



September 15, 2022

Mitch Weiss
Executive Director
California Transportation Commission
1120 N Street
Sacramento, CA 95814

Re: Support for SouthEast Connector Grant Line Road Safety and Freight Mobility Project

Dear Mr. Weiss:

I am writing on behalf of the Sacramento Transportation Authority to express our support for the SouthEast Connector Grant Line Road Safety and Freight Mobility Project (Project) grant application related to the Trade Corridor Enhancement Program (TCEP).

The SouthEast Connector Joint Powers Authority (JPA), the County of Sacramento (County), and the City of Rancho Cordova (City) have partnered to improve the safety and efficiency of a critical rural freight corridor. The Project will reconstruct 2.6 miles of Grant Line Road, a two-lane rural road with geometric deficiencies that has significant heavy truck traffic due to existing quarry and landfill operations.

The Project will facilitate and improve access to US 50, providing regional benefits to the freight network and direct benefits to the cities of Rancho Cordova and Folsom, and Sacramento County.

The Project aligns well with the TCEP grant criteria, particularly freight throughput and safety. The improvements will increase freight velocity, reliability, and throughput. The increased capacity allows local quarries to meet market demand reducing truck trips from neighboring counties and thus decreasing regional vehicle miles traveled and associated greenhouse gas emissions and diesel particulate.

The Project also addresses current safety issues detrimental to freight carriers and the traveling public by correcting geometric deficiencies in the alignment, such as a 25 mph advisory curve and lack of shoulders. This roadway segment has one of the highest collision rates along the SouthEast Connector.

Finally the Project is included in the Sacramento Area Council Of Governments (SACOG) 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS).

On behalf of the Sacramento Transportation Authority, we urge you to fund this Project. I appreciate your consideration.

Respectfully submitted,

A handwritten signature in blue ink that reads "Kevin Bewsey". The signature is fluid and cursive, with a long horizontal stroke at the end.

Kevin M, Bewsey, PE
Executive Director



October 26, 2017

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:

On behalf of the Sacramento Area Council of Governments (SACOG), I am writing to express support for Sacramento's Capital SouthEast Connector project application. To demonstrate the regional commitment to this project, Sacramento County has passed a ½-cent sales tax to fund project development and jurisdictional partners – Sacramento County, El Dorado County, and the cities of Elk Grove, Rancho Cordova and Folsom – have already completed three important components of the overall alignment.

This project is unique to our region and has adopted numerous innovations that have been championed by USDOT, including FHWA's Every Day Counts initiative and the President's Executive Order Expediting Environmental Reviews and Approvals for High Priority Infrastructure Projects. For example, the project uses accelerated construction delivery methods such as Construction Manager/General Contractor, which will save significant time and money through the remaining planning and construction phases. The project is also a plan partner and covered activity in the South Sacramento Habitat Conservation Plan (HCP) – the first HCP in the nation to combine Endangered Species Act and Clean Water Act permitting into a single plan.

The Capital SouthEast Connector project seeks to connect five communities through an efficient high-capacity facility that also includes a continuous multi-use path for pedestrians and bicyclists. Thank you for creating a federal program to help address unfunded transportation needs across the country. We encourage you to consider the Capital SouthEast Connector request for funding through the INFRA program.

Sincerely,

James Corless
Chief Executive Officer

JC:MC:le

Auburn
Citrus Heights
Colfax
Davis
El Dorado County
Elk Grove
Folsom
Galt
Isleton
Live Oak
Lincoln
Loomis
Marysville
Placer County
Placerville
Rancho Cordova
Rocklin
Roseville
Sacramento
Sacramento County
Sutter County
West Sacramento
Wheatland
Winters
Woodland
Yolo County
Yuba City
Yuba County

September 12, 2022

California Transportation Commission
1120 N Street
Sacramento, CA 95814

RE: SUPPORT FOR CAPITAL SOUTHEAST CONNECTOR: GRANT LINE ROAD IMPROVEMENTS

Dear Commissioners,

The City of Rancho Cordova is invested in the long-term success of the Capital SouthEast Connector Expressway. We believe its construction will provide immediate safety, economic prosperity, and goods movement benefits both locally and regionally. As a member agency in the Joint Powers Authority (JPA), we are directly involved in the Project's implementation and are represented on the Board of Directors.

We recognize the critical importance of SB 1, the Road Repair and Accountability Act. This landmark funding program continues to provide funding to a variety of City programs allowing us to rehabilitate, repair, and maintain our local streets and roads. And now, we are pleased to submit a project to participate in the Trade Corridor Enhancement Program (TCEP) with the JPA.

Our joint TCEP application, the **Grant Line Road Safety and Freight Mobility Project** ("Project"), will upgrade Grant Line Road to a four-lane expressway with a Class 1 bike path from Douglas Road to White Rock Road (approximately 2.6 miles). The Project aligns well with the TCEP grant criteria; the improvements increase freight velocity, reliability, and throughput. It incorporates active modes, transit prioritization at traffic signals, and smart corridor technology. Along its alignment, the Project has mining and quarry operations, generating large volumes of rural freight with heavy trucks.

The Project also addresses safety issues detrimental to freight carriers and the traveling public. It corrects geometric deficiencies in the alignment, such as a 25 mph advisory curve, no shoulders, drainage flooding, and utility poles inches from the edge of travel way. Unfortunately, this roadway has the highest collision rates along the 34-mile SouthEast Connector. The road is also prone to closures due to flooding in the winter and wildfires in the summer.

