



Meeting of the Board of Directors

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

Date: Friday, February 27, 2009, 8:30 a.m. – 10:00 a.m.

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 will be heard following the New Business Items.

1. Executive Director's Report

Consent Agenda

2. Minutes of the January 23, 2009, Meeting
3. Ratify Amendments to Contract between the Authority and Sacramento Transportation Authority
 - a. Attachment – Staff Report
 - b. Attachment – Resolution

New Business Items

4. Resolution: Approve Project Funding/Finance Plan
 - a. Attachment – Staff Report
 - b. Attachment – Resolution
5. Resolution: Approve Revised Purpose and Need Statement
 - a. Attachment – Staff Report
 - b. Attachment – Resolution
6. Resolution: Authorize Executive Director to Hire Project Manager
 - a. Attachment – Staff Report
 - b. Attachment – Resolution
7. Presentation: Update on Project Status for Phase II Projects
 - a. Attachment – Staff Report
8. Opportunity for Comment on Items not on the Agenda
9. CLOSED SESSION:
PUBLIC EMPLOYEE PERFORMANCE EVALUATION
Title: Executive Director
10. 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.*

Capital Southeast Connector Board of Directors

Item # 1
Receive and File

February 27, 2009

Issue: Executive Director's Report

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

- The long anticipated move to a permanent office took place in the first week of February. The new location is 10640 Mather Blvd., Suite 120. E-mail notifications and a post card announcement have been sent to the JPA's mailing list and other interested parties within government, the engineering community, and stakeholder groups. An open house will be announced in the next several months.
- The JPA briefing books are in the final stages of editing and will be distributed to all Board members and alternates over the course of the next month. As previously stated in January's report, the book is intended to provide Board members with background information, current policy and procedure information, as well as contacts and facts about the project.
- Staff is contemplating a change in procedure for recording the JPA Board meetings and will be working with the City of Rancho Cordova to prepare a report on the details and expense of providing taped audio or video recordings of the meetings for posting on the Authority's website. A full report will be provided in the upcoming months.
- Staff has recognized the need to provide more current information on the JPA website and is negotiating with the outreach consultant to provide a more comprehensive effort to do so. The current arrangement requires three separate efforts to update the various elements.

Project

- The Project Development Team (PDT) and the Agency Staff Advisory Committee (ASAC) continue to meet and provide guidance to JPA staff and the consultant team working on the environmental process for the project. All member jurisdictions remain well represented by staff despite some changes in personnel over the past several months. JPA staff remains committed to providing maximum opportunities for member jurisdiction input and appreciates the strong partnership and expertise of both committees' participants.

- JPA staff is working on the release of a Request for Qualifications (RFQ) for consultant services in an effort to streamline and expedite the consultant hiring process. Staff feels that by establishing a list of qualified consultants for a variety of technical services, the JPA will be better positioned to deal with unexpected professional service needs during the Project's development and planning phase. Additional information and any required Board approvals will be sought prior to the release of any RFQ.
- The first stage of the public outreach process will begin in March with the kick-off of several "small group" meetings with organized stakeholder groups. In addition, a project brochure, video/powerpoint presentation, and collateral materials are under development to assist during this phase of the outreach program.
- Technical collaboration between JPA staff and the County of Sacramento is occurring with regard to the White Rock Road project currently being developed by the County and with the City of Elk Grove on the extension of Kammerer Road to I-5 and the expansion of Grant Line Road east of SR-99.
- JPA staff is participating in the ongoing development of the South Sacramento Habitat Conservation Plan (SSHCP) and feels it can assist both the Project and the SSHCP through early coordination in areas of specific interest and the exploration of advance mitigation strategies along common alignments. Assisting with the successful advancement of the SSHCP or similar plans is critical to the Project's success.

Fiscal

- A preliminary budget for FY 2009-10 is under development and will be presented to the Board in March. JPA staff continues work towards reducing member jurisdiction contributions due to the current concerns in public budgeting brought on by the economic downturn and state budget deficit.
- All member jurisdictions have submitted their annual FY08-09 contributions.
- The Sacramento Transportation Authority (STA) has advised JPA staff that current Measure A revenues are down by 11% and that requests for "pay-go" STA funding will be effected. It is unknown whether the current Bond financing that is anticipated to be received by the Authority will be effected and/or to what degree.
- Staff anticipates one additional amendment to the contract with STA to bring the total contract amount in line with anticipated expenditures, as required by law. Staff is unsure about the timing of this final amendment, but is communicating with STA staff on the issue.

Miscellaneous

- Staff continues to monitor the progress of the Federal Economic Stimulus Bill recently passed by Congress and signed by the President for any opportunities for project development or mitigation funding. Several of the member jurisdictions are pursuing stimulus funding for projects of interest to the Connector and JPA

staff has offered whatever support it can to improve the prospects of these projects receiving funds. Staff is also monitoring the progress of the State budget negotiations to see if there is a need or opportunity to support any provisions of the various bills that could benefit the Project.

- The Executive Director will be attending and making a presentation at the 2009 Spring Public Works Officers Institute on March 25 and 26.

Respectfully Submitted,

A handwritten signature in black ink, appearing to read "Tom Zlotkowski". The signature is written in a cursive style with a large, stylized initial "T".

Tom Zlotkowski
Executive Director



Capital SouthEast Connector Board of Directors

Item # 2

Action Minutes of the January 23, 2009, Meeting

The Capital SouthEast Connector Authority's Board of Directors met in regular session on December 12, 2008, in the Rancho Cordova Council Chambers, located at 2729 Prospect Park Drive, Rancho Cordova, CA, at 8:30 a.m.

Call to Order: Vice-Chairperson Patrick Hume called the meeting to order at 8:42 a.m.

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

* Arrived after Roll Call, as noted below.

Public Communications: Paul Raveling spoke briefly during the opportunity to comment on matters not on the agenda regarding the need for conceptual planning for El Dorado Hills, and regarding the need for representation for El Dorado Hills.

* Director Nottoli arrived before the following item and Director Budge arrived during the following item:

Executive Director's Report: Mr. Tom Zlotkowski, the Executive Director of the Authority, provided a status update on the environmental review process, the upcoming office move, the PDT's progress on the Purpose and Need and Functional Guidelines, and staff's plan to meet with the Orange County Transportation Authority and the Riverside County Transportation Authority to discuss ongoing projects that are similar to the Connector Project.

Consent Agenda:

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

THE CAPITAL SOUTHEAST CONNECTOR BOARD OF DIRECTORS APPROVES THE MINUTES OF THE DECEMBER 12, 2008, MEETING.

Clarify the Annual Member Contribution for FY 2008-09: It was moved by Director Budge, seconded by Director Starsky, and passed by unanimous vote that:

THE CAPITAL SOUTHEAST CONNECTOR BOARD OF DIRECTORS CLARIFIES THAT EACH MEMBER JURISDICTION SHALL CONTRIBUTE LOCAL FUNDS IN THE AMOUNT OF \$40,000 FOR FISCAL YEAR 2008-09, AS PREVIOUSLY AGREED DURING THE ADOPTION OF THE 2008-09 BUDGET.

Accept FY 2007-08 Audit Report: It was moved by Director Budge, seconded by Director Starsky, and passed by unanimous vote that:

THE CAPITAL SOUTHEAST CONNECTOR BOARD OF DIRECTORS ACCEPTS THE 2007-08 AUDIT REPORT.

New Business Items:

Update on Revision Process for the Project Purpose and Need Statement: Mr. Zlotkowski, the Executive Director, presented the staff report on the current status of the Purpose and Need Statement. The Board provided extensive comments on additions and modifications to the Purpose and Need and directed staff to revise the draft Statement to incorporate such comments.

Presentation on Status of Ongoing Projects along the Connector Alternatives: Mr. Zlotkowski presented the staff report and introduced staff from El Dorado County and the City of Folsom who provided presentations on the various projects of significance along the Connector's alternative alignments.

Adjournment: The meeting was adjourned at 10:05 a.m.

Approved By:

Attest:

Director Nottoli
Chairperson

Kirk Trost
Secretary

Capital SouthEast Connector Board of Directors

Item # 3
Resolution

February 27, 2009

Ratification of Amendments to Contract with Sacramento Transportation Authority

Issue: To ratify the contract amendments between the Authority and Sacramento Transportation Authority (STA).

Recommendation: Staff recommends that the Board approve the attached resolution ratifying the amendments to the contract between the Authority and STA.

Discussion: As previously reported by the Executive Director in August 2008 and December 2008, it appears that the Authority will be unable to spend the full amount of the funding STA allocated to the Authority during this bond cycle. As a result STA reprogrammed a total of \$1,000,000 of the \$3,347,500 allocated to the Authority. In August 2008, \$500,000 was reprogrammed to the Sacramento Regional Transit District (SRTD) to provide short-term financing for SRTD. In December 2008, another \$500,000 was reprogrammed to the City of Sacramento's Downtown Intermodal Project. By making these funds available to SRTD and the City of Sacramento, the Authority is no longer at risk of losing this funding under financial arbitrage regulations. These funds will be programmed for the Authority as needed during a future bond cycle.

