIVE DIRECTOR TO EXECUTE AN AMENDED AND RESTATED AGREEMENT WITH DOKKEN ENGINEERING, INC. FOR ENGINEERING DESIGN AND RIGHT OF WAY ACQUISITION SERVICES RELATED TO GRANT LINE ROAD**

**BE IT RESOLVED** that the Board of Directors ("Board") of the Capital SouthEast Connector Joint Powers Authority ("Connector JPA") hereby authorizes the Executive Director to execute an amended and restated agreement with Dokken Engineering, Inc. for engineering design and right-of-way acquisition services related to Grant Line Road from Chrysanthy Boulevard to White Rock Road, subject to final review and approval as to form by Legal Counsel. This authorization is contingent upon California Transportation Commission approval of the Trade Corridor Enhancement Program ("TCEP") scope change to synchronize TCEP-funded PS&E with the 3.6-mile RAISE grant construction project limits from Chrysanthy Boulevard to White Rock Road.

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

* * * * *

PASSED AND ADOPTED this 29th day of May, 2026, on a motion by Director ____________, seconded by Director____________, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

______________________________
Chairperson

ATTEST:

______________________________
Secretary

**ITEM 9**

**MEETING DATE:** May 29, 2026

**TITLE:** Authorize the Executive Director to Execute an Amendment to the Agreement with Bryant Government Affairs for State Transportation Government Relations

**PREPARED BY:** Derek Minnema

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## RECOMMENDATION

Approve Resolution 2026-05, authorizing the Executive Director to execute an amendment to agreement with Bryant Government Affairs for Transportation Funding Consulting and Government Relations.

## BACKGROUND

The JPA entered into an agreement with Bryant Government Affairs for Transportation Funding Consulting and Government Relations on January 1, 2024, with a not to exceed amount of $50,000. Amendment No. 1 to the agreement was approved in November 15, 2024, with a not to exceed amount of $117,500.

Jason Bryant, principal at Bryant Government Affairs has been instrumental in developing the JPA's state funding strategy and advocating on the JPA's behalf at all levels of state government, including the California Transportation Commission (CTC). Jason has assisted the JPA in informing state legislators regarding the project and obtaining bicameral letters of support in connection with state and federal funding requests.

Additional follow-on services are necessary through July 31, 2027 as the JPA submits its funding request to the CTC for construction funding for Segment D2 and the Grant Line Road project and prepares to apply for and pursue other state and federal funding opportunities in the upcoming fiscal year. The additional services would increase the not to exceed amount to $320,000

## ATTACHMENTS

a. Resolution 2026-05
b. Amendment to Agreement with Bryant Government Affairs

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**ITEM 9 a**

# RESOLUTION 2026-05

## RESOLUTION OF THE BOARD OF DIRECTORS OF THE CAPITAL SOUTHEAST CONNECTOR JOINT POWERS AUTHORITY AUTHORIZES THE EXECUTIVE DIRECTOR TO EXECUTE AN AMENDMENT TO THE AGREEMENT WITH BRYANT GOVERNMENT AFFAIRS, LLC

**BE IT RESOLVED** that the Board of Directors ("Board") of the Capital SouthEast Connector Joint Powers Authority ("Connector JPA") hereby authorizes the Executive Director to execute an amendment with Bryant Government Affairs, LLC to increase the term of the agreement and not-to-exceed amount to $320,000.

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

* * * * *

PASSED AND ADOPTED this 29th day of May, 2026, on a motion by

Director ___________, seconded by Director____________, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____________________________
Chairperson

ATTEST:

______________________________
Secretary

**AMENDMENT NO. 2 TO**
**AGREEMENT BETWEEN**
**THE CAPITAL SOUTHEAST CONNECTOR AUTHORITY**
**AND BRYANT GOVERNMENT AFFAIRS, LLC**

This Amendment No. 2 to the January 1, 2024, Agreement ("Agreement") between the Capital SouthEast Connector Authority ("Authority"), and Bryant Government Affairs, LLC ("Consultant"), is entered into effective **_____________**.

WHEREAS, on January 1, 2024, the Executive Director of the Authority entered into an agreement with Consultant for advice and strategic consulting regarding funding matters; and

WHEREAS, the Authority and Consultant entered into a first amendment to the Agreement on November 15, 2024, and prior to the expiration of the Agreement as amended, the Authority and Consultant mutually discussed and agreed to continue the Agreement but inadvertently failed to formally memorialize their understanding; and

WHEREAS, Authority and Consultant now wish to memorialize their mutual understanding and further amend the Agreement to extend the term and amend the consideration to provide for Consultant's services through July 31, 2027.

NOW, THEREFORE, the Authority and Consultant agree as follows:

1. Authority and Consultant hereby agree to amend Section 1 of the Agreement to read as follows:

    Time of Performance: Consultant shall commence work upon execution of this Agreement. Consultant shall complete work as expeditiously as is consistent with generally accepted standards of professional skill and care and the orderly progress of work. Work shall be completed and this Agreement shall expire on July 31, 2027, unless otherwise terminated as provided for in this Agreement or extended by written agreement between the parties.

2. Authority and Consultant hereby agree to amend Section 5 of the Agreement to read as follows:

    5. Consideration: Payment to Consultant for the remainder of the Time of Performance from January 1, 2024, through July 31, 2027, shall not exceed **Three Hundred Twenty Thousand Dollars ($320,000)** in total. In no instance shall the Authority be liable for any payments or costs for work in excess of this amount, nor for any unauthorized costs. Consultant shall be paid at the times and in the manner set forth in this Agreement.

    The consideration to be paid Consultant, as provided in this Agreement, shall be in compensation for all of Consultant's expenses incurred in the performance of work under this Agreement, including travel, per diem, and other direct costs, unless otherwise expressly so provided. Other direct costs include: filing fees and other fees fixed by law or assessed by courts and other agencies; courier and overnight delivery service; travel expenses, which consists of vehicle mileage only charged at the IRS business rate; investigation expenses (as pre-approved by the Authority); consultants' fees (as pre-approved by the Authority); and copy service fees. All costs and expenses shall be fully itemized at actual cost. No markup will occur on other direct costs.

3. Except as expressly amended herein, all terms and conditions of the Agreement shall remain in full force and effect.

IN WITNESS WHEREOF, THE PARTIES HAVE ENTERED INTO THIS AMENDMENT AS OF THE DATE HEREIN ABOVE APPEARING.

**CAPITAL SOUTHEAST CONNECTOR AUTHORITY**

____________________________________
DEREK MINNEMA
Executive Director

**APPROVED AS TO FORM:**

____________________________________
SLOAN SAKAI YEUNG & WONG LLP
Legal Counsel to the Authority

**BRYANT GOVERNMENT AFFAIRS LLC**

____________________________________
JASON BRYANT

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**ITEM 10**

**MEETING DATE:** May 29, 2026

**TITLE:** Authorize the Executive Director to Execute an Amendment to the Agreement with Whyze Marketing Inc. for Public Outreach, Communication, Marketing and Integrated Website Design and Development Services

**PREPARED BY:** Derek Minnema

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## RECOMMENDATION

Approve Resolution 2026-06, authorizing the Executive Director to execute an amendment to the agreement with Whyze Marketing Inc. for Public Outreach, Communication, Marketing and Integrated Website Design and Development Services

## BACKGROUND

On January 26, 2026, the JPA entered into an agreement with Whyze Marketing Inc. for digital marketing services. The original agreement was intended to support the JPA's need to document and communicate official public meetings, press events, site tours, public outreach meetings, interagency briefings, and stakeholder coordination activities in a more consistent and technology-assisted manner. The agreement established a not-to-exceed amount of $49,500 and a term expiring June 30, 2026.

The original scope focused on building an automated, scalable communications platform. Key elements included strategy and planning for the Authority's website content structure, creation of new video resources and project updates, AI-assisted content publishing workflows, and maintenance and support through May 2026.

Since execution of the original agreement, the JPA's communication needs have expanded as the Authority continues to pursue major state, federal, regional, and local funding opportunities for the Capital SouthEast Connector Project. The JPA also needs to maintain legal compliance with State and Federal accessibility guidelines and requirements.

The JPA's website and communication tools must be maintained to ensure public accountability and transparency through accurate, timely, and accessible public information; document project benefits; and provide coordinated public outreach and digital content that supports the Authority's funding strategy and stakeholder engagement activities.

**AMENDMENT SCOPE AND TERMS**

The proposed amendment would establish a 2026-27 integrated communications and digital platform scope for the period beginning June 1, 2026 and continuing through May 30, 2027, with an optional renewal. The amendment would expand the prior website modernization and automation work into a broader public outreach, communications, marketing, content production, and digital platform support program.

The scope of work includes efforts to ensure compliance with State and Federal accessibility requirements and guidelines, including Web Content Accessibility Guidelines (WCAG) 2.1 Level AA.

Under the amendment, Whyze Marketing Inc. would provide services that include the following:

- Completion and launch of a new Connector JPA website on a modern content management system, including a corridor page, podcast hub, video resources library, project updates and milestone timeline, Board materials library, public records and financial report pages, contract opportunities, stakeholder inquiry forms, newsletter subscription, search engine optimization, and analytics.

- Website and content automation, including video publishing, podcast publishing, newsletter generation, automated posting of approved Board packets and agendas, Board meeting audio organization, approved social media publishing, and stakeholder inquiry routing through Brevo CRM.

- Set up, configuration, and operation of Brevo as the Authority's primary stakeholder relationship platform, including stakeholder segmentation, migration of existing stakeholder data, newsletter distribution, funding milestone campaigns, automated workflows, inquiry routing, and monthly performance reporting.

- Multi-channel content publishing across LinkedIn, YouTube, X/Twitter, Meta, Spotify, Apple Podcasts, Google, RSS, and other podcast platforms, including platform-specific assets, scheduling, organic distribution, promoted post management, and monthly engagement reporting.

- Content production for public outreach, including a flagship podcast, remote interview series, Capital Caucus and Board funding content, project update and corridor documentation videos, and on-site event coverage tied to strategic events and project milestones.

- Funding-aligned editorial calendar development, advertising content production as directed by the Authority, analytics and reporting, and operational coordination with the Authority's separately procured public affairs and government relations consultants.

The amendment maintains important governance and public agency controls. All external publication of consultant-produced content will require Authority approval, with primary approval by the Executive Director. Content involving elected officials, member agency leadership, or Board members will require additional pre-publication review by the depicted individual or their designated staff.

The amendment also preserves Authority ownership and control of work product and platform assets. Deliverables produced under the scope will be the property of the Authority, including video and audio, photographs, written content, website code and design files, CMS configurations, Authority-specific automation scenarios, Brevo account assets, brand assets, analytics accounts and data, and operating documentation. Authority accounts, including website, hosting, domain, automation, CRM, social media, and advertising accounts, will remain Authority-owned, with the consultant holding administrator-level access only.

The amendment would increase the not to exceed amount by $288,000 resulting in a total not to exceed amount of $337,500.

## ATTACHMENTS

a. Resolution 2026-06
b. Amendment to Agreement with Whyze Marketing Inc.

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Connecting Communities

**ITEM 10 a**

**RESOLUTION 2026-06**

**RESOLUTION OF THE BOARD OF DIRECTORS OF THE CAPITAL SOUTHEAST CONNECTOR JOINT POWERS AUTHORITY AUTHORIZES THE EXECUTIVE DIRECTOR TO EXECUTE AN AMENDMENT TO THE AGREEMENT WITH WHYZE MARKETING INC.**

**BE IT RESOLVED** that the Board of Directors ("Board") of the Capital SouthEast Connector Joint Powers Authority ("Connector JPA") hereby authorizes the Executive Director to execute an amendment with Whyze Marketing Inc. to amend the term of the agreement, amend the scope of work, and increase the not-to-exceed amount to $337,500.

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

* * * * *

PASSED AND ADOPTED this 29th day of May, 2026, on a motion by

Director ___________, seconded by Director____________, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

______________________________
Chairperson

ATTEST:

________________________________
Secretary

**AMENDMENT NO. 1 TO**
**AGREEMENT BETWEEN**
**THE CAPITAL SOUTHEAST CONNECTOR AUTHORITY**
**AND WHYZE MARKETING INC.**

This Amendment No. 1 to the January 26, 2026, Agreement ("Agreement") between the Capital SouthEast Connector Authority ("Authority"), and Whyze Marketing Inc., a California corporation ("Consultant"), is entered into effective May 29, 2026.

WHEREAS, on January 26, 2026, the Executive Director of the Authority entered into an agreement with Consultant website modernization and AI automation services; and

WHEREAS, the Authority and Consultant now wish to further amend the Agreement to extend the term, revise the scope, and amend the consideration.

NOW, THEREFORE, the Authority and Consultant agree as follows:

1. Authority and Consultant hereby agree to amend Section 1 of the Agreement to read as follows:

    Time of Performance: Consultant shall commence work upon execution of this Agreement. Consultant shall complete work as expeditiously as is consistent with generally accepted standards of professional skill and care and the orderly progress of work. Work shall be completed and this Agreement shall expire on May 30, 2027, unless otherwise terminated as provided for in this Agreement or extended by written agreement between the parties.

2. Authority and Consultant hereby agree to amend the Scope of Work to include the Scope of Work described in Exhibit "A-1" attached hereto and incorporated herein.

3. Authority and Consultant hereby agree to amend Section 5 of the Agreement to read as follows:

    Consideration: The amount to be paid to Consultant under this Agreement shall not exceed Three Hundred Thirty-Seven Thousand Five Hundred Dollars ($337,500) unless expressly authorized in writing by the Executive Director. In no instance shall the Authority be liable for any payments or costs for work in excess of this amount, nor for any unauthorized costs. Consultant shall be paid at the times and in the manner set forth in this Agreement. The consideration to be paid Consultant, as provided in this Agreement, shall be in compensation for all of Consultant's expenses incurred in the performance of work under this Agreement, including travel, per diem, and Other Direct Costs, unless otherwise expressly so provided. Other Direct Costs include: filing fees and other fees fixed by law or assessed by courts and other agencies; courier and overnight delivery service; travel expenses, which consists of vehicle mileage only charged at the IRS business rate; investigation expenses (as pre-approved by the Authority); consultants' fees (as pre-approved by the Authority); and copy service fees. All costs and expenses shall be fully itemized at actual cost. No markup will occur on Other Direct Costs.

4. Except as expressly amended herein, all terms and conditions of the Agreement shall remain in full force and effect.

IN WITNESS WHEREOF, THE PARTIES HAVE ENTERED INTO THIS AMENDMENT AS OF THE DATE HEREIN ABOVE APPEARING.

**CAPITAL SOUTHEAST CONNECTOR AUTHORITY**

______________________________________
DEREK MINNEMA
Executive Director

**APPROVED AS TO FORM:**

______________________________________
SLOAN SAKAI YEUNG & WONG LLP
Legal Counsel to the Authority

**WHYZE MARKETING INC.**

______________________________________
ALANO VASQUEZ
Chief Executive Officer

**CAPITAL SOUTHEAST CONNECTOR JPA**

**INTEGRATED COMMUNICATIONS AND DIGITAL PLATFORM**

# Scope of Work

## 1. Purpose

This Scope of Work defines the integrated communications and digital platform services the Capital SouthEast Connector Joint Powers Authority ("the Authority") requires for 2026–27. The work supports the Authority's adopted strategic priorities, its public mission obligations, and its active pursuit of state, federal, regional, and local construction funding for the Capital SouthEast Connector Project ("the Project").

## 2. Authority Objectives

The Consultant's work shall directly advance the following Authority objectives:

- Maintain public accountability and transparency through accurate, timely, accessible public information and ensure the Authority website and communications are compliant with the Web Content Accessibility Guidelines (WCAG) 2.1 Level AA and Section 508 of the Rehabilitation Act of 1973.
- Operate an integrated digital and communications platform that produces and distributes substantive content and information on which the Authority engages with the public, federal, state, and regional funding stakeholders, partner agencies, and the media.
- Support the Authority's funding strategy by producing, on a defined schedule, the communications assets required to advance federal, state, regional, and local funding pursuits.
- Document and distribute the Project's safety, mobility, freight, economic, environmental, and community benefits in formats usable for traditional media, social media, grant applications, and stakeholder communications.
- Establish and operate the stakeholder relationship infrastructure (website, CRM, email, digital channels) that allows the Authority to engage stakeholders directly and at scale.
- Coordinate operationally, under the Executive Director, with the Authority's separately procured public affairs and government relations consultants.

## 3. Scope of Services

### 3.1 Authority Website

The Consultant shall complete and launch a new connectorjpa.com on a modern content management system that is compliant with laws applicable to public agencies and agencies receiving federal funding, including the Web Content Accessibility Guidelines (WCAG) 2.1 Level AA and Section 508 of the Rehabilitation Act of 1973.This is a new build, not a continuation of the existing Squarespace site. The current site remains operational until the new site launches.

### Required Elements

- Information architecture organized around (a) the Project's funding context, (b) the Project's major corridor segments, and (c) the Authority's substantive content areas (safety, mobility, freight, economic, environmental, community).
- Dedicated corridor page for the project for the public to learn about the status and benefits
- Dedicated podcast hub with episode catalog, search, transcripts, guest archive, subscribe links, and "Be a Guest" inquiry intake.
- Brand refresh based on the media content with a video-first look
- Video resources library with topical organization and search.
- Project updates and milestone timeline.
- Board materials library with automated publishing of approved Board packets, agendas, and meeting audio.
- Public records, financial reports, and contract opportunities.
- Stakeholder inquiry intake forms routed to the Authority's CRM within Brevo.
- Newsletter subscription with Brevo integration.
- Search engine optimization, structured data, and analytics instrumentation (Google Analytics 4 and equivalent platform analytics).

### Website Maintenance (Enhanced)

- Consultant shall cover enhanced website maintenance, AI automation, email automation, and capacity for ongoing site customization throughout the year

## 3.2 Website and Content Automation

The Consultant shall implement and operate automation that moves content from production sources through approval and onto the website and connected channels with minimal manual intervention.

### Required Automations

- Video publishing with metadata, categorization, and thumbnail handling.
- Podcast publishing with show notes and transcripts.
- Newsletter generation with AI-drafted newsletter → Authority review → Brevo distribution.
- Board materials: Authority-approved packets and agendas from Google Drive → website Board page, with archival organization by meeting date.
- Board meeting audio: ingest from public hosting → website Board page, organized by meeting.
- Social media publishing: approved content → scheduled multi-channel distribution
- Stakeholder inquiry routing: website forms → Brevo CRM with routing rules and acknowledgment workflows.

### Automation Operating Standards

- All automations require Authority approval before any content publishes externally.
- All automation logic, credentials, scenarios, and workflows are Authority property and shall be documented in an Authority-accessible runbook.

- Make.com (or equivalent) workspace is Authority-owned with the Consultant operating as administrator.

## 3.3 Email Platform and CRM (BREVO)

The Consultant shall set up, configure, and operate Brevo as the Authority's primary stakeholder relationship platform. Brevo shall serve as the Authority's system of record for stakeholder communications, with email, automation, and CRM functionality integrated.

### Setup

- Work with the Authority to setup stakeholder data architecture: contact fields, segmentation, and tags aligned to Authority audiences (member agency staff, partner agencies, state and federal officials, Capital Caucus members, Board members, media, public subscribers, grant program officers).
- Migration of existing stakeholder data from current sources into Brevo.
- Integration with website forms, podcast intake, and event registrations.

### Ongoing Operation

- Newsletter design, build, and distribution at a cadence aligned to content production: not less than one (1) automated email distribution per month at minimum, with a target of two (2) per month during active funding cycles and content production periods.
- Stakeholder campaign design and execution tied to funding milestones.
- Automated workflows: welcome series, podcast guest follow-up, event follow-up, funding-milestone updates, member-agency briefings.
- Stakeholder inquiry response routing with Authority-defined service levels.
- Monthly Brevo performance report to the Executive Director.

### Data Ownership

- All stakeholder data, list segmentation, automation flows, templates, and reporting are Authority property.
- Authority retains direct administrator access to Brevo at all times.

## 3.4 Multi-Channel Content Publishing

The Consultant shall publish Authority-approved content across the Authority's social and digital channels on a coordinated schedule. The Consultant performs all publishing operations. Authority staff handles community management, including monitoring comments, responding to direct messages, and engaging with stakeholders in channel.

### Channels in Scope

- LinkedIn (Authority page and Executive Director profile).
- YouTube (Authority channel).
- X / Twitter (Authority page and Executive Director profile).
- Meta — Facebook and Instagram (Authority pages).

- Spotify (podcast distribution and audio promotion).
- Apple Podcasts, Google, RSS, and other podcast platforms.

### Publishing Operations

- Platform-native asset preparation: short-form vertical cuts, captioned versions, accessibility text, platform-appropriate copy.
- Scheduling and publishing through a unified social media management tool, owned by the Authority.
- Cross-channel coordination so funding milestone content lands consistently across channels.
- Organic distribution: not less than three hundred fifty (350) organic posts per year across LinkedIn and YouTube, covering podcast-derived video output and event-derived deliverables.
- Paid promoted distribution of podcast-derived and event-derived video output: not less than one hundred seventy-five (175) paid promoted posts per year (approximately fifty percent (50%) paid coverage of total video output), managed across LinkedIn and YouTube, targeting Authority-aligned audiences.
- Paid promoted distribution is distinct from advertising campaign production; promoted posts amplify existing content, while advertising campaigns produce new creative for paid placement.
- Monthly cross-channel engagement and reach report.

## 3.5 Content Production for Public Outreach

### 3.5.1 Podcast

The podcast is the Authority's flagship long-form content product. It is produced in clustered production sessions at the Authority's office in Mather, California. This model concentrates guest scheduling, production crew time, and post-production work into defined windows that match how the Executive Director can sustainably engage with guests in long-form conversational format.

- Production cadence: three (3) podcast production sessions per year, each approximately two (2) days in length, conducted on-site at the Authority's office in Mather, California.
- Guest volume: each production session captures interviews with approximately six (6) guests, for a target annual production of eighteen (18) podcast episodes.
- Episode length: long-form conversational format, typically running up to ninety (90) minutes per episode.
- Format: structured Fireside Chat interviews featuring the Executive Director and a guest, with multi-camera capture suitable for video, audio, and derivative distribution.
- Guest pipeline coordination with the Executive Director and capture of Authority-priority guests, including state, federal, regional, and national transportation officials; agency leaders and policy figures; Capital Caucus members where willing to participate; Connector JPA Board members; member agency leadership; and partner agency leadership. The Consultant supports outreach, scheduling, and pre-interview preparation; the Executive Director holds final approval of all guests.
- Production standard: scripting and editorial support, multi-camera capture, editing, motion graphics, branded subtitles, color correction, sound design, transcripts, show notes, and final

delivery suitable for distribution across podcast platforms (Spotify, Apple Podcasts, YouTube, Google, RSS) and social channels.

- Derivative content: Each podcast episode produces a minimum of eight (8) derivative video outputs across long-form, short-form, and platform-native formats.
- Guest Promotion Kits: for each podcast episode, the Consultant shall produce a Guest Promotion Kit and deliver it to the depicted guest within ten (10) business days of release. Each Kit shall include pre-written social media posts in formats appropriate for the guest's expected channels. The Kit is intended to make participation in Authority content easy to amplify through the guest's own network and to support ongoing relationships with public officials, agency executives, and transportation leaders featured in Authority content.

### 3.5.2 Remote Interview Series

The Remote Interview Series complements the podcast by providing a steadier content cadence between quarterly podcast production sessions, expanding the range of voices the Authority can engage, and reaching guests for whom a shorter, lower-lift format is more appropriate than the long-form podcast. Format variety across the content portfolio is essential to sustained audience engagement.

- Format: structured remote video interviews, maximum forty-five (45) minutes in length, conducted via remote video production. Single-topic focus rather than the long-form conversational format of the podcast.
- Cadence: approximately monthly during periods between podcast production sessions, with not less than twelve (12) remote interviews produced per year.
- Derivative content: Each podcast episode produces a minimum of four (4) derivative video outputs across long-form, short-form, and platform-native formats.
- Guests: state, regional, national, and federal transportation officials; agency leaders and policy figures; subject-matter experts; and other voices that contribute variety and freshness to the Authority's content stream without requiring an on-site visit to Mather.
- Production: professional remote video capture, editing, motion graphics, branded subtitles, color correction, sound design, and final delivery suitable for distribution across podcast platforms and social channels.
- Branding and positioning: the Remote Interview Series may be released under the Between Two Shovels brand as a sub-series, or under a distinct identity within the Authority's brand system. The Consultant shall propose branding and positioning to the Executive Director for approval, balancing audience growth across products and clarity of content positioning.

### 3.5.3 Capital Caucus and Board Funding Content Series

This series is the Authority's primary state funding communications product. It is distinct from the podcast and the Remote Interview Series in format, location, and audience purpose: filmed on location in Sacramento and along the corridor (rather than at the Authority's office), focused specifically on the Authority's state funding asks, and produced for release timed to the state legislative session and budget cycle.

- Target: Six (6) long-form interviews across Capital Caucus elected members and Connector JPA Board members, with effort to engage all willing participants.

- Capital Caucus elected member interviews focused on the Authority's state funding asks, filmed on location in Sacramento and along the corridor.
- Connector JPA Board member interviews documenting member-agency support and the regional coalition behind the Project.
- Format: long-form interview cuts for the record, plus short-form derivative cuts optimized for each channel.
- Cadence: aligned to the state funding calendar, with content released over the legislative session and budget cycle.
- Pre-publication approval workflow: every piece of elected-official content is reviewed by the Executive Director and the depicted official (or designated staff) before any external publication.

### 3.5.4 Project Update and Corridor Documentation

- Field production capturing construction progress, environmental mitigation, milestone events, and corridor activity along Grant Line Road, White Rock Road, and other Project segments.
- Minimum of four (4) Project update videos per year, with additional production tied to milestone events (grant announcements, ribbon cuttings, groundbreakings, public meetings) as warranted.

### 3.5.5 On-Site Event Coverage

- Not less than four (4) full-day on-site shoots per year at strategic events, including: (a) ARTBA, (b) Washington DC, (c) a ceremony or Project update shoot along corridor segments (Grant Line Road, White Rock Road, or equivalent grant signing or milestone event), and (d) one additional priority activation at the Executive Director's direction.
- Per-event deliverable structure (minimums): each DC and ARTBA shoot produces one (1) SpotLight On-Site long-form piece, one (1) Fireside Chat Remote interview captured at the event, and six (6) Premium Shorts. The ceremony or milestone shoot produces one (1) SpotLight On-Site. The Project Update or priority activation shoot produces six (6) Premium Shorts.
- Annual on-site event output: not less than three (3) SpotLight On-Site long-form pieces, two (2) Fireside Chat Remote interviews captured at events, and eighteen (18) Premium Shorts.
- Substitution flexibility: the Authority may substitute one (1) of the four shoots for a local activation at the Executive Director's direction without scope change.
- Executive presence: the Consultant's Chief Executive Officer, Alano Vasquez (or comparable senior representative), shall be present on-site for not less than two (2) of the four shoots, typically DC and ARTBA, to support production, coordinate stakeholder content capture, and represent the platform in person.
- Travel and expenses for in-scope on-site shoots included in retainer; out-of-scope travel pre-approved in writing by the Executive Director.

### 3.5.6 Deliverable Taxonomy

For consistency across this Scope of Work and all production documentation, the following deliverable categories apply:

- SpotLight (On-Site or Remote): long-form interview or feature piece, professionally produced for primary distribution on the Authority's website and podcast channels, with full production standards.

- Fireside Chat: long-form conversational interview format featuring the Executive Director and a guest, produced on-site at the Authority's office during quarterly podcast production sessions. The Authority's flagship long-form content product.
- Remote Interview: shorter-form (maximum 45-minute) remote video interview, single-topic focus, produced between podcast production sessions to provide content cadence and format variety.
- HighLight: short-form, high-impact summary content derived from longer productions, optimized for social distribution.
- Premium Short: vertical-format, platform-optimized clip designed for mobile and social distribution (Reels, Shorts, TikTok-equivalent formats).
- Project Update Video: field-produced documentation of construction progress, environmental mitigation, milestone events, or corridor activity.

## 3.6 Funding-Aligned Content Calendar

The Consultant shall produce content on a schedule aligned to the Authority's funding strategy. Consultant shall develop an annual editorial calendar developed jointly with the Executive Director, mapped to the funding cycle calendar. A quarterly editorial planning session will occur to refresh the calendar against funding developments.

## 3.7 Advertising Content Production

The Consultant shall produce, on an as-needed basis, advertising assets for paid distribution. Volume is light; the Authority is not running a continuous paid media operation. The Authority will direct when advertising production is needed.

