

September 20, 2023

The Honorable Pete Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: Capital SouthEast Connector JPA's MPDG Grant Application

Dear Secretary Buttigieg:

I write in support of Capital South East Connector JPA's application for funding through the Multimodal Projects Discretionary Grant Opportunity. The requested funding would be used for the Grant Line Road Safety and Freight Mobility Project in the Sacramento region.

The Project has secured the necessary state and local funding to be 'shovel ready' and in need of only Construction Phase funds from USDOT. The Grant Line Road Safety and Freight Mobility Project is on the National Highway System and has been designated as Critical Rural Freight Corridor and is now funded by the State of California for its final engineering design.

It is my understanding that this project aims to address the crash history along this route by upgrading the roadway to current design and National Roadway Safety standards, provides multimodal access and transportation equity by constructing a multi-use path, reduces regional vehicle miles traveled for freight trucks, supports environmentally sustainable growth efforts to preserve open space, and provides expanded economic opportunities through more equitable access to jobs, housing, and major commercial areas.

I urge your full and fair consideration of this application consistent with all applicable laws, rules, and regulations. Please keep my office informed of the status of this application, and if I can be of further assistance, please contact my Northern California Field Representative, Roberto Rizo, at (916) 247-8122. Thank you for your consideration.

Respectfully submitted,



ALEX PADILLA
United States Senator

Congress of the United States
Washington, DC 20515

September 18, 2023

The Honorable Pete Buttigieg
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Subject: 2023 Multimodal Project Discretionary Grant (MPDG) Application for Grant Line Road Safety and Freight Mobility Project

Dear Secretary Buttigieg;

In June 2023, the California Transportation Commission approved our Grant Line Road Safety and Freight Mobility Project into its Trade Corridor Enhancement Program. The Project, which is on the National Highway System and has been designated a Critical Rural Freight Corridor, is now funded by the State of California for its final engineering design.

State funding, along with local funding from the County transportation authority and the local City of Rancho Cordova, will provide the necessary funds to have the Project ‘shovel ready’ and in need of only Construction Phase funds from USDOT.

Our offices have continuously supported this Project throughout its environmental approval phases, and we wholeheartedly support the MPDG grant application submitted for the Project, given its positive impact on the region.

By including the Project in its Trade Corridor Enhancement Program, the State of California affirms the following benefits of the Project for our region:

- Directly addresses the crash history along this rural route by upgrading the roadway to current design and National Roadway Safety standards to increase safety for motorists, bikers, and pedestrians.
- Provides multimodal access and transportation equity through constructing a multi-use path to allow for various transportation options, thereby reducing dependence on automobiles.
- Supports existing and future aggregate mining operations critical to supplying the region’s building materials and reducing dependence on aggregate imported from neighboring areas.

- Reduces regional vehicle miles traveled for freight trucks, thus lowering greenhouse gas emissions and improving air quality throughout the region, including in underserved communities adjacent to the freeway system.
- Supports environmentally sustainable growth efforts to preserve open space, habitat, and farmland in the region and addresses the impacts of frequent wildfires and disastrous wet weather events.
- Implements a “fix it first, fix it right” methodology for state of good repair by reconstructing the existing failed pavement systems, addressing geometric deficiencies, and enhancing climate resiliency and disaster mitigation.
- Provides expanded economic opportunities through more equitable access to jobs, housing, and major commercial areas.

Furthering the Grant Line Road Safety and Freight Mobility Project is critical to stimulating our economy, creating necessary safety enhancements, and reducing congestion in our region. We strongly support Connector JPA’s application for the MPDG program and appreciate your thoughtful consideration of their Project. Please do not hesitate to contact us should you have any questions regarding this request.

Sincerely,



Ami Bera, M.D.
Member of Congress
California - 6th District



Kevin Kiley
Member of Congress
California - 3rd District

United States Senate

WASHINGTON, DC 20510

September 21, 2021

COMMITTEES:
BUDGET
ENVIRONMENT AND PUBLIC WORKS
HOMELAND SECURITY AND
GOVERNMENTAL AFFAIRS
JUDICIARY
RULES AND ADMINISTRATION

The Honorable Pete Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: Capital SouthEast Connector Joint Powers Authority's RAISE Grant Application

Dear Secretary Buttigieg:

I write in support of the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant application submitted by Capital SouthEast Connector Joint Powers Authority (Connector JPA) to complete the White Rock Road Improvement Project. The Connector JPA is \$24.45 million in federal funding that will be matched with \$12.5 million of local funds.