The attached contract amendments reflect that the Authority's allocation under the current bond cycle was reduced by a total of \$1,000,000. Following this reduction, the Authority still must spend the remainder of the \$2,347,500 allocated to the Authority before October 1, 2009. Additional reductions to the Authority's allocation may be necessary as staff prepares the Fiscal Year 2009-10 budget this spring.

Respectfully Submitted:



Tom Zlotkowski
Executive Director



Item #3
Resolution

RESOLUTION NO. 2009-03

RESOLUTION OF THE BOARD OF DIRECTORS
OF THE CAPITAL SOUTHEAST CONNECTOR AUTHORITY
RATIFYING THE CONTRACT AMENDMENTS WITH
SACRAMENTO TRANSPORTATION AUTHORITY

BE IT RESOLVED by the Board of Directors ("Board") of the Capital SouthEast Connector Authority that the amendments to the contract between the Authority and STA, attached hereto, are hereby ratified.

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

* * * * *

PASSED AND ADOPTED this 27th day of February, 2009, by the following vote:

AYES:

NOES:

ABSENT:

Chairperson

ATTEST:

Secretary

2001
COPY

SACRAMENTO TRANSPORTATION AUTHORITY
NEW MEASURE A – Series 2007 Notes
CAPITAL PROJECT ALLOCATION AND EXPENDITURE CONTRACT
ELK GROVE – RANCHO CORDOVA – EL DORADO CONNECTOR

This Contract made as of September 28, 2007 by and between the *Sacramento Transportation Authority*, a local transportation authority formed pursuant to the provisions of Public Utilities Code 180000 et seq., hereinafter called "Authority", and the *Elk Grove- Rancho Cordova- El Dorado Connector Authority*, a joint powers agency formed pursuant to the provisions of Government Code 6500 et seq., hereinafter called "Entity" is hereby amended effective July 24, 2008.

THE PARTIES AGREE AS FOLLOWS:

1. Purpose. The purpose of this Contract is to provide for the transfer by the Authority to Entity of sales tax revenue and/or transportation mitigation fee revenue (including both current revenues and proceeds of Authority financings) for the Capital Project described in Section 2, and to set forth Entity's obligations with respect to the expenditure thereof.
2. Description of Capital Project. The Capital Project funded by this Contract is:

Design, engineering, and environmental clearance; Right-of-Way acquisition; and construction of the Sacramento County portion of a high capacity arterial or expressway between Hood-Franklin Rd/I-5 interchange near Elk Grove and Silva Valley Rd/US50 interchange in western El Dorado County. The proposed alignment generally follows Kammerer Rd, Grantline Rd, and White Rock Rd with alternative alignments under study.
3. Definitions. Unless the context otherwise requires, as used in this Contract, the following terms shall have the following meanings:
 - a. "Act" means the Local Transportation Authority and Improvement Act set forth in the provisions of the Public Utilities Code commencing with Section 180000.
 - b. "Board" means the Governing Board of the Sacramento Transportation Authority"
 - c. "Measure A" or "New Measure A" or "Ordinance" means Sacramento Transportation Authority Ordinance No. STA 04-01.
4. Amount of Allocation and Period of Expenditure. On August 30, 2007, the Board allocated to Entity the sum of \$3,347,500 for expenditure on the Capital Project. On July 24, 2008, the Board decreased the allocation to \$2,847,500. Latter sum shall be expended by Entity prior to October 1, 2009.

5. Compliance. The use and expenditure of sales tax revenue and transportation mitigation fee revenue by Entity shall be in full compliance with the provisions of the Act, the Ordinance, applicable resolutions of the Board, this Contract, and all other applicable contractual and legal requirements.

6. Entity Certifications

a. Maintenance of Effort. Entity certifies that it is currently in compliance with, and will remain in compliance throughout the term of this Contract with, the maintenance of effort requirements set forth in the Ordinance:

b. Routine Accommodations of Bicycles and Pedestrians. Entity certifies that the Capital Project design provides for routine accommodation of bicycles and pedestrians.

c. Additional Certifications. Additional certifications applicable to this Contract are:

NONE

7. Disbursement of Revenues.

a. Disbursements of revenue pursuant to this Contract shall be made on a progress payment basis. If Entity demonstrates a need for advance payments, the STA Executive Director may advance up to 10% of the total allocation after Entity commences work and begins incurring project expenses.

b. Claims for payment shall be submitted no more often than monthly.

c. All claims shall be approved by Entity's Project Manager prior to submission to Authority.

8. Reporting.

a. Entity shall submit quarterly status reports in approved STA format. Information in the status report should include:

- Total anticipated project cost
- Amount funded to date
- Expenditures by quarter
- Project status

b. Quarterly status reports will be due to the Senior Transportation Administrator thirty (30) days after the end of each calendar quarter.

9. Audits.

- a. STA staff will review progress payment claims on a selected basis.
- b. Annual audits of the STA, as a whole, will be performed by an independent auditor and reviewed by the Independent Taxpayer Oversight Committee (ITOC). As part of that audit, Entity expenditures will also be audited.
- c. Claims found to have inadequate supporting documentation may be denied by the STA Executive Director. Funds spent for any expenditures found to be in noncompliance with this Contract may be withheld from future payments. The Board shall reallocate any funds so withheld for other Measure A capital projects.

10. Cost Variations. In the event the actual Measure A cost of the Capital Project is less than the allocation, the excess funds shall be returned to the Authority for reallocation in accordance with the Ordinance. First preference for reallocation shall be other Measure A capital projects being managed by Entity.

11. Designation of Project Manager. Entity shall designate a Project Manager who shall be the responsible representative of Entity to Authority staff in connection with administration of this Contract.

12. Signs. Entity shall post signs at the Capital Project site stating the project is funded with Measure A funds. The signs shall be substantially similar to the sample depicted in Attachment A.

13. Indemnity and Hold Harmless. Entity shall indemnify and save harmless the Sacramento Transportation Authority, its officers, employees, and agents, and each and every one of them, from and against all actions, damages, costs, liability, claims, losses, and expenses of every type and description to which any or all of them may be subjected, by reason of or resulting from, directly or indirectly, the performance of this Contract by Entity whether or not caused in part by passive negligence of a party indemnified hereunder. The foregoing shall include, but not be limited to, any attorney fees reasonably incurred by Authority.

The parties promise and agree to abide by the terms of this Contract as set forth above.

SACRAMENTO TRANSPORTATION AUTHORITY

By Brian Williams

Dated: 7-30-2008

ELK GROVE—RANCHO CORDOVA—EL DORADO CONNECTOR AUTHORITY

By: [Signature]
(Authorized Officer's Signature)

Thomas Elotkowski
(Officer's Printed Name)

Executive Director
(Officer's Title)

SACRAMENTO TRANSPORTATION AUTHORITY
NEW MEASURE A – Series 2007 Notes
CAPITAL PROJECT ALLOCATION AND EXPENDITURE CONTRACT

ELK GROVE – RANCHO CORDOVA – EL DORADO CONNECTOR

This Contract made as of September 28, 2007 and subsequently amended effective July 24, 2008 by and between the *Sacramento Transportation Authority*, a local transportation authority formed pursuant to the provisions of Public Utilities Code 180000 et seq., hereinafter called “Authority”, and the *Elk Grove- Rancho Cordova- El Dorado Connector Authority*, a joint powers agency formed pursuant to the provisions of Government Code 6500 et seq., hereinafter called “Entity” is hereby amended effective ~~July 24, 2008~~ December 11, 2008.

THE PARTIES AGREE AS FOLLOWS:

1. **Purpose.** The purpose of this Contract is to provide for the transfer by the Authority to Entity of sales tax revenue and/or transportation mitigation fee revenue (including both current revenues and proceeds of Authority financings) for the Capital Project described in Section 2, and to set forth Entity’s obligations with respect to the expenditure thereof.

2. **Description of Capital Project.** The Capital Project funded by this Contract is:

Design, engineering, and environmental clearance; Right-of-Way acquisition; and construction of the Sacramento County portion of a high capacity arterial or expressway between Hood-Franklin Rd/I-5 interchange near Elk Grove and Silva Valley Rd/US50 interchange in western El Dorado County. The proposed alignment generally follows Kammerer Rd, Grantline Rd, and White Rock Rd with alternative alignments under study.