### Required Capabilities

- Audio advertising for Spotify and other audio platforms.
- Dynamic video and image creative for Meta (Facebook and Instagram) advertising.
- Dynamic video and image creative for Google Ads (YouTube and Display).
- LinkedIn advertising creative.
- Landing page builds tied to advertising campaigns.

### Production Approach

- Each campaign includes creative for all platforms relevant to that campaign, with copy variants for A/B testing.
- Paid media spend is separate from contract value and runs on Authority-owned ad accounts.

## 3.8 Analytics and Reporting

The Consultant shall produce episode analytics across all platforms and Brevo engagement analytics.

### Reporting

- Episode Performance Reports. Following the release of each podcast episode and each major video deliverable, the Consultant shall produce an Episode Performance Report for delivery to the depicted guest within forty five (45) days after release. The Report shall summarize listenership, viewership, and engagement metrics across all distribution channels; identify notable audience reach indicators relevant to the guest (geographic distribution, audience composition, total impressions); and highlight shareable moments and downstream coverage attributable to the appearance. Reports shall be produced in a consistent, branded format suitable for direct delivery to legislators, agency executives, and other public figures.

- Quarterly Board-ready report summarizing reach, engagement, content production, and platform health. These reports will be delivered three weeks prior to the Connector JPA Board meetings.

### 3.9 Coordination with Other Authority Consultants

The Authority separately procures and manages government relations and digital advertising consultants. The Consultant shall coordinate operationally with these consultants under the direction of the Executive Director. The Consultant shall participate in quarterly coordination meetings convened by the Executive Director.

## 4. Approvals and Editorial Control

- All external publication of Consultant-produced content requires Authority approval.
- Primary approval authority: Derek Minnema, Executive Director, or designee in writing.
- Content involving elected officials, member agency leadership, or Board members requires additional pre-publication review by the depicted individual or their designated staff.

## 5. Ownership of Work Product

- All deliverables produced under this Scope of Work are works made for hire and are the sole and exclusive property of the Authority.
- Authority property includes, without limitation: video and audio; photographs; written content; website code, design files, and CMS configurations; Make.com (or equivalent) automation scenarios specific to the Authority; Brevo account, lists, segments, templates, and automations; brand assets created for the Authority; analytics accounts and data; and operating documentation.
- The Consultant retains rights only to pre-existing, generic tools, templates, and frameworks not created for the Authority and not containing Authority-identifiable content.
- The Consultant grants the Authority an irrevocable, perpetual, royalty-free license to any underlying tools necessary to operate Authority deliverables in the event of termination.
- All Authority accounts (website CMS, hosting, domain, Make.com, Brevo, social channels, advertising platforms) shall be Authority-owned, with the Consultant holding administrator-level access only.

## 6. Pricing

Pricing is presented in three layers. Standard Rate reflects Whyze MSRP. Program Price reflects the rate available with a 12-month commitment (approximately 23% below MSRP). Pre-Pay options layer additional savings on top of Program Price.

| Pricing Layer | Annual | Effective |
|---|---|---|
| Standard Rate (MSRP) | ~~$494,050~~ | *n/a* |
| Program Price (12-month commit) | **$380,800** | $31,733/mo |
| **+ 24.4% 90-Day Pre-Pay (Year Two Partnership Rate)** | **$287,885** | **$71,971/qtr** |
| *Effective Monthly (reference only)* | *n/a* | *$23,990/mo* |
| **Pricing Layer** | **Annual** | **Effective** |
| **+ Annual Pre-Pay Bonus (additional 5% off)** | **$273,491** | **Save extra $14,394** |
| **Total Value Saved vs Standard MSRP** | **$220,559** | **45% off MSRP** |

The Authority may elect either the 90-Day Pre-Pay schedule (paid in 4 quarterly installments at the start of each quarter) or the Annual Pre-Pay option (paid in full upon execution). The Annual Pre-Pay option captures an additional 5% savings on top of the 90-Day Pre-Pay rate.

## Billing Schedule (Two Pre-Pay Payment Options Available)

The Authority selects one of the two billing schedules below upon execution. Both schedules are presented for transparency and Board reference.

### Option A: 90-Day Quarterly Pre-Pay (Year Two Partnership Rate)

| Trigger | Amount | Description |
|---|---|---|
| Q1, Upon Execution | **$71,971** | First quarterly installment covering June to August 2026. |
| Q2, September 1, 2026 | **$71,971** | Second quarterly installment covering September to November 2026. |
| Q3, December 1, 2026 | **$71,971** | Third quarterly installment covering December 2026 to February 2027. |
| Q4, March 1, 2027 | **$71,972** | Fourth quarterly installment covering March to May 2027. |
| **Total (Option A)** | $287,885 | 12-month engagement at 24.4% 90-Day Pre-Pay Year Two Partnership Rate. |

### Option B: Annual Pre-Pay (Additional 5% Discount)

| Trigger | Amount | Description |
|---|---:|---|
| Upon Execution | **$273,491** | Single annual installment for full 12-month engagement. |
| **Total (Option B)** | **$273,491** | Additional $14,394 savings compared to Option A. |

ITEM 11

**MEETING DATE:** May 29, 2026

**TITLE:** Authorize the Executive Director to Execute an Amendment to the Agreement with 4-Leaf Inc. for Comprehensive Construction Management Services Related to Environmental Restoration and Establishment at the Connector JPA Mitigation Property

**PREPARED BY:** Derek Minnema

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## RECOMMENDATION

Approve Resolution 2026-07 authorizing the Executive Director to execute an amendment to the Master On-Call Agreement with 4LEAF, Inc. to add Task Order No. 3 for comprehensive construction management, program management, subconsultant oversight, and stewardship documentation services related to environmental restoration, preservation, and establishment activities at the Connector JPA mitigation property near Grant Line Road and Jackson Road.

## BACKGROUND

The Connector JPA is both the project proponent and a permittee under the South Sacramento Habitat Conservation Plan (SSHCP). As a result, the JPA is responsible for implementing biological and cultural resource investigations, determining land cover impacts, paying applicable mitigation fees, and preserving and managing mitigation lands in a manner consistent with the SSHCP and the Connector project's environmental commitments.

Since 2017, the JPA has invested significantly in permanent open space, agricultural lands, species habitat, and environmental mitigation. In 2022, the JPA purchased an approximately 150-acre property near Grant Line Road and Jackson Road as part of its open space conservation strategy. The property is used for active cattle grazing and is intended to serve as a mitigation asset while preserving the ecological and agricultural functions of the site.

Prior Board actions have authorized mitigation-related planning, maintenance, and preservation activities on the property. In May 2023, the Board authorized additional environmental consulting work for the Jackson/Grant Line property, including preparation of a Preserve Documentation Report and mitigation planning support. The Board also authorized fencing and routine maintenance activities for JPA mitigation properties, including firebreak disking, junk removal, cattle truck access and paddock repairs, watering pond erosion repairs, and fencing and gate improvements needed to support ongoing stewardship of the property.

## PRIOR 4LEAF WORK

In February 2025, the Board approved a Master On-Call Agreement with 4LEAF, Inc. to support CUPCCAA implementation and initiate public works related to driveway access improvements at the JPA mitigation property. In May 2025, the Board approved Resolution 2025-15 authorizing Task Order No. 1 and Task Order No. 2 under the Master On-Call Agreement in a total amount not to exceed $89,142.

- Task Order No. 1 authorized 4LEAF to assist the JPA with CUPCCAA compliance and bid solicitation strategy for the Sloughhouse Road driveway improvements. This work included confirming the JPA's CUPCCAA enrollment, reviewing contractor registration and outreach requirements, evaluating applicable bid thresholds, and preparing recommendations for the appropriate procurement pathway.

- Task Order No. 2 authorized 4LEAF to provide comprehensive construction management services for the new driveway connection to Sloughhouse Road, including bid evaluation, contractor coordination, permit compliance, construction documentation, coordination with Sacramento County inspectors, and final closeout documentation.

These prior task orders provided a procurement and construction management framework for small public works and stewardship-related improvements on the mitigation property. The proposed amendment builds on that work by authorizing 4LEAF to manage the next phase of infrastructure, restoration, preservation, and operations planning needed to establish and maintain the property as a long-term JPA mitigation asset.

## DISCUSSION

The proposed amendment would add Task Order No. 3 to the existing 4LEAF Master On-Call Agreement. Under Task Order No. 3, 4LEAF would serve as Program Manager for a coordinated set of infrastructure, restoration, preservation, and stewardship activities on the property. The work is intended to support biological resource habitat restoration and preservation, maintain the property's value as a mitigation asset, support working-lands stewardship through continued grazing, and preserve right-of-way needed for future Connector improvements near the Grant Line Road/Jackson Road intersection.

The property includes existing and planned features that must be coordinated as part of an integrated management approach, including access improvements, fencing, cattle grazing infrastructure, water supply, pond and berm maintenance, restoration planning, conservation easement planning, public utility and access easements, and future Connector right-of-way preservation. The amendment allows 4LEAF to coordinate this work through defined workstreams and to manage subconsultants as needed. Construction contracts for berm, well, corral, fence, or similar improvements would be entered into directly by the Connector JPA.

## TASK ORDER NO. 3 SCOPE

Task Order No. 3 is organized into the following six workstreams:

- M&P Oversight - Tentative Parcel Map and Right-of-Way Preservation Site Planning. 4LEAF will engage and oversee Morton & Pitalo, Inc. for site planning, boundary survey, tentative parcel map, and feasibility analysis to establish Connector right-of-way preservation needs first and evaluate future property configuration options consistent with the SSHCP conservation framework.

- Berm Repair Management. 4LEAF will manage inspection, design, bidding support, construction management, and documentation for repair of the existing cattle pond berm, with the berm work targeted for substantial completion before the 2026-2027 wet season.

- Well Buildout and Stock Water Distribution. 4LEAF will manage design, installation coordination, testing, commissioning, and as-built documentation for the on-site well, float-controlled pond supply, stock water distribution, and coordination for a future Sacramento Metro Fire service line connection.

- Cattle Corral, Fence Layout, and Working Lands Infrastructure. 4LEAF will manage design, bidding support, and construction management for replacement or modernized livestock handling infrastructure and related fence layout, coordinated with grazing, habitat, and right-of-way preservation needs.

- Restoration and Mitigation Plan Oversight. 4LEAF will oversee and coordinate the work of Cox Planning Solutions, which is being retained separately by the Connector JPA to prepare a Restoration and Mitigation Plan for the property.

- Property Operations and Maintenance Manual. 4LEAF will prepare a standard operations and maintenance manual documenting as-built conditions, maintenance protocols, grazing management, restoration establishment, recordkeeping, and emergency response procedures for long-term stewardship of the property.

## BUDGET

Task Order No. 3 would be performed on a time-and-materials basis in an amount not to exceed $299,888. This amount includes $140,916 in 4LEAF labor and $158,700 in anticipated pass-through subconsultant costs. Subconsultant costs will be billed at cost with no markup, consistent with the Master On-Call Agreement and prior task order terms.

The proposed services will be charged against the Connector JPA environmental mitigation program budget. Prior mitigation property activities have been funded through environmental mitigation funding programmed for open space preservation, restoration, and related property maintenance activities.

## SCHEDULE

Berm repair management is scheduled for substantial completion by October 15, 2026, in advance of the 2026-2027 wet season. The remaining workstreams will be completed in a phased manner through December 31, 2027, unless otherwise authorized in writing by the Executive Director. 4LEAF will provide a program schedule and workstream sequencing plan within 30 days of the effective date of Task Order No. 3, along with monthly status reports addressing progress, budget, schedule, and risks.

## REQUESTED ACTION

Approval of Resolution 2026-07 will authorize the Executive Director to execute the amendment with 4LEAF, Inc. for Task Order No. 3.

The proposed services are necessary to continue the Board-approved mitigation strategy for biological resource habitat restoration and preservation, maintain safe and functional access and working-lands infrastructure, coordinate restoration planning, and document long-term stewardship obligations for the Connector JPA mitigation property.

## ATTACHMENTS

a. Resolution 2026-07
b. 4LEAF Task Order No. 3 Scope and Fee

CAPITAL | SOUTHEAST
CONNECTOR JPA
Connecting Communities

**ITEM 11 a**

# RESOLUTION 2026-07

## RESOLUTION OF THE BOARD OF DIRECTORS OF THE CAPITAL SOUTHEAST CONNECTOR JOINT POWERS AUTHORITY AUTHORIZING THE EXECUTIVE DIRECTOR TO EXECUTE A MASTER ON CALL TASK ORDER AGREEMENT WITH 4LEAF INC.

**BE IT RESOLVED** by the Board of Directors ("Board") of the Capital SouthEast Connector Joint Powers Authority ("Connector JPA") that the Executive Director of the Connector JPA is hereby authorized to execute task orders No. 3 for comprehensive construction management services related to environmental restoration and establishment for an amount not to exceed $299,888.

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

* * * * *

PASSED AND ADOPTED this 29th day of May 2026, on a motion by

Director ___________, seconded by Director____________, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____________________________
Chairperson

ATTEST:

_____________________________
Secretary

# TASK ORDER NO. 3
# TO THE
# MASTER ON-CALL SERVICES AGREEMENT
# BETWEEN CAPITAL SOUTHEAST CONNECTOR JPA
# AND 4LEAF, INC.

This Task Order No. 3 is entered into on this ____ day of May 2026 ("Effective Date") by and between Capital SouthEast Connector JPA[1] (the "Connector") and 4LEAF, Inc., a California Corporation ("4LEAF" or "Consultant").

**WHEREAS**, the Connector and Consultant entered into a Master On-Call Professional Services Agreement on March 1, 2025 (the "Agreement"); and

**WHEREAS**, the Connector owns the real property identified as APN 126-0060-039 (the "Property"), which is held by the Connector as a mitigation parcel under the South Sacramento Habitat Conservation Plan ("SSHCP") and which is also immediately adjacent to the future Interchange at Grant Line Rd/Jackson Rd, and which requires sub-dividing the lot to support future Connector right-of-way preservation and establish the limits of conservation easements, public utility easements, and access easements to serve the well and cattle grazing corrals; and

**WHEREAS**, the Connector requires program management, construction management, subconsultant oversight, and stewardship documentation services to deliver a coordinated set of infrastructure and stewardship improvements on the Property; and

**WHEREAS**, the Consultant agrees to perform the following scope of services as program manager for these activities, including the engagement and management of subconsultants on behalf of the Connector.

**NOW, THEREFORE**, the parties agree to the following:

## 1. Scope of Services

4LEAF shall serve as Program Manager to the Connector for a coordinated set of infrastructure and stewardship activities on the Property. In this role, 4LEAF shall engage, direct, and manage subconsultants on behalf of the Connector, coordinate with the Connector's separately retained consultants, and deliver the work products described below. Scope is organized in six (6) workstreams:

### a. M&P Oversight — Tentative Parcel Map and ROW-Preservation Site Planning

Engage Morton & Pitalo, Inc. ("M&P") as a 4LEAF subconsultant to perform tentative parcel map, planning, and mapping services for the Property. The M&P scope and fee shall flow through this Task Order at cost, with no markup, consistent with the Master Agreement.

4LEAF shall direct M&P's site planning work such that Connector right-of-way preservation requirements are established first along Grant Line Road and Jackson Road, consistent with the Authority's statutory purpose of delivering the Capital SouthEast Connector facility. The Property is approximately 159 acres, materially larger than the area required for SSHCP mitigation purposes and prospective Connector right-of-way preservation. As a matter of prudent asset stewardship, 4LEAF shall direct a subsequent feasibility analysis of whether the non-mitigation, non-right-of-way balance of the Property can support a separate legal upland parcel consistent with the Sacramento County General Plan, AG-20 zoning, applicable subdivision and entitlement law, and the SSHCP conservation framework. The feasibility analysis is intended to inform the

Authority's future disposition options and may conclude that no separable parcel is legally supportable; in that case, the Property remains in its current configuration. The analysis is advisory; no decision regarding disposition of any portion of the Property is authorized by this Task Order. Specific activities include:

- Engage M&P as a 4LEAF subconsultant with scope necessary to reflect ROW-driven site planning.
- Direct M&P to phase the work such that Site Planning and Boundary Survey precede commitment to Tentative Map preparation and downstream preliminary plans.
- Coordinate ROW preservation site planning with the Connector's Principal Civil Engineer and outside engineering counsel.
- Coordinate a pre-application meeting with the Sacramento County Planning Department to confirm the entitlement pathway, including whether a minor parcel map or simplified process is viable given the SSHCP conservation framework.
- Review and approve M&P deliverables prior to submittal to the Connector; manage M&P invoicing and progress against the not-to-exceed budget.
- Recommend to the Connector Executive Director (i) whether to proceed from Site Planning into Tentative Map preparation, and (ii) whether the feasibility analysis supports establishment of a separate upland parcel, for subsequent Authority and counsel consideration.

### b. Berm Repair Management — Summer 2026, Pre-Wet-Season

Manage the design and construction of berm rehabilitation work for the existing cattle pond on the Property. The Connector requires this work to be substantially complete prior to the onset of the 2026–2027 wet season. Specific activities include:

- Engage a qualified geotechnical or earthen-dam inspection subconsultant to perform pre-construction inspection of the berm crest, upstream face, downstream face, toe, spillway, and supporting features.
- Review inspection findings with the Connector’s Executive Director and develop a prioritized repair scope, including earthwork repair, burrow remediation, lift-and-compact restoration, keyway requirements, rodent abatement, and seepage mitigation as indicated.
- Conduct informal bidding in accordance with CUPCCAA thresholds; reach out to qualified earthwork contractors using the JPA’s pre-approved contractor list; solicit, review, and negotiate bids; and present recommendations to the Executive Director for contract award.
- Provide construction management and inspection of record services during berm construction, including daily activity documentation, RFI and submittal management, change order administration, and compaction testing oversight.
- Coordinate any required SSHCP plan-consistency documentation with the Cox Planning Solutions scope (Workstream e).
- Confirm completion meets specification; deliver photo-documentation of pre-, during-, and post-construction conditions for the parcel file.

### c. Well Buildout, Float System, Service Line, and Stock Water Distribution

Manage completion and full integration of the recently installed on-site well into the Property’s working infrastructure. The well is installed but not fully operational. Required interconnections include (i) a float-controlled minimum pool supply to the pond, (ii) a service line oriented toward the Sacramento Metro Fire Station, and (iii) water distribution to cattle watering troughs. Specific activities include:

- Procure and contract a civil engineering subconsultant qualified in agricultural and small water system design to prepare design and specifications for well commissioning, float-controlled minimum pool delivery, service line alignment toward the Sacramento Metro Fire station, and trough distribution loops.
- Coordinate with Sacramento Metro Fire regarding the future service line connection, including alignment, sizing, and any cost-share or service agreement preconditions.
- Confirm well capacity is sufficient for combined pond float-fill, livestock distribution, and reserved capacity for the Sacramento Metro Fire service connection.
- Identify joint-trench opportunities along the ranch road corridor, including coordination with the future tree allée irrigation infrastructure (where pursued).
- Manage installation, testing, and commissioning of the float system, supply lines, isolation valves, backflow prevention appropriate to source, and freeze protection.
- Document the as-built configuration of the well, distribution system, and connection points for inclusion in the Property O&M Manual (Workstream f).

**d. Cattle Corral, Fence Layout, and Working Lands Infrastructure**

Manage the design and construction of replacement and modernized livestock handling infrastructure on the Property, consistent with the SSHCP's working-lands conservation framework. Specific activities include:

- Procure and contract a qualified livestock facility designer or agricultural engineer to prepare a corral, handling, and loadout facility design appropriate to the herd and the Property's management regime.
- Coordinate with UC Cooperative Extension Sacramento County and the NRCS field office regarding technical assistance and potential EQIP or other cost-share program eligibility.
- Develop a revised fence layout for the Property reflecting (i) the corral and handling facility location, (ii) the future ROW preservation configuration developed under Workstream a, (iii) the SSHCP conservation framework, and (iv) setbacks from the pond, well, and any sensitive habitat features.
- Conduct informal bidding for corral construction and fence installation; present recommendations for contract award.
- Provide construction management and inspection during corral and fence construction.
- Document as-built corral and fence configuration for the Property O&M Manual.

**e. Cox Planning Solutions Oversight — Restoration and Mitigation Plan**

Oversee the work of Cox Planning Solutions ("Cox"), retained separately by the Connector to prepare a Restoration and Mitigation Plan for the Property. 4LEAF shall serve as the Connector's technical and contractual point of contact with Cox. Specific activities include:

- Review and approve Cox phase deliverables prior to acceptance by the Connector.
- Coordinate Cox's scope with the SSHCP plan-consistency framework, and confirm that Cox's deliverables are structured to support both SSHCP consistency documentation and any necessary Sacramento County entitlement actions.
- Confirm that Cox's restoration measures are integrated with the berm repair, well buildout, corral, and ROW-preservation activities under this Task Order.
- Manage Cox's progress against schedule and budget; recommend phase authorizations to the Executive Director.

### f. Property Operations & Maintenance Manual

Develop a Standard Operations and Maintenance Manual for the Property (the “O&M Manual”) that documents the as-built condition, ongoing maintenance protocols, and stewardship framework for the Connector and any future operator. The O&M Manual is intended to serve as the operating document for the Property and to demonstrate the Connector’s record as a responsible SSHCP plan-implementing entity. Required content includes:

- Property description, parcel boundaries, and SSHCP-covered habitat types present.
- As-built documentation of the pond, berm, and spillway, including the geotechnical inspection findings and post-repair compaction records.
- As-built documentation of the well, float system, service lines, isolation valves, backflow prevention, and stock water distribution.
- As-built documentation of corral, handling facility, fence layout, and any loadout improvements.
- Grazing management framework, including herd capacity, rotation guidance, and consistency with SSHCP working-lands conservation objectives.
- Routine and periodic maintenance protocols for the berm, spillway, well, float system, fence, and corral infrastructure, with recommended intervals.
- Native planting establishment, browse protection, and replacement protocols (coordinated with the Cox Restoration and Mitigation Plan).
- Recordkeeping and reporting requirements consistent with SSHCP plan-administrator coordination.
- Emergency response protocols for berm distress, water-quality concerns, and livestock incidents.
- Appendices including inspection forms, as-built drawings, supplier and contractor contacts, and warranty information.

## 2. Fee

Consultant will provide the above Scope of Services on a Time and Materials, Not-to-Exceed basis in the amount of Two Hundred Ninety-Nine Thousand Eight Hundred Eighty Eight  Dollars $299,888 per Exhibit A. This amount includes both 4LEAF labor and pass-through subconsultant costs.

Subconsultant fees engaged under this Task Order shall be billed at cost with no markup, consistent with Section 2 of Task Order No. 2 and the Master Agreement. Subconsultants engaged under this Task Order are anticipated to include Morton & Pitalo, Inc. (tentative parcel map and ROW-preservation site planning), a qualified geotechnical or earthen-dam inspection firm (berm), a civil engineering firm (well and water distribution), and a livestock facility designer (corral). Additional subconsultants may be engaged with the Executive Director’s prior written approval.

The Fees to be paid Consultant, as provided in this Task Order No. 3, shall be in compensation for all of Consultant’s expenses incurred in the performance of work under this Task Order No. 3, including travel, per diem, and other direct costs, unless otherwise expressly so provided. Other direct costs include: filing fees and other fees fixed by law or assessed by courts and other agencies; courier and overnight delivery service; travel expenses, which consists of vehicle mileage only charged at the IRS business rate; investigation expenses (as pre-approved by the Authority); consultants’ fees (as pre-approved by the Authority); and copy service fees. All costs and expenses shall be fully itemized at actual cost. No markup will occur on other direct costs.

## 3. Schedule of Performance

Berm Repair Management (Workstream b) shall be substantially complete on or before October 15, 2026, in advance of the 2026–2027 wet season. The remaining workstreams shall be completed in a phased manner extending through December 31, 2027, unless otherwise authorized in writing by the Executive Director of the Connector. Schedule for each workstream shall be developed by 4LEAF and submitted to the Executive Director within thirty (30) days of the Effective Date.

## 4. Deliverables

Consultant shall provide the Connector with the following deliverables:

- Program schedule and workstream sequencing plan, submitted within thirty (30) days of the Effective Date.
- Monthly program status report, including subconsultant progress, budget status, schedule status, and risk register.
- M&P phase deliverables (Workstream a), including ROW-preservation site planning memorandum and feasibility analysis prior to authorization of Tentative Map preparation.
- Berm geotechnical inspection report, repair scope, bid analysis and award recommendation memorandum, and final completion certification (Workstream b).
- Well buildout design package, commissioning report, and as-built documentation (Workstream c).
- Corral and fence design package, bid analysis and award recommendation memorandum, and final completion certification (Workstream d).
- Cox phase review memoranda and recommended phase authorizations (Workstream e).
- Final Property Operations and Maintenance Manual, with as-built attachments (Workstream f).

## 5. Assumptions and Exclusions

This Task Order No. 3 is subject to the terms and conditions of the Agreement. The following assumptions and exclusions apply:

- Construction contracts for berm, well, corral, and fence work shall be entered into directly between the Connector and the selected contractor(s); 4LEAF's role is bidding management and construction management, not prime contractor.
- Subconsultant fees shown in Exhibit A are estimates; actual subconsultant scopes and fees shall be presented to the Executive Director for approval prior to engagement.
- CEQA documentation, biological resource surveys requiring seasonal protocols, jurisdictional delineations, agency permits beyond Sacramento County Planning, and SSHCP plan-administrator engagement are anticipated to be addressed through the Cox scope (Workstream e); 4LEAF will coordinate but is not the preparer of those documents.
- Native planting design, plant palette, and revegetation specifications are anticipated to be addressed through the Cox scope; 4LEAF coordinates establishment activities through the O&M Manual.
- Sacramento Metro Fire service line installation is anticipated to be a separate project; this Task Order includes coordination but not construction of the off-property service line.

This Task Order No. 3 may be executed in multiple counterparts, each of which shall constitute an original, and all of which taken together shall constitute one and the same instrument.

Documents executed, scanned and transmitted electronically and electronic signatures shall be deemed original signatures for purposes of this Task Order No. 3 and all matters related thereto, with such scanned and electronic signatures having the same legal effect as original signatures.

**IN WITNESS WHEREOF**, Connector and Consultant have entered into this Task Order No. 3 as of the Effective Date.

**CAPITAL SOUTHEAST CONNECTOR JPA**

___________________________________

**DEREK MINNEMA**

Executive Director

**4LEAF, INC.**

___________________________________

**BERT GROSS**

Vice President

*[1] The full legal name of the Capital SouthEast Connector Joint Powers Authority is the "Elk Grove-Rancho Cordova-El Dorado Connector Authority."*

## EXHIBIT A
## Time and Materials, Not to Exceed

| ANALYSIS BY TASK | Project Administrator Alia Coleman | Inspector Jesus Guevara | Project / Program Manager Dan Wolfe, PE | Principal Bert Gross, PE | Subconsultants / Totals |
|---|---|---|---|---|---|
| **Rate** | $142 | $175 | $198 | $205 | |
| **1. M&P Oversight – TPM, ROW Preservation Site Planning** | | | | | |
| Hours | 24 | | 80 | 8 | M&P (sub) ~$78,000 |
| **Cost** | $2,272 | — | $15,840 | $1,640 | **$98,888** |
| **2. Berm Repair Management (Summer 2026 — Pre-Wet-Season)** | | | | | |
| Hours | 32 | 120 | 100 | 8 | Geotech sub ~$25,000 Contractor (sep.) |
| **Cost** | $3,408 | $21,000 | $19,800 | $1,640 | **$71,984** |
| **3. Well Buildout, Float System, Service Line & Troughs** | | | | | |
| Hours | 24 | 48 | 80 | 8 | Civil/well sub ~$20,000 |
| **Cost** | $2,272 | $7,000 | $15,840 | $820 | **$49,288** |
| **4. Cattle Corral & Fence Layout — Design & Construction Mgmt** | | | | | |
| Hours | 24 | 48 | 80 | 8 | Livestock facility designer (sub) ~$15,000 |
| **Cost** | $2,272 | $8,400 | $12,672 | $820 | **$44,288** |
| **5. Cox Planning Solutions Oversight (Restoration & Mitigation Plan)** | | | | | |
| Hours | 16 | | 48 | 8 | Cox (sep. contract) |

| ANALYSIS BY TASK | Project Administrator Alia Coleman | Inspector Jesus Guevara | Project / Program Manager Dan Wolfe, PE | Principal Bert Gross, PE | Subconsultants / Totals |
|---|---|---|---|---|---|
| **Cost** | $1,136 | — | $6,336 | $820 | **$13,416** |
| **6. Property O&M Manual Development** | | | | | |
| Hours | 32 | | 80 | 8 | — |
| **Cost** | $3,408 | — | $11,880 | $1,640 | **$22,024** |
| **TOTAL HOURS** | **104** | **208** | **416** | **36** | |
| **SUBTOTALS (4LEAF Labor)** | **$14,768** | **$36,400** | **$82,368** | **$7,380** | **$140,916** |
| **SUBCONSULTANT PASS-THROUGH** | | | | | **$138,000** |
| **TIME & MATERIALS ESTIMATE, NOT TO EXCEED** | | | | | **$299,888** |

**Notes:**

- 4LEAF labor rates are consistent with rates established under Task Order No. 2 (April 2025). Inspector of Record rate shown at $175/hr; field inspection for berm and corral construction included within this classification.
- Subconsultant amounts shown are planning-level estimates. Actual subconsultant fees shall be billed at cost with no markup, consistent with the Master Agreement.
- Anticipated subconsultants and budget allocation: Morton & Pitalo, Inc. (~$78,000) — TPM and ROW-preservation site planning; Geotechnical / earthen-dam inspector (~$25,000) — berm; Civil engineer (~$20,000) — well, float, service line, troughs; Livestock facility designer (~$15,000) — corral and fence layout.
- Construction contracts (berm earthwork, corral construction, fence installation, well buildout installation) are not included in this Task Order; those shall be contracted directly between the Connector and selected contractors and managed by 4LEAF under Workstreams b, c, and d.
- Cox Planning Solutions is contracted separately by the Connector; oversight hours only are included in Workstream e.

