

JUNE 2010

FACT SHEET

CONNECTOR BENEFITS

- Ability to bypass downtown Sacramento congestion, reducing travel distance and traffic delays. Reduces CVMT.
- Links residential areas with employment centers
- Reduces traffic volumes on existing two-lane roadways
- Increases multimodal travel— automobile, transit, walking, bicycling, equestrian
- Improves safety and speed of goods movement
- Assists the region with balanced economic development



CAPITAL | SOUTHEAST CONNECTOR

Connecting Communities

Jurisdictions Involved

Cities of **Elk Grove**, **Folsom** and **Rancho Cordova** and **El Dorado** and **Sacramento** Counties

Location

From Interstate 5 south of Elk Grove (Hood Franklin Road) through Rancho Cordova to Highway 50 in El Dorado County, just east of El Dorado Hills (Silva Valley Parkway)

Length

Approximately 35 miles (depending on alignment chosen)

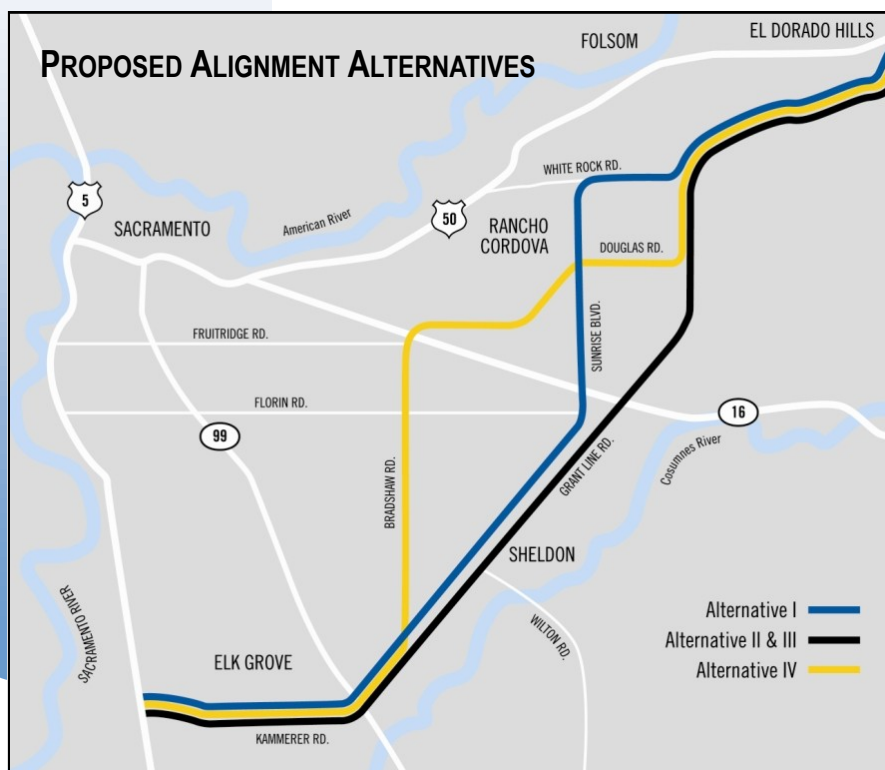
Primary Roadway Types (Limits to be defined)

- **Thoroughfare** - typically includes a landscaped median, Class II bike lanes and sidewalks and/or multi-use paths; Left turns are limited to at-grade signalized intersections, spaced a minimum of 1/2 mile, with one mile spacing preferred
- **Expressway** – typical 200' right of way; high speed facility with grade-separated interchanges at one-mile spacing preferred; separated Class I multi-use path for both pedestrians and bicyclists
- **Non-Motorized Facilities** –each alternative includes a dedicated pedestrian/bicycle facility. The type of facility will vary by alternative and roadway type. Whether the facility is on-corridor or off, the final system will be entirely linked together.
- **Sheldon/Wilton Alternative Section**—Limited access 4 lane section, 3 lane bypass, or 4 lane rural road standard

Current Activity

A number of steps are currently being taken in order to facilitate the delivery of the project in the future

- Participation in the South Sacramento Regional Habitat Conservation Plan (SSHCP)
- Sheldon Study - A community based process to investigate and assess alignment options for the Connector project in the Sheldon community. The results of this work will be used to support the analysis in the Program EIR currently in development.



- Strategic Finance Investigation - Based on the current volatile funding environment, the JPA is exploring delivering this project with alternative financing. Possibly utilizing public-private partnerships.

