

Meeting of the Board of Directors

Location: Rancho Cordova Council Chambers
2729 Prospect Park Drive
Rancho Cordova, CA

Date: Thursday, August 12, 2010, 8:30 am – 10:30 am

Roll Call: Directors Budge, Hume, Knight, Nottoli, Starsky

Members of the public may comment on any item on the agenda at the time that it is taken up by the Board. We ask that members of the public complete a request to speak form, submit it to the Clerk of the Board, and keep their remarks brief. If several persons wish to address the Board on a single item, the Chair may impose a time limit on individual remarks at the beginning of the discussion.

Public Communications: Any person wishing to address the Board on any item not on the agenda may do so at this time. After ten minutes of testimony, any additional testimony may be heard following the New Business Items.

1. Executive Director's Report

Consent Agenda

2. Minutes for June 25, 2010, Meeting
3. Minutes for July 1, 2010, Special Meeting
4. Approve Revised 2010 Board Meeting Schedule
 - a. Attachment – Staff Report
 - b. Attachment – Resolution
5. Approve Amendment No. 2 to Contract with Parsons Brinckerhoff for Environmental Review Services
 - a. Attachment – Staff Report
 - b. Attachment – Resolution and Contract Amendment
6. Authorize Staff to Apply for Tiger II Federal Grant
 - a. Attachment – Staff Report
 - b. Attachment – Tiger II Federal Grant Letter and Resolution
7. Authorize the Executive Director to Enter into Negotiations for a Financial Advisory Consultant
 - a. Attachment – Staff Report

New Business Items

8. Motion: Nomination and Election of Board Chair and Vice-Chair for FY 2010-11
 - a. Attachment – Staff Report
9. Presentation: Results of the Grant Line Road Visioning Process
 - a. Attachment – Staff Report
 - b. Attachment – Executive Summary

10. Resolution: Adopt Annual Work Program and Schedule for FY 2010-11
 - a. Attachment – Staff Report
 - b. Attachment - Resolution Adopting Annual Work Program and Schedule for FY 2010-11

11. CLOSED SESSION: PUBLIC EMPLOYEE PERFORMANCE EVALUATION
Title: Executive Director

12. Adjournment

The Board may take action on any matter, however listed on this Agenda, and whether or not listed on this Agenda, to the extent permitted by applicable law. Staff Reports are subject to change without prior notice.

If requested, this agenda can be made available in appropriate alternative formats to persons with disabilities, as required by Section 202 of the Americans with Disabilities Act of 1990 and the Federal Rules and Regulations adopted in implementation thereof. Persons seeking an alternative format should contact the Board Secretary for further information. In addition, a person with a disability who requires a modification or accommodation, including auxiliary aids or services, in order to participate in a public meeting, should telephone or otherwise contact the Board Secretary as soon as possible. The Board Secretary may be reached at 428 J Street, Suite 400, Sacramento, California 95814, or by telephone at (916) 447-7933. The Connector JPA's address is 10640 Mather Blvd., Suite 120, Mather, CA 95655. The Connector JPA's phone number is (916) 876-9094.



Capital SouthEast Connector Board of Directors

Item # 1
Receive and File

August 12, 2010

Issue: An Executive Director's report is filed every month on current JPA activities.

Recommendation: Receive and File

Discussion: The following is a brief status report on some of the more significant issues and activities currently being pursued by the Connector JPA staff.

Administrative

- After an extensive search, staff has retained the services of a student intern, who started on July 26 and will be used exclusively to support our website. Nadir Hajiyani is attending California State University, Sacramento, pursuing his Masters degree in Computer Science.

Project

- As noted in agenda item # 7 of today's agenda, staff is reviewing proposals submitted in response to the JPA's request for Financial Advisory Services. A recommendation on a consultant will be forthcoming to your Board in September or October
- Staff is collaborating with El Dorado County DOT staff to investigate the influence that various future local roadways may have on the traffic volumes projected on the eastern portion of the Connector project. An amendment to the current environmental services contract that further describes this effort is on today's agenda.
- Staff is collaborating with the City of Elk Grove and County of Sacramento on timing and details for the Kammerer Road section of the proposed Connector that will be further studied as part of an Environmental Impact Report by the City of Elk Grove. As with several other sections of the common Connector alignment, local projects are in development by the member jurisdictions consistent with their General Plans to serve existing traffic volumes. This collaboration is intended to provide consistency with the proposed Connector should it eventually integrate these sections as part of its alignment.
- Staff will be reporting today on the initial results of the Grant Line Road Visioning process that has been ongoing in the Sheldon Community for the past three months. Recommendations related to this effort are contained in agenda item # 9.

Fiscal

- Attached to this report is an adjusted FY10-11 budget spreadsheet that indicates a \$500K anticipated contribution to the South Sacramento Habitat Conservation Plan (SSHCP). Staff felt it was appropriate to add an expenditure line to the budget that was not required in the originally approved budget spreadsheet.
- Staff continues to explore additional revenue opportunities for FY11-12 in anticipation of a decrease in available Measure A Sales Tax revenue. One such possible opportunity will be the submission of a TIGER II Federal Planning Grant as outlined in agenda item #6.

Miscellaneous

- Staff remains an active participant in the Sacramento County Quarry Truck management plan. Once a draft recommendation for truck distribution and a plan of finance is developed, staff will prepare a presentation for the Board. No timeframe for the development of the draft recommendation is currently proposed.
- The Executive Director was interviewed by National Public Radio on July 28, 2010, regarding the Sheldon Visioning effort and the overall status of the Connector program. The interview is accessible thru the Connector web site.
- Staff is reviewing the circulation elements related to the Connector Project in the draft Environmental Impact Report for the Folsom Sphere of Influence, and will provide comments as required by the due date of September 3, 2010.
- The executive director will be attending two days of the American Public Works Association National Congress on August 16 and 17.

Respectfully Submitted,



Tom Zlotkowski
Executive Director

CAPITAL SOUTHEAST CONNECTOR JOINT POWERS AUTHORITY

Revised Final Budget for FY 2010/11

		Breakdown by Revenue Stream				
Expenditures		Project Related	Non-Project Related			
		Bond	Pay-go	JPA Member Contribution	Interest Income	Total
Salaries & Benefits	\$ 587,020	\$ 500,581	\$ 86,439			\$ 587,020
Services & Supplies:						
Facilities, Furniture & Equipment	\$ 64,610	10,000	22,305	32,305		64,610
Legal Services	150,000	138,000	12,000			150,000
Other Professional Services (DCE, ENS, Future Consultants)	518,408	518,408				518,408
So. Sacramento Habitat Conservation Plan (SSHCP)	500,000	500,000				500,000
Support Services (AFS, Audits, MIS)	66,490	20,507	45,983			66,490
Environmental Services	1,138,000	1,138,000				1,138,000
Allocated Costs (phones, mail, personnel srvs) *	20,802	2,282	18,520			20,802
Other (supplies, insurance, fax, copier, etc.) *	49,470	22,722	14,753	10,195	1,800	49,470
Total Services & Supplies	\$ 2,507,780	\$ 2,349,919	\$ 113,561	\$ 42,500	\$ 1,800	\$ 2,507,780
Other Charges	15,000	7,500		\$ 7,500		15,000
Total Expenditures	\$ 3,109,800	\$ 2,858,000	\$ 200,000	\$ 50,000	\$ 1,800	\$ 3,109,800
Revenues:						
FY 09/10 Measure A funds remaining - apply to SSHCP	\$ 500,000	\$ 500,000				\$ 500,000
Measure A Bond Proceeds **	2,358,000	2,358,000				2,358,000
Measure A Pay-Go Proceeds	200,000		\$ 200,000			200,000
Contributions from JPA jurisdictions	50,000			\$ 50,000		50,000
Interest Income	1,800				\$ 1,800	1,800
Total Revenues	\$ 3,109,800	\$ 2,858,000	\$ 200,000	\$ 50,000	\$ 1,800	\$ 3,109,800
* Charges removed from County Allocated Cost Package and applied to Other Professional Services	\$ 13,811					
** Measure A allocation reduction decreases Other Professional Services	(\$80,403)					
Fiscal Year-End local funds remaining	\$ 27,000					
Additional Fiscal Year-End Measure A funds remaining	\$ 76,500					
Fund Balance Total	\$ 103,500					
Revised for BOD meeting 8/12/10						



Capital SouthEast Connector Board of Directors

Item # 2
Receive and File

August 12, 2010

Action Minutes of the June 25, 2010, Meeting

The Capital SouthEast Connector Authority's Board of Directors met in regular session on June 25, 2010, in the Rancho Cordova Council Chambers, located at 2729 Prospect Park Drive, Rancho Cordova, CA, at 8:30 a.m.

Call to Order: Chairperson Hume called the meeting to order at 8:37 a.m.

Roll Call: Directors Budge, Hume, Knight, and Nottoli were present.
Director Starsky was absent.