**ITEM 12**

**MEETING DATE:** May 29, 2026

**TITLE:** Authorize the Executive Director to Execute an Amendment to Agreement with Drago Vantage for Funding Grant Applications and Finance Plan Development Services

**PREPARED BY:** Derek Minnema

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## RECOMMENDATION

Approve Resolution 2026-08, authorizing the Executive Director to execute an amendment to the professional services agreement with Drago Vantage, LLC for continued strategic funding and finance consulting, grant application preparation, and completion of the Capital SouthEast Connector Funding and Finance Plan.

## BACKGROUND

On August 29, 2025, the Board of Directors approved Resolution 2025-17 authorizing the Executive Director to execute an agreement with Drago Vantage, LLC for development and implementation of a Capital SouthEast Connector funding and financing strategy for an amount not-to-exceed $200,000.

The purpose of the original agreement was to assist JPA staff, member agencies, and the Board of Directors in revisiting, strengthening, and implementing the Connector's long-term funding and finance strategy. The Connector JPA previously developed a comprehensive finance strategy in 2012, with additional focused planning efforts in 2017 and a working plan of finance developed in 2020. Those prior efforts now require updating due to changes in federal and state funding programs, evolving Senate Bill 1 funding criteria, and the changing regional funding environment.

The original scope included development of a 10-year strategic funding and finance plan, Board and stakeholder strategy meetings, monthly check-ins with JPA leadership, targeted grant pursuits, and optional grant administration and oversight services. This work was intended to provide a clear, adaptable funding roadmap while positioning the Connector for priority federal, state, regional, Active Transportation Program, and Senate Bill 1 funding opportunities.

## DISCUSSION

Since approval of the original agreement, Drago Vantage has assisted the JPA with funding strategy discussions and evaluation of near-term and long-term opportunities for the Connector. As this work has progressed, staff has determined that the remaining services should be refined into a more defined scope with specific deliverables, fixed or structured compensation terms, and clear authorization requirements for individual grant pursuits.

Additional follow-on services are necessary through June 30, 2027 to maintain strategic funding support, complete the Funding and Finance Plan, monitor state, regional, and federal funding opportunities, and prepare targeted grant applications for upcoming funding cycles. The proposed amendment would authorize the following primary tasks:

- Strategic Consulting Retainer: Ongoing funding strategy advice, monthly check-ins, funding opportunity monitoring, and a mid-year strategy update memorandum.

- Funding and Finance Plan Close-Out: Address prior JPA staff comments, prepare a comment-response matrix, and deliver a final Board-ready plan by October 31, 2026.

- Targeted Grant Pursuits: Prepare authorized grant applications for upcoming state and regional funding programs, including CTC SB 1 programs and SACOG Regional Program prioritization.

- Optional Board Strategy Retreat: Organize and facilitate a Board strategy retreat following completion of the Funding and Finance Plan, subject to written authorization by the Executive Director.

The amended scope provides additional cost control by separating the strategic retainer, plan close-out, grant application preparation, and optional retreat into defined tasks. The targeted grant pursuit task also requires written authorization before each application begins and does not authorize hourly or time-and-materials billing for grant application preparation. The proposed amendment will allow the JPA to continue building on the original funding and finance strategy effort while ensuring the Board and member agencies have a clear roadmap for upcoming funding decisions, grant pursuits, and long-term delivery of the Connector.

## BUDGET

The amendment would increase the total not-to-exceed amount to $357,000. Funding for this amendment will be budgeted under Professional Services, consistent with prior Board authorization for grant writing and fnding strategy services. Work performed under this amendment is intended to support the Board-adopted work plan, near-term funding pursuits, and long-term implementation of the Capital SouthEast Connector.

## ATTACHMENTS

a. Resolution 2026-08
b. Amendment to Agreement with Drago Vantage, LLC

ITEM 12 a

# RESOLUTION 2026-08

## RESOLUTION OF THE BOARD OF DIRECTORS OF THE CAPITAL SOUTHEAST CONNECTOR JOINT POWERS AUTHORITY AUTHORIZING THE EXECUTIVE DIRECTOR TO EXECUTE AN AMENDMENT TO THE AGREEMENT WITH DRAGO VANTAGE, LLC FOR GRANT FUNDING APPLICATIONS AND FINANCE PLAN DEVELOPMENT SERVICES

**BE IT RESOLVED** by the Board of Directors ("Board") of the Capital SouthEast Connector Joint Powers Authority ("Connector JPA") hereby authorizes the Executive Director to execute an amendment, in substantially the form attached hereto, to the agreement with Drago Vantage, LLC to amend the scope of work for grant funding applications and finance plan development services, amend the term of the agreement, and increase the not-to-exceed amount to $381,500.

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

* * * * *

PASSED AND ADOPTED this 29th day of May 2026, on a motion by

Director ________________, seconded by Director________________, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

______________________________

Chairperson

ATTEST:

______________________________

Secretary

ITEM 12 b

**AMENDMENT NO. 1**
**AGREEMENT FOR PROFESSIONAL SERVICES BETWEEN**
**THE CAPITAL SOUTHEAST CONNECTOR AUTHORITY**
**AND DRAGO VANTAGE, LLC.**

This Amendment No. 1 to the September 4, 2025, agreement for Professional Services ("Agreement") between the Capital SouthEast Connector Authority[1] ("Authority"), and Drago Vantage, LLC., a California Corporation ("Consultant"), is entered into effective May _29_, 2026.

WHEREAS, on September 4, 2026, the Executive Director of the Authority entered into an agreement for professional services with Consultant related to Development and Implementation of a Capital SouthEast Connector Funding & Finance Strategy; and

WHEREAS, the Authority and Consultant now wish to further amend the Scope of Work to include additional Finance Plan and Grant Application Support services related to the project.

NOW, THEREFORE, the Authority and Consultant agree as follows:

1. Authority and Consultant hereby agree to amend the Scope of Work to include those tasks more specifically described in Exhibit A-1 attached hereto and incorporated herein.

2. Authority and Consultant hereby agree to amend the third sentence of Section 1 of the Agreement to read as follows:

   Work shall be completed and this agreement shall expire on June 30, 2027, unless otherwise terminated as provided for in this Agreement or extended by written agreement between parties.

3. Authority and Consultant hereby agree to amend the second sentence of Section 5 of the Agreement to read as follows:

   "The amount to be paid to Consultant under this Agreement shall not exceed Three Hundred and Fifty Thousand Dollars ($381,500.00) unless expressly authorized in writing by the Executive Director.

4. Except as expressly amended herein, all terms and conditions of the Agreement shall remain in full force and effect.

[1] The full legal name of the Capital SouthEast Connector Authority is the "Elk Grove-Rancho Cordova-El Dorado Connector Authority."

IN WITNESS WHEREOF, THE PARTIES HAVE ENTERED INTO THIS AMENDMENT AS OF THE DATE HEREIN ABOVE APPEARING.

**CAPITAL SOUTHEAST CONNECTOR AUTHORITY**

____________________________________
DEREK MINNEMA
Executive Director

**APPROVED AS TO FORM:**

____________________________________
SLOAN SAKAI YEUNG & WONG LLP
Legal Counsel to the Authority

**DRAGO VANTAGE, LLC.**

____________________________________
SABRINA DRAGO
President

Attachments:

Exhibit A-1

6100 Horseshoe Bar Road A510
Loomis, California 95650

**DragoVantage.com**
Drago Vantage is a certified DBE in California and Arizona

# Scope of Work

*Drago Vantage — SouthEast Connector JPA — June 1, 2026 to June 30, 2027*

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## TASK 1 – STRATEGIC CONSULTING

Drago Vantage, LLC will serve as the JPA's strategic funding and finance consultant on a flat monthly retainer. Sabrina Drago will serve as the Project Manager, Strategic Advisor, and main point of contact. The retainer provides for senior representation of the JPA, strategic counsel, and active navigation of the regional, state, and federal venues most relevant to the JPA's funding strategy, with focus on the SACOG Regional Prioritization process and the SB 1 LPP and TCEP cycles. The substantive output is presence, judgment, professional standing, and established relationships applied on the JPA's behalf. In any given month, the work performed under the retainer is shaped by JPA priorities and active opportunities.

**Activities:**

- Conduct strategic outreach to regional agencies and partners, fostering collaboration and support for the Connector project.
- Provide expert guidance and key insights on state and local transportation funding opportunities affecting the Connector project.
- Guide the identification and pursuit of State and Local funding opportunities. Advise Executive Director on strategic communications and liaise with the California Transportation Commission regarding the SB 1 Program. Advise the Executive Director on strategic communications and liaise with SACOG regarding the regional funding Program.
- Working with Executive Director, develop strategy and support implementation for obtaining documented support from elected officials and stakeholders for active funding pursuits.
- Strategic counsel to the Executive Director on funding sequencing, local match planning, member agency alignment, and project scoring and competitiveness considerations.
- Regular communication with the Executive Director on active pursuits, time sensitive decisions, and emerging opportunities, supplemented by a standing monthly coordination meeting with the Executive Director and designated JPA staff.
- Serve as a thought partner to Executive Director for funding strategy and political matters.

**Deliverables:**

- Monthly written update to the Executive Director documenting work performed under the retainer, outcomes, and forward look.
- Occasional written summary following meetings, calls, or representation activities that warrant a written record.

**Fee:** $7,500 per month for thirteen (13) months: $97,500. Retainer does not include travel or other direct costs. Costs to be reimbursed by the JPA and are to be pre-authorized in writing.

## TASK 2 – FUNDING AND FINANCE PLAN

This task is limited to addressing comments and delivering a final Plan to the Board of Directors. Scope includes a written response to the JPA comments, the additional research necessary to address those comments, the formatting and graphics work required to produce a Board-ready final document, and presentation to the JPA board of directors.

**Deliverables:**

- Written comment-response matrix addressing every JPA comment previously submitted on the draft Plan.
- One (1) final Funding & Finance Strategy Memorandum and Funding Matrix, delivered no later than October 31, 2026.
- Board presentation

**Fee:** Not to exceed $12,000.

## TASK 3 – TARGETED GRANT PURSUITS

Prepare competitive grant applications on a fixed lump-sum-per-application basis. Drago Vantage leads the overall application effort, drafts narratives, coordinates partner letters of support, and manages assembly of the complete application package. JPA staff provides narrative editing, graphics, and supplemental writing capacity. Dokken Engineering provides cost estimates and Benefit Cost Analyses (BCAs). Each application has its own fixed fee, set in writing by Drago and authorized by the Executive Director prior to work commencing on each application. Payment is in three installments per application: 30% upon Executive Director's written notice to proceed; 30% upon submittal of a draft application to JPA for review; 40% upon final submittal of the application to the grantor agency. No hourly or time-and-materials billing is authorized under this task. This is expected to include:

- CTC SB1 Programs: LPP (1 grant application) and TCEP (2 grant applications) — lump-sum fee of $50,000 for all three (3) grants
- SACOG Regional Funding Program Grants (2 applications) — lump-sum fee of $10,000 for both grants

**Activities:**

- Develop annotated outline aligned with program criteria.
- Draft application narratives and coordinate partner letters of support.
- Coordinate receipt of cost estimates and BCAs from Dokken Engineering, and graphics and narrative editing support from JPA staff.
- Manage internal review and assemble final application packages, including timeline coordination and integration of contributions across Drago Vantage, JPA staff, and Dokken Engineering.
- Coordinate with SACOG, STA and other regional partners on items directly tied to the application being prepared.

**Deliverables:**

- Draft and final application package for each authorized application, including outlines, narratives, maps, datasets, letters of support, forms, cost estimates, and schedules.
- Draft and final letters of support tailored to each project and organization, including partner engagement to facilitate their preparation and delivery.

**Fee:** Not to exceed $60,000 total for this period, allocated lump-sum per application with written authorization by the Executive Director in advance. INFRA/BUILD to be added by amendment only if NOFOs are published and JPA desires to pursue. Per application fees are set on the assumption that Dokken Engineering provides Benefit Cost Analyses (BCAs) mirroring previous grant submittals. If Drago Vantage is asked to prepare or substantively revise BCAs, that scope is added by separate written amendment.

## *OPTIONAL: BOARD STRATEGY RETREAT IN SONOMA — FINANCE PLAN COMPLETION*

Upon completion of the final Funding and Finance Plan, organize and facilitate a Board strategy retreat in Sonoma to walk the Board through the final Plan, receive their input, align on multi-year funding priorities, and confirm direction for grant pursuits.

**Activities:**

- Coordinate logistics for a one- to two-day Board retreat in Sonoma (venue scouting, vendor negotiation, A/V coordination, scheduling, agenda development).
- Prepare retreat materials anchored on the final Funding and Finance Plan: presentation deck, working session prompts, and discussion materials.
- Facilitate the retreat alongside JPA leadership.
- Prepare a post-retreat summary memorandum capturing decisions, action items, and direction for the JPA's multi-year funding strategy.

**Deliverables:**

- Retreat agenda, facilitation, materials, and presentation deck.
- Post-retreat summary memorandum.

**Fee:** Not to exceed $12,000 for event planning and coordination, facilitation, materials, and Drago travel. JPA expenses related to the venue, lodging, and meal costs for staff and Board members are paid separately by the JPA and not included in this fee.

**Total: Not to exceed $181,500**

CAPITAL | SOUTHEAST
CONNECTOR JPA
Connecting Communities

**ITEM 13**

**MEETING DATE:** May 29, 2026

**TITLE:** Authorize the Executive Director to Execute an Agreement with Bender Rosenthal Inc. for Right of Way Acquisition Services Related to Grant Line Road

**PREPARED BY:** Derek Minnema

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## RECOMMENDATION

Adopt Resolution No. 2026-09 authorizing the Executive Director to execute an agreement with Bender Rosenthal Inc. (BRI) for right-of-way acquisition services related to Grant Line Road, Segment D2A.

## BACKGROUND

The Grant Line Road Safety and Freight Mobility Project is an initial construction phase of the Capital SouthEast Connector and is the same corridor advanced through the JPA's $25 million federal RAISE grant. The project limits extend approximately 3.6 miles along Grant Line Road from Chrysanthy Boulevard to White Rock Road and include reconstruction of the existing roadway, safety and mobility improvements, a new traffic signal at the mining plant entrance, and an adjacent Class I path.

Timely completion of right-of-way acquisition is a critical path activity for the project. The JPA is advancing project design, federal and state funding approvals, and construction readiness activities, and must complete the acquisition of required property rights, dedications, title and escrow coordination, and right-of-way certification to maintain the project delivery schedule and reduce risk to future construction funding obligations.

BRI is included on the JPA's master on-call consultant list and has extensive right-of-way acquisition experience on the Connector corridor. BRI previously provided right-of-way services for Connector Segments B2 and D2 and is familiar with the JPA, its member agencies, the technical challenges of the corridor, and the range of properties affected by the alignment. BRI has also recently supported right-of-way acquisition activities for the City of Rancho Cordova's traffic signal project at Raymer Way, which is located within the same Grant Line Road corridor.

Staff recommends transitioning the remaining right-of-way acquisition work to BRI because of its experience along this corridor, existing familiarity with affected property owners and agency coordination needs, and the need to accelerate acquisition activities for the RAISE-funded project limits.

## DISCUSSION

The proposed agreement with BRI would provide right-of-way acquisition services for the Segment D2A project limits from Chrysanthy Boulevard to White Rock Road. The agreement would commence upon execution and expire on December 31, 2027, unless otherwise terminated or extended by written agreement. The total not-to-exceed amount is $146,500.

The project currently involves approximately 18 impacted parcels under 10 unique ownerships, including public agency ownership, developer ownership, and private ownership. The scope includes review of existing appraisal and acquisition files, additional appraisals and independent appraisal reviews, negotiation and acquisition services, dedication coordination, title and escrow support, Caltrans right-of-way certification support, and condemnation support if needed.

BRI's work will generally include the following services:

- Project management and coordination meetings.
- Appraisal services and independent appraisal review services consistent with applicable state and federal requirements.
- Preparation of offer packages, acquisition documents, negotiations with property owners, and acquisition file documentation.
- Title and escrow coordination to support acquisition closings and ensure the JPA obtains the required property rights.
- Coordination of dedications, including conversion of certain existing roadway easement dedications into fee simple ownership with access control where required for project construction.
- Preparation of draft and final Caltrans right-of-way certification documentation.
- Condemnation support, including file review, settlement support, staff report support, and expert witness support, if requested.

## FISCAL IMPACT

The proposed agreement has a not-to-exceed amount of $146,500. Costs for right-of-way acquisition services are anticipated to be paid from Measure A funding programmed for the Grant Line Road Safety and Freight Mobility Project. Staff will administer the agreement within the approved project budget and will return to the Board for any future amendment requiring additional authority.

## ATTACHMENTS

a. Resolution No. 2026-09
b. Agreement with Bender Rosenthal Inc. for Right-of-Way Acquisition Services

**ITEM 13 a**

# RESOLUTION 2026-09

## RESOLUTION OF THE BOARD OF DIRECTORS OF THE CAPITAL SOUTHEAST CONNECTOR JOINT POWERS AUTHORITY AUTHORIZING THE EXECUTIVE DIRECTOR TO ENTER INTO AN AGREEMENT WITH BENDER ROSENTHAL INC. FOR RIGHT OF WAY ACQUISITION SERVICES RELATED TO GRANT LINE ROAD

**BE IT RESOLVED** by the Board of Directors ("Board") of the Capital SouthEast Connector Joint Powers Authority ("Connector JPA") hereby authorizes the Executive Director to enter into an agreement with Bender Rosenthal Inc. for an amount not-to-exceed $146,500 for right of way acquisition services related to Grant Line Road.

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

* * * * *

PASSED AND ADOPTED this 29th day of May 2026, on a motion by

Director ________________, seconded by Director_________________, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

______________________________
Chairperson

ATTEST:

______________________________
Secretary

# CAPITAL SOUTHEAST CONNECTOR
# JOINT POWERS AUTHORITY

## AGREEMENT

This AGREEMENT is made and entered into this _29th_ day of May 2026, at Sacramento, California, by and between the Capital SouthEast Connector Joint Powers Authority,[1] a joint powers authority, (hereinafter "Authority"), through its Executive Director, and Bender Rosenthal Inc., a California corporation, (hereinafter "Consultant").

## RECITALS:

1. **WHEREAS**, Consultant represents that it is specially trained and/or has the experience and expertise necessary to competently perform the Scope of Work set forth in this Agreement; and

2. **WHEREAS**, Consultant is willing to perform the services and work described in this Agreement under the terms and conditions set forth in this Agreement; and

3. **WHEREAS**, the Authority desires to contract with Consultant to perform the services and work described in this Agreement under the terms and conditions set forth in this Agreement.

**NOW, THEREFORE**, Authority and Consultant mutually agree as follows:

1. Time of Performance: Consultant shall commence work upon execution of this Agreement. Consultant shall complete work as expeditiously as is consistent with generally accepted standards of professional skill and care and the orderly progress of work. Work shall be completed and this Agreement shall expire on December 31, 2027, unless otherwise terminated as provided for in this Agreement or extended by written agreement between the parties.

2. Scope of Work: Upon the execution of this Agreement, Consultant agrees to fully perform the work described in **Exhibit "A" – Scope of Work**.

Consultant shall perform all professional and technical services, work, and tasks required to accomplish the objectives set forth herein, and shall provide and make available Consultant's own personnel, subconsultants, materials, equipment, and services customarily necessary to provide design services, and other services generally including, but not limited to, those tasks identified in **Exhibit "A",** incorporated herein and made by reference a part hereof, to be issued in accordance with this Agreement.

In the event of any inconsistency between Exhibit "A" and other terms and conditions of this Agreement, Exhibit "A" shall control. The Authority reserves the right to review and approve all work to be performed by Consultant in relation to this Agreement. Any proposed amendment to the Scope of Work must be submitted by Consultant in writing for prior review and approval by the Authority's Executive Director. Approval shall not be presumed unless such approval is made by the Authority in writing.



[1] The full legal name of the Capital SouthEast Connector Authority is the "Elk Grove-Rancho Cordova-El Dorado Connector Authority."

Deliverables for the specific items of work to be provided under the Scope of Work shall be as specified therein, shall be prepared using the software described in this Article, and shall be submitted in accordance with the timeframes specified in Exhibit "A", hereto. Modifications to the deliverables required and completion times specified in Exhibit "A", hereto or to the software requirements may only be made in accordance with the prior written approval of Authority's Executive Director.

In addition to the specific services identified in Exhibit A, hereto, this Exhibit "A" may also include Optional Tasks. Such Optional Tasks may supplement or modify the Scope of Work as identified in Exhibit A, hereto or may include, but not be limited to, additional items of work that are deemed critical by Authority's Executive Director to the furtherance of completing the Project. Before proceeding with any work concerning Optional Tasks under this Agreement, Consultant shall obtain written approval, authorization, and written notification to proceed from Authority's Executive Director, prior to commencement of the work. No payment will be made for any Optional Tasks performed prior to approval.

If a submittal or deliverable identified in Exhibit "A" is required to be an electronic file, Consultant shall produce the file using Microsoft (MS) Office 2010 applications (specifically, MS Word, MS Project and MS Excel). Signed reports shall be submitted in Adobe portable document format (PDF). Electronic AutoCAD 2010 or AutoCAD Civil 3D 2010 format shall be used for submittal of plans or other similar documents as specified by the Authority. All digital photographs shall be submitted on CD-ROMs in jpeg format with a minimum resolution of 2816 X 2112. All deliverables shall be submitted in language, format and design that are compatible with and completely transferable to Authority's computer and engineering applications and that are acceptable to the Authority. Newer versions of software may be used and other types of software used for analytical purposes may be authorized if approved in advance of the submittal by Authority's Executive Director.

Unless otherwise indicated, receipt of this executed Agreement is Consultant's Notice to Proceed with the work specified herein. No payment will be made for any work performed prior to the effective date of the Agreement.

3. Standard of Quality: All work performed by Consultant under this Agreement shall be in accordance with all applicable legal requirements and shall meet the standard of quality ordinarily to be expected of competent professionals in Consultant's field of expertise.

4. Compliance with Laws: Consultant shall comply with all applicable federal, state, and local laws, codes, ordinances, regulations, orders and decrees. Consultant warrants and represents to the Authority that Consultant shall, at its own cost and expense, keep in effect or obtain at all times during the term of this Agreement, any licenses, permits, insurance and approvals that are legally required for Consultant to practice its profession or are necessary and incident to the performance of the services and work Consultant performs under this Agreement. Consultant shall provide written proof of such licenses, permits, insurance and approvals upon request by the Authority. The Authority is not responsible or liable for Consultant's failure to comply with any or all of the requirements contained in this paragraph.

5. Consideration: Payment to Consultant by the Authority shall be made as set forth in **Exhibit "B" – Budget**. The amount to be paid to Consultant under this Agreement shall not exceed One Hundred Forty Six Thousand and Five Hundred Dollar **($146,500)**, unless expressly authorized in writing by the Executive Director. In no instance shall the Authority be liable for any payments or costs for work in excess of this amount, nor for any unauthorized costs. Consultant shall be paid at

the times and in the manner set forth in this Agreement. The consideration to be paid Consultant, as provided in this Agreement, shall be in compensation for all of Consultant's expenses incurred in the performance of work under this Agreement, including travel, per diem, and other direct costs, unless otherwise expressly so provided. Other direct costs include: filing fees and other fees fixed by law or assessed by courts and other agencies; courier and overnight delivery service; travel expenses, which consists of vehicle mileage only charged at the IRS business rate; investigation expenses (as pre-approved by the Authority); consultants' fees (as pre-approved by the Authority); and copy service fees. All costs and expenses shall be fully itemized at actual cost. No markup will occur on other direct costs.

6. Reporting and Payment: Consultant shall submit monthly billings in arrears to the Authority no later than the 10th of each month. Said billings shall indicate the number of hours worked by each of Consultant's personnel, a summary of work performed for each hour invoiced, and reimbursable costs incurred to the date of such billing since the date of the preceding billing, if any. All bills shall include an invoice summary reflecting: 1) the original contract amount; 2) the total amount billed to date; 3) the remaining contract amount; and 4) the amount of the current bill. The billings shall include documentation of reimbursable expenses and billed items sufficient for the Authority, in its opinion, to substantiate billings. Authority shall notify Consultant within ten (10) working days following receipt of said billing of any circumstances or data identified by the Authority in Consultant's written billing which would cause withholding of approval and subsequent payment. Consultant shall be paid within forty-five (45) days after Authority approval of each billing; however, the Authority, shall withhold ten percent (10%) of the not to exceed amount in Section 5 of this Agreement until the successful completion of the scope of work and the delivery and acceptance by the Authority of all final products or deliverables. Consultant acknowledges that Authority is a public agency subject to certain limitations on payments for services rendered within a fiscal year and hereby agrees to submit invoices for work performed pursuant to this Agreement within one hundred twenty (120) days of performance of said work. Invoices submitted more than one hundred twenty (120) days after work is performed will not be paid unless approved by the Authority in its sole discretion. The Authority reserves the right to withhold payment of disputed amounts.

7. Independent Consultant: The Consultant, and the agents and employees of the Consultant, in the performance of this Agreement, shall act as and be independent Consultants and not officers or employees or agents of the Authority. Consultant, its officers, employees, agents, and subconsultants, if any, shall have no power to bind or commit the Authority to any decision or course of action, and shall not represent to any person or business that they have such power. Consultant has and shall retain the right to exercise full control of the supervision of the services and work and over the employment, direction, compensation and discharge of all persons assisting Consultant in the performance of services under this Agreement. Consultant shall be solely responsible for all matters relating to the payment of its employees, including but not limited to compliance with social security and income tax withholding, workers' compensation insurance and all regulations governing such matters.

8. Termination:

a. The Authority shall have the right to terminate this Agreement by giving Consultant fifteen (15) days written notice. The notice shall be deemed served and effective for all purposes on the date it is deposited in the U.S. mail, certified, return receipt requested, addressed to Consultant at the address indicated in Section 17.

b. If the Authority issues a notice of termination:

(1) Consultant shall immediately cease rendering services pursuant to this Agreement.

(2) Consultant shall deliver to the Authority copies of all Writings, whether or not completed, which were prepared by Consultant, its employees or its subconsultants, if any, pursuant to this Agreement. The term "Writings" shall include, but not be limited to, handwriting, typesetting, computer files and records, drawings, blueprints, printing, photostating, photographs, and every other means of recording upon any tangible thing, any form of communication or representation, including, letters, works, pictures, sounds, symbols computer data, or combinations thereof.

(3) The Authority shall pay Consultant for work actually performed up to the effective date of the notice of termination, subject to the limitations in Section 5 less any compensation to the Authority for damages suffered as a result of Consultant's failure to comply with the terms of this Agreement. Such payment shall be in accordance with Section 6. However, if this Agreement is terminated because the work of Consultant does not meet the terms or standards specified in this Agreement, then the Authority shall be obligated to compensate Consultant only for that portion of Consultant's services which is of benefit to the Authority.

9. Assignment: The parties understand that the Authority entered into this Agreement based on the professional expertise and reputation of Consultant. Therefore, without the prior express written consent of the Authority, this Agreement is not assignable by the Consultant either in whole or in part.

