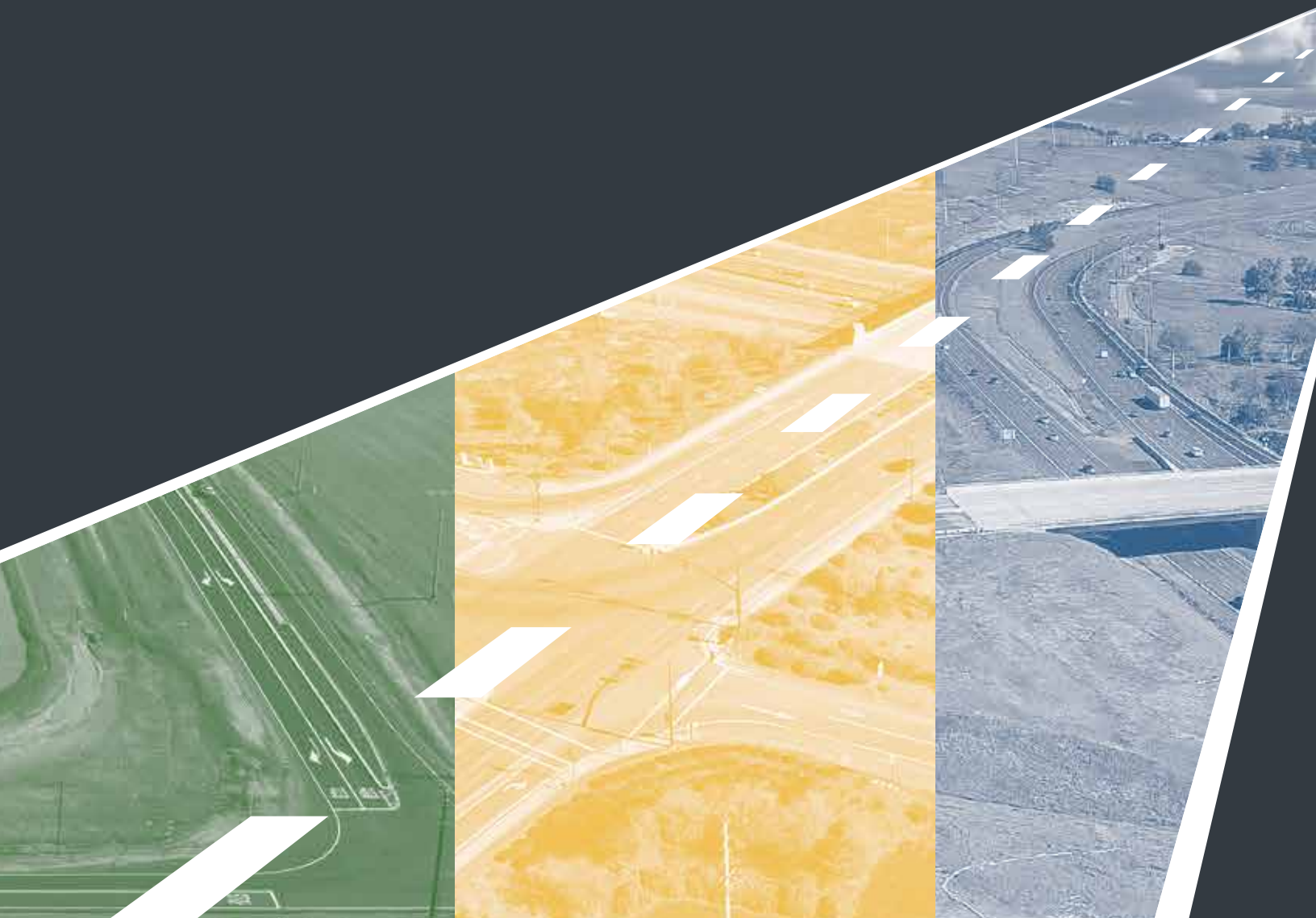
CAPITAL | SOUTHEAST
CONNECTOR JPA
Connecting Communities

COMPREHENSIVE PROJECT STATUS REPORT

to the SACRAMENTO COUNTY MEASURE A INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE

CAPITAL SOUTHEAST CONNECTOR PROJECT







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CAPITAL SOUTHEAST CONNECTOR PROJECT



MESSAGE FROM THE EXECUTIVE DIRECTOR

As the civil engineer and chief executive who has led the Capital SouthEast Connector project for over a decade, I have learned how crucial this project is to Sacramento County's future. The Capital SouthEast Connector is much more than a transportation solution—it is our region's economic and transportation development backbone, and a necessary response to the ever-growing demand for safe, efficient, and sustainable ways for people and goods to travel through the area.

The Connector's strategic purpose is to improve traffic flow and link growing residential areas to employment centers and business parks while preserving agricultural operations, open space, and the environment. The route bypasses downtown Sacramento traffic by connecting Interstate 5 and Highway 99 near Elk Grove to Highway 50 in Folsom and El Dorado Hills.

The Connector is the southern loop of a beltway around Sacramento that state planners suggested in the 1970s to avoid traffic congestion. Unfortunately, Caltrans abandoned other portions of the envisioned beltway. However, the southern portion remains a viable solution to the region's traffic challenges.

To construct the project, Sacramento County voters overwhelmingly approved Measure A in 2004, authorizing a transportation sales tax to fund it. This project was the only road project explicitly named on the ballot statement. It became a cornerstone of the campaign and was envisioned as a major initiative that would link growing communities, improve mobility, and stimulate economic growth.

Measure A's spending formula allocated a small portion of the revenue to the Connector project, and other transportation projects have received the lion's share of the tax revenue. The Connector has received about $43 million in capital funds, less than half of its initial promise, and less than 2 percent of the $2 billion the sales tax has generated.

What funds the project has received have been leveraged as matching funds and used efficiently. The Connector JPA has completed CEQA review for the entire project and obtained its environmental permits. Eleven miles of the project are complete, and another nine miles are currently underway with final engineering design.

The planned Capital SouthEast Connector is a well-considered solution to one of the Sacramento region's growing transportation needs. It will greatly improve local and regional travel, enhance access to business and manufacturing, facilitate the movement of agricultural and other goods in our supply chain, and offer a new safe travel alternative for bicyclists and pedestrians.

We hope to enlist your support for the Connector locally and with state and federal agencies as we seek funds. In the following pages, you will learn of the Capital SouthEast Connector's history, what challenges we face to finish the job so that voters know their wishes are being followed, and how we completed 11 project miles, including two new highway interchanges and grade separated a previously dangerous railroad crossing.

I encourage you to stay connected and get involved with our ongoing efforts, and contact us with any questions you might have. We welcome you to our quarterly board meetings, and you can sign up for our email updates at www.connectorjpa.com.

Thank you for participating on the Independent Taxpayer Oversight Committee, helping fulfil Measure A's promise to build this road, and for working with us to meet the needs of our growing communities.

