Yuba-70
Continuous Passing Lanes Project

YUBA COUNTY, CALIFORNIA
03-Yub-70 (PM 16.2/25.8)
03-3F283/0318000186

Final Environmental Impact Report/ Environmental Assessment with Finding of No Significant Impact

Prepared by the
State of California Department of Transportation

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 U.S.C. 327 and the Memorandum of Understanding dated December 23, 2016 and executed by the Federal Highway Administration (FHWA) and Caltrans.

June 2020

Caltrans

General Information About This Document

The California Department of Transportation (Department), as assigned by the Federal Highway Administration (FHWA), has prepared this Final Environmental Impact Report/Environmental Assessment (EIR/EA) for the proposed project located in Yuba 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 have been 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. The Draft Environmental Impact Report/Environmental Assessment circulated to the public for 65 days between April 1, 2020 and June 5, 2020. Comments received during this period are included in Appendix H of the environmental document. Elsewhere throughout this document, a vertical line in the margin indicates a change made since the draft document circulation. Minor editorial changes and clarifications have not been so indicated. Additional copies of this document and the related technical studies are available for review at Caltrans District 3, 703 B Street, Marysville, CA 95901. Copies of this document can also be reviewed at the Yuba County Library at 303 Second Street, Marysville, and at the Yuba County Government Center at 915 8th Street in Marysville. 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

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 write to or call Caltrans, Attention: Cameron Knudson, Project Manager, Department of Transportation, 703 B Street; 530-218-1820 (Voice), or use the California Relay Service 1-800-735-2929 (TTY), 1-800-735-2929 (Voice), or 711.

SCH# 2020029036
03-Yub-70-PM 16.2/25.8
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Yuba-70 Continuous Passing Lanes Project
Yuba County, Postmiles 16.2/25.8

FINAL ENVIRONMENTAL IMPACT REPORT/ ENVIRONMENTAL ASSESSMENT AND FINDING OF NO SIGNIFICANT IMPACT

Submitted Pursuant to: (State) Division 13, California Public Resources Code
(Federal) 42 U.S. Code 4332(2)(C)

THE STATE OF CALIFORNIA
Department of Transportation

7/16/2020
Date

Suzanne Melim
Division Chief
North Region Environmental
California Department of Transportation
CEQA/NEPA Lead Agency

CALIFORNIA DEPARTMENT OF TRANSPORTATION

FINDING OF NO SIGNIFICANT IMPACT (FONSI)

Yuba 70 Continuous Passing Lanes Project

FOR

The California Department of Transportation (Caltrans) has determined that Alternative 1 will have no significant impact on the human environment. This FONSI is based on the attached Environmental Assessment (EA) which has been independently evaluated by Caltrans and determined to adequately and accurately discuss the need, environmental issues, and impacts of the proposed project and appropriate mitigation measures. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required. Caltrans takes full responsibility for the accuracy, scope, and content of the attached EA (and other documents as appropriate).

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.

7/16/2020
Date

Suzanne Melim
Division Chief
North Region Environmental
California Department of Transportation
CEQA/NEPA Lead Agency

Summary

S.1 NEPA Assignment

California participated in the “Surface Transportation Project Delivery Pilot Program” (Pilot Program) pursuant to 23 United States Code (USC) 327, for more than 5 years, beginning July 1, 2007, and ending September 30, 2012. MAP-21 (Public Law 112-141), signed by President Obama on July 6, 2012, amended 23 USC 327 to establish a permanent Surface Transportation Project Delivery Program. As a result, the California Department of Transportation (Caltrans) entered into a Memorandum of Understanding (MOU) pursuant to 23 USC 327 (National Environmental Policy Act [NEPA] Assignment MOU) with the Federal Highway Administration (FHWA). The NEPA Assignment MOU became effective October 1, 2012, and was renewed on December 23, 2016, for a term of 5 years. In summary, Caltrans continues to assume FHWA responsibilities under NEPA and other federal environmental laws in the same manner as was assigned under the Pilot Program, with minor changes. With NEPA Assignment, FHWA assigned and Caltrans assumed all of the United States Department of Transportation (USDOT) Secretary's responsibilities under NEPA. This assignment includes projects on the State Highway System and Local Assistance Projects off of the State Highway System within the State of California, except for certain categorical exclusions that FHWA assigned to Caltrans under the 23 USC 326 CE Assignment MOU, projects excluded by definition, and specific project exclusions.

