

PROJECT READINESS

US DEPARTMENT OF TRANSPORTATION



CAPITAL | SOUTHEAST
CONNECTOR JPA
Connecting Communities

GRANT LINE ROAD SAFETY IMPROVEMENTS PROJECT



Project Readiness

The Connector JPA has developed a thorough understanding of schedule risks having navigated the Connector Project since 2006. The Grant Line Road Safety Improvements Project (Project) is built off the foundation created by the conceptual engineering and programmatic Environmental Impact Report completed in February 2012 and has already acquired CEQA and NEPA environmental clearance with design at 30%. The Connector JPA has advanced each phase of this dynamic and complex Project with several segments of the broader corridor already constructed including 4.6 miles of new roadway with Class I and II facilities east of the proposed Project.

Grant Line Road (Chrysanthy Blvd to White Rock Road)

A detailed schedule has been developed for Project milestones and illustrates the timeliness for completion of critical elements. The Project schedule is presented in the table below and highlights key dates and durations. Environmental documentation and preliminary engineering have been completed in 2019 and 2017, respectively. Permitting, final design, and right-of-way (ROW) acquisitions will be completed by December 2025 well before the obligation deadlines. Permitting for the Project is secured or in progress with open lines of communication with regulatory agencies and mitigation measures clearly defined. ROW will be completed per 49 CFR part 24, 23 CFR part 710, and other applicable legal requirements. Advertisement for construction will occur in January 2026 with construction activities to begin by June 2026. Construction will be completed by October 2029, with RAISE funds expended well before the September 2033 program requirements.

Table 1: Project Schedule

Project Schedule	2024				2025				2026				2027				2028				2029			
	Q 1	Q 2	Q 3	Q 4	Q 1	Q 2	Q 3	Q 4	Q 1	Q 2	Q 3	Q 4	Q 1	Q 2	Q 3	Q 4	Q 1	Q 2	Q 3	Q 4	Q 1	Q 2	Q 3	Q 4
Environmental Documentation																								
Preliminary Engineering																								
Final Design																								
Right-of-Way																								
Advertise Construction										★														
Construction																								

Environmental Risks

Required Approvals

CEQA environmental clearance for the Project was acquired in June 2017 and NEPA clearance in September 2019. The Connector JPA Board approved the CEQA Tiered IS/MND and Caltrans, through the FHWA NEPA delegation, approved the Environmental Assessment with Finding of No

Significant Impact (EA/FONSI) in June 2017 and September 2019, respectively. The CEQA and NEPA documents are available within the JPA Connector's library of files ([link](#)).

The Connector JPA has already had discussions with Caltrans regarding NEPA revalidation and Caltrans has committed to processing the revalidation prior to authorization of the construction phase. NEPA revalidation will not affect the Project schedule or ability to obligate RAISE funds.

The Project will benefit from a one-of-a-kind permitting process through the South Sacramento Habitat Conservation Plan (SSHCP). The SSHCP integrates Endangered Species Act permitting with Clean Water Act permitting to streamline the process and to ensure biological impact mitigation and best practices coincide with one another. The SSHCP has expedited permitting for the Connector including Section 401 (Water Quality Certification), Section 404, and Section 1602 (Streambed Alteration Agreement) Permits while conserving open space and agricultural land. The Connector Project is within the SSHCP and is an exemplary model of development that is mindful of the natural environment and will guarantee future environmental protections.

The Connector JPA has cleared significant hurdles towards advancing the new roadway and Class I path and the Project has already been approved at the State and local transportation planning levels. The Project is included in the 2020 SACOG Metropolitan Transportation Plan ([link](#)) and Caltrans California Transportation Plan 2050 ([link](#)). The Project is also compliant with the 2020 California Freight Mobility Plan ([link](#)). Table 2 below summarizes Project approvals and dates.

Table 2: Project Approval Status

Environmental Clearance	Status/Completion Date
CEQA Programmatic EIR	February 2012
CEQA IS/MND	June 2017
NEPA EA/FONSI	September 2019
Permitting	
Air Quality Interagency Consultation	Acquired
US Army Corps of Engineers Section 401 Permit	Acquired
Regional Water Quality Control Board Section 404 Permit	Acquired
CA Department of Fish & Wildlife Section 1602 Permit	In Process
Section 106 Cultural Consultation	Acquired
Biological Opinion	Acquired
Mitigation	
SSHCP	Partial Mitigation Purchased
Right-of-Way	
Percent Secured	20%
ROW Certification	December 2025
Utility Relocations	May 2026
Design	
100%	December 2025

Advertise for Construction	January 2026
Award Construction Contract	May 2026

Community Engagement

Sacramento County conducted the East Area Transportation Study in 1984, which identified a need for a circumferential “beltway” to meet development and transportation demands. In 2004, the voters extended the Measure A tax an additional 30 years. The ballot text of the Measure A extension identified the proposed Project as the “I-5/SR-99/US-50 Connector.”