On behalf of our City, we urge you to fund the SouthEast Connector and appreciate your consideration.

Sincerely,



Donald Terry
Mayor, City of Rancho Cordova

Donald Terry
Mayor

Linda Budge
Vice Mayor

David M. Sander
Council Member

Siri Pulipati
Council Member

Garrett Gatewood
Council Member

Office of Emergency Services
Stephen Cantelme, Chief



County of Sacramento

The Honorable Elaine Chao
United States Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Secretary Chao,

I am writing today to share my support for the federal discretionary grant application submitted by the Capital SouthEast Connector Joint Powers Authority, which oversees implementation of the voter-approved 34-mile expressway project south of Highway 50 in Sacramento and El Dorado Counties.

The portion of the proposed project that the JPA is seeking grant funding for runs generally along existing roadways built in the mid-20th century to support agricultural activity, will provide congestion relief and capacity parallel to U.S. Highway 50. In addition to relieving traffic and improving safety of existing two-lane rural roads, I'm writing to you today in support of the project because of its benefits that support improved regional security.

Construction of the Capital SouthEast Connector Expressway will improve emergency response times for South Sacramento County and will also provide an alternate route during critical emergencies. This important issue was driven home last winter when significant portions of the Connector Expressway alignment were flooded, eliminating its use as an evacuation route or for emergency vehicles and personnel. A more severe crisis, such as a Folsom Dam breach, would inundate a wide swath of the Highway 50 corridor from Folsom through Sacramento, including Highway 50 itself, forcing residents to use alternative routes to evacuate the area.

The Sacramento County Office of Emergency Services (SacOES) coordinates the overall Sacramento Countywide response to large scale incidents and disasters. SacOES is responsible for alerting and notifying appropriate agencies when disaster strikes; coordinating all agencies that respond; ensuring resources are available and mobilized in times of disaster; developing plans and procedures in response to and recovery from disasters; and developing and providing preparedness materials for the public. Safety is our number one priority and we strongly support this project because its construction will keep our residents and motorists safe.

We respectfully ask for your support of the Capital SouthEast Connector Joint Power Authority's grant request.

Sincerely,

Stephen Cantelme, Chief
Sacramento Office of Emergency Services

**Ann Edwards
County Executive**



**Dave Defanti,
Deputy County Executive
Community Services**

**Waste Management and
Recycling
Keith Goodrich – Interim
Director**

County of Sacramento

October 25, 2022

California Transportation Commission
1120 N Street
Sacramento, CA 95814

RE: SUPPORT FOR CAPITAL SOUTHEAST CONNECTOR: GRANT LINE ROAD IMPROVEMENTS

Dear Commissioners,

Sacramento County started operations at the Kiefer Landfill (Landfill) in 1967. The Landfill employs about 40 staff and for the last 50+ years has been proud to serve residents and commercial customers of Sacramento County seven days a week, 365 days per year. The Landfill facility sits on 1,084 acres near the intersection of Kiefer Boulevard and Grant Line Road, and consists of 660 acres of disposal area with more than 117 million cubic yards of total capacity. To date, Kiefer has placed approximately 40 million cubic yards of waste.

The facility also includes two Gas-to-Energy Plants that remove gases from disposed solid waste. Gas generated at the landfill produces approximately 14 megawatts of electricity, and powers roughly 10,000 homes in the Sacramento area. This conversion of a waste by-product to clean energy has reduced Green House Gas emissions by more than 4 million metric tons of CO₂.

As the Sacramento area's regional landfill with a facility along the Capital SouthEast Connector, we look forward to working with the Capitol Southeast Connector to finalize subsequent improvements, specifically arriving at an alignment that meets the goals of improved transit as well as recognizes existing facility needs such as the existing Kiefer Wetland Preserve. We support the proposed Capital SouthEast Connector improvements to Grant Line Road between Douglas Road and White Rock Road. The proposed improvements will improve safety, reduce congestion, and provide access to well-paying jobs. On behalf of Kiefer Landfill, we urge you to fund this Project and appreciate your consideration.

Keith Goodrich
Interim Director
County of Sacramento, Department of Waste Management & Recycling



October 25, 2019
GM 19-256

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

Re: SMUD support of Capital Southeast Connector Expressway

Dear Mr. Minnema:

On behalf of Sacramento Municipal Utility District (SMUD), I am writing to express my support for the Capital Southeast Connector Expressway (Connector Expressway). As a partner in the community, SMUD recognizes the value of public infrastructure improvements that benefit residents, and help retain established and attract new businesses to our region.

As Sacramento's community-owned, not-for-profit electric utility for over 70 years, SMUD serves a population of 1.5 million residents with reliable, affordable electricity. With 2,200 employees, SMUD is a major employer in the region.

SMUD is constantly planning and preparing to expand our electric grid to meet the needs of our growing community. The Connector Expressway often provides a logical route for the new and upgraded electric infrastructure needed to continue to provide reliable service to SMUD's customer-owners. SMUD and Connector Expressway staff have worked cooperatively for years to coordinate the construction of new electric infrastructure with the design of the four-lane expressway. The expressway will improve traffic flow, which supports SMUD's safety campaign to reduce the number of vehicle accidents involving our poles and other equipment.

