

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: August 15-16, 2024

From: TANISHA TAYLOR, Executive Director

Reference Number: 2.2c.(5), Action

Prepared By: Cherry Zamora
Associate Deputy Director

Published Date: August 2, 2024

Subject: Approval of Project for Future Funding Consideration – Mitigated Negative Declaration for the Capital SouthEast Connector – A1/A2 Kammerer Road Project, Resolution E-24-80

Recommendation:

Staff recommends the California Transportation Commission (Commission), as a Responsible Agency, accept the Mitigated Negative Declaration for the Capital SouthEast Connector – A1/A2 Kammerer Road Project (Project) in 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 is located on Kammerer Road from Interstate 5 to State Route 99 within Sacramento County and the City of Elk Grove. The Project will replace an existing portion of Kammerer Road with a four-lane thoroughfare, construct a new four-lane expressway section to Interstate 5, and implement railroad grade separation and interchange improvements. The total length of the Project is approximately 5.75 miles, and, dependent upon funding, initial construction may consist of a two-lane facility. As funding and traffic conditions warrant, the four-lane facility will be constructed. The purpose of the Project is to improve regional traffic operations, reduce existing and projected congestion, and provide a vital component of the east-west gap closure.

For all projects that are seeking funding 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 December 14, 2018, the Capital SouthEast Connector Joint Powers Authority adopted the Mitigated Negative Declaration and found that the Project would not have a significant effect on the environment with implementation of mitigation measures. On July 9, 2024, the Capital SouthEast Connector Joint Powers Authority confirmed that the environmental document remains valid, there are no newly identified impacts requiring mitigation, and the environmental document is consistent with the Project scope of work programmed by the Commission.

Impacts that require mitigation measures in order to be reduced to less than significant levels relate to aesthetics, agriculture and forest resources, air quality, biological resources, cultural resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, population and housing, public services, transportation/traffic, tribal cultural resources, utilities and service systems.

Avoidance, minimization and/or mitigation measures include hydroseeding exposed slopes; incorporation of design features to the overhead grade separation structure; using lighting that will minimize light and glare while still conforming to safety standards; designing the project to avoid or minimize direct conversion of important farmland to nonagricultural uses and indirect conversion of farmland through severance or fragmentation; important farmland will be permanently protected from development at a minimum ratio of 1:1; implementation of Sacramento Metropolitan Air Quality Management District Basic and Enhanced Construction Emission Control Practices to Reduce Fugitive Dust; implementation of Sacramento Metropolitan Air Quality Management District Basic Construction Emission Control Practices to Reduce nitrogen oxides (NOx); implementation of Sacramento Metropolitan Air Quality Management District Enhanced Construction Emission Control Practices to Reduce NOx; implementing strategies to reduce potential for sensitive receptors to be exposed to diesel particulate matter; conducting a geological investigation for Naturally Occurring Asbestos and implementing an asbestos dust mitigation plan if Naturally Occurring Asbestos is found in the project area; compliance with general plans, policies, ordinances, and conservation plans (including any Habitat Conservation Plans, Natural Community Conservation Plans, and other local, regional, and state plans); conducting environmental awareness training for construction personnel; use of orange environmentally sensitive area fencing; compensation for impacts on protected trees following the City Tree Ordinance and Sacramento County General Plan; restoration of exposed areas through seeding or locally native grass plugs; should the Final South Sacramento Habitat Conservation Plan be permitted prior to construction, compensatory mitigation for non-aquatic natural communities, aquatic features, special status plant species, special-status wildlife species, and threatened and endangered wildlife species shall be provided; avoidance of wetland habitats; water diversion; if the Final South Sacramento Habitat Conservation Plan is not permitted prior to construction, compensation for loss of wetland and waters will be at a minimum 1:1 restoration ratio and a 1:1 preservation ratio via purchasing credits at a U.S. Army Corps of Engineers-approved mitigation site; avoidance or minimization of impacts on special-status plants; conducting pre-construction sensitive plant surveys; compensation for loss of special-status plant species; use of certified, weed-free, imported erosion-control measures; ensure site cleanliness to contain invasive plants or seeds; modifying the project to avoid impacts on special-status wildlife or their habitats if feasible; installing environmentally sensitive area fencing around habitat features such as vernal pools,