Sincerely,



Derek Minnema



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BACKGROUND AND IMPORTANCE

The Capital SouthEast Connector project is one of the most important infrastructure initiatives in Sacramento County. Its importance is rooted in three key components that reinforce why the project is necessary and essential for the future growth and sustainability of the Sacramento region:

KEY COMPONENTS

A direct mandate from voters

Critical benefits in terms of safety, congestion relief, and economic development

Its role in the region's long-term strategic infrastructure plan.

KEY COMPONENT #1 - MEASURE A, SACRAMENTO'S HALF-CENT TRANSPORTATION SALES TAX

In 2004, the Sacramento County voters clearly recognized their communities' growing needs, so they supported a significant investment in their transportation network by approving the sales tax and an impact fee on new housing developments.

Collections began in 2009 and will sunset in 2039 without further action by voters. Current and original estimates for the total revenues continue to be an estimated $5 billion over the 30-year span.

Measure A was not just about maintaining existing roads or enhancing public transit—it was about building for the future. The Connector represented a forward-looking solution to the challenges posed by growing congestion, outdated infrastructure, and the need to connect residential areas to employment and businesses. It also explicitly set aside funding for open space preservation.

Sacramento County residents clearly stated their priorities by voting to fund this project. Our ongoing efforts to advance the project honors their trust and expectations. We aim to ensure that their vision for a connected, accessible, and thriving region is realized.

KEY COMPONENT #2 - BENEFITS

Beyond the voter mandate, the Capital SouthEast Connector offers tangible benefits that significantly improve the region's transportation network. One of the most critical improvements is safety. Many existing roadways in the project corridor, such as Grant Line Road, are outdated and ill-equipped to handle the region's increasing traffic volumes. These roads are known for high accident rates, particularly in rural areas where freight and passenger traffic converge on narrow, two-lane roads with narrow or no shoulders. The Connector project aims to transform these hazardous sections into modern expressways that meet current safety standards. Upgrading these routes will reduce accident rates and enhance the overall safety for commuter and freight traffic in the region. For this reason, all of the region's public safety and law enforcement agencies support the increased mobility and reduced emergency response times that the project would provide.

Congestion relief is another major Connector project benefit. As Sacramento's population grows, the demand for highways and roads has increased dramatically. Major highways such as Interstate 5, Hwy 99 and Hwy 50 are becoming increasingly congested, leading to longer commute times, increased emissions, and reduced productivity. The Capital SouthEast Connector offers an alternative route designed to reduce travel times, lower vehicle emissions, and improve the overall efficiency of the regional transportation system. This is particularly important for commercial vehicles that rely on efficiently moving goods throughout the supply chain. As the voters realized, the Connector is a project that is intended to provide regional benefits by providing alternative routes to the vibrant and growing employment and residential hubs in the southern and eastern portions of the County.

The Capital SouthEast Connector will also be a significant driver of economic development, unlocking access to employment centers, industrial zones, and commercial areas. This will make the region more attractive to businesses looking to expand or relocate, creating jobs and stimulating local economies.

The Connector's efficient movement of goods will reduce shipping costs, increase the competitiveness of local businesses, and support broader economic growth throughout the region. The project's ability to catalyze economic development is documented by the project's Economic Impact Study as one of its most compelling attributes that will provide long-lasting benefits extending far beyond the immediate transportation improvements. Planned industrial development at the former Mather Field Air Force Base, increasing traffic at the regional landfill, and the high concentration of aggregate mining operations east of Jackson Highway are examples of the growing need to divert increasing freight traffic away from the downtown corridor and onto the Connector.

PROJECT BENEFITS



REDUCES
traffic congestion and significantly improve flow on area roadways



ENHANCES
the link between the key employment centers of Rancho Cordova and Folsom, and provides enhanced multimodal transportation options



DECREASES
harmful greenhouse gas emissions by decreasing vehicle hours traveled

KEY COMPONENT #3 - STRATEGIC INTERREGIONAL INVESTMENT IN CRITICAL INFRASTRUCTURE

The Capital SouthEast Connector plays a central role in the Sacramento region's long-term transportation strategy. The project is a major component of the general plan for each city that will be connected by the project, and the backbone of Sacramento County's General Plan Circulation Element.

Once completed, the alignment will provide dedicated right of way and utility easements that will reduce future costs to improve backbone water, sewer, and power infrastructure. The project serves as the main entrance to the Sacramento County landfill, is a major mover of agricultural and ranching products, and is the primary emergency evacuation route for the south county when wildfire or flooding emergencies occur.

> *The importance of this project to the region cannot be overstated. As the Sacramento area grows, its roadways must keep pace with the population. By integrating with the broader regional transportation network and reducing travel times between established urban areas, the Connector ensures that Sacramento's transportation system will remain robust, adaptable, and capable of supporting future development.*

CONNECTOR JOINT POWERS AUTHORITY (CONNECTOR JPA)

The Elk Grove - Rancho Cordova - El Dorado Connector Authority, commonly called the Connector JPA, oversees the planning, design, funding, and construction of the Capital SouthEast Connector project.

Five local jurisdictions, Sacramento County, El Dorado County, the City of Elk Grove, the City of Rancho Cordova, and the City of Folsom, created the Connector JPA through a Joint Powers Agreement signed in 2006.

THE CONNECTOR JPA

formed and governed by five local jurisdictions

The Connector JPA is a collaborative body that brings together representatives from the cities and counties directly involved in the project. Its primary responsibility is to navigate the complexities of regional governance, secure the necessary funding from local, state, and federal sources, and coordinate the phased construction of the Connector.

The Connector JPA is also tasked with engaging with the public and stakeholders, ensuring transparency throughout the project's development, and addressing any challenges or changes during the planning and implementation phases.



PROJECT SCOPE

The Capital SouthEast Connector project is a 34-mile expressway designed to connect Interstate 5 (I-5) in the west with Hwy 99 (State Route 99), the Jackson Highway (State Route 16), and Hwy 50 (U.S. Highway 50) in the east, forming a critical transportation corridor through southeastern Sacramento.