The Connector Expressway will help relieve traffic congestion in our community by linking Interstate 5 and Highway 99 south of Elk Grove to Highway 50 east of El Dorado Hills. The completed expressway will allow motorists to bypass a significant portion of the heavily travelled Highway 50 eastbound and westbound through Sacramento. The bicycle and walking paths planned along the 34-mile expressway also will increase the infrastructure that is essential to encouraging more bicycle and pedestrian travel that can help improve air quality and further reduce traffic congestion.

Arlen Orchard, Chief Executive Officer & General Manager



Derek Minnema, Executive Director
Capital Southeast Connector JPA

Page 2

October 25, 2019
GM 19-256

SMUD supports the development of the Connector Expressway as a traffic solution that brings benefits for economic development and quality of life, and supports utility infrastructure in our community.

Sincerely,

A handwritten signature in black ink, appearing to read 'Arlen Orchard', with a large, sweeping flourish extending to the right.

Arlen Orchard
Chief Executive Officer & General Manager

cc: Corporate Files

DEPARTMENT OF TRANSPORTATION

OFFICE OF THE DIRECTOR
P.O. BOX 942873, MS-49
SACRAMENTO, CA 94273-0001
PHONE (916) 654-6130
FAX (916) 653-5776
TTY 711
www.dot.ca.gov



*Making Conservation
a California Way of Life.*

October 30, 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:

Thank you for the opportunity to express the California Department of Transportation (Caltrans) support for Infrastructure for Rebuilding America (INFRA) grant application for \$56.2 million submitted by the Capital SouthEast Connector Joint Powers Authority, which is managing implementation of the voter-approved 34-mile project south of United States (US)-50, the Capital SouthEast Connector Project (Connector) in Sacramento and El Dorado Counties.

The new facility, which runs along existing alignments built in the mid-20th century primarily to support area agricultural activity, will provide congestion relieving and significantly safer capacity parallel to US-50. The existing Grant Line Road, which comprises approximately 19 miles of the alignment, has a three-year crash rate that is more than double the statewide rate for similar facilities.

The area is also home to several large employers where several thousand Sacramento area residents work. Improving access to those job centers and enabling more efficient movement of goods within and through the Sacramento region will help support the area's continued economic growth and longer-term competitiveness.

What's been clear for decades is that the Sacramento region lacks enough routing alternatives to US-50, State Route (SR)-99, Interstate (I)-80 and I-5, all of which converge in downtown Sacramento. This creates a situation in which virtually all north-south and east-west traffic must pass through the downtown Sacramento core. The Connector will help alleviate this problem by providing a viable, safe alternative to US-50 for those accessing jobs, commercial services or recreational opportunities in the area between Elk Grove, Rancho Cordova, Folsom and El Dorado Hills, which are home to a combined population of more than 360,000 people.

The Honorable Elaine L. Chao
October 30, 2017
Page 2

The Connector also will serve as the primary emergency evacuation route for south Sacramento County. This important issue was driven home last winter when significant portions of the Connector alignment were flooded, eliminating its use as an evacuation route or for the use of emergency vehicles and personnel. A more severe crisis, such as a Folsom Dam breach, would inundate a wide swath of the US-50 corridor from Folsom through Sacramento, including US-50 itself, forcing residents to use alternative routes to evacuate the area. Right now, those alternatives are either very limited or don't exist.

Construction work worth \$170 million has already been completed on five miles of the Connector alignment—including the Grant Line Road interchange on SR-99 and Grant Line Road railroad overcrossing in Elk Grove, the White Rock Road expansion to four lanes near Rancho Cordova and the Silva Valley Interchange at US-50 in El Dorado Hills. But, we see completing the entire project as a top Sacramento region transportation priority.

For these reasons, we strongly support the INFRA grant request and are hopeful that it will be fulfilled. Thank you for your consideration.

Sincerely,



MALCOLM DOUGHERTY
Director

Phone: 916.683.7111
Fax: 916.691.3173

Web: www.elkgrovecity.org

8401 Laguna Palms Way
Elk Grove, California 95758



August 1, 2013

Sam Shelton
SACOG Associate Planner
1415 L Street, Suite 300
Sacramento, CA 95814

RE: Capital Southeast Connector Project

Dear Mr. Shelton:

I am submitting this letter in support of the Capital SouthEast Connector Project applying for project development funds for the current round of Federal/State grant funding through the Sacramento Area Council of Governments (SACOG). As you may know, the Project is managed by a Joint Powers Association comprised of five member agencies (Cities of Folsom, Elk Grove, Rancho Cordova and the counties of Sacramento and El Dorado). The JPA was formed in 2006 to provide a collaborative development process for projects along a corridor that runs through each jurisdiction and connects Interstate 5 at the Hood/Franklin interchange with the U. S. Highway 50 in El Dorado Hills. This collaborative effort brings great benefit to the region and, as such, it should be treated as a regionally significant project.

The Project will have a significant positive impact on the region's economy. The Project will help travelers avoid Highway 50, Interstate 5 and State Route 99 in Sacramento's central core relieving congestion, reducing distances traveled, saving precious time, while reducing fuel consumption and vehicle emissions. The Project will also help preserve open space, habitat and agriculture, and maintain the livability of neighboring communities by providing comprehensive mitigation for its environmental impacts, extensive sustainability program, and partnering in the implementation of the South Sacramento Habitat Conservation Plan.