seasonal wetlands, burrows, and nesting trees; when feasible, implementing timing restrictions to avoid nesting and species activity; compensation for the loss of habitat on special-status wildlife species; not applying rodenticides or herbicides to project area; proper disposal of food-related trash; wildlife will be allowed to leave the construction area unharmed; vegetation removal and earthwork should be timed outside of the nesting season or a pre-construction nesting bird survey will be conducted; trees containing active migratory bird and/or raptor (excluding Swainson's Hawk) nests shall be removed during the non-breeding season; implementation of the California Department of Fish and Wildlife's 2012 Staff Report on Burrowing Owl Mitigation; pre-construction survey for Western Pond Turtle; conducting bat surveys and implementation of buffer zones or safe eviction; providing protective silt fencing between vernal pool habitats; implementation of vernal pool habitat preservation and creation credits; stockpiling of construction materials will be confined to the minimum necessary; conducting standard staging area practices for sediment-tracking reduction; Worker Environmental Awareness Program training; Giant Garter Snake surveys; observation of a 20 mile per hour speed limit within construction areas; pre-construction nesting survey for Swainson's Hawk and implementation of buffers; if an active nest (excluding Western Burrowing Owl) is located during pre-construction surveys, construction activities shall be restricted to avoid disturbance to the nest; should the Final South Sacramento Habitat Conservation Plan not be implemented prior to construction, permanent loss of Swainson's Hawk foraging habitat shall be mitigated at a 1:1 ratio; execution of the Kammerer Programmatic Agreement between the State Historic Preservation Office and the California Department of Transportation; implementation of discovery measures for human remains; implementation of discovery measures for Native American human remains; implementation of a Paleontological Management Treatment Plan and spot-check monitoring; paleontological sensitivity training; if paleontological resources are discovered, contractors shall stop work until a qualified paleontologist can assess the significance of the find; designing the project to be in compliance with the latest California Building Standards Code, Caltrans seismic design criteria, and County and City General Plans seismic standards; preparation of project-specific geotechnical investigations to guide the design of earthworks and foundations for proposed structures; incorporate the use of energy-efficient lighting, such as light emitting diode (LED) traffic signals; compliance with air pollution control rules, regulations, ordinances, and statutes; conduct a carbon sequestration feasibility study; implementation of all applicable Sacramento Metropolitan Air Quality Management District best management practices for reducing construction-related greenhouse gas emissions; visual survey and soil sampling for presence of hazardous materials; soil sampling within Union Pacific Railroad right-of-way; contacting the Pacific Gas & Electric and Sacramento Municipal Utility District to assess locations of their pipelines prior to construction of the proposed bridge over the Union Pacific Railroad tracks; sampling and analysis of pesticides and/or asbestos in soil; sampling of aerially deposited lead; compliance with Caltrans' Standard Special Provision 14-11.12, "Removal of Yellow Traffic Stripe and Pavement Marking with Hazardous Waste Residue"; implementation of Caltrans Unknown Hazard Procedures during construction; regulatory compliance and permitting consistent with Central Valley Regional Water Quality Control Board and National Pollutant Discharge Elimination System requirements; should domestic or agricultural water wells be affected by the roadway alignment, they should be abandoned or relocated in accordance with local and state guidelines/regulations; should transformer removal be required, the utility company shall be contacted prior to handling or removing of electrical

