

# City of Woodland

## REPORT TO MAYOR AND CITY COUNCIL

## AGENDA ITEM

**TO: THE HONORABLE MAYOR  
AND CITY COUNCIL**

**DATE: October 16, 2007**

**SUBJECT: I-5/SR-113 Funding Update**

### **Report in Brief**

The I-5/SR 113 freeway to freeway connector has been a longstanding transportation priority for the City of Woodland in addition to the City's transportation funding partners such as the Yolo County Transportation District (YCTD), SACOG and Caltrans. The project has been the next priority after completion of the West Sacramento Harbor Blvd. project, which is nearing completion. Continued support of the I-5/113 project is necessary to receive State Transportation Improvement Program (STIP) funding to complete on-going design and right of way acquisition, and subsequently, construction. Completion of the design and right of way acquisition will enable the project to be designated as "shelf ready" and eligible for construction should funds become available.

Staff recommends that the City Council reaffirm continued support for the NB I-5/SB SR 113 project for the upcoming STIP cycle to get the project "shelf ready" as a minimum.

### **Background**

The I-5/SR 113 project would connect traffic from northbound I-5 to southbound SR 113. Currently, traffic that needs to make this connection must exit northbound 5 and utilize local streets to access southbound 113. This project was originally nominated due to the projected traffic congestion on local streets (Main, Gibson and CR 102) in the 2020 timeframe if the project was not built. Caltrans currently has design in progress and is purchasing right of way for the project. The City is currently seeking funds to complete design and right of way purchase in order to become designated as a "shelf ready" project. Once a project is designated as "shelf ready", construction may proceed if funds become available. The current total cost estimate for the project is \$61 million. Of this \$61 million, there is \$5.7 million in current project funding with \$7.5 million in additional funding required to get the project "shelf ready" (see attachment "Funding Summary for the NB I-5/SB SR-113 project"). Of the \$7.5 million in additional project funding required, the City Council committed to fund \$2.3 million in future STIP funding for design and right of way staff work if Caltrans performed this work prior to funding availability (see attached 12/6/05 Council

Communication). Of this \$2.3 million commitment, approximately \$1.5 million has already been spent by Caltrans.

There are a number of probable fund sources that are already being considered for the funding of this project (see attachment “Probable fund sources for the NB I-5/SB SR-113 project”). In addition, there are other fund sources that could become available as summarized below:

- State bond funding, if currently programmed bond projects fail (some are experiencing right of way and environmental delays and there is an emphasis on getting projects to construction meaning “shelf ready” projects will be attractive to the California Transportation Commission)
- Additional federal funding (the bridge failure in Minnesota could push Congress to allocate more funding to transportation infrastructure)
- Caltrans could be more aggressive about contributing their share of the STIP (likely in 5-10 years) which would put pressure on Yolo County to come up with our share.
- New funding could come from a new transportation bond

Now that the Harbor Blvd. project is funded, the I-5/SR 113 project is the #1 priority project in Yolo County for regional funding. This means that this project should be receiving all regional funding for large scale project in Yolo County until the project is built. Based on the probable fund sources, the estimated funding timeline is approximately 5-10 years. It should be noted that there are a number of factors that could increase or reduce this timeline.

### **Discussion**

There has been some discussion of prioritizing other projects within Yolo County above the I-5/113 project. Based on conversations with representatives of SACOG, Grey-Bowen (City funding consultant) and Caltrans, the following comments should be considered:

- 1) There was a general consensus that as an absolute minimum, the City should get the project “shelf ready” as this project will be needed in the future.
- 2) The City’s current request for \$7.5 million (to get the project “shelf ready”) will likely take all of the available programming capacity for Yolo County for the upcoming round of programming (for the 2008 STIP). Because of this, discussion about bringing forward other projects should be deferred, as a minimum, until the programming cycle two years from now in the fall of 2009. It is likely that there will be many changes to transportation programming over these next two years.
- 3) SACOG suggested that it may be appropriate to nominate other local projects in Yolo County (Kentucky Ave, CR 98) after the I-5/113 project became “shelf ready” as long as there was an understanding that the I-5/113 would cut to the front of the line (and the other projects would be unprogrammed immediately) if additional large scale funding became available for the I-5/113 project. Grey-Bowen and Caltrans were cautious about this strategy because they felt that the California Transportation Commission and Caltrans might view the

I-5/113 project in a negative light if Yolo County had been spending their STIP dollars on transportation improvements that are not on the state highway system (i.e. Kentucky Ave, County Road 98).