The Connector JPA was formed in 2006 when the cities of Elk Grove, Folsom, and Rancho Cordova, and the Counties of El Dorado and Sacramento created Sacramento's Capital SouthEast Connector Expressway Project. The Connector is a multimodal transportation initiative that seeks to construct a 34-mile expressway from Interstate 5, south of the City of Elk Grove, to U.S. Highway 50, near El Dorado Hills. White Rock Road represents a critical component of the overall Connector project.

The White Rock Road Project will construct a 3.2-mile four-lane divided complete street corridor enhancement, reconstruct existing pavement systems, and address geometric deficiencies of the road. These improvements support transportation equity through the construction of bike and pedestrian paths adjacent to planned public transit opportunities that reduce reliance on vehicle ownership. Furthermore, the project addresses climate change and resiliency by reducing risks from heavy storms, lowering vehicle emissions in the area, and improving access for firefighting activities to combat wildfires that occur frequently near the project area.

For all the aforementioned reasons, I urge your full and fair consideration for The Connector Joint Powers Authority application consistent with all applicable laws, rules, and regulations. The White Rock Road Project intends to address transportation inefficiencies across the Sacramento Region, expand access to multimodal transportation opportunities, advance natural disaster resiliency, and improve air quality throughout a region of utmost importance for the State of California.

Please keep my office informed of the status of this application, and if I can be of further assistance, do not hesitate to contact my Field Representative, Roberto Rizo, at (916) 247-8122. Thank you for your attention and consideration.

Respectfully submitted,



ALEX PADILLA
United States Senator

Congress of the United States
Washington, DC 20515

May 15, 2018

The Honorable Elaine L. Chao
Secretary of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Secretary Chao:

As members of the California Congressional Delegation, we write to you today to express our support for an Infrastructure for Rebuilding America (INFRA) grant application critical to advancing Sacramento's Capital SouthEast Connector Expressway Project (the Connector).

This major transportation project located in the outskirts of California's Capital City is an innovative rural project that will significantly improve goods movement and economic competitiveness, as well as strengthen safety and regional security. The project also would effectively leverage federal funds with a strong benefit-to-cost ratio.

The Connector will transform 34 miles of two-lane rural roads to a four-lane expressway and provide congestion relief to two counties and three cities with a daily reduction of close to 1,900 vehicle miles traveled and \$7.7 million in annualized weekday time savings. Truck volumes along the Connector are estimated to account for a maximum of nearly 26 percent of the total traffic volumes by 2035.

As you know, California leads the nation in agricultural production particularly in the Central Valley. California is critical to supplying fresh produce to families across the nation, and the Connector will aid the efficient movement of agricultural goods as a Critical Rural Freight Corridor. The Connector is a key project within California's Central Valley Major International Trade Region, and will connect three of the U.S. Department of Transportation's Primary Freight Network Routes.

In addition to providing the infrastructure necessary to improve transportation efficiencies and goods movement, the Connector would provide immediate economic benefits include the creation of more than 5,000 jobs and would serve as a critical emergency evacuation route.

If INFRA grant funding is awarded, the Connector would be a highly efficient use of federal dollars, through a 55 percent non-federal share and use of innovative contracting, delivery, and environmental permitting techniques. The total INFRA grant request totals \$56.2 million, or 45 percent of the \$125 million total for this phase of project. In addition, a detailed financial analysis conducted by The Reason Foundation identified \$1.4 billion in public benefits generated by the project, giving a benefit-to-cost ratio of 2.2 to 1.

For all these reasons, we are asking for your support to award INFRA grant funding for the Capital SouthEast Connector, a project with benefits that will be felt locally, statewide and nationally.

Sincerely,



Ami Bera, M.D.
Member of Congress



Tom McClintock
Member of Congress



John Garamendi
Member of Congress



Jeff Denham
Member of Congress



Doug LaMalfa
Member of Congress

AMI BERA, M.D.

7TH DISTRICT, CALIFORNIA

COMMITTEE ON FOREIGN AFFAIRS:

VICE RANKING MEMBER

SUBCOMMITTEES:

ASIA AND THE PACIFIC

AFRICA, GLOBAL HEALTH, AND HUMAN RIGHTS

COMMITTEE ON SCIENCE, SPACE, AND
TECHNOLOGY:

SUBCOMMITTEES:

RANKING MEMBER, SPACE

RESEARCH AND TECHNOLOGY



Congress of the United States
House of Representatives

October 12, 2017

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PHONE: (916) 635-0505
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AMI.BERA@MAIL.HOUSE.GOV

The Honorable Elaine L. Chao
Secretary of transportation
Office of the Secretary for Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Secretary Chao:

I am writing to express my support for the Infrastructure for Rebuilding America (INFRA) grant application submitted by the Capital SouthEast Connector Joint Powers Authority.

The INFRA grant program was created to build off FAST Act grants to make investments and improvements in our nation's highways and bridges.

