

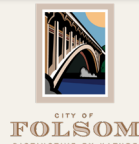
MERIT CRITERIA

US DEPARTMENT OF TRANSPORTATION



CAPITAL | SOUTHEAST
CONNECTOR JPA
Connecting Communities

GRANT LINE ROAD SAFETY IMPROVEMENTS PROJECT



Safety

The Grant Line Road Safety Improvements Project (Project) will realign 3.6 miles of an existing two-lane rural road and construct a new, adjacent Class I multi-use path on Grant Line Road from Chrysanthy Boulevard to White Rock Road in Sacramento County, California. The Project will upgrade the corridor to current design standards and incorporate principles of the National Roadway Safety Strategy. These principles include being proactive about safety and recognizing that redundancy is crucial for emergency evacuation by strengthening every aspect of the Project. For example, new drainage facilities will eliminate flooding, reducing the likelihood of humans making decisions that could lead to crashes; another example includes the implementation of Smart Corridor technologies that alert traffic management centers and emergency operation centers of road hazards. Ultimately, safety will be improved for all modes of transportation with the newly designed two-lane road that includes standard shoulder widths, drainage facilities, and improved horizontal and vertical curves. The new Class I path will protect non-motorized travelers by creating a facility where, currently, none exist. The path will provide bicyclists and pedestrians safe access into the communities east and west of Grant Line Road (Grant Line).

The new roadway and Class I path are essential facilities to ensure the safety of the current users who commute and move freight through the region, as well as the local travelers along the existing and planned communities adjacent to Grant Line Road (see Land Use map). Numerous developments are underway on both sides of Grant Line. Rancho Cordova has already completed 4,100 housing units located north and south of Douglas Road with 8,500 additional housing units planned within their Southwest Development Area. An additional 12,000 housing units will be south of White Rock Road and west of Grant Line called Rio del Oro, part of [the Easton](#) development. Sacramento County is planning for 8,000 housing units within the Cordova Hills Development, also known as [Braden](#), east of Grant Line at Douglas Road. Each of these developments will feature local trails making the Project's Class I path vital for connecting these vibrant growing communities and advancing the Sacramento Region Trail Network Action Plan.

Current Conditions

The Capital SouthEast (SE) Connector, a 34-mile multimodal facility with significant regional benefits for commuters, active transportation, and the movement of freight, experiences high levels of traffic, nearly 10,000 vehicles daily, and numerous collisions along the corridor. Over a 5-year span (2018 – 2022) there were 29 crashes within the Project limits; one of those crashes was fatal. Eleven of the twenty-nine



Figure 1: Current curve on the roadway facing southwest

crashes were caused by a hit object and seven involved an overturned vehicle. Three head-on crashes occurred during that five-year period, one at the Grant Line and Douglas Road intersection. High speeds (the road is signed for 55 MPH), heavy truck traffic, insufficient shoulder width, and rolling terrain exacerbate the safety risks. Furthermore, the 25 MPH advisory curve on Grant Line Road just north of Raymer Way near Teichert Aggregates is a hazard for motorists in its current condition and discourages any bicyclist from attempting the route.

The urgency for this Project increased in the early morning of Friday, February 23rd, 2024. Sadly, another fatality occurred due to an overturned vehicle with three passengers. One person died and two were reported injured after their vehicle rolled over travelling southbound just after exiting the non-engineered curve. The [Folsom Times reported](#), “The accident scene on Grant Line Road is at a sharp 25 MPH turn that has been a frequent location for vehicle accidents.” The road was closed that morning from White Rock to Douglas Road causing commuters and other motorists to find alternate routes.

Proactive Solutions

Safety measures will be employed to address the crash types in the Project area including collisions caused by high speeds, vehicles turning across traffic at unsignalized intersections, and obstructions within the clear recovery zones. These issues will be addressed by adjusting and raising the roadway profile to remove substandard vertical curves to improve sight distance, improving existing signals at White Rock Road, Douglas Road, Raymer Way, and Chrysanthy Boulevard. Overhead utility poles will be relocated and shoulders will be improved to provide space in the clear recovery zone.

The addition of the Class I path is a response to increasing safety and to the demand of future bicyclists and pedestrians in the vicinity. Over 75,000 residents are projected to be living within a three-mile radius of the Grant Line and Douglas Road intersection by 2050. Currently, there are no bicycle or pedestrian crashes within the Project limits for the five-year period, due in part to the lack of bike/ped facilities and high-speed vehicles, which dissuades non-motorized travel. However, this is sure to change with the anticipated population growth adjacent to Grant Line Road. Furthermore, the FHWA Bikeway Selection Guide recommends a separated shared use path in light of the traffic speed and volume. The path will be separated from the roadway by landscape and a drainage buffer.