10. Binding Agreement: This Agreement shall be binding on the parties hereto, their assigns, successors, administrators, executors, and other representatives.

11. Time: Time is of the essence in this Agreement.

12. Amendments: No alteration or variation of the terms of this Agreement shall be valid unless made in writing and signed by the parties hereto, and no oral understanding or agreement not incorporated herein, shall be binding on any of the parties hereto.

13. Consultants and Subconsultants: Consultant shall not subcontract any portion of the work without the prior express written authorization of the Authority. If the Authority consents to a subcontract, Consultant shall be fully responsible for all work performed by the subconsultant.

a. The Authority reserves the right to review and approve any contract or agreement to be funded in whole or in part using funds provided under this Agreement.

b. Any contract or sub-contract shall require the Consultant and its subconsultants, if any, to:

(1) Comply with applicable State and Federal requirements that pertain to, among other things, labor standards, non-discrimination, the Americans with Disabilities Act, Equal Employment Opportunity, and Drug-Free Workplace.

(2) Maintain at least the minimum State-required Workers' Compensation Insurance for those employees who will perform the work or any part of it.

(3) Maintain unemployment insurance and disability insurance as required by law, along with liability insurance in an amount that is reasonable to compensate any person, firm, or corporation who may be injured or damaged by the Consultant or any subconsultant in performing work associated with this Agreement or any part of it.

(4) Retain all books, records, computer records, accounts, documentation, and all other materials pertaining to the performance of this Agreement for a period of three (3) years from the date of termination of this Agreement, or three (3) years from the conclusion or resolution of any and all audits or litigation relevant to this Agreement and any amendments, whichever is later.

(5) Permit the Authority and/or its designees, upon reasonable notice, unrestricted access to any or all books, records, computer records, accounts, documentation, and all other materials pertaining to the performance of this Agreement for the purpose of monitoring, auditing, or otherwise examining said materials.

14. Indemnity: Consultant specifically agrees to indemnify, defend, and hold harmless the Authority, its directors, officers, members, agents, and employees (collectively the "Indemnitees") from and against any and all actions, claims, demands, losses, expenses, including reasonable attorneys' fees and costs, damages, and liabilities (collectively "Losses") arising out of or in any way connected with the performance of this Agreement. The parties agree that Consultant's obligation to defend the Authority is limited to reimbursing the Authority for its costs and expenses (collectively "Costs") for defending a claim, as those Costs are incurred by the Authority. The parties further agree that the Authority will reimburse Consultant for that portion of the reasonable Costs incurred by Consultant in the defense of the Authority which are attributable to the Authority's active negligence, recklessness, or willful misconduct, as determined through settlement, arbitration, or litigation. Consultant shall pay all Costs that may be incurred by the Authority in enforcing this indemnity, including reasonable attorneys' fees. The provisions of this Section shall survive the expiration, termination or assignment of this Agreement.

15. Insurance Requirements: Consultant hereby warrants that it carries and shall maintain, at its sole cost and expense, in full force and effect during the full term of this Agreement and any extensions to this Agreement, the described insurance coverage per Table 1.

Table 1: Insurance Requirements

| **POLICY** | **MINIMUM LIMITS OF LIABILITY** |
|---|---|
| Workers' Compensation; Employer's Liability | Statutory requirements for Workers' Compensation; $1,000,000 Employer's Liability. |
| Comprehensive Automobile: | Bodily Injury/Property Damage $1,000,000 each accident. |

| | |
|---|---|
| Insurance Services Office, Form #CA 0001 covering Automobile Liability, code 1 (any auto). | |
| General Liability:<br>Insurance Service Office Commercial General Liability coverage (occurrence Form #CG 0001). | $2,000,000 per occurrence. If Commercial General Liability Insurance or other form with a general aggregate limit, such limit shall apply separately to this project/location or the general aggregate limit shall be twice the required occurrence limit. |
| Errors and Omissions/Professional Liability:<br>Errors and Omissions liability insurance appropriate to the Consultant's profession as defined by the Authority. | Limit no less than $2,000,000 per occurrence or claim. |

If the Consultant maintains broader coverage and/or higher limits than the minimums shown above, Authority requires and shall be entitled to the broader coverage and/or the higher limits maintained by the contractor. Any available insurance proceeds in excess of the specified minimum limits of insurance and coverage shall be available to the Authority.

a. Deductibles and Self-insured Retentions: Any deductibles or self-insured retentions in excess of $5,000 must be declared to and approved by the Authority.

b. Required Provisions: The general liability and automobile liability policies are to contain, or be endorsed to contain, the following provisions:

(1) For any claims related to this Agreement, the Consultant's insurance coverage shall be primary insurance as respects the Authority, its directors, officers, employees and agents. Any insurance or self-insurance maintained by the Authority, its directors, officers, employees or agents shall be in excess of the Consultant's insurance and shall not contribute to it.

(2) Any failure by Consultant to comply with reporting or other provisions of the policies including breaches of warrants shall not affect coverage provided to the Authority, its directors, officers, employees or agents.

(3) Consultant's insurance shall apply separately to each insured against whom claim is made or suit is brought, except with respect to the limits of the insurer's liability.

(4) Each insurance policy required by this Agreement shall be endorsed to state that coverage shall not be suspended, voided, canceled by either party, reduced in coverage or in limits except after thirty (30) days' prior written notice by certified mail, return receipt requested, has been given to the Authority.

(5) Consultant hereby grants to Authority a waiver of any right to subrogation which any insurer of said Consultant may acquire against Authority by virtue of payment of any loss under such insurance. Consultant agrees to obtain any endorsement that may be necessary to affect this waiver of subrogation, but this provision applies regardless of whether or not Authority has received a waiver of subrogation endorsement form the insurer.

c. Acceptability of Insurers: Insurance is to be placed with insurers with a current A.M. Best's rating of no less than A: VII, unless otherwise approved by the Authority.

d. Certificate of Insurance and Additional Insured Requirement: Consultant shall furnish to the Authority an original Certificate of Insurance on a standard ACORD form, or other form acceptable to the Authority, substantiating the required coverages and limits set forth above and also containing the following:

(1) Thirty (30) days prior written notice to the Authority of the cancellation, non-renewal, or reduction in coverage of any policy listed on the Certificate; and

(2) The following statement with respect to the Commercial General Liability policy: "*The Elk Grove – Rancho Cordova – El Dorado Connector Authority and its directors, officers, employees and agents, are made additional insureds, but only insofar as the operations under this Agreement are concerned*."

e. Certified Copies of Policies: Upon request by the Authority, Consultant shall immediately furnish a complete copy of any policy required hereunder, including all endorsements, with said copy certified by the insurance company to be a true and correct copy of the original policy.

f. Consultant's Responsibility: Nothing herein shall be construed as limiting in any way the extent to which Consultant may be held responsible for damages resulting from Consultant's operations, acts, omissions, or negligence. Insurance coverage obtained in the minimum amounts specified above shall not relieve Consultant of liability in excess of such minimum coverage, nor shall it preclude the Authority from taking other actions available to it under this Agreement or by law, including but not limited to, actions pursuant to Consultant's indemnity obligations.

16. <u>Audit, Retention and Inspection of Records:</u>

c. The Authority or its designee shall have the right to review, obtain, and copy all books, records, computer records, accounts, documentation and any other materials (collectively "Records") pertaining to performance of this Agreement, including any Records in the possession of any subconsultants, for the purpose of monitoring, auditing, or otherwise examining the Records. Consultant agrees to provide the Authority or its designees with any relevant information requested and shall permit the Authority or its designees access to its premises, upon reasonable notice, during normal business hours, for the purpose of interviewing employees and inspecting and copying such Records to determine compliance with any applicable federal and state laws and regulations. Consultant further agrees to maintain such Records for a period of three (3) years after final payment under the Agreement or three (3) years from the conclusion or resolution of any and all audits or litigation relevant to this Agreement and any amendments, whichever is later.

d. If so directed by the Authority upon expiration of this Agreement, the Consultant shall cause all Records to be delivered to the Authority as depository.

17. Project Managers: The Authority's project manager for this Agreement is the Executive Director unless the Authority otherwise informs Consultant. Any notice, report, or other communication required by this Agreement shall be mailed by first-class mail to the Authority's Project Manager at the following address:

Derek Minnema
Capital SouthEast Connector Joint Powers Authority
10640 Mather Blvd., Suite 120
Mather, CA 95655

Consultant's project manager for this Agreement is **Renee Baur**. No substitution of Consultant's project manager is permitted without the prior written agreement of the Authority, which agreement shall not be unreasonably withheld. With the exception of notice pursuant to Section 8 (a) above, any notice, report, or other communication to Consultant required by this Agreement shall be mailed by first-class mail to:

RENEE BAUR
CHIEF EXECUTIVE OFFICER
BENDER ROSENTHAL INC.
2825 WATT AVE, SUITE 200
SACRAMENTO, CA 95821



18. Successors: This Agreement shall be binding on the parties hereto, their assigns, successors, administrators, executors, and other representatives.

19. Waivers: No waiver of any breach of this Agreement shall be held to be a waiver of any prior or subsequent breach. The failure of the Authority to enforce at any time the provisions of this Agreement or to require at any time performance by the Consultant of these provisions, shall in no way be construed to be a waiver of such provisions nor to affect the validity of this Agreement or the right of the Authority to enforce these provisions.

20. Litigation: Consultant shall notify the Authority immediately of any claim or action undertaken by it or against it that affects or may affect this Agreement or the Authority, and shall take such action with respect to the claim or action as is consistent with the terms of this Agreement and the interests of the Authority.

21. National Labor Relations Board Certification: Consultant, by signing this Agreement, does swear under penalty of perjury that no more than one final unappealable finding of contempt of court by a federal court has been issued against Consultant within the immediately preceding two-year period because of Consultant's failure to comply with an order of a federal court which orders Consultant to comply with an order of the National Labor Relations Board (Public Contract Code § 10296).

22. Americans with Disabilities Act (ADA) of 1990: By signing this Agreement, Consultant assures the Authority that it complies with the Americans with Disabilities Act (ADA) of 1990 (42 U.S.C. § 12101, et seq.), which prohibits discrimination on the basis of disability, as well as all applicable regulations and guidelines issued pursuant to the ADA.

23. Compliance with Non-Discrimination and Equal Employment Opportunity Laws: It is the Authority's policy to comply with state and federal laws and regulations including Title VI of the Civil Rights Act of 1964, Americans with Disabilities Act of 1990 (ADA) and other federal discrimination laws and regulations, as well as the Unruh Civil Rights Act of 1959, the California Fair Employment and Housing Act, and other California State discrimination laws and regulations. The Authority does not discriminate against any employee or applicant for employment because of race, religion (including religious dress and grooming practices) color, national origin, (includes use and possession of a driver's license issued to persons unable to prove their presence in the United States is authorized under federal law), ancestry, disability, (including physical and mental, including HIV and AIDS) medical condition, (including genetic characteristics, cancer or a record or history of cancer), military or veteran status, marital status, sex/gender (includes pregnancy, childbirth, breastfeeding, and/or related medical conditions), age (40 and above), gender identity, gender expression, or sexual orientation pursuant to Sections 12940 et seq. of the Government Code. The Authority prohibits discrimination by its employees, Consultants and consultants. Consultant assures the Authority that it complies with, and that Consultant will require that its subconsultants comply with, the following non-discrimination and equal opportunity laws. Any failure by Consultant to comply with these provisions shall constitute a material breach of this Agreement, which may result in the termination of this Agreement or such other remedy as the Authority may deem appropriate.

a. Consultant and its subconsultants shall comply with all provisions prohibiting discrimination on the basis of race, color, or national origin of Title VI of the Civil Rights Act of 1964, as amended, 42 U.S.C. §§ 2000d et seq., with U.S. D.O.T. regulations, "Nondiscrimination in Federally-Assisted Programs of the Department of Transportation – Effectuation of Title VI of the Civil Rights Act", 49 C.F.R. Part 21, and with any applicable implementing federal directives that may be issued.

b. Consultant and its subconsultants shall comply with all applicable equal employment opportunity (EEO) provisions of 42 U.S.C. §§ 2000e, implementing federal regulations, and any applicable implementing federal directives that may be issued. Consultant and its subconsultants shall ensure that applicants and employees are treated fairly without regard to their race, color, creed, sex, disability, age, or national origin.

c. Consultant and its subconsultants will not unlawfully discriminate against any employee or applicant for employment because of race, religion (including religious dress and grooming practices) color, national origin, (includes use and possession of a driver's license issued to persons unable to prove their presence in the United States is authorized under federal law), ancestry, disability, (including physical and mental, including HIV and AIDS) medical condition, (including genetic characteristics, cancer or a record or history of cancer), military or veteran status, marital status, sex/gender (includes pregnancy, childbirth, breastfeeding, and/or related medical conditions), age (40 and above), gender identity, gender expression, or sexual orientation pursuant to Sections 12940 et seq. of the Government Code. Consultant and its subconsultants will insure that the evaluation and treatment of their employees and applicants for employment are free from such discrimination and harassment. Consultant and its subconsultants will comply with all applicable federal and state employment laws and regulations including, without limitation, the provisions of the California Fair Employment and Housing Act (Government Code § 12900, et seq.) and the applicable regulations promulgated thereunder (California Code of Regulations, Title 2, § 7285.0, et seq.). The applicable regulations of the Fair Employment and Housing Commission implementing Government Code §§ 12990 (a-f), set forth in Chapter 5 of Division 4 of Title 2 of the California Code of Regulations, are incorporated into this Agreement by reference and made a part hereof as if set forth in full. Consultant and its subconsultants will give written notice of their obligations under this clause to labor organizations with which they have a collective bargaining or other agreement.

d. Consultant will include the non-discrimination and equal employment opportunity provisions of this section (provisions a. through c. above) in all contracts to perform work funded under this Agreement.

24. Drug-Free Certification: By signing this Agreement, Consultant hereby certifies under penalty of perjury under the laws of the State of California that Consultant will comply with the requirements of the Drug-Free Workplace Act of 1990 (Government Code § 8350, et seq.) and will provide a drug-free workplace by taking the following actions:

a. Publish a statement notifying employees that unlawful manufacture, distribution, dispensation, possession, or use of a controlled substance is prohibited, and specifying actions to be taken against employees for violations.

b. Establish a Drug-Free Awareness Program to inform employees about:

(1) The dangers of drug abuse in the workplace;

(2) The person's or the organization's policy of maintaining a drug-free workplace;

(3) Any available counseling, rehabilitation, and employee assistance programs; and

(4) Penalties that may be imposed upon employees for drug abuse violations.

c. Every employee of Consultant who works under this Agreement shall:

(1) Receive a copy of Consultant's Drug-Free Workplace Policy Statement; and

(2) Agree to abide by the terms of Consultant's Statement as a condition of employment on this Agreement.

25. Union Organizing: By signing this Agreement, Consultant hereby acknowledges the applicability of Government Code § 16645 through § 16649 to this Agreement, excluding § 16645.2 and § 16645.7.

a. Consultant will not assist, promote, or deter union organizing by employees performing work on this Agreement if such assistance, promotion, or deterrence contains a threat of reprisal or force, or a promise of benefit.

b. Consultant will not meet with employees or supervisors on the Authority's or state property if the purpose of the meeting is to assist, promote or deter union organizing, unless the property is equally available to the general public for meetings.

26. Debarment, Suspension, and Other Responsibilities: Consultant certifies and warrants that neither the Consultant firm nor any owner, partner, director, officer, or principal of Consultant, nor any person in a position with management responsibility or responsibility for the administration of funds:

a. Is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any federal or state department or agency.

b. Has within the three-year period preceding this Agreement, been convicted of or had a civil judgment rendered against it for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (federal, state, or local) transaction or contract; violation of federal or state antitrust statutes; or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property.

c. Is presently indicted for or otherwise criminally or civilly charged by a government entity (federal, state, or local) with commissions of any of the offenses enumerated in paragraph “b” above.

d. Has within a three-year period preceding this Agreement, had one or more public transactions or contracts (federal, state, or local) terminated for cause or default.

27. Conflicts of Interest: Consultant shall not enter into any contract or agreement during the term of this Agreement which will create a conflict of interest with Consultant’s duties to the Authority or that in any way compromises the services to be performed by Consultant under this Agreement. A conflict of interest arises when Consultant directly, or indirectly renders services, or undertakes any employment or consulting agreement with a third party with whom the Authority’s interests are adverse. A personal conflict of interest arises in situations where financial or other personal or professional considerations compromise Consultant’s objectivity, professional judgment and/or ability to perform services pursuant to the terms of this Agreement. Consultant shall immediately notify the Authority of any potential conflicts of interest upon becoming aware of the conflict including any contracts or potential contracts with landowners directly adjacent to the Connector alignment or any contracts or potential contracts with member agencies of the Authority wherein the interests of the parties are adverse. If such conflicts are discovered during the term of this Agreement, Authority may, in Authority’s sole discretion, terminate this Agreement.

28. Political Reform Act Compliance: Consultant is aware and acknowledges that certain Consultants that perform work for governmental agencies are "consultants" under the Political Reform Act (the "Act") (Government Code § 81000, et seq.) and its implementing regulations (2 California Code of Regulations § 18110, et seq.). Consultant agrees that any of its officers or employees deemed to be "consultants" under the Act by the Authority, as provided for in the Conflict of Interest Code for the Authority, shall promptly file economic disclosure statements for the disclosure categories determined by the Authority, to be relevant to the work to be performed under this Agreement and shall comply with the disclosure and disqualification requirements of the Act, as required by law.

29. Campaign Contribution Disclosure: Consultant has complied with the campaign contribution disclosure provisions of the California Levine Act (Government Code § 84308) and has completed Levine Act Disclosure Statement attached hereto as Exhibit C.

30. Costs and Attorneys' Fees: If either party commences any legal action against the other party arising out of this Agreement or the performance thereof, the prevailing party in such action may recover its reasonable litigation expenses, including court costs, expert witness fees, discovery expenses, and reasonable attorneys' fees.

31. Governing Law and Choice of Forum: This Agreement shall be administered and interpreted under California law as if written by both parties. Any litigation arising from this Agreement shall be brought in the Superior Court of Sacramento County.

32. Integration: This Agreement represents the entire understanding of the Authority and Consultant as to those matters contained herein and supersedes all prior negotiations, representations, or agreements, both written and oral. This Agreement may not be modified or altered except in accordance with Section 12.

33. Severability: If any term or provision of this Agreement or the application thereof to any person or circumstance shall, to any extent, be invalid or unenforceable, the remainder of this Agreement, or the application of such term or provision to persons or circumstances other than those to which it is invalid or unenforceable, shall not be affected thereby, and each term and provision of this Agreement shall be valid and shall be enforced to the fullest extent permitted by law, unless the exclusion of such term or provision, or the application of such term or provision, would result in such a material change so as to cause completion of the obligations contemplated herein to be unreasonable.

34. Headings: The headings of the various sections of this Agreement are intended solely for convenience of reference and are not intended to explain, modify, or place any interpretation upon any of the provisions of this Agreement.

35. Authority: Each person signing this Agreement on behalf of a party hereby certifies, represents, and warrants that he or she has the authority to bind that party to the terms and conditions of this Agreement.

36. Ownership; Permission:

a. Consultant agrees that all work products, including but not limited to, notes, designs, drawings, reports, memoranda, and all other tangible personal property produced in the performance of this Agreement, shall be the sole property of the Authority, provided that Consultant may retain file copies of said work products. Consultant shall provide said work products to the Authority upon request.

b. Consultant represents and warrants that: (i) all materials used or work products produced in the performance of this Agreement, including, without limitation, all computer software materials and all written materials, are either owned by or produced by Consultant or that all required permissions and license agreements have been obtained and paid for by Consultant; and (ii) the Authority is free to use, reuse, publish or otherwise deal with all such materials or work products except as otherwise specifically provided in Exhibit A. Consultant shall defend, indemnify and hold harmless the Authority and its directors, officers, employees, and agents from any claim, loss, damage, cost, liability, or expense to the extent of any violation or falsity of the foregoing representation and warranty.

37. Counterparts: This Agreement may be executed in multiple counterparts, each of which shall constitute an original, and all of which taken together shall constitute one and the same instrument. Documents executed, scanned, and transmitted electronically and electronic signatures shall be deemed original signatures for purposes of this Agreement and all matters related thereto, with such scanned and electronic signatures having the same legal effect as original signatures

IN WITNESS WHEREOF, THE PARTIES HAVE ENTERED INTO THIS AGREEMENT AS OF THE DATE HEREIN ABOVE APPEARING:

**CAPITAL SOUTHEAST CONNECTOR JOINT POWERS AUTHORITY**

_______________________________________

DEREK MINNEMA
Executive Director

APPROVED AS TO FORM:

_______________________________________

SLOAN SAKAI YEUNG & WONG LLP
Legal Counsel to the Authority

**BENDER ROSENTHAL INC.**

_____________________________________

RENEE BAUR
CHIEF EXECUTIVE OFFER

Attachments:

Exhibit A: Scope of Work
Exhibit B: Budget
Exhibit C: Levine Act Disclosure Statement

**EXHIBIT "A"**

**SCOPE OF WORK**

BRI BENDER ROSENTHAL INCORPORATED



May 5, 2026

Derek Minnema
Executive Director
Capital SouthEast Connector
10640 Mather Boulevard, Suite 120
Mather, CA 95655

**ORIGINAL BY EMAIL:**
minnemad@saccounty.gov

**RE: RIGHT OF WAY SERVICES SCOPE AND QUOTE**
**CAPITAL SOUTHEAST CONNECTOR EXPRESSWAY PROJECT (C0NNECTOR) – SEGMENT D2A**

Dear Mr. Minnema,

Bender Rosenthal Inc. (BRI) appreciates the opportunity to submit a proposal to provide right of way services to the Capital SouthEast Connector Joint Powers Authority (Connector JPA) for the Capital SouthEast Connector Expressway Project – Segment D2A (Project). Having provided right of way services for Segments B2 and D2 of the Connector, BRI is familiar with the specific needs of the Connector JPA and all five (5) member agencies. We are well-versed in both the technical challenges faced by this alignment, as well as the demographics and differing types of properties, ranging from permanent crops to rural residential properties to new housing developments.

**SCOPE OF WORK**

This Project impacts eighteen (18) parcels, under ten (10) unique ownerships, including a developer, the County of Sacramento, the City of Rancho Cordova, and other private ownerships. BRI understands that this Project was awarded to Dokken Engineering (Dokken) and that four (4) First Written Offers (FWO) have been made, but negotiations are at an impasse. Therefore, Connector JPA is requesting that BRI provide independent appraisal reviews for the appraisals completed by Pattison & Associates, Inc. (Pattison), Dokken's subconsultant, and immediately commence negotiations.

In addition, BRI understands that the Connector JPA has right of way dedications in the form of easements from one (1) developer, Lennar Homes of California Inc. (Lennar), and the City of Rancho Cordova. In these instances, the existing roadway easement dedications need to be converted into fee simple ownership with access control for Project construction. Lastly, BRI will provide full-service right of way, including in-house appraisal services, for the remaining parcels, followed by Caltrans right of way certification and condemnation support, as required.

Of note, one parcel, APN 073-0910-001, requires further investigation. Based on various land ownership data platforms and the Sacramento County GIS Open Data Site, it appears there have been lot line adjustments and changes in ownership. Additionally, BRI intends to work with the County of Sacramento to secure a dedication for APN 067-0100-003. We have included this parcel in our full service scope but anticipate removing it.

The following table outlines the impacted parcels, ownerships, some of which have changed, the status of each parcel, and BRI's assumptions regarding which services will be required.

| APN | OWNER | NOTES | DEDICATION | REVIEW (BRI) | APPRAISAL | REVIEW (SUB) | ACQUISITION | ESCROW | PTR |
|---|---|---|---|---|---|---|---|---|---|
| 067-1100-007 | City of Rancho Cordova | Dedication Confirmed | x | | | | | | |
| 067-1080-030 | ~~Woodside 05N LP~~<br>City of Rancho Cordova | Dedication Confirmed | x | | | | | | |
| 073-0910-001 | ~~Cordova Hills LLC~~<br>Unknown | Excluded from Dokken FWO - Needs Additional Research | | | x | x | x | x | x |
| 073-0040-049<br>073-0040-048<br>073-0040-051 | Cordova Hills LLC | Dokken FWO - Impasse | | x | | | x | x | |
| 067-0100-003 | County Of Sacramento | Dokken FWO - Will Discuss at Kickoff - Should be a Dedication | | x | | | x | x | |
| 073-0010-001<br>072-0100-016<br>072-0100-022<br>072-0100-021 | Grant Line Road Properties LLC (Teichert) | Full Service ROW Required; BRI assumes no impact to the mineral rights associated | | | x | x | x | x | x |
| 067-2530-016 | ~~Grantline & Chrysanthy 220 Investors LLC~~<br>Sacramento Metropolitan Fire District | Full Service ROW Required | | | x | x | x | x | x |
| 067-0040-006 | Larne Family Trust/Chris Ksidakis | Dokken FWO - Impasse | | x | | | x | x | |
| 067-1080-014 | Lennar Homes Of California Inc | Dedication | x | | | | | | |
| 067-0040-003 | ~~Mizoguchi Revocable Family Trust/Etal~~<br>Jeffrey and Teresa J Harada Revocable Trust | Dokken 2026 FWO Incorrect; Property Quitclaimed in 2025 | | | x | x | x | x | |
| 073-0010-025 | Rose Reinheimer Gst Exempt Trust/Etal | Full Service ROW Required | | | x | x | x | x | x |
| 073-0010-012 | ~~Rose Reinheimer Gst Exempt Trust/Etal~~<br>City of Rancho Cordova / Rose Reinheimer | Full Service ROW Required | | | x | x | x | x | x |
| 073-0010-007 | Tracy Peter/Rose Reinheimer Gst Exempt Trust/Etal | Full Service ROW Required | | | x | x | x | x | x |
| | | **TOTALS** | **1** | **3** | **7** | **7** | **10** | **10** | **6** |

**TASK 1 - PROJECT MANAGEMENT**

Renee Baur, PMP, SR/WA, and BRI Chief Executive Officer, will serve as the Project Manager and will oversee the performance of the tasks involved in the delivery of the right of way. Upon receipt of Notice to Proceed (NTP), Renee will discuss the expectations with the Connector JPA to define a common understanding about project details, critical issues and processes, and roles and responsibilities associated with the right of way activities. Typical tasks include providing status updates, attending meetings, and making recommendations on right of way issues.

***Deliverables:*** Bi-weekly updates; Attendance at project meetings as required.

**TASK 2 - APPRAISAL SERVICES**

BRI will develop the Notice of Decision to Appraise (NODA) letter, and upon approval of the Connector JPA's Project Manager, BRI will send the NODAs to the owners of record. BRI will develop eight (8) appraisals of the estimated fair market value of the rights to be acquired. The appraisals will be a narrative report that will be prepared in conformance with and subject to the requirements of the Code of Professional Ethics and the Standards of Professional Practice of the Appraisal Institute, which fully incorporate the Uniform Standards of Professional Appraisal Practice (USPAP) of the Appraisal Foundation, requirements related to the Uniform Relocation Assistance and Real Property Acquisition Act, and state and federal statutes.

***Deliverables:*** Seven (7) electronic Appraisal Reports that meet all State and Federal Standards.

**TASK 3 - INDEPENDENT APPRAISAL REVIEW SERVICES**

BRI will first provide Independent Appraisal Review for the appraisal reports prepared by Pattison. Then, BRI has enlisted the expertise of Chapman & Patton (C&P) for Independent Appraisal Review of the seven (7) reports provided by BRI. Upon completion of the review, the appraisal and a USPAP Standard 3 and 4 compliant review report will be provided and forwarded to the Connector JPA for approval of Just Compensation.

BRI understands that Dokken's subconsultant Pattison provided four (4) appraisal reports; however, the report for APN 067-0040-003 is incorrect. The previous property owner quitclaimed the property on September 15, 2025 (Document #202509151275). Pattison's appraisal report was dated October 10, 2025, and Dokken's FWO was dated January 15, 2026. Both documents list the previous property owner rather than the new property owner. Therefore, BRI will not review this appraisal. Instead, a new valuation needs to be completed with the correct ownership information and vesting.

***Deliverables:*** Ten (10) Independent Appraisal Review Certificates, three (3) from BRI and seven (7) from C&P.

**TASK 4 - ACQUISITION SERVICES**

Upon completion of the appraisals and establishment of just compensation, BRI will develop the contract and conveyance documents necessary to make the offers and acquire the necessary rights. Each offer package will be reviewed internally to ensure quality standards are met. BRI will then convey documents until acceptance or impasse is reached. BRI will contact or attempt to contact each property owner at least six (6) times within the first sixty (60) days of approval to proceed and will make additional contacts by phone, e-mail, or postal service. Finally, BRI will prepare a final file for each parcel, ensuring it has been quality-checked and meets State and Federal reporting requirements.