Sacramento County is California's fastest growing metro area, however poor infrastructure continues to cause problems for residents and discourages economic development. Therefore, the 34-mile expressway connector project would be a critical step towards improving the everyday lives of Sacramento's community members and economy.

Each day an estimated 10,000 motorists use Grant Line Road, a two lane rural roadway, as a de facto highway in their effort to bypass congested routes I-5, SR-99, and US-50. The road cannot accommodate those who are doing their best to find alternatives. It is no longer in question whether this route should be used as a bypass for I-5 and US-50, as it is clear that Grant Line Road is already used as a bypass. Therefore, it is our job to facilitate the necessary upgrades to provide a safe and reliable transportation network for our region.

In addition to improving safety, the project will improve access to jobs and facilitate the efficient movement of goods. These improvements have the overwhelming potential to make a positive and sustainable economic impact on the Sacramento Region. The INFRA grant for the Connector Expressway project will reflect our government's commitment to prioritize and address America's struggling infrastructure, and provide Sacramento with the opportunity to thrive.

Thank you in advance for your consideration of this critical transportation project.

Sincerely,

A handwritten signature in blue ink that reads "Ami Bera".

Ami Bera
Member of Congress

TOM McCLINTOCK
4TH DISTRICT, CALIFORNIA

2312 RAYBURN HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-2511

2200A DOUGLAS BOULEVARD, SUITE 240
ROSEVILLE, CA 95661
(916) 786-5560

Congress of the United States
House of Representatives
Washington, DC 20515-0504

COMMITTEE ON
NATURAL RESOURCES
SUBCOMMITTEE ON FEDERAL LANDS
CHAIRMAN

SUBCOMMITTEE ON
WATER, POWER, AND OCEANS

COMMITTEE ON THE BUDGET

October 6, 2017

The Honorable Elaine Chao
Secretary of Transportation
Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: Infrastructure For Rebuilding America (INFRA) Grant Application

Dear Secretary Chao:

I write in support of the County of Sacramento's application for an Infrastructure For Rebuilding America (INFRA) grant. If approved, the requested grant will fund the Capital SouthEast Connector Project.

Specifically, the County of Sacramento plans to build a 34-mile expressway that will serve as a connector between Sacramento County and El Dorado County, enabling travelers to bypass downtown Sacramento and Highway 50 congestion. This project is expected to create 25,000 new direct and indirect jobs, generate \$2.5 billion in new economic output, and generate \$182 million in new indirect business tax revenue.

The purpose of this grant is to provide funding for projects that address critical issues facing our nation's highways and bridges. This application is consistent with the purpose of the grant and highly competitive on its merits.

Thank you for your consideration. Should you have any questions, please contact Taylor Bower at my office, at (202) 225-2511.

Sincerely,



Tom McClintock



United States Senate

April 7, 2022

The Honorable Pete Buttigieg
Secretary of Transportation
Attn: Office of Infrastructure Finance and Innovation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Buttigieg:

I am writing to express my support for the Capital SouthEast Connector (Connector) project's application to the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program.

The Connector is a 34-mile interregional multimodal project that connects Interstate 5, State Route 99, State Route 16, and Highway 50. The project will improve travel choices and access for people and goods on the State's Interregional Transportation System in a safe, equitable, sustainable, multi-modal manner. This includes providing non-motorized access and public transit options on the Connector, as well as relieving traffic congestion and improving roadway safety.

When completed, the Connector is expected to reduce crash rates by nearly 40%, and improve emergency response times during critical emergencies such as wildfires and floods. Additionally, this project will reduce vehicle-miles traveled, lower greenhouse gas emissions, and improve air quality throughout the region; including in historically disadvantaged areas adjacent to the freeways. The Connector also creates a preserve system to ensure the long-term viability of plant and wildlife species and welfare of rural ranching operations.

I urge you to give the Capital SouthEast Connector's application your full consideration. If you have any questions, please do not hesitate to contact my San Francisco office at 415-393-0707.

Sincerely,

A handwritten signature in blue ink that reads "Dianne Feinstein".

Dianne Feinstein
United States Senator

ALEX PADILLA
CALIFORNIA

United States Senate
WASHINGTON, DC 20510

March 11, 2022

The Honorable Pete Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: Capital SouthEast Connector Joint Powers Authority's RAISE Grant Application

Dear Secretary Buttigieg:

I write in support of the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant application submitted by Capital SouthEast Connector Joint Powers Authority (Connector JPA) to complete the White Rock Road Improvement Project. The Connector JPA requests \$25 million in federal funding that would be matched with \$13,948,500 of local funds.