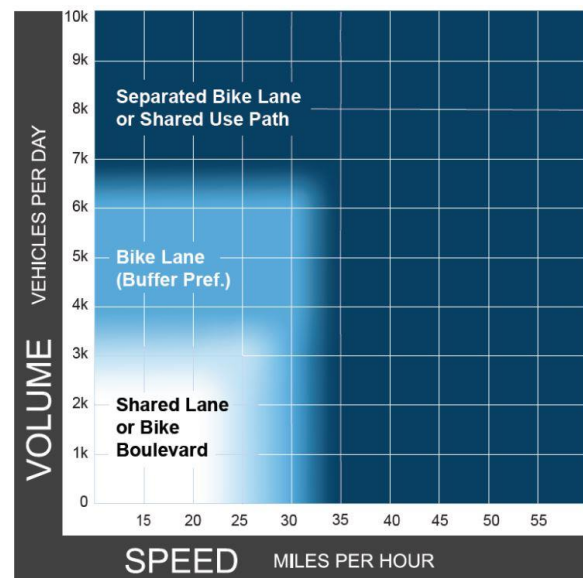


Figure 2: Preferred Bikeway Type

Design strongly influences how community members use roadways and, consistent with Safer Roads within National Roadway Safety Strategy, the separated path will support a diversity of users regardless of income, race, age, or ability. The Project addresses safety through a realigned and reconstructed roadway with an updated and raised profile, enhanced intersections, highly visible

crosswalks, lighting, signage, and will incorporate Intelligent Transportation System (ITS) technology. These features will reduce collisions for all users. As illustrated in the BCA, the Project will have a total safety and health benefits of over \$70 million over 20 years.

Environmental Sustainability

Mode Shift and Greenhouse Gas Emissions Reduction

The Connector JPA analyzed the potential for the Project to increase bicycle ridership. Bicycle and pedestrian usage along the Project's Class I Path was estimated using the method outlined in Chapter 4 of National Cooperative Highway Research Program (NCRHP) Report 552. This method relies on the application of a national database over local socio-economic data to approximate the total number of potential cyclists and pedestrians adjacent to the Connector, which has been appropriately summed using Geographical Information System (GIS) banding. Bands are set at multiple distances (one-quarter mile, one-half mile, and one-mile) outward from the Project, and the total number of potential pedestrians and cyclists is assigned a capture rate to determine the forecasted bicycle ridership of the Project facility.

For this analysis, a three-mile radius was used from Grant Line and Douglas Road for the anticipated population growth over the next 20 years. As shown in Table 1 below, adding a new Class I facility, dramatically increases cyclists along the corridor. By 2044, over 75,000 new residents will live within the area exponentially increasing bicycling trips.

Table 1. Bicyclist Annual Trips by Type

Type	Year 1 Without Class I Path	Year 1 With Class I Path
Commuting	150	67,890
Other Destinations	285	128,845
Recreational	372	168,265
Type	Year 20 Without Class I Path	Year 20 With Class I Path
Commuting	223	180,132
Other Destinations	423	341,864
Recreational	552	446,457

The developments adjacent to the Project consist of mixed-use, walkable communities with open space. The Class I path will not only increase bicycle commuter numbers, but will provide recreational opportunities as well as encouraging residents to use active modes of transportation to access town centers, parks, and commercial hubs. This Class I path will encourage mode shift from single occupancy vehicles to bicycle and pedestrian trips as the quality of the journey will greatly increase due to feelings of safety and comfort.

Providing additional travel options for reducing single-occupant vehicle travel helps reduce greenhouse gas (GHG) emissions. In addition, by reconstructing the existing two-lane road and improving major intersections to meet current design standards, the Project would improve traffic flow along the road. This will reduce congestion along Grant Line Road, ultimately leading to a decrease in GHG emissions and vehicle hours travelled (VHT).

Reduced Exposure to Pollutants

Construction activities associated with the Project include disturbances to the ground surface from grading and clearing. This could increase the amount of contaminants and sediments entering surface waters downstream of the Project area, which could potentially degrade water quality in the surrounding area. In order to avoid the degradation of water quality, once construction of the Project is complete, all disturbed areas will be restored to pre-Project conditions and areas where vegetation was removed will be revegetated with a native seed mixture. Vegetation acts as a natural buffer to protect water quality during rain and flood events by filtering contaminants and reducing flows of sedimentation through soil stabilization. Replanting bare or disturbed areas would reduce storm and flood-related water quality impacts in the surrounding area both in the short-term and long-term. Additionally, as mentioned above, the Project provides additional travel options for reducing single-occupant vehicle travel. This helps reduce GHG emissions which would ultimately lead to improved air quality in the area.

Carbon-Reduction Plan Alignment

The State of California and the Sacramento Region have committed to reducing GHG emissions and multiple stakeholders in the Project have prepared Climate Action Plans (Table 2), which include carbon reduction as its main goal. The Project provides support for each of these plans as well as *EO 14008 – Tackling the Climate Crisis at Home and Abroad*. This includes a mode shift to active transportation modes. The improvements also address climate resiliency by accommodating the drainage infrastructure to 100-year storm events, improving the pavement condition index (PCI) to withstand extreme heat waves, and providing improved emergency vehicle ingress/egress route during extreme weather events.