Director Budge moved to reorder the agenda and continue items as outlined by Chairperson Hume. The motion was seconded by Director Knight, and it was passed by unanimous vote that:

THE CAPITAL SOUTHEAST CONNECTOR AUTHORITY BOARD OF DIRECTORS APPROVES THE REORDERING OF THE AGENDA AND CONTINUANCE OF ITEMS AS OUTLINED BY CHAIRPERSON HUME.

Executive Director's Report: The Executive Director's Report was submitted to the Board in written form.

Consent Agenda

The consent agenda included (1) the Minutes of May 21, 2010, Meeting, (2) Report on Findings of Personnel Consulting Services by the California Fair Services Authority (CFSA), and (3) Update on Sheldon Limited Access Roadway (LAR) efforts. It was moved by Director Nottoli, seconded by Director Budge, and passed by unanimous vote that:

THE CAPITAL SOUTHEAST CONNECTOR AUTHORITY BOARD OF DIRECTORS APPROVES THE CONSENT AGENDA, WHICH INCLUDED (1) THE MINUTES OF MAY 21, 2010, MEETING, (2) REPORT ON FINDINGS OF PERSONNEL CONSULTING SERVICES BY THE CALIFORNIA FAIR SERVICES AUTHORITY (CFSA), AND (3) UPDATE ON SHELDON LIMITED ACCESS ROADWAY (LAR) EFFORTS.

New Business Items

Items five, six, eight, and nine were continued by motion as described above.

Adopt Budget for FY 2010-11: Mr. Tom Zlotkowski, the Executive Director of the Authority, summarized the updates to the proposed Budget since it was previously presented to the Board in May 2010. The contributions from the member jurisdictions will remain the same and Measures A funds will also be used to fund Authority operations. Changes were made in the Professional Services and SSHCP budget areas to reflect current needs. The salaries and benefits remain unchanged from last year. The Authority also anticipates that there will be sufficient funds to cover all existing contracts. The legal services budget area was reduced back to the previously allocated amount. Director Budge asked about funding for a contract with a financial advisor and requested clarification regarding when funds must be spent in order to retain them in the budget. There was no public comment on this item.

It was moved by Director Nottoli, seconded by Director Budge, and passed by unanimous vote that:

THE CAPITAL SOUTHEAST CONNECTOR AUTHORITY BOARD OF DIRECTORS ADOPTS THE (1) RESOLUTION ADOPTING BUDGET FOR FY 2010-11 AND (2) RESOLUTION APPROVING MEMBER JURISDICTION CONTRIBUTIONS.

Public Comment

Paul Raveling commented on the characterization of the meeting attended by Mr. Zlotkowski in El Dorado County. Mr. Raveling also expressed frustration that the Board was not being responsive to his concerns regarding traffic problems related to the Project in El Dorado Hills.

Robert Holderness, a representative of AKT development, stated that City of Folsom was prepared to publish a Draft Environmental Impact Report for the Folsom Sphere of Influence (SOI) area. He also expressed optimism regarding the Connector Project.

Adjournment

The meeting was adjourned by Chairperson Hume at 9:02 a.m.

Approved By:

Attest:

Director Hume
Chairperson

Kirk Trost
Secretary



Capital SouthEast Connector Board of Directors

Item # 3
Receive and File

August 12, 2010

Action Minutes of the July 1, 2010, Special Meeting

The Capital SouthEast Connector Authority's Board of Directors met in special session on July 1, 2010, in the Rancho Cordova Council Chambers, located at 2729 Prospect Park Drive, Rancho Cordova, CA, at 8:00 a.m.

Call to Order: Acting Chairperson Starsky called the meeting to order at 8:04 a.m.

Roll Call: Directors Budge, Nottoli, Knight and Starsky were present.
Director Hume was absent

Public Comment: No members of the public requested to comment on items not on the agenda.

New Business Items:

Agreement with Participants of the South Sacramento Habitat Conservation Plan (SSHCP): Tom Zlotkowski, the Executive Director of the Authority, noted that this item has been before the Board several times and has been continued in order to obtain further information. The Executive Director discussed the Memorandum of Agreement (MOA) and the process used to reach this agreement. Previous fiscal questions were also addressed. Director Budge expressed her previous concern regarding section 3(c) and its effect on the performance measures in the MOA. Kirk Trost, counsel for the Connector, addressed Director Budge's concern and explained the intent of the section. He suggested a side agreement with the County to clarify the intent of section 3(c). Mr. Zlotkowski also recommended quarterly reports on the progress of the SSHCP's work. Director Starsky asked that quarterly progress reports also be included in the side letter with the County. Director Starsky thanked City of Folsom staff for their work on the SSHCP agreement. There was no public comment on this item.

It was moved by Director Starsky, seconded by Director Budge, and passed by unanimous vote that:

THE MEMORANDUM OF AGREEMENT WITH PARTICIPANTS OF THE SOUTH SACRAMENTO HABITAT CONSERVATION PLAN IS APPROVED AND THE EXECUTIVE DIRECTOR IS INSTRUCTED TO ENTER INTO A SIDE LETTER AGREEMENT AS DIRECTED BY THE BOARD.

Adjournment: The meeting was adjourned by Acting Chairperson Starsky at 8:22 a.m.

Approved By:

Attest:

Director Starsky
Acting Chairperson

Kirk Trost
Secretary



Capital SouthEast Connector Board of Directors

Item # 4
Resolution

August 12, 2010

Approve Revised 2010 Board Meeting Schedule

Issue: Approve the adjusted Board meeting schedule for 2010, as required by the Joint Exercise of Powers Agreement.

Recommendation: Staff recommends that the Board adopt the adjusted Board meeting schedule presented at this meeting.

Discussion: Section 6(b) of the Joint Exercise of Powers Agreement requires the Board to establish, by resolution, the number of regular meetings to be held each year and the date, hour, and location at which such regular meetings will be held, provided that the Board shall meet at least once every three months.

Per requests made by members of the Board, Staff has adjusted the remainder of the meetings during calendar year 2010 to meet on the second Friday of each month beginning with September 2010. The proposed Board schedule, as revised, is attached to the Resolution for this item.

Respectfully Submitted:

Tom Zlotkowski
Executive Director



2010 Capital SouthEast Connector JPA Board Schedule

Rancho Cordova City Hall Council Chambers
 2729 Prospect Park Drive, Rancho Cordova
 8:30 am - 10:30 am

JANUARY						
S	M	T	W	T	F	S
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31						

FEBRUARY						
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28						

MARCH						
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JUNE						
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JULY						
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AUGUST						
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SEPTEMBER						
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OCTOBER						
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31						

NOVEMBER						
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DECEMBER						
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Item # 4
Attachment

RESOLUTION NO. 2010-09

RESOLUTION OF THE BOARD OF DIRECTORS
OF THE CAPITAL SOUTHEAST CONNECTOR AUTHORITY
APPROVING THE REVISED 2010 BOARD MEETING SCHEDULE

BE IT RESOLVED by the Board of Directors ("Board") of the Capital SouthEast Connector Authority that the Amended 2010 Board Meeting Schedule, presented to the Board at this meeting, is hereby adopted in substantially the same form as attached hereto.

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

* * * * *

PASSED AND ADOPTED this 12th day of August, 2010, by the following vote:

AYES:

NOES:

ABSENT:

Chairperson

ATTEST:

Secretary



Capital SouthEast Connector Board of Directors

Item # 5
Resolution

August 12, 2010

Approve Amendment No. 2 to Contract with Parsons Brinckerhoff for Environmental Review Services

Issue: To approve the proposed amendment to Parsons Brinckerhoff's contract.

Recommendation: Staff recommends that the Board approve the proposed contract amendment.

Discussion: In October 2008, the JPA entered into a contract with Parsons Brinckerhoff (PB) for environmental review services for the Connector project, which includes services such as project management, travel demand forecasting, public outreach, and preliminary engineering.

Amendment No. 1 was presented and approved by the Board at the March 26, 2010, meeting. Amendment No. 1 revised the contract to include additional work performed due to unanticipated, increased levels of work by PB and its sub consultants in several task areas. Pursuant to Amendment No. 1, the contract requires that additional amendments which result in an increase of \$10,000 or more to the overall contract price must be brought to the Board for approval.

Amendment No. 2 is being presented to the Board at today's meeting for approval since several of the proposed changes to individual tasks exceed the \$10,000 amendment limit previously mentioned. It consists of the following elements, as indicated on the attached Exhibit A-2 and the chart below:

Task 1.1 – The amendment removes \$25,080 in management effort from the PB work program. Many of the items in this task will be transferred to Task 2.1, to be performed by ICF International (ICF).

Task 2.1 – An additional \$38,940 is needed for additional and modified work elements in the ICF portion of the work plan. This includes additional coordination efforts, schedule detailing, and meeting management during the development of the Program Environmental Impact Report. Many of the items contained in this task represent work items that were removed from the PB portion of the contract in Task 1.1.