The Connector JPA was formed in 2006 when the cities of Elk Grove, Folsom, and Rancho Cordova, and the Counties of El Dorado and Sacramento created Sacramento's Capital SouthEast Connector Expressway Project. The Connector is a multimodal transportation initiative that seeks to construct a 34-mile expressway from Interstate 5, south of the City of Elk Grove, to U.S. Highway 50, near El Dorado Hills.

These improvements support transportation equity through the construction of bike and pedestrian paths adjacent to planned public transit opportunities that reduce reliance on vehicle ownership. Furthermore, the project addresses climate change and resiliency by reducing risks from heavy storms, lowering vehicle emissions in the area, a projected reduction of crash rate by nearly 40 percent, and improving access for firefighting activities to combat wildfires that occur frequently near the project area.

For all the aforementioned reasons, I urge your full and fair consideration for the Connector JPA's application consistent with all applicable laws, rules, and regulations. The Connector Project intends to address transportation inefficiencies across the Sacramento Region, expand access to multimodal transportation opportunities, advance natural disaster resiliency, and improve air quality throughout a region of utmost importance for the State of California.

Please keep my office informed of the status of this application, and if I can be of further assistance, do not hesitate to contact my Field Representative, Roberto Rizo, at (916) 247-8122. Thank you for your attention and consideration.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Alex Padilla". The signature is fluid and cursive, with the first name "Alex" and the last name "Padilla" clearly distinguishable.

ALEX PADILLA
United States Senator

CAPITOL OFFICE
STATE CAPITOL
ROOM 5114
SACRAMENTO, CA 95814
TEL (916) 651-4006
FAX (916) 651-4906

DISTRICT OFFICE
2251 FLORIN ROAD
SUITE 156
SACRAMENTO, CA 95822
TEL (916) 262-2904
FAX (916) 914-2179

California State Senate

SENATOR
DR. RICHARD PAN
SIXTH SENATE DISTRICT



CHAIR
PUBLIC EMPLOYMENT
& RETIREMENT
BUDGET SUBCOMMITTEE
#3 ON HEALTH AND
HUMAN SERVICES
COMMITTEES
AGRICULTURE
BUDGET & FISCAL REVIEW
EDUCATION
BUSINESS, PROFESSIONS
& ECONOMIC DEVELOPMENT

September 29, 2017

The Honorable Elaine L. Chao
Secretary of Transportation
Office of the Secretary of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Secretary Chao,

I represent about 12 miles of the 34-mile Capital SouthEast Connector project in Sacramento County and am writing to express my support for the Capital SouthEast Connector Joint Powers Authority Infrastructure for Rebuilding America (INFRA) grant application.

The Connector will provide several benefits for the Sacramento region transportation system:

- It will provide a viable alternative to our existing highways, which converge in downtown Sacramento, and reduce the need for those accessing jobs, retail and recreation in the cities of Elk Grove, Rancho Cordova, Folsom and in El Dorado Hills to use Highway 50 for so many of their trips.
- It will increase safety by upgrading two-lane country roads built in the 1950s and 1960s that were not designed to carry their current traffic loads.
- It will serve as the primary emergency evacuation route for south Sacramento County, an issue of great importance in our flood-prone region.
- It will provide a multi-use bike and pedestrian path along its entire alignment.

The project's significant economic development impacts, which include creation of more than 5,400 jobs for its construction and more than 25,000 direct and indirect jobs at build out, also are significant.

I'm pleased with the work that's already been done to move the project forward, but funding remains a significant challenge. The voter-approved Sacramento County transportation sales tax currently is the project's primary current funding source, but we need significantly more to move the project into construction. Your approval of this grant application would provide a significant and much-needed boost to our efforts.



Thank you very much for the consideration and I urge you to support this request.

Sincerely,

A handwritten signature in blue ink, appearing to be 'Richard Pan', with a long horizontal flourish extending to the right.

Dr. Richard Pan
California State Senator

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0009
(916) 319-2009
FAX (916) 319-2109

DISTRICT OFFICE
9250 LAGUNA SPRINGS DRIVE, SUITE 220
ELK GROVE, CA 95758
(916) 670-7888
FAX (916) 670-7893



COMMITTEES
BUDGET
BUDGET SUBCOMMITTEE NO. 4 ON
STATE ADMINISTRATION
BUDGET SUBCOMMITTEE NO. 6 ON
BUDGET PROCESS, OVERSIGHT AND
PROGRAM EVALUATION
GOVERNMENTAL ORGANIZATION
INSURANCE

March 31, 2022

Assemblymember Phil Ting
Chair, Assembly Budget Committee
1021 O Street, Room 8230
Sacramento, California 95814

Senator Nancy Skinner
Chair, Senate Budget Committee
1021 O Street, Room 8630
Sacramento, California 95814

RE: \$8 million for support of Capital SouthEast Connector Infrastructure Project

Dear Chairs Skinner and Ting,

We the undersigned, write to respectfully request your support for a state budget allocation of \$8 million to the Capital SouthEast Connector Joint Powers Authority (JPA) for road improvements on the Kammerer Road section of the project which will serve statewide transportation needs.