Table 2. Climate Change/Carbon Reduction Plan Consistency

Agency	Plan	Project Consistency
California State Transportation Agency	2021 Climate Action Plan for Transportation Investments	The Project increases active transportation use which will reduce the need to drive.
Caltrans	California Transportation Carbon Reduction Strategy	The Project increases active transportation use which produces a mode shift. This reduces vehicle miles traveled and GHG emissions.
Caltrans District 3 (includes Sacramento County)	2020 Adaptation Priority Report	The Project reduces GHG emissions which will mitigate climate hazards and improves drainage along the transportation corridor.
Sacramento County	2022 Climate Action Plan	The Project reduces GHG emissions through increased active transportation use through improved bicycle and pedestrian network improvements.
City of Rancho Cordova	Climate Action Plan	The Project reduces GHG emissions through increased active transportation use through improved bicycle and pedestrian network improvements.
U.S. Department of Transportation	U.S. National Blueprint for Transportation Decarbonization	The Project increases active transportation use which produces a mode shift. Additionally, the Project creates a more direct connection

		between residential areas and employment centers which reduces unnecessary or excess movement of people and goods. This reduces GHG emissions and will contribute to decarbonization.
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Improved Resiliency

Climate events increasingly disrupt transportation for both people and goods through the greater Sacramento Region. Floods, extreme heat waves, and wildfires, which are becoming more intense and frequent, are responsible for the most pronounced impacts.

Currently, the drainage infrastructure along Grant Line Road is insufficient, leading to frequent flooding along the road. The flooding forces motorists to avoid water by driving into on-coming traffic lanes before the road was closed. Once Grant Line Road is closed the alternative to travelling north is Sunrise Boulevard, which is accessed by Grant Line or Highway 16, potentially creating a bottleneck at those intersections. An alternative route during flooding or evacuation would include Highway 16 accessed by Kiefer Boulevard or Scott Road, however, that becomes problematic since Kiefer Boulevard and Scott Road, north of Highway 16, are prone to flooding as well.



Figure 3: Flooding during 2023 storms

The projected increase in extreme wet and dry seasons will mean stronger, more sudden storms for the Sacramento Region with significant rainfall totals. Roadway flooding will become more frequent. The Project addresses flooding and drainage issues by improving roadside linear ditches along Grant Line Road. The drainage improvements will be constructed consistent with the Federal Flood Risk Management Standard and accommodate for 100-year storm events, keeping the Grant Line Road passable all year. This “Fix it First” approach will improve the resilience of the drainage infrastructure that is currently at risk.

Heat waves, which are defined as four or more consecutive extreme heat days, have been historically infrequent in Sacramento County; however, climate change has caused a substantial rise in the frequency of heat waves under both emissions scenarios. According to the Cal-Adapt Extreme Heat tool, under the medium emissions scenario, projections show an increase in heat waves to about two per year by mid-century and up to four per year by late century. Under the high emissions scenario, projections show an increase of four heat waves per year by mid-century and up to seven per year by

late century. The existing Grant Line Road is in poor condition and has a PCI of below 50. Field observations reveal further deterioration with transverse cracking, longitudinal cracks, edge cracking,

rutting, and alligator cracking. Prolonged exposure to extreme heat can damage physical assets and infrastructure, including the existing Grant Line Road. The Project addresses this by reconstructing the pavement with hot mix asphalt (HMA) with rubberized HMA cap to have a PCI of up to 100 with a 50-year useful life. This will improve the resilience of the roadway infrastructure that will be further degraded by prolonged exposure to extreme heat in the coming years. Furthermore, this segment will be included in the road maintenance program to reduce future maintenance costs for the corridor.

The pastureland in the region is subject to grass fires, posing risks to surrounding communities and nearby homes. Fires have become more frequent in recent years due to drier weather and more extreme heat related to climate change. Dry, hot conditions paired with high winds contribute to the increased likelihood and severity of wildfires in the region. In June 2020, over 5,000 acres burned as part of the Grant Fire along Grant Line Road, causing the closure of multiple roadways and evacuations. These recent wildfires highlight the risk of fires in the area and the need for evacuation routes and access for emergency responders. The most significant improvement for resiliency is through firefighting support and evacuation capacity. The installation of the Class I facility creates a fire break, helping to slow the spread of a fire from the pasture lands on the east and south of the alignment and growing suburban neighborhoods. The Class I facility is also being designed to accommodate emergency vehicles, to allow firefighters and first responders to use the trail and keep Grant Line Road open for evacuations. This is supported by Sacramento County Office of Emergency Services (SacOES) who is responsible for disaster coordination efforts and identified Grant Line Road as a major evacuation route. *“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.”* - Stephen Cantelme, SacOES Chief.