It should be noted that some of the fund sources that are available for the I-5/113 project would not be available for other non-state highway projects. This includes Caltrans portion of the STIP, state bond funding and larger portions of federal earmark funding.

If there is an interest in reevaluating the City's commitment to this project, staff believes some traffic modeling is necessary to evaluate alternative intersection improvements that can be implemented to mitigate the traffic demand on Main Street and the Gibson/CR 102 corridors. All traffic modeling performed by the City in the last ten years has assumed that the direct connectors will get built.

If the City Council withdraws support for the project and pursues funding of other projects, the City will still be required to repay Caltrans approximately \$1.5 million in advance design and right of way staff costs. This payment advance funding commitment (up to \$2.3 million) was anticipated to be made with STIP funding, although Road Development funds could be used. Until this project is completed, we will continue to have regional traffic on City streets, and in addition to the increased road maintenance costs, will continue to have complaints of truck noise from Gibson Ranch area homes adjacent to CR 102 and Gibson Road.

### **Fiscal Impact**

The I-5/SR113 currently needs \$7.5 million in additional funding to get the project "shelf ready". The City is planning to request \$7.5 million in STIP funding in the upcoming cycle (fall 2007). If this project is not supported regionally for STIP funding, it will become increasingly difficult to advance the project.

### **Public Contact**

Posting of the City Council agenda.

### **Alternative Courses of Action**

1. That the City Council reaffirm continued support for the NB I-5/SB SR 113 project for the upcoming STIP cycle to get the project "shelf ready" as a minimum.
2. That the City Council withdraw support for the project and pursue funding of other projects. If this alternative is chosen, then the City will be required to pay Caltrans approximately \$1.5 million in advance design and right of way staff costs. This payment would likely be made with STIP funding.

**SUBJECT:** I-5/SR-113 Funding Update

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**ITEM:**

**Recommendation for Action**

Staff recommends that the City Council approve Alternative No. 1

Prepared by: Brent Meyer  
Sr. Civil Engineer, Traffic Engineer

Reviewed by: Gary Wegener  
Public Works Director

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Mark G. Deven  
City Manager

Attachments: Funding summary for the NB I-5/SB SR-113 project  
Probable fund sources for the NB I-5/SB SR-113 project  
12/6/05 Council Communication  
Resolution 4700 Approving Appropriation of Future STIP Funds

**Funding summary for the NB I-5/SB SR 113 project**

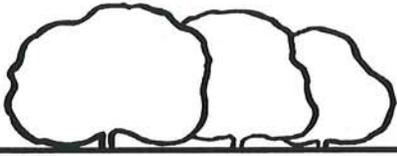
	Required Budget	Current Budgeted Amount	Funding required to make project "shelf ready"	Construction funding required
Support Costs (Environmental, Design, right of way aquisition)	\$6.4	\$2.9 \$2.3 STIP funding \$0.6 Fed funding	\$3.5* \$3.5 STIP funding (proposed)	
Right of Way Capital Costs	\$6.8	\$2.8 \$0.5 STIP funding \$2.0 Fed funding \$0.3 City funding	\$4.0 \$4.0 STIP funding (proposed)	
Construction Costs	\$47.5			\$47.5  see "Possible fund sources"
<b>Total</b>	<b>\$60.7</b>	<b>\$5.7</b>	<b>\$7.5</b>	<b>\$47.5</b>

All funding shown in millions

\* Of the \$3.5 million shown, a minimum of \$1.5 million will need to be repaid to Caltrans per Council resolution on 12/6/05