Modes Served (planned)

Auto, Truck, Transit, Bicycle—recreation and commuter, Pedestrian, Equestrian (along selected segments)

Open Space Acquisition and Preservation

As increasing development encroaches upon open space and wildlife habitat, planning is needed to preserve these resources and ensure access to open space. Funding is set aside for open space acquisition and preservation. The Connector is also working with the South Sacramento Habitat Conservation Plan (SSHCP) in order to involve all stakeholders necessary.

Development

All five member jurisdictions along the Connec-

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tor Project corridor are engaged in dynamic land use and transportation planning processes. The region needs well planned transportation improvements to accompany and support housing and job growth to ensure that growth proceeds along planned patterns.

Traffic

- Local streets are increasingly subject to congestion and use by non-local traffic.
- One-fourth of vehicle miles travel (VMT) are currently Level of Service (LOS) F (congested)
- As employment centers throughout the region continue to develop and grow, two-way commute trips between Elk Grove/Laguna/Vineyard and Rancho Cordova are expected to quadruple between 2005 and 2032
- Two-way commute trips between Folsom/El Dorado Hills and Rancho Cordova are expected to increase by more than 40 percent between 2005 and 2032.

Goods Movement

Safer routing for goods movement is needed. There are currently insufficient transportation options for personal and goods/freight movement to, from, and within the corridor. A well planned facility will improve the speed of goods movement and lessen the cost of transportation.

Current Funding Sources

- Regional Surface Transportation Program (RSTP) funds
- Authority member contributions
- Sacramento County Measure A funds

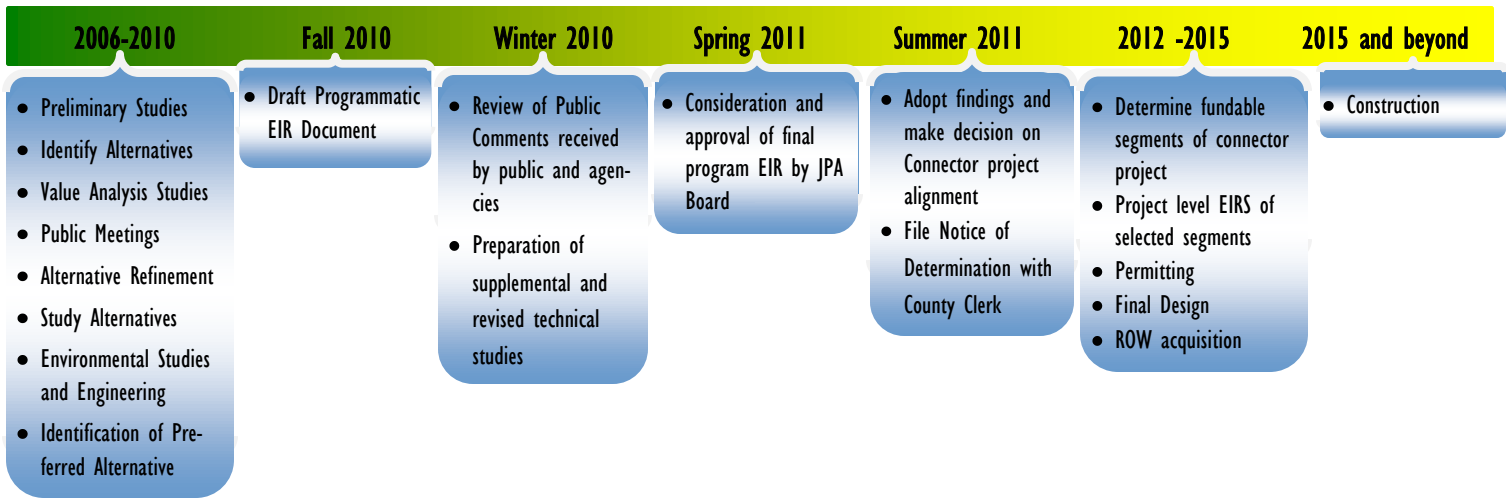
Construction to Begin

Approximately 2015 (depending on environmental process and funding)

Project Completion

Approximately 2025

What is the schedule for the Connector?



Capital SouthEast Connector JPA

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Project Need:

- Mobility:** Improve access to, and connections between, residential and employment areas
- Land Use:** Preserve open space and habitat that may be threatened as the region develops

Project Purpose:

- Minimize impacts to communities along the project corridor
- Provide efficient, multi-modal transportation options
- Serve and support planned growth
- Improve access to existing and planned job centers
- Facilitate goods movement
- Preserve open space, wildlife habitat and agricultural uses
- Incorporate sustainable design principles

For more information, visit us online:
www.connectorjpa.net

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