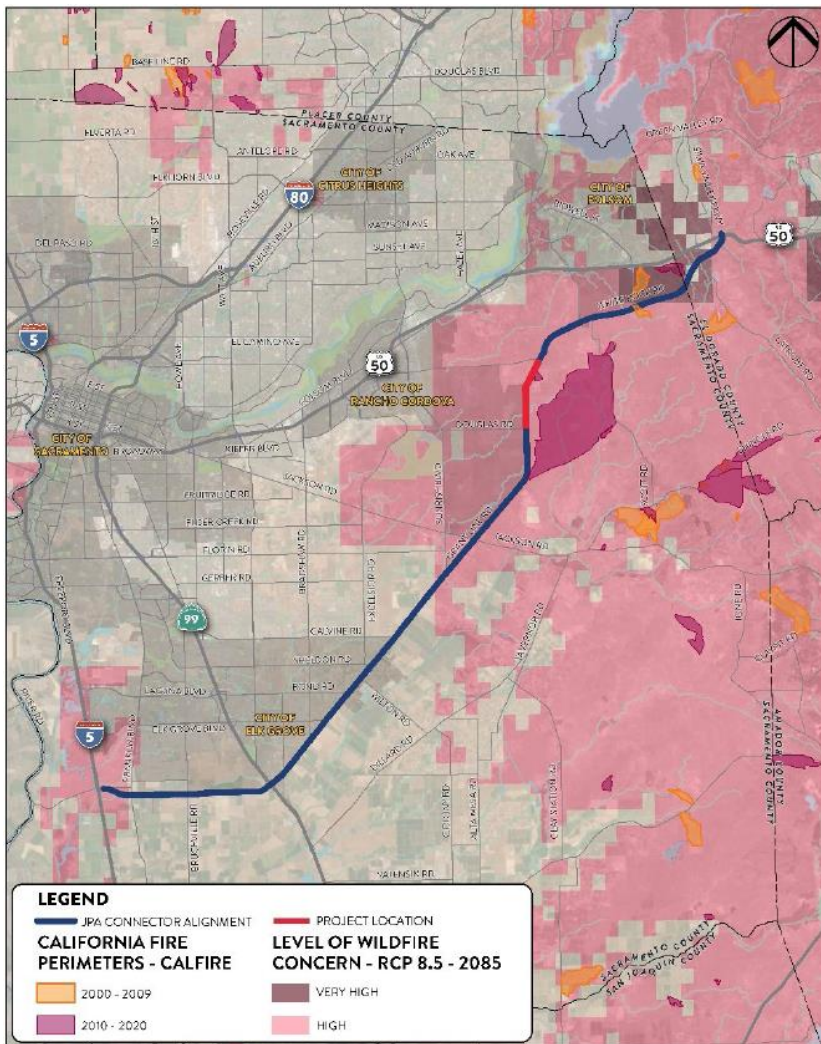


Figure 4: Fire Risk Map

Habitat Conservation

The South Sacramento Habitat Conservation Plan (SSHCP) is a regional effort to create a preserve system to protect plant and wildlife habitat, land and aquatic species, open space, and agricultural land. The Project is within the SSHCP footprint and is designed to be consistent with the SSHCP goals. The Connector JPA is an SSHCP plan partner that has invested nearly \$10 million in environmental mitigation and open space and habitat preservation.

The Project will incorporate SSHCP Best Management Practices (BMP) to minimize biological impacts. These include some of the following.

- Protect wetland habitat near the Project by installing Environmentally Sensitive Area fencing during construction.
- Utilize geotextile cushions or other material to minimize damage to the substrate and vegetation.
- Maintain water quality by using infiltration systems and vegetated systems such as swales and grass filter strips designed to convey and treat water runoff.
- No use of rodenticides or herbicides during construction.

Environmental Justice Consideration

The Project area was analyzed using the Climate and Economic Justice Screening Tool (CEJST) to understand the environmental justice and climate risks. There are two census tracts in the Project area: 86.00 on the east side of the corridor and 87.05 on the west side of the corridor. Both communities have higher rates of particulate matter 2.5 (PM_{2.5}) in the 94th and 95th percentiles and both communities have higher risks of wildfire in the 89th and 92nd percentiles. Other indicators of concern are linguistic isolation, transportation barriers, and unemployment.

Table 3. Select Indicators for Project Census Tracts

Indicator	86.00	87.05
PM _{2.5} in the air	94	95
Projected Wildfire Risk	92	89
Projected Flood Risk	59	43
Transportation Barriers	74	13
Linguistic Isolation	55	72
Unemployment	31	78

Source: USDOT Climate and Economic Justice Screening Tool

The Project directly addresses the indicators in the CEJST. The Project would bring the existing Grant Line Road up to current design standards and construct an adjacent Class I facility, this would reduce concentrations of air pollutants, including PM_{2.5}, through alleviating congestion and providing an alternative mode of travel other than by car. The Project addresses wildfire risks by providing an improved evacuation route, a multi-use path that can be used for emergency vehicle ingress/egress, and the corridor providing a fire break. The improved corridor resiliency addresses the risk of

flooding, which most recently occurred in Winter 2023. The Project removes barriers to mobility by providing comfortable, dedicated bicycle and pedestrian facilities. The Project's construction spending will also provide employment opportunities discussed in the Economic Competitiveness and Opportunity section.

