Lomo Crossing Safety Improvement Project

SUTTER COUNTY, CALIFORNIA
DISTRICT 03 – SUT – 99 (PM R33.8-36.6)
0J910/0320000040

Initial Study [with Proposed] Negative Declaration

Prepared by the
State of California, Department of Transportation
District 3

The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 USC 327 and the Memorandum of Understanding dated December 23, 2016, and executed by FHWA and Caltrans.

May 1, 2022

General Information about This Document

What's in this document:

The California Department of Transportation (Department), as assigned by the Federal Highway Administration (FHWA), has prepared this Initial Study/Categorical Exclusion (IS/CE), which examines the potential environmental impacts of the alternatives being considered for the proposed project located in Sutter County, California. The Department is the lead agency under the National Environmental Policy Act (NEPA). The Department is the lead agency under the California Environmental Quality Act (CEQA). The document tells you why the project is being proposed, what alternatives we have considered for the project, how the existing environment could be affected by the project, the potential impacts of each of the alternatives, and the proposed avoidance, minimization, and/or mitigation measures.

What you should do:

- Please read this document.
- Additional copies of this document and the related technical studies are available for review at
    - Caltrans District 3, located at:
        - 703 B Street, Marysville, CA 95901
    - Sutter County Planning Department located at:
        - 1130 Civic Center Blvd. Yuba City, CA 95993
    - City of Live Oak; Community Services Department
        - 9955 Live Oak Blvd. Live Oak, CA 95953
- This document may be downloaded at the following website: https://dot.ca.gov/caltrans-near-me/district-3/d3-programs/d3-environmental/d3-environmental-docs
- *Attend the public hearing*.
    - ***June 7,2022; 6p.m. – 7:30 p.m.***
    - **Lomo Cold Storage 6005 Highway 99. Live Oak, CA 95953 at 6-7:30 pm.**
- We'd like to hear what you think. If you have any comments about the proposed project, please send your written comments via postal mail or email to the Department by the deadline.

Send comments via postal mail to:

Robert Wall, Environmental Branch Chief, Attention: Michael Ferrini
Department of Transportation, Environmental Planning
703 B Street, Marysville, CA 93401

- Send comments via email to: *michael.ferrini@dot.ca.gov*.
- Be sure to send comments by the deadline: ***July 7, 2022***.

What happens next:

After comments are received from the public and reviewing agencies, the Department, as assigned by the FHWA, may: (1) give environmental approval to the proposed project, (2) do additional environmental studies, or (3) abandon the project. If the project is given environmental approval and funding is obtained, the Department could design and construct all or part of the project.

Alternative Formats:

For individuals with sensory disabilities, this document can be made available in Braille, in large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please call or write to Department of Transportation, Attn: **Stacie Gandy**; (530) 741-4222 (Voice) or use the California Relay Service 1 (800) 735-2929 (TTY to Voice), 1 (800) 735-2922 (Voice to TTY), 1 (800) 855-3000 (Spanish TTY to Voice and Voice to TTY), 1-800-854-7784 (Spanish and English Speech-to-Speech) or 711.

State Route 99, in Sutter County at the Eager Road interchange (Postmile 33.8) to Lomo Crossing at Kent Avenue (Postmile 33.6), Safety Improvements

INITIAL STUDY with (Proposed) Negative Declaration/
Submitted Pursuant to: (State) Division 13, California Public Resources Code
(Federal) 42 USC 4332(2)(C)

THE STATE OF CALIFORNIA
Department of Transportation

Responsible Agencies: California Transportation Commission

05/19/2022
Date

Mike Bartlett
Mike Bartlett
Chief, North Region Environmental, D3
California Department of Transportation

The following persons may be contacted for more information about this document:

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(PROPOSED) NEGATIVE DECLARATION

Pursuant to: Division 13, Public Resources Code

Project Description

The California Department of Transportation (Caltrans), as part of the State Highway Operation and Protection Program and in part as a response to an emergency safety Director's Order executed in 2021 due to an accident rate of more than four times the statewide average, proposes to permanently eliminate cross traffic access to State Route 99 at Encinal Road and Live Oak Boulevard in Sutter County at Lomo Crossing from south of Encinal Road/Live Oak Boulevard to north of Kent Avenue (PM R34.8/36.6); improve access at the Eager Road (PM R33.8/R34.0) interchange: and improve acceleration features in proximity to the railroad crossing at Lomo for both the approach and departure directions of travel for vehicles required by law to stop at the railroad crossing.

Determination

This proposed Negative Declaration (ND) is included to give notice to interested agencies and the public that it is the Department's intent to adopt an ND for this project. This does not mean that the Department's decision regarding the project is final. This ND is subject to change based on comments received by interested agencies and the public.

The Department has prepared an Initial Study for this project and, pending public review, expects to determine from this study that the proposed project would not have a significant effect on the environment for the following reasons:

The proposed project would have no effect on Aesthetics, Agricultural and Forest Resources, Cultural Resources, Geology and Soils, Hydrology and Water Quality, Land Use and Planning, Noise, Population and Housing, Public Services, Recreation, Tribal Cultural Resources, and Mandatory Findings of Significance.

The proposed project would have less than significant effects to Air Quality, Biological Resources, Greenhouse Gas Emission, Hazards and Hazardous Materials, Transportation, Utilities and Service Systems, and Wildfire.

With mitigation measures incorporated, the proposed project would have less than significant effects on Traffic Operations.

Mike Bartlett

Mike Bartlett
Chief, North Region Environmental Division,
District 3 - California Department of Transportation

05/19/2022
Date

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Summary

The proposed project is located along State Route 99 between the Eager Road interchange at Postmile R33.8 and Lomo Crossing at Kent Avenue, terminating at Postmile 33.6 within Sutter County.

The purpose and need for the proposed project is to improve safety levels within the above project area due to a higher-than-average state rate of vehicle collisions within the project area, specifically at or near the Lomo Crossing intersection.

To achieve a safer highway segment, Caltrans proposes to eliminate cross highway access at Encinal Avenue and Live Oak Boulevard and improve the acceleration opportunities in both north/south directions for commercial vehicle traffic required to stop at the railroad crossing. The state highway interchange at Eager Road will also be improved to facilitate access by motorists prevented from access at Encinal and Live Oak.

Acceleration lanes in both directions will necessitate right of way acquisition along the highway facilitate extended lanes. These lanes will serve the commercial vehicle traffic required to stop at the railroad crossing to safely merge in and out of mainline traffic and safely in and out of the cold storage facility. These are not auxiliary lanes or capacity increasing lanes and will terminate less than one mile from where they begin.

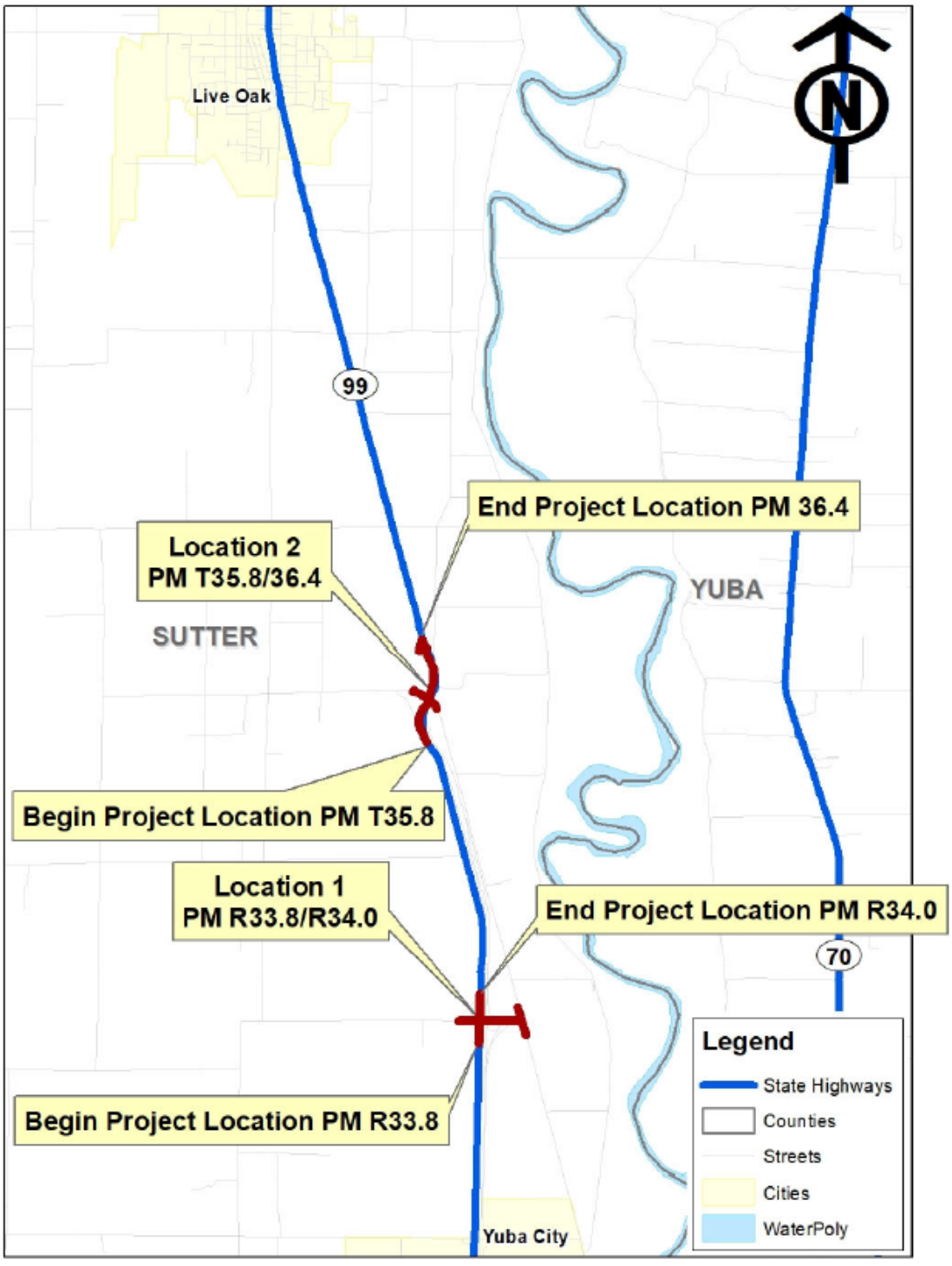
Proposed work at the Eager Road interchange is necessary to bring the facility to current standards of highway design and to extend the useful life of the facility as motorists are projected to utilize this facility after the cross-traffic turns are eliminated at Lomo Crossing. The impact at Eager Road interchange will have minimal to no impact on properties along Eager Road due to a nominal increase traffic at this location.

All proposed work will occur within the state right of way. Caltrans is the lead agency under both CEQA and NEPA. There will be no impacts to the built environment or natural environment at Lomo Crossing. The proposed project is considered a safety improvement only project funded through the State Highway Operations and Protection Program (SHOPP).

This document contains information regarding compliance with the California Environmental Quality Act (CEQA) and other state laws and regulations. Separate environmental documentation supporting a Categorical Exclusion determination will be (for proposed ND/MND)/has been (for final ND/MND) prepared in accordance with the National Environmental Policy Act (NEPA). When needed for clarity, or as required by CEQA, this document may contain references to federal laws and/or regulations (CEQA, for example, requires consideration of adverse effects on species identified as a candidate, sensitive, or special-status

species by the National Marine Fisheries Service and the United States Fish and Wildlife Service—in other words, species protected by the Federal Endangered Species Act).

Vicinity Map



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Initial Study-Neg. Declaration

Figure 1

Chapter 1 – Proposed Project

1.1 Project History

The California Department of Transportation (Caltrans), Office of Traffic Safety has identified a concern of safety along State Route 99 between post-miles R34.8 through 36.6, Lomo Crossing, between Encinal Road/Live Oak Boulevard and Kent Road in Sutter County. The Lomo Crossing complex experiences a higher-than-average vehicle collision rate (approximately 4 times the state average).

In February 2021, an emergency project was initiated under a Director's Order to install a temporary barrier on SR99 at Live Oak Boulevard and Encinal Avenue to prevent cross highway movement. This barrier was designed to serve an interim function preventing cross highway turn movements until the proposed State Highway Operation Preservation Program (SHOPP) project could be executed in 2024/25.