3. **Definitions.** Unless the context otherwise requires, as used in this Contract, the following terms shall have the following meanings:

- a. “Act” means the Local Transportation Authority and Improvement Act set forth in the provisions of the Public Utilities Code commencing with Section 180000.
- b. “Board” means the Governing Board of the Sacramento Transportation Authority”
- c. “Measure A” or “New Measure A” or “Ordinance” means Sacramento Transportation Authority Ordinance No. STA 04-01.

4. **Amount of Allocation and Period of Expenditure.** On August 30, 2007, the Board allocated to Entity the sum of \$3,347,500 for expenditure on the Capital Project. On July 24, 2008, the Board decreased the allocation to \$2,847,500. ***On Dec. 11, 2008, the Board further decreased the allocation to \$2,347,500.*** Latter sum shall be expended by Entity prior to October 1, 2009.

5. Compliance. The use and expenditure of sales tax revenue and transportation mitigation fee revenue by Entity shall be in full compliance with the provisions of the Act, the Ordinance, applicable resolutions of the Board, this Contract, and all other applicable contractual and legal requirements.

6. Entity Certifications

- a. Maintenance of Effort. Entity certifies that it is currently in compliance with, and will remain in compliance throughout the term of this Contract with, the maintenance of effort requirements set forth in the Ordinance:
- b. Routine Accommodations of Bicycles and Pedestrians. Entity certifies that the Capital Project design provides for routine accommodation of bicycles and pedestrians.
- c. Additional Certifications. Additional certifications applicable to this Contract are:

NONE

7. Disbursement of Revenues.

- a. Disbursements of revenue pursuant to this Contract shall be made on a progress payment basis. If Entity demonstrates a need for advance payments, the STA Executive Director may advance up to 10% of the total allocation after Entity commences work and begins incurring project expenses.
- b. Claims for payment shall be submitted no more often than monthly.
- c. All claims shall be approved by Entity's Project Manager prior to submission to Authority.

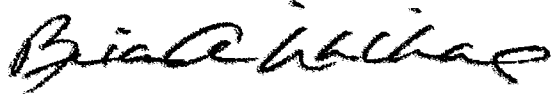
8. Reporting.

- a. Entity shall submit quarterly status reports in approved STA format. Information in the status report should include:
 - Total anticipated project cost
 - Amount funded to date
 - Expenditures by quarter
 - Project status
- b. Quarterly status reports will be due to the Senior Transportation Administrator thirty (30) days after the end of each calendar quarter.

9. Audits.
 - a. STA staff will review progress payment claims on a selected basis.
 - b. Annual audits of the STA, as a whole, will be performed by an independent auditor and reviewed by the Independent Taxpayer Oversight Committee (ITOC). As part of that audit, Entity expenditures will also be audited.
 - c. Claims found to have inadequate supporting documentation may be denied by the STA Executive Director. Funds spent for any expenditures found to be in noncompliance with this Contract may be withheld from future payments. The Board shall reallocate any funds so withheld for other Measure A capital projects.
10. Cost Variations. In the event the actual Measure A cost of the Capital Project is less than the allocation, the excess funds shall be returned to the Authority for reallocation in accordance with the Ordinance. First preference for reallocation shall be other Measure A capital projects being managed by Entity.
11. Designation of Project Manager. Entity shall designate a Project Manager who shall be the responsible representative of Entity to Authority staff in connection with administration of this Contract.
12. Signs. Entity shall post signs at the Capital Project site stating the project is funded with Measure A funds. The signs shall be substantially similar to the sample depicted in Attachment A.
13. Indemnity and Hold Harmless. Entity shall indemnify and save harmless the Sacramento Transportation Authority, its officers, employees, and agents, and each and every one of them, from and against all actions, damages, costs, liability, claims, losses, and expenses of every type and description to which any or all of them may be subjected, by reason of or resulting from, directly or indirectly, the performance of this Contract by Entity whether or not caused in part by passive negligence of a party indemnified hereunder. The foregoing shall include, but not be limited to, any attorney fees reasonably incurred by Authority.

The parties promise and agree to abide by the terms of this Contract as set forth above.

SACRAMENTO TRANSPORTATION AUTHORITY



By _____

Dated: Dec. 11, 2008

ELK GROVE—RANCHO CORDOVA—EL DORADO CONNECTOR AUTHORITY

By:  _____
(Authorized Officer's Signature)

THOMAS ELTKOWSKI
(Officer's Printed Name)

EXECUTIVE DIRECTOR
(Officer's Title)

Capital SouthEast Connector Board of Directors

Item # 4
Resolution

February 27, 2009

Approve Funding/Financial Plan

Issue: Approve a plan or formula for funding the Authority's operations and any project phases that are the responsibility of the Authority, as required by the Joint Powers Agreement establishing the Connector JPA.

Recommendation: Approve the proposed Funding/Financial Plan, as presented to the Board.

Discussion: The Joint Powers Agreement establishing the Capital SouthEast Connector Authority requires the Authority to develop and adopt a Funding/Financial Plan specifying a plan or formula for funding the Authority's operations and any project phases that are the responsibility of the Authority. This Plan must be unanimously approved by the five Board members.

In addition to establishing project costs and associated funding mechanisms, the Plan must also include an allocation of costs amongst the member jurisdictions, as well as any other funding sources.

At the Board's October and December meetings, staff introduced a draft Funding/Financing Plan that focused on the Planning and Project Development Phase of the Connector Project. The draft Plan outlined options for addressing the issue of cost allocation between the various jurisdictions, and in particular El Dorado County. Without the availability of Measure A funds, concern was expressed about El Dorado County's contribution to share of the planning and project development costs. The Board agreed that El Dorado County should contribute to overall project development costs, but it also recognized the need for as much flexibility in the calculation and timing of the contribution as possible, given El Dorado County's disadvantage in not having a dedicated local funding source available.

In order to avoid the immediate burden of this contribution on El Dorado County, the Board agreed that the Authority, to the extent possible, should use Measure A funding as a finance mechanism for project development and planning activities while additional sources of long range project funding are secured.

The Board also agreed that staff should work with El Dorado County to develop and agreement that will obligate the County to use its best efforts to identify and secure funds to reimburse the Authority in the future for the County's fair share contribution. Potential funding sources could include the following:

- Federal earmarks
- Federal TIFIA (The Transportation Infrastructure Finance and Innovation Act of 1998) loans
- Federal Economic Stimulus programs
- Federal Surface Transportation Program Funds
- Federal Congestion Mitigation and Air Quality Improvement Program Funds
- State Gas Tax Funds
- State Bond Funds
- State Transportation Development Act Funds

- Grant programs that may emerge from a new Federal Transportation Bill to be written over the next two years that will likely include categorical funding or loans specific to regional projects
- State STIP allocations
- State economic stimulus programs
- State Infrastructure bank programs
- Local/regional transportation fees
- Public/Private Partnerships

A copy of the Funding/Financial Plan shall be provided to the Board at the February meeting. The Plan shall recognize that the County's fair share contribution to planning and project development costs will be reimbursed to the Authority at a future date. Also included in the Funding/Financial Plan is a draft Agreement between the Authority and El Dorado County. If approved, this Agreement will be forwarded to the El Dorado County Board of Supervisors for its consideration and approval.

Respectfully Submitted,

A handwritten signature in black ink, appearing to read "Tom Zlotkowski". The signature is fluid and cursive, with the first name "Tom" being particularly prominent.

Tom Zlotkowski
Executive Director



Item #4
Resolution

RESOLUTION NO. 2009-04

RESOLUTION OF THE BOARD OF DIRECTORS
OF THE CAPITAL SOUTHEAST CONNECTOR AUTHORITY
APPROVING THE PROJECT FUNDING/FINANCE PLAN

BE IT RESOLVED by the Board of Directors ("Board") of the Capital SouthEast Connector Authority that the proposed Project Funding/Finance Plan is hereby approved 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 27th day of February, 2009, by the following vote:

AYES:

NOES:

ABSENT:

Chairperson

ATTEST:

Secretary

February 27, 2009

Approve Revised Purpose and Need Statement

Issue: To adopt a Revised Purpose and Need Statement as an initial step in the Environmental Process for the Connector Project.

Recommendation: Approve the Purpose and Need Statement as presented with the understanding that it will next be presented to the necessary federal and state resource agencies for review.

Discussion: A Purpose and Need Statement is a fundamental requirement when developing an Environmental Impact Report both for CEQA (California Environmental Quality Act) and NEPA (National Environmental Policy Act) since it provides a basis for developing and screening project alternatives. The *Purpose* is a broad statement of the project's transportation objectives, while the *Need* is a detailed explanation of existing conditions that should be changed or need to be remedied. The Statement of Purpose and Need drives the process for alternative consideration, in-depth analysis, and selection of a preferred alternative.

