

Memorandum

*Making Conservation
a California Way of Life*

To: Governor's Office of Planning and Research **Date:** October 17, 2022
State Clearinghouse and Planning Unit
All Reviewing Agencies

From: CA Department of Transportation (Caltrans) D3

Subject: RE: SCH # 2021060117; 03-3H900 Yolo 80 Corridor Improvements Project

The Lead Agency (Caltrans) previously submitted a Notice of Preparation (NOP) to the State Clearinghouse, dated June 6, 2021 (revised August 16, 2021), for the Yolo 80 Corridor Improvements Project. A second revised NOP is attached to this memorandum. The second NOP revision includes clarification of the proposed managed lane strategies and alternatives.

Attachment

1. Revised Notice of Preparation, dated October 17, 2022

Notice of Preparation

Notice of Preparation

To: Responsible/Trustee Agency

From: Department of Transportation, D03

703 B Street - Marysville, CA 95901

(Address)

(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: Yolo 80 Corridor Improvements Project

Project Applicant, if any: Caltrans D03

Date 10/17/2022

Signature Mike Bartlett

Title Environmental Office Chief

Telephone 530-933-8071

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

Notice of Preparation

Project Title:

Yolo 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 R44.7 in Solano County, PMs between PMs 0.00 and R11.72 in Yolo County, and between PMs 0.00 and M3.63 in Sacramento County; on the US-50 corridor between PMs 0.00 and 3.12 in Yolo County and between PMs 0.00 and L2.48 in Sacramento County.

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 Cities of Davis, West Sacramento, and Sacramento. 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 period and direction occur approximately from 2:15 PM to 6:45 PM in the eastbound direction from SR 113 in Davis to the I-5/US 50 separation, and in the westbound direction from 4:30 PM to 6:30 PM. The AM peak period delays occur on I-80 eastbound and westbound from 6:15 AM to 10:30 AM from Davis to the I-5/I-80 separation. 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.

Need:

Interstate 80 (I-80) from the Kidwell Road Interchange in eastern Solano County, through Yolo County, and to I-80 / West El Camino Interchange, and United State Route 50 (US 50) from the US-50 / I-80 Junction in Yolo County to US-50 / Interstate 5 (I-5) Junction in Sacramento County are vitally important transcontinental routes for commuters, transit, freight and recreational traffic. Short weaving and merging areas result in traffic incidents, inefficient throughput of automobile and transit, and significantly impacts freight economic competitiveness and efficiencies. Bottlenecks caused by the morning, evening, and weekend recreational travel at the I-80 Yolo Causeway between Davis and West Sacramento limits person throughput; leads to unreliable automobile, transit, and freight travel times; and produces pollution directly to fifteen disadvantage communities living within the limits of the project. Limited travel time incentives for carpool/vanpool/transit usage promotes single occupancy vehicles, higher number of vehicles, higher VMT, and deficient person throughput within the project limits. The lack of Intelligent Transportation Systems (ITS) infrastructure exacerbates the inefficient throughput and contributes to unreliable automobile, freight, and transit travel times which impedes local, regional, and interstate economic sustainability.

Purpose:

The proposed project will extend the Managed Lane network to provide multimodal transportation options including dedicated bicycle/pedestrian facilities, a new Mobility Hub/Park n Ride facility with transit transfer services which will further reduce the number of vehicles on the state highway system, interchange modernization, freight reliability, transit prioritization and ITS elements to improve safety, transit time reliability, manage Vehicle Miles Travelled (VMT) and reduce GHG and other traffic-related emissions. Included in the project are preemptive transit signals at ramp meters and traffic signals at adjacent ramp intersections within the project limits to allow buses to move quicker than passenger vehicles further improving transit reliability and making transit a more viable alternative to driving. The reduced traffic-related emissions will greatly benefit those living along the corridor, especially people living in disadvantaged communities in West Sacramento that are within the project limits. The addition of ITS infrastructure, like Changeable Message Signs (CMS) and Closed Caption Television's (CCTV), will help expedite traveler information to warn the public of changing travel conditions, enhance incident response time and reduce secondary collisions.

The project will improve transit access and viability for YoloBus, Fairfield/Suisun Transit, Sacramento Regional Transit including existing or planned electric bus service between University of California, Davis (UCD) campus, UCD Medical Center in Sacramento, Kaiser Permanente Medical Center in downtown Sacramento, and Sacramento International Airport. The termini to the bike and pedestrian facility and crossing on each side of the causeway will be improved to enhance access, safety, and mobility. Roadway congestion pricing identified in SACOG's (MTP/SCS) will also manage VMT.

Project Description:

The California Department of Transportation (Caltrans) proposes to construct improvements consisting of tolled managed lanes with direct I-80 connectors at the I-80/US 50 separation, 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 Truxel Road on I-80 and to State Route 99 (SR 99) on US-50 in Sacramento County. The project will construct new managed lanes on I-80 from Solano/Yolo County line to El Camino Avenue, and on US 50 from I-80/US 50 separation to I-5 in Sacramento County, for a total length of approximately 17 centerline or 34 lane miles.

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 Mobility hub/Park n 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. The draft environmental impact report will analyze the following managed lane alternatives in addition to the "no build" alternative:

- No build alternative – no change to the current conditions.
- Build – Construct a new High Occupancy Vehicle (HOV) lane in each direction for use by vehicles with two or more riders (HOV2+) in each direction.
- Build – Construct a high-occupancy toll lane in each direction for vehicles with two or more riders (HOT 2+) and other exempt vehicles without charge; other vehicles will pay a variable fee adjusted in response to demand.
- Build – Construct a high-occupancy toll lane in each direction for vehicles with three or more riders (HOT 3+) and other exempt vehicles without charge; other vehicles will pay a variable fee adjusted in response to demand.
- Build - Construct an Express Lane in each direction; all vehicles (with exceptions for some exempt vehicles like transit) pay a variable fee based on number of riders and in response to

- demand.
- Build – Construct a transit-only lane in each direction.
 - Build - Repurpose current #1 lane to a HOT 3+ lane or transit only lane in each direction.

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 (VMT)

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.

Equity

The proposed project is within fifteen disadvantage communities. The project will conduct equity studies during the environmental phase to evaluate potential impacts.