The proposed project is a joint project by the California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA), and is subject to state and federal environmental review requirements. Project documentation, therefore, has been prepared in compliance with both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). Caltrans is the lead agency under NEPA. Caltrans is also the lead agency under CEQA. In addition, FHWA’s responsibility for 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 United States Code Section 327 (23 USC 327) and the Memorandum of Understanding dated December 23, 2016 and executed by FHWA and Caltrans.

Some impacts determined to be significant under CEQA may not lead to a determination of significance under NEPA. Because NEPA is concerned with the significance of the project as a whole, often a “lower level” document is prepared for NEPA. One of the most common joint document types is an Environmental Impact Report/Environmental Assessment (EIR/EA).

After receiving comments from the public and reviewing agencies, this Final EIR/EA was prepared. The Final EIR/EA includes responses to comments received on the Draft EIR/EA (Appendix H). Caltrans has identified Alternative 1 as the preferred alternative. If the decision is made to approve the project, a Notice of Determination will be published for compliance with CEQA, and Caltrans will decide whether to issue a Finding of No Significant Impact (FONSI) or require an Environmental Impact Statement

(EIS) for compliance with NEPA. A Notice of Availability (NOA) of the FONSI will be sent to the affected units of federal, state, and local government, and to the State Clearinghouse in compliance with Executive Order 12372.

S.2 Introduction

Within the project limits of the safety project, EA 03-4F380, where one lane of through traffic is constructed in a given direction, this project, EA 03-3F283, will construct an additional 12-ft lane with an 8-ft shoulder to achieve a continuous passing lane in each direction throughout the project limits. The Clear Recovery Zone (CRZ) constructed under the safety project, EA 03-4F380, will be perpetuated in this project and having minimum width of 20-ft. The CRZ will incorporate side slopes 4:1 or flatter and remove any physical obstructions such as trees, utility poles, and other fixed objects. Roadside ditches will be constructed outside the CRZ. There are numerous school bus stops throughout the project limits; therefore, in designated locations the shoulder width will be increased to 14-ft to provide areas for school buses to pull over and give students safer access on and off the bus. Where needed, existing driveways along the corridor will be modified to conform to the widened highway. As warranted, driveway culverts will be replaced to convey drainage flows in the roadside ditches. In addition, there will be shifts in the horizontal alignment and adjustments to the vertical profile to minimize impacts on residences and utilities. Existing cross culverts will be replaced or extended as needed. Caltrans is the lead agency under both CEQA and NEPA.

S.3 Overview of Project Area

State Route (SR) 70 is an Interregional Road System Route and the primary north-south travel route through Yuba County. Yuba County is dominated by agricultural land and mountainous terrain and has experienced moderate growth over the last several decades, most of which is concentrated in Marysville. The proposed project would extend 9.6 miles on SR 70 (Post Mile 16.2 to 25.8) from Laurellen Road to Honcut Creek Bridge in Yuba County, California. SR 70 in Yuba County north of Marysville, is a two-lane rural highway through agricultural land. Figures 1 and 2 show the project location and project vicinity.

According to the Yuba County 2030 General Plan, all of the land surrounding the project area is designated as Natural Resources. The intent of the Natural Resources land use designation is to conserve and provide natural habitat, watersheds, scenic resources, cultural resources, recreational amenities, agricultural and forest resources, wetlands, woodlands, minerals, and other resources for sustainable use, enjoyment, extraction, and processing. Most of the land within the study area is zoned as Exclusive Agriculture Zone, and a few parcels are zoned as Agricultural Industrial, Agricultural/Rural Residential, and Rural Commercial.

The project vicinity contains several projects in the planning stages. These projects, which are listed in Table S-1, are within 2 miles of SR 70.