Quality of Life

The Project provides an affordable transportation alternative to vehicle ownership and advances the Sacramento Region Trail Network Action Plan. The Plan is a vision to build a 1,000-mile trail system

recently recognized by the Sacramento Chapter of Women's Transportation Seminar (WTS) receiving the "[Innovative Transportation Solutions](#)" award for 2023. The multi-use path provides high-quality access to homes, jobs, and recreation, as well as local trails that weave through the adjacent communities taking residents to parks, grocery stores, and local eateries.

The City of Rancho Cordova and Sacramento County have built and are building mixed-use developments directly adjacent to the SE Connector. These communities provide multi-generational and affordable housing for family members of various income levels and stages of life a place to live, work, and play. Rancho Cordova is already truly diverse from an ethnicity and age perspective (52% of residents are white; 15% Asian; 11% Black; 21% Latino; and 12% over the age of 64) and such diversity is likely to increase as the City attracts new residents and workers.

Research suggests that current generations, including baby boomers, want, if not demand, active living communities with access to recreation and amenities such as parks, retail centers, and bicycling and walking paths. Developers and design firms have taken note of this desire for "purposeful living" and planning communities with a focus on health and wellness.¹ Meanwhile, as baby boomers age and retire, their Gen X and Millennial children are wanting to live near them, which is spurring mixed-income and mixed-ages in communities, as well as an increase in multigenerational households.² The Class I path and access it provides to open space and local trails is an important feature to the mixed-use developments being built and planned along Grant Line Road that will enhance a good quality of life.

Residents will have an opportunity to live near where they work, as Rancho Cordova is the second largest employment hub in the Sacramento Region, with these new housing options along Grant Line Road and Douglas Road. This Project will help reduce vehicle dependency and have congestion relief and operational benefits on Highway 50. Furthermore, for those who do not reside in Rancho Cordova, the Project will provide access to employers located on the south side of Highway 50 for bicycle or vehicle commuters traveling from neighboring jurisdictions.

¹ <https://designwithma.com/insights/the-future-for-active-adults-is-purposeful-living/>

² <https://www.pewresearch.org/social-trends/2022/03/24/the-demographics-of-multigenerational-households/>

Healthy Communities

The Project supports community health and offers a sense of place in numerous ways outlined below.

- The Class I path is part of SACOG's Sacramento Region Trail Network Action Plan vision for residents and visitors to explore the region without a car.
- The path makes Rancho Cordova's Southwest Development Area a more livable community and reduces residents' vehicle dependency.
- Provides bicycle commuters a safe route to and from their homes and jobs in the City of Rancho Cordova, as well as within neighboring communities in Sacramento County, the City of Folsom, and El Dorado Hills.
- The items abovementioned will all contribute to increased ridership in Rancho Cordova and Sacramento County having a positive impact on public health.

The Project also supports the Executive Order (EO) 13985 on Advancing Racial Equity and Support for Underserved Communities as Grant Line Road, and ultimately the Capital SouthEast Connector, is intended to improve access and mobility and increase opportunities for the diverse communities along the corridor. SACOG adopted a Racial Equity Action Plan in 2022 to create actionable solutions to transportation inequities in the region. The Connector JPA and SACOG, through the [Sacramento Region Trail Network Action Plan](#), have engaged underserved communities to identify and communicate ways the Project will service low-income, minority, and disabled populations.

Mobility and Community Connectivity

Part of what makes a vibrant community are the spontaneous interactions that occur whether through a friendly wave to a neighbor during a walk or the ability to ride a bike to a local restaurant. The completion of the Class I multi-use path makes these connections possible. This Project establishes safer means of transportation that families, commuters, and recreational users will utilize and appreciate far into the future. Furthermore, the Class I path provides the public with non-motorized options, removing barriers to opportunities, and encourages mode shift.

Expanded Connectivity

The existing Grant Line Road has visible cracks, deterioration, a non-engineered alignment, and insufficient to no shoulders. These features along with the high vehicle speeds and lack of any bicycle facility restrict the mobility of cyclists, even the most fearless or confident. This forces residents into

their vehicle for short to medium distance trips that could have otherwise been enjoyed by bicycling or walking.

The new roadway will create the opportunity for multiple means of transportation to access employment hubs in each of the cities along the Connector including Rancho Cordova, as well as the Folsom Plan Area with mixed-use development and job centers. The Connector will also provide safe access to parks and open space and increase response times for fire and law enforcement personnel, as well as serve as an evacuation/escape route should a flood or conflagration occur. Furthermore, pedestrians and bicyclists can confidently and safely enjoy the Class I trail completely separated from traffic.