The present project is included in the 2021 Federal Statewide Transportation Improvement Program (FSTIP) and is proposed for funding from the HB4C program (System Operational Improvements). It is also included in the Sacramento Area Council of Governments (SACOG) Metropolitan Transportation Improvement Program (MTIP).

1.2 Project Description

On Route 99 near Live Oak, from south of Encinal Road/Live Oak Boulevard to north of Kent Avenue (PM R34.8/36.6); also at Eager Road (PM R33.8/R34.0): Caltrans proposes to eliminate cross traffic access to Route 99 at Encinal Road/Live Oak Boulevard and improve acceleration features in proximity to the railroad crossing at the Lomo Crossing approach/departure for both directions of travel for vehicles required by law to stop at the railroad crossing.

The project will further improve the highway interchange elements at the Eager Road (PM R33.8/R34.0) facility to current highway design standards and improve the useful service life of the interchange.

Caltrans proposes to eliminate cross highway access at Encinal Avenue and Live Oak Boulevard and improve the acceleration opportunities in both north/south directions for commercial vehicle traffic required to stop at the railroad crossing. The state highway interchange at Eager Road will also be improved to facilitate access by motorists prevented from access at Encinal and Live Oak.

Acceleration lanes in both directions will necessitate right of way acquisition along the highway facilitate extended lanes. These lanes will serve the commercial vehicle traffic required to stop at the railroad crossing to safely merge in and out of mainline traffic and safely in and out of the cold storage facility. These are not auxiliary lanes or capacity increasing lanes and will terminate less than one mile from where they begin.

Proposed work at the Eager Road interchange is necessary to bring the facility to current standards of highway design and to extend the useful life of the facility as motorists are projected to utilize this facility after the cross-traffic turns are eliminated at Lomo Crossing. The impact at Eager Road interchange will have minimal to no impact on properties along Eager Road due to a nominal increase traffic at this location.

1.3 Alternatives

The proposed project is considering two variations of one build alternative along with a “no-build” alternative.

The Project Delivery Team sought public input during the preliminary planning phase of this project to discuss alternatives 1-3, of which all three alternatives included permanently closing Live Oak Boulevard and Encinal Road to through traffic at SR99. Concerns were raised by the public objecting to terminating these two roads and other concerns for about the preliminary alternatives. Caltrans eliminated all previously proposed alternatives that included the termination of Encinal Road and Live Oak Boulevard and was left with three variations of *Alternative* 4 (A and B) along with a “no build” scenario.

Alternative 4 – Allow right in and right-out access between northbound (NB) SR 99 and Live Oak Boulevard, and right in and right-out access between southbound (SB) SR 99 and Encinal Road; leave existing access to Kent Avenue from SR 99; no shoulder widening at the railroad crossing - Programmable Project Alternative

Location 1:

- Improve left turn access from NB Live Oak Boulevard to Eager Road.
- Widen shoulders at the intersection to accommodate turning radius for Surface Transportation Assistance Act (STAA) vehicle.
- Reconstruct/rehab between Live Oak Boulevard and Eager Road intersection to SR 99 NB on ramp (close to E Onstott Road).
- Cold plane 0.2’ and overlay 0.2’ of hot mix asphalt (HMA)-Type A along Eager Road between SR 99 NB on ramp (close to E Onstott Road) to SR 99 SB on ramp (close to Onstott Frontage Road). Place shoulder backing (imported material) at outside edge of both shoulders, where appropriate.

- Excavate the roadway to dig out failed structural sections.
- Place shoulder backing (imported material) where appropriate.
- Restripe lanes and shoulders with Enhanced Wet Night Visibility (EWNV) 6" thermoplastic traffic stripe, pavement marking and raised retroreflective pavement markers.
- Install a new STOP sign on SB Live Oak Boulevard at the intersection of Eager Road and Live Oak Boulevard and upgrade the existing STOP sign on EB Eager Road at Live Oak Boulevard to Type XI retroreflective sheeting.
- Address drainage issues (shoulder erosion of WB Eager Road between NB 99 on ramp and NB 99 off ramp). Add new ditch and new 18" RCP culvert (approximately 100 ft) if needed.
- Replace four Corrugated Metal Pipe (CMP) down drains located at each corner of the Eager Road OC.
- Upgrade two curb ramps (WB of BR 18-31).
- Replace/modify existing end blocks (concrete transition) to current standard for Bridge No:18-31.
- Replace/extend (to the minimum length as needed) all MBGR with Midwest Guardrail System (MGS) and appropriate end treatments/crash cushion arrays to the current standards of the Manual for Assessing Safety Hardware (MASH) (Replace 214 ft and add 246 ft).
- Install minor concrete under the new MGS for vegetation control (replace one poor condition location).
- Relocate/replace the utility poles and lines as needed.
- Add safety lighting at intersections of Live Oak Blvd/Eager Rd and E Onstott Rd/Eager Rd.
- All R/W acquired for the construction of the project should be relinquished back to Sutter County at the completion of the project.

Location 2:

Allow right in and right-out access between NB SR 99 and Live Oak Boulevard, and right in and right-out access between SB SR 99 and Encinal Road. This improvement will eliminate left turn access between local roads and SR 99, thereby reducing the number of collisions resulting from failure to yield. Traffic heading south on SR 99 from north of Lomo Crossing will be able to use the existing Eager Road Interchange (PM 33.95) to access Live Oak Boulevard. Local traffic driving south from Encinal Road will be able to use the Onstott Frontage Road to Eager Road

for access SR 99 NB. The distance between the Eager Road Interchange and Lomo Crossing is just over 2 miles.

Construct median barrier with crash cushion in both sides of the median barrier to prevent left turn movement. (Note: Traffic safety completed a median barrier warrant analysis at the intersection of Live Oak Boulevard, Encinal Road and SR 99, and it has been determined that the intersection does not warrant installation of median barrier.

Therefore, approval of exception is required from the Office of Traffic Safety and Design. Construct splitter island to create right turn only lane

- Cold plane 0.35’ (0.1-RHMA-O and 0.25’ HMA-Type A) and overlay 0.25’ of HMA-Type A and 0.1’ of RHMA-O between PM T 35.88 to PM 36.4.
- Place shoulder backing (imported material) at outside edge of both shoulders, where appropriate.
- Replace (extend to the minimum length as needed) all existing MBGR with MGS and appropriate end treatments/crash cushion arrays to current MASH standards (Replace 493 ft and add 110 ft).
- Install minor concrete under the new MGS for vegetation control (replace one poor condition location).
- Place shoulder backing (imported material) where appropriate.
- Restripe lanes and shoulders with EWNV 6” thermoplastic traffic stripe and pavement marking and raised retroreflective pavement markers.
- Place shoulder and median rumble strips.
- Install right of way fence.
- Remove an existing culvert under an access road from property to SR 99 (SB side).
- Create open trench/ditch (SB 99 side).
- Relocate/replace the utility lines as needed.

While the objective of this alternative is to reduce the number of collisions by preventing left turn movements at this location, however, it also has its disadvantages as follows:

- Due to the short length of the median barrier, possibility of drivers trying to make illegal U-turn may result in accidents.

- Due to proximity of the crash cushion arrays to the edge of travel way, there would be an increased potential for hits on the arrays, which would require Maintenance exposure to repair. This would probably necessitate closing both directions of SR 99 for cleanup and repair with no viable detour.

Alternative 4b - Allow right in and right-out access at NB SR-99 and Live Oak Boulevard, and right in and right-out access at SB SR-99 and Encinal Road; leave existing access to Kent Avenue from SR-99; provide southbound acceleration lane from the limit line at the railroad track to allow hazardous waste carrying vehicles and school buses to safely accelerate to the prevailing speed, no shoulder widening at the railroad crossing.

Location 1:

Same as Alternative 4

Location 2:

- Construct a median barrier from PM 35.0 to PM 36.0 with crash cushion in both sides of the median barrier to prevent left turn movement.
- Extend existing number 2 lane in the southbound direction from its terminus just north of the Encinal Lane intersection to 300 feet south of the intersection
- Extend existing number 2 lane in the northbound direction from its terminus at the Kent Avenue intersection to 300 feet north of the intersection; provide an exclusive right turn lane to serve existing driveways and Kent Avenue.
- Construct splitter island to create right turn only lane.
- Cold plane 0.35’ (0.1-RHMA-O and 0.25’ HMA-Type A) and overlay 0.25’ of HMA-Type A and 0.1’ of RHMA-O between PM T 35.88 to PM 36.4.
- Place shoulder backing (imported material) at outside edge of both shoulders, where appropriate.
- Replace (extend to the minimum length as needed) all existing MBGR with MGS and appropriate end treatments/crash cushion arrays to current MASH standards.
- Install minor concrete under the new MGS for vegetation control (replace one poor condition location).
- Place shoulder backing (imported material) where appropriate.
- Restripe lanes and shoulders with EWNV 6” thermoplastic traffic stripe and pavement marking and raised retroreflective pavement markers.
- Place shoulder and median rumble strips.

- Install right of way fence.
- Remove an existing culvert under an access road from property to SR 99 (SB side).
- Create open trench/ditch (SB 99 side).
- Relocate/replace the utility lines as needed.

Alternative 4C – Allow right in and right out access at NB SR-99 and Live Oak Boulevard, and right in and right out access at SB SR-99 and Encinal Road; leave existing access to Kent Avenue from SR-99; extend existing number 2 lane to 1400ft the southbound direction, no shoulder widening at the railroad crossing; extend existing number 2 lane to 1400ft in the northbound direction; provide an exclusive right turn lane to serve existing driveways and Kent Avenue.

Location 1:

Same as Alternative 4

Location 2:

Make permanent right-in and right-out access between NB SR 99 and Live Oak Boulevard, and right in and right-out access between SB SR 99 and Encinal Road. This improvement will eliminate left turn access between local roads and SR 99, thereby reducing the number of collisions resulting from failure to yield. Traffic heading south on SR 99 from north of Lomo Crossing will be able to use the existing Eager Road Interchange (PM 33.95) to access Live Oak Boulevard. Local traffic driving south from Encinal Road will be able to use the Onstott Frontage Road to Eager Road for access SR 99 NB.

Extend the south bound SR99 acceleration lane to 1400ft. This acceleration length will permit the HDM design vehicle (200lb/hp) to reach 40mph prior to merging. (acceleration lane to terminate within the 45mph speed zone, 5 miles below the speed limit). Similarly, extend the north bound SR99 acceleration lane to 1400ft. Construct a dedicated 11’ right turn lane in the NB direction to service Kent Ave and avoid vehicles decelerating for the right turn maneuver in the NB acceleration lane.

- Construct the Shurcurb median barrier to prevent left turn movement, span the barrier from T35.6 to 10ft from the UPRR tracks.
- Construct splitter islands to create right turn only lanes.
- Extend 1 culvert to accommodate the SB acceleration lane widening and 1 culvert for the NB acceleration lane.

- Address the existing CT drainage system conflict with the proposed right turn lane.
- Relocate utility pole in conflict with the proposed right turn lane.
- Cold plane the existing roadway 0.30’ overlay with 0.20’ HMA-A and 0.10’ of HMA-O
- For PM 35.99 – 36.07 there is no existing open grade surfacing, cold plane the existing roadway 0.30’ and overlay with 0.20’ HMA-A and 0.10’ of HMA-O.
- Place shoulder backing (imported material) at outside edge of both shoulders, where appropriate.
- Replace (extend to the minimum length as needed) all existing MBGR with MGS and appropriate end treatments/crash cushion arrays to current MASH standards.
- Install minor concrete under the new MGS for vegetation control.
- Remove existing EMS signs
- Build two new MVPs for the new EMS systems, saw cut on the Edge of Pavement (EP), remove section, and construct with 0.35’ HMA-A and 0.95’ AB (Class II).
- Install two new EMS systems, including new conduits connecting to existing electrical service pedestals.
- Restripe lanes and shoulders with EWNV 6” thermoplastic traffic stripe and pavement marking and raised retroreflective pavement markers.
- Place shoulder and median rumble strips.
- Remove existing lighting pole in conflict with the widening and install a new one (NW of Encinal Rd and SR99) Replace one damaged lighting pole (SE of Live Oak Blvd and SR 99)
- Construct a new driveway and provide a new steel gate to the driveway in conflict with the SB acceleration lane widening (state property).
- Widen for the right turn from Kent Ave onto SR99.
- Extend the culvert in conflict with the south bound EMS MVP.
- Install right of way fence.