The Connector project addresses statewide transportation equity by providing new, safe, and modern multi-modal access. The sustainable design and strategies reduce emissions, improve equity, and spur economic growth, furthering the state's equity, accessibility, safety, climate, and air quality objectives from its transportation system.

With the necessary funding, the project is ready to begin. Specifically, this funding would be used to advance final engineering and construction. The JPA has cleared CEQA for the project and obtained its 404 permit. The project will grade-separate Kammerer Road over a Union Pacific Railroad corridor and will connect to Interstate 5. It also includes a Class 1 bike path along its length, making it a multi-modal project that facilitates interregional connectivity.

If you have any questions, please contact Roy Siañez of my staff at (916) 319-2009 or roy.sianez@asm.ca.gov. Thank you for your consideration of this important budget request.

Sincerely,

Handwritten signature of Jim Cooper in black ink.

JIM COOPER
Assemblymember, 9th District

Handwritten signature of Ken Cooley in black ink.

KEN COOLEY
Assemblymember, 8th District

CAPITOL OFFICE
STATE CAPITOL, ROOM 3076
SACRAMENTO, CA 95814
TEL (916) 651-4001
FAX (916) 651-4901

GRANITE BAY DISTRICT OFFICE
4080 CAVITT STALLMAN RD.
SUITE 100A
GRANITE BAY, CA 95746
TEL (916) 771-5840
FAX (916) 771-5845

California State Senate

**SENATOR
TED GAINES**
FIRST SENATE DISTRICT



COMMITTEES
INSURANCE
VICE CHAIR
ENVIRONMENTAL
QUALITY
GOVERNMENTAL
ORGANIZATION
LEGISLATIVE ETHICS
TRANSPORTATION
AND HOUSING

October 10, 2017

The Honorable Elaine L. Chao
Secretary of Transportation
Office of the Secretary of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Secretary Chao,

As the California State Senator representing Folsom and El Dorado County, I am writing to express my support for the Infrastructure for Rebuilding America (INFRA) grant application submitted by the Capital SouthEast Connector Joint Powers Authority.

The Capital SouthEast Connector expressway, which has been envisioned for many years as an important element of the Sacramento region's transportation network, is needed now more than ever. It will serve resident and workers in the growing Sacramento County cities of Elk Grove, Rancho Cordova and Folsom, and in the eastern El Dorado County community of El Dorado Hills. But those travelers won't be the only ones benefiting, given the facility's anticipated positive impact in relieving regional congestion, improving air quality and driving economic development.

Sacramento County residents already have stepped up to help make the Capital SouthEast Connector a reality by approving a half-cent transportation sales tax to help fund the project's development. It's always been true, though, that more funding would be needed to make the project a reality, including from the U.S. Department of Transportation. With plans now firmly in place to get the entire 34-mile alignment to "shovel ready" status, federal funding could not come at a better time.

We very much appreciate your consideration of the Capital SouthEast Connector INFRA grant application and hope you will support it. Thank you.

Sincerely,

A handwritten signature in black ink, appearing to read "Ted Gaines".

TED GAINES

California State Senator, First District

CAPITOL OFFICE
STATE CAPITOL, ROOM 3067
SACRAMENTO, CA 95814
(916) 651-4008

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OAKDALE, CA 95361
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(559) 253-7122

33 C BROADWAY
JACKSON, CA 95642
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WWW.SEN.CA.GOV/BERRYHILL

California State Senate

SENATOR
TOM BERRYHILL
EIGHTH SENATE DISTRICT



COMMITTEES
GOVERNMENTAL ORGANIZATION
VICE CHAIR
HUMAN SERVICES
VICE CHAIR
AGRICULTURE
INSURANCE
RULES

October 2, 2017

The Honorable Elaine L. Chao
Secretary of Transportation
Office of the Secretary of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Secretary Chao,

I represent approximately 21.5 miles of the 34-mile Capital SouthEast Connector project in the City of Elk Grove, City of Rancho Cordova, City of Folsom and Sacramento County. I am writing to express my support for the Infrastructure for Rebuilding America (INFRA) grant application submitted by the Capital SouthEast Connector Joint Powers Authority.

The voter-supported project plays a critically-important role in the Sacramento region's future transportation system. Approximately \$170 million of the project has already been completed through the efforts of both the Connector's JPA-member jurisdictions and Sacramento County's transportation sales-tax program. However, more funding is needed to begin construction on a larger portion of the project.