As a member agency, the City of Elk Grove has committed a substantial amount of local funds (both directly and indirectly) since 2006 and continues to financially support the project. I encourage SACOG to view and fund this project as a regional project without compromising the competitiveness of the projects submitted directly by the City of Elk Grove.

If you have any questions, please feel free to contact me at (916) 478-2287.

Sincerely,

A handwritten signature in black ink, appearing to read "Richard W. Shepard". The signature is fluid and cursive, written over a white background.

Richard W. Shepard
Public Works Director

cc: Pat Hume, JPA Board Director
Laura Gill, City Manager

CITY OF FOLSOM
50 Natoma Street
Folsom, CA 95630



Steve Miklos
Mayor

July 30, 2013

Sam Shelton
SACOG Associate Planner
1415 L Street, Suite 300
Sacramento, CA 95814

RE: CAPITAL SOUTHEAST CONNECTOR PROJECT

Dear Mr. Shelton:

I am submitting this letter in support of the Capital SouthEast Connector JPA applying for project development funds for the current round of Federal/State grant funding through the Sacramento Area Council of Governments (SACOG). We are a group of five jurisdictions working together for a common goal to provide both a local and regional facility. The Cities of Folsom, Elk Grove, Rancho Cordova and the counties of Sacramento and El Dorado are all represented on the JPA board as the JPAs directors.

The Capital SouthEast Connector will have a significant positive near-term and long-term impact for the Sacramento region and the jurisdictions of Sacramento County, El Dorado County, Elk Grove, Rancho Cordova and Folsom are directly involved in the project's implementation. This Project will help travelers avoid Highway 50, Interstate 5 and State Route 99 in Sacramento's central core. As a more direct route between the southern and eastern reaches of the region, the Connector will relieve congestion, reduce distances traveled, save precious time, and reduce fuel consumption and vehicle emissions.

The Connector's design will also help preserve open space, habitat and agriculture, and maintain the livability of neighboring communities by providing comprehensive mitigation for its environmental impacts, extensive sustainability program, and partnering in the implementation of the South Sacramento Habitat Conservation Plan.

The City of Folsom has committed local funds to the Capital SouthEast Connector Project since 2006 and has recently contributed \$10,000 for the current fiscal year of 2013/2014.

If you have any questions, please feel free to contact Mark Rackovan, Section Manager/Traffic, at (916) 351-3370.

Regards,

A handwritten signature in blue ink, appearing to read "Steve Miklos".

Steve Miklos, Mayor
City of Folsom

cc: City Council members
E. Palmer, City Manager
D. Miller, PW Director



July 30, 2013

Sam Shelton
SACOG Associate Planner
1415 L Street, Suite 300
Sacramento, CA 95814

RE: CAPITAL SOUTHEAST CONNECTOR PROJECT

Dear Mr. Shelton:

I am submitting this letter in support of the Capital SouthEast Connector JPA applying for project development funds for the current round of Federal/State grant funding through the Sacramento Area Council of Governments (SACOG). We are a group of five jurisdictions working together for a common goal to provide both a local and regional facility. The Cities of Folsom, Elk Grove, Rancho Cordova and the counties of Sacramento and El Dorado are all represented on the JPA board as the JPAs directors.

The Capital SouthEast Connector will have a significant positive near-term and long-term impact for the Sacramento region and the jurisdictions of Sacramento County, El Dorado County, Elk Grove, Rancho Cordova and Folsom are directly involved in the project's implementation. This Project will help travelers avoid Highway 50, Interstate 5 and State Route 99 in Sacramento's central core. As a more direct route between the southern and eastern reaches of the region, the Connector will relieve congestion, reduce distances traveled, save precious time, and reduce fuel consumption and vehicle emissions.

The Connector's design will also help preserve open space, habitat and agriculture, and maintain the livability of neighboring communities by providing comprehensive mitigation for its environmental impacts, extensive sustainability program, and partnering in the implementation of the South Sacramento Habitat Conservation Plan.

The City of Rancho Cordova has committed local funds to the Capital SouthEast Connector Project since 2006.

If you have any questions, please feel free to contact me at (916) 851-8711.

Sincerely,

Cyrus Abhar
Public Works Director

Cc: David Sander – Chairman- JPA Board of Directors

Linda Budge
Mayor

Dan Skoglund
Vice Mayor

Robert McGarvey
Council Member

David Sander
Council Member

Donald Terry
Council Member

RESOLUTION NO. 2019-0296

A RESOLUTION OF THE BOARD OF SUPERVISORS OF SACRAMENTO COUNTY TO SUPPORT SECURING FEDERAL ASSISTANCE THROUGH THE REAUTHORIZATION OF SURFACE TRANSPORTATION PROGRAMS TO ADVANCE THE CAPITAL SOUTHEAST CONNECTOR PROJECT

WHEREAS, the Capital SouthEast Connector Project is the Sacramento region's largest single transportation project; and

WHEREAS, Sacramento County is a Member Jurisdiction of the Capital SouthEast Connector Joint Power Authority (Connector JPA) and supports the Capital SouthEast Connector Project; and

WHEREAS, it is in the economic interest of the State of California and the United States to invest in nationally and regionally significant infrastructure, create jobs in near and long term, and improve the quality of life for hard-working families and businesses who rely on major highways to access employment, customers, and their families; and

WHEREAS, the Connector JPA has, to date, been funded primarily through a Sacramento County sales-tax measure approved in 2004 by 75 percent of voters for improvements within Sacramento County; and

WHEREAS, the Capital SouthEast Connector Project will create more than 25,000 direct and indirect jobs, generate \$1 billion of new labor income, increase the gross regional product by more than \$1.6 billion, and generate more than \$180 million in new indirect business tax revenue; and

WHEREAS, the Connector JPA has developed a program development budget that requires the use of Federal and State Funds to advance the project towards timely construction.