Extensive public engagement was undertaken during the preparation of the Programmatic EIR, IS/MND, and EA/FONSI, and the input gathered was instrumental in developing the Project alignment and Class I path. Public notices have been broadcasted during each Project milestone and reviewed during the Connector JPA’s quarterly board meetings. A significant aspect of the delivery and approval process for the Connector JPA has been extensive public outreach for the Project, providing the Connector JPA with the opportunity to address localized concerns.

There is overwhelming public support for the Project with no public opposition. Community members in Rancho Cordova, Folsom, El Dorado Hills, and Rancho Murrieta have stated their ongoing support for the Project at Connector JPA board meetings and have provided written letters and emails to SACOG staff and Board members.

Community engagement activities will continue as Project components progress. This includes meetings with property owners to mitigate impacts to their properties and business operations. Open houses and board presentations will be provided to give opportunities for communities, including underserved communities, to voice their opinions about the Project.

Project Risks and Mitigation Strategies

A thorough analysis of the Project’s risks has been developed. Risks associated with this Project are manageable and mitigation strategies are being developed, described in the table below.

Table 3: Potential Project Risks and Solutions

Type of Risk	Risk	Solution
Right-of-Way	Property owners oppose design concepts or are unwilling to negotiate/sell their property.	Right-of-way negotiations have begun with the affected parcel owners consisting of mostly vacant grazing land and one industrial zoned parcel. Property owners are aware of this Project and will be compensated at fair market value. ROW needs will be refined during final design to reduce impacts to the greatest extent possible.

Utility Coordination	Utility companies delay approvals and relocation.	The Project will impact overhead dry utilities. The Connector JPA has strong working relationships with affected utility companies and has been proactive with negotiating necessary utility relocation. The JPA has already collaborated with SMUD to set aside a 25-foot wide easement; SMUD has already completed 6-miles of relocation adjacent to other segments of the Connector.
Flooding and Evacuation Routes	The new roadway will not address flooding issues that impede motorists and block viable evacuation routes.	The profile of the road will be raised and drainage improved. The primary goals of the Project met by design are to improve safety, provide a reliable evacuation route, and address flooding issues.
Funding Commitment	Construction funds are not forthcoming.	Cost estimates include appropriate contingencies and the Connector JPA is pursuing 2024 RAISE funds and working with partner jurisdictions to secure any necessary gap funding.

Connector JPA Capacity

The Connector JPA has extensive experience delivering projects timely and in compliance with applicable federal requirements. The JPA works closely with Caltrans and the Federal Highway Administration (FHWA) on project authorizations and approvals during each phase when federal funding is involved.

The Connector JPA has a successful history of delivering projects funded with regional, state, and federal funding. The agency has not failed to deliver on any project commitments or lost any federal or state funding. The projects bid by the agency have been competitive and come in under budget, demonstrating the Connector JPA's commitment to quality deliverables and being good stewards of public funds. Below is a listing of the agency's projects funded with state and federal funds.

- Segment D3 - \$10,000,000 SB 1 Local Partnership Program (LPP) award from the California Transportation Commission (CTC) and \$15,000,000 State Transportation Improvement Program (federal formula funds) award from SACOG for construction. The project recently completed construction.
- Segment B2 - \$7,000,000 LPP award from the CTC and \$3,800,000 STIP award from SACOG for construction. The project recently completed construction.
- Segment A2 - \$3,000,000 LPP award from the CTC for construction. The project recently completed construction.

The JPA understands the timeline and schedule to deliver federally funded projects. FHWA formula funds were recently used to construct a portion of the corridor. This included new roadway on White Rock Road with Class II bike lanes from the Grant Line and White Rock Road intersection that becomes Class I path from Prairie City to E Bidwell Street, immediately east of the proposed Project. These bike facilities are part of the Sacramento Regional Trail Network. The Connector JPA is adept at adhering to the following federal requirements when delivering such projects.

- Americans with Disabilities Act (ADA)
- Civil Rights (Title VI) requirements
- Build America Buy America requirements
- 49 CFR part 24
- 23 CFR part 710