When completed, the Connector will significantly improve access to Rancho Cordova's effectively-developed job center, which will alleviate congestion in the Highway 50 corridor. The Connector also will improve travel safety in the area, as it will replace two-lane county roads built decades ago that cannot safely carry current and growing traffic loads.

I hope you can support this project as it comports with the INFRA grant criteria and would help facilitate a desperately-needed economic boon to the Sacramento region. Transportation is one of the most challenging issues in California, one that must be fixed if we are to make this state great again. I appreciate your consideration in this matter.

Sincerely,

A handwritten signature in blue ink, appearing to read "Tom Berryhill".

Tom Berryhill
California State Senator

United States Senate

June 14, 2019

The Honorable Elaine L. Chao
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Re: Application from Capital SouthEast Connector Expressway Joint Powers Authority's INFRA Grant Program

Dear Secretary Chao:

I write to express my support for the Capital SouthEast Connector Expressway Joint Powers Authority's application to the U.S. Department of Transportation's INFRA Program to fund the *Sacramento Connector Expressway D3E1 Project*.

The Capital SouthEast Connector Expressway Joint Powers Authority (JPA) formed in 2006 when the cities of Elk Grove, Folsom, and Rancho Cordova, and the Counties of El Dorado and Sacramento created Sacramento's Capital SouthEast Connector Expressway Project. The Connector is a multimodal transportation initiative that seeks to construct a 34-mile expressway from Interstate 5, south of the City of Elk Grove, to U.S. Highway 50, near El Dorado Hills. The Connector is projected to have a considerable economic impact for the Sacramento Region through the creation of 5,400 new full-time jobs, \$310 million in new labor income, \$831 million in new regional economic output, and more than \$23 million in new indirect business tax revenue.

The Sacramento Connector Expressway D3E1 Project builds on the success of the Connector Project and efforts by the JPA to fill key gaps in rural connectivity as part of an infrastructure improvement plan vital to the safety, security, and economy of the Sacramento Region. This 5.5-mile project converts an existing rural roadway into a state-of-the-art, four-lane expressway with curbs, proper drainage, and adequate sight distance that will reduce accidents by 50%. It will provide congestion relief with a daily reduction of 355 vehicle hours traveled and \$2.0 million in annualized weekday time savings. Construction will also serve as an economic catalyst for the Sacramento Region, providing more than 1,000 jobs, \$159 million in new economic output, \$59 million in new regional labor income, and \$4 million in new indirect business tax revenue. Perhaps most importantly, the Connector D3E1 Project would serve as a critical emergency evacuation route when natural disasters strike.

I urge the Department to fund the Sacramento Connector Expressway D3E1 Project at the proposed \$19,300,000.00 level pursuant to all existing rules and regulations. With more than \$182 million in improvements already constructed, and \$6.5 million in commitments from state and local resources, the Connector D3E1 Project represents a competitive and critical investment in infrastructure for the Sacramento Region and should be granted all due consideration. It is critical that our Nation provide local, state, and regional partners with the necessary support to implement sustainable methods of public and freight transportation that meet the needs of each community.

My office is prepared to respond to any questions or concerns regarding this matter. Thank you for your attention and consideration.

Respectfully,



KAMALA D. HARRIS
United States Senator

DIANNE FEINSTEIN
CALIFORNIA



COMMITTEE ON THE JUDICIARY - RANKING MEMBER
SELECT COMMITTEE ON INTELLIGENCE
COMMITTEE ON APPROPRIATIONS
COMMITTEE ON RULES AND ADMINISTRATION

United States Senate

November 8, 2019

The Honorable Elaine Chao
Secretary
Department of Transportation
1200 New Jersey Ave SE
Washington, D.C. 20590

Dear Secretary Chao,

I am writing in support of Sacramento's Capital SouthEast Connector Expressway Project (the Connector) and its Better Utilizing Investments to Leverage Development (BUILD) grant application. Located in the outskirts of California's Capital, it is the region's largest approved transportation project and offers significant economic, safety, and environmental benefits.

This rural project will use existing right-of-way to transform 34 miles of two-lane roads to a four-lane expressway, connecting Interstate 5 to Highway 50. It is located within California's Central Valley Major International Trade Region, and will connect three of the U.S. Department of Transportation's Primary Freight Network Routes within the Valley. The Connector is also an improvement to a Critical Rural Freight Corridor that provides access to mining and agriculture facilities in the Central Valley, including thousands of acres of Prime and State Important farmland.