Alternative 4D - Allow right in and right-out access at NB SR-99 and Live Oak Boulevard, and right in and right-out access at SB SR-99 and Encinal Road; leave existing access to Kent Avenue from SR-99; extend existing number 2 lane to 1400ft the southbound direction, no shoulder widening at the railroad crossing; extend existing number 2 lane to 1400ft in the northbound direction.

Location 1:

Same as Alternative 4

Location 2:

Make permanent right-in and right-out access between NB SR 99 and Live Oak Boulevard, and right in and right-out access between SB SR 99 and Encinal Road. This improvement will eliminate left turn access between local roads and SR 99, thereby reducing the number of collisions resulting from failure to yield. Traffic heading south on SR 99 from north of Lomo Crossing will be able to use the existing Eager Road Interchange (PM 33.95) to access Live Oak Boulevard. Local traffic driving south from Encinal Road will be able to use the Onstott Frontage Road to Eager Road for access SR 99 NB.

Extend the south bound SR99 acceleration lane to 1400ft. This acceleration length will permit the HDM design vehicle (200lb/hp) to reach the 40mph prior to merging. (acceleration lane to terminate within the 45mph speed zone, 5 miles below the speed limit). Similarly, extend the north bound acceleration lane to 1400ft.

- Construct the Shur-Curb median barrier to prevent left turn movement, span the barrier from T35.6 to 10ft from the UPRR tracks.
- Construct splitter islands to create right turn only lanes.
- Extend 1 culvert to accommodate the SB acceleration lane widening and 1 culvert extension for the NB acceleration lane.
- Cold plane the existing roadway 0.30’ overlay with 0.20’ HMA-A and 0.10’ of HMA-O
- For PM 35.99 – 36.07 there is no existing open grade surfacing, cold plane the existing roadway 0.30’ and overlay with 0.20’ HMA-A and 0.10’ of HMA-O.
- Place shoulder backing (imported material) at outside edge of both shoulders, where appropriate.
- Replace (extend to the minimum length as needed) all existing MBGR with MGS and appropriate end treatments/crash cushion arrays to current MASH standards.
- Install minor concrete under the new MGS for vegetation control.
- Remove existing EMS signs
- Build two new MVPs for the new EMS systems, saw cut on the Edge of Pavement (EP), remove section, and construct with 0.35’ HMA-A and 0.95’ AB (Class II).
- Install two new EMS systems, including new conduits connecting to existing electrical service pedestals.
- Place shoulder backing (imported material) where appropriate.
- Restripe lanes and shoulders with EWNV 6” thermoplastic traffic stripe and pavement marking and raised retroreflective pavement markers.
- Place shoulder and median rumble strips.

- Remove existing lighting pole in conflict with the widening and install a new one (NW of Encinal Rd and SR99) Replace one damaged lighting pole (SE of Live Oak Blvd and SR 99)
- Construct a new driveway and provide a new steel gate to the driveway in conflict with the SB acceleration lane widening (state property).
- Limited widening (incremental improvement aimed at minimizing the impact to the fruit stand) for the right turn from Kent Ave onto SR99.
- Extend the culvert in conflict with the south bound EMS MVP.
- Install right of way fence.

Alternative 5 – No Build Alternative

This Alternative does not meet the purpose and need of the project and is not recommended.

1.4 Permits and Approvals Needed

The following permits, licenses, agreements, and certifications (PLACs) are required for project construction:

Agency	PLAC	Status
Federal Highway Administration	Air Quality Conformity Determination	Request for determination to be submitted following selection of a preferred alternative /The Federal Highway Administration found that the project is consistent with the requirements of the Clean Air Act on December 3, 2012.
California Transportation Commission	CTC vote to approve funds; AND/OR CTC vote to approve a new public road connection; AND/OR CTC vote to approve a route adoption.	Following the approval of the FED, the California Transportation Commission will be required to vote to approve funding for the project.

Table 1

1.5 Standard Measures and Best Management Practices Included in All Alternatives

Under CEQA, “mitigation” is defined as avoiding, minimizing, rectifying, reducing/ eliminating, and compensating for an impact. In contrast, Standard Measures and Best Management Practices (BMPs) are prescriptive and sufficiently standardized to be generally applicable, and do not require special tailoring for a project. They are measures that typically result from laws, permits, agreements, guidelines, and resource management plans. For this reason, the

measures and practices are not considered “mitigation” under CEQA; rather, they are included as part of the project description in environmental documents.

The following section provides a list of project features, standard practices (measures), and Best Management Practices (BMPs) that are included as part of the project description. These avoidance and minimization measures are prescriptive and sufficiently standardized to be generally applicable and do not require special tailoring to a project situation. These are generally measures that result from laws, permits, guidelines, resource management plans, and resource agency directives and policies, predate the project’s proposal, and apply to all similar projects. For this reason, these measures and practices do not qualify as project mitigation, and the effects of the project are analyzed with these measures in place. Any project-specific avoidance, minimization, or mitigation measures that would be applied to reduce the effects of project impacts are listed in relevant sections of Chapter 2.

Standard measures relevant to the protection of natural resources deemed applicable to the proposed project include:

Aesthetics Resources

AR-2: Temporary access roads, construction easements, and staging areas that were previously vegetated would be restored to a natural contour and revegetated with regionally appropriate native vegetation.

AR-3: Where feasible, guardrail terminals would be buried; otherwise, an appropriate terminal system would be used, if appropriate.

AR-4: Where feasible, construction lighting would be limited to within the area of work.

AR-5: Where feasible, the removal of established trees and vegetation would be minimized. Environmentally sensitive areas would have Temporary High Visibility Fencing (THVF) installed before start of construction to demarcate areas where vegetation would be preserved, and root systems of trees protected.

Biological Resources

BR-1: **General**

Before start of work, as required by permit or consultation conditions, a Caltrans biologist or Environmental Construction Liaison (ECL) would meet with the contractor to brief them on environmental permit conditions and requirements relative to each stage of the proposed project, including, but not limited to, work windows, drilling site

management, and how to identify and report regulated species within the project areas.

BR-4: Plant Species, Sensitive Natural Communities, and ESHA

A. Seasonally appropriate, pre-construction surveys for sensitive plant species would be completed (or updated) by a qualified biologist prior to construction in accordance with *Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities* (CDFW 2018).

B. Prior to the start of work, Temporary High Visibility Fencing (THVF) and/or flagging would be installed around sensitive natural communities, environmentally sensitive habitat areas, rare plant occurrences, intermittent streams, and wetlands and other waters, where appropriate. No work would occur within fenced/flagged areas.

C. After completion, all superfluous construction materials would be completely removed from the site. The site would then be restored by regrading and stabilizing with a hydroseed mixture of native species along with fast growing sterile erosion control seed, as required by the Erosion Control Plan.

Cultural Resources

CR-1: Caltrans would coordinate with the **United Auburn Indian Community** and incorporate measures to protect tribal resources, including potential work windows associated with tribal ceremonies.

CR-3: If cultural materials are discovered during construction, work activity within a 60-foot radius of the discovery would be stopped and the area secured until a qualified archaeologist can assess the nature and significance of the find in consultation with the State Historic Preservation Officer (SHPO).

CR-4: If human remains and related items are discovered on private or State land, they would be treated in accordance with State Health and Safety Code § 7050.5. Further disturbances and activities would cease in any area or nearby area suspected to overlie remains, and the County Coroner contacted. Pursuant to California Public Resources Code (PRC) § 5097.98, if the remains are thought to be Native American, the coroner would notify the Native American Heritage Commission (NAHC) who would then notify the Most Likely Descendent (MLD).

Human remains and related items discovered on federally-owned lands would be treated in accordance with the Native American Graves Protection and Repatriation Act of 1990 (NAGPRA) (23 USC 3001). The procedures for dealing with the discovery of human remains, funerary objects, or sacred objects on federal land are described in the regulations that implement NAGPRA 43 CFR Part 10. All work in the vicinity of the discovery shall be halted and the administering agency's archaeologist would be notified immediately. Project activities in the vicinity of the discovery would not resume until the federal agency complies with the 43 CFR Part 10 regulations and provides notification to proceed.

Geology, Seismic/Topography, and Paleontology

GS-1: The project would be designed to minimize slope failure, settlement, and erosion using recommended construction techniques and Best Management Practices (BMPs). New earthen slopes would be vegetated to reduce erosion potential.

GS2: In the unlikely event that paleontological resources (fossils) are encountered, all work within a 60-foot radius of the discovery would stop, the area would be secured, and the work would not resume until appropriate measures are taken.

Greenhouse Gas Emissions

GHG-1: Caltrans Standard Specification "Air Quality" requires compliance by the contractor with all applicable laws and regulations related to air quality.

GHG-2: Compliance with Title 13 of the California Code of Regulations, which includes restricting idling of diesel-fueled commercial motor vehicles and equipment with gross weight ratings of greater than 10,000 pounds to no more than 5 minutes.

GHG-3: Caltrans Standard Specification "Emissions Reduction" ensures that construction activities adhere to the most recent emissions reduction regulations mandated by the California Air Resource Board (CARB).

GHG-4: Use of a Transportation Management Plan (TMP) to minimize vehicle delays and idling emissions. As part of this, construction traffic would be scheduled and routed to reduce congestion and related air quality impacts caused by idling vehicles along the highway during peak travel times.

GHG-5: All areas temporarily disturbed during construction would be revegetated with appropriate native species. Landscaping reduces surface warming and, through

photosynthesis, decreases CO_2. This replanting would help offset any potential CO_2 emissions increase.

Hazardous Waste and Material

HW-1: Per Caltrans requirements, the contractor(s) would prepare a project-specific Lead Compliance Plan (CCR Title 8, § 1532.1, the "Lead in Construction" standard) to reduce worker exposure to lead-impacted soil. The plan would include protocols for environmental and personnel monitoring, requirements for personal protective equipment, and other health and safety protocols and procedures for the handling of lead-impacted soil.

HW-2: When identified as containing hazardous levels of lead, traffic stripes would be removed and disposed of in accordance with Caltrans Standard Special Provision "Residue Containing Lead from Paint and Thermoplastic."

HW-3: If treated wood waste (such as removal of signposts or guardrail) is generated during this project, it would be disposed of in accordance with Standard Specification "Treated Wood Waste."

Traffic and Transportation

TT-2: The contractor would be required to schedule and conduct work to avoid unnecessary inconvenience to the public and to maintain access to driveways, houses, and buildings within the work zones.

TT-3: A Transportation Management Plan (TMP) would be applied to the project.

Utilities and Emergency Services

UE-1: All emergency response agencies in the project area would be notified of the project construction schedule and would have access to State Route 99 throughout the construction period.

UE-2: Caltrans would coordinate with utility providers to plan for relocation of any utilities to ensure utility customers would be notified of potential service disruptions before relocation.

Water Quality and Stormwater Runoff

WQ-1: The project would comply with the Provisions of the Caltrans Statewide National Pollutant Discharge Elimination System (NPDES) Permit (Order 2012-0011-DWQ and as amended by subsequent orders, which became effective July 1, 2013), for projects that result in a land disturbance of one acre or more, and the Construction General Permit (Order 2009-0009-DWQ).

Before any ground-disturbing activities, the contractor would prepare a Stormwater Pollution Prevention Plan (SWPPP) (per the Construction General Permit Order 2009-0009-DWQ) or Water Pollution Control Program (WPCP) (for projects that result in a land disturbance of less than one acre), that includes erosion control measures and construction waste containment measures to protect waters of the State during project construction.

The SWPPP or WPCP would identify the sources of pollutants that may affect the quality of stormwater; include construction site Best Management Practices (BMPs) to control sedimentation, erosion, and potential chemical pollutants; provide for construction materials management; include non-stormwater BMPs; and include routine inspections and a monitoring and reporting plan. All construction site BMPs would follow the latest edition of the *Caltrans Storm Water Quality Handbooks: Construction Site BMPs Manual* to control and reduce the impacts of construction-related activities, materials, and pollutants on the watershed.