NOW, THEREFORE, BE IT RESOLVED AND ORDERED that the Sacramento County Board of Supervisors supports working with the region's congressional delegation to obtain direct, or indirect, assistance for the Capital SouthEast Connector Project through the reauthorization of federal surface transportation programs.

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

A Resolution Of The Board Of Supervisors Of Sacramento County To Support Securing Federal Assistance Through The Reauthorization Of Surface Transportation Programs To Advance The Capital Southeast Connector Project

Page 2

On a motion by Supervisor Frost, seconded by Supervisor Kennedy, the foregoing Resolution was passed and adopted by the Board of Supervisors of the County of Sacramento this 14th day of May, 2019, by the following vote, to wit:

AYES: Supervisors Frost, Nottoli, Peters, Serna, Kennedy

NOES: None

ABSENT: None

ABSTAIN: None

RECUSAL: None

(PER POLITICAL REFORM ACT (§ 18702.5.))



Paul Kirk

Chair of the Board of Supervisors
of Sacramento County, California

ATTEST: *Florence Evans*
Clerk, Board of Supervisors

In accordance with the Government Code of the State of California a copy of the document has been delivered to the Chair of the Board of Supervisors, County of Sacramento on 5.14.19

By: *[Signature]*
Deputy Clerk, Board of Supervisors

FILED
BOARD OF SUPERVISORS

MAY 14 2019
Florence Evans
BY _____
Clerk of the Board

RESOLUTION NO. 2019-0296

A RESOLUTION OF THE BOARD OF SUPERVISORS OF SACRAMENTO COUNTY TO SUPPORT SECURING FEDERAL ASSISTANCE THROUGH THE REAUTHORIZATION OF SURFACE TRANSPORTATION PROGRAMS TO ADVANCE THE CAPITAL SOUTHEAST CONNECTOR PROJECT

WHEREAS, the Capital SouthEast Connector Project is the Sacramento region's largest single transportation project; and

WHEREAS, Sacramento County is a Member Jurisdiction of the Capital SouthEast Connector Joint Power Authority (Connector JPA) and supports the Capital SouthEast Connector Project; and

WHEREAS, it is in the economic interest of the State of California and the United States to invest in nationally and regionally significant infrastructure, create jobs in near and long term, and improve the quality of life for hard-working families and businesses who rely on major highways to access employment, customers, and their families; and

WHEREAS, the Connector JPA has, to date, been funded primarily through a Sacramento County sales-tax measure approved in 2004 by 75 percent of voters for improvements within Sacramento County; and

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WHEREAS, the Connector JPA has developed a program development budget that requires the use of Federal and State Funds to advance the project towards timely construction.

NOW, THEREFORE, BE IT RESOLVED AND ORDERED that the Sacramento County Board of Supervisors supports working with the region's congressional delegation to obtain direct, or indirect, assistance for the Capital SouthEast Connector Project through the reauthorization of federal surface transportation programs.

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

A Resolution Of The Board Of Supervisors Of Sacramento County To Support Securing Federal Assistance Through The Reauthorization Of Surface Transportation Programs To Advance The Capital Southeast Connector Project

Page 2

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AYES: Supervisors Frost, Nottoli, Peters, Serna, Kennedy

NOES: None

ABSENT: None

ABSTAIN: None

RECUSAL: None

(PER POLITICAL REFORM ACT (§ 18702.5.))



Pat O'Rourke

Chair of the Board of Supervisors
of Sacramento County, California

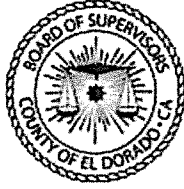
ATTEST: *Florence Evans*
Clerk, Board of Supervisors

In accordance with the Government Code of the State of California a copy of the document has been delivered to the Chair of the Board of Supervisors, County of Sacramento on 5.14.19

By: *[Signature]*
Deputy Clerk, Board of Supervisors

FILED
BOARD OF SUPERVISORS

MAY 14 2019
Florence Evans
BY _____
Clerk of the Board



RESOLUTION NO. 068-2015

**OF THE BOARD OF SUPERVISORS OF THE COUNTY OF EL DORADO
TO PURSUE ALL MEANS POSSIBLE TO SECURE FEDERAL ASSISTANCE THROUGH THE
REAUTHORIZATION OF SURFACE TRANSPORTATION PROGRAMS TO ADVANCE THE
CAPITAL SOUTHEAST CONNECTOR PROJECT**

WHEREAS, the Capital SouthEast Connector Project is the Sacramento region's largest single transportation project; and

WHEREAS, the County of El Dorado is a Member Jurisdiction of the Capital SouthEast Connector JPA and supports the Project; and

WHEREAS, it is in the economic interest of the State of California and the United States to invest in nationally and regionally significant infrastructure, create jobs in near and long term, and improve the quality of life for hard-working families and businesses who rely on major highways to access employment, customers, and their families; and

WHEREAS, the Capital SouthEast Connector Project has, to date, been funded primarily through a Sacramento County sales-tax measure approved in 2004 by 75 percent of voters for improvements within Sacramento County; and

WHEREAS, the Capital SouthEast Connector Project will create more than 25,000 direct and indirect jobs, generate \$1 billion of new labor income, increase the gross regional product by more than \$1.6 billion, and generate more than \$180 million in new indirect business tax revenue; and

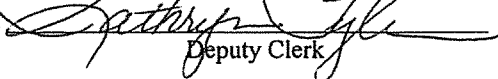
WHEREAS, the Capital SouthEast Connector Project has developed a program development budget that requires the use of Federal and State funds to advance the project towards timely construction;

NOW, THEREFORE, BE IT RESOLVED that the El Dorado County Board of Supervisors supports working with the regions congressional delegation to obtain direct, or indirect, assistance for the Capital SouthEast Connector Project through the reauthorization of federal surface transportation programs.