***Deliverables:*** Acquisition of property rights from ten (10) ownerships, with files on each negotiation, acquisition, and project settlement.

## TASK 5 - TITLE & ESCROW SERVICES

Escrow services will be required to finalize all acquisition transactions. BRI will serve as a liaison between the title company, escrow holder, and Connector JPA and will deliver documents and checks to the escrow company, review all documents for submission to escrow companies, and review all final title and escrow documents. We will apply our extensive acquisition experience to ensure the project acquires good title and the property rights necessary for completion. BRI will coordinate notary services onsite at the Connector JPA office to have documents notarized quickly and efficiently. Finally, BRI will coordinate escrow closings and file all applicable forms and documents with the County Assessor's office.

***Deliverables:*** Six (6) preliminary title reports, one (1) for each of the remaining subject properties; Facilitate Title and Escrow support as outlined above for ten (10) ownerships.

## TASK 6 – DEDICATION COORDINATION

BRI will coordinate with Lennar to convert the existing roadway easement dedication into fee simple ownership with access control. This process will include verifying on the map that the area is to be dedicated, obtaining a plat map, and a legal description for the area of dedication. BRI will then meet with Lennar to sign a Grant Deed, which will be submitted to the Connector JPA for acceptance. BRI will then submit the deed to the recorder's office for recording.

BRI understands that there are additional dedications from the City of Rancho Cordova; however, BRI has confirmed with the Assistant Public Works Director that the City of Rancho Cordova will dedicate these to the Project and coordinate the dedication process in-house.

***Deliverables:*** Fee dedications for up to one (1) parcel.

## TASK 7 - RIGHT OF WAY CERTIFICATION

BRI will coordinate with Caltrans District 3 to supply all required documentation for the draft and final Right of Way Certification Document 13-B at certification level 1 or 2.

***Deliverables:*** One (1) draft and one (1) final Right of Way Certification Document 13-B at certification level 1 or 2.

## TASK 8 - CONDEMNATION SERVICES

If requested, once a negotiation has been flagged for possible condemnation, BRI will thoroughly review the file and attempt to reach a negotiated settlement with the property owner under the direction of the legal team while the condemnation process is ongoing. If requested, BRI can also support Connector JPA staff by preparing staff reports and presentations for the Board or other decision-makers, and by providing expert witness testimony.

## ADDITIONAL SERVICES

If additional services are required beyond the tasks captured in the Fee Proposal, BRI will submit a request for a budget amendment. These tasks will not commence prior to written authorization.

## PROJECT SCHEDULE

The Appraisal Reports will be delivered within four (4) to eight (8) weeks of Notice to Proceed, and Independent Appraisal Reviews two (2) weeks thereafter. Acquisition tasks are anticipated to take place over a period of three (3) to eight (8) months.

**EXHIBIT "B"**

**COST PROPOSAL**

**FEE PROPOSAL**

| RIGHT OF WAY | | | |
|---|---|---|---|
| RIGHT OF WAY TASK | HOURS / UNIT | RATE / LUMP SUM | COST |
| TASK 1 - PROJECT MANAGEMENT | 20 | $266 | $5,320 |
| TASK 2 - APPRAISAL SERVICES | 6 | $5,000 | $30,000 |
| | 1 | $7,500 | $7,500 |
| TASK 3 - APPRAISAL REVIEW SERVICES | 3 | $2,000 | $6,000 |
| TASK 4 - ACQUISITION SERVICES | 7 | $4,000 | $28,000 |
| | 3 | $2,500 | $7,500 |
| TASK 5 - TITLE & ESCROW SERVICES | 10 | $1,500 | $15,000 |
| TASK 6 - DEDICATION COORDINATION | 1 | $1,000 | $1,000 |
| TASK 7 - RIGHT OF WAY CERTIFICATION | 1 | $2,500 | $2,500 |
| TASK 8 - CONDEMNATION SERVICES | 10 | $1,500 | $15,000 |
| | | SUBTOTAL | **$117,820** |
| | | Preliminary Title Reports (6 @ $900 each & 1 @ $1,500) | $6,900 |
| | | Appraisal Review Services - Subconsultant (7 @ $1,500 each) | $10,500 |
| | | Contingency Fee (dedications, new FWO packages, additional parcels - SEE NOTE) | $9,500 |
| | | Other Direct Costs (mileage, notary, postage) | $1,780 |
| | | TOTAL FEE | **$146,500** |

**NOTE:** The number of deliverables varies across the scope tasks because different variables affect each task. Should additional larger parcels or efficiencies be identified, quantities would decrease accordingly. Please see the line list provided on page 2 for units and notes.

BRI also added a Contingency Fee of $9,500, as additional parcels identified on the line list provided by the Connector JPA may need to be added later.

Acquisition services will be billed at the following milestones:

| MILESTONE BILLING | |
|---|---|
| Item Description | Cost |
| Offer package sent | $1,500 |
| Sixty (60) days or when an agreement is reached, whichever is sooner | $2,000 |
| Final project closeout; files transmitted to the Connector JPA | $500 |

Acquisition services BRI will be assuming from Dokken will be billed at the following milestones:

| MILESTONE BILLING | |
|---|---|
| Item Description | Cost |
| Offer package sent | $1,500 |
| Final project closeout; files transmitted to the Connector JPA | $1,000 |

Escrow services will be billed at the following milestones:

| MILESTONE BILLING | |
|---|---|
| **Item Description** | **Cost** |
| Funds deposited into escrow | $750 |
| Escrow Closes | $750 |

Thank you for the opportunity to submit a proposal to work on this Project. Should you have any questions regarding this scope and fee, please reach out to me at r.baur@benderrosenthal.com or at (916) 978.4900, Ext. 2005.

Sincerely,
**BENDER ROSENTHAL, INC.**

Renee Baur, PMP, SR/WA
CA Real Estate Broker
Chief Executive Officer

## 2026 HOURLY BILLING RATES

| | |
|---|---|
| Principal Project Manager | $266/hr. |
| Senior Project Manager | $232/hr. |
| Project Manager | $202/hr. |
| Assistant Project Manager | $160/hr. |
| | |
| Sr. Designated Member (MAI/SRA/AI-GRS/ARA) | $234/hr.* |
| Designated Member (MAI/SRA/AI-GRS/ARA) | $207/hr.* |
| Senior Appraiser | $186/hr. |
| Appraiser | $160/hr. |
| | |
| Senior Right of Way Specialist | $186/hr. |
| Senior Acquisition Agent | $160/hr. |
| Acquisition Agent | $128/hr. |
| Senior Relocation Agent | $170/hr. |
| Relocation Agent | $153/hr. |
| Senior Project Coordinator | $144/hr. |
| Project Coordinator | $106/hr. |
| | |
| Senior Land Agent | $134/hr. |
| Land Agent | $106/hr. |
| | |
| Researcher | $ 96/hr. |
| Administrative Support II | $ 91/hr. |
| Administrative Support I | $ 75/hr. |

*NOTE: For court or briefing preparation, depositions, any pre-trial conferences, court appearances, and related activities, the hourly rate is $450.



Rates are valid January 1, 2026 through December 31, 2026.

Valuation Services, including appraisals, appraisal reviews, and waiver valuations will be billed as lump sum services with the fee determined upon receipt of the scope of work.

Mileage/Postage at cost.

**EXHIBIT "C"**

**LEVINE ACT DISCLOSURE STATEMENT**

**LEVINE ACT DISCLOSURE STATEMENT**

California Government Code § 84308, commonly referred to as the "Levine Act," precludes an Officer of a local government agency from participating in the award of a contract if he or she receives any political contributions totaling more than $250 in the twelve (12) months preceding the pendency of the contract award, and for twelve (12) months following the final decision, from the person or company awarded the contract. This prohibition applies to contributions to the Officer, or received by the Officer on behalf of any other Officer, or on behalf of any candidate for office or on behalf of any committee. The Levine Act also requires disclosure of such contributions by a party to be awarded a specified contract.

Current Board members, and their alternates, of the Board are:

| | |
|---|---|
| George Turnboo | Greg Ferrero |
| Patrick Hume | Rosario Rodriguez |
| Garrett Gatewood | Siri Pulipati |
| Mike Kozlowski | Sarah Aquino |
| Sergio Roble | Kevin Spease |

1. Have you or your company, or any agent on behalf of you or your company, made any political contributions of more than $250 to any Board member(s) in the twelve (12) months preceding the date of the issuance of this request for proposal or request for qualifications or award of this contact?

   ___ YES _x_ NO
   If yes, please identify the Board member(s)______________________________________

2. Do you or your company, or any agency on behalf of you or your company, anticipate or plan to make any political contributions of more than $250 to any Board member(s) in the twelve (12) months following the award of the contract?

   ___ YES _x_ NO
   If yes, please identify the Board member(s)______________________________________

Answering yes to either of the two questions above does not preclude the Agency from awarding a contract to your firm. It does, however, preclude the identified Board member(s) from participating in the contract award process for this contract.

May 5, 2026
DATE

R Baur
(SIGNATURE OF AUTHORIZED OFFICIAL)

Renee Baur, Chief Executive Officer
(TYPE OR WRITE APPROPRIATE NAME, TITLE)

Bender Rosenthal Inc.
(TYPE OR WRITE NAME OF COMPANY)

**ITEM 14**

**MEETING DATE:** May 29, 2026

**TITLE:** Update on FY 26 Federal Community Project Funding – White Rock Road Improvement Project - $2,000,000 (Rep Kiley)

**PREPARED BY:** Matt Lampa

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## RECOMMENDATION

Receive and file an update on the $2,000,000 in federal Community Project Funding secured for the White Rock Road Improvements Project and provide input as desired.

## BACKGROUND

In 2025, Connector JPA staff worked with Representative Kevin Kiley to request federal Community Project Funding for the White Rock Road Improvements Project, which includes Connector Segments D3b and E1. Representative Kiley advanced the request through the annual appropriations process, and $2,000,000 was included for the Capital SouthEast Connector Joint Powers Authority - White Rock Road Improvement Project in the Consolidated Appropriations Act, 2026. The Act was signed into law on February 3, 2026.

The White Rock Road corridor is a critical easterly segment of the 34-mile Capital SouthEast Connector, providing parallel capacity to U.S. Highway 50 and regional connectivity between Folsom, El Dorado County, Rancho Cordova, Sacramento County. The federal investment will support continued advancement of remaining improvements along White Rock Road, including right-of-way acquisition and utility relocation needed to advance the corridor to a shovel ready status, making the project more competitive for future construction funding opportunities.

## CURRENT STATUS

FHWA issued an April 24, 2026 allocation memorandum for FY 2026 Highway Infrastructure Program Community Project Funding / Congressionally Directed Spending projects. The memorandum identifies the White Rock Road Improvement Project under California Demo ID CAB44 with $2,000,000 available under Public Law 119-75 and allocated to California with obligation authority. Connector JPA staff is coordinating with Caltrans and FHWA on the remaining federal-aid programming and authorization steps. Before the JPA incurs reimbursable costs, the funding must be programmed in the SACOG

Metropolitan Transportation Improvement Program (MTIP) and authorized through Caltrans Local Assistance by issuance of an E-76.

**SCOPE OF WORK AND RFP SCHEDULE**

The funding is anticipated to be used to acquire remaining right-of-way and complete utility relocation coordination for Segments D3b and E1. The remaining right-of-way work includes acquisition from two property owners. Utility relocation work is anticipated to include relocation of an 8-inch PG&E gas distribution line and affected fiber optic facilities within the project limits.

Staff anticipates federal authorization in late summer or fall 2026. Following authorization, staff will bring an item to the Board, anticipated for the August or November meeting, requesting approval to release an RFP to solicit right-of-way acquisition consultant services. The selected consultant would support appraisals, acquisition documentation, negotiations, relocation coordination support, and related federal-aid right-of-way compliance activities necessary to complete the preconstruction phase.

Completion of the remaining right-of-way acquisition and utility relocation work will advance Connector Segments D3b and E1 toward shovel-ready status. Advancing these preconstruction activities will reduce future delivery risk and make the corridor more competitive for future state and federal grant funding opportunities.

**ITEM 15**

**MEETING DATE:** May 29, 2026

**TITLE:** Update FY 27 Federal Community Project Funding – Grant Line Road - $2,000,000 (Rep. Bera)

**PREPARED BY:** Matt Lampa

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## RECOMMENDATION

Receive and file an update on the $2,000,000 in federal Community Project Funding Requested for the Grant Line Road Safety and Freight Mobility Project and provide input as desired.

## BACKGROUND

Connector JPA staff submitted a Community Project Funding request to Representative Ami Bera for $2,000,000 to support the construction phase of the Grant Line Road Safety and Freight Mobility Project. The request was submitted under the Transportation, Housing and Urban Development, and Related Agencies appropriations bill through the Department of Transportation - Highway Infrastructure Projects account.

The project is located in the City of Rancho Cordova and Sacramento County along Grant Line Road from Chrysanthy Boulevard to White Rock Road. It is part of Connector Segment D2 and includes reconstruction of Grant Line Road to meet current design standards and a separated Class I path.

Representative Bera has previously supported the Grant Line Road project, including helping to secure the $25,000,000 federal RAISE grant awarded to the Connector JPA in 2024. The current CPF request would supplement the existing funding plan and help close the remaining construction funding gap.

## CURRENT STATUS

The CPF request has been submitted for consideration through the federal appropriations process. CPF funding is not available for use unless the project is selected, included in appropriations legislation, enacted into law, allocated to the State, programmed, and authorized for use through the federal-aid process.

Staff will continue to coordinate with Representative Bera's office and monitor the FY 2027 appropriations process. If the funding is included in enacted appropriations, it will supplement the $25 M RAISE grant for the construction phase.

## SCOPE OF WORK AND FUNDING USE

The requested $2,000,000 would be used for eligible construction-phase costs. The broader project will reconstruct approximately 3.6 miles of Grant Line Road, improve intersections and roadside safety conditions, and construct a separated Class I path to connect existing bicycle and pedestrian facilities at each end of the project.

- Project limits: Grant Line Road from Chrysanthy Boulevard to White Rock Road.
- Requested CPF amount: $2,000,000 for construction-phase costs.
- Total project cost identified in the request: approximately $60,000,000, including approximately $50,000,000 for construction.
- Existing funding foundation: federal RAISE grant funding, state TCEP funds for final design, and local/regional funding commitments for engineering design and right-of-way activities.

## NEXT STEPS

Over the remainder of the year, staff will continue advancing final design, right-of-way, utility coordination, and federal-aid delivery requirements. If CPF is secured, the funds would be incorporated into the project's funding plan and programmed for construction consistent with FHWA, Caltrans, and SACOG requirements.

Advancing this request is part of the JPA's broader strategy to assemble the construction funding package for Grant Line Road. Continued progress on design, right-of-way, utility coordination, and funding authorization will advance the project toward shovel-ready status, reduce delivery risk, and make the corridor more competitive for future state and federal grant opportunities.

## ATTACHMENTS

a. Representative Bera Funding Request Letter

AMI BERA, M.D.
6TH DISTRICT, CALIFORNIA

COMMITTEE ON FOREIGN AFFAIRS:
SUBCOMMITTEES:
RANKING MEMBER, EAST ASIA AND PACIFIC
SOUTH AND CENTRAL ASIA

PERMANENT SELECT COMMITTEE ON INTELLIGENCE:
SUBCOMMITTEES:
NATIONAL INTELLIGENCE ENTERPRISE
NATIONAL SECURITY AGENCY AND CYBER

# Congress of the United States
## House of Representatives

WASHINGTON OFFICE
172 CANNON HOUSE
OFFICE BUILDING
WASHINGTON, DC 20515
PHONE: (202) 225-5716
FAX: (202) 226-1298

DISTRICT OFFICE
8950 CAL. CENTER DRIVE
BUILDING 3, SUITE 100
SACRAMENTO, CA 95826
PHONE: (916) 635-0505
FAX: (916) 635-0514

HTTPS://BERA.HOUSE.GOV
AMI.BERA@MAIL.HOUSE.GOV

March 27, 2026

Dear Chairman Cole and Ranking Member DeLauro:

I am requesting funding for the Grant Line Road Safety and Freight Mobility Project in Fiscal Year 2027. The entity to receive funding for this project is the Capital SouthEast Connector Joint Powers Authority , located at 2729 Prospect Park Drive, Rancho Cordova, CA 95670.

The funding would be used to reconstruct 3.6-miles of existing Grant Line Road into a four-lane divided complete street corridor with a separated Class I bike path in the City of Rancho Cordova and Sacramento County. The project is an appropriate use of taxpayer funds because the project is a component of the 34-mile Capital SouthEast Connector (Connector), a Multimodal Corridor that is part of the National Highway System, linking Interstate 5 (I-5), State Route 99 (SR-99), and US Highway 50 (US-50). These three highways are the main arteries for carrying people and freight throughout the state. The Connector project provides parallel capacity, increasing mobility in the region and reducing congestion on these three major highways.

The project has a federal nexus because the funding provided is for purposes authorized by 23 USC 133.

I certify that I have no financial interest in this project, and neither does anyone in my immediate family.

Sincerely,

Member of Congress

**ITEM 16**

**MEETING DATE:** May 29, 2026

**TITLE:** Authorize the Executive Director to Submit Grant Applications to the California Transportation Commission for the Trade Corridor Enhancement Program (TCEP), and Local Partnership Program (LPP) for SB 1 Funding in a Total Amount Not-To-Exceed $60,000,000 for the Grant Line Road Capital SouthEast Connector Project (Segments D2A and D2B)

**PREPARED BY:** Matt Lampa

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## RECOMMENDATION

Approve Resolution 2026-10 authorizing the Executive Director, or designee, to submit three SB 1 funding applications to the California Transportation Commission for Grant Line Road: (1) a $25,000,000 Local Partnership Program application for Segment D2a construction; (2) a $25,000,000 Trade Corridor Enhancement Program application for Segment D2a construction; and (3) a $10,000,000 Trade Corridor Enhancement Program application for Segment D2b preconstruction activities.

## BACKGROUND

The Connector JPA is preparing three applications for the upcoming SB 1 competitive funding cycles administered by the California Transportation Commission (CTC). These applications are intended to build upon the JPA's existing funding foundation and advance the next phases of the Grant Line Road Safety and Freight Mobility Project between White Rock Road and Jackson Road (State Route 16).

The JPA currently has $3,000,000 in TCEP Cycle 3 funding for the plans, specifications, and estimate (PS&E) phase of Segment D2a and a $25,000,000 federal RAISE grant for construction. Staff is coordinating with CTC and Caltrans on a TCEP scope change and time extension request to align the existing TCEP PS&E funding with the RAISE construction project limits and federal obligation timeline. CTC approval is anticipated in June 2026.

## SB 1 FUNDING STRATEGY

During coordination with CTC staff, CTC recommended that the JPA pursue both the Local Partnership Program (LPP) and the Trade Corridor Enhancement Program (TCEP) for

Segment D2a. CTC staff indicated that the project is a strong fit for both programs and recommended submitting to both programs as this provides the Commission flexibility to potentially fully fund the construction phase if funding is awarded through each program.

The two Segment D2a applications would request $25,000,000 each in construction funding. If successful, these state funds would provide the non-federal match and remaining construction funding needed to leverage the existing $25,000,000 federal RAISE grant. This strategy maximizes the value of the federal award and provides a path to assembling the full construction funding package for Segment D2a.

## PROPOSED APPLICATIONS

Staff anticipates preparing the following three SB 1 funding applications:

- Local Partnership Program: $25,000,000 for Segment D2a construction from Chrysanthy Boulevard to White Rock Road.

- Trade Corridor Enhancement Program: $25,000,000 for Segment D2a construction from Chrysanthy Boulevard to White Rock Road.

- Trade Corridor Enhancement Program: $10,000,000 for Segment D2b PS&E and right-of-way activities from Jackson Road to Chrysanthy Boulevard.

Segment D2a consists of approximately 3.6 miles of Grant Line Road between Chrysanthy Boulevard and White Rock Road. The proposed project would reconstruct Grant Line Road as a two-lane facility consistent with the SACOG 2050 Metropolitan Transportation Plan/Sustainable Communities Strategy (Blueprint), construct a new traffic signal at the mining plant entrance, and construct an adjacent Class I path.

Segment D2b extends from Jackson Road (State Route 16) to Chrysanthy Boulevard and represents the next 3.6-mile segment of Grant Line Road to the south. The requested $10,000,000 in TCEP funding would support PS&E and right-of-way activities needed to continue the project development momentum established by the TCEP Cycle 3 PS&E funds and the $25,000,000 RAISE construction award for Segment D2a. Advancing Segment D2b through design and right-of-way will move the project toward shovel-ready status and position the JPA for future construction funding opportunities.

## REGIONAL PRIORITIZATION

Regional prioritization is a key step in the SB 1 competitive funding process. For LPP, regional prioritization is completed by the Sacramento Transportation Authority (STA).

For TCEP, regional prioritization is completed through the Sacramento Area Council of Governments (SACOG).

Staff has been coordinating with both STA and SACOG to seek regional prioritization of the Grant Line Road applications. Staff is requesting that Segment D2a be prioritized as the number one regional project for the applicable LPP and TCEP programs. The existing $25,000,000 federal RAISE grant provides significant leverage and demonstrates federal commitment to the corridor. Prioritization is anticipated to be completed by the end of summer.

Initial discussions with SACOG regarding the D2b preconstruction application have been positive. The JPA is submitting prioritization applications to SACOG this week for consideration as part of the regional TCEP prioritization process.

## PROJECT BENEFITS

The Grant Line Road applications advance a coordinated funding and delivery strategy for a critical 7.2-mile segment between White Rock Road and Jackson Road. The project will reconstruct a deteriorating rural roadway to modern standards, improve safety, support freight movement, provide active transportation improvements through a separated Class I facility, and maintain consistency with the SACOG 2050 Blueprint. The applications also leverage prior state and federal investments and support the JPA's broader strategy to deliver the Connector in logical, fundable phases.

## REQUESETED ACTION AND NEXT STEPS

Staff is requesting approval of a resolution to submit the SB 1 funding requests totaling $60,000,000 to advance design, right of way, and construction along this priority corridor.

Following Board approval, staff will prepare and submit the LPP and TCEP applications and continue coordination with STA, SACOG, Caltrans, and CTC. It's anticipated funding applications will be due in November 2026. Staff will return to the Board with updates as the regional prioritization and CTC funding processes advance.

## ATTACHMENTS

a. Draft Resolution 2026-10
b. Grant Line Road Project Prioritization Fact Sheet

**ITEM 16 a**

**RESOLUTION 2026-10**

**RESOLUTION OF THE BOARD OF DIRECTORS OF THE CAPITAL SOUTHEAST CONNECTOR JOINT POWERS AUTHORITY AUTHORIZING THE EXECUTIVE DIRECTOR TO SUBMIT GRANT APPLICATIONS TO THE CALIFORNIA TRANSPORTATION COMMISSION FOR THE TRADE CORRIDOR ENHANCEMENT PROGRAM (TCEP), AND LOCAL PARTNERSHIP PROGRAM (LPP) FOR SB 1 FUNDING IN A TOTAL AMOUNT NOT-TO-EXCEED $60,000,000 FOR THE GRANT LINE ROAD CAPITAL SOUTHEAST CONNECTOR PROJECT (SEGMENTS D2A AND D2B)**

**BE IT RESOLVED,** that the Board of Directors ("Board") of the Capital SouthEast Connector Joint Powers Authority ("Connector JPA") hereby authorizes the Executive Director to Submit Grant Applications to the California Transportation Commission for the Trade Corridor Enhancement Program (TCEP), and Local Partnership Program (LPP) for SB 1 Funding in a Total Amount Not-To-Exceed $60,000,000 for the Grant Line Road Capital SouthEast Connector Project (Segments D2A and D2B).

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

* * * * *

PASSED AND ADOPTED this 29th day of May, 2026, on a motion by

Director ___________, seconded by Director____________, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

______________________________
Chairperson

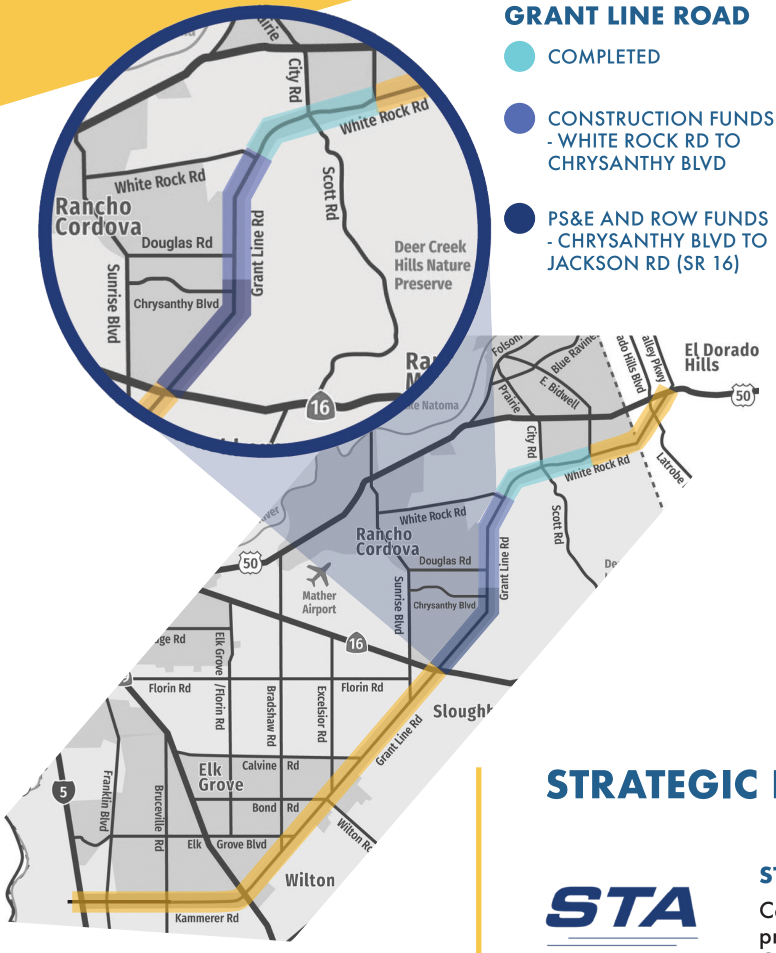
ATTEST:

________________________________
Secretary

CAPITAL | SOUTHEAST
CONNECTOR JPA
*Connecting Communities*

# GRANT LINE ROAD PROJECT
# SEEKING PRIORITIZATION

### WHITE ROCK ROAD TO JACKSON ROAD (SR 16)
### 7.5 MILES




## PROJECT OVERVIEW

The Capital Southeast Connector JPA is seeking $60 million in SB 1 funding to reconstruct Grant Line Road from White Rock Road to Jackson Road (SR 16) — a critical 7.5-mile segment of the 34-mile Capital SouthEast Connector corridor. The project transforms a deteriorating 2-lane rural road into a modern, safe roadway consistent with the SACOG 2050 Metropolitan Transportation Plan/ Sustainable Communities Strategy (Blueprint).

- **SAFETY**
  Primary project benefit
- **SACOG 2050 BLUEPRINT**
  Consistent with regional plan
- **MODERN STANDARDS**
  Reconstructs 2-lane rural road
- **$25M USDOT MATCH**
  Proud recipient of federal RAISE grant

## STRATEGIC PRIORITIZATION

### STA - LOCAL PARTNERSHIP PROGRAM

Capital SouthEast Connector seeks designation as the #1 priority project in the SB 1 LPP competitive pot. STA prioritizes Sacramento County applications for CTC consideration.

### SACOG - TRADE CORRIDOR ENHANCEMENT PROGRAM

Requesting SACOG prioritize two TCEP applications: (1) $25M for D2A construction as the top priority, and (2) The PS&E phase for Segment D2A is being completed with TCEP Cycle 3 funding <$10M for D2B preconstruction (PS&E & ROW) extending south to Jackson Road (SR 16). The 2024 CTC debrief confirmed no significant faults.