The project SWPPP or WPCP would be continuously updated to adapt to changing site conditions during the construction phase.

Construction may require one or more of the following temporary construction site BMPs: (only include those relevant to the project)

- Any spills or leaks from construction equipment (e.g., fuel, oil, hydraulic fluid, and grease) would be cleaned up in accordance with applicable local, state, and/or federal regulations.
- Accumulated stormwater, groundwater, or surface water from excavations or temporary containment facilities would be removed by dewatering.
- Water generated from the dewatering operations would be discharged on-site for dust control and/or to an infiltration basin or disposed off-site.
- Temporary sediment control and soil stabilization devices would be installed.

- Existing vegetated areas would be maintained to the maximum extent practicable.

- Clearing, grubbing, and excavation would be limited to specific locations, as delineated on the plans, to maximize the preservation of existing vegetation.

- Vegetation reestablishment or other stabilization measures would be implemented on disturbed soil areas, per the Erosion Control Plan.

- Soil-disturbing work would be limited during the rainy season.

WQ-2: The project would incorporate pollution prevention and design measures consistent with the *2016 Caltrans Storm Water Management Plan*. This plan complies with the requirements of the Caltrans Statewide NPDES Permit (Order 2012-0011-DWQ) as amended by subsequent orders.

The project design may include one or more of the following:

- Vegetated surfaces would feature native plants, and revegetation would use the seed mixture, mulch, tackifier, and fertilizer recommended in the Erosion Control Plan prepared for the project.
- Where possible, stormwater would be directed in such a way as to sheet flow across vegetated slopes, thus providing filtration of any potential pollutants.

1.6 Discussion of the National Environmental Protection Act (NEPA) Categorical Exclusion

The proposed project qualifies for a Categorical Exclusion under NEPA: *23 USC 326, 23 CFR 771.117 (c)(22)*. Topics requiring separate NEPA analysis are included in a separate NEPA environmental document and discussed as required under NEPA. As such, the remainder of this document will only discuss environmental impacts under CEQA.

Chapter 2 – California Environmental Quality Act (CEQA) Checklist

This checklist identifies physical, biological, social, and economic factors that might be affected by the proposed project. In many cases, background studies performed in connection with the projects will indicate that there are no impacts to a particular resource. A NO IMPACT answer in the last column reflects this determination. The words "significant" and "significance" used throughout the following checklist are related to CEQA impacts. The questions in this form are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

Project features, which can include both design elements of the project, and standardized measures that are applied to all or most Caltrans projects such as Best Management Practices (BMPs) and measures included in the Standard Plans and Specifications or as Standard Special Provisions, are considered to be an integral part of the project and have been considered prior to any significance determinations documented below; see Chapter 1 for a detailed discussion of these features. The annotations to this checklist are summaries of information to provide the reader with the rationale for significance determinations.

AESTHETICS

Except as provided in Public Resources Code Section 21099, would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☐	☒
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☒

CEQA Significance Determinations for Aesthetics

a-d) <u>No Impact</u>

Visual Impact Assessment (March 23, 2022) found no impacts to aesthetics, lighting, or visual surroundings.

AGRICULTURE AND FOREST RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.				
Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

CEQA Significance Determinations for Agriculture and Forest Resources

a-e) <u>No Impact</u>

The proposed project would not convert any farmland to non-agricultural land due to the small amount of right of way acquisition of land which is not designated farmland. No land

within the project area is under the Williamson Act. The project is not located in timber/forest land. The project has no impact.

AIR QUALITY

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.				
Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non- attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

CEQA Significance Determinations for Air Quality

a, b, c) <u>Less Than Significant</u>

Caltrans North Region Environmental, Environmental Engineering, submitted findings on April 4, 2022 regarding the proposed project as follows:

The proposed project is in a regional area of non-attainment (Sutter County) for PM10/2.5 but is exempt from air quality conformity per 40 CFR 93.126 and will undergo interagency consultation with FHWA during the draft environmental document review and public circulation process.

The proposed project alternatives would not result in changes to the traffic volume, fleet mix, speed, location of existing facility or any other factor that would cause an increase in emissions relative to the no build alternative; therefore, this project would not cause an increase in operational emissions.

The proposed project was assessed for potential to increase operational Greenhouse Gas (GHG) emissions. The scope of the project is a non-capacity and will not add additional lanes which will not result in additional trips or change the speed or alignment of the roadway.

Long-term operational GHG emissions are not predicted to increase from the project. Therefore, impact regarding GHG is not expected, and no further analysis is required. Impacts will be less than significant. No mitigation is required.

d) Less Than Significant

During construction, short-term degradation of air quality may occur due to the release of particulate emissions (airborne dust) generated by excavation, grading, hauling, and other construction-related activities. Emissions from construction equipment also are expected and would include carbon monoxide (CO), nitrogen oxides (NOx), volatile organic compounds (VOCs), directly emitted particulate matter (PM10 and PM2.5), and toxic air contaminants such as diesel exhaust particulate matter. Construction activities are expected to increase traffic congestion in the area, resulting in increases in emissions from traffic during the delays. These emissions would be temporary and limited to the immediate area surrounding the construction site.

Fugitive dust would be generated during grading and construction operations. Sources of fugitive dust include disturbed soils at the construction site and trucks carrying uncovered loads of soils. Unless properly controlled, vehicles leaving the site may deposit mud on local streets, which could be an additional source of airborne dust after it dries. PM10 emissions may vary from day to day, depending on the nature and magnitude of construction activity and local weather conditions. PM10 emissions depend on soil moisture, silt content of soil, wind speed, and the amount of equipment operating. Larger dust particles would settle near the source, while fine particles would be dispersed over greater distances from the construction site.

Standard measures for controlling fugitive dust will be required as an environmental commitment during construction and is considered a minimization measure. The short-term duration of construction will have a less than significant impact. No mitigation is required.

BIOLOGICAL RESOURCES

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, or NOAA Fisheries?	☐	☐	☒	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

CEQA Significance Determinations for Biological Resources

Caltrans, North Region Environmental issued a “No Effect” memo on February 2, 2022 regarding biological resources.

a-b) <u>Less Than Significant Impact</u>

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03-SUT-99-PM R33.8-36.6
0320000040
Initial Study-Neg. Declaration

A biological site assessment was conducted on January 28, 2022, by Caltrans Environmental. It was determined that sections of the project area *may* contain elderberry shrubs, but unable to confirm due to overgrowth of other plant species and limited access. The area occurs between PM 34.6 and 35.5, along the shoulder of the northbound lane of SR 99. Records indicate recent occurrences of Valley Elderberry Longhorn Beatle (VELB) have been observed within this section of SR 99. As a result of the analysis, species specific avoidance measures will be prepared and implemented during construction.

c) No Impact

This project would not affect state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.

d) No Impact

This project will not affect any migratory wildlife corridors or the movement of any native resident or migratory fish or wildlife species. This project will not impede the use of native wildlife nursery sites.

e) No Impact

This project will not conflict with any local policies or ordinances protecting biological resources.

f) No Impact

This project will not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

CULTURAL RESOURCES

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☐	☒
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☐	☒

CEQA Significance Determinations for Cultural Resources

a) <u>No Impact</u>

Caltrans, North Region Environmental issued a Historical Properties Survey Report January 6, 2022 which found no historical properties within the project area affected.

Bridges listed as Category 5 (previously determined not eligible for listing in the NRHP) in the Caltrans Historic Bridge Inventory are present within the project area, Bridge 18-0031 (Eager Road Overcrossing). The finding is no adverse effect.

b) <u>No Impact</u>

Caltrans PQS has determined that there are resources in the project area that are ***not*** significant resources under CEQA; and therefore, the determination is no archeological resources affected.

c) <u>No Impact</u>

No human remains have been recorded within the project area. Standard protocol for discovery of human remains will direct the responsive action by the Department during construction and are part of the standard specifications under environmental commitments. The finding is no human remains resources affected.

ENERGY

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☐	☒
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☒

CEQA Significance Determinations for Energy

a) **Less Than Significant impact**

Caltrans North Region Environmental issued a technical report April 4, 2022 finding no significant impact to construction energy waste due to the short-term impacts of construction.

Operational impacts were found to be less than significant based on traffic studies conducted by the Traffic Operations division

No mitigation is required.

b) **Less Than Significant Impact**

The proposed project is a safety project and does not increase the capacity of the highway. Traffic Operations issued findings March 9, 2022 based on intersection operational analysis for the opening year of 2025 and the horizon year of 2045.

The findings show no significant impact to traffic operations and vehicle miles traveled (VMT).

No mitigation is required.

GEOLOGY AND SOILS

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☐	☒
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☐	☒
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☐	☒
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒

CEQA Significance Determinations for Geology and Soils

a-e) **No Impact**

The proposed project is topographical and does not involve major ground disturbance or require geotechnical studies for ground stability or geological impacts. Soil erosion and stability was not studied and is not a consideration where the existing highway will remain intact with minimal ground disturbance for the purpose of utility relocation and shoulder backing.

f) **No Impact**

Caltrans North Region Environmental conducted a records search for paleontological resources in the project area and found no resources.

GREENHOUSE GAS EMISSIONS

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒

CEQA Significance Determinations for Greenhouse Gas Emissions

a) **Less Than Significant Impact**

The Project Development Team (PDT), Pursuant to 14 CCR § 15064.3 (Determining the Significance of Transportation Impacts) subsection (b), used qualitative analysis to determine the project will not lead to a measurable and substantial increase in Greenhouse Gas Emissions (GHG) as the project would not have an effect on induced travel where carbon monoxide (CO) from vehicle emissions are the primary contributing source of GHG under transportation project (Vehicle Miles Traveled and Induced Demand).

The Governor's Office of Planning and Research, Technical Advisory on Evaluating Traffic Impacts in CEQA (January 22, 2019) provides direct guidance for projects that would not likely lead to a substantial or measurable increase in vehicle travel contributing to GHG, and therefore generally should not require an induced travel analysis. Caltrans conducted project analysis and discussions throughout the project initiation and project development phases to reach a "non-capacity" determination using this technical advisory and the guidance provided. The PDT consensus is this project will not cause a substantial increase in VMT and therefore does not require an Induced Travel Analysis.

Supporting reasons from the technical advisory for reaching the conclusion for non-capacity are as follows:

- Addition of an auxiliary lane of less than one mile in length designed to improve roadway safety
    - *The acceleration (pullout) lanes proposed will be less than one mile in length.*

- Installation, removal, or reconfiguration of traffic lanes that are not for through traffic, such as left, right, and U-turn pockets, two-way left turn lanes, or emergency breakdown lanes that are not utilized as through lanes

    - *The acceleration (pullout) lanes will be designated for commercial vehicles mandated to stop at the railroad crossing and not utilized by through traffic.*

- Addition of passing lanes, truck climbing lanes, or truck brake-check lanes in rural areas that do not increase overall vehicle capacity along the corridor

    - *The acceleration lanes will not increase capacity along the rural corridor.*

Caltrans has issued a screening memo for a non-capacity determination and non-requirement induced demand analysis**. (See attachment in Appendix C)**

During construction, short-term degradation of air quality may occur due to the release of emissions from construction equipment and would include carbon monoxide (CO), nitrogen oxides (NOx), volatile organic compounds (VOCs), directly emitted particulate matter (PM10 and PM2.5), and toxic air contaminants such as diesel exhaust particulate matter. Construction activities could increase traffic congestion in the area, resulting in increases in emissions from traffic during the delays. These emissions would be temporary and limited to the immediate area surrounding the construction site.

b) **No Impact**

The proposed project does not conflict with any regulatory policy or plan for GHG emission reductions.

HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☒
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☒
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

CEQA Significance Determinations for Hazards and Hazardous Materials

a) **No Impact**

The proposed project would not create a significant hazard to the public or the environment through the *routine* transport, use, or disposal of hazardous material.

b) **No Impact**

The proposed project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

c) **No Impact**

The proposed project is not located near any schools.

d) **No Impact**

The proposed project does not include any Cortese sites or Superfund sites.

e) **No Impact**

The proposed project is not on or near any airport.

f) **Less Than Significant**

In the event of a major evacuation event, construction would stop, and the roadway cleared. There may be some temporary impacts to evacuation plans or efforts during construction. However, the impacts are temporary and would be moveable in the event of an emergency. The finding is less than significant due to the short duration and temporary operations of construction.

g) **No Impact**

The proposed project is not within a risk area for wildland fire.

