

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 24-25, 2020

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.8d.(2), Action Item

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Division of Transportation Programming

Subject: **REQUEST TO EXTEND THE PERIOD OF PROJECT DEVELOPMENT
EXPENDITURES FOR A LOCALLY-ADMINISTERED STIP PROJECT ON THE
STATE HIGHWAY SYSTEM, PER STIP GUIDELINES
WAIVER 20-45**

ISSUE:

Should the California Transportation Commission (Commission) extend the period of project expenditure for the locally-administered State Transportation Improvement Program (STIP) Kammerer Road Extension (Connector Segment) project (PPNO 5844) on the State Highway System, in Sacramento County, for 20 months?

RECOMMENDATION:

The California Department of Transportation (Department) recommends the Commission extend the period of project expenditure for \$1,000,000 allocated to Project Approval and Environmental Document (PA&ED) for the locally-administered STIP Kammerer Road Extension (Connector Segment) project (PPNO 5844) for 20 months.

BACKGROUND:

The Kammerer Road Extension (Connector Segment) project (PPNO 5844) is a locally-administered project on the State Highway System programmed in the 2020 STIP for PA&ED in Fiscal Year 2018-19 and Construction (CON) in 2023-24.

On June 27, 2018, the Commission allocated \$1,000,000 to the City of Elk Grove (City) for PA&ED. By December 2018, the City secured the California Environmental Quality Act documentation and approval. The project has since progressed toward the National Environmental Policy Act (NEPA) approval, but the project ran into design and environmental issues. For the design issues, there has been continuous effort for the City to coordinate with the Department regarding the project impact at the Interstate 5 Hood Franklin Interchange, and

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to enhance California’s economy and livability”*

additional time is needed to review and coordinate phased improvements prior to the determination of the ultimate configuration of the interchange. As for environmental issues, the analysis of the impact to the Federal Emergency Management Agency floodplain, in the vicinity of the Interstate 5 Hood Franklin Interchange, has required extensive environmental coordination. Although there has been active work on the Draft Environmental Assessment document and coordination with Sacramento County (County), who is the Floodplain manager, the associated impacts of the design on the floodplain has taken much longer than anticipated. The design team needs more time to quantify and confirm the total impacts of the ultimate interchange configuration with the County.

The current authorization for project expenditure of the \$1,000,000 allocated for PA&ED will expire on June 30, 2020. Due to the issues outlined above and based on their current schedule, the City anticipates completion of the NEPA document by April 2022. In order to continue to support the NEPA efforts until then, the City requests a 20-month time extension for the project expenditure period of PA&ED work to February 28, 2022.

Current STIP Guidelines, Resolution G-15-18, stipulate that funds programmed for Project Development and Right of Way are available for expenditure only until the end of the second fiscal year after the fiscal year in which the STIP funds were allocated. The Commission may approve a waiver to the timely use of funds deadline for expenditure one time only for up to 20 months in accordance with Section 14529.8 of the Government Code.