

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 #: 2021060117

Project Title: Yolo 80 Corridor Improvements Project 03-3H900

Lead Agency: California Department of Transportation

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Project Location: Dixon to Sacramento Solano, Yolo, and Sacramento
City *County*

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

The California Department of Transportation (Caltrans or Department), in collaboration with stakeholders, proposes to construct improvements consisting of managed lanes, pedestrian/bicycle facilities, and Intelligent Transportation System (ITS) elements along Interstate 80 (I-80) and U.S. 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. Twelve build alternatives were assessed for practicability in three geographic segments. The project would add managed lanes on I-80 and US-50 by a combination of lane conversion, restriping, and shoulder and median reconstruction with a concrete barrier. Drainage modifications would be required due to median reconstruction in the locations to which sheet flow currently drains. The existing ITS elements and infrastructure would be expanded and modified and would include ramp meters, fiber-optic conduit and cables, and overhead signs. Utility relocation would occur as needed. The project would have impacts on environmental resources; however, these impacts would not be cumulatively considerable.

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 potentially occur in the following resource areas: aesthetics, air quality, biological resources, cultural resources, hazardous materials, energy and greenhouse gases, hydrology and water quality, noise, paleontology, transportation, and utilities and service systems.

Avoidance and minimization measures, mitigation measures, and Caltrans Standard Measures have been incorporated into the project and will be used to reduce or avoid impacts on environmental resources.

Caltrans will certify that the project complies with CEQA, will prepare findings for all significant impacts identified, will prepare a Statement of Overriding Considerations for impacts that cannot be mitigated below a level of significance, and will certify that the findings and Statement of Overriding Considerations have been considered prior to project approval.

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

To date, Caltrans has engaged in public outreach via two public scoping meetings, six stakeholder meetings, monthly project development team meetings, and consultation with federal and state agencies. Additionally, Caltrans has conducted Native American tribal consultation with parties included on the Native American Heritage Commission's list of tribes or individuals with potential interests, concerns, or knowledge of the affected area. Potentially controversial issues raised by these interactions include project design elements (e.g., design alternatives, potential toll lane pricing); impacts on biological resources, including bats and giant garter snakes; the need for cultural resource monitoring during construction; and feasible mitigation to demonstrate negative effects on vehicle miles traveled. Caltrans will also take action to increase public interest and participation in the outreach process, particularly to seek input on the equity of the managed lanes systems alternatives presented in this document.

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

Responsible Agencies:

California Transportation Commission, Central Valley Regional Water Quality Control Board, California Department of Fish and Wildlife, State Historic Preservation Officer, Central Valley Flood Protection Control Board

Trustee Agencies:

California Air Resources Board, California Department of Conservation, California Department of Parks and Recreation, California Department of Toxic Substances, California Environmental Protection Agency, California Natural Resources Agency, State Water Resources Control Board