HYDROLOGY AND WATER QUALITY

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☐	☒
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☐	☒
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
(i) result in substantial erosion or siltation on- or off-site;	☐	☐	☐	☒
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☐	☒
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☐	☒
(iv) impede or redirect flood flows?	☐	☐	☐	☒
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

CEQA Significance Determinations for Hydrology and Water Quality

a-e) **No Impact**

Caltrans, Environmental Engineering, conducted a Water Quality Assessment Report (WQAR) and Hydrological Study outlining the risks to hydrology and potential impacts to water quality.

Study conclusions indicates, no impacts to groundwater, drinking water supplies, or water quality in general (as a direct result of the project) are anticipated.

The project area is located in a high-risk receiving watershed due to its proximity to the Feather River watershed. The project area is also located within a 100-year flood protection zone bounded by levees. If a levee were to break in a flood situation, there is a more than likely chance that the receiving watershed would be inundated and impacted by pollutants from within the project area, as well as all surrounding areas outside of the project limits. The likelihood of this occurring within 100 years based on flood zone projections and the engineered levee system under climate change conditions is unknown.

The project will be required to follow the conditions and discharge prohibitions of the Department's NPDES Stormwater Permit. It is anticipated that best management practices will be selected (to the maximum extent practicable), implemented, field verified for functionality, and corrected (if deficient) for the duration of project activities. With respect to the extent of project activities and the scope of work (proposed), the results of stormwater programmatic and operational compliance implementation (in the field) should translate to no impacts for items a through e in the hydrology and water quality section above.

LAND USE AND PLANNING

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

CEQA Significance Determinations for Land Use and Planning

a) **No Impact**

Caltrans North Region Environmental conducted a Community Impact Assessment (CIA) for the proposed project area and issued its findings March 25, 2022.

The proposed project does not impact any established community in the area. The project area is rural industrial/agricultural and lies halfway between the cities of Live Oak and Yuba City. It is unincorporated and interspersed with 20-acre residential agricultural properties.

b) **No Impact**

The proposed project does not conflict with any zoning or land use plans, policy, or regulations.

The project area is mostly zoned industrial, agricultural with a small area at Kent Avenue designated commercial.

Lomo Crossing is zoned industrial and commercial due to a large (3.2 million total cubic feet) commercial cold storage operation at the railroad crossing. Pasquinis restaurant and Tony's Fruit Stand at Kent Avenue are in a small isolated commercial zone. The remainder of the surrounding land is zoned agricultural.

NOISE

Would the project result in:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☐	☒
b) Generation of excessive ground borne vibration or ground borne noise levels?	☐	☐	☐	☒
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

CEQA Significance Determinations for Noise

a-c) **No Impact**

Under Title 23, Part 772 of the Code of Federal Regulations (23CFR772), projects are categorized as Type I, Type II, or Type III projects for noise analysis.

Type I projects are proposed federal or federal-aid highway projects for the construction of a highway on a new location or addition of a through-traffic lane(s), the physical alteration of an existing highway which significantly changes either the horizontal or vertical alignment of the highway. This project is not considered a Type I project.

A Type II project involves construction of noise abatement on an existing highway with no changes to highway capacity or alignment.

A Type III project is a project that does not meet the classifications of a Type I or Type II project. Type III projects do not require a noise analysis.

Based on the scope of work, this project is considered a Type III project. Traffic noise impact is not predicted to occur from the proposed project; therefore, noise abatement is not considered.

POPULATION AND HOUSING

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

CEQA Significance Determinations for Population and Housing

a-b) **No Impact**

The proposed project would not build new infrastructure or add capacity to the existing highway. Therefore, induced travel or induced growth would not be a factor related to the project. The project would not displace any homes or commercial businesses.

PUBLIC SERVICES

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Fire protection?	☐	☐	☐	☒
Police protection?	☐	☐	☐	☒
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒

CEQA Significance Determinations for Public Services

a) **No Impact**

The proposed project would not have any effect on any public service or facility.

RECREATION

	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

CEQA Significance Determinations for Recreation

a-b) **No Impact**

The proposed project is not located near any recreational facilities and therefore would no have an impact on recreation.

TRANSPORTATION

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☒	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
d) Result in inadequate emergency access?	☐	☐	☒	☐

CEQA Significance Determinations for Transportation

Caltrans, Office of Traffic Operations, conducted a comprehensive traffic study pursuant to 14 CCR § 15064.3 § 15064.3 (Determining the Significance of Transportation Impacts) sub section (b) and issued its findings March 9, 2022. The following determinations were made based on this traffic study.

a-b) **Less Than Significant**

The proposed project does not conflict with any traffic circulation plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

Caltrans used qualitative and quantitative analysis combined to determine transportation impacts for the proposed project being considered. Caltrans conducted project analysis and discussions at the Project Development Team (PDT) level throughout the duration of project initiation and project development phases to determine the project impacts. The Governor's Office of Planning and Research, Technical Advisory on Evaluating Traffic Impacts in CEQA (January 22, 2019) provides direct guidance for projects that would not likely lead to a substantial or measurable increase in vehicle travel, and therefore generally should not require an induced travel analysis. Caltrans conducted qualitative analysis discussions throughout the

project initiation and project development phases to reach a "non-capacity" determination using this technical advisory and the guidance provided. The PDT consensus is this project will not cause a substantial increase in VMT and therefore does not require an Induced Travel Analysis and is not considered a capacity increasing project. A screening Memo was prepared for this finding and is attached to this document as Appendix C, dated April 6, 2022.

Quantitative traffic analysis was conducted at intersections within the project area, showing poor level of service (LOS F) conditions existing at the following intersections during AM/PM peak hours:

1. SR 99 / KENT AVE

2. SR 99 / COLD STORAGE FACILITY

3. SR 99 / ENCINAL RD / LIVE OAK BLVD

Under all build alternative scenarios, including no-build, Live Oak Boulevard and Encinal Road at SR99 (Lomo Crossing) will continue to serve as a right-in and right-out ONLY and will have a negligible effect on current traffic circulation at the Eager Road interchange on opening day (2025). However, the following location is forecasted to become significantly impacted by horizon year (2045) under all of the build alternative scenarios, including the no-build. The existing impact on operations at the affected location is determined to be to less than significant, as follows:

4. SR99 / EAGER RD. INTERCHANGE AT THE SOUTHBOUND RAMP INTERSECTION

Caltrans proposes to monitor this intersection as it approaches the 2045 horizon year conditions to determine the timing when signal warrants will be necessary to make adjustments or, at such time, initiate a project to install a traffic control at the ramp intersection.

c) **No Impact**

The proposed project is a safety project aimed at reducing collisions in the project area by reducing hazards and conflicts within the project area. The project will therefore have no impact on increasing hazards and incompatible uses.

d) **Less Than Significant**

The proposed project will have no effect on emergency access through the project area except possibly during construction. The project is non-capacity increasing safety project and therefore plays no role in providing increased or decreased emergency access.

The area surrounding the project limits is identified by FEMA as Zone-X Other Flood Area. The level of risk associated with the encroachment of the proposed SR 99 Safety project within the floodplain limits is minimal and there will be a less than significant impact.

In addition, as stated by FEMA, levee systems protect the existing state and private infrastructure from one percent 100-year chance flood.

TRIBAL CULTURAL RESOURCES

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☐	☐	☒
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☐	☒

CEQA Significance Determinations for Tribal Cultural Resources

Caltrans North Region Environmental sent notices to the following tribal agencies:

United Auburn Indian Community

a-b) **No Impact**

Caltrans, North Region Environmental issued a Historical Properties Survey Report January 6, 2022 which found no historical properties within the project area affected.

Bridges listed as Category 5 (previously determined not eligible for listing in the NRHP) in the Caltrans Historic Bridge Inventory are present within the project area, Bridge 18-0031 (Eager Road Overcrossing). The finding is no adverse effect.

No resources pursuant to subdivision (c) of Public Resources Code Section 5024.1 have been recorded or discovered in the project area.

United Auburn Indian Community will conduct a field visit during the project.

UTILITIES AND SERVICE SYSTEMS

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☐	☒
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals??	☐	☐	☐	☒
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

CEQA Significance Determinations for Utilities and Service Systems

a) **Less Than Significant Impact**

There will be utility relocation within the project area, but this will not have any significant impact on the environment.

b-e) **No Impact**

Water supply and wastewater treatment is not a consideration for this project.

WILDFIRE

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

Regulatory Setting

Senate Bill 1241 required the Office of Planning and Research, the Natural Resources Agency, and the California Department of Forestry and Fire Protection to develop amendments to the "CEQA Checklist" for the inclusion of questions related to fire hazard impacts for projects located on lands classified as very high fire hazard severity zones. The 2018 updates to the CEQA Guidelines expanded this to include projects "near" these very high fire hazard severity zones.

CEQA Significance Determinations for Mandatory Findings of Significance

a) **Less Than Significant**

The project area is located on a designated evacuation route within Sutter County. The highway will remain open during construction with traffic barriers and lower posted speeds. Work may be done at night as needed to reduce impacts to the evacuation route. Construction will be a temporary condition and will have a less than significant impact on emergency evacuation use of the highway.

b-d) **No Impact**

CAL FIRE has determined Sutter County has no Very High Fire Hazard Severity Zones (VHFHSZ) in Local Responsibility Area (LRA). Therefore, this county will not have a map of recommended VHFHSZ in LRA.

MANDATORY FINDINGS OF SIGNIFICANCE

	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☐	☒
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☐	☒
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	☒

CEQA Significance Determinations for Mandatory Findings of Significance

a-c) **No Impact**

Mandatory findings are cumulative and considerable as a whole of the project. The project has no likely impacts on environmental resources within the project area, either immediate or long term. This is largely due to the fact the project is located in an area that has been determined to have no significant environmental resources beyond transportation and the built environment of traffic and traffic safety significances. As a result, safety improvements override the consideration of less than significant impacts.

Traffic congestion and traffic collisions are a problem in this area and have been for more than a decade. This project creates no additional impacts aside from traffic slowing through the project area as Caltrans implements a TMP to minimize and reduce delays. All impacts determined to be less than significant have been addressed in this chapter under the appropriate heading.

Climate Change

Climate change refers to long-term changes in temperature, precipitation, wind patterns, and other elements of the Earth's climate system. The Intergovernmental Panel on Climate Change, established by the United Nations and World Meteorological Organization in 1988, is devoted to greenhouse gas (GHG) emissions reduction and climate change research and policy. Climate change in the past has generally occurred gradually over millennia, or more suddenly in response to cataclysmic natural disruptions. The research of the Intergovernmental Panel on Climate Change and other scientists over recent decades, however, has unequivocally attributed an accelerated rate of climatological changes over the past 150 years to GHG emissions generated from the production and use of fossil fuels.

Human activities generate GHGs consisting primarily of carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), tetrafluoromethane, hexafluoroethane, sulfur hexafluoride (SF_6), and various hydrofluorocarbons (HFCs). CO_2 is the most abundant GHG; while it is a naturally occurring and necessary component of Earth’s atmosphere, fossil-fuel combustion is the main source of additional, human-generated CO_2 that is the main driver of climate change. In the U.S. and in California, transportation is the largest source of GHG emissions, mostly CO_2.

The impacts of climate change are already being observed in the form of sea level rise, drought, extended and severe fire seasons, and historic flooding from changing storm patterns. The most important strategy to address climate change is to reduce GHG emissions. Additional strategies are necessary to mitigate and adapt to these impacts. In the context of climate change, “mitigation” involves actions to reduce GHG emissions to lessen adverse impacts that are likely to occur. “Adaptation” is planning for and responding to impacts to reduce vulnerability to harm, such as by adjusting transportation design standards to withstand more intense storms, heat, and higher sea levels. This analysis will include a discussion of both in the context of this transportation project.

REGULATORY SETTING

This section outlines state efforts to comprehensively reduce GHG emissions from transportation sources.