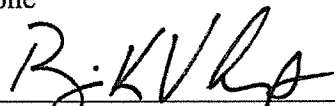
This Resolution shall take effect from and after the date of its passage and adoption.

PASSED AND ADOPTED by the Board of Supervisors of the County of El Dorado at a regular meeting of said Board, held the 28th day of April, 2015, by the following vote of said Board:

Attest:
James S. Mitrisin
Clerk of the Board of Supervisors

By: 
Deputy Clerk

Ayes: Mikulaco, Novasel, Frentzen, Veerkamp, Ranalli
Noes: None
Absent: None


Chair, Board of Supervisors
Brian K. Veerkamp

RESOLUTION NO. 2015-054

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ELK GROVE
TO PURSUE ALL MEANS POSSIBLE TO SECURE FEDERAL ASSISTANCE
THROUGH THE REAUTHORIZATION OF SURFACE TRANSPORTATION
PROGRAMS TO ADVANCE THE CAPITAL SOUTHEAST CONNECTOR PROJECT**

WHEREAS, the Capital SouthEast Connector Project is the Sacramento region's largest single transportation project; and

WHEREAS, the City of Elk Grove is a Member Jurisdiction of the Capital SouthEast Connector JPA and supports the Project; and

WHEREAS, it is in the economic interest of the State of California and the United States to invest in nationally and regionally significant infrastructure, create jobs in the near and long term, and improve the quality of life for hard-working families and businesses who rely on major highways to access employment, customers, and their families; and


WHEREAS, the Capital SouthEast Connector Project has, to date, been funded primarily through a Sacramento County sales-tax measure approved in 2004 by 75 percent of voters; and

WHEREAS, the Capital SouthEast Connector Project will create more than 25,000 direct and indirect jobs, generate \$1 billion of new labor income, increase the gross regional product by more than \$1.6 billion, and generate more than \$180 million in new indirect business tax revenue; and

WHEREAS, the Capital SouthEast Connector Project has developed a program development budget that requires the use of Federal and State funds to advance the project towards timely construction.

NOW, THEREFORE BE IT RESOLVED that the City Council of the City of Elk Grove supports working with the region's congressional delegation to obtain direct, or indirect, assistance for the Capital SouthEast Connector Project through the reauthorization of federal surface transportation programs.


PASSED AND ADOPTED by the City Council of the City of Elk Grove this 25th day of March 2015.



GARY DAVIS, MAYOR of the
CITY OF ELK GROVE

ATTEST:


JASON LINDGREN, CITY CLERK

APPROVED AS TO FORM:


JONATHAN P. HOBBS,
CITY ATTORNEY

**CERTIFICATION
ELK GROVE CITY COUNCIL RESOLUTION NO. 2015-054**

STATE OF CALIFORNIA)
COUNTY OF SACRAMENTO) ss
CITY OF ELK GROVE)

I, Jason Lindgren, City Clerk of the City of Elk Grove, California, do hereby certify that the foregoing resolution was duly introduced, approved, and adopted by the City Council of the City of Elk Grove at a regular meeting of said Council held on March 25, 2015 by the following vote:

AYES : **COUNCILMEMBERS:** *Davis, Hume, Detrick, Ly, Suen*

NOES: **COUNCILMEMBERS:** *None*

ABSTAIN : **COUNCILMEMBERS:** *None*

ABSENT: **COUNCILMEMBERS:** *None*



Jason Lindgren, City Clerk
City of Elk Grove, California

RESOLUTION NO. 9533

**RESOLUTION OF THE CITY OF FOLSOM
TO SUPPORT ALL MEANS POSSIBLE TO SECURE FEDERAL ASSISTANCE
THROUGH THE REAUTHORIZATION OF SURFACE TRANSPORTATION
PROGRAMS TO ADVANCE THE CAPITAL SOUTHEAST CONNECTOR PROJECT**

WHEREAS, the Capital SouthEast Connector Project is the Sacramento region's largest single transportation project; and

WHEREAS, the City of Folsom is a Member Jurisdiction of the Capital SouthEast Connector JPA and supports the Project; and

WHEREAS, it is in the economic interest of the State of California and the United States to invest in nationally and regionally significant infrastructure, create jobs in near and long term, and improve the quality of life for hard-working families and businesses who rely on major highways to access employment, customers, and their families; and

WHEREAS, the Capital SouthEast Connector Project has, to date, been funded primarily through a Sacramento County sales-tax measure approved in 2004 by 75 percent of voters; and

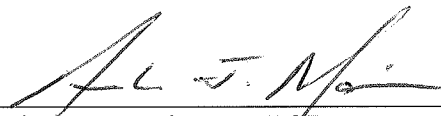
WHEREAS, the Capital SouthEast Connector Project is estimated to create more than 25,000 direct and indirect jobs, generate \$1 billion of new labor income, increase the gross regional product by more than \$1.6 billion, and generate more than \$180 million in new indirect business tax revenue; and

WHEREAS, the Capital SouthEast Connector Project has developed a program development budget that requires the use of Federal and State funds to advance the project towards timely construction;

THEREFORE BE IT RESOLVED that the City of Folsom supports working with the regions congressional delegation to obtain direct, or indirect, assistance for the Capital SouthEast Connector Project through the reauthorization of federal surface transportation programs.