transformers; should wooden utility poles require removal, it is recommended that additional sampling and analysis be conducted and waste managed appropriately; should the project require the demolition of building structures, survey and sampling of asbestos containing materials and lead based paint should be performed; conduct a Phase II Preliminary Site Investigation; removal of asbestos containing building materials shall be under acceptable engineering methods and work practices by a licensed asbestos abatement contractor; loose and peeling paint shall be removed and disposed of by a licensed and certified lead paint removal contractor; obtaining required permits from appropriate agencies for impacts to waters, including compliance with water quality objectives outlined in the Central Valley Regional Water Quality Control Board Basin Plan; minimizing sediment transport; compliance with conditions included in permits issued under Sections 404 and 401 of the federal Clean Water Act, and compliance with requirements of Section 10 of the federal Rivers and Harbors Act; obtaining coverage under a National Pollutant Discharge Elimination System Low Threat Discharge and Dewatering Permit if applicable; implementation of low impact development approaches; conduct drainage studies; incorporate infiltration systems; potential impacts from flooding would be alleviated through the FEMA Letter of Map Revision approval process; consultation with flood control agencies; use of rubberized and/or open grade asphalt, setbacks, or construction of soundwalls; compliance with local sound control and noise level rules during construction; ensuring final design is consistent with planning principles set forth in the Joint Powers Agreement; use of applicable relocation assistance programs; preparation of a traffic management plan; sending utility coordination letters; landscaping and irrigation will be based on drought-resistant landscaping materials; and contractor will recycle construction and demolition debris.

The Project is estimated to cost \$169,814,418 and is funded through environmental and final design with Regional Surface Transportation Program/Surface Transportation Block Grant (\$5,627,000), State Transportation Improvement Program (\$1,000,000), and local (\$14,378,418) funds.

Construction is estimated to begin in fiscal year 2029-30.

Attachments:

- Attachment A: Resolution E-24-80
- Attachment B: Notice of Determination
- Attachment C: Project Location Map

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

**3 – Sacramento County
Resolution E-24-80**

- 1.1 WHEREAS, the Capital SouthEast Connector Joint Powers Authority has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the Capital SouthEast Connector – A1/A2 Kammerer Road Project (Project) in Sacramento County; and
- 1.2 WHEREAS, the Capital SouthEast Connector Joint Powers Authority has certified that the Mitigated Negative Declaration has been completed pursuant to CEQA and the CEQA Guidelines; and
- 1.3 WHEREAS, the Project is located on Kammerer Road from Interstate 5 to State Route 99 within Sacramento County and the City of Elk Grove; and
- 1.4 WHEREAS, the Project will replace an existing portion of Kammerer Road with a four-lane thoroughfare, construct a new four-lane expressway section to Interstate 5, and implement railroad grade separation and interchange improvements. The total length of the Project is approximately 5.75 miles, and, dependent upon funding, initial construction may consist of a two-lane facility. As funding and traffic conditions warrant, the four-lane facility will be constructed. The purpose of the Project is to improve regional traffic operations, reduce existing and projected congestion, and provide a vital component of the east-west gap closure; and
- 1.5 WHEREAS, the California Transportation Commission (Commission), as a Responsible Agency, has considered the information contained in the Mitigated Negative Declaration; and
- 1.6 WHEREAS, impacts that require mitigation measures in order to be reduced to less than significant levels relate to aesthetics, agriculture and forest resources, air quality, biological resources, cultural resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, population and housing, public services, transportation/traffic, tribal cultural resources, utilities and service systems; and
- 1.7 WHEREAS, avoidance, minimization and/or mitigation measures include hydroseeding exposed slopes; incorporation of design features to the overhead grade separation structure; using lighting that will minimize light and glare while still conforming to safety standards; designing the project to avoid or minimize direct conversion of important farmland to nonagricultural uses and indirect conversion of farmland through severance or fragmentation; important farmland will be permanently protected from development at a minimum ratio of 1:1;