The Connector will also offer congestion relief to two counties and three cities with a projected daily reduction of close to 1,900 vehicle miles traveled. It will create an emergency evacuation route by providing a roadway designed to remain open during a major storm or flooding event for evacuation and emergency services access. The project has been designed to protect habitat, open space, and agricultural lands as part of the South Sacramento Habitat Conservation plan.

I urge you to give this application your full consideration. If you have any questions, please do not hesitate to contact my San Francisco office at (415) 393-0707.

Sincerely,

A handwritten signature in blue ink that reads "Dianne Feinstein".

Dianne Feinstein
United States Senator

DF:ZV

STATE CAPITOL
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COMMITTEES
BUDGET
BUDGET SUBCOMMITTEE NO. 4 ON
STATE ADMINISTRATION
BUDGET SUBCOMMITTEE NO. 6 ON
BUDGET PROCESS, OVERSIGHT AND
PROGRAM EVALUATION
GOVERNMENTAL ORGANIZATION
INSURANCE

February 11, 2022

Senator Nancy Skinner
Chair, Senate Budget Committee
1021 O Street, Suite 8630

Assemblymember Phil Ting
Chair, Assembly Budget Committee
1021 O Street, Suite 8230

Dear Chairs Skinner and Ting,

We the undersigned, write to respectfully request your support for a state budget allocation of \$8 million to the Capital SouthEast Connector Joint Powers Authority (JPA) for road improvements on the Kammerer Road section of the project.

The Connector project addresses transportation equity by providing new, safe, and modern multi-modal access. The sustainable design and strategies reduce emissions, improve equity, and spur economic growth, furthering the state's equity, accessibility, safety, climate, and air quality objectives from its transportation system.

With the necessary funding, the project is ready to begin. Specifically, this funding would be used to advance final engineering and construction. The JPA has cleared CEQA for the project and obtained its 404 permit. The project will grade-separate Kammerer Road over a Union Pacific Railroad corridor and will connect to Interstate 5. It also includes a Class 1 bike path along its length, making it a multi-modal project that facilitates interregional connectivity.

Thank you for your consideration of this important budget request. If you have any questions, please contact me at (916) 319-2009.

Sincerely,

A handwritten signature in black ink that reads "Jim Cooper".

JIM COOPER
Assemblymember, 9th AD

KEN COOLEY
Assemblymember, 8th AD

RICHARD PAN
Senator, 6th SD

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Assembly California Legislature



JIM COOPER

CHAIR: BUDGET SUBCOMMITTEE NO. 4 ON STATE ADMINISTRATION
ASSEMBLYMEMBER, NINTH DISTRICT

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CHAIR: COMMUNITY AND LAW
ENFORCEMENT RELATIONS AND
RESPONSIBILITIES

November 19, 2018

Mr. Amarjeet Benipal, District Director
California Department of Transportation
District 3
703 B Street
Marysville, CA 95901

Re: CAPITAL SOUTHEAST CONNECTOR
APPROVAL OF I-5/HOOD-FRANKLIN INTERCHANGE IMPROVEMENTS

Mr. Benipal,

I respectfully request that your office contact my office immediately to schedule an in-person meeting to discuss the approval of the I-5/Hood-Franklin Road Interchange Traffic Operations Analysis Report (TOAR) submitted to the California Department of Transportation (Caltrans) on August 31, 2018 and the National Environmental Policy Act (NEPA) project approval for the associated Capital SouthEast Connector (Connector Project).

I was very disappointed to learn that Caltrans submitted a comment letter on the Connector Project's California Environmental Quality Act (CEQA) document that included inaccurate assertions and requested improvements that were not warranted by the I-5/Hood-Franklin Road Interchange TOAR.

As the Assemblymember representing California's 9th Assembly District and a resident of the City of Elk Grove, I strongly support regional transportation projects like the Connector Project. The Connector Project has been voted Sacramento region's number one transportation priority by the Sacramento Transportation Authority and as such, I am fully committed to ensuring that the State is providing all the support the project needs to be delivered.

For over 10 years, the Capital SouthEast Connector Joint Powers Authority (JPA) and the City of Elk Grove have been working cooperatively with Caltrans to plan and environmentally clear the Kammerer Road segment of the Connector Project. This crucial regional segment provides a link between the State Route 99/Grant Line Road/Kammerer Road interchange and the I-5/Hood-Franklin Road interchange.

I have been briefed on the background and I understand that these comments have delayed the delivery of the first phase of the Connector Project by at least a year and, if not resolved quickly, could result in an additional one-year delay. Given that construction cost escalation for a project



of this magnitude are estimated at \$2 million per year, it is critical that the Connector Project move forward without additional delays.