Table S-1. Planned Projects in the Vicinity of SR 70

Name and Address	Jurisdiction	Description	Status
SR 70 Simmerly Slough Bridge Replacement near Marysville	Yuba County	Replace bridge	Completion Year 2020
SR 70 widening, Segments 4 & 5	Yuba County	Widening of SR 70 from PM 16.2 to PM 25.8 from Laurellen Road to Honcut Creek Bridge north of Marysville	Completion Year 2021
SR 70 in and near Marysville, SR 70, from Marysville Underpass to north of Laurellen Road	Yuba County	Roadway rehabilitation	Completion Year 2021
Marysville Medical Arts District Transportation Development at 5th Street, from SR 70 to J Street, including the Medical Arts District. Also 2nd St.) from SR 70 to J Street, including the Medical Arts District.	Yuba County	Extend and realign	Completion Year 2025
Bridge Preventive Maintenance at various bridges in Yuba County	Yuba County	Conduct preventative maintenance	Completion Year 2022
SR 70 Corridor Improvements, Segments 1 and 2	Butte County	Widening and other improvements	Completion Year 2022
SR 70 Corridor Improvements Segment 3	Butte County	Widening and other improvements	Completion Year 2023
Rio d'Oro Specific Plan, approximately 11 miles north of the project area between Palermo Road to the south and Ophir Road to the north	Butte County	Residential, commercial, and developed parkland between Palermo Road to the south and Ophir Road to the north	Completion Year 2035
Highway Improvements to SR 70 in Marysville from PM 14.9 to PM 15.6	Yuba County	Highway improvements, bridge replacement, and undercrossings from 14th Street to 0.1 mile south of Cemetery Road	Completion Year 2026
Camp Fire Debris Clean Up	Butte County	Truck trips from ongoing debris removal in Paradise, Butte County.	Ongoing
Hard Rock Casino	Yuba County	New casino and hotel development approximately 9 miles south of the project limits, on 40-Mile Road, between SR 70 and SR 65.	Completion Year 2019

S.4 Purpose and Need

Project Purpose

The purpose of this project is to achieve the ultimate facility as outlined in the 2014 Route 70 Transportation Concept Report (TCR). Improved travel times along the corridor will result in greater reliability and efficiency for the movement of goods, provide better connectivity between Yuba County and the Sacramento Valley, and support the overall economic viability of the Yuba County region. This project will address operational deficiencies in the corridor, but these alterations also improve the overall safety of travelers within the corridor.

Project Need

The project is needed because there are operational concerns along the corridor. Improved reliability of the SR 70 corridor is needed to prevent lost revenues of local industries due to accidents or operational deficiencies. Furthermore, improved travel times are needed to improve regional connectivity and the overall economic viability of the Yuba County region. An additional project need is based upon economic viability and goods movement along the corridor. The largest industries in the Yuba County area are "highway dependent," and require reliable access to and from SR 70. It has been observed that goods movement within the regional and local supply chain can be heavily affected by the highway conditions. With the conversion from a 3-lane to a 5-lane cross section a reduction of fatality and injury collisions would be expected.

S.5 Proposed Action

The project under consideration in this EIR/EA is a modification the existing lanes and shoulders. The project involves widening SR 70 between Laurellen Road and the Butte/Yuba County line to provide a five-lane cross-section within the full postmile limits; PM 16.2 – 25.8. Two 12-foot travel lanes and 8-foot shoulder would be provided in each direction with a 14-foot wide continuous center Two Way Left Turn Lane (TWLTL) bounded by a minimum 20-foot Clear Recovery Zone (CRZ). The CRZ will incorporate side slopes of 4:1 or flatter and necessitate removal of any physical obstructions such as trees, utility poles, and other fixed objects.

Additional project elements include the following:

- Construction of roadside ditches outside the CRZ.
- Construction of County-maintained road intersections to facilitate the movement of tractor trailers and farming equipment.
- Extension or replacement of existing cross culverts as needed.
- Replacement of driveway culverts to convey drainage flows to the roadside ditches, as warranted.
- Minor shifting of the vertical profile and horizontal alignment as needed.

- Modification of existing driveways along the corridor, where needed, to conform to the widened highway.
- Relocation of utilities.

Two build alternatives have been developed for the roadway improvements. Alternative 1 proposes the addition of a 14-foot-wide paved striped TWLTL. This TWLTL would create a refuge for drivers turning left in and out of traffic. At county-maintained roads and certain agriculture-related businesses, the TWLTL would be striped as a left-turn lane.

Alternative 2 would separate traffic with a paved 14-foot median and concrete barrier. Vehicles entering the highway from homes and businesses could only turn right onto SR 70 and signalized intersections will be placed periodically throughout the project to allow U-turns for change in direction of travel.

S.6 Joint California Environmental Quality Act/National Environmental Policy Act Documentation

The proposed project is subject to Federal, as State environmental review requirements because Caltrans proposes the use of Federal funds from FHWA and/or the project requires an approval from FHWA. Project documentation, therefore, has been prepared in compliance with both CEQA and NEPA. Under CEQA, Caltrans is the lead agency. FHWA's responsibility for 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 MOU dated December 23, 2016 and executed by FHWA and Caltrans. With NEPA Assignment, FHWA assigned and Caltrans assumed all of the USDOT Secretary's responsibilities under NEPA. This assignment includes projects on the State Highway System and Local Assistance Projects off of the State Highway System within the State of California, except for certain categorical exclusions (CE) that FHWA assigned to Caltrans under the 23 USC 326 CE Assignment MOU, projects excluded by definition, and specific project exclusions.