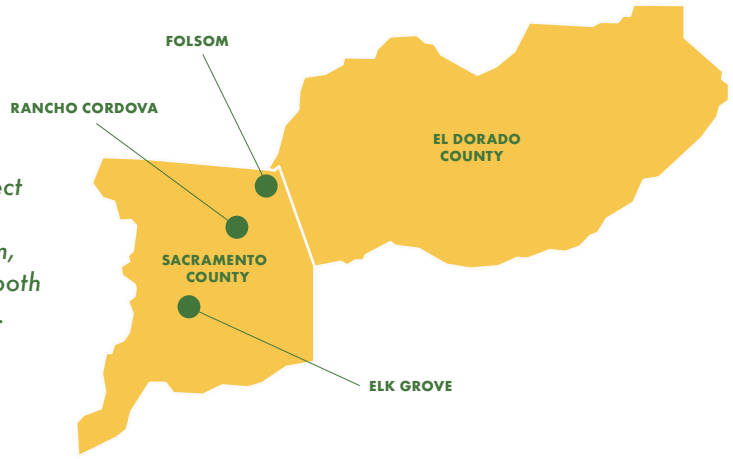
34-MILE
multimodal corridor

5 99 50
connects three major highways

2035
targeted project buildout date

CONNECTING COMMUNITIES

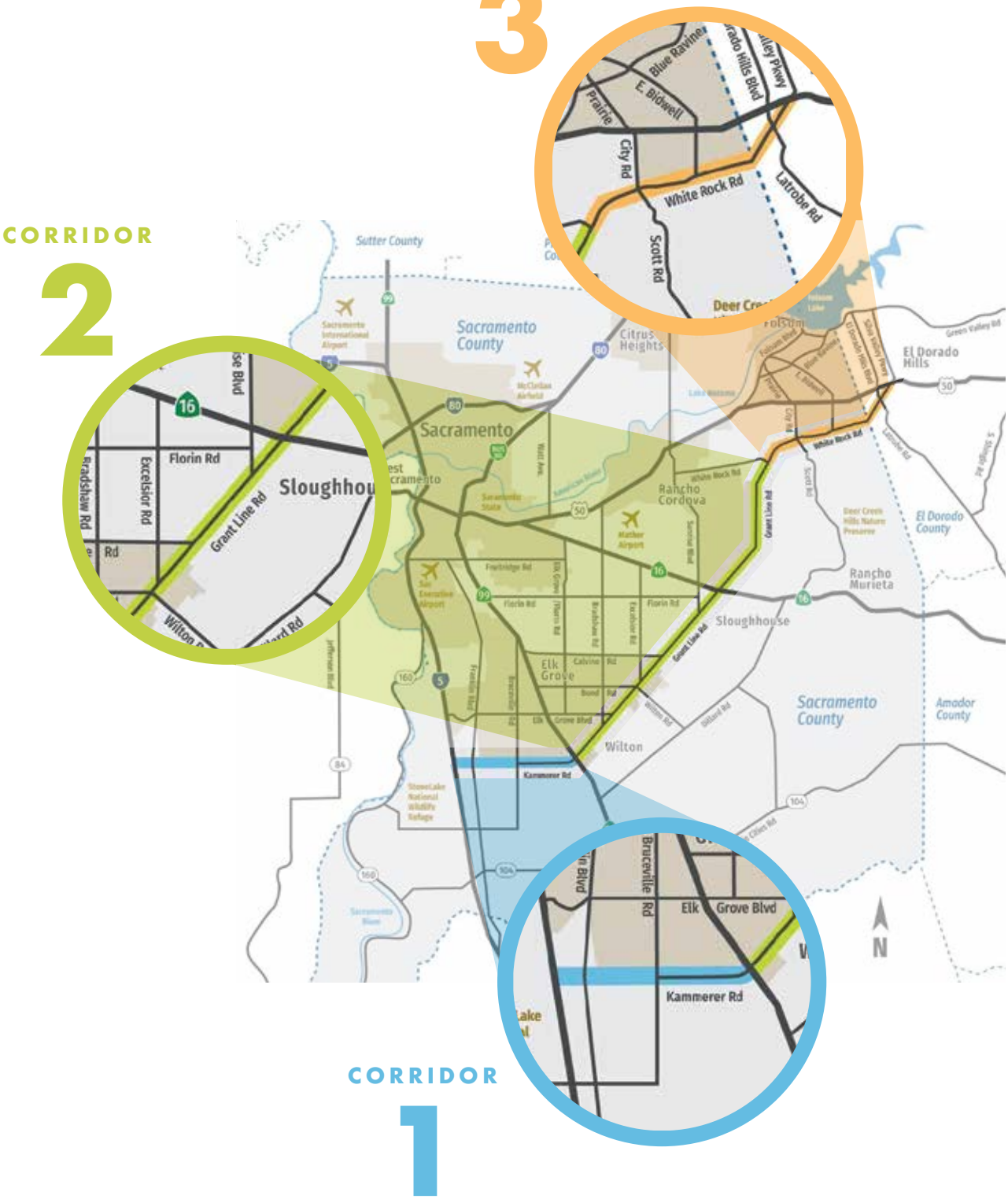
Once complete, the Connector Project will serve to connect the cities of Elk Grove, Rancho Cordova, and Folsom, as well as unincorporated areas of both Sacramento and El Dorado counties.



The following three corridors comprise the entirety of the voter-approved project.

CORRIDOR 3

CORRIDOR 2



CORRIDOR 1

PROJECT CORRIDORS

CORRIDOR 1

KAMMERER ROAD *6-mile segment*

One of the most critical portions of the Capital SouthEast Connector is the Kammerer Road corridor, a 6-mile stretch between Interstate 5 and Hwy 99. This segment, implemented in collaboration with the City of Elk Grove, is a vital connection between I-5 and Hwy 99, easing congestion on local roads and providing direct access to growing residential and commercial areas and tribal lands.

CORRIDOR 2

GRANT LINE ROAD *19-mile segment*

The longest section of the project, the Grant Line Road corridor, stretches 19 miles between Hwy 99 and White Rock Road. This segment, implemented in collaboration with the City of Elk Grove, the County of Sacramento, and the City of Rancho Cordova, is crucial for improving access to key employment centers, residential communities, and industrial areas.

CORRIDOR 3

WHITE ROCK ROAD *9-mile segment*

The 9-mile section of the Capital SouthEast Connector runs along White Rock Road, connecting Grant Line Road to U.S. Highway 50. This portion is being developed in partnership with Sacramento and El Dorado Counties and the city of Folsom. The White Rock Road segment provides parallel capacity to Hwy 50, one of Northern California's most heavily used east-west highways.

MULTIMODAL TRANSPORTATION FEATURES

In addition to vehicle traffic, the Capital SouthEast Connector will feature a Class 1 multi-use path parallel to the expressway that is the southern backbone of the Sacramento Regional Trail Network, a planned system of trails linking cities and counties across the region. This pathway will offer safe and convenient options for pedestrians, cyclists, and equestrians, supporting regional goals of reducing greenhouse gas emissions by promoting non-motorized travel. The multi-use path will include access points and trailheads along the route, ensuring that residents can easily take advantage of these alternative transportation options.

PRESERVING OPEN SPACE AND AGRICULTURAL LANDS

The Capital SouthEast Connector project is designed with significant environmental considerations that contribute to regional sustainability and habitat conservation efforts. The project's approach to environmental protection focuses on preserving open space, protecting sensitive habitats, providing wildlife crossing corridors, reducing greenhouse gas emissions, and promoting non-motorized transportation options.

By balancing road development with environmental protection, the Connector is a model for engineering excellence in California. The project showcases responsible growth that meets the region's transportation needs while safeguarding its natural resources.

One of the core environmental benefits of the project is Measure A's commitment to preserving open spaces and agricultural lands. The Connector has allocated funds as part of a $15 million effort to preserve open space and mitigate environmental impacts as envisioned by voters when they approved the project and hundreds of acres of land are protected with conservation easements.

As the Connector passes through areas designated for agricultural use or open space, the Connector project applies access control measures to discourage unplanned growth. This approach follows the South Sacramento Habitat Conservation Plan (SSHCP), a joint effort between the Connector JPA and regulatory agencies such as the US Army Corps of Engineers, the US Fish and Wildlife Service, and the California Department of Fish and Wildlife. As a partner with the SSHCP, the Connector project models a framework for balancing the needs of road development and habitat preservation.