At the January meeting, the Board provided valuable feedback to staff regarding areas of the Purpose and Need statement that needed to be strengthened and/or clarified. In summary, those changes included:

Needs

- Reinforcing the need for improved movement of people to places of employment along the corridor
- Noting the lack of future capacity on existing roads
- Strengthening the tie to economic development
- Strengthening the use of the facility for emergency services, particularly in the case of evacuations
- Adding additional references to the "diagonal" movement that the Project will accommodate
- Stressing safety considerations and the lack of adequate rural road sections to accommodate high speed traffic
- Identifying the need to separate goods movement and freight activities from residential areas
- Highlighting the contribution to the preservation of open space and agricultural lands
- Noting the need to accommodate agricultural business interests
- Reinforcing the provision of additional modes of travel

Purpose

- Highlighting the expansion of the region's economic base
- Reinforcing the potential for diversifying employment opportunities
- The development of expanded agricultural opportunities
- Identifying the need for improving jobs/housing balance
- Encouraging smart transportation (ITS solutions) for improved traffic flow
- Stressing the development of sustainable and innovative infrastructure elements
- Reducing Vehicle Miles Travel (VMT) and Vehicle Hours of Delay (VHD)

- Strengthening references to the development of regional educational opportunities

All of these suggestions have been incorporated into the revised Purpose and Need statement, as attached. In addition, the planning principals that were incorporated into the Joint Powers Agreement have also been addressed in the *Project Background* section of the Statement. Last Wednesday, the Project Development Team (PDT) completed it's review of the Purpose and Need Statement and agreed that it should be forwarded to the appropriate resource agencies once it is approved by the Board. The Environmental Consultant Team and JPA staff are currently in the process of scheduling meetings with resource agencies to solicit feedback in support of using the statement as part of the Alternatives Screening process which is scheduled to begin in the months ahead.

Respectfully submitted:

A handwritten signature in black ink, appearing to read "Tom Zlotkowski". The signature is stylized and cursive.

Tom Zlotkowski
Executive Director



Item #5
Resolution

RESOLUTION NO. 2009-05

RESOLUTION OF THE BOARD OF DIRECTORS
OF THE CAPITAL SOUTHEAST CONNECTOR AUTHORITY
APPROVING THE REVISED PURPOSE AND
NEED STATEMENT

BE IT RESOLVED by the Board of Directors ("Board") of the Capital SouthEast Connector Authority that the Revised Project Purpose and Need Statement is hereby approved 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 27th day of February, 2009, by the following vote:

AYES:

NOES:

ABSENT:

Chairperson

ATTEST:

Secretary

1 PROJECT DESCRIPTION

2 *Project Background*

3
4 In 1988, the voters of Sacramento County passed Measure A, a countywide one-half percent
5 sales tax to be levied over a 20-year period (1989-2009). The proceeds of the tax were specified
6 to be used to fund a comprehensive program of roadway and transit improvements. In 2004, the
7 voters extended the tax an additional 30 years. The text of Measure A, as approved by the
8 voters, identifies the proposed project as the “I-5/SR99/US50 Connector” and specifies that
9 receipt of funding for construction is contingent on the establishment, approval, and adoption of
10 a habitat conservation approach by the local recipient of funds.

11
12 The proposed project, commonly known as the Capital Southeast Connector project (“Connector
13 Project”), is overseen by a joint powers authority (JPA) made up of the cities of Elk Grove,
14 Rancho Cordova, and Folsom, as well as the counties of Sacramento and El Dorado. The JPA is
15 funded by Regional Surface Transportation Program (RSTP) funds, JPA member contributions,
16 as well as Measure A funds.

17
18 Section 1 of the Authority's Joint Powers Agreement sets forth nine planning principles that all
19 projects must be consistent with if they are anticipated to become part of the Connector Project,
20 once a route is identified. The planning principles set forth are as follows:

- 21
22 a. Improve access to, and connections between, residential and employment areas
23 within and outside of the Connector Project corridor;
- 24
25 b. Acknowledge that the Connector Project is in the Metropolitan Transportation
26 Plan and further support the transportation and land use principles in the general plans of the
27 local jurisdictions and the Metropolitan Transportation Plan;
- 28
29 c. Relieve demand on (i) local streets and roads, and (ii) regional freeway facilities
30 (US-50, SR-99, and I-5);
- 31
32 d. Strategically apply access control and capacity characteristics to preserve and
33 enhance regional functionality while discouraging growth in areas not designated for growth as
34 determined by the local jurisdiction’s general plan;
- 35
36 e. Enhance regional mobility and preserving the livability of communities;
- 37
38 f. Provide efficient and safe facilities for automobile, transit, bicycle, and pedestrian
39 options for multi-modal travel;
- 40
41 g. Minimize direct and indirect physical impacts on the natural and built
42 environments;
- 43
44 h. Preserve open space to reinforce and support approved land use plans; and

1
2 i. Permit phased implementation with respect to (i) funding, (ii) location, and (iii)
3 design characteristics.

4
5 The Connector Project supports regional planning efforts, as reflected in the following
6 documents:

- 7
8 • MTP 2035, adopted by the Sacramento Area Council of Governments (SACOG) on
9 March 20, 2008
10 • Folsom General Plan, update in progress, and Folsom South of U.S. Highway 50 Specific
11 Plan, in progress
12 • Rancho Cordova General Plan, adopted July 26, 2006
13 • Elk Grove General Plan 2003, as amended May 1, 2007
14 • County of El Dorado General Plan, as amended July 1, 2008
15 • County of Sacramento General Plan, adopted December 15, 1993
16

17 Conceptual level (Phase 1) studies of the project were initiated by SACOG during preparation of
18 the Metropolitan Transportation Plan for 2025 (MTP 2025). The Phase 1 studies identified two
19 general needs in the project corridor between the communities of Elk Grove, Rancho Cordova,
20 and Folsom/El Dorado Hills:

- 21
22 1. Mobility: To improve access to, and connections between, residential and
23 employment areas lost or compromised due to increasing congestion; and
24
25 2. Land Use: To assist in preservation of open space and habitat that may be
26 threatened as the region develops.
27

28 To address these needs and meet the intent of the voters in passing Measure A, SACOG
29 developed concept-level alternatives to link residential areas and employment centers in the
30 corridor, serve both local and regional travel, and relieve congestion on the heavily congested
31 existing two-lane roadways serving the corridor, while preserving open space and habitat. In
32 addition, new options were developed at the concept level for bicycle, pedestrian, transit, and
33 automobile mobility throughout the corridor to address increased travel demand. Through an
34 extensive public outreach process, these alternatives have been refined and are being evaluated
35 by the JPA at a program level as part of a corridor program to preserve right of way and develop
36 a set of functional guidelines that will guide development of specific projects along the corridor.
37

1 **PURPOSE AND NEED**

2
3 **INTRODUCTION**

4 A statement of a project’s purpose and need provides a basis for defining the range of
5 alternatives to be evaluated in a future environmental review process in accordance with the
6 National Environmental Policy Act (NEPA). The project purpose and need drives the process for
7 alternatives consideration, in-depth analysis, and ultimate selection. A statement of purpose and
8 need permits consideration of a reasonable range of alternatives and evolves as input is received
9 from stakeholders and federal, state, and local resource agencies. The purpose and need is also
10 consistent with the California Environmental Quality Act (CEQA), which requires analysis of a
11 range of reasonable alternatives to a proposed project that would feasibly attain most of the basic
12 objectives of the project, but would avoid or substantially lessen any of the significant effects.

13
14 The overall need and purpose for the Connector Project is to improve mobility, access, and
15 connections between residential and nonresidential land uses, which have been compromised by
16 increasing congestion, and to assist in preservation of open space and threatened habitats. The
17 project will:

- 18
19 • Improve options for goods freight movement
20 • Reduce cut-through traffic on local streets
21 • Improve safety during catastrophic floods or other public safety emergencies
22 • Improve safety on existing facilities that are degraded by increasing traffic
23 • Ensure that growth proceeds along planned patterns
24 • Support sustainable planned growth and development patterns
25 • Improve livability of communities along the corridor
26 • Aid economic vitality by improving accessibility for jobs and commerce by facilitating
27 goods movement
28 • Provide transportation options for short and long trips, as well as for alternative modes
29 • Preserve and protect open space, wildlife habitat, and agricultural uses

30
31
32 **NEED FOR PROJECT**

33
34 The proposed project is intended to respond to regional and local deficiencies not currently met
35 by existing facilities in the corridor:

- 36
37 • **There are insufficient transportation options for personal and goods/freight movement**
38 **to, from, and within the corridor.**

39
40 The Connector corridor is principally served by a partial grid system of arterial roadways. This
41 grid system has gaps on its northern end due to Mather Field and the Aerojet facility, has
42 substantial levels of congestion in some areas that are projected to grow, such as Elk Grove and
43 Folsom, and does not provide adequate mobility for longer distance trips due to a growing
44 number of traffic signals, access points and inconsistent operational characteristics.