implementation of Sacramento Metropolitan Air Quality Management District Basic and Enhanced Construction Emission Control Practices to Reduce Fugitive Dust; implementation of Sacramento Metropolitan Air Quality Management District Basic Construction Emission Control Practices to Reduce nitrogen oxides (NOx); implementation of Sacramento Metropolitan Air Quality Management District Enhanced Construction Emission Control Practices to Reduce NOx; implementing strategies to reduce potential for sensitive receptors to be exposed to diesel particulate matter; conducting a geological investigation for Naturally Occurring Asbestos and implementing an asbestos dust mitigation plan if Naturally Occurring Asbestos is found in the project area; compliance with general plans, policies, ordinances, and conservation plans (including any Habitat Conservation Plans, Natural Community Conservation Plans, and other local, regional, and state plans); conducting environmental awareness training for construction personnel; use of orange environmentally sensitive area fencing; compensation for impacts on protected trees following the City Tree Ordinance and Sacramento County General Plan; restoration of exposed areas through seeding or locally native grass plugs; should the Final South Sacramento Habitat Conservation Plan be permitted prior to construction, compensatory mitigation for non-aquatic natural communities, aquatic features, special status plant species, special-status wildlife species, and threatened and endangered wildlife species shall be provided; avoidance of wetland habitats; water diversion; if the Final South Sacramento Habitat Conservation Plan is not permitted prior to construction, compensation for loss of wetland and waters will be at a minimum 1:1 restoration ratio and a 1:1 preservation ratio via purchasing credits at a U.S. Army Corps of Engineers-approved mitigation site; avoidance or minimization of impacts on special-status plants; conducting pre-construction sensitive plant surveys; compensation for loss of special-status plant species; use of certified, weed-free, imported erosion-control measures; ensure site cleanliness to contain invasive plants or seeds; modifying the project to avoid impacts on special-status wildlife or their habitats if feasible; installing environmentally sensitive area fencing around habitat features such as vernal pools, seasonal wetlands, burrows, and nesting trees; when feasible, implementing timing restrictions to avoid nesting and species activity; compensation for the loss of habitat on special-status wildlife species; not applying rodenticides or herbicides to project area; proper disposal of food-related trash; wildlife will be allowed to leave the construction area unharmed; vegetation removal and earthwork should be timed outside of the nesting season or a pre-construction nesting bird survey will be conducted; trees containing active migratory bird and/or raptor (excluding Swainson's Hawk) nests shall be removed during the non-breeding season; implementation of the California Department of Fish and Wildlife's 2012 Staff Report on Burrowing Owl Mitigation; pre-construction survey for Western Pond Turtle; conducting bat surveys and implementation of buffer zones or safe eviction; providing protective silt fencing between vernal pool habitats; implementation of vernal pool habitat preservation and creation credits; stockpiling of construction materials will be confined to the minimum necessary;

conducting standard staging area practices for sediment-tracking reduction; Worker Environmental Awareness Program training; Giant Garter Snake surveys; observation of a 20 mile per hour speed limit within construction areas; pre-construction nesting survey for Swainson's Hawk and implementation of buffers; if an active nest (excluding Western Burrowing Owl) is located during pre-construction surveys, construction activities shall be restricted to avoid disturbance to the nest; should the Final South Sacramento Habitat Conservation Plan not be implemented prior to construction, permanent loss of Swainson's Hawk foraging habitat shall be mitigated at a 1:1 ratio; execution of the Kammerer Programmatic Agreement between the State Historic Preservation Office and the California Department of Transportation; implementation of discovery measures for human remains; implementation of discovery measures for Native American human remains; implementation of a Paleontological Management Treatment Plan and spot-check monitoring; paleontological sensitivity training; if paleontological resources are discovered, contractors shall stop work until a qualified paleontologist can assess the significance of the find; designing the project to be in compliance with the latest California Building Standards Code, Caltrans seismic design criteria, and County and City General Plans seismic standards; preparation of project-specific geotechnical investigations to guide the design of earthworks and foundations for proposed structures; incorporate the use of energy-efficient lighting, such as light emitting diode (LED) traffic signals; compliance with air pollution control rules, regulations, ordinances, and statutes; conduct a carbon sequestration feasibility study; implementation of all applicable Sacramento Metropolitan Air Quality Management District best management practices for reducing construction-related greenhouse gas emissions; visual survey and soil sampling for presence of hazardous materials; soil sampling within Union Pacific Railroad right-of-way; contacting the Pacific Gas & Electric and Sacramento Municipal Utility District to assess locations of their pipelines prior to construction of the proposed bridge over the Union Pacific Railroad tracks; sampling and analysis of pesticides and/or asbestos in soil; sampling of aerially deposited lead; compliance with Caltrans' Standard Special Provision 14-11.12, "Removal of Yellow Traffic Stripe and Pavement Marking with Hazardous Waste Residue"; implementation of Caltrans Unknown Hazard Procedures during construction; regulatory compliance and permitting consistent with Central Valley Regional Water Quality Control Board and National Pollutant Discharge Elimination System requirements; should domestic or agricultural water wells be affected by the roadway alignment, they should be abandoned or relocated in accordance with local and state guidelines/regulations; should transformer removal be required, the utility company shall be contacted prior to handling or removing of electrical transformers; should wooden utility poles require removal, it is recommended that additional sampling and analysis be conducted and waste managed appropriately; should the project require the demolition of building structures, survey and sampling of asbestos containing materials and lead based paint should be performed; conduct a Phase II Preliminary Site Investigation; removal