Some impacts determined to be significant under CEQA may not lead to a determination of significance under NEPA. Because NEPA is concerned with the significance of the project as a whole, quite often a "lower level" document is prepared for NEPA. One of the most common joint document types is an Environmental Impact Report/Environmental Assessment (EIR/EA).

After receiving comments from the public and reviewing agencies, a Final EIR/EA was prepared. The Final EIR/EA includes responses to comments received on the Draft EIR/EA. If the decision is made to approve the project, a Notice of Determination will be published for compliance with CEQA, and Caltrans will decide whether to issue a Finding of No Significant Impact (FONSI) or require an Environmental Impact Statement for compliance with NEPA. A Notice of Availability (NOA) of the FONSI will be sent to the affected units of Federal, State, and local government, and to the State Clearinghouse in compliance with Executive Order 12372.

S.7 Potential Environmental Consequences and Avoidance, Minimization and/or Mitigation Measures

Project impacts would occur in the following resource areas: farmlands, community impacts, traffic/transportation, visual/aesthetics, water quality, geology/soils, paleontology, hazardous waste and materials, air quality, noise, natural communities, plant species, animal species, endangered species, and invasive species. The project would not contribute to cumulatively considerable effects to the resources analyzed. Project effects under NEPA are discussed fully in Chapter 2, *Affected Environment, Environmental Consequences, and Avoidance, Minimization, and/or Mitigation Measures*. Table S-3, located at the end of this summary, summarizes the impacts of the project under NEPA. Chapter 3, *California Environmental Quality Act Evaluation*, addresses impacts under CEQA. Table S-4, which follows Table S-3, summarizes the significance of impacts under CEQA.

S.8 Coordination with Other Public Agencies

S.8.1 Notice of Preparation

A Notice of Preparation (NOP) was published on February 11, 2020. It was filed with the State Clearinghouse and sent to the appropriate elected officials, agencies, and interested parties. A copy of the NOP is included in Appendix D, *Notice of Preparation*.

S.8.2 Necessary Permits and Approvals

In addition to the completion of CEQA and NEPA documentation and project approvals by the lead and responsible agencies, the following permits, licenses, agreements, and certifications (PLACs) are required for project construction (Table S-2).

Table S-2. Permits and Approvals

Agency	Permit/Approval	Status
Central Valley Regional Water Quality Control Board	Section 401 Water Quality Certification	Not yet initiated
U.S. Army Corps of Engineers	Section 404 authorization for fill of waters of the United States	Not yet initiated
Sacramento Metropolitan Air Quality Management District	Formal notification prior to construction	Not yet initiated
California Department of Fish and Wildlife	Streambed Alteration Agreement	Not yet initiated

Table S-3. Comparison of Alternatives

Human Environment

Land Use

Impact	No Build	Alternative 1	Alternative 2	Avoidance, Minimization, and/or Mitigation Measures
Consistency with Yuba County General Plan	Consistent with policy	Consistent	Consistent	None required
Consistency with Sacramento Area Council of Governments Metropolitan Transportation Plan/Sustainable Communities Strategy	Not consistent	Consistent	Consistent	None required

Farmland

Impact	No Build	Alternative 1	Alternative 2	Avoidance, Minimization, and/or Mitigation Measures
Effects on farmland	No effect	5.64 acres of farmland would be acquired	9.72 acres of farmland would be acquired	None required

Human Environment

Growth

Impact	No Build	Alternative 1	Alternative 2	Avoidance, Minimization, and/or Mitigation Measures
Potential to induce growth	No effect	While the proposed project would create additional capacity on SR 70, since the project would widen an existing roadway alignment it is not anticipated to provide access to new areas or change accessibility. Project-related growth is not anticipated to occur.	While the proposed project would create additional capacity on SR 70, since the project would widen an existing roadway alignment it is not anticipated to provide access to new areas or change accessibility. Project-related growth is not anticipated to occur.	None required

