



Project Name: Yolo 80 Corridor Improvement Project

DIST-CO-RTE-PM:

- 04 – SOL – I-80 – PM 40.7/R44.7
- 03 – YOL – I-80 – PM 0.00/R11.72
- 03 – SAC – I-80 – PM M0.00/M1.36
- 03 – YOL – U.S. 50 – PM 0.00/3.12
- 03 – SAC – U.S. 50 – PM 0.00/L0.617

EA: 03-3H900

EFIS ID: 0318000085

SCH# 2021060117

**CALIFORNIA DEPARTMENT OF TRANSPORTATION
STATEMENT OF OVERRIDING CONSIDERATIONS**

FOR

**YOLO 80 CORRIDOR IMPROVEMENTS PROJECT TO CONSTRUCT
IMPROVEMENTS CONSISTING OF A HIGH OCCUPANCY TOLL LANE (HOT 3+) IN
EACH DIRECTION WITH DIRECT CONNECTORS, PEDESTRIAN/BICYCLE
FACILITIES, PARK-N-RIDE, AND INTELLIGENT TRANSPORTATION SYSTEM
ELEMENTS ON I-80 BETWEEN POST MILES (PMs) 40.7 AND R44.7 IN SOLANO
COUNTY, BETWEEN PMs 0.00 AND R11.72 IN YOLO COUNTY, AND BETWEEN
PMs 0.00 AND M1.36 IN SACRAMENTO COUNTY; ON U.S. 50 BETWEEN PMs 0.00
AND 3.12 IN YOLO COUNTY AND BETWEEN PMs 0.00 AND L0.617 IN
SACRAMENTO COUNTY**

The following information is presented to comply with State CEQA Guidelines (Title 14 California Code of Regulations, Division 6, Chapter 3, Section 15093), and the Department of Transportation and California Transportation Commission Environmental Regulations (Title 21 California Code of Regulations, Division 2, Chapter 11, Section 1501 et seq.). Reference is made to the Final Environmental Impact Report (FEIR) for the project, which is the basic source for the information.

The following impacts have been identified as significant and not fully mitigable:



Transportation – the project would conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b) as it would increase vehicle miles traveled (VMT). Refer to the Final EIR for a full description of the impacts.

Overriding considerations that support approval of this recommended project are as follows:

The I-80 and US-50 corridors experience high travel demand, especially during peak commute periods and weekends. This demand has created severe traffic congestion and impaired mobility along the route. Congestion at various locations, specifically I-80 through Davis and along the Yolo Bypass Causeway between Davis and West Sacramento, can be especially severe and is caused by a combination of high demand and bottleneck design. Traffic congestion along the I-80 and US-50 within the project limits has impacted public transit headway times and reliability, especially during peak commute periods which are critical times for ridership. Additionally, heavy congestion and stop and go conditions, has impacted movement of freight and commute times.

The purpose of this project is to improve multimodal mobility on I-80 and US-50 in Yolo and Sacramento Counties. This project will decrease congestion through the corridor and the effects congestion has on transit and freight. It will improve transit headway times, reliability, access, and viability through the corridor. This project will also increase freight and people throughput via congestion reduction. The project will also address non-recurrent congestion caused by incidents, including collisions, by improving incident detection, verification, response and clearing and the addition of intelligent transportation systems will provide safer travel for motorists.

This project is being approved despite the above referenced transportation impact not being fully mitigable. The project was unable to mitigate for the full amount of additional VMT (approximately 110 million annually) due to various factors related to infeasibility. The feasibility factors used for evaluation included reasonable cost-to-VMT benefit ratios; whether specific measures were included in a local agency planning document; whether the measure is within the realm of responsibility of another public agency or jurisdiction; inclusion in Sacramento Area Council of Governments Metropolitan Transportation Plan/Sustainable Communities Strategy which would rule out the ability to claim VMT reduction credit; or whether the Yolo 80 project's proposed financial contribution would be sufficient enough to make a reasonable and feasible claim for full VMT credit.

After a thorough solicitation process with local agencies and stakeholders to provide a list of potential VMT reducing measures, analysis was conducted using the above listed feasibility factors on each potential mitigation measure. This yielded a VMT reduction of 50 percent for the preferred alternative. By incorporating the VMT mitigation measures, the project will be able to mitigate 55,601,500 annual VMT, or roughly 50 percent. The 50 percent VMT mitigation will be funded with the project's mitigation budget of \$55 million. Despite the high VMT generated, the project will provide multi-modal benefits to not only users of the state highway system but also to the surrounding communities. The proposed project benefits outweigh the unavoidable VMT adverse impacts.



Pursuant to Section 15093 of the State CEQA Guidelines, decision-makers are required to balance the benefits of a project against its unavoidable environmental risks in determining whether to approve a project. The Project will increase person throughput, improve merge/diverge and short weaving by constructing auxiliary lanes at interchanges used by Port of West Sacramento freight users (thereby improving freeway mainline operations, freight reliability, freight economic competitiveness and efficiency).

To the extent the significant effects of the project are not avoided or substantially lessened to a level of insignificance, Caltrans, having reviewed and considered the information contained in the Final EIR for the Yolo 80 Corridor Improvements Project (EA 03-3H900), and having reviewed and considered the information contained in the public record, and having balanced the benefits of the project against the unavoidable effects which remain, finds that such unmitigated effects to be acceptable in consideration of the overriding considerations discussed herein.

Suzanne Melim

Chief, North Region
Environmental
California Department of
Transportation

Signature

April 30, 2024

Date