The Cordova Hills/Braden development, adjacent to Grant Line Road and Douglas Road to the east, will provide an internal and external shuttle for the community of over 20,000 residents after full buildout. The external shuttle will provide service to and from the Mather Field Road Light Rail Station. The Highway 50 Corridor Transportation Management Association ([50 Corridor TMA](#)) is a partner in this development, as well as the other new housing developments in the vicinity. The organization's goals are to reduce vehicle miles traveled (VMT), keep communities active and mobile, and encourage alternative modes of travel including bicycling, walking, and carpooling. The 50 Corridor has experienced major success within the current communities near the Project.

The Project increases local and regional bicycle system connectivity. The new Class I path will connect communities in adjacent developments and is a gap closure for the Sacramento Region Trail Network Action Plan. The Project's Class I path will connect to the existing Class II path at White Rock Road continuing to the Class I path at Prairie City Road to East Bidwell Street facilitating commuting and recreational cycling to and from Rancho Cordova and Folsom. Furthermore, the JPA, with its member jurisdictions and other stakeholders, has already integrated the Connector multi-use path with existing and planned local bike paths and trails to improve the continuity of the regional bicycle system and increase ridership. The JPA worked with its sustainability committee to develop and design the Connector multi-use path in a manner that compliments the Sacramento Region Trail Network Action Plan.

Universal Design

The Class I path will be designed to meet universal design standards and be compliant with Americans with Disabilities Act (ADA) requirements. Universal access has been a part of the SE Connector since inception and will be accessible to individuals regardless of age or ability. The path will provide convenient access and recreational experiences for residents including those using mobility devices.

Economic Competitiveness and Opportunity

Meeting transportation demand is a key component of maintaining the economic health of the Sacramento Region. The Project is needed to facilitate diversified employment opportunities for residents of the region and provide a larger reservoir of skilled workers to businesses in the Project vicinity by creating a more direct connection between residential areas and employment centers. As growth continues with the ongoing construction of planned development projects in the surrounding

area there will be pressure for more access onto Grant Line Road. If this is not managed and improvements are not made, it will result in inefficient transportation that will reduce the economic health of the region.

The Project's construction will create jobs for the local and regional economy due to the high investment needs. The total Project construction cost is estimated at \$41,500,000. Using the FHWA Employment Impacts of Highway Infrastructure Investment guidance factor of \$1 billion in spending creates 13,000 jobs, the Project is estimated to generate 747 direct, indirect, and induced jobs, promoting long term economic growth in the surrounding area.

The City of Rancho Cordova and Sacramento County will support workforce development in the area, including Local Workforce Agreements requirement that contractors hire workers locally to work on projects in the area. The agencies will also encourage hiring of apprentices through the Sacramento-Sierra Building and Construction Trades Council Apprenticeship Readiness Programs (ARPs), a licensed and recognized in 2012 by US Department of Labor. Building Trades ARPs are designed to prepare young people and transitioning adults to enter and succeed in registered apprenticeship programs, which are gateways to good middle-class jobs in the construction industry and would facilitate wealth building. The educational foundation for the Building Trades ARPs is the Multi-Craft Core Curriculum (MC3), a standardized, comprehensive, 120-hour construction curriculum. Finally, the Project will make use of union labor and has the support of LiUNA Local 185.

Rural Freight Mobility

This rural corridor is surrounded and used by key industrial job centers. The Connector JPA recognizes the importance of the movement of regional quarry products and agricultural goods. This includes the existing Teichert Aggregates mine and plant, three approved mining quarries, Crete Crush, Mather Airfield, and the Kiefer Landfill. In addition to these land uses, the Project is also used to support regional agriculture. California is the largest agricultural producer in the nation and no major region in America is as centrally located amid such a vast range of high quality farms, ranches, and vineyards as the Sacramento Region. The Sacramento region contains 1.5 million acres of regional farmland and 8,000 acres of boutique farms; additionally, 70% of the region's land is agricultural, forest, or other open space.

The Project is a crucial corridor for the movement of goods. The improved facility will correct a deficient 25 MPH curve and add shoulders near the Teichert Aggregates Plant. The new signalized intersection and turn lanes at Grant Line Road and Raymer Way will also have a positive impact on the flow of traffic. The Teichert Aggregates Plant supplies aggregate for Sacramento and Yolo Counties south of Interstate-80, southern El Dorado County, northern Amador County, and northern San Joaquin County. The Project is necessary for the efficient movement of these goods. Aggregate from neighboring counties would need to be trucked into the area if aggregate cannot be efficiently and dependably supplied locally due to poor and unsafe road conditions.

Investment in Land Use Productivity

Rural Sacramento County consists of open grasslands that are currently underutilized. Recognizing this untapped potential, local jurisdictions and private developers have been working together for more than 25 years to develop environmentally sustainable developments that provide affordable

and market rate housing to meet the housing needs of the Sacramento Region. The Southwest Development Area and Rio del Oro are within Rancho Cordova and Cordova Hills is in Sacramento County, all of the associated communities within are adjacent to the Project. The Folsom Plan Area is east of the Project, where 2.5 miles of Class I path currently exists; those residents will also utilize the Grant Line Road Safety Improvements Project and associated Class I path.