1
2 The freeways serving the corridor connect the City of Elk Grove to downtown Sacramento via I-
3 5 and SR-99, and also connect El Dorado County and the cities of Folsom and Rancho Cordova
4 to downtown Sacramento via US-50. Use of the freeway system, however, requires out-of-
5 direction travel between Elk Grove, Rancho Cordova, and the Folsom/El Dorado Hills area. In
6 addition, because only limited improvements are feasible on I-5, SR-99 and US-50, the duration
7 of congested conditions along these freeways is expected to increase significantly over the next
8 20 years.

9
10 Like the freeway system, the current transit system provides connections to downtown
11 Sacramento from the other communities, but provides only indirect service between Elk Grove,
12 Rancho Cordova, and the Folsom/El Dorado Hills area, which are major employment centers in
13 the region. Employees commute to Rancho Cordova from residential areas throughout the
14 Sacramento region and improved access to these jobs is needed from growing residential areas in
15 the southern portion of the Corridor (Elk Grove, Laguna, and Vineyards) and the eastern portion
16 of the Corridor (Folsom and El Dorado Hills). Educational facilities, including the planned Los
17 Rio Community College satellite campus in Rancho Cordova, are also destination points for
18 residents throughout the region. Commute trips from Elk Grove/Laguna/Vineyard residential
19 areas to Rancho Cordova are expected to quadruple between 2005 and 2032. Commute trips
20 from Folsom/El Dorado Hills residential areas to Rancho Cordova are expected to increase by
21 over 40 percent between 2005 and 2032. Inbound travel to El Dorado Hills will increase as well.

22
23 Availability of alternative travel modes is important to commuters and recreationists; however,
24 most of the arterial roadways in the Connector corridor do not have sidewalks or shoulders and
25 thus do not accommodate pedestrian and bicycle travel.

26
27 • **Local streets are increasingly subject to congestion and use by non-local traffic.**

28
29 Increasing development in the project corridor, coupled with an increased demand on the limited
30 transportation capacity of the area is resulting in growing congestion on local streets. In addition,
31 much of the local roadway system was developed for residential use, with little to no shoulders,
32 and is not equipped to handle anticipated increases in use as a result of future planned growth.

33
34 About one-fourth of vehicle miles of travel (VMT) in the study area is under Level-of-Service
35 (LOS) “F” (congested) conditions during all weekday peak periods. Furthermore, the growth in
36 households and employment projected in general plans for the study area is expected to far
37 outpace roadway and transit improvements, which means congestion will worsen as newly
38 constructed dwellings become occupied and as new jobs are filled in the study area and the
39 greater Sacramento region.

40
41 Tables 2.1 and 2.2 provide estimates of the number and percent of VMT on congested roadways
42 in the traffic study area during commute hours in 2005. The traffic study area consists of portions
43 of I-5, SR 99 and US 50, as well as a number of arterial roadways. Table 2.3 shows estimates of
44 the vehicles hours of delay that occurred during commute hours in 2005.

1 **Table 2.1 – Vehicle-Miles of Travel 2005:**
 2 **Weekday AM & PM Peak Periods (6 Hours)**

Level of Service (LOS)	Freeway & HOVs	Arterials & Collectors	Total
A	300,051	637,976	938,027
B	75,264	161,891	237,155
C	138,505	116,095	254,600
D	97,589	100,782	198,371
E	128,692	85,333	214,025
F1	253,589	95,941	349,530
F2	87,078	49,337	136,415
F3	56,581	83,953	140,534
Total	1,137,349	1,331,308	2,468,657

3
 4 **Table 2.2 – Percent of Total Vehicle-Miles of Travel 2005:**
 5 **Weekday AM & PM Peak Periods (6 Hours)**

Level of Service (LOS)	Freeways & HOVs	Arterials & Collectors	Total
A	12.2%	25.8%	38.0%
B	3.0%	6.6%	9.6%
C	5.6%	4.7%	10.3%
D	4.0%	4.1%	8.0%
E	5.2%	3.5%	8.7%
F1	10.3%	3.9%	14.2%
F2	3.5%	2.0%	5.5%
F3	2.3%	3.4%	5.7%
Total	46.1%	53.9%	100.0%

6
 7 **Table 2.3 – Vehicle-Hours of Delay Under LOS E & F 2005:**
 8 **Weekday AM & PM Peak Periods (6 Hours)**

Facility Group	2005 Existing Conditions
Freeways & HOVs	3,374
Arterials & Collectors	5,154
All Roadways	8,528

9
 10 Sections of US-50 and SR-99 are very congested during the peak periods today, motivating
 11 travelers to seek alternate routes on arterials and local streets. Over the next 25 years, this
 12 tendency to avoid overly crowded freeways is anticipated to intensify congestion on the local
 13 street system. The Travel Demand Analysis Report prepared for Phase 1 of the proposed project
 14 indicated that if only the 2006 MTP transportation improvements are constructed by 2032, LOS
 15 F conditions would occur on portions of Grant Line Road, White Rock Road, and Bradshaw
 16 Road, in addition to SR-99 and US-50.

17
 18 The existing roadways in the study area are primarily configured north-south and east-west, and
 19 the proposed alternatives would provide a diagonal connection between important job and
 20 housing centers. The existing arterial grid system in the Connector corridor currently provides

1 only limited capacity for diagonal trips across the region. This lack of diagonal capacity and the
2 escalating congestion on the arterial and local roadways suggest that adding capacity in the
3 corridor can aid in serving both diagonally-aligned trips and intermediate-length trips throughout
4 the study area. Common diagonal trips consist of trips between Elk Grove and Rancho Cordova,
5 and between El Dorado Hills/Folsom and the Elk Grove and Rancho Cordova areas. The direct
6 routing and diagonal configuration of the proposed corridor connection also decreases hours of
7 delay compared to the existing grid system, with resulting decreases in fuel consumption and
8 vehicle emissions.

- 9
- 10 • **The project study area is susceptible to flooding and needs an all-weather**
11 **transportation facility to enable normal mobility, as well as emergency vehicle access, in**
12 **the event of a catastrophic flood or other emergency.**
- 13

14 Portions of the Connector corridor lie within the FEMA-designated 100-year flood zone, and
15 thus some sections of older arterials are impassable during high water conditions. The two-lane
16 rural design of many roads in the corridor also creates problems for emergency vehicles
17 responding to residential, workplace, and roadside emergencies. Faster and safer access for
18 emergency vehicles and residents is needed in cases of emergency, during both flood conditions
19 and normal conditions.

- 20
- 21 • **Increasing vehicle traffic is degrading the safety of existing facilities; improvements are**
22 **needed to ensure the safety and security of travel by all modes in the corridor**
23 **(automobile, transit, bicycle, and pedestrian).**
- 24

25 Goods movement along the Corridor currently must cope with multiple access points from
26 driveways, local streets, and other residential and commercial development along the Corridor.
27 This mixed flow of heavy vehicles on long trips and local traffic with short trip destinations
28 creates safety hazards and impedes traffic flow. There are numerous schools within the existing
29 grid street system, some of which are directly adjacent to principal travel routes. Safer routing
30 for goods movement is needed.

31
32 Research from the Transportation Research Board (TRB) and the Texas Transportation Institute
33 (TTI) suggests a number of benefits from improving rural roads:

- 34
- 35 1. Accidents are reduced 40 to 60 percent when a typical two-lane roadway is converted
36 to a four-lane divided roadway.
- 37 2. Accidents are reduced 12 percent by widening a lane by one foot (e.g., from 10 feet to
38 11 feet). Widening lanes by two feet, three feet, and four feet will reduce related
39 accidents by 23 percent, 32 percent, and 40 percent, respectively.
- 40 3. Addition of a left-turn lane can result in crash reductions of 7 to 48 percent.
- 41 4. Left-turn lanes, lighting, and wider right shoulders/right-turn lanes all contribute to
42 reduced accident rates.
- 43 5. Studies consistently show that the more access points per mile, the higher the accident
44 rate. Access controls dramatically reduce fatalities, injuries, and property damage.
- 45

- 1 • **Increasing development encroaches upon open space and wildlife habitat; planning is**
2 **needed to preserve these resources and ensure access to open space.**

3
4 Much of the Connector corridor runs through areas containing valuable open space resources,
5 particularly in the areas east and south of Grant Line Road. Many of these areas are designated in
6 local general plans for open space, recreation, or agricultural uses, which would normally
7 preclude them from development. Yet, the study area is under tremendous development pressure,
8 resulting in degradation of biological resources and open space values, as well as travel
9 congestion.

10
11 Cooperative planning involving all stakeholders is necessary to ensure that valuable open space
12 and habitat resources are preserved and protected. The Connector project includes a set-aside of
13 \$15 million to be invested in ways designed to inhibit undesired development activity, support
14 open space preservation, and habitat conservation.