Task 2.7 – This is a new Task that was added to the contract to provide graphics support for exhibits that have and will be used throughout the PEIR process to illustrate Connector concepts for public meetings, media events, and meetings with support and regulatory agencies. The team determined that ICF is in the best position to produce these graphics due to their perspective as the environmental lead and their expertise with the development of similar exhibits. It should be noted that since these graphics involved minimal outside support to produce, PB waived their allowable 5% mark-up for this effort.

Task 3.5 – This is a new task that was recently added to the work plan to provide for additional traffic modeling detail towards the eastern end of the proposed Connector. Under this work item, numerous additional roadway development scenarios will be modeled to better inform the PEIR on the impacts and influences of various

planned roadway connections to the overall traffic volumes on the Connector project. This work item will be performed by subconsultant DKS Associates under supervision from both PB and ICF in response to requests from the El Dorado County Board of Supervisors and interested stakeholders in the El Dorado Hills community.

Additional Scope of Work		
1.1	Project Management (PB) transfer to 2.1	-\$25,080
2.1	Participate in Meetings – Added Project Management (ICF)	38,940
2.7	Graphics Support for Public Agency Meetings (ICF)	12,003 **
3.5	Additional Traffic Analysis for Access between the Connector and US 50 (DKS)	13,800
	PB Fee (5%)	2,637
Total Amendment #2		\$42,300
** PB fee waived for this task		

None of the above work items will have an effect on the overall schedule of the PEIR. The addition of these elements to the contract will leave a contract contingency amount of \$219,218.

Respectfully Submitted,



Tom Zlotkowski
Executive Director

“Exhibit A-2”

Additional Scope of Work

This document amends the Revised Scope of Work (hereinafter “original Scope of Work”) between the Connector Authority (“Authority” or “JPA”) and PB Americas, Inc. (“PB”), by adding these additional tasks to the Contract with Amendment #2. This Scope of Work sets forth the revisions to and additional tasks and deliverables added to the project with Amendment #2.

For ease of reference, certain PB subcontractors are named below as to performance of specific tasks. Such reference does not affect PB’s responsibility for overall performance under the terms of the Agreement with the Authority.

Task 1 Project Management

1.1 Project Management and Project Administration

~~PB will prepare and update the Project Schedule (MS Project) on a monthly basis and present said schedule to the JPA by the 15th of each month. The Project Schedule will show the tasks, duration and relationships between tasks, critical path activities, and comparison to base schedule. If the revised Project Schedule reflects that the completion date has been delayed, PB will develop a proposed action plan to facilitate timely completion. The Project Schedule shall be posted on Project Solve and distributed to team members at the monthly PDT meetings.~~

~~PB will lead-participate in weekly project team conference calls assumed to be maximum one ½ hour duration through December 31, 2010.~~

1.2 Project Status Meetings

~~PB will facilitate and lead-participate in the monthly PDT meetings through December 31, 2010. PB will prepare the meeting agenda and distribute to the PDT.~~

Task 2 Project Management

2.1 Project Status Meetings

ICF (Maggie Townsley) will lead a weekly conference call with the appropriate members of the project team to discuss the schedule, status of deliverables, data needs, and other issues pertinent to successful completion of the environmental process. This effort will happen through December 31, 2010.

Assumptions:

- Conference calls will average ½ hour in length
- No more than 24 conference calls will be necessary through December 31, 2010

- Preparation for leading conference calls and following up will require 1 hour per call by the PD
- ICF will send a notice of the conference call date and time of call (which will be determined in consultation with the project team)
- An ICF conference call-in number and participation code will be provided

2.1.2 Monthly PDT Meetings

ICF (Maggie Townsley) will lead monthly PDT meetings, including developing the PDT meeting agenda in consultation with the JPA, coordinating with PB and DKS on information to be provided at PDT meetings, facilitating identification of decision points that need to be reached, following up on previous action items, and recording new action items and decisions in meeting minutes that will be circulated to the PDT. This effort will be through December 31, 2010.

Assumptions:

- Location of PDT is assumed to be at the JPA offices
- JPA will continue to send out notifications of PDT meetings
- No more than 6 PDT meetings (through December 31, 2010) will be necessary
- PDT meetings are assumed to be an average of 2 hours long
- Preparation for leading meeting, preparing minutes, and following up will require 4 hours per meeting by the PD and 3 hours by a note-taker

2.1.4 Prepare Project Schedule

ICF will coordinate with PB to maintain the project schedule created by PB through December 31, 2010. The schedule will identify critical tasks and dependencies (“predecessors”) and will be updated weekly in coordination with PB and DKS on the status of their deliverables and data needs, and with the JPA on needed decision points. In addition to the MS Project schedule. ICF will coordinate with PB and provide a more detailed 60-day look-ahead schedule, identifying critical path items, and ways to resolve scheduling or other conflicts; this schedule will be provided in tabular form in MS Word.

Assumptions:

- Existing schedule in MS Project will be provided to ICF by PB
- The MS Project schedule will be updated monthly (approximately 6 times through December 31, 2010)
- The MS Word schedule will be updated weekly (approximately 24 times) through December 31, 2010.
- Weekly maintenance of the schedules will require 2 hours per week by a technician and 1 hour per week by the PD.

2.1.5 Manage Overall PEIR Progress

ICF (Maggie Townsley) will coordinate with PB to manage the overall PEIR progress via regular coordination with the JPA executive director and general counsel, including

assisting the executive director in resolving issues that arise that affect assumptions and scope of the PEIR (e.g., Truck Study assumptions, SSHCP).

Assumptions:

- General management issues will span over the a 6-month period (through December 31, 2011)
- No more than 10 hours per month of general management time will be necessary to address issues

2.7 Graphics Support for Public Agency Meetings

This task includes ICF's assistance to the JPA in preparing a graphical display to showcase the project at public and agency meetings.

Deliverables

- 7 graphical displays

Task 3.0 Travel Demand Forecasting

3.2 Transportation Technical Study for Tier 1 EIR

DKS will provide information showing the origin and destination of trips using the eastern portion of the Connector and how those trips access US 50. DKS will use a “select link” analysis in the travel demand model to graphically show the origin and destination of trips using White Rock Road at three locations: west of Prairie City Road and both west and east of Empire Ranch Road/West Access to EDH Business Park.

DKS will conduct a “sensitivity analysis” on how projected 2018, 2025 and 2035 traffic volumes would shift if the planned new or widened connections between the Connector and US 50, and the proposed West Access to the EDH Business Park, do not occur in a timely manner. DKS will make up to ten model runs where new connections are eliminated and/or existing connections are not widened.

This task assumes one meeting with EDC and City of Folsom staff prior to conducting the sensitivity analysis to determine the network assumptions for the ten model runs as well as the assumptions for development (particularly in the EDH Business Park) for 2018 and 2025.

DKS will document the analysis in a technical memorandum which can be summarized in the Transportation section of the EIR and/or included as an appendix in the EIR. A draft of the memorandum will be provided for review by JPA staff and DKS will make revisions based on their comments. DKS will also make up to a total of two presentations to the JPA Board and EDC Board.

Deliverables

- Technical Memorandum of analysis



Item # 5
Resolution

RESOLUTION NO. 2010-10

RESOLUTION OF THE BOARD OF DIRECTORS
OF THE CAPITAL SOUTHEAST CONNECTOR AUTHORITY
APPROVING AMENDMENT NO. 2 TO CONTRACT WITH PARSONS BRINCKERHOFF
FOR ENVIRONMENTAL REVIEW SERVICES

BE IT RESOLVED that the Board of Directors of the Capital SouthEast Connector Authority hereby approves Amendment No. 2 to the contract with Parsons Brinckerhoff, as presented at this meeting, in substantially the same form as attached hereto.

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

* * * * *

PASSED AND ADOPTED this 12th day of August, 2010, by the following vote:

AYES:

NOES:

ABSENT:

ATTEST:

Chairperson

Secretary



Capital SouthEast Connector Board of Directors

Item # 6
Resolution

August 12, 2010

Authorization to Submit Application for TIGER II Discretionary Planning Grant

Issue: To authorize staff to submit a \$750,000 planning grant request to the United States Department of Transportation (DOT) in conformance with the TIGER II federal grant program.

Recommendation: Approve the recommendation to submit a TIGER II federal planning grant in conformance with the program guidelines as discussed below.

Discussion: In June, 2010, the DOT announced the release of a future grant funding opportunity called TIGER II, which was modeled after the 2009 economic stimulus oriented TIGER I grant program. One of the more significant differences between the TIGER I and TIGER II programs included the set aside in TIGER II of \$35M specifically for planning grants that could be used to fund the planning, preparation, or design of surface transportation projects that would also be eligible for funding under the capital or projects component of the TIGER II program.

Since the Capital Southeast Connector is considered an eligible project under threshold requirements for this program, staff proceeded with the pre-application requirements as outlined in the Notice of Availability while awaiting the release of the Federal Register Notice which outlined the required application review and submission information. This information was released on July 30, 2010, and a staff review indicates that application under this program will compete best if oriented towards strategies intended to address "Livability Principles" and are consistent with any region-wide plans that consider transportation, economic development, housing, water, and other major public investments.