Cordova Hills/Braden ([link](#)): This planned development is in unincorporated Sacramento County and consists of 2,668-acres east of Grant Line Road. The development will provide 8,000 dwelling units of diverse supply types and densities to ensure a variety of lifestyles, ages, and incomes can be housed

and to bring a better balance of jobs to housing in the area. Per Chapter 22.35 of the Sacramento County Code, 15% of all housing is required to be affordable housing units.

Southwest Development Area ([link](#)): This mixed-use development area in in the City of Rancho Cordova and consists of Suncreek and Sunridge (approximately 3,800 acres), Anatolia, the Preserve, and other planned communities. The development is well underway with 4,100 housing units already build with a full buildout of over 12,000 dwelling units including affordable housing. The development also includes parks, local trails, neighborhood services, and commercial buildings.

Rio del Oro ([link](#)): This active development “within a fabric of open spaces” is in the City of Rancho Cordova and is one of many boroughs part of the Easton development. Rio del Oro will consist of over 12,000 new housing units with a balance of housing options that accommodate a range of income levels.

Folsom Plan Area: The FPA in the City of Folsom is a 3,520-acre specific plan area that is constructing much needed housing, utilizing smart growth and transit-oriented development principles. More than 11,000 housing units will be constructed, including 47.7% multifamily of various densities and 52.3% single-family and single-family high-density housing. The City of Folsom is implementing affordable housing strategies to encourage affordable housing options and meet the Inclusionary Housing Ordinance.

The Project directly supports rural economic development in Sacramento County. The Class I trail is an integral component of the regional and local active transportation networks supporting residents and workers. The Project will provide low-cost transportation choices for residents in these developments, allowing individuals the option to choose their mode of travel and not relying on automobiles for every trip.

State of Good Repair

Current State

The existing pavement within the Project limits is in poor condition. The pavement condition index (PCI) for the corridor is below 50 with alligator cracking that could indicate base failure. The diminishing roadway condition is exacerbated by flooding due to poor drainage facilities and use by heavy trucks from the nearby quarry. The existing Grant Line Road was designed as a low-volume rural

road and constructed on natural terrain with limited drainage facilities and no active transportation facilities.

Fix it First

The Grant Line Road Safety Improvements Project modernizes the road to improve multimodal travel and resiliency. The Project reconstructs the road with pavement on aggregate base on an engineered, raised alignment. The pavement will consist of hot mix asphalt (HMA) with rubberized HMA cap and have a 20-year design life and 50-year use life. The new traffic signal equipment and lighting are designed for a minimum design life of 20 years. This will accommodate larger vehicle weights and

volumes and improve the flow of traffic. Drainage facilities will be added to address stormwater and severe wet weather events. The new Class I path is a component of a complete streets approach and advance non-motorized travel. Furthermore, the state of good repair will reduce vehicle maintenance costs and improve the movement of freight. This “Fix it First” approach maximizes an existing transportation asset in the region.

The SE Connector is a responsive project to modernize a facility, and add a new facility (Class I multi-use path), that has long ago reached its usefulness and is not only out-of-date, but a hazard to motorists, bicyclists, and pedestrians. Grant Line Road is used by multiple communities including underserved and is close to a state of disrepair. The inadequate shoulders are unsafe for motorists, and should not even be attempted to be used by bicyclists, and as development continues along Grant Line Road the facility is becoming more insufficient.

The Class I path is necessary, not only for safety purposes, but to meet the needs of the diverse communities and their transportation demands in the proximity. The Project will construct a multi-use path with a 50 year use life and connect bicyclists and walkers to neighborhoods, retail centers, parks, and open space. The Project will be consistent with Caltrans’ *Transportation Asset Management Plan*³ in the goal to achieve a state of good repair.

Future operations and maintenance of the Project has been planned. The City of Rancho Cordova and Sacramento County are committed to the continued maintenance of the facility after construction. The agencies maintain roadway improvements programs funded by gas taxes and Measure A funds and maintenance will be performed as required to assure the Project’s useful life.

Partnership and Collaboration

The SouthEast Connector JPA was born out of partnership and collaboration by way of necessity and the desire to modernize a facility that is vital for regional economic and community development. The Connector JPA is a concerted effort between Sacramento County, El Dorado County, and the Cities of Elk Grove, Folsom, and Rancho Cordova with support from SACOG. Regarding the Class I multi-use path and its crucial inclusion as part of a regional trail network, each and every jurisdiction has a vested interest to see the trail become a reality. The Project is included in SACOG’s [Region Trail Network Action Plan](#) adopted in 2022, the [City of Rancho Cordova Capital Improvement Plan](#) (CIP), and the [Sacramento County Active Transportation Plan](#).

The City of Rancho Cordova continues to create mixed-use development that will be directly adjacent to the Class I path. Sacramento County is also working to develop a mixed-use development just east of the Douglas Road and Grant Line Road intersection with trails, open space, neighborhood retail, and a variety of housing options. These are partnerships that are symbiotic and need the reconstructed road and multi-use path. The Connector JPA has a long track record of partnership and is collaborative by nature in order to bring this transformative Project to fruition.

