

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: December 6-7, 2023

From: TANISHA TAYLOR, Executive Director

Reference Number: 2.2c.(3), Action

Prepared By: Cherry Zamora
Assistant Deputy Director

Published Date: November 22, 2023

Subject: Approval of Project for Future Funding Consideration – Mitigated Negative Declaration for the Grant Line Road Safety & Freight Mobility Project, Resolution #E-23-149

Recommendation:

Staff recommends the California Transportation Commission (Commission), as a Responsible Agency, accept the Mitigated Negative Declaration analyzing the Grant Line Road Safety & Freight Mobility Project (Project) in the City of Rancho Cordova and Sacramento County and approve the Project for future funding consideration.

Issue:

The Capital SouthEast Connector Joint Powers Authority is the California Environmental Quality Act Lead Agency for the Project. The Project will reconstruct and widen Grant Line Road from two lanes to four lanes between Douglas Road and White Rock Road and signalize the Raymer Way intersection. The Project is the first phase of the overall Capital SouthEast Connector: D2 Expressway Project (State Clearinghouse Number 2017032087). The Project is located on Grant Line Road between Douglas Road and White Rock Road, in the City of Rancho Cordova and Sacramento County.

For all projects that are anticipated to be funded through a program under the purview of the Commission, full compliance with the California Environmental Quality Act is required. The Commission will not allocate funds to projects for design, right-of-way, or construction until the environmental document is complete, and the Commission has approved the environmentally cleared project for future funding consideration.

Background:

On June 30, 2017, the Capital SouthEast Connector Joint Powers Authority adopted the Mitigated Negative Declaration for the Project and found that the Project would not have a significant effect on the environment after mitigation. On October 20, 2023, the Capital SouthEast Connector Joint Powers Authority adopted a CEQA Addendum documenting that

the open-to-traffic year is anticipated to be 2035. On November 13, 2023, the Capital SouthEast Connector Joint Powers Authority confirmed that the Mitigated Negative Declaration and Addendum remain valid and that there are no new identified impacts requiring mitigation. The Capital SouthEast Connector Joint Powers Authority also confirmed that the preferred alternative set forth in the final environmental document is consistent with the Project scope of work programmed by the Commission.

Impacts that require mitigation measures to be reduced to less than significant levels relate to agriculture, biological resources, cultural and paleontological resources, greenhouse gas emissions, and noise. Mitigation measures include compensating for unique farmlands, compensatory mitigation for wetlands and habitat, restoration of habitat, environmental awareness training, biological monitoring, preconstruction surveys, assessment of cultural and paleontological resources if discovered, best management practices for reducing construction-related greenhouse gas emissions, and construction of noise walls.

The Grant Line Road Safety & Freight Mobility Project is the first phase of the overall Capital SouthEast Connector: D2 Expressway Project. The Project is estimated to cost \$45,600,000 in total and is funded through the Project Specifications & Estimates phase with local committed developer fees (\$2,200,000) and State Trade Corridor Enhancement Program (\$3,000,000) funds.

Construction is scheduled to begin in fiscal year 2027-2028.

Attachments:

- Attachment A: Resolution E-23-149
- Attachment B: Notice of Determination
- Attachment C: Project Location Map