In consultation with the Sacramento Area Council of Governments (SACOG), which traditionally submits federal grant applications on behalf of its member jurisdictions, there appears to be strength in submitting a grant application directly from the JPA that highlights the project's policy orientation towards natural resource conservation and the development of "green" design and operation principles. Clearly, the participation of the JPA in the South Sacramento Habitat Conservation Program (SSHCP) helps to reinforce this orientation and reinforces the JPA's commitment to multi-jurisdiction collaboration on open space and habitat preservation. Staff has concluded that a request of \$750K is the appropriate level of application since it will indicate strong commitment to the development of the "livable principles" in the project without pushing towards the individual application request limit of \$3M.

Applications for this program are due on August 23, 2010, and staff will be challenged to meet this deadline with a complete and competitive submission. However, staff understands that the Connector project could be viewed as a strong National "pilot" candidate for the application of some of the desired "livable principles," and will complete the application process for this important funding. Additional letters of support will also be requested from SACOG, as well as the JPA member jurisdictions and the SSHCP partners, although it is unclear if this is possible given the application deadline of August 23.

Details of the grant application itself will be posted on the JPA website upon submission. According to the grant guidelines, it will be several months before the applications are scored and presented to executive staff of the US DOT for their final determination of award. Staff will keep your Board informed of the progress of the application and results of the process once concluded.

Respectfully Submitted:

A handwritten signature in blue ink, appearing to read "Tom Zlotkowski". The signature is stylized with a large initial "T" and "Z".

Tom Zlotkowski
Executive Director



Item # 6
Attachment

RESOLUTION NO. 2010-11

RESOLUTION OF THE BOARD OF DIRECTORS
OF THE CAPITAL SOUTHEAST CONNECTOR
AUTHORITY AUTHORIZING THE EXECUTIVE
DIRECTOR TO SUBMIT THE TIGER II FEDERAL GRANT

BE IT RESOLVED by the Board of Directors ("Board") of the Capital SouthEast Connector Authority that the Executive Director is authorized to apply for a Tiger II Federal Grant, as presented to the Board at this meeting.

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

* * * * *

PASSED AND ADOPTED this 12th day of August, 2010, by the following vote:

AYES:

NOES:

ABSENT:

Chairperson

ATTEST:

Secretary



Capital SouthEast Connector Board of Directors

Item # 7
Motion

August 12, 2010

Authorize the Executive Director to Enter into Negotiations for a Financial Advisory Consultant

Issue: JPA staff is currently in the review process of submitted Qualifications and Proposals (RFQ/P) for a Financial Advisory Consultant. In order to streamline the RFQ/P process, the JPA requests authorization for the Executive Director to proceed with negotiating a scope of work with the preferred consultant team and to bring back a recommendation to the Board for approval at its September 10th meeting.

Recommendation: The Board authorizes the Executive Director to begin negotiating a scope of work with the preferred Financial Advisory Consultant and bring a recommended contract to the Board for approval in September, 2010.

Discussion: At your June, 2010 meeting, the Board of Directors was informed that a Request for Qualifications and Proposal (RFQ/P) for a Financial Advisor had been issued. The intent of this process was to hire experts, knowledgeable in the area of transportation economics, federal and state transportation funding/financing tools, local government revenue programs, tolling and corporate equity investment evaluation. The RFQ/P concentrated on developing an innovative Plan of Finance for delivery of the Capital SouthEast Connector Project. The JPA also requested statements of qualifications for the services of a consulting team(s) to act as an advisor in the review and analysis of privatization and/or public-private partnership proposals, the development of segments of the Connector suitable for strategic partnerships and/or federal funding, and the solicitation of strategic partners for those priority roadway segments.

The JPA received five proposals on July 28, 2010. Currently, an evaluation team from the member jurisdictions and another regional JPA is reviewing the written proposals. The evaluation team will narrow the candidate list down and conduct oral interviews with the top-ranked consultant teams. Interviews are tentatively scheduled for August 19, 2010.

Allowing the Executive Director to proceed with negotiating a scope of work with the top-ranked consultant team (when determined after oral interviews) will enable the JPA to recommend the preferred consultant team with a scope of work at the September, 2010 Board meeting, for approval. This action will also allow the consultant team to begin work following the September, 2010 Board meeting, in advance of the release of the Draft Program EIR later in the year. If the Board is more inclined to use the traditional process of approving the consultant selection prior to negotiations, then ratification of the contract would likely occur at the October meeting.

Respectfully Submitted,

Tom Zlotkowski
Executive Director



Capital SouthEast Connector Board of Directors

Item # 8
Motion

August 12, 2010

Nomination and Election of Board Chair and Vice Chair for FY 2010-2011

Issue: The annual nomination and election of a Board Chair and Vice Chair.

Recommendation: Staff recommends that the Board nominate and elect a Chair and Vice Chair to preside over the FY 2010-2011 Board meetings.

Discussion: In June 2009, the Board of Directors nominated and elected Patrick Hume as Chair of the Board and Jeff Starsky as Vice Chair, pursuant to section 6.c (1) of the Authority's Joint Exercise of Powers Agreement. Staff wishes to recognize Chair Hume and Vice-Chair Starsky for their service during the previous year.

The Joint Exercise of Powers Agreement indicates that the Board Chair shall be elected annually, and the Authority's Bylaws state that the term of office for the Chair and Vice Chair shall be one year. Based on these provisions, Staff recommends that the Board nominate and elect a Board Chair and Vice Chair for FY 2010-2011.

Respectfully Submitted,

Tom Zlotkowski
Executive Director



Capital SouthEast Connector Board of Directors

Item # 9
Presentation

August 12, 2010

Results of the Grant Line Road Visioning Plan

Issue: Update on the Sheldon Limited Access Roadway (LAR) and Visioning Plan Effort

Recommendation: Hear a presentation by the consultant team, Design, Community and Environment (DCE), on the Grant Line Road Visioning Plan process and direct staff to proceed with the development of the Program Environmental Impact Report (PEIR) using information obtained during the Visioning Plan process to continue refinement of the current LAR concepts as deemed appropriate.

Background: In December 2009, the JPA Board of Directors authorized the Executive Director to issue a request for proposals (RFP) for the *Sheldon/Wilton Limited Access Roadway Alternative*. The purpose of the RFP was to secure a consultant team to initiate a community-based process investigating and assessing alignment options for the Connector project in the Sheldon community.

The initial scope of work for the consultant team was considered adequate from the standpoint of vetting an LAR alternative. However, the community and your Board sought to recognize and engage more of the community and include more content in the study. Based on the Board's comments (summarized in italics), the scope of work was revised. As set forth below, staff has concluded that the visioning plan/LAR process met the Board's stated goals and addressed the Board's concerns:

- *A relationship needs to be established in the community. In addition to the Community Working Group (CWG), a broader range of residents and businesses need to be invited and engaged in this process.*

A substantial outreach component was developed after meeting with the CWG:

- Letters were mailed to residents and businesses within 1.5 miles of the vicinity rather than a commercial post card mailer.
 - Printed ads were purchased in the local newspapers and public service announcements were provided to local radio stations
 - A local office space was leased and operated 5 weeks prior to the design workshops
 - Two roadway changeable message signs were placed in front of the local office for a period of three weeks
 - Local businesses posted flyers advertising the workshops and the presence of a local project office
- *The community should be looked at in different contexts: residential vs. commercial vs. agricultural.*

Stakeholders were identified, specifically contacted, and focused meetings were conducted to identify their concerns. Focus groups were conducted to receive input from various groups of stakeholders that were felt to be most affected by the LAR alternatives.

- *The preferred consultant is from Berkeley. The Sheldon community is rural. They don't know who the Sheldon community is.*

DCE spent considerable time walking around the community and listening to the concerns of community members in the local office. The project manager made an extraordinary effort to better understand the uniqueness of the community, residents, and businesses.

- *There needs to be a way to evaluate the monetary impact of this roadway alternative on the business community.*

An economic consultant, Bay Area Economics, was added to the contract, and the scope of work was revised to include assessing the existing condition of the business community and analyzing the economic impact of a Limited Access Roadway on its future. A separate report on this economic analysis is contained in the technical findings document.

The visioning plan included a substantial community scoping element, consultation with local stakeholders that would be affected by the expansion of Grant Line Road as part of the Connector project, and an intense multi-day community workshop component.

The visioning plan effort culminated in the multi-day community workshop, which was a great success. The event was well attended by members of the community, including many stakeholders who have not previously been engaged in the process. As explained below, and in the technical findings report, the community workshop resulted in not just one, but two LAR options through the Sheldon area, both of which were the result of extensive community collaboration.

Discussion of Sheldon Grant Line Road Vision Plan Recommendations: In an effort to invite more collaboration with the community, the Sheldon LAR Study was branded with the title Sheldon Grant Line Road (GLR) Vision Plan. Multi-day design workshops were conducted over one weekend (July 9-12) to gain community momentum and input into a GLR Vision Plan, to invite as much feedback/ comments as possible, and to capitalize on the aspect of community presence.