Community Impacts

Impact	No Build	Alternative 1	Alternative 2	Avoidance, Minimization, and/or Mitigation Measures
Effects on community character, population, and cohesion	No effect	The proposed project would not change the rural character of the study area because it would neither alter the zoning within the area, nor provide access to areas that are currently undeveloped.	The proposed project would not change the rural character of the study area because it would neither alter the zoning within the area, nor provide access to areas that are currently undeveloped.	None required
Effects on relocation and real property acquisition	No effect	3 mobile homes, 8 residential displacements and 2 nonresidential displacements would occur	3 mobile homes, 8 residential displacements and 3 nonresidential displacements would occur	None required
Effects on environmental justice populations	No effect	No effect due to lack of environmental justice populations residing in the study area and available data	No effect due to lack of environmental justice populations residing in the study area and available data	None required

Human Environment

Utilities/Emergency Services

Impact	No Build	Alternative 1	Alternative 2	Avoidance, Minimization, and/or Mitigation Measures
Effects on public and private utilities	No effect	Planned or accidental temporary service interruptions during relocation of utilities during construction	Planned or accidental temporary service interruptions during relocation of utilities during construction.	Coordination with utility service providers prior to, during, and after construction to minimize disruption of services to customers in the area
Effects on police, fire, and emergency service providers	Shoulders create unsafe passing conditions for emergency service providers	Temporary delays in access could disrupt normal operations and emergency services during construction; benefits include improved response times of emergency services	Temporary delays in access could disrupt normal operations and emergency services during construction; benefits include improved response times of emergency services	A Transportation Management Plan (TMP) would be developed for use during project construction. The TMP would utilize strategies described in Caltrans' Transportation Management Plan Guidelines (TMP Guidelines) (Caltrans 2015), selected in accordance with the scale and scope of the project. The TMP Guidelines identify the general categories of public information, motorist information, incident management, construction strategies, demand management, and alternate routes or detours; Any required closures would be coordinated with emergency service providers so as not to hinder emergency responses

Human Environment

Traffic and Transportation/Pedestrian and Bicycle Facilities

Impact	No Build	Alternative 1	Alternative 2	Avoidance, Minimization, and/or Mitigation Measures
Existing (2018) operations	6 highway segments would operate at a deficient LOS during PM and 4 highway segments during AM hours	3 segments would worsen operation	3 segments would worsen operation	None required
Opening Year (2023) operations	Operations would worsen during opening year, and LOS would remain the same.	At opening year the project will perform at a LOS A.	At opening year the project will perform a LOS A	None required
Horizon Year (2043) operations	Operations under the horizon year (2043) would worsen under the no-build alternative due to increasing traffic volumes. Compared to existing (2018) conditions, the AM peak hour conditions would have one segment worsening from LOS C to D in the northbound direction and one segment worsening from LOS D to E. The PM peak hour would have all segments worsening from LOS D to E.	Similar to opening year (2023) conditions, the roadway segments widened to four lanes would have LOS A conditions.	Similar to opening year (2023) conditions, the roadway segments widened to four lanes would have LOS A conditions.	None required

Human Environment

Visual/Aesthetics

Impact	No Build	Alternative 1	Alternative 2	Avoidance, Minimization, and/or Mitigation Measures
Effects on scenic resources, visual character, and visual quality	No effect	Removal of trees and mature shrubs will be higher in the beginning, but with replanting in and around the cleared zones, the vegetated character of the roadway would be re-established. Addition of the roadway widening will have a moderate impact on the scenic quality	Removal of trees and mature shrubs will be higher in the beginning, but with replanting in and around the cleared zones, the vegetated character of the roadway would be re-established. Addition of the roadway widening will have a moderate impact on the scenic quality	Replace or Relocate Site Features and Landscaping Affected by the Project Apply Minimum Lighting Standards

Cultural Resources

Impact	No Build	Alternative 1	Alternative 2	Avoidance, Minimization, and/or Mitigation Measures
Effects on cultural resources	No effect	Low potential for buried archaeological sites, with an increased potential in areas adjacent to drainages and creeks	Low potential for buried archaeological sites, with an increased potential in areas adjacent to drainages and creeks	Implement Plan to Address Discovery of Unanticipated Buried Cultural Resources or Human Remains

Human Environment Physical Environment

Hydrology and Floodplain

Impact	No Build	Alternative 1	Alternative 2	Avoidance, Minimization, and/or Mitigation Measures
Impact drainage, flood flows, and floodplain encroachment	No effect	New impervious surfaces would increase post-project flows compared to pre-project flows; Cross culverts for drainage would be replaced as necessary to provide improved drainage capacity; No significant floodplain encroachment	New impervious surfaces would increase post-project flows compared to pre-project flows; Cross culverts for drainage would be replaced as necessary to provide improved drainage capacity; No significant floodplain encroachment	Compliance with necessary permits and requirements from regulatory agencies; side slopes of 4H:1V or less for the CRZ, which would maintain pre-project sheet-flow drainage patterns; permanent best management practices (BMPs) will be evaluated