Since April, staff from both the JPA and City of Elk Grove worked diligently with Caltrans staff to try and address the assertions made in the letter including reanalyzing the traffic analysis based on Caltrans approved assumptions. This new analysis, when it did not support the required Caltrans improvements, was rejected.

I understand Caltrans is requesting the following improvements:

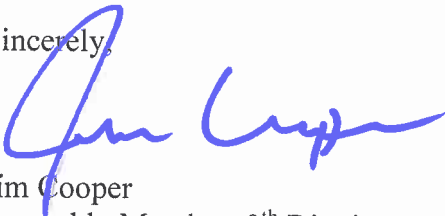
- I-5 High Occupancy Vehicle (HOV) lanes at a cost of \$18M-\$22M
- I-5 auxiliary lanes at a cost of \$20M-\$25M
- Reconstruction of the existing interchange to include dual left turn pockets for the southbound off-ramp, which would require widening the structure over I-5 and ramp and approach improvements at a cost of \$7M-\$10M

Neither the HOV or auxiliary lanes are warranted by the traffic analysis or identified in the Caltrans approved Project Initiation Document approved by Caltrans in 2014. Furthermore, neither of these improvements are included in the Sacramento Council of Governments' Metropolitan Transportation Plan. Including these improvements with the Connector Project would jeopardize the federal funding and could be viewed as growth inducing which would endanger approval of the CEQA and NEPA documents.

The reconstruction of the interchange is also not warranted as the JPA and the City of Elk Grove have provided two viable alternatives in the TOAR that meet Caltrans operational standards. Constructing expensive transportation infrastructure that is not warranted by a traffic analysis is neither justified nor a prudent use of the limited taxpayer dollars the JPA and the City of Elk Grove have available for this project.

I look forward to further discussion on this important issue.

Sincerely,



Jim Cooper
Assembly Member, 9th District

cc: Ms. Laurie Berman, Director, Caltrans
Derek Minnema, Executive Director, Capital SouthEast Connector JPA
Bob Murdoch, Public Works Director, City of Elk Grove

E-mailed from the desk of

KEN COOLEY

ASSEMBLYMAN

8TH DISTRICT

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April 13, 2022

The Honorable Pete Buttigieg, Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: Support for Capital SouthEast Connector Application of Funding through RAISE

Dear Secretary Buttigieg,

I write to strongly support the Capital SouthEast Connector's (Connector) application of funding for \$25 million through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant. If funded, the Connector will construct a 3.2-mile extension of the recently completed Segment D3 of the Connector.

This project is located adjacent to my Assembly district but I recognize the regional significance to provide parallel capacity and congestion relief to U.S. Highway 50. This project is part of a concerted, regional effort to develop a coordinated transportation improvement plan for the Sacramento/El Dorado County area that improves the overall mobility of our constituents, creates job opportunities, and spurs economic development in the region. The project strengthens connections between rural communities and 80,000 jobs in the City of Rancho Cordova, Mather Airport, and Sacramento/El Dorado Counties.

This project will construct a 3.2-mile four-lane divided complete street corridor enhancement. The project uses a fix it first, fix it right methodology by constructing the existing failed pavement systems and addresses geometric deficiencies. The project supports transportation equity through the construction of a multi-use path as well as multi-modal connections to a transit center. Finally this project addresses climate change by reducing the risks from heavy storms, reduces vehicle miles traveled and lowers greenhouse gas emissions.

I strongly support the Connector's application for funding through the RAISE grant program. I respectfully ask for your support. Thank you for your time and thoughtful consideration.

Sincerely,

A handwritten signature in black ink that reads "Ken Cooley".

Ken Cooley
Assemblyman, 8th District

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April 13, 2022

Secretary of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Secretary Buttigieg,

As a member of the California State Assembly representing about 6.5 miles of the 34-mile Capital SouthEast Connector project in the City of Folsom and El Dorado Hills, I am writing to express my support for the Capital SouthEast Connector Joint Powers Authority's Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant application.

The Capital SouthEast Connector will yield significant benefits for our area's transportation network and overall economy, and it merits the requested federal support. From its job creating impacts - more than 5,400 jobs will be created through its construction - to its use as a viable alternative to the regularly congested Highway 50, it is a project that the Sacramento region needs to move forward as soon as possible. RAISE grant funding would make it possible to close the project's funding gap and finish this important project.

The jurisdictions that are part of the Capital SouthEast Connector JPA-- Sacramento County, El Dorado County and the cities of Elk Grove, Rancho Cordova and Folsom -- have played a critically important role in the work that's already been done to make the entire project a reality. But we need help and see the Capital SouthEast Connector as an excellent fit for a RAISE grant based on the program's criteria.

Thank you very much for your consideration of this request.

Sincerely,

KEVIN KILEY
Assemblyman, 6th District