PASSED AND ADOPTED this 24th day of March 2015, by the following roll-call vote:

AYES: Council Member(s): Miklos, Sheldon, Starsky, Howell, Morin
NOES: Council Member(s): None
ABSENT: Council Member(s): None
ABSTAIN: Council Member(s): None



Andrew J. Morin, MAYOR

ATTEST:



Christa Saunders, CITY CLERK

CITY OF RANCHO CORDOVA

RESOLUTION NO. 75-2015

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA
TO PURSUE ALL MEANS POSSIBLE TO SECURE FEDERAL ASSISTANCE THROUGH
THE REAUTHORIZATION OF SURFACE TRANSPORTATION
PROGRAMS TO ADVANCE THE
CAPITAL SOUTHEAST CONNECTOR JOINT POWER AUTHORITY PROJECT**

WHEREAS, the Capital SouthEast Connector Joint Power Authority Project (JPA) is a critical regional transportation service project; and

WHEREAS, the City of Rancho Cordova is a Member Jurisdiction of the Capital SouthEast Connector Joint Power Authority and supports the Project; and

WHEREAS, it is in the economic interest of the State of California and the United States to invest in nationally and regionally significant infrastructure, create jobs in near and long term, and improve the quality of life for families and businesses who rely on major highways to access employment, customers, and their families; and

WHEREAS, the JPA has, to date, been funded primarily through a Sacramento County sales-tax measure approved in 2004 by 75 percent of voters; and

WHEREAS, the JPA will create more than 25,000 direct and indirect jobs, generate \$1 billion of new labor income, increase the gross regional product by more than \$1.6 billion, and generate more than \$180 million in new indirect business tax revenue; and

WHEREAS, the JPA has developed a program development budget that requires the use of Federal and State funds to advance the project towards timely construction;

NOW, THEREFORE, BE IT HEREBY RESOLVED THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA supports working with the regions congressional delegation to obtain direct, or indirect, assistance for the JPA through the reauthorization of federal surface transportation programs.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on the 15th day of June, 2015 by the following vote:

AYES: Budge, McGarvey, Sander, Skoglund, Terry.
NOES: None.
ABSENT: None.
ABSTAIN: None.


Robert J. McGarvey, Mayor

ATTEST:


Mindy Cuppy, MMC, City Clerk



2828 Easy Street Suite 1, Placerville, CA 95667 | 530.642.5260 | www.edctc.org

April 13, 2022

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

Dear Secretary Buttigieg,

On behalf of the El Dorado County Transportation Commission, we write in strong support of the Capital SouthEast Connector Joint Powers Authority (Connector JPA) Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant application for the Capital SouthEast Connector: White Rock Road Improvement Project (Project).

The Sacramento metropolitan area, including the City of Folsom and unincorporated El Dorado County, are some of the fastest growing areas in California. However, poor infrastructure continues to cause issues for residents, discouraging multimodal travel and stifling economic development, and perpetuating matters of poor climate resiliency. The Capital SouthEast Connector, for which the Project is an integral component, is a critical step towards addressing these issues with a "fix it first, fix it right" methodology.

The Project will reconstruct the corridor to be a modern, sustainable, transit-friendly complete street with separated Class I bike paths and Class II buffered bike lanes that will provide improved access to a future transit center, an existing park-n-ride lot, and electric vehicle charging stations. The Project will connect communities to jobs and improve accessibility in the region.

Climate resiliency is another critical component of the Project. The current corridor experiences flooding during wet weather events which will only continue to intensify with climate change. The Project area has a history of drought and wildfires brought on by extreme heat that is common for the region. The Project provides an all-weather facility that includes roadside ditches to accommodate runoff, and it also addresses vertical profile issues that do not currently provide adequate stormwater drainage. The Project also reduces regional vehicle-miles traveled (VMT) and provides connections to transit facilities which will reduce greenhouse gas emissions.

Additionally, the Project removes barriers to opportunity and provides transportation equity solutions. Folsom and El Dorado Hills are developing new, affordable and market rate housing and employment centers within the Project vicinity. The Project encourages homeownership in the area by providing high quality multimodal facilities that are accessible to all users regardless of ability or socio-economic status. The Project enhances long-term inclusive employment opportunities by delivering a corridor improvement that better connects nearby communities to centers of employment and removes the necessity of car ownership.

We strongly support the implementation of this Project for the health and wellbeing of the citizens of Folsom and El Dorado Hills, and we recognize that the Project provides needed support for inclusive housing and job opportunities, and strongly suggest you consider adding your support as well.

Regards,

A handwritten signature in blue ink, appearing to read "Kara Taylor", is written over a thin blue horizontal line.