- 15
16 • **Well planned transportation improvements need to accompany and support housing**
17 **and job growth to ensure that growth proceeds along planned patterns.**

18
19 All five jurisdictions along the Connector corridor are engaged in dynamic land use and
20 transportation planning processes that include preparation and refinement of general plans,
21 review and approval of specific development plans, and programming and execution of capital
22 improvements. Much of this planning focuses on the Connector corridor, which includes vast
23 areas of open land. This open land historically has been precluded from development because of
24 the presence of natural constraints (e.g., floodplains, habitat areas) and man-made constraints
25 (e.g., Mather AFB, Aerojet). While the natural constraints will persist, the man-made constraints
26 have diminished or been eliminated, thus altering the plans for future development in the study
27 area, as well as affecting the planned regional development pattern. The most pronounced effects
28 are manifest in the City of Rancho Cordova’s adopted General Plan and in changes being
29 considered in the Sacramento County General Plan, particularly in the area between US-50 and
30 the Jackson Highway.

31
32 SACOG’s approved MTP is based on the following seven principles by which to measure
33 progress at all levels of land use and transportation decision-making:

- 34
35 1. Transportation Choices
- 36 2. Mixed-Use Development
- 37 3. Compact Development
- 38 4. Housing Choice and Diversity
- 39 5. Use of Existing Assets
- 40 6. Quality Design
- 41 7. Natural Resources Conservation

42
43 The approved MTP emphasizes the concentration of new and intensified development in already-
44 developed areas and the contiguous expansion of the metropolitan area’s developed edge.

1
2
3 **PROJECT PURPOSE**
4

5 The Capital Southeast Connector would link employment centers and residential areas in the
6 corridor and contribute to the remedy for current and future deficiencies in transportation
7 capacity, safety, and land use compatibility. The project would serve both regional and local
8 travel needs, and would relieve congestion on heavily used local roadways that currently serve
9 the corridor.

10
11 During Phase 1, extensive comments by project sponsors and other stakeholders identified the
12 following four purposes of the proposed project:
13

- 14 • **Enhance mobility options within the Connector corridor (and the greater Sacramento**
15 **region) to serve and support sustainable planned growth and development patterns and**
16 **principles from the approved General Plans and MTP, while minimizing impacts to the**
17 **livability of communities along the Connector corridor.**
18

19 The communities in the Connector corridor reflect a range of development types, historical
20 attributes, and local activities. The Connector should not detract from the quality of life
21 established by these communities and expected by their residents. The corridor contains several
22 defined communities, including the small unincorporated community of Franklin, the Sheldon
23 area of Elk Grove, the former military housing community on the Mather Air Force Base site,
24 and the El Dorado Hills area of unincorporated El Dorado County. In addition, several pockets
25 of residential communities are located in the project corridor along Bradshaw Road.
26

- 27 • Franklin. The unincorporated community of Franklin is located approximately 2 miles south
28 of Elk Grove and is centered on Franklin Boulevard. The community consists of several
29 stores, a few scattered residences, and a California Historical Landmark cemetery.
30
- 31 • Sheldon. The Sheldon community is a largely “exurban,” rural area within the city of Elk
32 Grove that straddles Grant Line Road, with mostly large lot residential uses and a small
33 cluster of commercial uses centered near the intersection of Grant Line and Wilton Roads.
34 The historical two-lane configuration of Grant Line, and the relative isolation of the area,
35 have fostered a sense of community that long-time residents passionately embrace. With
36 development encroaching from the north and west, and with increasing traffic on what were
37 rural farm roads, the historical sense of separateness of the Sheldon Community has begun to
38 erode.
39
- 40 • Mather. The site of the former Mather Air Force Base includes approximately 1,300 single
41 family housing units in the central portion of the base. When the base was active, this
42 housing supported a community of approximately 4,000 people, including military personnel
43 and their families. The units were vacated in 1993 when the base closed. The on-base
44 housing area has been redeveloped. The residential subdivision “Independence at Mather”
45 opened in 1999 and has been well received by the community. The area accommodates new
46 homes, schools, several parks, mature vegetation, and open space on all four sides. Mature

1 vegetation is embedded within the development. Mather Commerce Center, a 250-acre
2 commercial office complex, is located in close proximity to the residential housing site and
3 provides opportunities for employment within a short distance from the homes.
4

- 5 • El Dorado Hills. The community of El Dorado Hills is located in the lower Sierra Nevada
6 foothills in western El Dorado County, about 25 miles east of Sacramento. US-50 is the
7 primary route through the community. The community, which sits immediately inside the El
8 Dorado County line, has developed steadily over the past three decades. In the last few years,
9 it has seen tremendous growth in both facilities, as well as activities available to residents
10 and businesses in the area. Most recently, development has focused south of US-50 on the
11 four-lane White Rock Road alignment, with development directly abutting that roadway.
12

13 Under certain circumstances, improvements in mobility can result in making land more attractive
14 for development. In such cases, transportation projects can contribute to inducement of growth
15 which, according to CEQA, is the fostering of “economic or population growth, or the
16 construction of additional housing, either directly or indirectly, in the surrounding environment.”
17 This issue is of particular relevance in areas where local plans do not call for urban development,
18 as is the case in several sections of the alternative corridors under consideration.
19

20 While implementation of the Connector project would not involve any changes in land use plans,
21 it could make some areas more attractive for development by improving access to those areas.
22 Recognizing this effect, strategically applied access control and capacity characteristics would
23 preserve the regional functionality of the Connector and, in part, relieve direct growth pressure
24 on adjacent properties not designated for growth. Second, the project includes \$15 million in
25 funds to serve as seed money for a larger program to preserve open space and critical wildlife
26 habitat. Strategically programmed, these funds could effectively inhibit development in areas
27 that are not planned for urban growth.
28

- 29 • **Aid economic vitality by improving accessibility to job centers and commercial**
30 **areas, facilitating goods movement, and enhancing the attractiveness of existing and**
31 **planned employment and commercial areas.**
32

33 Rancho Cordova is the largest employment center in the Corridor, with about 78,000 jobs in
34 2005. By 2032, employment in Rancho Cordova is expected to increase by nearly 70 percent,
35 when its job total will be more than the current employment in the Sacramento Central City. The
36 El Dorado Hills Business Park will also become a major employment center, growing almost
37 four times from 9,500 jobs in 2005 to over 37,000 jobs in 2032.
38

39 The Connector is a part of the overall regional transportation system, and its ability to improve
40 access and provide connectivity among these communities and throughout the region
41 complements other new and/or improved roadways identified in MTP 2035 as strategies to serve
42 this focused residential and employment growth. The project would facilitate diversified
43 employment opportunities for residents of the region, and provide a larger reservoir of skilled
44 workers to businesses in the corridor, by creating a more direct connection between residential
45 areas and employment centers.
46

- 1
2
3
4
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6
7
- **Provide a multi-modal facility that limits access to the extent possible to afford efficient transportation options within the corridor that balance transportation needs between local access and shorter trips and regional needs for longer trips; enable flexibility among automobile, transit service, bicycle, and pedestrian uses, while incorporating ITS elements where possible.**

8 The Connector is being proposed to achieve the following improvements in transportation
9 operations:

- 10
11
12
13
14
15
16
17
18
19
- Reduced total vehicle-hours traveled (VHT) during morning and evening peak commute periods on Corridor roadways, especially time spent in congested conditions;
 - Reduced travel times between key origins and destinations (e.g., between the Elk Grove and Rancho Cordova, Elk Grove and El Dorado County, and Rancho Cordova and El Dorado County);
 - Evidence of fewer short trips on I-5, SR-99, and US-50, and fewer long trips on local/residential streets; and
 - Reduced transit travel times and improved service frequencies in the corridor – evidence of viable options to automobile travel.

20 To achieve these improvements in transportation operations, the Connector project will need to
21 be designed for higher travel speeds, have a higher capacity and have less delay at intersections
22 than a typical arterial or thoroughfare facility. The Connector project will need to be designed
23 primarily to an expressway standard, which will have more limited access than a thoroughfare
24 and will include grade-separated interchanges instead of at-grade intersections at locations where
25 level of service C or better conditions cannot be provided. To achieve the desired transportation
26 operations, the portions of the Connector project with intersection spacing of less than ½ mile
27 will be minimized.

- 28
29
30
31
32
- **Preserve open space, wildlife habitat, and productive agricultural uses in the corridor, and minimize growth inducement via sound transportation facility improvements and implementation.**

33 Among the key features of the Connector project is a \$15 million (minimum) allocation to
34 preserve open space, wildlife habitat, and valuable agricultural lands in the project corridor
35 already secured through the current primary funding source. The preservation would be
36 supported by an active, funded program for open space protection in conjunction with the
37 transportation improvements. The program would also strategically target those areas that are
38 most susceptible to growth-inducement pressures associated with enhanced access.