The Sheldon GLR Vision Plan Executive Summary is provided as an attachment to this staff report. A complete draft of the technical findings report is also available on the Capital SouthEast Connector website as of August 10, 2010. As described above, there was an extensive outreach effort process prior to the multi-day design workshops.

In preparation for the design workshops, several options were developed to address the community comments/concerns expressed during the reconnaissance period. The community members were invited to view these options and to discuss and recommend revisions to these options to best serve the community. During the multiple-day workshops, the community developed two distinct options through the community of Sheldon: one option would better benefit businesses by retaining more drive-by traffic and customers on Grant Line Road, while the other option would steer non-local traffic away from existing Grant Line Road, but would better maintain the rural character of the community that several residents desire. Both of these options are included in the attached Executive Summary report.

Proceeding with the Program EIR: At the outset of the Vision Plan process, staff and the Board were planning to develop one LAR alternative for study in the Program EIR. The LAR study, however, resulted in two LAR options in the Sheldon downtown/commercial area. Despite the development of two options, there is sufficient information for the technical team to proceed with the program environmental document.

Using the two options developed in the LAR study, the environmental consultant team can adequately determine the level of refinement required to study these LAR options in the PEIR. No additional preliminary analysis or work is required prior to the Program Level EIR analysis. The purpose of the program EIR analysis is to support the Board's ultimate decision to select one of the 35-mile-long alternatives (e.g., Alternative 1, 2/3, or 4) are currently under consideration. At the end of the PEIR process, after the Board certifies the EIR document and selects a corridor, more detailed, project-level engineering and environmental review for the various segments of the corridor will be required prior to construction.

The PEIR will include 3 Sheldon-area alignment alternatives:

- "No Build" (a 6-lane facility as outlined in the City of Elk Grove General Plan)
- Cosumnes River Flood Plain Bypass (2 options)
- Sheldon Limited Access Roadway (a 4-lane limited access facility and a commercial area by-pass)

The PEIR will include a comparison of the impacts of these three Sheldon Area alternatives and options. By analyzing three possible Alternatives in the Sheldon Area, the PEIR will establish a range of possible impacts and means for mitigation to allow for further refinement of the potential corridor during project level studies. In addition to the aesthetics, cultural, traffic, air quality, noise, biological geological, hazardous materials, hydrology, and water quality impacts, Community impacts will also be analyzed for each alternative on a program level. Specific issues to be studied at a program level include the following:

- Potential impact of loss of direct access to Grant Line Road on businesses.
- Potential impact of installation of interior streets on businesses.
- Potential impact of higher traffic volume and indirect access on community use of Old Town.
- Potential economic loss to non-profit organizations and charities (business donations, etc.).
- Potential employment losses.
- Possible building loss and preservation of historic and rural characteristic buildings.
- Potential Impact on and relocation of wells and septic systems.
- Drainage and flooding problems.
- Business losses during construction, plus lingering loss effect.
- Ability of roads and shared access to accommodate stock trailers, large trucks, etc.
- Potential pedestrian circulation issues.
- Closing, capping, and relocation of domestic and agricultural wells, plus piping.
- Septic tank abandonment and relocation, with all piping.
- Leach field or dry well abandonment and relocation, with all piping.
- Relocation of electric utilities.
- Relocation of propane tanks and piping.
- Relocation of phone and cable points of connection to residences.
- Relocation of driveways and/or garages, with room to turn trucks and trailers.
- House or other building moving costs, with new foundations.
- Family disruption and interim living costs.
- Construction noise, pollution, and other inconvenience to residents.
- Removal of trees, with loss of economic, habitat and "heritage" value.
- Mitigation for loss of trees—particularly "heritage" trees—and other habitat.
- Loss of home agriculture or business income.
- Lot line adjustments for relocation of roadways, fences, etc.
- Loss of land use from new roads, bisected properties, lot line adjustments, etc.
- Property value of loss, to both directly affected and nearby properties.
- Drainage, flooding and relocation of drainage ditches, swales, etc.

- Impact of road relocation and signalization on local and schools.
- Emergency response time and ability, new maps, etc.
- Road design to accommodate heavy trucks, agricultural equipment, large stock trailers, etc., and potential effects on land use (including recreation) and future growth patterns (including farmland).
- Consistency with adopted regional and local plans.

Post-Program EIR Effort: If the Sheldon LAR is selected as the preferred alternative at the end of the Program Level EIR, the planning effort for the refinement of the Vision Plan may include the following analysis efforts:

- Economic analysis for existing businesses comparing the two alternatives and recommendations for a future substantial investment to ensure viability of commercial center.
- Refined alignment for the entire length using more community input.
- Proposed new network for access streets in downtown, with sections and visualizations.
- Resolution of utility connections for future businesses as part of a community process.
- Traffic assessment.
- Cost estimating, infrastructure impact analysis and potential future conflicts with the existing rail corridor.

A significant amount of good planning and community discourse has occurred with the Grant Line Visioning Plan process. It is important that the momentum and productivity of the effort continue, if not for a possible future Connector alignment but for the inevitable need to address future roadway expansion in the area required to accommodate regional development. Staff will continue to work with the CWG and the community throughout the PEIR process to further develop and analyze information that can inform a more specific design for Grant Line Road in the Sheldon area.

Respectfully submitted,



Tom Zlotkowski
Executive Director

SHELDON GRANT LINE ROAD VISION PLAN

EXECUTIVE SUMMARY

The Capital Southeast Connector Joint Powers Authority (JPA), comprised of the Cities of Elk Grove, Folsom and Rancho Cordova, as well as El Dorado and Sacramento Counties, was formed in 2006 to collaborate, manage and proceed with planning, environmental review, engineering design and development of the Capital Southeast Connector. The project will connect Highway 50 to Interstate 5, which will relieve congestion on Highway 50 and allow traffic to bypass Downtown Sacramento. The following Alternative routes will be evaluated in the program EIR:

- ◆ Alternative 1. Sunrise Alignment (includes Grant Line Alignment)
- ◆ Alternative 2. Grant Line Alignment (Non-motorized facilities follow the main alignment)
- ◆ Alternative 3. Grant Line Alignment (Off-Corridor Multi-Use Trail)
- ◆ Alternative 4. Bradshaw Alignment

Alternatives 1, 2 & 3 all propose an alignment along Grant Line Road. There are three additional options for the Grant Line Road Alignment within the community of Sheldon: The No-Build Option, the Sheldon Bypass Option, and the Limited Access Roadway (LAR) Option. Access along the roadways within the study area under the No-Build Option represents “business as usual,” with only minor limitations on new driveways. The No-Build Option in the Sheldon Area would warrant improvements to be made as traffic volume thresholds increase to allow widening of the existing Grant Line Road to 4 or 6 lanes (as mandated in the City of Elk Grove general plan). The Sheldon Bypass Option proposes a 3-4 mile segment of the connector to bypass the community of Sheldon on a raised roadway bypass through the Cosumnes River Floodplain.

The Limited Access Roadway (LAR) option has been proposed by the Connector JPA for the Connector through the Sheldon community, a rural, picturesque area within the city limit of Elk Grove. The LAR Alternative envisions a 4-lane facility with limited access resulting in the closure of residential driveways and collector streets with limited connector access points at 4-5 potential locations (Calvine Road, Sheldon Road, Wilton Road, and Bond Road).

The Sheldon Grant Line Vision planning process was developed to encourage a wide range of community outreach and participation to develop a community-supported approach to the LAR Option through Sheldon. A team led by Design, Community & Environment (DC&E) was engaged to perform this work in the Summer of 2010.

1. PUBLIC PROCESS

DC&E conducted an extensive public process developed with the goal of interacting with community members to gain further insight into the existing conditions that will affect the development of an LAR Alternative.

Outreach

A website for the project (www.SheldonGLRVisionPlan.com) was created and launched on June 4, 2010. The website contained a description of the project and links to the JPA Connector website. Workshop fliers advertising the

project open studio dates, the multi-day workshop event and the project's website were mailed to over 1,100 residents located within one mile of the Grant Line Road Project Area.

Prior to the workshop, notices advertising the multi-day meeting event were placed in the Elk Grove Citizen, the Galt Herald, The Grapevine Independent, the Laguna Citizen, and the River Valley Times. In addition, public service announcements were provided to local radio stations. The Elk Grove Citizen and the Sacramento Bee both actively covered the Project, press which helped to publicize the times and dates of the multi-day community meetings.

A local project studio was established at the Sheldon Town Center at 8973 Grant Line Road. The studio was open to the public and the City of Elk Grove provided a trailer mounted electronic road sign indicating office hours and upcoming events. The studio was a place to detail project existing conditions and create exhibits for the public to review. Numerous maps and graphic information depicting the existing conditions of the project area, the four overall alternatives developed for the Connector Project, and information regarding the City and County planning documents and history of the Connector JPA were available for public review. During the open studio over 136 community members dropped into the studio to learn about the project and discuss their concerns and ideas with consultant staff.