**ITEM 17**

**MEETING DATE:** May 29, 2026

**TITLE:** Authorize the Executive Director to Submit Grant Applications to the Sacramento Area Council of Governments (SACOG) Regional Funding Program for the System Performance and Next Generation Solutions & Clean Air Categories in a Total Amount Not-To-Exceed $3,500,000 for the Grant Line Road Capital SouthEast Connector Project (Segment D2A) and the White Rock Road Trail - Phase 2 Project

**PREPARED BY:** Matt Lampa

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## RECOMMENDATION

Approve Resolution 2026-11 authorizing the Executive Director, or designee, to submit two funding applications to the Sacramento Area Council of Governments (SACOG) 2026 Regional Funding Program in a total amount not-to-exceed $3,500,000: (1) a $2,000,000 System Performance Program application for the Grant Line Road Safety and Freight Mobility Project construction phase; and (2) a $1,500,000 Next Generation Solutions & Clean Air Program application for the White Rock Road Trail - Phase 2 Project PA/ED phase.

## BACKGROUND

SACOG is preparing to release a call for projects in June for the 2026 Regional Federal Funding Cycle, which will provide federal transportation funding through the Next Generation Solutions & Clean Air. SACOG staff is also conducting pre-application consultations from May 11 through June 26, 2026, with draft applications due July 17, 2026, and final applications due September 18, 2026.

The 2026 Regional Federal Funding Cycle is expected to program approximately three years of federal funding covering FFY 2027-28, FFY 2028-29, and FFY 2029-30. It's estimated total funding for the Next Generation Solutions & Clean Air program will be approximately $92 million in Congestion Mitigation and Air Quality (CMAQ) funds and approximately $72 million in Surface Transportation Block Grant (STBG) funds will be allocated to the System Performance program.

The Connector JPA is preparing two applications for the September 2026 submittal deadline. These applications are intended to advance priority phases of the Capital SouthEast Connector corridor and continue the JPA's strategy of assembling state, federal, regional, and local funds to deliver the Connector in logical, fundable phases.

## SACOG REGIONAL FUNDING PROGRAM CATEGORIES

***The System Performance Program*** is an STBG-funded program intended to improve how the transportation system functions day-to-day. SACOG identifies eligible investments such as roadway and safety improvements, transit upgrades, new bicycle and pedestrian connections, mobility hubs, and intelligent transportation systems that improve reliability and system operations.

The Grant Line Road Safety and Freight Mobility Project is a strong fit for this category because it addresses roadway safety, operational deficiencies, goods movement, and active transportation needs on a regionally significant corridor.

***The Next Generation Solutions & Clean Air Program*** is a CMAQ-funded program intended to reduce emissions and improve air quality by supporting projects such as bikeways and trails, Complete Streets, zero-emission infrastructure, traffic flow improvements, and other projects that expand clean transportation options.

The White Rock Road Trail - Phase 2 Project is proposed for this category because it would complete preliminary engineering and environmental clearance for a critical Class I trail gap closure and evaluate multimodal and safety improvements along White Rock Road.

## PROPOSED APPLICATIONS

Staff anticipates preparing the following SACOG Regional Funding Program applications:

- System Performance Program: $2,000,000 for the construction phase of the Grant Line Road Safety and Freight Mobility Project, Segment D2A, from Chrysanthy Boulevard to White Rock Road.

- Next Generation Solutions & Clean Air Program: $1,500,000 for the PA/ED phase of the White Rock Road Trail - Phase 2 Project from the White Rock Road/Grant Line Road intersection to Prairie City Road.

## GRANT LINE ROAD SAFETY AND FREIGHT MOBILITY PROJECT

The Grant Line Road Safety and Freight Mobility Project, Segment D2A, consists of approximately 3.6 miles of Grant Line Road between Chrysanthy Boulevard and White Rock Road. The project is currently in final design and is anticipated to move to construction in 2028, pending completion of final design, right-of-way, utility coordination, and funding authorizations.

The project will reconstruct Grant Line Road as a two-lane facility, construct a new traffic signal at the mining plant entrance, and construct an adjacent Class I path. The project will improve safety and operations on a rural segment of Grant Line Road, support regional goods movement, provide a separated active transportation facility, and advance the Connector corridor as a multimodal link between Interstate 5, State Route 99, and U.S. 50.

The JPA currently has $3,000,000 in TCEP Cycle 3 funding for the plans, specifications, and estimate (PS&E) phase of Segment D2A and a $25,000,000 federal RAISE grant for construction. Staff is coordinating with Caltrans and the California Transportation Commission on a TCEP scope change and time extension request to align the existing TCEP PS&E funding with the RAISE construction project limits and federal obligation timeline. The proposed $2,000,000 SACOG System Performance request would further support the construction funding package and help position the project for delivery in 2028.

## WHITE ROCK ROAD TRAIL - PHASE 2 PROJECT

The White Rock Road Trail - Phase 2 Project would advance preliminary engineering and environmental clearance for a Class I trail segment along White Rock Road between the Grant Line Road/White Rock Road intersection and Prairie City Road. The project would function as a gap closure between the existing Class I trail at Prairie City Road and the Class I path that will be constructed as part of the Grant Line Road Safety and Freight Mobility Project.

The requested $1,500,000 in SACOG Next Generation Solutions & Clean Air funding would be used for the PA/ED phase, including preliminary engineering, technical studies, stakeholder coordination, and environmental clearance under both the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA). Completing PA/ED would define the project scope, evaluate alternatives, identify environmental constraints, and position the project for future design, right-of-way, and construction funding.

As part of the PA/ED phase, the JPA would also evaluate the feasibility of a roundabout or other intersection improvement at the State Parks Prairie City State Vehicular Recreation Area (SVRA) main entrance. The existing entrance configuration does not efficiently move vehicles into and out of the park, particularly during large events that occur throughout the year and can draw approximately 10,000 to 15,000 attendees. Evaluating this improvement as part of the trail project would allow the JPA and partner agencies to consider safety, operations, and multimodal access comprehensively along the White Rock Road corridor.

## PROJECT BENEFITS

Together, the proposed applications advance the Connector JPA's multimodal corridor strategy by funding near-term construction needs on Grant Line Road and initiating project development for the next active transportation gap closure on White Rock Road. The projects support regional priorities by improving safety, freight mobility, roadway operations, trail connectivity, and access to recreational destinations. They also leverage the JPA's prior state and federal investments, including the existing TCEP PS&E funding and the $25,000,000 RAISE construction award for Segment D2A.

## REQUESTED ACTION AND NEXT STEPS

Staff is requesting approval of Resolution 2026-11 to authorize the Executive Director, or designee, to submit SACOG Regional Funding Program applications totaling $3,500,000. Following Board approval, staff will continue coordinating with SACOG, complete any required pre-application consultation materials, prepare draft applications by July 17, 2026, and submit final applications by September 18, 2026. SACOG staff is anticipated to release award recommendations on November 30, 2026, with SACOG Board action currently scheduled for December 17, 2026.

## ATTACHMENTS

a. Resolution 2026-11

**ITEM 17 a**

# RESOLUTION 2026-11

## RESOLUTION OF THE BOARD OF DIRECTORS OF THE CAPITAL SOUTHEAST CONNECTOR JOINT POWERS AUTHORITY AUTHORIZING THE EXECUTIVE DIRECTOR TO SUBMIT GRANT APPLICATIONS TO THE SACRAMENTO AREA COUNCIL OF GOVERNMENTS (SACOG) REGIONAL FUNDING PROGRAM FOR THE TRANSFORMATIVE AND NEXT GENERATION SOLUTIONS CATEGORIES IN A TOTAL AMOUNT NOT-TO-EXCEED $3,500,000 FOR THE GRANT LINE ROAD CAPITAL SOUTHEAST CONNECTOR PROJECT (SEGMENT D2A) AND THE WHITE ROCK TRAIL - PHASE 2 PROJECT

**BE IT RESOLVED,** that the Board of Directors ("Board") of the Capital SouthEast Connector Joint Powers Authority ("Connector JPA") hereby authorizes the Executive Director to Submit Grant Applications to the Sacramento Area Council of Governments (SACOG) Regional Funding Program for the Transformative and Next Generation Solutions Categories in a Total Amount Not-To-Exceed $3,500,000 for the Grant Line Road Capital SouthEast Connector Project (Segment D2A) and the White Rock Trail - Phase 2 Project.

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

* * * * *

PASSED AND ADOPTED this 29th day of May, 2026, on a motion by

Director ___________, seconded by Director____________, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

____________________________
Chairperson

ATTEST:

______________________________
Secretary

**ITEM 18**

**MEETING DATE:** May 29, 2026

**TITLE:** Adopt Work Plan, Fiscal Year 2026-27 Budget and Member Agency Contribution

**PREPARED BY:** Derek Minnema and Matt Lampa

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## RECOMMENDATION

1. Approve Resolution 2026-12 adopting the Work Plan and Fiscal Year ("FY") 2026-27 Budget
2. Approve Resolution 2026-13 adopting the FY 2026-27 Member Contribution

## BACKGROUND

Section 6.d.4 of the Joint Powers Exercise of Powers Agreement requires that the Board adopt an annual budget no later than June 30 of each year. Additionally, Sacramento County, acting as the Connector JPA's Treasurer/Auditor, requires a board-approved budget in order to process financial transactions for the upcoming fiscal year.

## EXECUTIVE SUMMARY WORK PLAN AND BUDGET

FY 2026 to 27 is the year the Capital SouthEast Connector Joint Powers Authority (Connector JPA) pivots from design into right of way and competing for construction funds. The agency will submit approximately $70M in federal, state, and regional applications during the budget year, supported by a coordinated advocacy and communications platform built specifically for this competition.

This year the Connector JPA advanced three priority projects along the alignment:

- White Rock Road Trail Project — completed all activities necessary to go out to bid in the City of Folsom

- Grant Line Road — right of way offers extended across 3.5 miles in Rancho Cordova

- Kammerer Road — advanced into final engineering design, with the City of Elk Grove leading right of way activities along that segment

With three concurrent segments in active delivery, an elevated tempo of stakeholder engagement, and an increasingly competitive federal and state funding posture, the FY 2026/27 Budget and Work Plan is developed to focus on the construction of our priority segments.

JPA staff has averaged over five stakeholder meetings per month across the alignment this fiscal year, and four of the agency's five member jurisdictions — Sacramento County and the Cities of Folsom, Elk Grove, and Rancho Cordova — are presently engaged as active partners in delivery on elements of the Project. The strategic two lane initial construction phase, developed jointly with the Sacramento Area Council of Governments, the Sacramento Transportation Authority, Sacramento County, and the City of Rancho Cordova, continues to provide the framework for that interagency coordination.

The Connector JPA does not generate internal revenue through taxes, tolls, or service charges. The agency is funded entirely by external sources that are not dedicated, including state and federal transportation grants, local transportation sales tax proceeds (Measure A), and a local funding agreement with the City of Rancho Cordova for the Grant Line Road project. Funding partners include the Sacramento Transportation Authority (STA), the Sacramento Area Council of Governments (SACOG), the California Transportation Commission (CTC), and the U.S. Department of Transportation (USDOT).

Critically, the Connector JPA operates on a reimbursement model: funding is drawn only after eligible work is completed and invoiced. This structure underscores the importance of conservative cash management and the maintenance of an adequate fund balance reserve.

The Authority's three strategic goals for FY 2026/27 are:

- Deliver the Grant Line Road priority segment, from White Rock Road to Jackson Road
- Public Outreach and Engagement
- Developing Collaborative Partnerships

Goal 1 has been reformulated and elevated this cycle to match the agency's shift from program shaping to program execution. In prior plan cycles this goal appeared third in the strategic plan and was framed as "Identify Priorities for Project Delivery," a formulation appropriate to a phase in which the Authority was building the case, sequencing the work, and aligning partners across the Connector Project's many segments. That work is now substantially complete. Sequencing is established, partner roles are defined, and three concurrent segments have moved into active delivery during FY 2025 to 26. The goal is therefore restated to name what the Authority has identified, prioritized, and is now organized to execute, and it now leads the strategic plan.

Goals 2 and 3 carry forward and each expands in substance. Public Outreach and Engagement reflects the maturing scope of the agency's communications platform, and Developing Collaborative Partnerships reflects the increasing density of partner coordination across the corridor.

The FY 2026/27 Work Plan and Budget provide a transparent, strategic, and long range view of agency operations, project priorities, and capital planning. It is designed to reflect the Connector JPA's progress, funding capacity, and institutional discipline while aligning with GFOA best practices in budgeting and performance reporting. Highlights include:

The proposed FY 2026/27 budget is balanced, with a beginning fund balance and revenues exceeding expenses while maintaining a fund reserve balance.

The JPA continues to operate with a lean staff of three full time employees and low core overhead, made possible in part because JPA staff are billable to reimbursable project contracts, reducing reliance on general funds.

The JPA has implemented an Indirect Cost Rate (ICR) compliant with Caltrans guidelines, which allows the agency to recover eligible indirect costs from state and federal funding sources. The ICR includes certain County Object 10 costs, legal fees, and similar items.

Recovered indirect costs offset general agency expenses, effectively redirecting external funds toward agency operations rather than relying solely on member contributions or local sources.

## MEMBER AGENCY DUES

Member dues exist to cover the narrow set of costs that are not reimbursable through state, federal, or Measure A sources. These include certain employee benefit costs — retirement contributions, health insurance, workers compensation, pension obligation bonds, and deferred compensation — and other items defined as unallowable by the

Sacramento Transportation Authority (project delivery items not covered by Measure A) and federal 2 CFR Part 200.

Consistent with prior years, the FY 2026/27 budget assumes $250,000 in member dues, allocated $50,000 per member agency.

## ATTACHMENTS

a. Resolution 2026-12
b. Resolution 2026-13
c. Proposed FY26/27 Budget and Work Plan

**ITEM 18 a**

# RESOLUTION 2026-12

## RESOLUTION OF THE BOARD OF DIRECTORS OF THE CAPITAL SOUTHEAST CONNECTOR JOINT POWERS AUTHORITY ADOPTING THE FISCAL YEAR 2026-27 BUDGET AND WORK PLAN

**BE IT RESOLVED** by the Board of Directors ("Board") of the Capital SouthEast Connector Joint Powers Authority ("Connector JPA") that the proposed Fiscal Year 2026-27 Budget and Work Plan for the Connector JPA presented to the Board at this meeting is hereby adopted in substantially the same form as attached hereto.

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

* * * * *

PASSED AND ADOPTED this 29th day of May 2026, on a motion by

Director ___________, seconded by Director____________, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____________________________
Chairperson

ATTEST:

_____________________________
Secretary

**ITEM 18 b**

**RESOLUTION 2026-13**

**RESOLUTION OF THE BOARD OF DIRECTORS
OF THE CAPITAL SOUTHEAST CONNECTOR JOINT POWERS AUTHORITY
ADOPTING THE MEMBER JURISDICTION CONTRIBUTION
FOR THE FISCAL YEAR 2026-27**

**BE IT RESOLVED** by the Board of Directors ("Board") of the Capital SouthEast Connector Joint Powers Authority ("Connector JPA") that each member jurisdiction shall contribute local funds in the amount of $50,000 for FY 2026-27.

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

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

* * * * *

PASSED AND ADOPTED this 29th day of May 2026, on a motion by

Director ___________, seconded by Director____________, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

____________________________
Chairperson

ATTEST:

____________________________
Secretary

# 2026 -2027

CAPITAL | SOUTHEAST
CONNECTOR JPA
*Connecting Communities*

## THE CAPITAL SOUTHEAST CONNECTOR AUTHORITY

## FISCAL YEAR 2025/26 BUDGET

# CONTENTS

GOVERNMENT FINANCE OFFICERS ASSOCIATION

# *Distinguished Budget Presentation Award*

**PRESENTED TO**

## Capital SouthEast Connector Authority
## California

For the Fiscal Year Beginning

**July 01, 2025**

Christopher P. Morrill

**Executive Director**

CAPITAL SOUTHEAST CONNECTOR
JOINT POWERS AUTHORITY

# FISCAL YEAR 2026-27 BUDGET

*Connecting Communities*

*Adopted: May 2026*
*Effective July 1, 2026 - June 30, 2027*

# 1 LETTER OF TRANSMITTAL

May 29, 2026

**Chair and Members of the Board:**

I am pleased to submit the Fiscal Year 2026-27 Budget for the Elk Grove-Rancho Cordova-El Dorado Connector Authority (Authority). This was a year in which the Authority advanced three priority projects along the alignment. The White Rock Road Trail Project completed all activities necessary to go out to bid in the City of Folsom; right-of-way offers were extended across 3.5 miles of Grant Line Road in Rancho Cordova; and Kammerer Road advanced into final engineering design, with the City of Elk Grove leading right-of-way activities along that segment.

With three concurrent segments in active delivery, an elevated tempo of stakeholder engagement, and an increasingly competitive federal and state funding posture, the FY 2026-27 Budget Work Plan is developed to focus on the construction of our priority segments. This Work Plan is delivered, as it has been since the Authority's formation, by a staff of three full-time employees.

FY 2026-27 is the year the Authority pivots from  design into right of way and competing for construction funds. The agency will submit approximately $70M in federal, state, and regional applications during the budget year, supported by a coordinated advocacy and communications platform built specifically for this competition.

Authority staff has averaged three to five stakeholder meetings per month across the alignment this fiscal year, and four of the agency's five member jurisdictions – Sacramento County and the Cities of Folsom, Elk Grove, and Rancho Cordova – are presently engaged as active co-delivery partners on elements of the Project. The strategic two-lane initial construction phase, developed jointly with the Sacramento Area Council of Governments (SACOG), the Sacramento Transportation Authority (STA), Sacramento County, and the City of Rancho Cordova, continues to provide the framework for that interagency coordination.

Strategic priorities and key budget initiatives for FY 2026-27 include:

## FY 2026-27 STRATEGIC PRIORITIES AND KEY INITIATIVES

- **ADVANCE** a disciplined state and federal funding strategy. Continue pursuing state, federal, regional, and local funding to support the Connector Project's long-term corridor funding need, including congressionally directed spending requests, discretionary grant programs, state transportation funding programs, and local match strategies. These efforts will distinguish between secured funding, pending applications, anticipated local commitments, and remaining unfunded needs.
- **DELIVER** priority corridor segments. Advance three concurrent corridor segments through defined delivery milestones: the White Rock Road Trail Project, which is positioned for bid in the City of Folsom; active right-of-way negotiations across approximately 3.5 miles of Grant Line Road; and the Kammerer Road segment, which is advancing through final engineering design with the City of Elk Grove leading right-of-way activities.
- **USE** communications to support public accountability and funding readiness. Continue board-aligned public education and stakeholder engagement efforts that explain project benefits, construction readiness, safety needs, funding status, and community impacts. Communications tools may include project videos, podcasts, digital outreach, public-facing interviews, earned media, and other agency channels when they are tied to the Authority's public purpose, including transparency, grant competitiveness, stakeholder coordination, and construction funding.
- **MAINTAIN** the operating and financial controls that support delivery. Sustain the administrative foundations necessary for a lean capital delivery agency, including the fund balance reserve established in May 2024, ongoing coordination with the South Sacramento Conservation Agency and regulatory partners on environmental mitigation, disciplined budget development, independent financial reporting, and continued alignment with Government Finance Officers Association budget presentation standards.

The budget itself is prepared, in every section, to the standards of the Government Finance Officers Association's Distinguished Budget Presentation Award program. The agency's recent Annual Comprehensive Financial Report, completed in November 2025, demonstrated a clean, unmodified audit opinion under Government Auditing Standards. The FY 2026-27 Budget has been prepared in accordance with the Authority's standing budget development process, beginning in January with the prior fiscal year's audited ending fund balance, refined through ongoing coordination with funding partners, and presented to the Board for adoption ahead of the June 30 fiscal-year deadline.

I want to thank the Authority's staff, fiscal consultant Tim Jones, CPA, and our funding and delivery partners for their work in preparing this document and, more importantly, for the year of delivery it reflects. I extend my appreciation to the Board for the vision and leadership that continues to make this regionally significant project possible.

I respectfully recommend adoption of the FY 2026-27 Budget as presented.

Sincerely,

Derek Minnema

**Derek Minnema**

Executive Director

Elk Grove-Rancho Cordova-El Dorado Connector Authority

# 2 BUDGET INTRODUCTION AND EXECUTIVE SUMMARY

The Fiscal Year 2026-27 Budget for the Elk Grove-Rancho Cordova-El Dorado Connector Authority (Authority) is the budget of an inflection year. The agency has reached the point in the Connector Project's delivery cycle at which the work of design, environmental clearance, right of way acquisition, and partner alignment converges with the work of competing for construction funding. The budget commits roughly $10 million in total annual expenditure, including approximately $8 million in professional service contracts, to advance three priority segments toward construction readiness and to pursue approximately $70 million in federal, state, and regional funding applications. The construction need across those three segments is approximately $265 million.

The Authority continues to operate with three full time employees and a disciplined, lean administrative structure. The agency is, by design, a high leverage capital delivery: a small permanent staff supported by a focused portfolio of professional service contracts in engineering, right of way, construction management, funding advocacy, integrated communications, legal counsel, and fiscal services.

## FIVE-YEAR STRATEGIC PLAN AND GOALS

The Authority's three core strategic goals anchor agency planning, decision making, and accountability in FY 2026-27. The first goal has been reformulated and elevated to match the agency's shift from program shaping to program execution: deliver the Grant Line Road priority segment, from White Rock Road to Jackson Road. In prior plan cycles, this goal appeared third in the strategic plan and was framed as "Identify Priorities for Project Delivery," a formulation appropriate to a phase in which the

GOAL 1

**Grant Line Road, from White Rock Road to Jackson Road, as the Connector Project's priority delivery segment for the next planning horizon.**

Authority was building the case, sequencing the work, and aligning partners across the Connector Project's many segments. That work is now substantially complete. Sequencing is established, partner roles are defined, and three concurrent segments have moved into active delivery during FY 2025-26. The goal is therefore restated to name what the Authority has identified, prioritized, and is now organized to execute, and it now leads the strategic plan. The two remaining goals, Public Outreach and Engagement and Developing Collaborative Partnerships, carry forward as Goals 2 and 3. Each expands in substance: Public Outreach and Engagement reflects the maturing scope of the Authority's communications platform, and Developing Collaborative Partnerships reflects the increasing density of partner coordination across the corridor.

GOAL 2

## Public Outreach and Engagement

GOAL 3

## Developing Collaborative Partnerships

The strategic two-lane initial construction phase, the White Rock Road Trail Project, the Kammerer Road segment, and the Authority's continuing work in El Dorado County all remain active and in the Authority's program. However, the operational reality is that the Grant Line Road segment between White Rock Road and Jackson Road is where the Authority's right-of-way, engineering, mitigation, and funding activities are most densely concentrated, and where the next significant inflection of construction-phase delivery will occur. Naming it as the priority gives the strategic plan a delivery target the Authority can plan, fund, and report against.

GOAL 1

## Deliver the Grant Line Road Priority Segment

*Grant Line Road, between White Rock Road and Jackson Road, is the Connector Project's named priority segment for the FY 2026-27 planning horizon. The Authority's right-of-way, engineering, environmental, and funding activities will be coordinated to advance this segment toward construction-phase readiness during the planning period. Defining a single named priority segment – rather than maintaining the previous "identify priorities" formulation – reflects the Authority's transition from program shaping to program execution and gives the strategic plan a delivery target against which staff and the Board can measure progress.*

## STRATEGIES AND INITIATIVES

- **ADVANCE** right-of-way acquisition along the priority segment, building on the active offers extended across 3.5 miles of Grant Line Road in the prior fiscal year.
- **CONTINUE** final engineering design and constructability review along the segment, in coordination with member agencies and consultant teams.
- **SECURE** environmental and mitigation clearances necessary to support construction phasing, working through the South Sacramento Conservation Agency and its technical advisory partners.
- **PURSUE** federal earmark, state discretionary grant, and regional funding awards sized to the priority segment's construction phasing.
- **COORDINATE** construction phasing, traffic management, and stakeholder engagement along the segment with Sacramento County and other affected partner agencies.

GOAL 2

## Public Outreach, Engagement, and Communications

*In FY 2026-27, this goal encompasses the Authority's financial transparency obligations and the integrated communications and digital platform that gives the Connector Project a credible, sustained voice in the regional, state, and national infrastructure conversation. The Authority operates an integrated communications and digital platform that produces the substantive public information base on which member agencies, partner agencies, state and federal stakeholders, and the public engage with the project. The platform was established during FY 2025-26 and for FY 2026-27, to expand from a content production focus to an integrated digital operation. Planned work includes a full redevelopment of the Authority website on a modern content management system, dedicated public information pages organized around the project's funding context and major corridor segments, continued podcast and video content production including an interview series with state, regional, and national transportation officials, and the digital infrastructure for content distribution, audience analytics, and stakeholder inquiry response.*

GOAL 2

## Public Outreach, Engagement, and Communications *continued*

*The platform supports the Authority's public mission and Board approved project delivery objectives. Communications activities focus on accurate public information, transparency, stakeholder education, construction readiness, and documentation of the project's safety, mobility, freight, economic, environmental, and community benefits. These materials support Board reporting, member agency coordination, public outreach, and the Authority''s communications with state and federal transportation funding agencies. The platform operates in coordination with, but procured separately from, the Authority's public affairs and government relations consultants, with the Executive Director managing operational coordination.*

*Communications services are procured, authorized, documented, and managed consistent with the adopted budget, the Authority's procurement requirements, and applicable public agency financial controls.*

### STRATEGIES AND INITIATIVES

- **MAINTAIN** disciplined budget development and adoption practices that meet the standards of the Government Finance Officers Association's Distinguished Budget Presentation Award.
- **COMPLETE** the annual independent financial audit and prepare the Annual Comprehensive Financial Report to the standards of the GFOA Certificate of Achievement for Excellence in Financial Reporting.
- **PROVIDE** regular financial updates and project reporting to the Sacramento Transportation Authority and other oversight bodies.
- **OPERATE** the integrated communications and digital platform, including the Authority website, podcast and video production, public information content, and audience distribution and analytics infrastructure.
- **COORDINATE** communications activity with the Authority's public affairs and government relations consultants so that public information work and direct stakeholder engagement operate from a shared understanding of project status and funding context.
- **DOCUMENT** and report platform engagement metrics, including content produced, audience reach, distribution performance, and stakeholder inquiry response, to the Board annually as part of budget development.

GOAL 3

## Develop Collaborative Partnerships

*The Connector Project is a multi-jurisdictional capital program executed through coordinated partnerships with member agencies, funding partners, regulatory bodies, and federal and state policy stakeholders. The Authority continues to invest in the working relationships that make corridor-scale delivery possible.*

### STRATEGIES AND INITIATIVES

- **MAINTAIN** regular engagement with member jurisdictions – including the Counties of Sacramento and El Dorado, and the Cities of Folsom, Elk Grove, and Rancho Cordova – through stakeholder coordination averaging three to five meetings per month across the alignment.
- **MEET** regularly with funding agencies, including the United States Department of Transportation, the California Transportation Commission, the California State Transportation Agency, Caltrans, the Sacramento Area Council of Governments, and the Sacramento Transportation Authority, to identify, pursue, and secure additional capital.
- **SUSTAIN** the Authority's multi-year working relationship with the South Sacramento Conservation Agency and its technical advisory partners on environmental mitigation and regulatory clearance.
- **MAINTAIN** federal-level positioning through participation on the executive committee of the American Road & Transportation Builders Association (ARTBA).
- **ENGAGE** the Governing Board through scheduled and special meetings, providing timely materials and recommendations for action.
- **SUPPORT** project partners through consultation, advocacy, and shared technical resources where the Authority is best positioned to add value.

## PERFORMANCE MEASURES

The Authority tracks performance measures aligned to each of its three strategic goals. Measures are reviewed annually by staff and the Board to ensure the Authority remains on track to deliver capital segments, maintain public trust, and maximize its funding potential.