39
40 The manner in which this program will be administered is dependent on the adoption of JPA
41 policies and procedures that will accompany the development of the overall administration of the
42 Connector project. The new funding likely would augment existing programs rather than support
43 new efforts or initiatives, although this has not yet been determined. In this respect, an important
44 function of the program would be to coordinate and support the efforts of the participants to
45 secure outside funding from grants and private donations for their overall efforts. The Connector
46 project's open space program could provide a significant source of local matching funds,

1 providing leverage for securing competitive grant funding. Program participants could submit
2 joint multi-purpose applications that would enhance chances for securing grants. The combined
3 transportation / land use / habitat protection/recreation features of the overall project would
4 provide a greater range of potential grant sources, as well.

5
6 In addition to the open space preservation program, the Connector project will include design
7 features that are intended to relieve potential impacts on sensitive natural resources. This will
8 include access management techniques to minimize direct exposure of natural resources to
9 increased activity. It will also include a commitment to alternative modes of transportation,
10 including enhanced transit services and non-motorized facilities. In addition to preserving open
11 space and habitat, the corridor should continue to accommodate agricultural uses through the
12 consideration of the regional need to transport agricultural products to market and to move
13 agricultural equipment. In general, the project should support the overall region’s growth and
14 sustainability objectives (including economic and environmental) from a rural perspective.

15
16 Sustainable “green highways” design principles also will be incorporated into the project design.
17 These may include preservation strategies for wetlands, farmland, and other ecologically
18 sensitive areas affected by the alignment of the corridor; recycling and reuse of construction
19 materials to reduce energy consumption and construction costs; source controls and other BMPs
20 to decrease the rate of discharge caused by any increase in impervious surfaces, and to capture
21 and reduce pollutant loads generated primarily from roadway usage; and innovative design to
22 reduce noise pollution and light pollution.

23
24



Capital Southeast Connector Board of Directors

Item # 6
Resolution

February 27, 2009

Authorize Executive Director to Hire a Project Manager

Issue: To authorize the Executive Director to hire a Project Manager to assist with the expeditious development of the Connector Project, as contemplated in the FY 2008-09 budget.

Recommendation: To authorize the Executive Director to create and fill the position of Project Manager.

Discussion: At the June 27, 2008, Board meeting, staff presented a proposed budget for FY 08-09. The proposed budget, attached hereto, included funding for a JPA Project Manager beginning in January 2009. Also included in that Board agenda item were the duty statements for the Executive Director and the Project Manager. These duty statements are also attached hereto for your review, and show which of the Executive Director's current duties would be transitioned to the Project Manager.

At that time, the Board had some concerns regarding the necessity of a Project Manager. However, based upon the Executive Director's assurance that he would request authorization from the Board prior filling the Project Manager position, the Board approved the proposed budget as presented. As explained below, staff feels that is now necessary to fill the position of Project Manager to ensure the expeditious development of the Connector Project. Staff therefore asks that the Board authorize the Executive Director to hire a Project Manager.

At present, there are at least six distinctive areas of work being pursued by the environmental consultant team that require coordination including: Preliminary Engineering Design, Financing and Project Costing, Travel Demand forecasting, Public Outreach, Environmental and Sustainability issue development, Corridor Mapping, etc. While the Consultant team's work is coordinated by the Consultant Team Manager (PB), there are many areas that the Executive Director must also work on to ensure the timely and accurate coordination of these various activities. This work includes meeting with individual team members, providing research and experience in the development of draft papers and topics of discussion, coordinating the Project Development Team (PDT) and the Agency Staff Advisory Committee (ASAC) teams and their respective meetings, and addressing projects of interest that may affect the development of the Connector in the future. The Executive Director must also address issues related to engineering, outreach, and financial matters related to the Project, and discuss related issues of significance between the JPA and its member jurisdictions and stakeholders.

Over the past three months, staff has found that a growing number of opportunities for coordination with the member agencies are being missed due to conflicts in the Executive Director's schedule. There is also a growing concern that the delay in the timely delivery of both technical and procedural input from the JPA will soon begin affecting the environmental review schedule.

Due to workload constraints, it is also becoming increasingly difficult for the Executive Director to appropriately manage Authority staff. Staff has discussed the need for hiring a Project Manager with the

members of the ASAC, and there is now a strong consensus that a Project Manager is justified given the complexity of the project and the need for strong, consistent, technical input from the JPA.

Because 100% of the Project Manager's time will be devoted to delivering the Connector Project, the position will be financed 100% with Measure A funding.

Respectfully Submitted,

A handwritten signature in black ink, appearing to read "Tom Zlotkowski". The signature is fluid and cursive, with the first name "Tom" being particularly prominent.

Tom Zlotkowski
Executive Director

Elk Grove-Rancho Cordova-El Dorado Connector Joint Powers Authority		Proj Related vs Non Proj Related Estimate			Breakdown by Revenue Stream					
Draft Budget for FY 08/09		Project Related	Not Proj Related	Total	RSTP	Sales Tax	Start Up	JPA Jurisd Contrib	Other	Total
Salaries & Benefits*	\$ 459,590	\$ 338,590	\$ 121,000	\$ 459,590		\$ 338,590		\$ 121,000		\$ 459,590
Services & Supplies:										
Facilities, Furniture & Equipment	\$ 78,240		78,240	78,240			25,000	53,240		78,240
Legal Services	150,000	130,000	20,000	150,000	20,000	130,000				150,000
Other Professional Services**	300,000	300,000		300,000	156,010	143,990				300,000
Support Services (AFS, DOT, Audits, Data Proc)	31,056	17,500	13,556	31,056		17,500		13,556		31,056
Environmental Services	700,000	700,000		700,000		700,000				700,000
Allocated Costs	18,968	13,278	5,690	18,968		13,278		5,690		18,968
Other (supplies, insurance, business, phones, etc.)	23,600		23,600	23,600	21,200				2,400	23,600
Total Services & Supplies	\$ 1,301,864	\$ 1,160,778	\$ 141,086	\$ 1,301,864	\$ 197,210	\$ 1,004,768	\$ 25,000	\$ 72,486	\$ 2,400	\$ 1,301,864
Other Charges	15,000	7,500	7,500	15,000	\$ 3,986	\$ 7,500		\$ 3,514		15,000
Total Expenditures	\$ 1,776,454	\$ 1,506,868	\$ 269,586	\$ 1,776,454	\$ 201,196	\$ 1,350,858	\$ 25,000	\$ 197,000	\$ 2,400	\$ 1,776,454
Revenues:										
Sales Tax 1/2 cent	\$ 1,350,858	\$ 1,350,858		1,350,858		\$ 1,350,858				1,350,858
Contributions from JPA jurisdictions	197,000		197,000	197,000			\$ 197,000			197,000
Start up Costs - County of Sac. MSA	25,000		25,000	25,000			\$ 25,000			25,000
Construction Fed (RSTP)	201,196	156,010	45,186	201,196	\$ 201,196					201,196
Other (interest)	2,400		2,400	2,400					\$ 2,400	2,400
Total Revenues	\$ 1,776,454	\$ 1,506,868	\$ 269,586	\$ 1,776,454	\$ 201,196	\$ 1,350,858	\$ 25,000	\$ 197,000	\$ 2,400	\$ 1,776,454

*Additional Detail on Salaries and Benefits is Provided in Budget Notes

**Additional detail on Other Professional Service contracts is provided in attached Budget Notes.

Budget Notes:

Salaires and Benefits: The reduction of \$39K reflects a 3 month delay in the hiring of a project manager until Jan. 09.
Additionally, the Fiscal/Admin Tech position is delayed to Sept. 2008

*Additional Salary/Benefits Detail:

Executive Director	\$161,835
Executive Secretary	\$ 44,930
Administrative Technician (10 mos.)	\$ 61,404
Project Manager (6 mos.)	\$ 54,375
Benefits	\$137,046

Facilities, furniture & Equipment: Reduced by \$8K to reflect a decrease in anticipated space of one individual office.

Legal Sevices: Reduced by \$50K to reflect the completion of start-up services and Board desire that JPA do more document processing in-house

Other Professional Services: The reduction of \$50K is due to the elimination of the GIS/Base map contract.
Those services are now anticipated to be provided through SACOG at a greatly reduced rate.

**Other Professional Services Detail:

Project Outreach	\$125,000
Right of Way/Access	\$ 75,000
Project Management (6 mos)	\$ 50,000
Other Consultant Services	\$ 50,000

**ELK GROVE – RANCHO CORDOVA – EL DORADO CONNECTOR
AUTHORITY**

EXECUTIVE DIRECTOR

DEFINITION

To serve as the chief executive officer of the JPA, responsible for the development of the Connector Project. The Executive Director is appointed by, and serves at the pleasure of, the Board of Directors.