FLOOD MITIGATION AND RESILIENCE

Certain portions of the project corridor lie within FEMA's 100-year flood plain or the State's 200-year flood plain, which makes these areas vulnerable to flooding during periods of heavy rainfall. The Connector will incorporate flood mitigation designs, such as bridges, culverts, drainage facilities, and roadway elevation adjustments, to ensure that the expressway remains accessible even in severe weather conditions for first responders and evacuees.







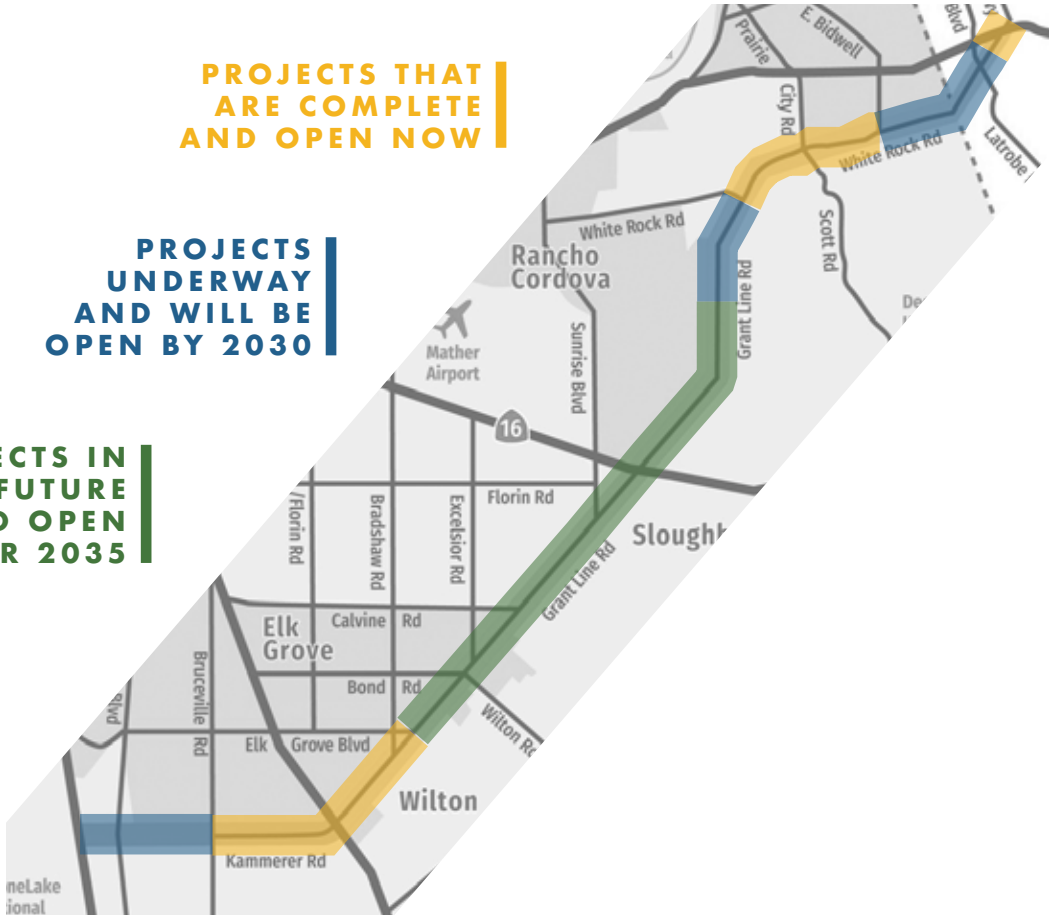
PROJECT STATUS

Development of the Capital SouthEast Connector Project is not linear from one point to the next. Segments have been completed/are scheduled to be completed according to different timetables and funding. Segments of the project fall into one of three categories:

PROJECTS THAT ARE COMPLETE AND OPEN NOW

PROJECTS UNDERWAY AND WILL BE OPEN BY 2030

PROJECTS IN THE FUTURE AND OPEN AFTER 2035



PROJECTS THAT ARE COMPLETE AND OPEN NOW

As of 2024, the project has completed **two major highway interchanges** and approximately **11 miles of the expressway.** Key segments are now operational and benefiting local commuters and businesses.

2
highway interchanges completed

11
expressway miles completed

$230 MILLION
total cost of constructed improvements

COMPLETED PROJECTS

From west to east along the alignment:

- Kammerer Road Reconstruction Project between Bruceville Road and Hwy 99 was completed in 2023
- Hwy. 99/Kammerer Road/Grant Line Road Interchange Project was completed in 2009
- Grant Line Road/Union Pacific Railroad Overhead Project was completed in 2015
- Grant Line Road Widening Project between Waterman Road and Bradshaw Road was completed in 2023.
- White Rock Road reconstruction between Grant Line Road and Prairie City Road was completed in 2018
- White Rock Road Expressway Phase 1 between Prairie City Road and East Bidwell Street was completed in 2023.
- Scott Road Realignment was completed in 2023.
- Hwy 50/White Rock Road/Silva Valley Parkway Interchange Project was completed in 2015.