**CALIFORNIA TRANSPORTATION COMMISSION
Resolution for Future Funding Consideration**

**3 – Sacramento County
Resolution E-23-149**

- 1.1 WHEREAS, the Capital SouthEast Connector Joint Powers Authority has completed a Mitigated Negative Declaration and Addendum pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the Grant Line Road Safety & Freight Mobility Project (Project) in the City of Rancho Cordova and Sacramento County; and
- 1.2 WHEREAS, the Capital SouthEast Connector Joint Powers Authority has certified that the Mitigated Negative Declaration and Addendum have been completed pursuant to CEQA and the CEQA Guidelines; and
- 1.3 WHEREAS, the Project is located on Grant Line Road between Douglas Road and White Rock Road, in the City of Rancho Cordova and Sacramento County; and
- 1.4 WHEREAS, the Project will reconstruct and widen Grant Line Road from two lanes to four lanes between Douglas Road and White Rock Road and signalize the Raymer Way intersection. The Project is the first phase of the overall Capital SouthEast Connector: D2 Expressway Project (SCH # 2017032087); and
- 1.5 WHEREAS, the California Transportation Commission (Commission), as a Responsible Agency, has considered the information contained in the Mitigated Negative Declaration and Addendum; and
- 1.6 WHEREAS, on June 30, 2017, the Capital SouthEast Connector Joint Powers Authority adopted the Mitigated Negative Declaration for the Project and found that the Project would not have a significant effect on the environment after mitigation. On October 20, 2023, the Capital SouthEast Connector Joint Powers Authority adopted a CEQA Addendum documenting that the open-to-traffic year is anticipated to be 2035. On November 13, 2023, the Capital SouthEast Connector Joint Powers Authority confirmed that the Mitigated Negative Declaration and Addendum remain valid and that there are no new identified impacts requiring mitigation. The Capital SouthEast Connector Joint Powers Authority also confirmed that the preferred alternative set forth in the final environmental document is consistent with the Project scope of work programmed by the Commission; and

- 1.7 WHEREAS, impacts that require mitigation measures to be reduced to less than significant levels relate to agriculture, biological resources, cultural and paleontological resources, greenhouse gas emissions, and noise. Mitigation measures include compensating for unique farmlands, compensatory mitigation for wetlands and habitat, restoration of habitat, environmental awareness training, biological monitoring, preconstruction surveys, assessment of cultural and paleontological resources if discovered, best management practices for reducing construction-related greenhouse gas emissions, and construction of noise walls; and
- 1.8 WHEREAS, the Commission, as a Responsible Agency, has considered the information contained in the Mitigated Negative Declaration and Addendum.
- 2.1 NOW, THEREFORE, BE IT RESOLVED that the Commission does hereby accept the Mitigated Negative Declaration and Addendum and approves the above-referenced Project for future funding consideration.

NOTICE OF DETERMINATION

To: Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

From: California Transportation Commission
Attn: Cherry Zamora
1120 N Street, MS 52
Sacramento, CA 95814
(916) 654-4245

Subject: Filing of Notice of Determination in compliance with Section 21108 of the Public Resources Code.

Project Title: Grant Line Road Safety & Freight Mobility Project

2017032087	Matt Lampa	(916) 876-9093
State Clearinghouse Number	Lead Agency Contact Person	Area Code/Telephone

Project Location (include county): The Grant Line Road Safety & Freight Mobility Project is located on Grant Line Road between Douglas Road and White Rock Road in the City of Rancho Cordova and Sacramento County.

Project Description: The Grant Line Road Safety & Freight Mobility Project will reconstruct and widen Grant Line Road from two lanes to four lanes between Douglas Road and White Rock Road and signalize the Raymer Way intersection. The Grant Line Road Safety & Freight Mobility Project is the first phase of the overall Capital SouthEast Connector: D2 Expressway Project (SCH # 2017032087).

This is to advise that the California Transportation Commission has approved the above-described
(Lead Agency/ Responsible Agency)

project on December 6-7, 2023, and has made the following determinations regarding the above-described project:

1. The project (will/ will not) have a significant effect on the environment.
2. A Final Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
 A Mitigated Negative Declaration and an Addendum were prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (were/ were not) made a condition of the approval of the project.
4. Mitigation reporting or monitoring plan (was / was not) adopted for this project.
5. A Statement of Overriding Considerations (was / was not) adopted for this project.
6. Findings (were/ were not) made pursuant to the provisions of CEQA.