Three stakeholder meetings were conducted to groups of people with similar issues providing an opportunity to gather and discuss concerns and ideas that are specific to their situation. The first stakeholder meeting with 15 Sheldon Business owners focused on a discussion of their concerns of access and ingress/egress. A second meeting with 22 Grant Line Road Residents focused on the validity of the existing traffic conditions and the inevitable impacts to properties due to closure of driveway access. Grant Line Road residents provided input on the access roads concepts and highlighted their disapproval of the concept and the impacts to their properties. A third stakeholder meeting engaged a selected group of 12 local residents that live near, but not along, Grant Line Road, whose private parcels have the potential to be affected by proposed access road concepts.

Draft Alternatives

As a result of the on-site community outreach efforts prior to the community workshops, the design team developed an understanding of the community issues and concerns. Given the nature of the project, the design team created a series of alternatives to address what was heard during the reconnaissance period.

- ◆ **Draft Alternative 1A: Minor Access Roads** was designed to have a four lane Limited Access Road (LAR) along the existing Grant Line Road right-of-way, with the addition of new interior roads to provide access to all of the roads and parcels that would be limited as a result of the LAR. The downtown portion of Alternative 1A was developed to maintain as many of the existing buildings as possible and to improve the internal circulation of the downtown area. The plan identified conceptual locations for future commercial development.
- ◆ **Draft Alternative 1B: Minor Access Roads** was designed with the same LAR and minor access road configuration as 1A. However, within the downtown area alternative 1B was developed with the goal of creating the best circulation patterns and layout for downtown Sheldon, with less respect to the existing location of buildings and circulation. New roadways were recommended, which would require the relocation of a number of existing businesses. The Plan also identified locations for future commercial development.
- ◆ **Draft Alternative 2: Commercial Area bypass** recommended a LAR that shifts south of Grant Line Road and bypasses the Sheldon Downtown completely. This alternative utilized the existing Grant Line Road as a frontage road to maintain access to parcels to the west of Grant Line Road. New minor access roads and frontage

roads were included on the east of the LAR to provide access to the parcels that would have limited access as a result of the LAR. This alternative has a more significant impact to the larger parcels adjacent to Grant Line Road to the south east. This alternative also greatly impacts the commercial parcels south east of existing Grant Line Road and 4-5 residential parcels, which would require the relocation and/or acquisition of the property.

- ◆ **Draft Alternative 3: Frontage Roads** included new frontage roads adjacent to the LAR on the east and west side of the LAR. This alternative envisioned the LAR and frontage roads equally distributed from the existing center line of Grant Line Road. Differential impacts to the parcels on the west and east side of the existing road were not taken into consideration. This alternative was developed to show community members what the LAR with frontage roads could look like without taking into consideration other potential access opportunities. Access to the LAR would be provided at four intersections, Bond Road/Wrangler Drive, a reconfigured Wilton Road/Pleasant Grove School Road, reconfigured Sheldon Road/Mooney Road, and Calvine Road.

2. COMMUNITY DESIGN WORKSHOPS

A series of Multi-Day Community Meetings for the Sheldon Grant Line Road Vision Plan were held the weekend of July 9th -12th, 2010. A broad segment of the Sheldon community attended the various events held at the local project studio, and a number of community members attended multiple events.

Existing Conditions & Draft Alternatives Review

A presentation at the first community meeting held on Friday, July 9th provided an overview of the JPA Connector Project and how the Sheldon GLR Vision Plan fits into the overall Connector Project. A brief analysis of the existing conditions information that will influence the Plan was also presented by the various consultants working on the project; including an overview of urban design conditions, existing and projected traffic volumes on Grant Line Road, civil engineering and infrastructure changes required from a LAR; and a presentation of the findings of an economic analysis performed as part of the background research for the project. After the presentations the meeting participants then had a discussion regarding their questions and concerns about the information presented and the project in general. Community members again expressed concern over the LAR, and many stated their preference for the larger (Cosumnes River) Sheldon bypass option. They also expressed their opinion that the LAR would not be serving the community of Sheldon, but a regional traffic need that negatively impacts the community. Some questioned the validity and accuracy of existing and project traffic volumes, and the basis of the economics analysis.

At an Open House held Saturday morning July 10th, the four alternatives previously described were displayed in order to allow community members an opportunity to see and digest the alternatives prior to the second workshop. Saturday afternoon, at the second Community Meeting, an in-depth overview of the four alternatives and a description of their differences and consequences were presented. After the community members were given an opportunity to ask questions about the alternatives, they were asked to divide themselves into groups of which alternative they most supported and would like to discuss as small groups. The community members divided into small groups and used small table maps to carefully study the alternative and make recommendations of changes to the Alternative.

Revised Alternative

Based on the four small group's preferences and input, DC&E revised the alternatives with the intention to develop one preferred alternative. However, it was clear after the second open house on Sunday afternoon that although

there was general agreement about the overall approach there was no consensus on how the LAR should be addressed through the downtown. The Revised Alternative that was created as an outcome of the multi-day community meeting is a hybrid of Draft Alternative 3: Frontage Road and Draft Alternative 1A: Minor Access Roads. Following is a description:

The alternative has the LAR along Grant Line Road outside of downtown Sheldon, but there are two options for the LAR in the downtown which incorporates components of the Commercial Area Bypass Alternative. In the northwestern quadrant of the plan, existing Grant Line Road becomes a frontage road that is realigned to the northwest edge of the existing right-of-way. In the northeastern quadrant of the Project Area access roads connect the parcels along Grant Line road to either the Mooney Road or Calvine Road intersection. In the southwestern and southeastern quadrant of the Project Area the parcels along Grant Line Road have frontage roads. The Revised Alternative has two potential configurations for the downtown area which are described below.

- ◆ **Option A: Commercial Area Access Roads.** The Commercial Access Road Alternative for downtown keeps the LAR on Grant Line Road thru downtown Sheldon. New internal access roads are provided to reconfigure the downtown and provide access at the intersection of Wilton Road and Grant Line Road. The downtown is reconfigured similar to Alternative 1A, and creates new improved internal circulation for downtown Sheldon, which maintains most of the existing business locations. The downtown is improved by creating a new town green around the historic white house building and mature oak trees. Right turns in and out are allowed at an access controlled intersection of Grant Line Road and Aleilani Lane.
- ◆ **Option B: Commercial Area Bypass.** The Commercial Area Bypass creates one continuous frontage road along existing Grant Line Road. The Bypass diverts the LAR from along Grant Line Road to the south of the commercial areas and then returns to along Grant Line Road north of the commercial area. The downtown area is developed similarly to the Commercial Access Road alternative, but Grant Line road functions the same as it exists today. The Commercial Area Bypass Option is not contingent upon any new development in the commercial, in this alternative the bypass could occur with or without any improvements in the commercial area adjacent to Grant Line Road.

Alternative Review

At the beginning of the third Community Meeting held on Monday, July 12th community members were presented a re-cap of the overview of the JPA Connector and the goals of the Sheldon Grant Line Road Vision Plan as well as a detailed description of the design for the Project Area that had been developed as a result of the community input and the downtown alternative options.

The meeting participants did not agree on a preferred alignment of the LAR in downtown Sheldon. Some business owners were present and they felt that the bypass would ruin the business climate of Sheldon by routing potential customers around Sheldon. Other meeting participants felt that the Bypass option would help to keep a cohesive downtown that is more fitting with the Sheldon character. Most meeting participants agreed that there are potential circulation improvements, new trees, and other enhancements such as a town green and pedestrian/bicycle connections that would improve the Sheldon business area. Whichever option is selected, all participants felt that substantial investment in downtown Sheldon will be required to maintain the character and viability of the commercial center.

A number of meeting participants suggested that they could not decide between the two downtown alternatives without gaining more input from all of the business owners and talking to more members of the community. Additionally, there were still concerns with the frontage roads design for the rest of the Plan. Community participants who would

be greatly impacted by the new frontage and access roads questioned how they would be compensated and how they could live in limbo of whether or not their properties would be impacted and within what timeframe.

At the end of the meeting an informal poll was taken and the majority of the participants present agreed that the Vision Plan developed by Design, Community and Environment should be forwarded to the JPA Board, but that further study will be required to determine the best of the two options within the commercial area; with the understanding that many in the community prefer either the No-Build alternative or the larger Sheldon bypass alternative.