KAMMERER ROAD RECONSTRUCTION PROJECT

completed in 2023



GRANT LINE ROAD/ UNION PACIFIC OVERHEAD PROJECT

completed in 2015



SILVA VALLEY PARKWAY INTERCHANGE PROJECT

completed in 2015

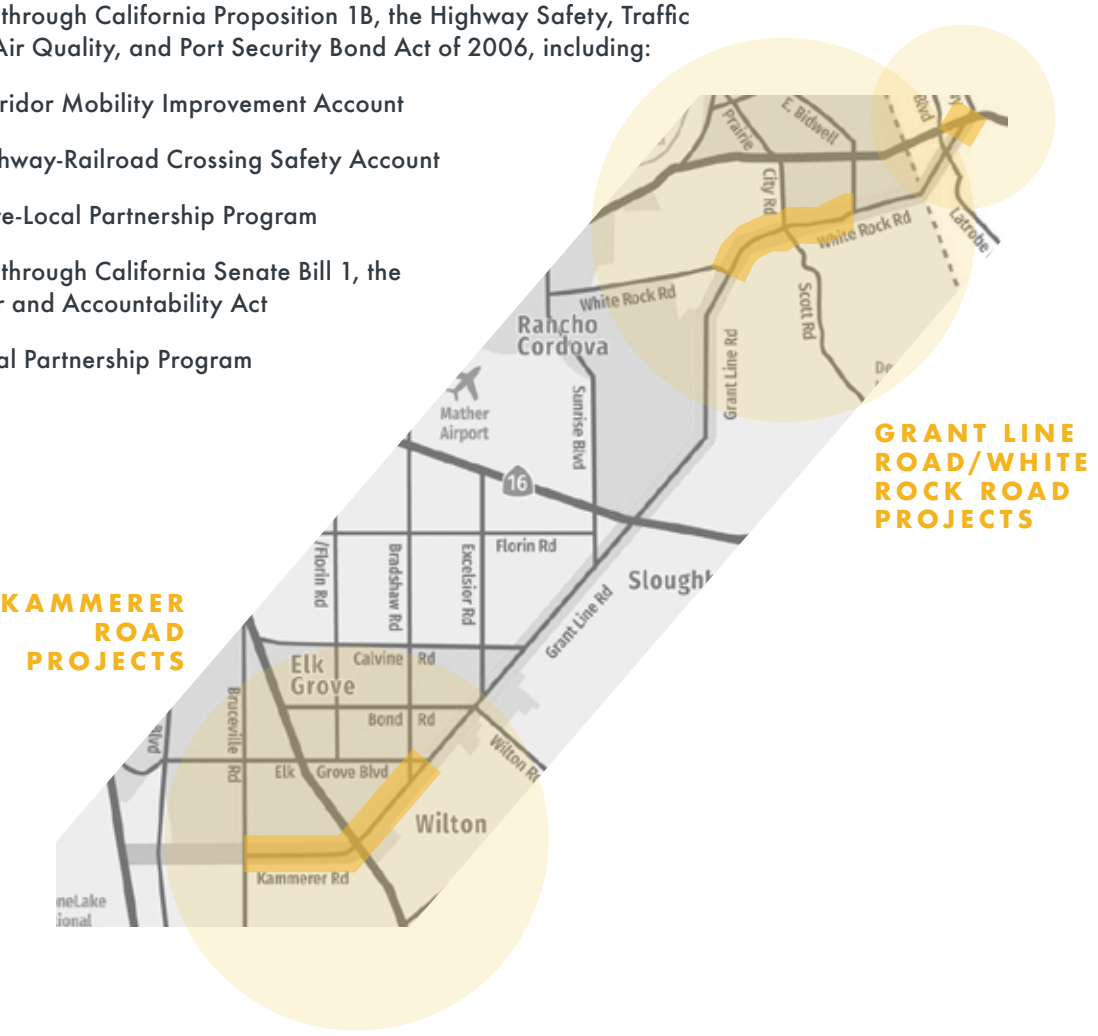


The cost of these constructed improvements total approximately $230 million, which includes:

- Environmental approvals, permits, and mitigation
- Engineering design and construction management
- Utility relocations
- Right-of-way acquisitions

Funding for these projects included Measure A, as well as:

- Development and traffic impact mitigation fees
- Local City/County general fund allocations
- Federal transportation funds through the Regional Surface Transportation Program
- Federal/State transportation funds through the State Transportation Improvement Program
- State Funds through California Proposition 1B, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, including:
    - Corridor Mobility Improvement Account
    - Highway-Railroad Crossing Safety Account
    - State-Local Partnership Program
- State Funds through California Senate Bill 1, the Road Repair and Accountability Act
    - Local Partnership Program



PROJECTS UNDERWAY AND ANTICIPATED TO BE OPEN BY 2030

The Connector JPA's budget identifies three priority projects totaling nine miles currently underway for the Capital SouthEast Connector:

#1 - KAMMERER ROAD EXTENSION PROJECT

This three-mile extension of Kammerer Road as an expressway between Interstate 5 and Bruceville Road is being implemented in partnership with the City of Elk Grove. The project is fully funded through design, but construction funding is needed to move it forward. The City of Elk Grove estimates this project will cost **$170 million.**

#2 - GRANT LINE ROAD SAFETY AND FREIGHT MOBILITY PROJECT

This 3.5-mile reconstruction of Grant Line Road into a modern expressway between Chrysanthy Boulevard and White Rock Rd is being implemented with the City of Rancho Cordova and Sacramento County. The project is fully funded through design and partially funded through construction, but additional funding is still needed. The City of Rancho Cordova estimates this project will cost **$55 million**.

#3 - WHITE ROCK ROAD EXPRESSWAY PROJECT - PHASE 2

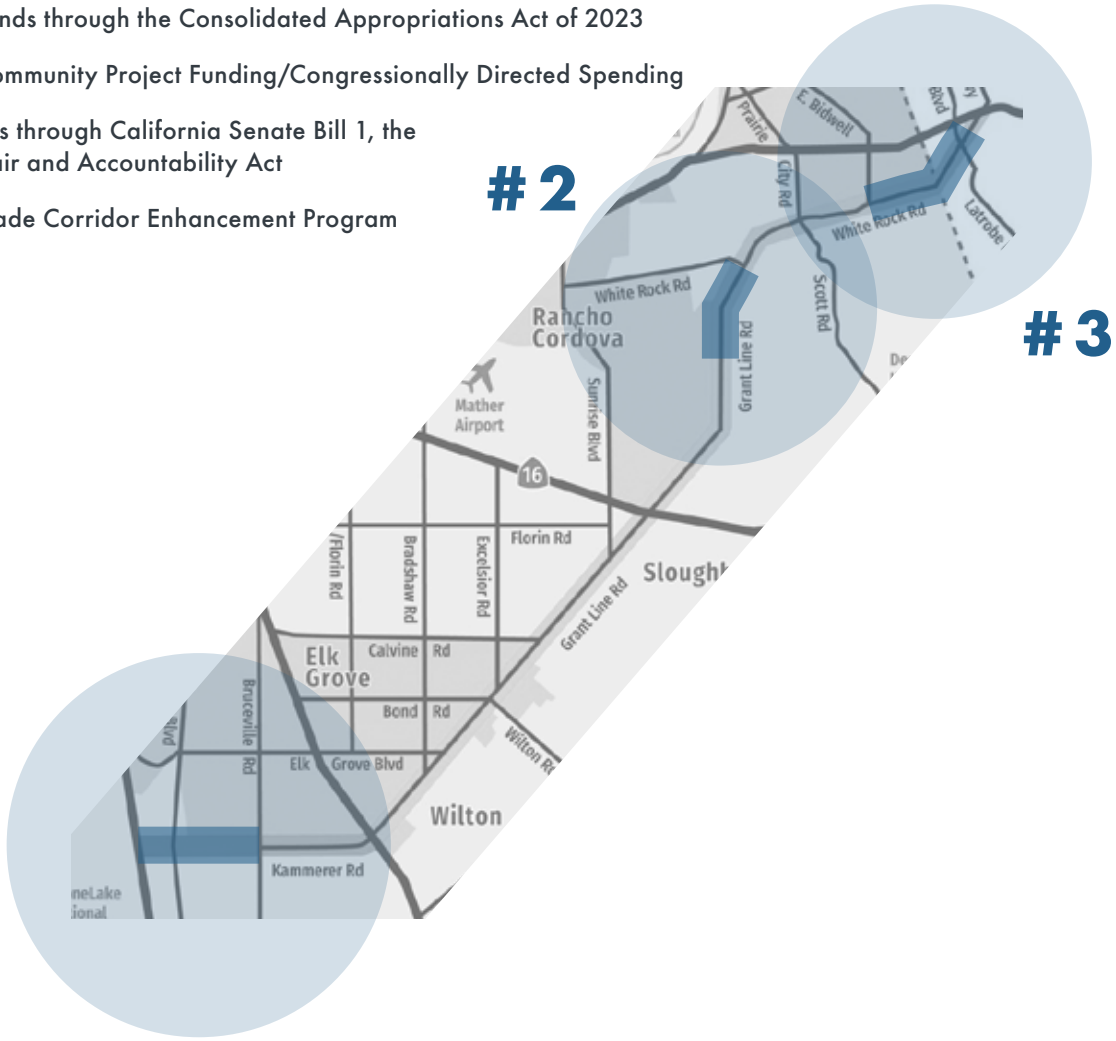
This 2.5-mile reconstruction of White Rock Road into a modern expressway between East Bidwell Street and Latrobe Rd is being implemented by the City of Folsom, Sacramento and El Dorado Counties. The project is partially funded through design; construction funding is also needed. The City of Folsom estimates this project will cost **$40 million**.