California has been innovative and proactive in addressing GHG emissions and climate change by passing multiple Senate and Assembly bills and executive orders (EOs) including, but not limited to, the following:

EO S-3-05 (June 1, 2005): The goal of this EO is to reduce California’s GHG emissions to: (1) year 2000 levels by 2010, (2) year 1990 levels by 2020, and (3) 80 percent below year 1990 levels by 2050. This goal was further reinforced with the passage of Assembly Bill (AB) 32 in 2006 and Senate Bill (SB) 32 in 2016.

Assembly Bill (AB) 32, Chapter 488, 2006, Núñez and Pavley, The Global Warming Solutions Act of 2006: AB 32 codified the 2020 GHG emissions reduction goals outlined in EO S-3-05, while further mandating that the California Air Resources Board (ARB) create a scoping plan and implement rules to achieve “real, quantifiable, cost-effective reductions of greenhouse gases.” The Legislature also intended that the statewide GHG emissions limit continue in existence and be used to maintain and continue reductions in emissions of GHGs beyond 2020

(Health and Safety Code [H&SC] Section 38551(b)). The law requires ARB to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective GHG reductions

EO S-01-07 (January 18, 2007): This order sets forth the low carbon fuel standard (LCFS) for California. Under this EO, the carbon intensity of California's transportation fuels is to be reduced by at least 10 percent by the year 2020. ARB re-adopted the LCFS regulation in September 2015, and the changes went into effect on January 1, 2016. The program establishes a strong framework to promote the low-carbon fuel adoption necessary to achieve the governor's 2030 and 2050 GHG reduction goals.

Senate Bill (SB) 375, Chapter 728, 2008, Sustainable Communities and Climate Protection: This bill requires ARB to set regional emissions reduction targets for passenger vehicles. The Metropolitan Planning Organization (MPO) for each region must then develop a "Sustainable Communities Strategy" (SCS) that integrates transportation, land-use, and housing policies to plan how it will achieve the emissions target for its region.

SB 391, Chapter 585, 2009, California Transportation Plan: This bill requires the State's long-range transportation plan to identify strategies to address California's climate change goals under AB 32.

EO B-16-12 (March 2012) orders State entities under the direction of the Governor, including ARB, the California Energy Commission, and the Public Utilities Commission, to support the rapid commercialization of zero-emission vehicles. It directs these entities to achieve various benchmarks related to zero-emission vehicles.

EO B-30-15 (April 2015) establishes an interim statewide GHG emission reduction target of 40 percent below 1990 levels by 2030 to ensure California meets its target of reducing GHG emissions to 80 percent below 1990 levels by 2050. It further orders all state agencies with jurisdiction over sources of GHG emissions to implement measures, pursuant to statutory authority, to achieve reductions of GHG emissions to meet the 2030 and 2050 GHG emissions reductions targets. It also directs ARB to update the Climate Change Scoping Plan to express the 2030 target in terms of million metric tons of carbon dioxide equivalent ($MMTCO_2e$). [GHGs differ in how much heat each traps in the atmosphere, called global warming potential, or GWP. CO_2 is the most important GHG, so amounts of other gases are expressed relative to CO_2, using a metric called "carbon dioxide equivalent," or CO_2e. The global warming potential of CO_2 is assigned a value of 1, and the GWP of other gases is assessed as multiples of CO_2.] Finally, it requires the Natural Resources Agency to update the state's climate adaptation strategy, *Safeguarding California*, every 3 years, and to ensure that its provisions are fully implemented.

SB 32, Chapter 249, 2016, codifies the GHG reduction targets established in EO B-30-15 to achieve a mid-range goal of 40 percent below 1990 levels by 2030.

SB 1386, Chapter 545, 2016, declared "it to be the policy of the state that the protection and management of natural and working lands … is an important strategy in meeting the state's greenhouse gas reduction goals, and would require all state agencies, departments, boards, and commissions to consider this policy when revising, adopting, or establishing policies, regulations, expenditures, or grant criteria relating to the protection and management of natural and working lands."

SB 743**,** Chapter 386 (September 2013): This bill changes the metric of consideration for transportation impacts pursuant to CEQA from a focus on automobile delay to alternative methods focused on vehicle miles traveled, to promote the state's goals of reducing greenhouse gas emissions and traffic related air pollution and promoting multimodal transportation while balancing the needs of congestion management and safety.

SB 150**,** Chapter 150, 2017, Regional Transportation Plans: This bill requires ARB to prepare a report that assesses progress made by each metropolitan planning organization in meeting their established regional greenhouse gas emission reduction targets.

EO B-55-18 (September 2018) sets a new statewide goal to achieve and maintain carbon neutrality no later than 2045. This goal is in addition to existing statewide targets of reducing GHG emissions.

EO N-19-19 (September 2019) advances California's climate goals in part by directing the California State Transportation Agency to leverage annual transportation spending to reverse the trend of increased fuel consumption and reduce GHG emissions from the transportation sector. It orders a focus on transportation investments near housing, managing congestion, and encouraging alternatives to driving. This EO also directs ARB to encourage automakers to produce more clean vehicles, formulate ways to help Californians purchase them, and propose strategies to increase demand for zero-emission vehicles.

ENVIRONMENTAL SETTING

The proposed project is in a rural area of Sutter County with a two-lane state highway crossing a railroad intersection. The project area is mainly industrial and agricultural with a small segment of commercial zoning for a restaurant and fruit stand. The route in the project area is heavily used during peak hours. SR-99 is the main transportation route to and through the area for both passenger and commercial vehicles. The nearest alternate route is SR-70, 2 miles to the east, but is cutoff by the Feather River and generally serves the East side of the north valley. The Sacramento Area Council of Governments (SACOG) guides transportation development in the project area. The Sutter County General Plan Circulation, Safety, and Traffic elements address GHGs in the project area.

GHG Inventories

A GHG emissions inventory estimates the amount of GHGs discharged into the atmosphere by specific sources over a period of time, such as a calendar year. Tracking annual GHG emissions allows countries, states, and smaller jurisdictions to understand how emissions are changing and what actions may be needed to attain emission reduction goals. The California ARB as required by H&SC Section 39607.4 tracks annual GHG emissions. Cities and other local jurisdictions may also conduct local GHG inventories to inform their GHG reduction or climate action plan through regional air quality districts.

ARB collects GHG emissions data for transportation, electricity, commercial/residential, industrial, agricultural, and waste management sectors each year. It then summarizes and highlights major annual changes and trends to demonstrate the state's progress in meeting its GHG reduction goals. The 2021 edition of the GHG emissions inventory reported emissions trends from 2000 to 2019. It found total California emissions were 418.2 $MMTCO_2e$ in 2019, a

reduction of 7.2 $MMTCO_2e$ since 2018 and almost 13 $MMTCO_2e$ below the statewide 2020 limit of 431 $MMTCO_2e$. The transportation sector (including intrastate aviation and off-road sources) was responsible for about 40 percent of direct GHG emissions, a 3.5 $MMTCO_2e$ decrease from 2018 (Figure 3). Overall statewide GHG emissions declined from 2000 to 2019 despite growth in population and state economic output (Figure 4) (ARB 2021a).

Figure 3. California 2019 Greenhouse Gas Emissions by Economic Sector (Source: ARB 2021a)

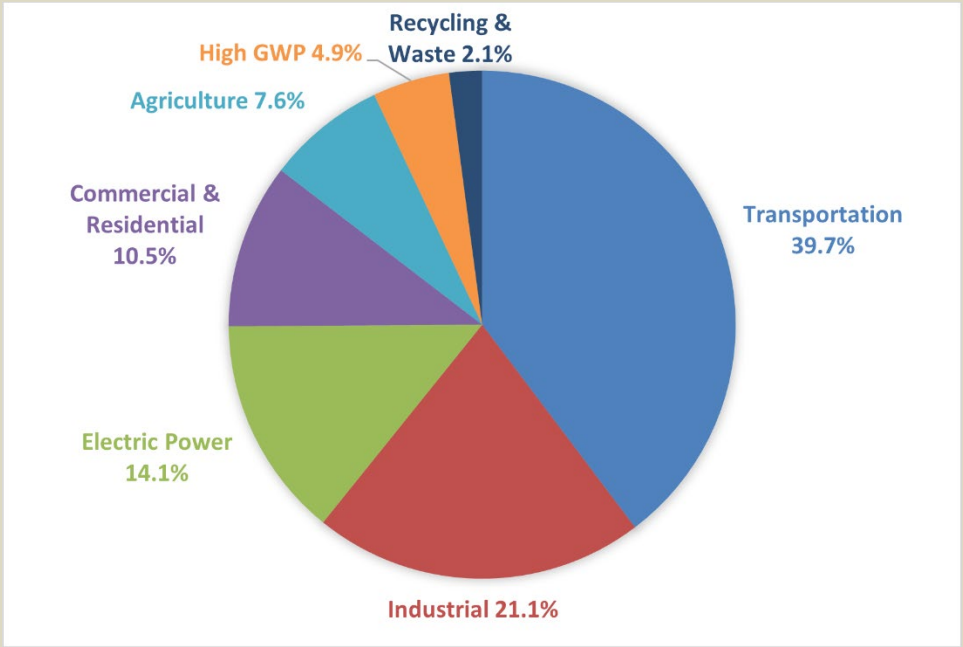
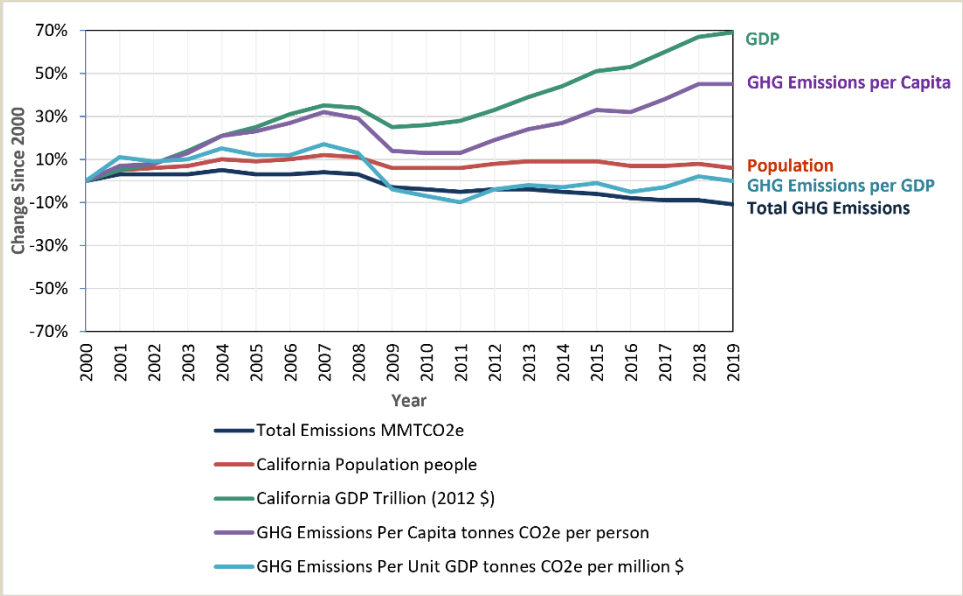


Figure 4. Change in California GDP, Population, and GHG Emissions since 2000 (Source: ARB 2021a)



AB 32 required ARB to develop a Scoping Plan that describes the approach California will take to achieve the goal of reducing GHG emissions to 1990 levels by 2020, and to update it every 5 years. ARB adopted the first scoping plan in 2008. The second updated plan, *California's 2017 Climate Change Scoping Plan*, adopted on December 14, 2017, reflects the 2030 target established in EO B-30-15 and SB 32. The AB 32 Scoping Plan and the subsequent updates contain the main strategies California will use to reduce GHG emissions.

Regional Plans

ARB sets regional GHG reduction targets for California's 18 metropolitan planning organizations (MPOs) to achieve through planning future projects that will cumulatively achieve those goals and reporting how they will be met in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Targets are set at a percent reduction of passenger vehicle GHG emissions per person from 2005 levels. The proposed project is included in the RTP/SCS for Sacramento Area Council of Governments (SACOG) The regional reduction target for SACOG is 19 percent in 2035, compared to 2005 levels, as adopted by the Board in 2018. 2 This report reflects CARB's evaluation of SACOG's 2020 SCS GHG quantification (ARB 2021b).