3. NEXT STEPS

In order to move forward with the Program Level EIR, the JPA Board will need to consider the potential next steps for a LAR Alternative through the community of Sheldon. Given input from the community and the team's assessment of events during the workshop, the consultant team recommends the JPA Board at the meeting on August 12, 2010 consider the following:

- ◆ Move the Vision Plan forward into the EIR Alternatives Process as the conceptual LAR alternative.
 - Retain two options for downtown as part of this alternative.
 - No additional analysis or work should be performed at this time, other than that required for the Program Level EIR analysis. Current consultants on the Connector project will determine the level of refinement required to take the LAR alternative forward in the EIR.
- ◆ JPA Board should agree now to sponsor a detailed planning effort to refine the Vision Plan and select one downtown option, should the Sheldon LAR be made the preferred alternative in the EIR process. This would likely involve City of Elk Grove participation.
- ◆ If the Sheldon LAR is selected as the preferred alternative, the planning effort for the refinement of the Vision Plan should include the following analysis efforts:
 - Economic analysis for existing businesses comparing the two alternatives and recommendations for a future substantial investment to ensure viability of commercial center.
 - Refined alignment for the entire length using more community input.
 - Proposed new network for access streets in downtown, with sections and visualizations.
 - Resolution of utility hook-up question for future businesses as part of a community process.
 - Traffic assessment.
 - Cost estimating, infrastructure impact analysis and potential future conflicts with the existing rail corridor.

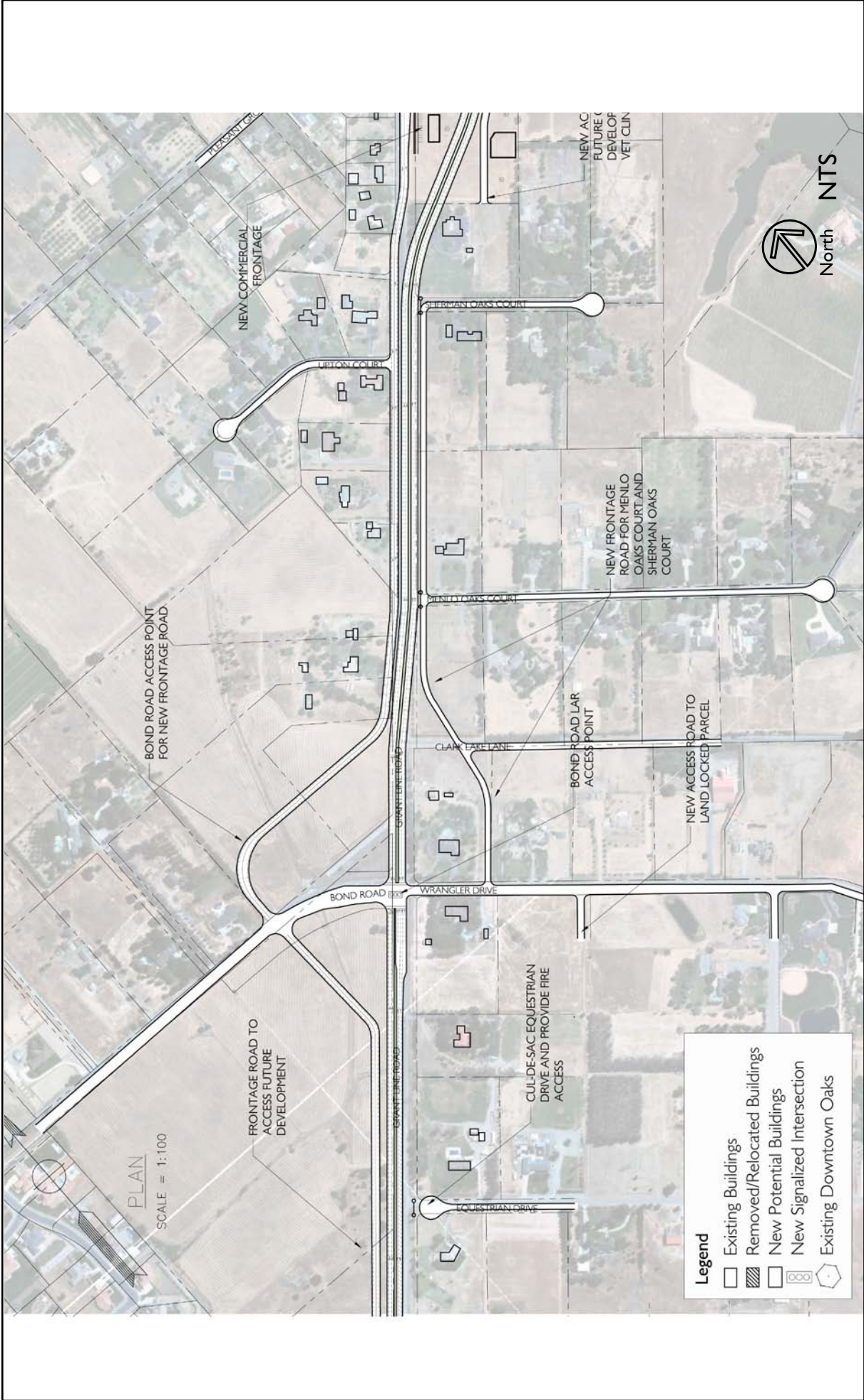


Figure 1 - Limited Access Roadway Alternative: Southwest Residential
 Draft Concept Plan: For Discussion Purposes Only
 Sheldon Grant Line Road Vision Plan

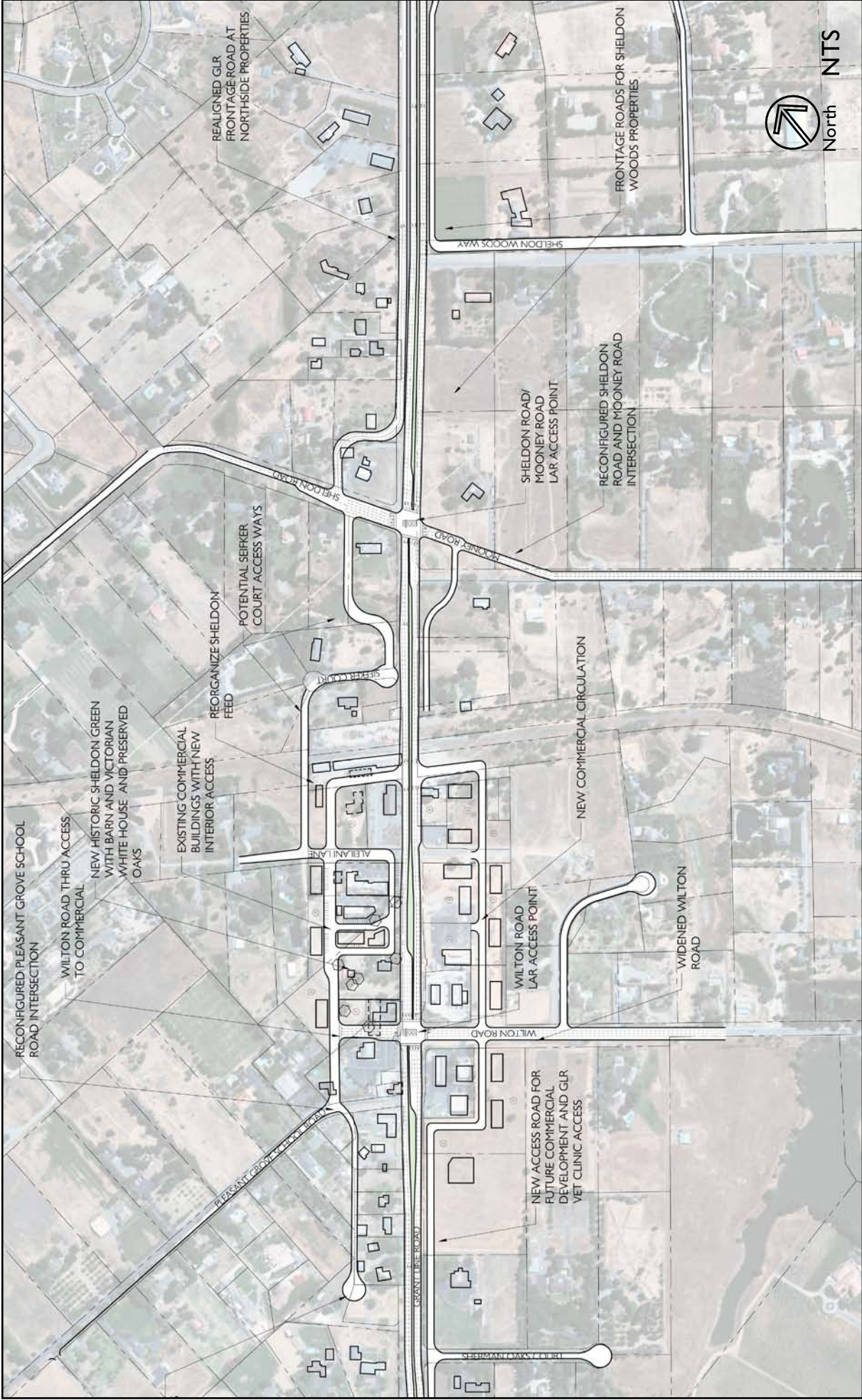


Figure 2- Limited Access Roadway Alternative Option A: Commercial Area Access Roads
 Draft Concept Plan: For Discussion Purposes Only
 Sheldon Grant Line Road Vision Plan