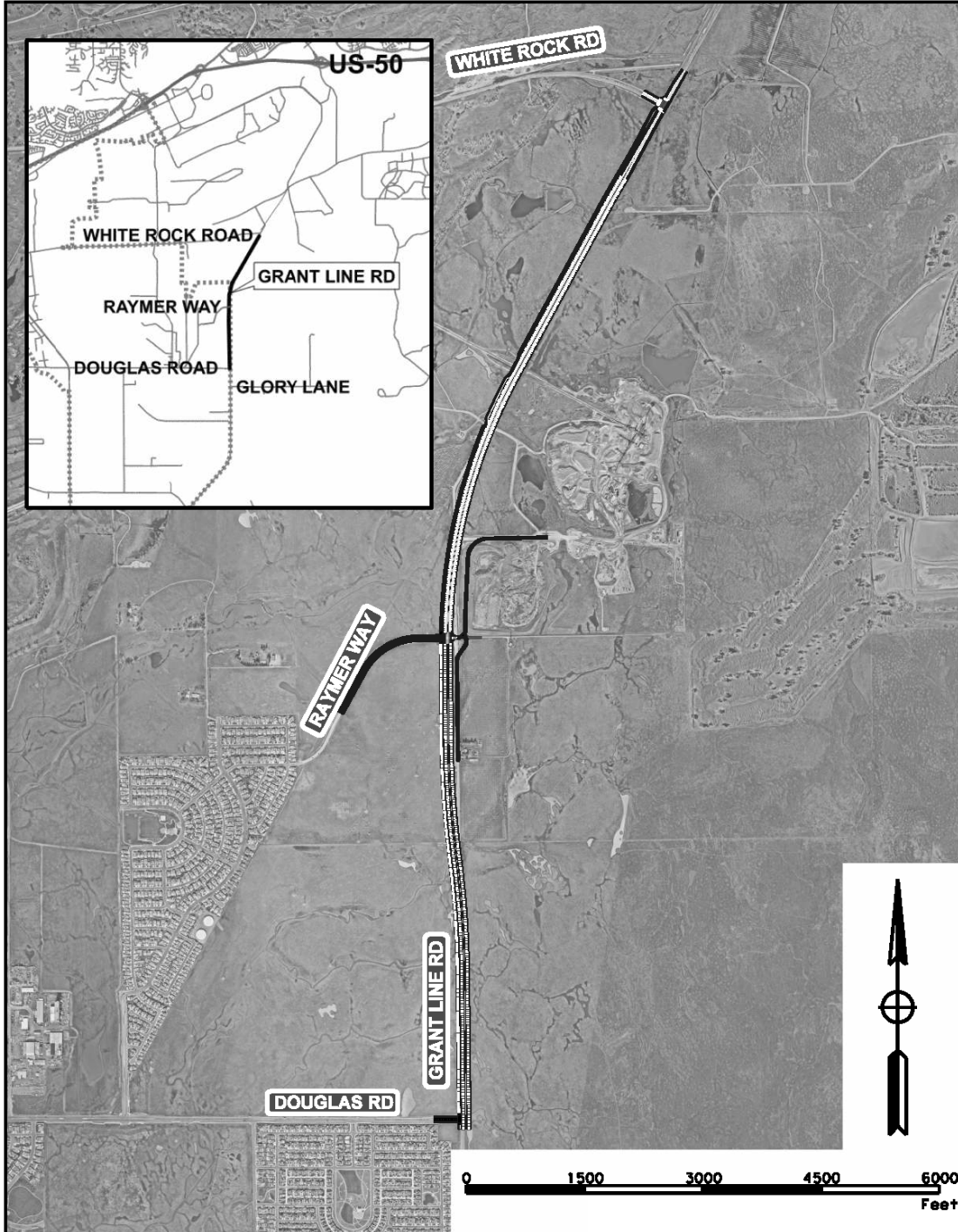
The above identified document with comments and responses and record of project approval is available to the General Public at: 10640 Mather Boulevard, Suite 120, Mather, CA 95655

TANISHA TAYLOR		Executive Director California Transportation Commission
<i>Signature (Public Agency)</i>	<i>Date</i>	<i>Title</i>

Date received for filing at OPR:

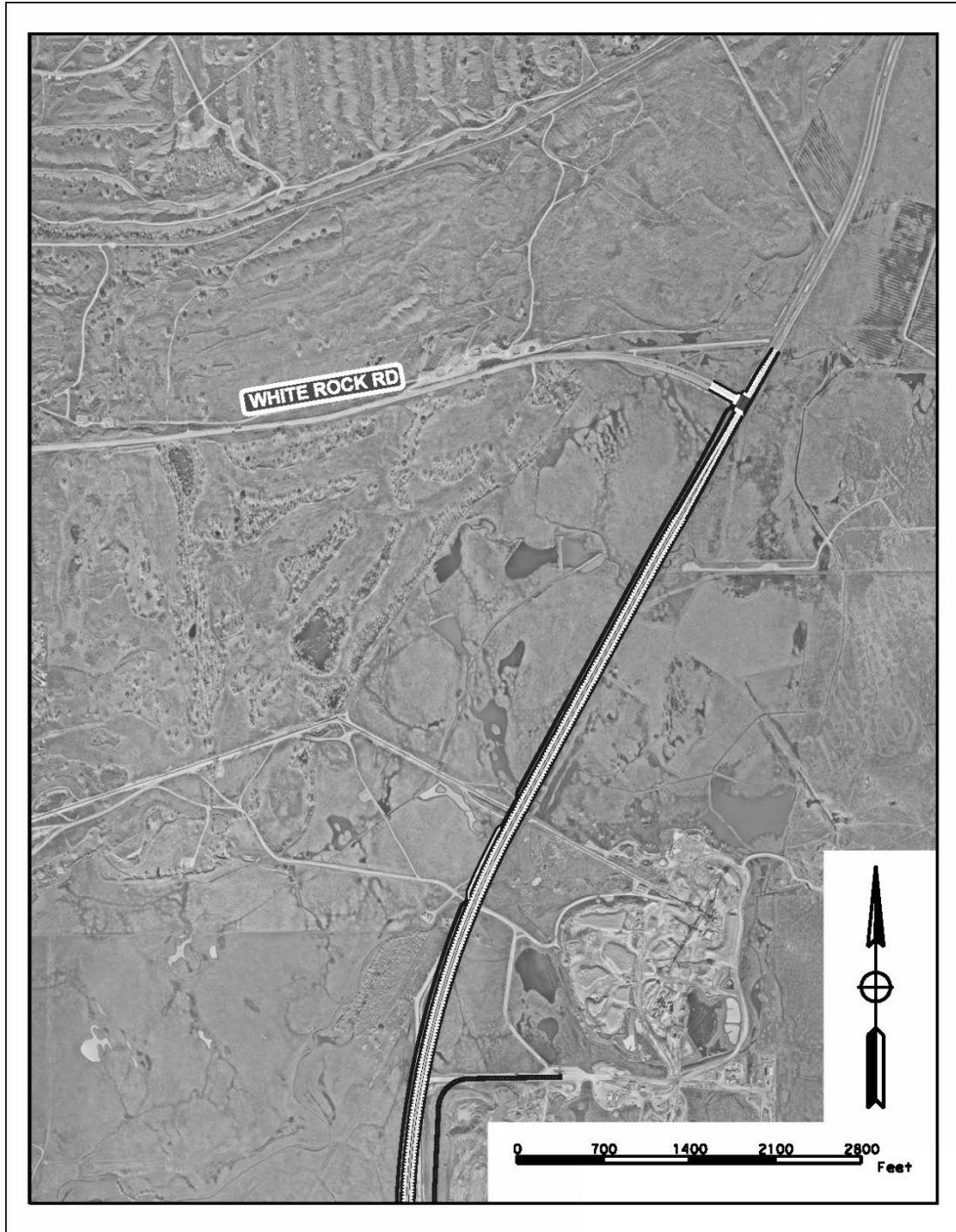
Project Location Map

Grant Line Road Safety & Freight Mobility Project



Project Location Map (continued)

Grant Line Road Safety & Freight Mobility Project



Project Location Map (continued)

Grant Line Road Safety & Freight Mobility Project