$265 MILLION
total cost to construct improvements

9
total miles of current projects

While total funding for these three project segments is not yet secured, the Connector JPA and its member agencies have already successfully obtained some of the funding through various sources, including:

- Measure A and other local city general fund sales taxes
- Development and traffic impact mitigation fees
- Community Facility District fees
- Tribal funds through citywide road funding commitments
- Federal transportation funds through the Regional Surface Transportation Program
- Federal and state transportation funds through the State Transportation Improvement Program
- Federal funds through the Infrastructure Investment and Jobs Act of 2021
    - Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Program
- Federal Funds through the Consolidated Appropriations Act of 2023
    - Community Project Funding/Congressionally Directed Spending
- State Funds through California Senate Bill 1, the Road Repair and Accountability Act
    - Trade Corridor Enhancement Program



#1 - KAMMERER ROAD EXTENSION PROJECT



#2 - GRANT LINE ROAD SAFETY AND FREIGHT MOBILITY PROJECT



#3 - WHITE ROCK ROAD EXPRESSWAY PROJECT - PHASE 2

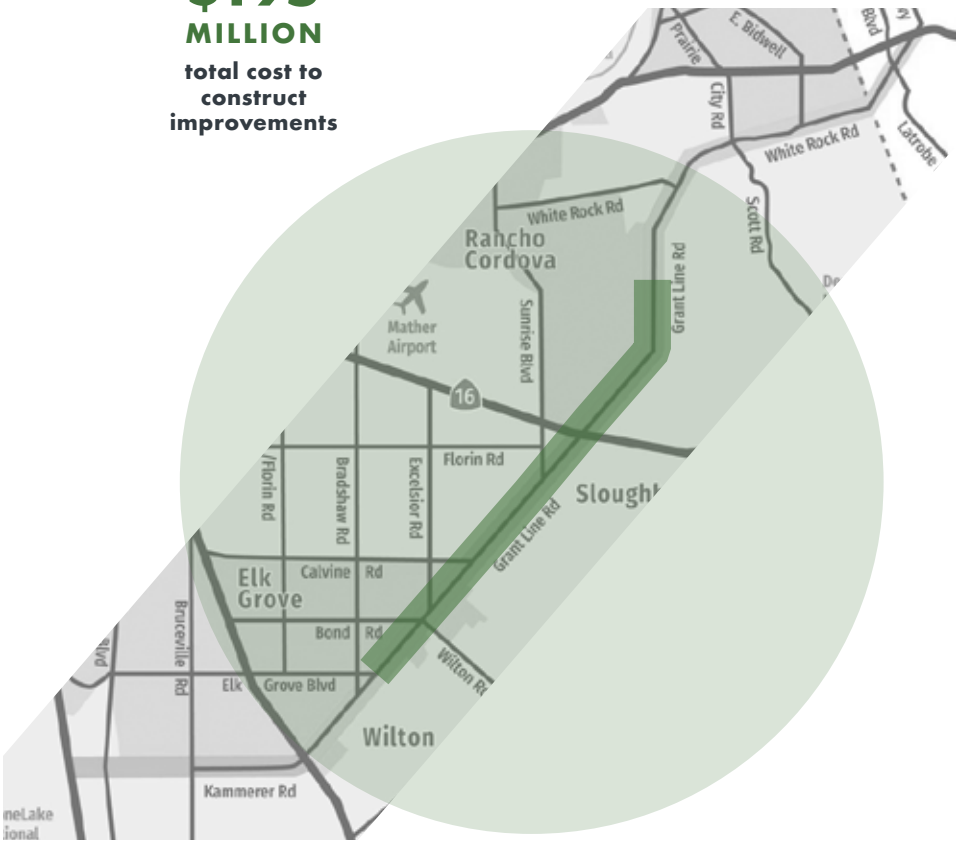


FUTURE PROJECTS

The Capital SouthEast Connector will make significant progress by 2030. Looking forward, fourteen miles of Grant Line Road between Bradshaw Road and Douglas Road are expected to open after 2035.

The timeline for completion of this section depends on several factors, including securing funding, completing environmental reviews, and resolving any engineering or construction challenges that arise during earlier phases of the project.

$195
MILLION
total cost to construct improvements





CURRENT AND FUTURE CHALLENGES

With environmental review complete and three priority segments in active delivery, the one hurdle the Capital SouthEast Connector Project faces is securing construction funding for the remaining segments. The Sacramento Area Council of Governments' (SACOG) 2016 decision to remove a central segment of the project from the construction phase of its regional plan complicated that effort for the better part of a decade. Since 2024, SACOG and the Connector JPA have rebuilt a working partnership, and the two issues that remain are closing the local match for construction and restoring the central segment to the regional plan.

FUNDING GAP

By leveraging Measure A funds as matching funds for state and federal grants, the Connector Project has obtained and spent about $230 million on completed projects, including their environmental review, design, right of way, mitigation, and construction. The three priority projects now in delivery carry a combined construction cost estimate of approximately $265 million, and staff estimates that an additional $460 million will be needed to bring the project to completion.

This project requires many funding sources in addition to Measure A sales tax revenue, and the binding constraint on construction is local match. Federal and state grants typically require at least a 20 percent local contribution, and staff estimates that the Connector JPA and its member agencies will need about $30 million to $40 million in committed local funds to leverage the three priority segments into construction. Projects that arrive with confirmed local match consistently outscore projects without it.

Measure A remains the Connector's primary local funding source, and the Sacramento Transportation Authority's pay-as-you-go allocation model constrains the pace at which those capital dollars arrive. The Sacramento Transportation Authority estimates that it will allocate an additional $13 million to the Connector project through 2039, bringing the total to approximately $56 million in capital and $15 million in development impact fees, a significant reduction from the initial estimates in 2004. In September 2026 it executed a $5 million Measure A environmental mitigation agreement with the Connector JPA, and Measure A capital continues to fund right of way on Grant Line Road. The timing of additional local commitments will decide when construction begins.