³ <https://dot.ca.gov/-/media/dot-media/programs/asset-management/documents/2022-tamp-a11y.pdf>

SACOG and the Blueprint

SACOG is the regional transportation planning organization for the Sacramento Region. As an association of local governments, its members include the six counties in the Sacramento Region—El Dorado, Placer, Sacramento, Sutter, Yolo, and Yuba Counties—and 22 cities.

The Sacramento Blueprint is a smart growth vision for the region that was adopted by the SACOG Board of Directors in 2004. The spirit of the Blueprint is to integrate land use and transportation planning to preserve the region's working lands, cut down on vehicle emissions, and reduce congestion in order to improve the quality of life for residents of the region. It accomplishes this by implementing smart growth principles that encourage a variety of housing options closer to employment, shopping, and entertainment hubs, which gives options for people to walk, bike, or take public transportation to work and play.

The Blueprint was developed through an extensive program of community involvement and describes regional vision for improved air quality, transportation access, farmland protection, and resource conservation goals. Rancho Cordova and Sacramento County consider the Blueprint in their planning and land use decisions, which has resulted in a better transportation network.

The creation of the original Blueprint was a revolutionary undertaking and compelled a critical assessment of the relationship between transportation and land-use in the region. The strategy, completed almost 20 years ago, continues to set the precedent for how SACOG approaches subsequent updates to the region's long-range transportation plan.

A landmark law, Senate Bill (SB) 375 of 2008, designed to reduce greenhouse gas emissions from the transportation sector, created the requirement for the Sustainable Communities Strategy element of SACOG's long-range plan, the Metropolitan Transportation Plan (MTP). In brief, the MTP must include a sustainable communities strategy intended to establish a pattern of land uses that will result in a reduction in regional GHG emissions from automobiles and light trucks of 19 percent by 2035. The SE Connector is a key piece of the MTP and SACOG has supported the inclusion of the Class I multi-use path along the Connector as part of the Regional Trail Network for many years. The Connector's Class I path brings many aspects of regional planning together and is a big piece to fulfilling an active transportation network connecting Elk Grove to Rancho Cordova to Folsom and beyond.

Inclusive Workforce and Union Labor

The Connector JPA partners with the Sacramento Works Job Center and Training Center System (SacramentoWorks) to, when feasible, hire workers locally. The Project will establish disadvantaged business enterprise (DBE) goals for construction, which have been 15% for other projects along the corridor. The Project will also utilize union labor and has strong support from the Laborer's International Union of North America (LIUNA) Local 185.

Innovation

The Connector JPA has prepared a Smart Corridor Plan to establish a vision for critical interoperability for seamless compliance for infrastructure constructed along the Connector's alignment. This will be achieved through consistent communications infrastructure, compatible central control and controller systems, and compatible technology devices.

As a Smart Corridor, the Project will include foundational ITS infrastructure, including backbone fiber optic communications facility, vehicle detection, Closed Circuit Television (CCTV) cameras, and changeable message signs (CMS); and will provide the opportunity to test emerging transportation technologies such as Connected Vehicle (CV), autonomous vehicle testing, Automated Traffic Signal Performance Measures (ATSPM), bicycle signal detection, and smart streetlights. The Project supports the 2019 American Broadband Initiative through the addition of fiber optic facilities to expedite broadband build out.

The Project will provide flexibility for deploying long-term, Connector-wide ITS applications to improve traffic operations and safety. Vehicles are becoming able to detect road hazards and communicate with traffic management centers (TMCs). To prepare for the future of Vehicle-to-Infrastructure (V2I) communications, the Project will include a 144-strand, single-mode fiber optic trunk line with dedicated ITS-related infrastructure. This will facilitate installation of future ITS technologies, and connection to TMCs located in Caltrans District 3, Sacramento County, and the City of Rancho Cordova. These TMCs are currently connected to a high-speed fiber-optic data network that provides video images of traffic locations, law enforcement situation reports, and intersection volumes. Adding the Project to this robust regional network will facilitate a more efficient use of the region's roadway network. Consideration has been given to future strategic installation of EV charging stations along the Project alignment.

Environmental Permitting

The Connector JPA is a member of the South Sacramento Conservation Agency (SSCA). The SSCA oversees the SSHCP, which has been issued Section 401 and 404 permits. The SSHCP is an innovative program that aligns and integrates Endangered Species Act permitting with Clean Water Act permitting and streamlines permitting from five separate federal and state agencies. The SSHCP provides significant time savings reducing project processing and provides strong landowner protections to maintain agriculture in perpetuity.

The Project leveraged the SSHCP to expedite and ease environmental permitting; it has Section 401 and 404 permits in place and will implement the permit conditions and purchase mitigation lands. Mitigation will replace in-kind the impacted agricultural lands and vernal pools thus ensuring future environmental protections.