PROJECT ANALYSIS

GHG emissions from transportation projects can be divided into those produced during operation of the State Highway System (SHS) (operational emissions) and those produced during construction. The primary GHGs produced by the transportation sector are CO_2, CH_4, N_2O, and HFCs. CO_2 emissions are a product of burning gasoline or diesel fuel in internal combustion engines, along with relatively small amounts of CH_4 and N_2O. A small amount of HFC emissions related to refrigeration is also included in the transportation sector.

The CEQA Guidelines generally address greenhouse gas emissions as a cumulative impact due to the global nature of climate change (Pub. Resources Code, § 21083(b)(2)). As the California Supreme Court explained, "because of the global scale of climate change, any one

project's contribution is unlikely to be significant by itself." (Cleveland National Forest Foundation *v.* San Diego Assn. of Governments (2017) 3 Cal.5th 497, 512). In assessing cumulative impacts, it must be determined if a project's incremental effect is "cumulatively considerable" (CEQA Guidelines Sections 15064(h)(1) and 15130).

To make this determination, the incremental impacts of the project must be compared with the effects of past, current, and probable future projects. Although climate change is ultimately a cumulative impact, not every individual project that emits greenhouse gases must necessarily be found to contribute to a significant cumulative impact on the environment.

Operational Emissions

The Project Development Team (PDT), Pursuant to 14 CCR § 15064.3 (Determining the Significance of Transportation Impacts) subsection (b), used qualitative analysis to determine the project will not lead to a measurable and substantial increase in vehicle miles traveled (VMT).

The Governor's Office of Planning and Research, Technical Advisory on Evaluating Traffic Impacts in CEQA (January 22, 2019) provides direct guidance for projects that would not likely lead to a substantial or measurable increase in vehicle travel, and therefore generally should not require an induced travel analysis. Caltrans conducted project analysis and discussions throughout the project initiation and project development phases to reach a "non-capacity" determination using this technical advisory and the guidance provided. The PDT consensus is this project will not cause a substantial increase in VMT and therefore does not require an Induced Travel Analysis.

Supporting reasons from the technical advisory for reaching the conclusion for non-capacity are as follows:

- Addition of an auxiliary lane of less than one mile in length designed to improve roadway safety
    - *The acceleration (pullout) lanes proposed will be less than one mile in length.*
- Installation, removal, or reconfiguration of traffic lanes that are not for through traffic, such as left, right, and U-turn pockets, two-way left turn lanes, or emergency breakdown lanes that are not utilized as through lanes
    - *The acceleration (pullout) lanes will be designated for commercial vehicles mandated to stop at the railroad crossing and not utilized by through traffic.*
- Addition of passing lanes, truck climbing lanes, or truck brake-check lanes in rural areas that do not increase overall vehicle capacity along the corridor
    - *The acceleration lanes will not increase capacity along the rural corridor.*

Caltrans has issued a screening memo for a non-capacity determination and non-requirement induced demand analysis**. (See attachment in Appendix C)**

Construction Emissions

Construction GHG emissions would result from material processing and transportation, on-site construction equipment, and traffic delays due to construction. These emissions will be produced at different levels throughout the construction phase; their frequency and occurrence can be reduced through innovations in plans and specifications and by implementing better traffic management during construction phases.

Use of long-life pavement, improved traffic management plans, and changes in materials, can also help offset emissions produced during construction by allowing longer intervals between maintenance and rehabilitation activities.

All construction contracts include Caltrans Standard Specifications related to air quality. Section 7-1.02A and 7-1.02C, Emissions Reduction, requires contractors to comply with all laws applicable to the project and to certify they are aware of and will comply with all ARB emission reduction regulations. Section 14-9.02, Air Pollution Control, requires contractors to comply with all air pollution control rules, regulations, ordinances, and statutes. Certain common regulations, such as equipment idling restrictions, that reduce construction vehicle emissions also help reduce GHG emissions.

CEQA Conclusion

While the proposed project will result in GHG emissions during construction, it is anticipated that the project will not result in any increase in operational GHG emissions. The proposed project does not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. With implementation of construction GHG reduction measures, the impact would be less than significant.

Caltrans is firmly committed to implementing measures to help reduce GHG emissions. These measures are outlined in the following section.

GREENHOUSE GAS REDUCTION STRATEGIES

Statewide Efforts

In response to AB 32, California is implementing measures to achieve emission reductions of GHGs that cause climate change. Climate change programs in California are effectively reducing GHG emissions from all sectors of the economy. These programs include regulations, market programs, and incentives that will transform transportation, industry, fuels, and other sectors, to take California into a sustainable, low-carbon and cleaner future, while maintaining a robust economy (ARB 2022).

Major sectors of the California economy, including transportation, will need to reduce emissions to meet 2030 and 2050 GHG emissions targets. The Governor’s Office of Planning and Research identified five sustainability pillars in a 2015 report: (1) Increasing the share of renewable energy in the State’s energy mix to at least 50 percent by 2030; (2) Reducing petroleum use by up to 50 percent by 2030; (3) Increasing the energy efficiency of existing buildings by 50 percent by 2030; (4) Reducing emissions of short-lived climate pollutants; and

(5) Stewarding natural resources, including forests, working lands, and wetlands, to ensure that they store carbon, are resilient, and enhance other environmental benefits (OPR 2015).

The transportation sector is integral to the people and economy of California. To achieve GHG emission reduction goals, it is vital that the state build on past successes in reducing criteria and toxic air pollutants from transportation and goods movement. GHG emission reductions will come from cleaner vehicle technologies, lower-carbon fuels, and reduction of vehicle miles traveled (VMT). Reducing today's petroleum use in cars and trucks is a key state goal for reducing greenhouse gas emissions by 2030 (California Environmental Protection Agency 2015).

In addition, SB 1386 (Wolk 2016) established as state policy the protection and management of natural and working lands and requires state agencies to consider that policy in their own decision making. Trees and vegetation on forests, rangelands, farms, and wetlands remove carbon dioxide from the atmosphere through biological processes and sequester the carbon in above- and below-ground matter.

Subsequently, Governor Gavin Newsom issued Executive Order N-82-20 to combat the crises in climate change and biodiversity. It instructs state agencies to use existing authorities and resources to identify and implement near- and long-term actions to accelerate natural removal of carbon and build climate resilience in our forests, wetlands, urban greenspaces, agricultural soils, and land conservation activities in ways that serve all communities and in particular low-income, disadvantaged, and vulnerable communities. To support this order, the California Natural Resources Agency released *Natural and Working Lands Climate Smart Strategy Draft* for public comment in October 2021.

Caltrans Activities

Caltrans continues to be involved on the Governor's Climate Action Team as the ARB works to implement EOs S-3-05 and S-01-07 and help achieve the targets set forth in AB 32. EO B-30-15, issued in April 2015, and SB 32 (2016), set an interim target to cut GHG emissions to 40 percent below 1990 levels by 2030. The following major initiatives are underway at Caltrans to help meet these targets.

CLIMATE ACTION PLAN FOR TRANSPORTATION INVESTMENTS

The California Action Plan for Transportation Infrastructure (CAPTI) builds on executive orders signed by Governor Newsom in 2019 and 2020 targeted at reducing GHG emissions in transportation, which account for more than 40 percent of all polluting emissions, to reach the state's climate goals. Under CAPTI, where feasible and within existing funding program structures, the state will invest discretionary transportation funds in sustainable infrastructure projects that align with its climate, health, and social equity goals (California State Transportation Agency 2021).

CALIFORNIA TRANSPORTATION PLAN

The California Transportation Plan (CTP) is a statewide, long-range transportation plan to meet our future mobility needs and reduce GHG emissions. It serves as an umbrella document for all the other statewide transportation planning documents. The CTP 2050 presents a vision of a

safe, resilient, and universally accessible transportation system that supports vibrant communities, advances racial and economic justice, and improves public and environmental health. The plan's climate goal is to achieve statewide GHG emissions reduction targets and increase resilience to climate change. It demonstrates how GHG emissions from the transportation sector can be reduced through advancements in clean fuel technologies; continued shifts toward active travel, transit, and shared mobility; more efficient land use and development practices; and continued shifts to telework (Caltrans 2021a).

CALTRANS STRATEGIC PLAN

The *Caltrans 2020–2024 Strategic Plan* includes goals of stewardship, climate action, and equity. Climate action strategies include developing and implementing a Caltrans Climate Action Plan; a robust program of climate action education, training, and outreach; partnership and collaboration; a VMT monitoring and reduction program; and engaging with the most vulnerable communities in developing and implementing Caltrans climate action activities (Caltrans 2021b).

CALTRANS POLICY DIRECTIVES AND OTHER INITIATIVES

Caltrans Director's Policy 30 (DP-30) Climate Change (June 22, 2012) established a department policy to ensure coordinated efforts to incorporate climate change into Departmental decisions and activities. *Caltrans Greenhouse Gas Emissions and Mitigation Report* (Caltrans 2020) provides a comprehensive overview of Caltrans' emissions. The report documents and evaluates current Caltrans procedures and activities that track and reduce GHG emissions and identifies additional opportunities for further reducing GHG emissions from Department-controlled emission sources, in support of Departmental and State goals.

Project-Level GHG Reduction Strategies

See the GHG Emissions section above for construction related emissions.

ADAPTATION

Reducing GHG emissions is only one part of an approach to addressing climate change. Caltrans must plan for the effects of climate change on the state's transportation infrastructure and strengthen or protect the facilities from damage. Climate change is expected to produce increased variability in precipitation, rising temperatures, rising sea levels, variability in storm surges and their intensity, and in the frequency and intensity of wildfires. Flooding and erosion can damage or wash out roads; longer periods of intense heat can buckle pavement and railroad tracks; storm surges combined with a rising sea level can inundate highways. Wildfire can directly burn facilities and indirectly cause damage when rain falls on denuded slopes that landslide after a fire. Effects will vary by location and may, in the most extreme cases, require that a facility be relocated or redesigned. Accordingly, Caltrans must consider these types of climate stressors in how highways are planned, designed, built, operated, and maintained.

Climate change adaptation for transportation infrastructure involves long-term planning and risk management to address vulnerabilities in the transportation system. A number of state policies and tools have been developed to guide adaptation efforts.

California's Fourth Climate Change Assessment (Fourth Assessment) (2018) is the state's effort to "translate the state of climate science into useful information for action." It provides information that will help decision makers across sectors and at state, regional, and local scales protect and build the resilience of the state's people, infrastructure, natural systems, working lands, and waters. The State's approach recognizes that the consequences of climate change occur at the intersections of people, nature, and infrastructure. The Fourth Assessment reports that if no measures are taken to reduce GHG emissions by 2021 or sooner, the state is projected to experience a 2.7 to 8.8 degrees Fahrenheit increase in average annual maximum daily temperatures, with impacts on agriculture, energy demand, natural systems, and public health; a two-thirds decline in water supply from snowpack and water shortages that will impact agricultural production; a 77% increase in average area burned by wildfire, with consequences for forest health and communities; and large-scale erosion of up to 67% of Southern California beaches and inundation of billions of dollars' worth of residential and commercial buildings due to sea level rise (State of California 2018).

Sea level rise is a particular concern for transportation infrastructure in the coastal zone. Major urban airports will be at risk of flooding from sea level rise combined with storm surge as early as 2040; San Francisco airport is already at risk. Miles of coastal highways vulnerable to flooding in a 100-year storm event will triple to 370 by 2100, and 3,750 miles will be exposed to temporary flooding. The Fourth Assessment's findings highlight the need for proactive action to address these current and future impacts of climate change.

In 2008, then-governor Arnold Schwarzenegger recognized the need when he issued EO S-13-08, focused on sea level rise. Technical reports on the latest sea level rise science were first published in 2010 and updated in 2013 and 2017. The 2017 projections of sea level rise and new understanding of processes and potential impacts in California were incorporated into the *State of California Sea-Level Rise Guidance Update* in 2018. This EO also gave rise to the *California Climate Adaptation Strategy* (2009), updated in 2014 as *Safeguarding California: Reducing Climate Risk* (Safeguarding California Plan), which addressed the full range of climate change impacts and recommended adaptation strategies. The Safeguarding California Plan was updated in 2018 and again in 2021 as the *California Climate Adaptation Strategy*, incorporating key elements of the latest sector-specific plans such as the *Natural and Working Lands Climate Smart Strategy*, *Wildfire and Forest Resilience Action Plan*, *Water Resilience Portfolio,* and the CAPTI (described above). Priorities in the 2021 California Climate Adaptation Strategy include acting in partnership with California Native American Tribes, strengthening protections for climate-vulnerable communities that lack capacity and resources, nature-based climate solutions, use of best available climate science, and partnering and collaboration to best leverage resources (California Natural Resources Agency 2021).