WHAT IS BEING DONE

The Connector JPA continually monitors grant opportunities and typically applies to multiple grant programs annually. Fiscal Year 2026–27 is the year the Connector JPA pivots from design into right of way and the competition for construction funds, with approximately $70 million in federal, state, and regional applications planned during the budget year. The Connector JPA and its partners are employing several strategies to pursue:

- **State and Federal Grants:** Grant Line Road is fully funded through design, with $3 million from the State's Trade Corridor Enhancement Program (TCEP), and holds a $25 million federal RAISE award from June 2024 toward construction. Senate Bill 1 Cycle 5 applications for $25 million from the Local Partnership Program and $30 million from TCEP are being filed in November 2026, and either award would complete the construction funding plan.
- **Direct Congressional Spending:** Through the region's bipartisan delegation, the Connector JPA secured $4 million in the Consolidated Appropriations Act of 2023 for the White Rock Road Class I multi-use trail, now positioned for bid in Folsom, and $2 million in Fiscal Year 2026 Community Project Funding, delivered in April 2026, for right of way on White Rock Road Expressway Phase 2.
- **Local Match and Member Agency Partnerships:** The City of Rancho Cordova's funding agreement for the design and right-of-way phases of Grant Line Road is the template for construction. The Connector JPA is proposing cooperative agreements with each of its five member agencies, targeting a formal commitment for at least one priority segment in Fiscal Year 2026–27.
- **Phased Construction Approach:** The strategic two-lane initial construction phase for Grant Line Road, developed jointly with SACOG, the Sacramento Transportation Authority, Sacramento County, and the City of Rancho Cordova, allows near-term construction of a fully reconstructed roadway with a median, shoulders, and a Class I path while the right of way for the ultimate four-lane expressway is acquired.

These strategies are producing tangible progress. The Board has named Grant Line Road between White Rock Road and Jackson Highway the priority delivery segment, design reached 90 percent in 2026, right-of-way offers cover the full 3.5-mile segment, and construction is targeted to begin in 2028 if the Cycle 5 awards and local match commitments materialize as planned, or in 2029 or later if they are delayed.

SACOG'S ROLE IN CONNECTOR PROGRESS

SACOG plays a critical role in determining Sacramento's regional transportation priorities. As the metropolitan planning organization responsible for the Blueprint, the region's Metropolitan Transportation Plan and Sustainable Communities Strategy (MTP/SCS), SACOG programs the region's federal and State Transportation Improvement Program funds, nominates projects for the State's Senate Bill 1 competitive programs, and endorses the region's candidates for major federal grants. While SACOG has been the Connector's planning sponsor since the 1980s, its decision to remove a central segment of the project from the construction phase of the 2016 MTP update introduced notable funding challenges for the project and the broader region. Since 2024, SACOG and the Connector JPA have rebuilt a working partnership, and SACOG's endorsement now accompanies every state and federal application the project files.

TIMELINE OF EVENTS

1984/1985 — The East Area Transportation Study, conducted by Sacramento County, and initial feasibility studies by SACOG identified the need for a transportation beltway to serve the region's growing population.

1990s — SACOG explored alternatives for a multimodal corridor through studies such as the Metro Study and the Southeast Area Transportation Study, led by Caltrans.

2002 — SACOG included the Capital SouthEast Connector in its Metropolitan Transportation Plan (MTP).

2004 — SACOG incorporated the Connector into its Blueprint, and Sacramento County voters approved Measure A with the Connector as the only road project named on the ballot.

2006 — SACOG recommended the formation of a Joint Powers Authority to manage the planning, design, and construction of the Capital SouthEast Connector.

2008 — SACOG adopted the MTP 2035, which implemented the Blueprint principles and included the Connector project.

2016 — SACOG removed a central section of the Connector, between Bradshaw Road and Douglas Road, from the construction phase in its MTP update, complicating funding efforts for the project, while the Folsom and Elk Grove segments remained in the plan and continued to receive SACOG-programmed funds.

2024 The SACOG Board adopted its first Regional Project Prioritization list in October, naming Grant Line Road a priority construction project for the Trade Corridor Enhancement Program and the Kammerer Road Extension a priority for federal Rural grants.

2025 SACOG, the Sacramento Transportation Authority, Sacramento County, and Rancho Cordova developed with the Connector JPA the two-lane initial construction phase for Grant Line Road, and in November 2025 SACOG adopted the 2025 Blueprint, carrying the three priority segments.

2026 SACOG renewed its endorsement of Grant Line Road in its 2026 Regional Project Prioritization Program ahead of the Senate Bill 1 Cycle 5 applications, and the Connector JPA submitted a $2.5 million construction request in SACOG's 2026 federal funding round.

WHAT IS BEING DONE

The Connector JPA works inside SACOG's planning and prioritization processes, in partnership with the California Transportation Commission and Caltrans, so that the will of Sacramento County voters is still met as originally envisioned and approved. The Connector JPA and its partners are employing several strategies:

- **Regional Support and Stakeholder Engagement:** Staff average three to five stakeholder meetings per month across the alignment, and four of the five member jurisdictions are co-delivery partners.
- **Alignment with the 2025 Blueprint:** The Connector JPA submits its priority segments to each Regional Project Prioritization cycle, sequences their phasing to the Blueprint's constrained list, and intends to seek an amendment restoring the Bradshaw Road to Douglas Road segment.
- **Strategic Phasing of the Project:** The JPA delivers road segments in phases to build momentum, with the two-lane initial phase on Grant Line Road as the current example and the White Rock Road trail positioned for bid in Folsom.
- **Adapting to Current Planning Principles:** The JPA is aligning its segments with Caltrans' interregional objectives, Senate Bill 1 guidelines, and SACOG's US 50 and State Route 99 Comprehensive Multimodal Corridor Plans.



GOVERNANCE AND TRANSPARENCY

JOINT POWERS AGREEMENT

The Joint Powers Agreement is the foundational document that establishes the governance structure of the Connector JPA. It defines the Board's powers and responsibilities, sets forth the rules for financial management, and establishes the Connector JPA's authority to plan, design, and construct the Capital SouthEast Connector project. The agreement provides the legal framework for the Connector JPA to operate as a collaborative entity representing multiple jurisdictions.

KEY PROVISIONS

Key provisions of the Joint Powers Agreement include:

Establishment of the Board of Directors
The Connector JPA formalizes the Board's structure and composition, ensuring each jurisdiction has a voice in the decision-making process.

Powers and Duties
The Board is authorized to approve project budgets, enter contracts, secure funding, and oversee the various phases of project development, including land acquisition, environmental reviews, and construction.

Decision-Making and Voting
The Board operates on a majority voting system for most decisions, ensuring that decisions are made collaboratively. However, specific critical issues, such as the approval of the project funding plan, require unanimous approval from all member jurisdictions.

Financial Accountability
The Connector JPA must maintain strict financial oversight. The Executive Director is responsible for preparing an annual budget for Board approval. With approval from the Board, the Connector JPA is also authorized to issue bonds and levy assessments to secure funding for the project.

BOARD OF DIRECTORS

The Connector JPA's board of directors includes elected officials from each member jurisdiction. This governance structure ensures that the interests of each jurisdiction are represented, promoting collaboration and unified decision-making on key project milestones.

