

Summary Form for Electronic Document Submittal**Form F**

Lead agencies may include 15 hardcopies of this document when submitting electronic copies of Environmental Impact Reports, Negative Declarations, Mitigated Negative Declarations, or Notices of Preparation to the State Clearinghouse (SCH). The SCH also accepts other summaries, such as EIR Executive Summaries prepared pursuant to CEQA Guidelines Section 15123. Please include one copy of the Notice of Completion Form (NOC) with your submission and attach the summary to each electronic copy of the document.

SCH #: _____

Project Title: State Route 70 Binney Junction Roadway Rehabilitation and Complete Streets Project

Lead Agency: California Department of Transportation (Caltrans) District 3

Contact Name: Tracy Robinson

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Project Location: Marysville, CA - Yuba County

City

County

Project Description (Proposed actions, location, and/or consequences).

The California Department of Transportation (Caltrans), in cooperation with Yuba County, City of Marysville, and Union Pacific Railroad (UPRR), proposes to rehabilitate State Route 70 (SR 70), in the City of Marysville, from 0.1 mile south of 14th Street (PM 14.8) to just north of Cemetery Road (PM 15.7) in Yuba County. The project proposes to apply complete streets components, rehabilitate existing pavement, reduce future traffic congestion, improve operations and safety, and comply with current Caltrans, UPRR, and local agency standards. The project's proposed improvements would rehabilitate existing structural sections, construct 2 through lanes, 2 auxiliary lanes, a two-way left turn lane (TWLTL), standard shoulders, and standard sidewalks. These improvements would conform to 3 lanes at the recently constructed Simmerly Slough Bridge project.

Identify the project's significant or potentially significant effects and briefly describe any proposed mitigation measures that would reduce or avoid that effect.

Project impacts would occur in the following resource areas: community impacts, traffic/transportation, visual/aesthetics, water quality, hazardous waste and materials, air quality, noise and train vibration, wetlands and waters of the U.S. and animal species. The project would not contribute to cumulatively considerable effects to the resources analyzed. Depending on the chosen alternative, relocation assistance or reasonable accommodation may be required for effects on relocation and real property acquisition as well as effects on environmental justice populations.

If applicable, describe any of the project's areas of controversy known to the Lead Agency, including issues raised by agencies and the public.

On July 24, 2024, the original Environmental Impact Report was decertified, in part, due to two procedural timing errors. Additionally, the court also determined the prior EIR had the following substantive errors: (1) ambiguity as to the estimated build time and detours, (2) insufficient details regarding the traffic management plan during construction and drainage system changes; and (3) insufficient details regarding the sidewalks and additional traffic lights to make finding of less than significant impacts. For the project to move forward, a new Draft EIR is required to correct those errors. This document corrects the CEQA errors in the former document and provides additional detail to ensure CEQA compliance.

Provide a list of the responsible or trustee agencies for the project.

The California Department of Transportation, Central Valley Regional Water Quality Control Board, California Department of Fish and Wildlife, U.S. Army Corps of Engineers, and the Sacramento Area Council of Governments (SACOG).