of asbestos containing building materials shall be under acceptable engineering methods and work practices by a licensed asbestos abatement contractor; loose and peeling paint shall be removed and disposed of by a licensed and certified lead paint removal contractor; obtaining required permits from appropriate agencies for impacts to waters, including compliance with water quality objectives outlined in the Central Valley Regional Water Quality Control Board Basin Plan; minimizing sediment transport; compliance with conditions included in permits issued under Sections 404 and 401 of the federal Clean Water Act, and compliance with requirements of Section 10 of the federal Rivers and Harbors Act; obtaining coverage under a National Pollutant Discharge Elimination System Low Threat Discharge and Dewatering Permit if applicable; implementation of low impact development approaches; conduct drainage studies; incorporate infiltration systems; potential impacts from flooding would be alleviated through the FEMA Letter of Map Revision approval process; consultation with flood control agencies; use of rubberized and/or open grade asphalt, setbacks, or construction of soundwalls; compliance with local sound control and noise level rules during construction; ensuring final design is consistent with planning principles set forth in the Joint Powers Agreement; use of applicable relocation assistance programs; preparation of a traffic management plan; sending utility coordination letters; landscaping and irrigation will be based on drought-resistant landscaping materials; and contractor will recycle construction and demolition debris; and

- 1.8 WHEREAS, on December 14, 2018, the Capital SouthEast Connector Joint Powers Authority adopted the Mitigated Negative Declaration and found that the Project would not have a significant effect on the environment with implementation of mitigation measures; and
- 1.9 WHEREAS, on July 9, 2024, the Capital SouthEast Connector Joint Powers Authority confirmed that the environmental document remains valid, there are no newly identified impacts requiring mitigation, and the environmental document is consistent with the Project scope of work programmed by the Commission; and
- 1.10 WHEREAS, the Commission, as a Responsible Agency, has considered the information contained in the Mitigated Negative Declaration.
- 2.1 NOW, THEREFORE, BE IT RESOLVED that the Commission does hereby accept the Mitigated Negative Declaration 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: Brigitte Driller
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: Capital SouthEast Connector – A1/A2 Kammerer Road Project

2018022061	Derek Minnema	(916) 876-9094
State Clearinghouse Number	Lead Agency Contact Person	Area Code/Telephone

Project Location (include county): The project is located on Kammerer Road from Interstate 5 to State Route 99 within Sacramento County and the City of Elk Grove.

Project Description: The project will replace an existing portion of Kammerer Road with a four-lane thoroughfare, construct a new four-lane expressway section to Interstate 5, and implement railroad grade separation and interchange improvements. The total length of the Project is approximately 5.75 miles, and, dependent upon funding, initial construction may consist of a two-lane facility. As funding and traffic conditions warrant, the four-lane facility will be constructed. The purpose of the project is to improve regional traffic operations, reduce existing and projected congestion, and provide a vital component of the east-west gap closure.

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

project on August 15-16, 2024, 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 was 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.