THE CONNECTOR JPA

Board of Directors

CITY OF RANCHO CORDOVA
COUNCILMEMBER
GARRETT GATEWOOD (CHAIR)

CITY OF FOLSOM
COUNCILMEMBER
MIKE KOZLOWSKI (VICE-CHAIR)

SACRAMENTO COUNTY
BOARD OF SUPERVISORS
PATRICK HUME

EL DORADO COUNTY
BOARD OF SUPERVISORS
JOHN HIDAHL

CITY OF ELK GROVE
COUNCILMEMBER
SERGIO ROBLES

Responsibilities

Budget Approval and Financial Management

The JPA is responsible for developing an annual budget that outlines the project's financial needs and projected expenditures for the year. The board must approve the budget, which includes allocations for design, construction, and operational expenses related to the project.

Project Oversight and Implementation

The board is responsible for overseeing the progress of the Capital SouthEast Connector project through its various phases. This includes approving contracts, managing construction schedules, and ensuring that the project stays on track to meet its projected completion timeline.

Securing Funding and Grants

One of the Board's most critical functions is obtaining funding for the project. The JPA relies on local, state, and federal funds to finance the Connector's construction. The JPA is also authorized to levy assessments and issue bonds to raise the capital for project completion.

Environmental Compliance and Land Use Coordination

The board ensures that the Connector project complies with all applicable environmental regulations, including those related to the California Environmental Quality Act (CEQA) and federal environmental laws. The JPA is also tasked with coordinating land use approvals with the member jurisdictions to ensure the project aligns with local general plans and regional growth strategies.

Public Engagement and Transparency

The JPA maintains transparency in its operations and decision-making processes. The board holds quarterly public meetings, where community members can provide input and stay informed about the project's status.

The Connector JPA is a collaborative governance body critical to delivering one of the region's most significant transportation projects. Through its Board of Directors and under the framework of the Joint Powers Agreement, the JPA ensures that the Capital SouthEast Connector project is managed effectively, with transparency and accountability to the public.

FINANCIAL TRANSPARENCY

The Connector JPA has consistently demonstrated its commitment to the highly efficient use of taxpayer funds as well as financial transparency and accountability through various initiatives designed to provide clear and detailed financial reporting. As stewards of public funds, we understand the importance of keeping the public, stakeholders, and oversight entities fully informed of our budgeting and financial management practices.

Our dedication to these principles was recently recognized by the Government Finance Officers Association, which awarded the Connector project the prestigious Distinguished Budget Presentation Award for its FY 2024/2025 budget. This award reflects our success in meeting the highest standards of governmental budgeting, and it underscores our commitment to creating a budget that serves as a policy document, financial plan, operations guide, and communications tool.

In addition to this recognition, the Connector JPA has taken proactive steps to ensure financial stability and readiness for unforeseen financial challenges. In May 2024, the JPA established a fund balance reserve that ensures sufficient reserves to cover any unexpected changes in revenue or expenditures. This reserve is a safeguard, ensuring the project's continued progress without disruption.

The Connector project provides quarterly project updates to the Sacramento Transportation Authority detailing the financial status, progress, and milestones of the Connector project. These updates provide:

- insight into how funds are being used,
- the timelines for project completion and
- any adjustments or improvements in project planning.

Further enhancing our commitment to openness, the Connector JPA holds public board meetings each quarter, where the public can participate and engage with the project.



COMMUNITY SUPPORT AND ENGAGEMENT

The Capital SouthEast Connector project enjoys widespread public support from a broad coalition of stakeholders, including federal and state lawmakers, Native American tribes, law enforcement agencies, fire services, emergency management offices, and the business community. This level of support reflects the project's significance to the Sacramento region.

With strong bipartisan backing, endorsements from public safety officials, and active engagement with Native American tribes, the Connector project has proven to be a unifying initiative that addresses the region's diverse needs. One of the most vital indicators of the importance of Capital SouthEast Connector is the strong bipartisan support it has received from federal and state lawmakers.

Members from both houses of Congress from the Sacramento region have written letters advocating for project funding and highlighting the project's importance to regional mobility and economic vitality. This level of support has been crucial in securing federal funding for the project, such as the $25 million RAISE grant awarded by the U.S. Department of Transportation earlier this year to advance critical safety improvements along Grant Line Road and other sections of the Connector. The congressional delegation that represents the areas of the region served by the Connector are:

- Senator Alex Padilla
- Representative Ami Bera
- Representative Doris Matsui
- Representative Kevin Kiley

Members of both the California State Assembly and the State Senate have championed the project at the state level. This bipartisan and bicameral support underscores the project's wide-reaching impact and ability to unite policymakers from different political backgrounds.

The legislative delegation that represents the areas of the region served by the Connector are:

- Senator Angelique Ashby
- Assemblymember Heath Flora
- Senator Marie Alvarado-Gil
- Senator Roger Niello
- Assemblymember Josh Hoover
- Assemblymember Stephanie Nguyen
- Assemblymember Joe Patterson



SUPPORT FROM NATIVE AMERICAN TRIBES

Support for the Connector project has also come from the region's Native American tribes, particularly the Wilton Rancheria, whose tribal lands are near the project corridor. The Wilton Rancheria has recognized the value of the project for enhancing roadways and improving accessibility to their land, which is crucial for both economic development and the well-being of tribe members.

The Wilton Rancheria's partnership with the Connector JPA has focused on ensuring that the project respects the cultural and historical significance of Native American lands while providing tangible benefits for the tribe. The Connector will play a significant role in supporting the tribe's long-term economic development goals, and tribal leaders have also highlighted the Connector's importance in improving access to emergency services.

SUPPORT FROM LAW ENFORCEMENT AND PUBLIC SAFETY AGENCIES

The Sacramento County Sheriff's Office and Sacramento Metropolitan Fire District strongly support the Connector project, citing the critical safety improvements it will deliver. Sheriff's departments and fire services across the region note that many roads in the project corridor, particularly Grant Line Road, have been the site of frequent, sometimes fatal accidents.

Law enforcement officials have emphasized the importance of the Connector upgrades for improving emergency vehicle response times. Every second counts in medical emergencies, fires, or accidents, and the Connector will help ensure that first responders can reach the scene quickly and safely.

SUPPORT FROM THE OFFICE OF EMERGENCY SERVICES

The Sacramento County Office of Emergency Services has also supported the Connector, recognizing its importance for improving regional mobility during emergencies. Portions of the project corridor lie within FEMA's designated 100-year flood zone, meaning specific rural road segments are impassable for emergency responders or evacuees during floods or wildfires.

SUPPORT FROM THE BUSINESS COMMUNITY

The business community has shown unwavering support the Connector, recognizing its potential to enhance economic vitality by improving access to job centers, industrial parks, and commercial areas. The Rancho Cordova Chamber of Commerce, the Elk Grove Chamber of Commerce, and other business groups have highlighted the importance of the Connector for reducing commute times to and from employment centers, facilitating the movement of goods, and making the region more attractive to new businesses and industries.





CAPITAL | SOUTHEAST
CONNECTOR JPA
Connecting Communities

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