### AUTHORITY PERFORMANCE MEASURES

| Performance Measure | Area of Responsibility | Strategic Goal | 2025-26 Planned | 2025-26 Estimate | 2026-27 Planned |
|---|---|---|---|---|---|
| **GRANT LINE ROAD PRIORITY SEGMENT (WHITE ROCK ROAD TO JACKSON ROAD)** | | | | | |
| Advance right-of-way acquisition along the priority segment | Engineering and Program Delivery | Grant Line Road Priority | Yes | Yes | Yes |
| Continue final engineering design and constructability review | Engineering and Program Delivery | Grant Line Road Priority | Yes | Yes | Yes |
| Secure environmental and mitigation clearances necessary for construction phasing | Engineering and Program Delivery | Grant Line Road Priority | Yes | Yes | Yes |
| Pursue federal earmark and state grant awards sized to the segment | Executive Office | Grant Line Road Priority | Yes | Yes | Yes |
| Coordinate construction phasing with member agencies and the regional partners | Engineering and Program Delivery | Grant Line Road Priority | Yes | Yes | Yes |
| **PUBLIC OUTREACH AND ENGAGEMENT** | | | | | |
| Provide quarterly financial updates to the STA | Administrative Services | Public Outreach and Engagement | 4 | 4 | 4 |
| Adopt annual budget prior to June 30 | Administrative Services | Public Outreach and Engagement | Yes | Yes | Yes |
| Complete annual financial audit by December | Administrative Services | Public Outreach and Engagement | Yes | Yes | Yes |
| Achieve GFOA Distinguished Budget Presentation Award | Administrative Services | Public Outreach and Engagement | Yes | Yes | Yes |
| Achieve GFOA Certificate of Achievement for Excellence in Financial Reporting | Administrative Services | Public Outreach and Engagement | Yes | Yes | Yes |

| Performance Measure | Area of Responsibility | Strategic Goal | 2025-26 Planned | 2025-26 Estimate | 2026-27 Planned |
|---|---|---|---|---|---|
| Regularly and consistently create and distribute content to advance delivery and funding outcomes | Executive Office | Public Outreach and Engagement | Yes | Yes | Yes |
| Document and report platform engagement metrics to the Board annually | Executive Office | Public Outreach and Engagement | Yes | Yes | Yes |
| **DEVELOP COLLABORATIVE PARTNERSHIPS** | | | | | |
| Regularly engage Project partners | Executive Office | Develop Collaborative Partnerships | Yes | Yes | Yes |
| Meet regularly with funding and regulatory agencies | Executive Office | Develop Collaborative Partnerships | Yes | Yes | Yes |
| Support project partners through consultation and advocacy | Executive Office | Develop Collaborative Partnerships | Yes | Yes | Yes |
| Engage with the Governing Board | Executive Office | Develop Collaborative Partnerships | 4 | 4 | 4 |
| Identify and secure additional Project funding | Executive Office | Develop Collaborative Partnerships | Yes | Yes | Yes |
| Maintain federal positioning through ARTBA executive committee participation | Executive Office | Develop Collaborative Partnerships | Yes | Yes | Yes |
| Sustain working relationship with the South Sacramento Conservation Agency and technical advisory partners | Executive Office | Develop Collaborative Partnerships | Yes | Yes | Yes |

## REVENUE MODEL

The Authority does not generate internal revenue through taxes, tolls, or service charges. The Authority is funded entirely by non-dedicated external sources, including state and federal transportation grants, local transportation sales tax proceeds (Measure A), and a local funding agreement with the City of Rancho Cordova for the Grant Line Road project. Funding partners include the Sacramento Transportation Authority (STA), the Sacramento Area Council of Governments (SACOG), the California Transportation Commission (CTC), and the U.S. Department of Transportation (USDOT).

Critically, the Authority operates on a reimbursement model: funding is drawn only after eligible work is completed and invoiced. This structure underscores the importance of conservative cash management and the maintenance of an adequate fund balance reserve.

## FY 2026-27 BUDGET AT-A-GLANCE

| Description | FY 2026-27 Proposed |
|---|---|
| Total Revenues | $ 10,119,046 |
| Total Expenditures | $ 9,869,046 |
| Net Change in Fund Balance | $ 250,000 |
| Beginning Fund Balance | $ 1,347,315 |
| Ending Fund Balance | $ 1,597,315 |
| Fund Balance Reserve (3 months overhead) | $ 362,589 |
| Ending Fund Balance Less Reserve | $ 1,234,727 |

## BUDGET IMPROVEMENTS FOR FY 2026-27

This budget incorporates three substantive improvements over the FY 2025–26 submission:

### CLARIFICATION OF FUNDING SOURCES

The budget lists the eight active funding source contracts through which the Authority receives reimbursement for eligible project expenditures.

### A STRATEGIC ARTICULATION OF LOCAL FUNDING NEED

Quantifies the gap between secured funding and total project cost, frames the gap in terms member agencies and regional partners can act on, and identifies the financing tools and partnership structures most likely to close it.

### AN EXPANDED GLOSSARY

Adds the acronyms and program terms most frequently referenced throughout the budget, supporting accessibility for Board members, member-agency staff, and the public.

# 3 FY 2026-27 BUDGET AND WORK PLAN

## CONSOLIDATED BUDGET — GENERAL FUND

The following table presents actual expenditures for FY 2024–25, estimated expenditures for FY 2025–26, and proposed appropriations for FY 2026–27, providing a three-year comparative view. All figures are reported on the modified accrual basis of accounting.

| Description | FY 25/26 Budget | FY 26/27 Proposed | Change from FY 25/26 | Change in Percent |
|---|---|---|---|---|
| **Revenues** | | | | |
| Measure A - Capital | $ 2,688,000 | $ 3,650,000 | $ 962,000 | 35.8% |
| Measure A - Mitigation | $ 2,415,000 | $ 2,176,078 | $ (238,922) | -9.9% |
| Other Local Funding | $ 987,500 | $ 505,815 | $ (481,685) | -48.8% |
| State Funding | $ 1,250,000 | $ 1,100,000 | $ (150,000) | -12.0% |
| Federal Funding | $ 1,328,244 | $ 2,425,153 | $ 1,096,909 | 82.6% |
| Member Contributions | $ 267,431 | $ 250,000 | $ (17,431) | -6.5% |
| Interest Income | $ 10,000 | $ 12,000 | $ 2,000 | 20.0% |
| **Total Revenues** | **$ 8,946,175** | **$ 10,119,046** | **$ 1,172,871** | **13.1%** |
| **Direct Project Expenditures** | | | | |
| Land Acquisition and ROW | $ 2,159,712 | $ 1,550,000 | $ (609,712) | -28.2% |
| Mitigation Purchases | $ 2,063,583 | $ 1,976,078 | $ (87,505) | -4.2% |
| Construction | $ 192,259 | $ 1,975,153 | $ 1,782,894 | 927.3% |
| Project Professional Services | $ 2,862,527 | $ 2,917,459 | $ 54,932 | 1.9% |
| **Overhead Expenditures** | | | | |
| Salaries and Benefits | $ 807,391 | $ 819,726 | $ 12,335 | 1.5% |
| Legal Services | $ 250,000 | $ 175,000 | $ (75,000) | -30.0% |
| Audit, Fiscal and County Services | $ 221,089 | $ 180,345 | $ (40,744) | -18.4% |
| Rent | $ 55,593 | $ 59,594 | $ 4,001 | 7.2% |
| Office Equipment and Supplies | $ 16,045 | $ 37,925 | $ 21,880 | 136.4% |
| Conferences, Meetings, and Travel | $ 41,957 | $ 43,575 | $ 1,617 | 3.9% |
| Insurance | $ 22,094 | $ 22,426 | $ 332 | 1.5% |
| Other Operating | $ 92,682 | $ 111,766 | $ 19,084 | 20.6% |
| **Total Expenditures** | **$ 8,784,931** | **$ 9,869,046** | **$ 1,084,115** | **12.3%** |
| Net Increase (decrease) in Fund Balance | $ 161,244 | $ 250,000 | $ 411,244 | 255.0% |
| **Beginning Fund Balance** | **$ 1,186,071** | **$ 1,347,315** | **$ -** | **-** |
| **Ending Fund Balance** | **$ 1,347,315** | **$ 1,597,315** | **$ -** | **-** |
| Fund Reserve | $ 376,713 | $ 362,589 | $ - | - |
| Ending Fund Balance Less Reserve | $ 970,602 | $ 1,234,727 | $ - | - |

** The Authority reports a single fund - the General Fund*
*** Measure A Sales Tax Revenue Administered by the Sacramento Transportation Authority*
**** Sacramento Countywide Transportation Mitigation Fee Program Administered by the Sacramento Transportation Authority*
*Notes:The consolidated schedule above also serves as the fund-level schedule.*

# EXPLANATION OF REVENUE CHANGES BETWEEN FY 2025-26 AND FY 2026-27

## MEASURE A CAPITAL AND MITIGATION

Measure A Capital, supports planning, design, right-of-way, construction, and funding acquisition activities on the three priority segments. Expenditures are anticipated to increase by approximately $1 million due to right-of-way acquisitions for Grant Line Road. Measure A Mitigation steps down from $2.4 million to $2.1 million as some mitigation work was completed in FY 2025-26, however it's anticipated significant mitigation will be purchased in FY 2026-27 for impacts related to Grant Line Road.

## STATE AND FEDERAL FUNDING

State funding decreases modestly from $1.25 million to $1.1 million as TCEP Cycle 3 design activities wind down. Federal funding increases substantially from $1.3 million to $2.4 million, reflecting the anticipated drawdown of the $4 million 2023 Appropriations Act funding as the White Rock Road Class I Trail project moves from final design into construction.

## OTHER LOCAL FUNDING

Other Local Funding decreases from $987,500 to $505,000 as the City of Rancho Cordova's design and right of way phase contribution to the Grant Line Road project becomes expended.

# EXPLANATION OF EXPENDITURE CHANGES

## CONSTRUCTION

The most significant year-over-year change in expenditures is in the Construction line item, which grows from $192 thousand to nearly $2 million. This reflects the anticipated commencement of construction activity on the White Rock Road Class 1 Trail. Approximately $1.9 million in federal funding will be transferred to the City of Folsom to implement construction of the Trail project.

## LAND ACQUISITION AND RIGHT-OF-WAY

Land Acquisition and Right-of-Way expenditures decrease from $2.16 million to $1.55 million to reflect an updated schedule of acquisition of the Grant Line Road project. Remaining FY 2026–27 right-of-way activity supports the acquisitions for the White Rock Road Phase 2 segment.

### MEMBER CONTRIBUTIONS

Each of the five member agencies—Sacramento County, El Dorado County, and the Cities of Elk Grove, Rancho Cordova, and Folsom—contribute funding annually to support general operations, These funds are essential to sustain baseline agency functions, support non-reimbursable activities, and protect the fund reserve balance.

## WORK PLAN PRIORITIES FOR FY 2026-27

The Authority's project portfolio is anchored in the 34-mile alignment defined in the original Joint Exercise of Powers Agreement.

**SPECIFIC SEGMENTS ARE ADVANCED WHEN THREE CONDITIONS ARE MET:**

- The segment has completed preliminary engineering and environmental clearance sufficient to support grant applications
- A member-agency co-delivery partner is engaged and a cooperative agreement is in place or under negotiation
- A primary funding source (federal discretionary, state competitive, or Measure A capital) has been awarded or is realistically available within the budget horizon

Segments meeting all three conditions advance into the work plan; segments meeting only some conditions remain in the program but are not budgeted for construction-phase expenditures.

### GRANT LINE ROAD SAFETY AND FREIGHT MOBILITY PROJECT

Right of Way acquisition is the top priority for FY 2026–27. The project is fully funded through design, with $25 million from the federal RAISE program and $3 million from TCEP Cycle 3. Future state grants and federal earmarks will close the construction funding gap for the first construction package. Right-of-way certification, utility coordination, and final permitting will be completed towards the end of the budget year, with construction beginning in 2028.

### KAMMERER ROAD EXTENSION

The 3-mile extension from Bruceville Road to Interstate 5 advances through final design and right-of-way certification in partnership with the City of Elk Grove and Caltrans. The project will be positioned for federal discretionary funding cycles in late 2026 and 2027, including the Infrastructure for Rebuilding America (INFRA) program and the Multimodal Project Discretionary Grant (MPDG) program.

### WHITE ROCK ROAD EXPRESSWAY PHASE 2

Phase 2 of White Rock Road advances through final design in partnership with the City of Folsom, Sacramento County, and El Dorado County. The project is partially funded through design; the Authority is pursuing additional federal funding to complete design and advance to construction. A new federal earmark has been secured to advance right of way acquisition in this segment.

### ENVIRONMENTAL MITIGATION PROPERTY STEWARDSHIP AND RIGHT-OF-WAY PRESERVATION

In FY 2026-27, the Authority will undertake a coordinated infrastructure and stewardship program on a 159 acre mitigation parcel adjacent to the future Grant Line Road and Jackson Road interchange. The parcel serves three concurrent purposes: SSHCP habitat conservation, future Connector right of way preservation, and active working lands cattle grazing. The work program rehabilitates the property's pond berm, agricultural well, stock water distribution, cattle corrals, and fencing infrastructure; completes right of way preservation site planning for the Grant Line Road and Jackson Road frontages; and produces a Restoration and Mitigation Plan and a Standard Operations and Maintenance Manual to support long term stewardship.

### STRATEGIC FUNDING, FINANCE, AND GRANT PURSUITS

In FY 2026–27, the Authority will advance implementation of a coordinated funding and finance strategy to position the Connector Project for state, federal, regional, and local construction funding. This work will include board-level strategy review, monthly coordination with Authority leadership, regional coordination with funding partners, and preparation of targeted discretionary grant applications aligned with available program criteria. Anticipated funding pursuits include state programs such as the Local Partnership Program and Trade Corridor Enhancement Program, federal discretionary opportunities such as INFRA, MEGA, Rural, and BUILD, and regional prioritization processes through SACOG and related partners. The work program will also include development of grant narratives, maps, cost and schedule documentation, letters of support, application packages, and related coordination materials. Following successful awards, optional grant administration support may be used to assist with award negotiations, progress reporting, compliance tracking, invoicing, amendments, and closeout documentation. This effort is intended to strengthen the Authority's funding competitiveness, maintain disciplined coordination with regional and state partners, and convert project readiness into secured construction funding.

### PUBLIC EDUCATION, STAKEHOLDER ENGAGEMENT, AND FUNDING READINESS

In FY 2026–27, the Authority will continue professional communications and public education work to support project delivery, stakeholder engagement, and construction funding advocacy. This work will build on the agency's prior-year investment in project videos, interviews, digital content, website materials, and public-facing infrastructure education, with the purpose of helping residents, member agencies, funding partners, and state and federal decision-makers understand the Connector Project's safety, mobility, freight, economic, environmental, and community benefits. During FY 2026–27, there will be continued development of an integrated platform for web content, public education interviews, funding-status explainers, stakeholder briefing materials, and digital outreach assets that support Board reporting, grant applications, member agency coordination, and transportation funding discussions. The effort is intended to improve the quality, reach, and consistency of public information regarding the Connector Project while supporting the Authority's long-term state, federal, regional, and local funding strategy.

# 4 FUNDING SOURCE CONTRACTS

Funding contracts are the agreements through which the Authority receives reimbursement for eligible project expenditures. The Authority does not draw down funds directly; reimbursement is requested against documented work performed under each source contract. The table below summarizes the eight active funding-source contracts that support FY 2026-27 delivery.

| Funding Source | Scope | Total Committed | Expended | Remaining |
|---|---|---|---|---|
| Measure A General (CONSTA-30) | General JPA activities across the alignment | $ 700,000 | $ 170,615 | $ 529,385 |
| Rancho Cordova Local (CONLCL-20) | Grant Line Road design, ROW, and federal advocacy | $ 1,600,000 | $ 1,094,185 | $ 505,815 |
| State TCEP Cycle 3 (PW-CATCEP-D2) | Grant Line Road design (north of Douglas Road) | $ 3,000,000 | $ 1,339,151 | $ 1,660,849 |
| Federal Earmark, Design (PW-CONFED-D3) | White Rock Road Trail design | $ 2,000,000 | $ 1,440,492 | $ 559,508 |
| Federal Earmark, ROW (PW-ROWFED-D3) | White Rock Road Trail right-of-way | $ 500,000 | $ 74,847 | $ 425,153 |
| Measure A Capital (CONSTA-D2) | Grant Line Road, TCEP match and south of Douglas Road | $ 4,900,000 | $ 1,256,317 | $ 3,643,683 |
| Measure A Mitigation, Allocation 2 (PW-MITSTA-20) | JPA mitigation program | $ 5,000,000 | $ 4,823,922 | $ 176,078 |
| Measure A Mitigation, Allocation 3 (PW-MITSTA-30) | JPA mitigation, including Kammerer Road agricultural mitigation | $ 5,000,000 | $ - | $ 5,000,000 |
| **Total** | | **$ 22,700,000** | **$ 10,199,529** | **$ 12,500,471** |

# 5 STRATEGIC ARTICULATION OF LOCAL FUNDING NEED

Securing sufficient construction funding is the single most consequential variable facing the Authority. The Authority has made substantial progress on design, environmental clearance, right-of-way acquisition, and competitive grant capture. What remains is the local match required to unlock the federal and state construction dollars already programmed or under active pursuit.

This section frames the unfunded local need in terms that allow member agencies, regional partners, and the public to act on it. It is not a request for new appropriations from any single source. It is a strategic map of the remaining gap and the tools available to close it.

## WHERE THE FUNDING STANDS

The Grant Line Road Safety and Freight Mobility, Kammerer Road Extension, and White Rock Road Expressway Phase 2 projects are the three priority projects and they carry a combined construction cost estimate of approximately $265 million. Against that need, the funding picture stands as follows:

| Funding Status | Amount | Source / Notes |
|---|---|---|
| Total Construction Cost Estimate | $265M | - |
| Secured Construction Funds | $25M | RAISE |
| Pending Competitive Award (Under review) | $8M | BUILD |
| Anticipated 2026/2027 Grant Applications | $74M | LPP, TCEP, State and Federal Earmarks |
| **Construction Gap** | **$158M** | |

## LOCAL MATCH: $30 TO $40 MILLION

Federal and state grants typically require at least a 20% match, which means locally the Authority and its member agencies should anticipate needing around $30 million to leverage in applications. This is the binding constraint on commencing construction across the three priority segments. Closing the construction funding gap is not work that any single grant application, any single funding agency, or any single advocacy firm can complete.

The $265 million construction need spans federal discretionary programs scored in Washington, state competitive programs scored in Sacramento, federal and state earmarks decided through direct engagement with elected officials, regional allocations administered by the Sacramento Transportation Authority and the Sacramento Area Council of Governments, and local match commitments authorized by five member agency governing bodies. Each venue runs on its own calendar, its own scoring criteria, and its own decision makers.

The Authority's three person staff cannot cover those venues at the pace and depth that competitive applications require, which is why the Authority contracts for coordinated funding advocacy capacity. Drago Vantage leads the program and sets the integrated pursuit strategy across federal and state cycles. Bryant Government Affairs and O'Keefe Shahmoradi Strategies provide specialized federal capacity covering Congressionally Directed Spending, federal discretionary grants, and the distinct House, Senate, and USDOT program relationships those pursuits require.

Whyze Marketing Inc. provides the stakeholder engagement, marketing, and digital presence that builds and maintains the Connector Project's public information record, including project videos, podcast and interview content, a new redeveloped agency website, public information pages, funding status explainers, and stakeholder briefing materials. That record is the medium through which member agencies, partner agencies, elected officials, and state and federal grant scorers encounter the project's safety, mobility, freight, environmental, and community benefits when they form their assessments.

## WHY LOCAL MATCH IS THE HIGHEST-LEVERAGE INVESTMENT AVAILABLE

The competitive federal and state programs the Authority pursues (RAISE, BUILD INFRA, MPDG, TCEP, LPP, ATP) each weigh local financial commitment heavily in their scoring. Projects with confirmed local match consistently outscore projects without it, even when other project attributes are comparable. The Connector Project's strong scoring history reflects, in part, the willingness of member agencies to commit local resources alongside federal and state asks.

As a result, local match dollars are the highest-leverage public dollars available to member agencies in this corridor. Local funds spent inside this project carry a regional multiplier that local funds spent on stand-alone city or county projects cannot match.

## TOOLS AVAILABLE TO FUND CONSTRUCTION

The Authority and its member agencies have access to several financing tools that, individually or in combination, can close the near-term match gap. None of these tools is new. Each is well established in California municipal finance and has been used by member agencies or peer agencies on comparable projects.

### TOOL 1: MEASURE A CAPITAL ALLOCATIONS THROUGH THE SACRAMENTO TRANSPORTATION AUTHORITY

Measure A is the primary local funding source for the Connector Project and has been since 2004. The STA's pay-as-you-go funding model constrains the pace at which Measure A capital dollars can be allocated, but the Connector Project remains a Measure A-named project. Continued STA prioritization, particularly during the annual allocation cycle, is the most direct path to securing local funds to be used as matching contributions to major state and federal grants. The Authority will engage the STA Board during the FY 2026–27 allocation cycle to confirm Measure A's continuing role as anchor funding.

### TOOL 2: MEMBER AGENCY DIRECT CONTRIBUTIONS AND COOPERATIVE AGREEMENTS

Each of the five member agencies has the authority to commit local funds directly to specific Connector segments under cooperative agreements. The City of Rancho Cordova's existing funding agreement supporting design and right-of-way phases of the Grant Line Road project is the template. Similar agreements supporting construction could be used as matching contributions to major state and federal grants. The Authority will propose formal funding cooperation discussions with each member agency during the FY 2026–27 budget cycle.

### TOOL 3: DEVELOPMENT-BASED FINANCING

The Connector corridor passes through some of the highest-growth areas in the Sacramento region. Tools available to member agencies include development or traffic impact fees, Community Facility Districts (CFDs), Enhanced Infrastructure Financing Districts (EIFDs), and developer agreements tied to specific entitlements. Several segments have already benefited from such mechanisms. The Authority will work with member agency planning and finance staff to identify additional development-related contributions that align with parcel-level approvals expected within the budget year.

### TOOL 4: FEDERAL DISCRETIONARY PROGRAMS AND EARMARKS

Federal discretionary grant programs operate at award sizes well-matched to the remaining gap. Each program has identified the Connector Project as a strong candidate based on prior submissions. The Authority's federal advocacy program, supported by professional government affairs counsel, is positioned to convert that recognition into one or more additional awards during the budget year. The Authority has been successful in the past, and is well positioned to request additional awards, contingent on local match commitments being in place at the time of application.

### TOOL 5: STATE PROGRAM SEQUENCING

The State Transportation Improvement Program (STIP), the Local Partnership Program (LPP), Trade Corridor Enhancement Program (TCEP), and the Active Transportation Program (ATP) each offer pathways for state-funded contributions to portions of the project scope. Sequencing applications across these programs maximizes the cumulative state contribution. The Authority's grant strategy for FY 2026–27 explicitly sequences these applications rather than treating each in isolation.

## WHAT THE BOARD IS ASKED TO AUTHORIZE THROUGH THIS BUDGET

This budget does not request a single appropriation to close the local funding gap. Closing the gap requires a coordinated, multi-year, multi-source effort that no single Board action can complete. What the budget does authorize is the staff capacity, professional services support, and member agency engagement necessary to make that effort succeed.

Specifically, the FY 2026–27 budget supports:

- Continued engagement with the Sacramento Transportation Authority on Measure A allocation priorities
- Direct cooperative-agreement discussions with each of the five member agencies, with a target of formalized commitments for at least one priority segment during the budget year
- Coordinated federal and state grant pursuit through the Authority's government affairs and grant-writing consultants
- Member-agency-specific briefings to support locally driven development financing decisions
- Transparent quarterly reporting to the Board on progress against each of the five funding tools

## RISK AND SENSITIVITY

The Authority's financial outlook is most sensitive to two variables: (1) the timing and amount of anticipated TCEP and LPP Cycle 5 awards, including the pending request of approximately $60 million for Grant Line Road, and (2) the timing of member-agency match commitments needed to support discretionary applications.

Under the base case, if near-term state awards and local match commitments materialize substantially as planned, the Authority can advance final readiness activities and position the first Grant Line Road construction package for procurement and construction in 2028.

Under a delayed-funding case, the project remains eligible and delivery-ready, but construction start for Grant Line Road will shift into 2029 or beyond. Interim activity would focus on right-of-way certification, permitting, utility coordination, and grant readiness, and potentially smaller construction-packages for demolition, utility relocation, or cost-to-cure improvements are part of right-of-way negotiations.

# 6 PROFESSIONAL SERVICES AND CONSULTANT PROGRAM

The Authority delivers its capital program through a portfolio of professional service contracts organized into seven functional categories: engineering and environmental, right of way, construction management, funding advocacy, integrated digital and communications, legal, and fiscal and audit.

## ENGINEERING AND ENVIRONMENTAL

Engineering and environmental services support design, environmental clearance, constructability review, and technical analysis across the priority corridor segments. Dokken Engineering serves as the lead design consultant on Grant Line Road and on the White Rock Road Trail Project. Jacobs leads engineering and environmental work on Kammerer Road. Kimley-Horn, MacKay and Somps, and Economic and Planning Systems are retained on an on call basis for specialized task order work outside the lead consultant scope. The Authority's Principal Civil Engineer coordinates all engineering and environmental work and reviews deliverables before acceptance.

## RIGHT OF WAY

Right of way services support appraisal, negotiation, and relocation activity across the priority segments. Bender Rosenthal is retained under an on call agreement, with task orders issued as activity scales on Grant Line Road, Kammerer Road, and White Rock Road Phase 2. Right of way activity is coordinated with member agency partners on segments where the member agency leads acquisition, including the City of Elk Grove on Kammerer Road.

## CONSTRUCTION MANAGEMENT

Construction management services support the Authority's transition from design and right of way activity into construction phase delivery, and provide ongoing mitigation property management capacity. 4LEAF holds a master on call agreement covering both functions. Current authorization is concentrated on habitat compliance monitoring under the South Sacramento Habitat Conservation Plan and on the coordinated infrastructure and stewardship program described in Section 3. As priority segments enter construction, the scope under this agreement will expand accordingly.

## FUNDING ADVOCACY

Funding advocacy services convert the Authority's design ready project pipeline into competitive grant capture. The work is performed by three coordinated firms whose scopes reflect the venues in which competitive applications are decided. Drago Vantage leads the integrated pursuit strategy across federal and state cycles, including state competitive programs and overall coordination of the advocacy program. Bryant Government Affairs covers federal House and USDOT program relationships. O'Keefe Shahmoradi Strategies covers federal Senate and Congressionally Directed Spending. The three firms operate under the direct coordination of the Executive Director, with weekly engagement across the program.

## INTEGRATED DIGITAL AND COMMUNICATIONS

Integrated digital and communications services build and maintain the Connector Project's public information record. That record is the medium through which member agencies, partner agencies, elected officials, and state and federal funding agencies encounter the project's safety, mobility, freight, environmental, and community benefits. Whyze Marketing Inc. operates the platform, with scope covering the redeveloped agency website, project videos, podcast and interview content, funding status explainers, and stakeholder briefing materials. The contract is procured separately from the funding advocacy contracts, with the Executive Director managing coordination between the two functions.

## LEGAL

Legal services are provided through a general counsel firm supplemented by two specialty firms. Sloan Sakai Yeung and Wong serves as general counsel on routine agency matters. Kronick provides specialty counsel on matters outside the general counsel's primary practice areas. Lozano Smith is retained on an on call basis for funding and finance matters.

## FISCAL AND AUDIT

Fiscal and audit services support the Authority's financial reporting obligations, indirect cost rate development, and independent annual audit. TTJ Consulting provides ongoing fiscal consulting under a multi year engagement. Robert Merritt, CPA, conducts the annual independent financial audit and prepares the Annual Comprehensive Financial Report consistent with GFOA Certificate of Achievement standards.

# 7 AUTHORITY OVERVIEW

## JOINT POWERS AUTHORITY BACKGROUND

The Elk Grove-Rancho Cordova-El Dorado Connector Authority (Authority) is a multi-jurisdictional public agency established on December 12, 2006, pursuant to Section 6500 of the California Government Code and by resolution of the Sacramento County Board of Supervisors. The Authority was formed through a Joint Exercise of Powers Agreement among five local governments—the Counties of Sacramento and El Dorado, and the Cities of Elk Grove, Rancho Cordova, and Folsom—to acquire, plan, design, finance, and construct a 34-mile multimodal transportation corridor known as the Capital SouthEast Connector Expressway.

The Authority is governed by a five-member Board of Directors with one representative appointed from the governing body of each member agency. The Board is supported by alternates, legal counsel, and professional consultants. The Authority is a political subdivision of the State of California. It does not collect taxes or tolls directly. Its primary revenue sources include local Measure A transportation sales tax funds, transportation mitigation fees, state and federal infrastructure grants, and annual member contributions.

**CONNECTOR JPA GOVERNING BOARD**
FORMED THROUGH A JOINT EXERCISE OF POWERS AGREEMENT AMONG FIVE LOCAL GOVERNMENTS

The Authority exists solely to deliver the Connector Project. Completed segments will be transferred to the member jurisdictions for long-term operation and maintenance. The agency's financial focus is therefore on capital project delivery, right-of-way acquisition, and grant fund management—not on general service operations or long-term asset ownership.