SUPERVISION RECEIVED AND EXERCISED

Receives policy direction from the Board of Directors. Exercises direct and indirect supervision over the JPA's staff.

EXAMPLES OF DUTIES

Duties may include, but are not limited to, the following:

- Respond to requests from Board members and member agency staff.
- Prepare agenda material for all regular and special meetings of the Board.
- Attend all regular and special meetings of the Board.
- Communicate with the Board regularly to keep the Board informed of program operations, and provide analysis and information on issues of importance as they arise.
- Work cooperatively with and represent JPA to member agencies.
- Make such recommendations to the Board as the Executive Director deems appropriate concerning the operation, affairs, and future needs of the Authority.
- Coordinate and work closely with lobbyists to develop funding proposals.
- Make and enter into contracts for the Authority and approve the purchase of goods, supplies, and services within the limits set forth in the Authority's Contracting and Purchasing Procedures.
- Monitor and approve expenditures, pursuant to a budget duly adopted by the Board, and implement mid-year adjustments.
- See that all terms and conditions imposed in favor of the Authority in any contract, franchise, lease or permit are faithfully kept and performed; and upon knowledge of any substantial violation thereof, notify the Board of such violation.
- Propose goals and policies for JPA review.
- Identify planning problems and develop and implement programs for solution on an area-wide basis.
- Develop work plans and prepare the program budget for Board approval; make difficult decisions on JPA policy.

- Maintain liaison with agencies, groups and individuals affected by, involved with or contributing to the Connector Project.
- Represent the JPA before various governing boards, presenting and discussing planning proposals, problems, and issues.
- Meet with concerned community groups and individuals regarding area-wide planning.
- Coordinate area-wide planning activities with other levels of government, including Federal, State, and local entities.
 - Provide overall project management, coordination, and supervision of project consultant team to facilitate the performance of the work in accordance with the scope and budget requirements.
 - Review and approve all invoices against deliverables.
 - Identify and report any cause or condition which might result in delay and may require a time extension or additional work scope.
 - Issue task orders to the consultant team for project sequences and/or reallocate budget as necessary for unforeseen conditions.
 - Maintain project files and schedules for audit trail.
 - Lead monthly Project Development Team (PDT) Meetings with Consultant Team Leaders and JPA member agencies staff, including discussions of work progress, plans for the next period, potential problems, and other project issues.
 - Perform Quality Control to ensure that all Consultant Team reports, plans, studies, estimates, and other documents submitted are complete and accurate.
 - Provide detailed Technical oversight in areas such as :
 - Environmental Studies Review
 - Traffic Data and Forecasts Reviews
 - Project Cost Estimate Review
 - Value Analysis
 - Utility coordination and relocation planning
- Perform other duties as requested by the Board of Directors.

DESIRABLE QUALIFICATIONS

Knowledge of:

- Principles of engineering project management and budget/fiscal program for capital improvement projects.
- Principles of administration, including personnel, budgeting, and organizational development.
- Principles and procedures of transportation, land use, environmental, and other JPA related issues.
- Engineering practices and principles applicable to the planning and design of highways, bridges, traffic control systems, and related transportation facilities.
- Techniques used in the development of area-wide plans in a cooperative manner with local plans.

- Policies and procedures for coordinating highway and related projects with other agencies.
- Federal, State and local laws, rules and regulations relating to planning and administrative activities and the delivery of a highway program.
- Various sources of funds available for transportation projects.
- Methods and materials used in the design, construction, and inspection of complex transportation projects.
- Managing diverse aspects of complex highway projects so as to insure program balance and synchronization of critical tasks.
- Developing and managing stakeholder outreach and public involvement.

Ability to:

- Plan, organize, and direct a comprehensive area-wide planning program.
- Plan, supervise, direct, and coordinate the work of a multiple disciplinary professional and technical staff.
- Administer area-wide plans, policies, and programs.
- Interpret, explain, and apply applicable laws, rules and regulations.
- Serve as adviser to JPA, member agencies, and the general public on area-wide planning matters.
- Prepare and administer a work plan and budget.
- Establish and maintain cooperative and effective working relationships with elected and appointed officials, and the general public.
- Make presentations to the JPA Board, member agencies, and other various community groups.
- Evaluate complex design and consulting work.
- Direct the preparation of technical reports.
- Analyze engineering and managerial problems and work out effective solutions.
- Effectively present policy questions, alternatives, and recommend solutions.

**ELK GROVE – RANCHO CORDOVA – EL DORADO CONNECTOR
AUTHORITY**

PROJECT MANAGER

DEFINITION

To manage the Connector Authority’s technical program to ensure successful on-schedule completion of the project. Acts as the primary contact for the Connector Authority’s consultant team and focuses on managing the technical relationships of the various work elements to assure compliance with scope and budget requirements.

SUPERVISION RECEIVED AND EXERCISED

Receives immediate and general direction from the Executive Director. Exercises direct and indirect supervision over the JPA’s consultant team.

EXAMPLES OF DUTIES

Duties may include, but are not limited to, the following:

- Provide overall project management, coordination, and supervision of project consultant team to facilitate the performance of the work in accordance with the scope and budget requirements.
- Review and approve all invoices against deliverables.
- Identify and report to the Executive Director any cause or condition which might result in delay and may require a time extension or additional work scope.
- Issue task orders to the consultant team for project sequences and/or reallocate budget as necessary for unforeseen conditions.
- Maintain project files and schedules for audit trail.
- Participate in monthly Project Development Team (PDT) Meetings with Consultant Team Leaders and JPA member agency staff. Participation will include discussions of work progress, plans for the next period, potential problems, and other project issues.
- Ensure that all Consultant Team reports, plans, studies, estimates, and other documents submitted are complete and accurate.
- Provides Technical oversight in the following areas:
 - Environmental Studies Review
 - Traffic Data and Forecasts Reviews
 - Project Cost Estimate Review
 - Value Analysis
 - Utility coordination and relocation planning

DESIRABLE QUALIFICATIONS

Knowledge of:

- Engineering practices and principles applicable to the planning and design of highways, bridges, traffic control systems, and related transportation facilities.
- Methods and materials used in the design, construction, and inspection of complex transportation projects.
- Federal, State and Local laws, ordinances, and regulations pertaining to the delivery of a highway program.
- Principals and techniques of personnel management and supervision.
- Policies and procedures for coordinating highway and related projects with other agencies.
- Managing diverse aspects of complex highway projects so as to insure program balance and synchronization of critical tasks.
- Managing stakeholder outreach and public involvement.

Ability to:

- Plan, supervise, direct, and coordinate the work of a multiple disciplinary professional and technical staff.
- Evaluate complex design and consulting work.
- Direct the preparation of technical reports.
- Analyze engineering and managerial problems and develop effective solutions in cooperation with the Executive Director.
- Maintain effective working relationships with superiors, subordinates, consultants, and others.
- Effectively present policy questions, alternatives, and recommend solutions to the Executive Director.



Item #6
Resolution

RESOLUTION NO. 2009-06

RESOLUTION OF THE BOARD OF DIRECTORS
OF THE CAPITAL SOUTHEAST CONNECTOR AUTHORITY
TO AUTHORIZE THE EXECUTIVE DIRECTOR TO
HIRE A PROJECT MANAGER

BE IT RESOLVED by the Board of Directors ("Board") of the Capital SouthEast Connector Authority that the Executive Director is hereby authorized to hire a Project Manager for the Connector Project, in accordance with the FY 2008-09 budget approved by the Board.

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

* * * * *

PASSED AND ADOPTED this 27th day of February, 2009, by the following vote:

AYES:

NOES:

ABSENT:

Chairperson

ATTEST:

Secretary

Capital SouthEast Connector Board of Directors

Item # 7
Presentations

February 27, 2009

Presentation of Ongoing Projects along the Connector Alternatives

Issue: In an effort to keep the Board informed of projects of significance along the Connector Project alignment alternatives, staff of the member jurisdictions periodically updates the Board on such activities.

Recommendation: Hear a presentation from the member jurisdictions on the status of both public projects and private applications within their respective jurisdictions and provide feedback as desired on its content.

Discussion: At the Connector Board meetings of December 2007, and January 2008, member jurisdiction staff provided the Board with presentations of the various projects of significance along the Connector alternative alignments. This information was intended to inform the Board of the timing and nature of future projects that could influence the development of the Connector project itself. By better understanding the available details of these projects, JPA staff can work proactively to engage with the jurisdictions and applicants to seek opportunities to partner and resolve possible areas of conflict.

At your January 2009 meeting, your Board heard presentations El Dorado County and the City of Folsom staff members. At the February meeting, time permitting, the Board will hear presentations from the remaining three member jurisdictions. Should time not allow for all three presentations, one or more of the presentations may be rescheduled until the Board's March meeting.

Respectfully Submitted,



Tom Zlotkowski
Executive Director