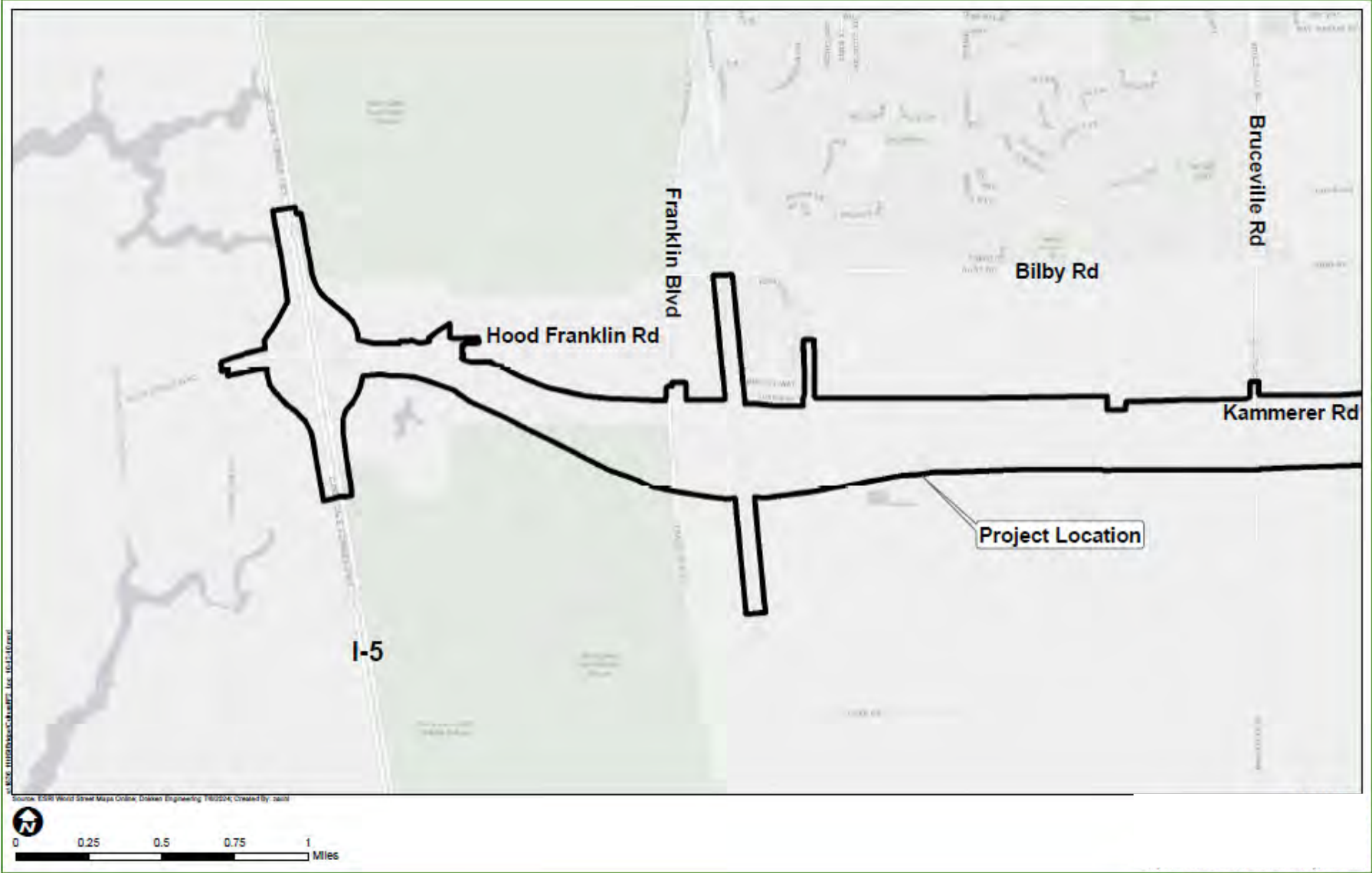
The above-identified document with comments and responses and record of project approval is available to the General Public at: City of Elk Grove, 1st Floor at the Development Services Counter, 8401 Laguna Palms Way, Elk Grove, CA 95758.

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

Capital SouthEast Connector - A1/A2 Kammerer Road Project, Sacramento County



Project Location Map (continued)

Capital SouthEast Connector - A1/A2 Kammerer Road Project, Sacramento County