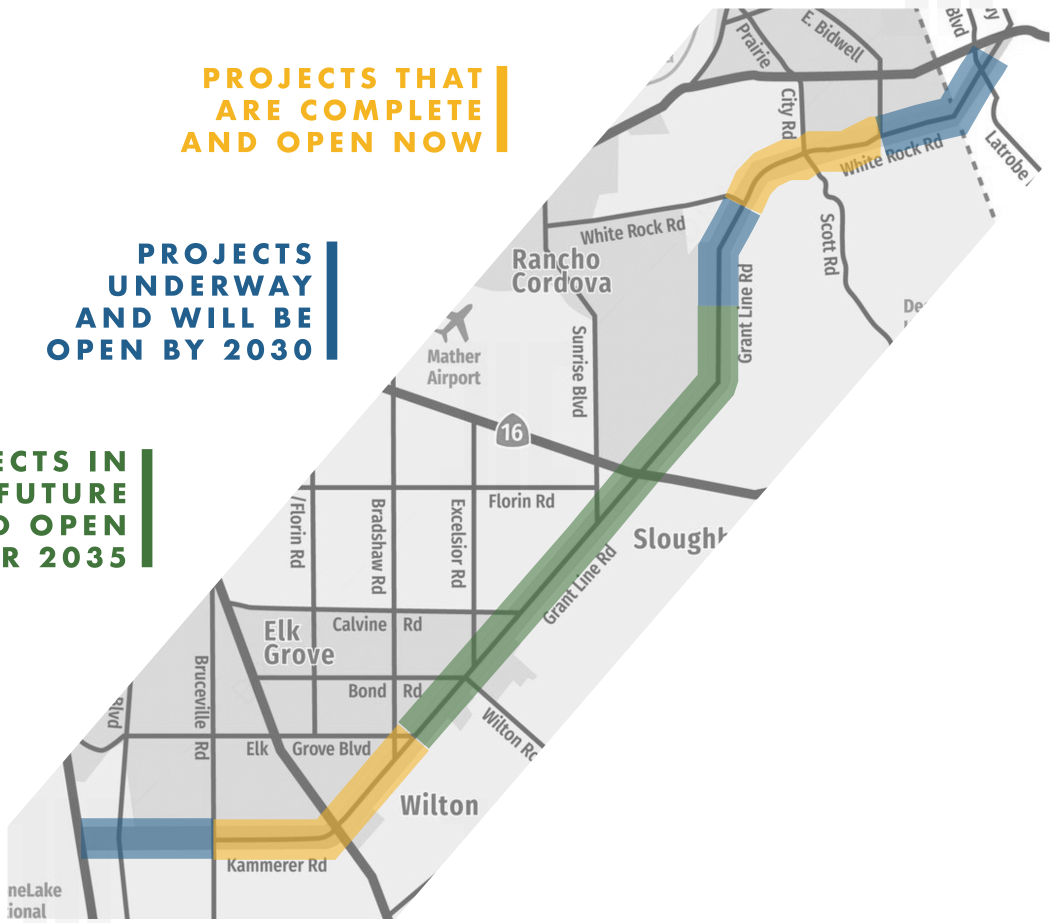
## PROJECT STATUS

As of mid-2026, approximately 11 miles of the Connector Expressway are complete, including segments on Kammerer Road, White Rock Road, and Grant Line Road. Two major highway interchanges and 2.5 miles of Class I multi-use trail are open to the public. Three high-priority projects totaling nine miles are currently underway, with construction expected to commence on the Grant Line Road Safety and Freight Mobility Project during the budget year.

PROJECTS THAT ARE COMPLETE AND OPEN NOW

PROJECTS UNDERWAY AND WILL BE OPEN BY 2030

PROJECTS IN THE FUTURE AND OPEN AFTER 2035



## ORGANIZATIONAL STRUCTURE

The Authority operates a functional departmental model led by a compact three-person staff supported by professional service consultants and inter-agency partners. Each function is aligned with the Authority's mission, project milestones, and compliance responsibilities.

### LIST OF PRINCIPAL OFFICIALS AND ORGANIZATION CHART

CITY OF FOLSOM COUNCILMEMBER
**MIKE KOZLOWSKI**

SACRAMENTO COUNTY BOARD OF SUPERVISORS
**PATRICK HUME (CHAIR)**

CITY OF ELK GROVE COUNCILMEMBER
**SERGIO ROBLES**

EL DORADO COUNTY BOARD OF SUPERVISORS
**GEORGE TURNBOO (VICE-CHAIR)**

CITY OF RANCHO CORDOVA COUNCILMEMBER
**GARRETT GATEWOOD**

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AUTHORTY EXECUTIVE DIRECTOR
**DEREK MINNEMA**

AUTHORITY PRINCIPAL ENGINEER
**MATT LAMPA**

SLOAN, SAKAI, YEUNG & WONG LLP
**LEGAL COUNSEL**

### EXECUTIVE OFFICE

Led by the Executive Director. The Executive Office is responsible for overall agency leadership, strategic direction, Board relations, intergovernmental coordination, federal and state advocacy, public outreach, and the Authority's strategic communications platform. FY 2026–27 priorities: lead the federal and state funding pursuit; sustain the strategic communications platform; convert member-agency briefings into formal cooperative agreements; participate on the ARTBA executive committee.

### ENGINEERING AND PROGRAM DELIVERY

Led by the Principal Civil Engineer. This department oversees project design, right-of-way, environmental clearance, construction management, and consultant coordination across the three priority projects. FY 2026–27 priorities: advance Grant Line Road into construction mobilization; complete Kammerer Road final design; advance White Rock Road Phase 2 design; manage the mitigation portfolio under the SSHCP.

### ADMINISTRATIVE SERVICES

Led by the Administrative Services Officer. This department is responsible for finance, budget, procurement, contracts, records management, and audit support.

#### FULL TIME EQUIVALENT (FTE) POSITIONS

| Description | FY 2024-25 | FY 2025-26 | FY 2026-27 |
|---|---|---|---|
| Executive Director | 1 | 1 | 1 |
| Principal Engineer | 1 | 1 | 1 |
| Adminstrative Services Officer (ASO) | 1 | 1 | 1 |
| Total Positions | 3 | 3 | 3 |

## PAY SCHEDULES FOR FY 2026-27

The Authority aligns its compensation practices with Sacramento County's classification and pay scales. The pay ranges below reflect monthly minimum and maximum amounts, inclusive of an estimated 5.0 percent cost-of-living adjustment (COLA) for FY 2026–27. Additional compensation elements such as health benefits and SCERS retirement contributions are provided consistent with Sacramento County employee benefit policies.

#### PAY SCHEDULES FOR FY 2026/27*

| Classification | Monthly Minimum | Monthly Maximum |
|---|---|---|
| Executive Director | 23,988 | 23,988 |
| Principal Engineer | 14,943 | 16,474 |
| Administrative Services Officer 1 (ASO 1) | 7,001 | 8,510 |

* Including anticipated 5.0% COLA

# 8 BUDGET PROCESS, OPERATIONS, AND FISCAL POLICIES

## BUDGET PROCESS

Budget development begins in January after the prior year's audited annual financial statements are completed. The ending fund balances from the preceding year serve as the beginning balances for the current year. Staff develop expectations for revenues and expenditures for the remainder of the current fiscal year and the budget year, working with funding partners to estimate revenues and costs across the multi-year planning horizon.

A draft budget is published for review ahead of the May 2026 Board meeting. If material changes are requested during the meeting or through public comment, the budget is revised and returned at a special meeting in June. If no material changes are required, the Board may adopt the final budget in May. The FY 2026–27 budget calendar followed this schedule.

### BUDGET TIMELINE

**JANUARY**

*Review prior year audited financial statements*

**FEBRUARY**

*Review year-to-date expenditures*

*Kick-off meeting with staff and consultants to set expectations and timeline*

**MARCH**

*Begin gathering data and documentation, holding ongoing conversations with finance team and update budget templates*

**APRIL**

*Prepare draft budget document including preliminary fiscal tables with beginning and ending balances and updated text*

*Prepare message from Executive Director, present several formatting options, and begin to finalize text*

**MAY**

*Present fully formatted final draft budget to Executive Director*

*Present draft final budget to the Governing Board. If there are not any material changes needed, recommend for adoption. If changes are necessary, ask that the item be continued to a special meeting in June*

**JUNE**

*Present updated draft of final budget. Recommend for adoption*

*Submit adopted budget to GFOA's Distinguished Budget Presentation Award Program*

**AFTER JUNE**

*An amended budget may be necessary if there any material changes subsequent to budget adoption in June*

## BASIS OF BUDGETING

All financial information in this budget is reported using the modified accrual basis of accounting, consistent with the fund financial statements presented in the Annual Comprehensive Financial Report (ACFR). Revenue is recognized when it becomes measurable and available; expenditures are recognized when the obligation to pay them is incurred. The Authority's cutoff for financial reporting purposes is 90 days after the fiscal year ends.

## FUND STRUCTURE

The Authority operates a single fund—the General Fund—appropriate for an agency formed solely to deliver one capital project. Under the Authority's Capital Asset and Expenditure Policy, all expenditures are capitalizable because they support the construction of the Connector Project. All three departments – Executive Office, Engineering and Program Delivery, and Administrative Services – operate within and draw appropriations from the single General Fund. No department or function is supported by a separate or restricted fund.

## BALANCED BUDGET

The Authority annually develops a balanced budget in which the beginning fund balance, revenues, and other financing sources are greater than or equal to total expenditures and other financing uses. The FY 2026–27 budget is balanced.

## INDIRECT COST RATE

The Authority's Indirect Cost Rate (ICR) is developed using financial information from the most recent audited financial statements and is approved by the California Department of Transportation (Caltrans). The most recent approved rate, calculated from FY 2024-25 audited data, was 258.13%. The FY 2026–27 budget incorporates the updated rate calculation, which will be submitted to Caltrans. The ICR is applied to direct labor hours charged to the project to recover proportionate overhead costs through interagency billing.

## FUND BALANCE RESERVE

The Authority maintains a fund balance reserve equivalent to approximately three months of overhead expenditures, consistent with Government Finance Officers Association (GFOA) guidelines and the agency's adopted reserve policy. The FY 2026–27 reserve is calculated at $362,589, based on $1,450,356 in projected overhead expenditures.

### FUND BALANCE RESERVE CALCULATION - GENERAL FUND*

| | Annual Expenditures | Average Monthly Expenditures | Three Months' Reserve |
|---|---|---|---|
| FY 2026-27 | $ 1,450,355.55 | $ 120,862.96 | $ 362,588.89 |

* Based on estimated overhead expenditures only

## FUND BALANCE

Fund balance is the difference between the General Fund's assets and liabilities at the close of each fiscal year, available for appropriation in subsequent years.

## DEBT POLICY

The Authority has never issued debt and has no current plans to do so. The Authority does not have a dedicated revenue source to pledge against debt service. Should the Authority pursue debt issuance in the future—a step requiring the unanimous affirmative vote of all five Board members under the Joint Exercise of Powers Agreement—a comprehensive debt policy aligned with the County of Sacramento's policy will be developed and adopted.

## INVESTMENT POLICY

All Authority funds are held in the Sacramento County Treasury and invested in the Sacramento County Pooled Investment Fund. The fund is managed by the Sacramento County Director of Finance under an investment policy reviewed and approved annually by the Sacramento County Board of Supervisors. The investment objectives, in order of priority, are safety of principal, liquidity, public trust, and maximum rate of return.

## OPERATIONAL EXPENDITURE PRACTICES

The Authority transacts a range of recurring operational expenditures in support of its capital program, including software and subscription services, digital tools and online platforms (including AI assisted drafting and analysis tools), paid digital outreach, professional creative services, business travel, business meals, and credit card transactions. Each category is budgeted in the appropriate line of the consolidated budget and is subject to the procurement framework set forth in this section. Many of these categories are predominantly sold through vendor portals and advertising platforms that require credit card payment. Business travel, business meals, and credit card use are governed by the Authority's adopted Travel Policy and Credit Card Policy, which establish the documentation, approval, and allowability standards that apply to each transaction.

## ANNUAL INDEPENDENT AUDIT

The Authority's annual financial statements are audited by an independent certified public accountant in accordance with Government Auditing Standards. The most recent audit, covering FY 2024 to 25, was completed in November 2025 and resulted in a clean unmodified opinion. The next audit cycle is scheduled for completion by December 2026. The auditor reports findings, if any, directly to the Board and supports preparation of the Annual Comprehensive Financial Report consistent with the standards of the Government Finance Officers Association Certificate of Achievement for Excellence in Financial Reporting program.

## PROCUREMENT, REPORTING, AND AUDIT

Operational expenditures are subject to the procurement thresholds set forth in the Authority's adopted procurement policy. Total annual spend with each vendor is tracked to manage vendor concentration and trigger formal procurement when applicable thresholds are reached. The Authority's independent auditor reviews these expenditures annually as part of the regular financial audit.

### AUTHORITY CONTRACTING PRACTICES

| Price Threshold | Method of Procurement* | Required Approval level |
|---|---|---|
| Under $2,500 | Purchase Order, No Bidding Required | Executive Director |
| $2,500 tp $50,000 | Small Purchase - for Supplies/Special Services and A&E, IFB, or CM/GC - Construction and/or Construction Management | Executive Director |
| More than $50,000 | RFP or RFQ - for Supplies/Special Services and RFP or RFQ for A&E, IFB, or CM/GC - Construction and/or Construction Management | Connector JPA Board |

* A&E IFB - Architectural and Engineering Invitation for Bids, CM - Construction Manager, GC - General Contractor

## RECORDS RETENTION AND CONTRACTING

The Authority maintains a Records Retention Policy aligned with applicable law. Goods and services are acquired through procurement processes that provide full and open competition to the maximum extent feasible, consistent with state and federal statutes.

# 9 STATISTICAL INFORMATION

## AUTHORITY DEMOGRAPHIC AND ECONOMIC STATISTICS – SACRAMENTO COUNTY

Sacramento County continues to anchor the regional economy served by the Connector Corridor. Population growth, employment trends, and per capita income remain the leading indicators driving long-term demand for the corridor.

### ELK GROVE-RANCHO CORDOVA-EL DORADO CONNECTOR AUTHORITY
### DEMOGRAPHIC AND ECONOMIC STATISTICS
### LAST TEN FISCAL YEARS

| Fiscal Year | Population (000's) | Personal Income (000's) | Per Capital Personal Income | Unemployment Rate (percent) |
|---|---|---|---|---|
| 2025* | 1,593 | $ 112,207,831 | $ 69,072 | 5.5 |
| 2024 | 1,584 | 103,143,749 | 65,104 | 4.4 |
| 2023 | 1,588 | 98,105,641 | 61,775 | 3.9 |
| 2022 | 1,589 | 98,241,828 | 61,829 | 7.0 |
| 2021 | 1,559 | 90,908,707 | 58,307 | 9.3 |
| 2020 | 1,552 | 85,775,621 | 55,266 | 3.7 |
| 2019 | 1,541 | 80,969,087 | 52,544 | 3.8 |
| 2018 | 1,531 | 76,832,120 | 50,197 | 4.6 |
| 2017 | 1,514 | 72,878,458 | 48,122 | 5.4 |
| 2016 | 1,497 | 70,110,138 | 46,845 | 6.0 |

*Source: June 30, 2025 Sacramento County Annual Comprehensive Financial Report (ACFR)*
**Latest information available*

## SUPPLEMENTAL STATISTICAL REFERENCE TABLES

The reference tables below carry forward the long-term statistical context published in prior budgets. They present a ten-year view of Sacramento County's private sector principal employers, the Authority's governmental fund balances, and the year-over-year changes in those fund balances. Together with the demographic and economic statistics, they support comparison and trend analysis across budget cycles.

### ELK GROVE-RANCHO CORDOVA-EL DORADO CONNECTOR AUTHORITY
### PRIVATE SECTOR PRINCIPAL EMPLOYERS
### JUNE 30, 2025 AND 2026

| | 2025* | | | 2016 | | |
|---|---|---|---|---|---|---|
| Employer | Employees | Rank | Percentage of Total County Employment | Employees | Rank | Percentage of Total County Employment |
| UC Davis Healh System | 16,617 | 1 | 2.10 | 9,706 | 1 | 1.50 |
| Kaiser Pemanente | 12,624 | 2 | 1.59 | 6,464 | 3 | 1.00 |
| Sutter/California Health Service | 10,129 | 3 | 1.28 | 8,817 | 2 | 1.36 |
| Dignity/Mercy Healthcare | 7,353 | 4 | 0.93 | 6,286 | 4 | 0.97 |
| Apple Inc. | 5,000 | 5 | 0.63 | 2,500 | 7 | 0.39 |
| Intel Corporation | 4,000 | 6 | 0.63 | 6,200 | 5 | 0.96 |
| Raley's Inc/ Bel Air | 2,519 | 7 | 0.32 | 3,289 | 6 | 0.50 |
| Siemens Mobility Inc. | 2,500 | 8 | 0.32 | | | |
| VSP Vision | 1,950 | 9 | 0.25 | | | |
| Safeway | 1,854 | 10 | 0.23 | | | |
| Health Net of California | | | | 2,299 | 9 | 0.31 |
| VSP Global | | | | 2,415 | 8 | 0.37 |
| Wells Fargo & Co. | | | | 2,038 | 10 | 0.31 |
| Total | 64,546 | | 8.28 | 50,014 | | 7.67 |

*Source: June 30, 2025 Sacramento County Annual Comprehensive Financial Report (ACFR)*
** Latest information available*

## ELK GROVE-RANCHO CORDOVA-EL DORADO CONNECTOR AUTHORITY
## FUND BALANCES OF GOVERNMENTAL FUNDS
## LAST TEN FISCAL YEARS
## (MODIFIED ACCRUAL BASIS OF ACCOUNTING)

| | Fiscal Year | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 |
| **General Fund** | | | | | | | | | | |
| Nonspendable | $ - | $ - | $ - | $ 3,892 | $ 2,500 | $ 2,500 | $ 24,357 | $ 37,633 | $ 35,499 | $ 54,596 |
| Assigned | - | - | - | - | - | - | - | - | - | - |
| Unassigned | 761,730 | 1,020,681 | 857,139 | 828,765 | 637,562 | 878,821 | 3,943,832 | 1,508,218 | 1,150,572 | 1,328,296 |
| **Total General Fund** | **$ 761,730** | **$ 1,020,681** | **$ 857,139** | **$ 832,657** | **$ 640,062** | **$ 881,321** | **$ 3,968,189** | **$ 1,545,851** | **$ 1,186,071** | **$ 1,382,892** |

*Source: Audited Financial Statements*

## ELK GROVE-RANCHO CORDOVA-EL DORADO CONNECTOR AUTHORITY
## CHANGES IN FUND BALANCES OF GOVERNMENTAL FUNDS
## LAST TEN FISCAL YEARS
## (MODIFIED ACCRUAL BASIS OF ACCOUNTING)

| | Fiscal Year | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 |
| **Revenues** | | | | | | | | | | |
| Intergovernmental | $2,947,422 | $ 4,409,798 | $7,889,548 | $5,302,891 | $4,827,652 | $5,242,750 | $ 10,874,809 | $ 1,957,017 | $ 2,116,163 | $ 3,361,618 |
| Member contributions | 75,000 | 125,000 | 175,000 | 225,000 | 225,000 | 225,000 | 250,000 | 250,000 | 250,000 | 250,000 |
| Interest earnings | 2,276 | 3,976 | 12,568 | 15,029 | 11,108 | 5,721 | 18,731 | 87,728 | 57,633 | 31,963 |
| Other | 250,000 | - | - | - | - | - | - | - | - | - |
| **Total Revenues** | **3,274,698** | **4,538,774** | **8,077,116** | **5,542,920** | **5,063,760** | **5,473,471** | **11,143,540** | **2,294,745** | **2,423,796** | **3,643,581** |
| | | | | | | | | | | |
| **Expenditures** | | | | | | | | | | |
| Capital outlay | 2,696,040 | 4,279,823 | 8,240,658 | 5,567,402 | 5,256,355 | 5,232,212 | 8,006,855 | 4,664,480 | 2,730,562 | 3,392,887 |
| Debt Service - lease payments | | | | | | | | | | |
| Principal | - | - | - | - | - | - | 44,853 | 49,929 | 46,919 | 47,506 |
| Interest | - | - | - | - | - | - | 4,964 | 2,674 | 6,095 | 6,367 |
| **Total Expenditures** | **2,696,040** | **4,279,823** | **8,240,658** | **5,567,402** | **5,256,355** | **5,232,212** | **8,056,672** | **4,717,083** | **2,783,576** | **3,446,760** |
| **Excess (deficiency) of revenues over (under) expenditures** | **578,658** | **258,951** | **(163,542)** | **(24,482)** | **(192,595)** | **241,259** | **3,086,868** | **(2,422,338)** | **(359,780)** | **196,821** |
| **Net change in fund balance** | **$ 578,658** | **$ 258,951** | **$ (163,542)** | **$ (24,482)** | **$ (192,595)** | **$ 241,259** | **$ 3,086,868** | **$ (2,422,338)** | **$ (359,780)** | **$ 196,821** |
| | | | | | | | | | | |
| **Debt Service as a Percentage of Noncapital Expenditures*** | **0.00%** | **0.00%** | **0.00%** | **0.00%** | **0.00%** | **0.00%** | **0.00%** | **0.00%** | **0.00%** | **0.00%** |

*Source: Audited Financial Statements*
** The Authority was created to build a single project that will be transferred upon completion to the agencies whose jurisdictions the asset is located in. At that time, asset depreciation will begin. All expenditures are capitalized and included in capital outlay.*

# 10 GLOSSARY OF TERMS AND ACRONYMS

The glossary below lists acronyms and program terms used throughout this budget.

| Term / Acronym | Definition |
|---|---|
| **ACFR** | Annual Comprehensive Financial Report. The financial statements comprising the Connector JPA's annual financial report, prepared in accordance with Governmental Accounting Standards Board requirements and the GFOA Certificate of Achievement criteria. |
| **Appropriation** | An authorization by the Governing Board to make expenditures and incur obligations for a specific purpose. An appropriation is usually limited in amount and in the time during which it may be expended. |
| **ARTBA** | American Road and Transportation Builders Association. A national trade association representing the U.S. transportation construction industry, in which the Executive Director participates as a panelist and executive committee member. |
| **ATP** | Active Transportation Program. A SACOG- and Caltrans-administered state grant program supporting bicycle and pedestrian infrastructure. |
| **Balanced Budget** | A budget in which beginning fund balance, revenues, and other financing sources are greater than or equal to total expenditures and other financing uses. |
| **CAA** | Consolidated Appropriations Act. Federal appropriations legislation through which the Connector JPA received $4 million in Community Project Funding for the White Rock Road Class I multi-use trail. |
| **Caltrans** | California Department of Transportation. The state agency that owns and operates the state highway system, approves Indirect Cost Rates for local agencies, and administers a range of state and federal-aid transportation funding programs. |
| **Capital Expenditures** | Expenditures related to specific capital construction projects incorporated in the adopted budget. As defined by the U.S. Department of Transportation, capital expenditures include outlays for planning, engineering, approval, permitting, mitigation, construction, inspection, and acquisition of land and existing structures. |

| Term / Acronym | Definition |
|---|---|
| **CFD** | Community Facility District. A California financing mechanism authorized under the Mello-Roos Community Facilities Act of 1982 that allows local governments to levy special taxes to fund public infrastructure. |
| **CIP** | Capital Improvement Plan. The multi-year capital project plan that identifies anticipated capital expenditures and their associated funding sources. |
| **COLA** | Cost-of-Living Adjustment. The percentage increase applied annually to salaries and benefits to maintain real wage levels. |
| **CTC** | California Transportation Commission. The state body that programs and allocates state and federal transportation funds, including STIP, TCEP, LPP, and SCCP allocations. |
| **Direct Project Costs** | Costs that can be specifically and easily identified with a particular project or activity and are allowable under the sponsoring organization's guidelines. |
| **EIFD** | Enhanced Infrastructure Financing District. A California financing mechanism allowing local agencies to capture incremental property tax revenue from new development to fund public infrastructure within a defined district. |
| **Expenditures** | Authorized spending such as employee salaries and benefits, professional services, and capital construction costs. |
| **Final Budget** | The budget presented during the May Board meeting and adopted if no material changes are required. |
| **Fiscal Year** | The Connector JPA's fiscal year runs from July 1 through June 30. |
| **FTE** | Full-Time Equivalent. Hours worked by one employee on a full-time basis, equivalent to 2,088 hours annually. |
| **Fund** | A group of related accounts used to maintain control over resources segregated for specific activities or objectives. The Connector JPA reports only one fund — the General Fund. |
| **Fund Balance** | The difference between a governmental fund's assets and liabilities, representing the net resources available for appropriation in future periods. |
| **GASB** | Governmental Accounting Standards Board. The independent organization that establishes accounting and financial reporting standards for U.S. state and local governments. |
| **General Fund** | The Connector JPA's sole fund, used for both Project and operating costs. |
| **GFOA** | Government Finance Officers Association. The national professional association of public finance officials in the United States and Canada. The Connector JPA's annual budget is submitted to the GFOA Distinguished Budget Presentation Award Program annually. |
| **Indirect Project Costs (ICR)** | A proportionate share of costs clearly related to the construction, development, or improvement of capital assets as a group, but not to a specific capital asset. Because the Connector JPA exists solely to deliver one project, all of its Project costs are classified as Direct. |
| **INFRA** | Infrastructure for Rebuilding America. A federal discretionary grant program administered by USDOT under the Multimodal Project Discretionary Grant program, supporting projects that improve safety, generate economic benefits, reduce congestion, and improve freight movement. |
| **JPA** | Joint Powers Authority. A public agency formed under California Government Code Section 6500 by two or more public agencies to jointly exercise common powers. |

| Term / Acronym | Definition |
|---|---|
| **LPP** | Local Partnership Program. A state grant program under Senate Bill 1 that provides funding to counties, cities, and other local agencies for transportation infrastructure projects, with funds distributed by formula and competitive allocations. |
| **Measure A** | A half-cent transportation sales tax originally approved by Sacramento County voters in 1989 and renewed by voters in 2004. Measure A includes both a direct capital investment in the Connector Project and a transportation mitigation fee component, both administered by the Sacramento Transportation Authority. |
| **Modified Accrual Basis of Accounting** | An accounting method that recognizes revenue when it becomes measurable and available, and expenditures when the obligation to pay them is incurred. This is the basis used by the Connector JPA for its budget and for the fund-based statements in its ACFR. |
| **MPDG** | Multimodal Project Discretionary Grant. A federal grant program administered by USDOT that combines the INFRA, Mega, and Rural funding programs into a single application process. |
| **RAISE** | Rebuilding American Infrastructure with Sustainability and Equity. A federal discretionary grant program administered by USDOT (formerly known as TIGER and BUILD). The Connector JPA received a $25 million RAISE grant in support of the Grant Line Road Safety and Freight Mobility Project. |
| **Reserve** | A portion of a fund's balance that is available for appropriation but has been set aside for economic uncertainties or specific purposes. |
| **Resolution** | A written motion adopted by the Governing Board. |
| **Revenues** | Income received from various sources including intergovernmental taxes and fees, grants, and other contributions. |
| **RFP / RFQ** | Request for Proposals / Request for Qualifications. Formal solicitation methods used for procurement of professional services and other non-construction goods and services. |
| **SACOG** | Sacramento Area Council of Governments. The federally designated Metropolitan Planning Organization for the Sacramento region. |
| **Sacramento County Pooled Investment Fund** | The pool of local agency funds managed by the Sacramento County Department of Finance, in which all Connector JPA funds are held. |
| **SCERS** | Sacramento County Employees' Retirement System. The defined-benefit retirement system in which Connector JPA employees participate. |
| **SEO** | Search Engine Optimization. The practice of improving the visibility of online content in search engine results, used by the Connector JPA to support its outreach communications. |
| **SSHCP** | South Sacramento Habitat Conservation Plan. A multi-species habitat conservation plan covering the southern portion of Sacramento County, under which the Connector JPA manages over 150 acres of mitigation property. |
| **STA** | Sacramento Transportation Authority. The local transportation funding agency that administers Measure A sales tax revenues and provides oversight for transportation programs funded by Measure A. |
| **STIP** | State Transportation Improvement Program. A multi-year capital improvement program adopted by the California Transportation Commission that programs state and federal transportation funds across California. |

| Term / Acronym | Definition |
|---|---|
| **TCEP** | Trade Corridor Enhancement Program. A state grant program under Senate Bill 1 focused on improvements to federally designated Trade Corridors of National and Regional Significance. The Connector JPA has received TCEP Cycle 3 funding and has applied for TCEP Cycle 4 funding. |
| **USDOT** | United States Department of Transportation. The federal cabinet department is responsible for transportation policy, regulation, and infrastructure funding. |