**Probable fund sources for the NB I-5/SB SR 113 project**

Road development fees	\$10 million
STIP funding (YCTD share)	\$35 million \$3.5/year for ten years
STIP funding (Caltrans share)	\$20-25 million Caltrans has previously committed to pay 50% of the cost of construction
Federal funding (thru SACOG)	\$1-5 million
Federal earmark funding	\$2-10 million



**COUNCIL COMMUNICATION**

**AGENDA ITEM**  
11.

**SUBJECT:** Adopt Resolution Approving Appropriation of Future STIP Funds

**DATE:** December 6, 2005

**PREPARED BY:** Public Works Department

**RECOMMENDED ACTION:** That the City Council adopt Resolution No. \_\_\_\_\_, approving the appropriation of future STIP funds.

**BACKGROUND INFORMATION:** The City of Woodland is working in a cooperative effort with Caltrans to construct Phase 2 of the I-5/SR 113 interchange. This project will construct the connector between northbound I-5 and southbound SR-113 and associated improvements.

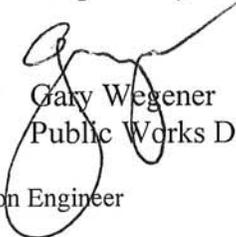
This project is identified in the 1998 Streets Master Plan and is required to serve regional traffic growth within Yolo County. This project will construct a crucial link between I-5 and SR-113.

Caltrans will commit to working on the project design if the City of Woodland adopts a resolution certifying that repayment for the cost of the design with future shares of STIP funds.

**BUDGET IMPACTS:** The City will receive future shares of STIP funds through YCTD and SACOG. These funds, programmed biannually will be allocated to this project to repay the design costs incurred before the funding is available.

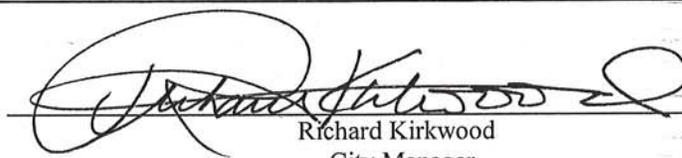
There are no General Fund impacts.

Respectfully submitted,

  
Gary Wegener  
Public Works Director

Written by: Brent Meyer – Senior Transportation Engineer  
Attachment: Resolution

**APPROVED BY:**

  
Richard Kirkwood  
City Manager

RESOLUTION NO. 4700

RESOLUTION APPROVING APPROPRIATION  
OF FUTURE STIP FUNDS

WHEREAS, the City of Woodland and Caltrans are working cooperatively to construct Phase 2 of the I-5/SR-113 interchange which will construct the connector between northbound I-5 and southbound SR-113 and associated improvements; and

WHEREAS, the City of Woodland programmed \$1.7 million of STIP funding for design of the 5/113 interchange in the 2002 STIP and Caltrans has requested \$2.3 million in additional funding to complete the design; and

WHEREAS, this project is identified in the City of Woodland 1998 Streets Master Plan dated March 1998; and

WHEREAS, this project is needed to serve regional traffic growth within Yolo County and will be a crucial link between the I-5 and SR-113; and

WHEREAS, the City of Woodland will receive future shares of STIP funds, through YCTD and SACOG, to be programmed on a biannual basis; and

WHEREAS, Caltrans has committed to work on the design of this project if the City of Woodland commits to paying for the design with future STIP funds.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Woodland, certifies that the City of Woodland will commit to program and pay for the design of this project out of future STIP funds.

PASSED AND ADOPTED on December 6, 2005, by the following vote:

AYES:	Council Members:	Flory, Monroe, Peart, Pimentel, Rexroad
NOES:	Council Members:	None
ABSENT:	Council Members:	None
ABSTAIN:	Council Members:	None

  
\_\_\_\_\_  
Matt Rexroad, Mayor of the City of Woodland

ATTEST:

  
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Sue Vannucci, City Clerk of the City of Woodland