Kara Taylor

Chair El Dorado County Transportation Commission

**BOARD OF SUPERVISORS
COUNTY OF SACRAMENTO**



**SUE FROST
SUPERVISOR
FOURTH DISTRICT**

January 7, 2021

Garret Ballard-Rosa
Regional Program Coordinator
Sacramento Area Council of Governments
1415 L Street, Suite 300
Sacramento, CA 95814

RE: SACOG 2021 Funding Requests

Dear Mr. Ballard-Rosa,

I am writing to express strong support for the grant submittals by the Capital SouthEast Connector (Connector) JPA, of which Sacramento County is a member agency. On December 18, the Connector Board of Directors voted unanimously to prioritize a funding application for Segment D2, Final Engineering Design and Right of Way on Grant Line Road from Douglas Road to White Rock Road. Additionally, the Connector is also applying for funding for the Scott Road Realignment project, both of which I support.

These projects are located in Sacramento County and they are of regional significance because ultimately it will provide parallel capacity to U.S. Highway 50. Communities along the Highway 50 Corridor are home to tens of thousands of residents and a multitude of commercial enterprises and vibrant job centers that deserve to have safe, reliable infrastructure.

Segment D2

This Segment of the Connector is a 60-year older narrow two-lane roadway with geometric deficiencies, failing pavement, and no shoulders. The Project is also located immediately adjacent to rock quarries and a mining plant which generate a significant amount of heavy truck traffic. All these factors combined create conflict points for motorists which contribute to this segment having the highest collision rates in the entire corridor.

The Connector Segment D2 will have a significant positive near-term and long-term impact for the Sacramento region. The Project will improve safety for all users in the project vicinity by upgrading the roadway to current design standards. Additionally, the project will promote economic prosperity through improving the distribution of materials critical for construction projects, and increase access to job centers in the Sacramento region

Scott Road Realignment

The funding request in the amount of \$3,000,000 for the Scott Road Realignment Project will reconstruct and realign Scott Road to the intersection of White Rock and Prairie City Roads. Reconstruction of Scott Road will enhance the "state of good repair" and address transportation system vulnerabilities. The pavement along the existing roadway alignment is in poor condition and beginning to fail. The poor pavement condition is compounded by substandard drainage facilities, which accelerates pavement failure and can make the road impassable when flooded. These unsafe conditions require motorists to make a significant detour, increasing vehicles miles traveled and greenhouse gas emissions. The Project will upgrade Scott Road to current design standards, providing a safe and reliable connection between southeast Sacramento County and the cities of Folsom and Rancho Cordova.

For these reasons, I am asking for your support to award grant funding for Segment D2 and the Scott Road Realignment project, both of which will have local and regional benefits.

Sincerely,

A handwritten signature in black ink, appearing to read "Sue Frost", with a long horizontal flourish extending to the right.

Sue Frost, Supervisor
District 4



**BOARD OF SUPERVISORS
COUNTY OF SACRAMENTO**
700 H STREET, SUITE 2450 • SACRAMENTO, CA 95814

DON NOTTOLI
SUPERVISOR, FIFTH DISTRICT
Telephone (916) 874-5465
FAX (916) 874-7593
E-MAIL: nottolid@saccounty.net

January 7, 2021

Mr. Garret Ballard-Rosa
Regional Program Coordinator
Sacramento Area Council of Governments
1415 L Street, Suite 300
Sacramento, CA 95814

RE: SACOG 2021 Funding Requests

Dear Mr. Ballard-Rosa,

I am writing to express my support for the grant funding applications submitted by the Capital SouthEast Connector (Connector) JPA. On December 18, 2020, the Connector Board of Directors voted unanimously to prioritize a funding application for Segment D2 to support the final engineering, design and right of way acquisition on Grant Line Road from Douglas Road to White Rock Road. Additionally, the Connector JPA is seeking funding for the Scott Road Realignment project for safety improvements at this intersection with Grantline Road.

Of worthy note, the D2 Segment of the Connector is currently a 60-year-old, narrow two-lane roadway with geometric deficiencies, failing pavement, and virtually no shoulders. The project limits are in a section of Grant Line Road located immediately adjacent to rock quarries and a processing plant serving mining operations, which generate a significant amount of heavy truck traffic. These factors also contribute to conflict points for motorists which contribute to this segment having the highest collision rates within the 35-mile corridor.

This project would improve parallel capacity to U.S. Highway 50 and serve communities along this corridor, home to tens of thousands of residents and vibrant commercial enterprises, all of which rely upon safe transportation infrastructure. By upgrading the roadway to current design standards, the proposed project will serve to improve safety for all users in the project vicinity, promote economic prosperity through improved distribution of construction materials and increase access to job centers in the region.

The Scott Road Realignment project is important because it will reconstruct and realign Scott Road at the intersection of White Rock and Prairie City Roads. This project would improve the "state of good repair" and address transportation system vulnerabilities, in part because pavement along the existing roadway alignment is showing signs of failure compounded by substandard drainage facilities. This accelerates pavement deterioration and during certain rain events renders the road impassable due to flooding. The proposed work would upgrade Scott Road to make for a safer and more reliable connection between southeast Sacramento County and the cities of Folsom and Rancho Cordova.

In closing, I want to thank you for your review and consideration of these two important transportation projects and ask for your support of grant funding awards for the Segment D2 and the Scott Road Realignment projects, which will result in local and regional benefits.

Sincerely,

Don Nottoli, Supervisor
District 5

DN:lao