

Notice of Preparation

Notice of Preparation

To: Responsible/Trustee Agency

(Address)

From: Department of Transportation, D03
703 B Street - Marysville, CA 95901

(Address)

Subject: Notice of Preparation of a Draft Environmental Impact Report

California Department of Transportation (Caltrans), District 03 _____ will be the Lead Agency and will prepare an environmental impact report for the project identified below. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for the project.

The project description, location, and the potential environmental effects are contained in the attached materials. A copy of the Initial Study (is is not) attached.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date but not later than 30 days after receipt of this notice.

Please send your response to Attn: Masum Patwary, Yolo80Corridor@dot.ca.gov at the address shown above. We will need the name for a contact person in your agency.

Project Title: I-80 Corridor Improvement Project

Project Applicant, if any: Caltrans D03

Date 6/7/2021

Signature 
Title Environmental Office Chief
Telephone 530-933-8071

Reference: California Code of Regulations, Title 14, (CEQA Guidelines) Sections 15082(a), 15103, 15375.

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Project Title: I- 80 Corridor Improvements Project
EA: 03-3H900

Project Location:

The project is located in Solano, Yolo, and Sacramento Counties on the I-80 corridor between post miles (PMs) 40.7 and 44.7 in Solano County, PMs between PMs 0.00 and 11.72 in Yolo County, and between PMs 0.00 and 1.36 in Sacramento County; on the US-50 corridor between PMs 0.00 and 3.12 in Yolo County and between PMs 0.00 and 0.617 in Sacramento County. The total project length is approximately 20.8 centerline miles.

Project Background:

I-80 is the primary freeway serving the movement of people and goods between Northern California and the eastern United States. Within the Sacramento region, the route serves local and commute traffic, traffic to and from the Bay Area, and recreational traffic to and from the Reno/Tahoe region, and is a primary corridor for goods movement. Within the corridor, the Yolo Bypass Wildlife Area and floodplain limits east-west linkages, funneling many modes and forms of transportation into the narrow I-80 corridor between the cities of Davis and West Sacramento.

I-80 provides direct linkages between agricultural and manufacturing industries in the Central Valley; the Bay Area; and the Ports of Oakland, Richmond, Stockton, West Sacramento, and to the eastern United States. The segment of I-80 within the project limits also serves daily commuters from Sacramento and surrounding cities, such as the City of Davis. It is also the primary access route to the Port of West Sacramento, Sacramento International Airport (SMF), and large distribution centers.

The I-80/US-50 corridor experiences heavy congestion during the commute periods due to high vehicular demand. Data analysis shows that the peak hour and direction occurs during the 5:00 PM to 6:00 PM in the eastbound direction and significant AM peak period delay on westbound I-80 occurs between 8:00 AM to 10:00 AM. The corridor has infrastructure deficiencies, such as short weaving and merging areas, lane drops that create bottlenecks, incomplete ramp metering and auxiliary lane systems, and inadequate ITS elements. The corridor also experiences heavy recreational traffic, leading to heavy congestion on weekends and holidays.

Project Description:

The California Department of Transportation (Caltrans) proposes to construct improvements consisting of managed lanes, pedestrian/bicycle facilities, and Intelligent Transportation System (ITS) elements along Interstate 80 (I-80) and United States Route 50 (US-50) from Kidwell Road near the eastern Solano County boundary (near Dixon), through Yolo County, and to West El Camino Avenue on I-80 and Interstate 5 (I-5) on US-50 in Sacramento County.

The project proposes to add auxiliary lanes at eastbound I-80 between Old Davis Rd and Richards Blvd and WB I-80 between Jefferson Blvd and Harbor Blvd, widen the roadway to the median or to the outside, cold planning, reconstruction of roadway structural sections, construction of Clear Recovery Zone (CRZ), extension or replacement of existing cross culverts, installation of Intelligent Transportation System (ITS) components and overhead signs, restriping, potential construction of soundwalls, modification of roadside ditches, bicycle and pedestrian facility improvements, and installation of a new park and ride facility.

Alternatives:

“Managed lanes” is a broad term for implementation of various lane configurations that may be used by specific types of vehicles, maximum number of riders in the vehicle, paying for use of a certain lane, or a combination. This project is evaluating different managed lanes alternatives to determine the one with the least impact which best meets the need of the project. The alternatives are:

- No build alternative – no change to the current conditions
- Build – Add a new High Occupancy Vehicle (HOV) lane in each direction for use by vehicles with two or more riders (HOV2+) in each direction.
- Build – Add a High Occupancy Toll (HOT) lane for use by vehicles with two or more riders (HOT 2+) in each direction widen median
- Build – Add a High Occupancy Toll lane for use by vehicles with three or more riders (HOT 3+) in each direction
- Build - Add an Express Lane in each direction (Everyone using the lane pays to use the lane, regardless of number of riders).
- Build – Add a transit-only lane in each direction
- Build - Repurpose current #1 lane to a High Occupancy Vehicle lane for use by vehicles with two or more riders (HOV 2+) in each direction. (no build alt)
- Build – Add a High Occupancy Vehicle lane for use by vehicles with two or more riders (HOV 2+) in each direction with HOV to HOV connector at the I-80/Hwy 50 interchange

Probable Environmental Effects:

The proposed project is expected to result in temporary and permanent environmental effects. The draft Environmental Impact Report/Environmental Assessment will determine what resources would be affected, the level of significance, and feasible measures to reduce impacts. Probable environmental effects of the proposed project are outlined below.

Aesthetics

The proposed project may result in impacts to visual resources and the visual quality of the site and its surroundings. During the environmental phase of the project, studies will be conducted to determine potential impacts to visual resources.

Air Quality

The proposed project may result in long-term air quality impacts from operational activities and will generate temporary short-term air quality impacts from construction activities, however the impacts are not expected to be significant and minimization measures will be implemented during construction. Caltrans will analyze project impacts to air quality including criteria pollutants and operational air quality.

Biological Resources

There is a potential for biological resources to be located within the proposed project area. During the environmental phase of the project, studies will be conducted to determine potential impacts toward special status plant and animal species and associated critical habitat. Studies will also be conducted to determine potential effects toward riparian and wetland habitats as well as Waters of the State/United States.

Cultural

There is potential for cultural resources to be located within the proposed project area. Studies will be conducted during the environmental phase to determine the potential impacts to these resources.

Paleontological Resources

There is potential for paleontological resources to be located within the project area. Studies will be conducted during the environmental phase to determine the potential impacts to paleontological resources.

Hazards/Hazardous Materials

There is potential for hazards/hazardous materials to be located within the proposed project area. During the environmental phase of the project, studies will be conducted to determine potential impacts.

Hydrology and Water Quality

The proposed project could impact water quality. Studies will be conducted during the environmental phase to evaluate potential water quality impacts or degradation to receiving waters as a result of the proposed project.

Noise

The proposed project could result of noise levels in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies. Studies will be conducted during the environmental phase to evaluate potential noise impacts.

Energy/Greenhouse Gases

The proposed project could increase the number of through-lanes and vehicle miles traveled. Studies will be conducted during the environmental phase to evaluate potential impacts to energy and greenhouse gases.

Transportation

The proposed project could increase the number of through-lane traffic and may contribute to induced travel. Studies will be conducted during the environmental phase to evaluate potential impacts induced VMT has on the corridor.

Utilities/Service Systems

The proposed project could require the relocation of existing facilities; including but not limited to gas, electric and communications facilities. Studies will be conducted during the environmental phase to evaluate potential impacts to utilities and service systems.

NOP Scoping Meeting

NOP scoping meeting will be held virtually on July 28, 2021.