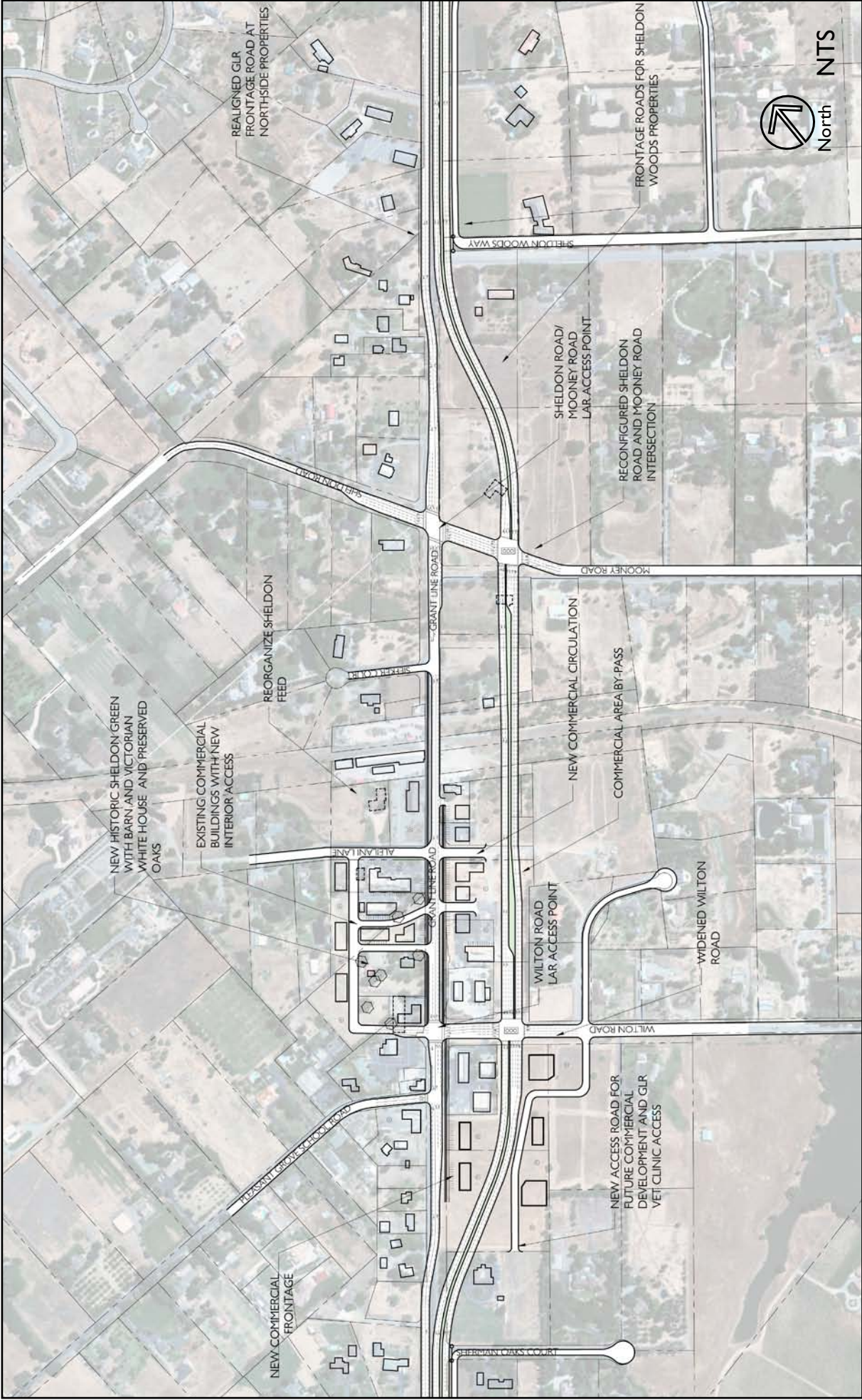


Figure 3- Limited Access Roadway Alternative Option B: Commercial Area By-Pass
 Draft Concept Plan: For Discussion Purposes Only
 Sheldon Grant Line Road Vision Plan



Figure 4- Limited Access Roadway Alternative: Northeast Residential
Draft Concept Plan: For Discussion Purposes Only
 Sheldon Grant Line Road Vision Plan



Capital SouthEast Connector Board of Directors

Item # 10
Resolution

August 12, 2010

FY 2010-11 Work Program and Schedule

Issue: To continue the active development of the Connector Project by adopting a Work Program and Schedule for Fiscal Year 2010-11.

Recommendation: Approve the proposed Work Program and Schedule for FY 2010-11 and direct staff to pursue the Work Program consistent with the FY 2010-11 Budget.

Discussion: To assist the JPA staff in the orderly development of the Connector Project and to keep the Board apprised of the progress of many of the critical JPA organizational functions, an annual Work Program is developed. While the majority of the work focuses on Project-related elements, the Program also deals with the organizational/administrative responsibilities of the JPA. The work plan includes the following major elements:

- **Item 1 – Conduct Environmental Impact Analysis** – There are six notable elements of the environmental process associated with the Program Environmental Impact Report (PEIR) forthcoming:
 - a. Technical studies completion – This is the technical work that will be conducted to identify and document any significant environmental impacts in the various areas of review.
 - b. Issuance of draft PEIR – This is the actual distribution of the Draft Program Environmental Impact Report to the public
 - c. Draft EIR circulation and comments – The required 60 calendar day circulation of the draft PEIR for public review and comment.
 - d. Issuance of final PEIR – The document that contains the response to comments will be circulated to the public
 - e. Final EIR hearings – The Board will discuss and finalize the PEIR and make a decision on the proposed alignment of the Connector.
 - f. Notice of determination – The Notice will be filed with the clerks of the County that the project is located in within the required period under CEQA.

- **Item 2 – Purpose plan for Context Sensitive Issues/Special Areas** – There are a number of geographic areas along the currently proposed Connector alignments that require additional detailed analysis including:
 - a. Sheldon/Wilton LAR process – Completion of field work and report out of the recommended Limited Access Roadway(LAR) configuration to be further analyzed in the PEIR
 - b. El Dorado County traffic analysis – Analysis of future connections between US 50 and White Rock Road will be evaluated for use in the PEIR
 - c. Aggregate mining applications – The output of the aggregate mining truck study will be incorporated into the PEIR process once concluded

- **Item 3 – Adopt Environmental Mitigation Strategy** – The issuance of the Draft South Sacramento Habitat Conservation Plan (SSHCP) will be used as the primary mitigation strategy for identified impacts of the project.

Any additional mitigation elements that will compliment the HCP will also be identified and proposed for inclusion in the project during this period.

- **Item 4 – Finalize access configuration & functional guidelines** – Determination of the location and type of access to be allowed along various segments of the Connector as well as a discussion and adoption of applicable technical details required for safety and desired level of service are included in this item.
- **Item 5 – Adopt Funding/Finance Plan**– Development of a funding strategy for the project.
 - a. Retain the services of a financial advisor – Complete the process to retain the services of an individual or team to assist in the development of the plan.
 - b. Development of construction funding/finance alternatives - Exploration of the various funding/finance options available for use by the JPA
 - c. Presentation and Approval of construction funding/financing to Board – Board hearings on the options for funding/financing and approval of a strategy
 - d. Update overall Plan of Finance – Adoption of an updated plan that includes a proposed construction funding/financing strategy
- **Item 6 – Update Improvement Plan** – Update of the proposed three year Project Improvement Plan as presented to the Board annually for determining the sequence and timing of major project improvements
- **Item 7 – Explore Right-of-Way Procurement Options and Transitional Access Plan** – Provide initial analysis and recommendations to the Board on a process(s) to initiate the securing of Right of Way for the various segments of the Connector. This analysis will also include initial recommendations for addressing the transition of existing land use access along the Connector routes to be in compliance with the access configurations and functional guidelines presented under **Item 4**.
- **Item 8 – JPA Policy Development** – Based on the presentation and approval of the major tasks outlined in this work schedule, staff will develop and recommend future policies that will support the direction of the JPA as needed beyond the approval of the PEIR and into the construction of the Connector project.
- **Item 9 – Develop and Apply Communication Improvements** – Staff will continue to support open and transparent processes with project stakeholders by the continued development of newsletters, project updates, distribution of work products and continued improvements to the JPA web site.

As the Fiscal year proceeds, and significant adjustments to the work plan will be presented to the board for information and revision, if necessary.

Respectfully Submitted,



Tom Zlotkowski
Executive Director



Item # 10
Attachment

RESOLUTION NO. 2010-08

RESOLUTION OF THE BOARD OF DIRECTORS
OF THE CAPITAL SOUTHEAST CONNECTOR
AUTHORITY ADOPTING FY 2010-11
WORK PROGRAM AND SCHEDULE

BE IT RESOLVED by the Board of Directors ("Board") of the Capital SouthEast Connector Authority that the proposed Fiscal Year 2010-11 Work Program and Schedule, presented to the Board at this meeting and attached hereto, is hereby adopted.

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

* * * * *

PASSED AND ADOPTED this 12th day of August, 2010, by the following vote:

AYES:

NOES:

ABSENT:

Chairperson

ATTEST:

Secretary