EO B-30-15, signed in April 2015, requires state agencies to factor climate change into all planning and investment decisions. This EO recognizes that effects of climate change in addition to sea level rise also threaten California's infrastructure. At the direction of EO B-30-15, the Office of Planning and Research published *Planning and Investing for a Resilient California: A Guidebook for State Agencies* in 2017, to encourage a uniform and systematic approach.

AB 2800 (Quirk 2016) created the multidisciplinary Climate-Safe Infrastructure Working Group to help actors throughout the state address the findings of California's Fourth Climate Change Assessment. It released its report, *Paying it Forward: The Path Toward Climate-Safe Infrastructure in California*, in 2018. The report provides guidance to agencies on how to

address the challenges of assessing risk in the face of inherent uncertainties still posed by the best available science on climate change. It also examines how state agencies can use infrastructure planning, design, and implementation processes to address the observed and anticipated climate change impacts (Climate Change Infrastructure Working Group 2018).

Caltrans Adaptation Efforts

CALTRANS VULNERABILITY ASSESSMENTS

Caltrans completed climate change vulnerability assessments to identify segments of the State Highway System vulnerable to climate change effects of precipitation, temperature, wildfire, storm surge, and sea level rise.

The climate change data in the assessments were developed in coordination with climate change scientists and experts at federal, state, and regional organizations at the forefront of climate science. The findings of the vulnerability assessments guide analysis of at-risk assets and development of Adaptation Priority Reports as a method to make capital programming decisions to address identified risks.

Project Adaptation Analysis

The project is along a central evacuation route through the northern California valley. The proposed project is a safety improvement project that will not increase or decrease highway capacity and therefore will not influence emergency evacuation either way upon unforeseen climate related events such as wildfire, flooding, or emergency evacuation. The project design and scope is limited in its purpose to address immediate safety concerns of high rates of collisions at the railroad crossing.

TEMPERATURE

The District Climate Change Vulnerability Assessment does not indicate temperature changes during the project's design life that would require adaptive changes in pavement design or maintenance practices.

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Chapter 3 – Comments and Coordination

Early and continuing coordination with the public and public agencies is an essential part of the environmental process. It helps planners determine the necessary scope of environmental documentation and the level of analysis required, and to identify potential impacts and avoidance, minimization, and/or mitigation measures and related environmental requirements. Agency and tribal consultation and public participation for this project have been accomplished through a variety of formal and informal methods, including interagency coordination meetings, public meetings, public notices, and Project Development Team (PDT) meetings. This chapter summarizes the results of the Department's efforts to fully identify, address, and resolve project-related issues through early and continuing coordination.

The PDT conducted early public outreach to determine what alternatives would be preferred by the residents, organizations, and business owners in the project area.

The PDT conducted an open house on September 14, 2021, and received valuable feedback from the public. The PDT returned on October 5, 2021, to meet with the Glad Tidings church on Eager Road and listened to concerns they had about increased traffic after the closure of Lomo Crossing to cross highway traffic. The PDT also met with Lomo Cold Storage and residents and business owners at Lomo Crossing to review the alternatives as well during the planning phase.

As a result of the public outreach, the PDT eliminated several alternatives from consideration and were left with 4 variations of a similar alternative that allows Live Oak Boulevard and Encinal Road to remain open, as well as addressing ingress and egress concerns for commercial traffic at Lomo Crossing.

This space reserved for public comments and responses for the final environmental document.

Chapter 4 – List of Preparers

The following Department staff and consultants contributed to the preparation of this IS/CE.

Paul Amato, Associate Environmental Planner (Biology Specialist).
Contribution: Natural Environmental Study, No Effects Memo

Rajpreet Bihala, Associate Environmental Planner (Project Coordinator, PEAR Specialist)
Contribution: QA/QC Reviewer and Peer Review

Lisa Bright, Associate Environmental Planner (Archeology and Cultural Specialist),
Contribution: Native American Liaison and Tribal Cultural Consultation

Connor Buitenhueys, Associate Environmental Planner (Archeology and Cultural Specialist),
Contribution: Archeology and Historical Property Research and Technical Report.

Sean Cross, Environmental Engineer (Water Quality, Stormwater and Hydrology),
Contribution: Water Quality Assessment Report

Erin Damm, Associate Environmental Planner (Project Coordinator, Sustainability Specialist)
Contribution: QA/QC Reviewer and Peer Review

Michael Ferrini, Associate Environmental Planner (Project Coordinator, Safety Project Specialist)
Contribution: Document Author and Environmental Project Coordinator, Lomo Crossing Safety improvement project.

Jason Lee, Environmental Engineer (Air Quality, Greenhouse Gas Emissions, Noise Specialist),
Contribution: Air Quality/GHG/Energy Assessment and Noise Assessment Report

Alam Mangat, Environmental Engineer (Hazardous Waste Specialist)
Contribution; Hazardous Waste Initial Site Assessment

Marta Martinez-Topete, Associate Environmental Planner (Community Impact Specialist)
Contribution: Community Impact Assessment

Robert Wall, Senior Environmental Scientist (Supervisor, M2 Branch)
Contribution: QA/QC Reviewer and Document Approval.

Cathy Wei, Landscape Architect (Landscape Architect and Design)
Contribution: Visual Impact Assessment

APPENDICES

Appendix A. Title VI Policy Statement

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY Gavin Newsom, Governor

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Making Conservation a California Way of Life.

August 2020

NON-DISCRIMINATION POLICY STATEMENT

The California Department of Transportation, under Title VI of the Civil Rights Act of 1964, ensures *"No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance."*

Caltrans will make every effort to ensure nondiscrimination in all of its services, programs and activities, whether they are federally funded or not, and that services and benefits are fairly distributed to all people, regardless of race, color, or national origin. In addition, Caltrans will facilitate meaningful participation in the transportation planning process in a nondiscriminatory manner.

Related federal statutes, remedies, and state law further those protections to include sex, disability, religion, sexual orientation, and age.

For information or guidance on how to file a complaint, or obtain more information regarding Title VI, please contact the Title VI Branch Manager at (916) 324-8379 or visit the following web page: https://dot.ca.gov/programs/civil-rights/title-vi.

To obtain this information in an alternate format such as Braille or in a language other than English, please contact the California Department of Transportation, Office of Civil Rights, at 1823 14th Street, MS-79, Sacramento, CA 95811; (916) 324-8379 (TTY 711); or at <Title.VI@dot.ca.gov>.

Original signed by
Toks Omishakin
Director

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"

Appendix B. Climate Change Project Screening Memo

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

Making Conservation a California Way of Life

To: Robert Wall
Branch Chief (Acting), M2

Date: April 6, 2022
File: 03/SUT/99 PM:
PM R33.8-36.6
EA: 03- 0J910
EFIS: 0320000040

From: DEPARTMENT OF TRANSPOTATION
Michael Ferrini, Associate Environmental Planner
Division of Environmental, North Region District 3
M2

Subject: **LOMO CROSSING SAFETY IMPROVEMENT INDUCED TRAVEL SCREENING MEMORANDUM**

Under Senate Bill (SB) 743, Caltrans is required to address induced travel caused by its projects. Changes implemented by SB 743 aim to reduce automobile use while increasing use of more sustainable modes of transportation. Previously, CEQA analysis used Level of Service (LOS) to determine a projects impact on travel time and congestion. Under SB 743, Vehicle Miles Traveled (VMT) is now considered the appropriate metric. VMT is defined as the amount and distance of automobile travel attributable to a project. This memorandum serves as the induced travel screening for the Lomo Crossing Safety Improvement Project.

Project Description

Caltrans proposes to build the Lomo Crossing Safety improvement Project in Sacramento County on State Route 99 between post miles R33.8 and 36.6. The proposed project will address operational safety issues by installing acceleration and pullout lanes for commercial vehicles at the railroad crossing to facilitate mandatory stops off of the mainline to prevent collisions. The project will also install measures prevent cross highway turn movements and redirect through traffic to Eager Road interchange. Project activities include the construction of acceleration lanes each less than a mile in length, upgrade the Eager Road interchange, ramp improvements, and culvert augmentation. Negligible right of way acquisition will be needed to facilitate acceleration lanes for pullout commercial vehicle traffic at the railroad crossing.

Induced Travel Screening

The Project Development Team (PDT), Pursuant to 14 CCR § 15064.3 (Determining the Significance of Transportation Impacts) subsection (b), used qualitative analysis to determine the project will not lead to a measurable and substantial increase in vehicle miles traveled (VMT).

The Governor's Office of Planning and Research, Technical Advisory on Evaluating Traffic Impacts in CEQA (January 22, 2019) provides direct guidance for projects that would not likely lead to a substantial or measurable increase in vehicle travel, and therefore generally should not require an induced travel analysis. Caltrans conducted project analysis and discussions throughout the project initiation and project development phases to reach a "non-capacity" determination using this technical advisory and the guidance provided. The PDT consensus is this project will not cause a substantial increase in VMT and therefore does not require an Induced Travel Analysis.

Robert Wall

Robert Wall
Branch Chief (Acting), M2
Division of Environmental Analysis,
North Region

4/7/2022

Date

Appendix C. Regional Transportation Improvement Program Abstract

Section 2 Individually Listed Projects and Grouped Project Listings (with Detailed Back-up)

Previously Approved MTIP

SACOG ID: Group05 — Lead Agency:

Project Title: Grouped Projects for Engineering

EA Number: | Last Revised: n/a | Completion Year: n/a

Project Description: Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action. (Funding in the construction phase is not for the construction of projects, but rather for the development of plans. Caltrans and Federal DOT require such work to be programmed in the construction phase.)

Fed FY	Revenue Source	Total Revenue
<21		$6,259,121
2022	Regional Surface Transportation Program	$250,000
		$6,509,121

Includes 4 Projects | Total Cost: $6,509,121 | Exempt Category: Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action.

SACOG ID: CAL21378 — SUT — Lead Agency: Caltrans D3 — Project 49 of 49

Project Title: Sub-Project of Group05 - SUT-99 Lomo Crossing

EA Number: 0J910 | PPNO: 8385 | Last Revised: 21-12 | Completion Year: 2025

Project Description: On Route 99 near Live Oak, from south of Encinal Road/Live Oak Boulevard to north of Kent Avenue (PM R34.8/36.6); also at Eager Road (PM R33.8/R34.0): Eliminate cross traffic access to Route 99 at Encinal Road/Live Oak Boulevard and improve acceleration features in proximity to the railroad crossing approach/departure for both directions of travel for vehicles required by law to stop at the railroad crossing, and improve/enhance access to the Eager Road interchange. PE Only. Total Project Cost is $12,310,000.

Fed FY	Revenue Source	Engineering	Right of Way	Construction	Total Revenue
2021	SHOPP - Collision Reduction (SHOPP AC)	$1,160,000	$0	$0	$1,160,000
2023	SHOPP - Collision Reduction (SHOPP AC)	$1,380,000	$0	$0	$1,380,000
		$2,540,000	$0	$0	$2,540,000

Federal Project | Total Cost: $2,540,000 | Exempt Category: Projects that correct, improve, or eliminate a hazardous location or feature.

Sacramento Area Council of Governments

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SCH# TBD
03-SUT-99-PM R33.8-36.6
0320000040
Initial Study-Neg. Declaration

List of Technical Studies

Air Quality Technical Report – April 4, 2022

Biological Resources Evaluation Memo – February 3, 2022

Community Impact Assessment – March 25, 2022

Cultural Historical Property Survey Report and Screening Memo – January 5, 2022

Floodplain Hydraulic Study – September 30, 2021

Hazardous Waste Initial Site Assessment – March 29, 2022 (Updated)

Noise Study – April 4, 2022

Visual Impact assessment – April 1, 2022

Traffic Impact Report – March 4, 2022