Water Quality

Impact	No Build	Alternative 1	Alternative 2	Avoidance, Minimization, and/or Mitigation Measures
Increased runoff from added impervious surfaces	No effect	Addition of new impervious surfaces	Addition of new impervious surfaces	The proposed project would be designed in accordance with NPDES Permit requirements

Water quality impacts during construction and operation	No effect	Potential for short-term discharges of sediments, oil, grease, and chemical pollutants into nearby storm drains or Honcut Creek generated during construction; Potential long-term impacts from increased impervious area, operation and maintenance activities	Potential for short-term discharges of sediments, oil, grease, and chemical pollutants into nearby storm drains or Honcut Creek generated during construction; Potential long-term impacts from increased impervious area, operation and maintenance activities	NPDES Construction General Permit Coverage Implementation of the SWPPP, erosion and sediment control BMPs, Caltrans SWMP, applicable guidelines and requirements in the 2018 Caltrans Standard Specifications (CSS), and stormwater guidance measures will minimize the potential for construction-related surface water pollution and ensure that water quality will not be compromised during construction Permanent treatment BMP and design measures from Caltrans' Project Planning Design Guide (PPDG) Improved storm drainage facilities would minimize the potential for discharges of pollutants to nearby storm drains and Honcut Creek

Geology/Soils/Seismic/Topography

Impact	No Build	Alternative 1	Alternative 2	Avoidance, Minimization, and/or Mitigation Measures
Risk of seismic hazard	No effect	Low risk of ground-shaking or failure	Low risk of ground-shaking or failure	Comply with recommended design parameters in accordance with Caltrans' Highway Design Manual (HDM) Minimize Impacts from Seismic Events
Risk of landslides	No effect	low risk for landslides	low risk for landslides	Comply with recommended design parameters in accordance with Caltrans' Highway Design Manual (HDM)

Increase in soil erosion rates and/or loss of topsoil	No effect	Ground disturbance could increase erosion and loss of topsoil; The potential is increased because of the low strength of the soils	Ground disturbance could increase erosion and loss of topsoil; The potential is increased because of the low strength of the soils	Implement GEO-2: Minimize Soil Instability The proposed project would be designed in accordance with NPDES Permit requirements The proposed project would be designed in accordance with NPDES Permit requirements Implementation of the SWPPP, erosion and sediment control BMPs, Caltrans SWMP, applicable guidelines and requirements in the 2018 Caltrans Standard Specifications (CSS) would be implemented to prevent any construction materials or debris from entering surface waters or channels within the project vicinity. To prevent silt and sediment from entering surface waters, pollution prevention and erosion control BMPs would be implemented prior to, during, and after construction.
Effects from subsurface road conditions	Would not improve; The highway may be more susceptible to cracking as a result of the low strength and high shrink-swell potential of the underlying soils	Measures would be implemented to address soil issues to minimize the risk of expansive, low strength soils	Measures would be implemented to address soil issues to minimize the risk of expansive, low strength soils	BMPs would be implemented to address soil issues, minimizing the risk to construction workers or the traveling public Minimize Soil Instability

Paleontology

Impact	No Build	Alternative 1	Alternative 2	Avoidance, Minimization, and/or Mitigation Measures
Damage to paleontological resources	No effect	Low to no potential to affect paleontological resources within the existing paved portion of the project area; low to moderate potential to impact paleontological resources in pervious areas disturbed at depths between 1-4 feet	Low to no potential to affect paleontological resources within the existing paved portion of the project area; low to moderate potential to impact paleontological resources in pervious areas disturbed at depths between 1-4 feet	Implement Construction Training Preparation of a Paleontological Mitigation Plan Construction Monitoring

Hazardous Waste/Materials

Impact	No Build	Alternative 1	Alternative 2	Avoidance, Mitigation, and/or Mitigation Measures
Exposure to hazardous materials to humans or the environment	No effect	Potential exposure of humans and the environment to hazardous conditions from accidental release of hazardous materials during construction; Potential exposure of humans to lead chromate or other harmful chemicals from construction activities; Risk of encountering contaminated soil and exposure to hazardous chemicals from past pesticide/herbicide use during ground-disturbing activities	Potential exposure of humans and the environment to hazardous conditions from accidental release of hazardous materials during construction; Potential exposure of humans to lead chromate or other harmful chemicals from construction activities; Risk of encountering contaminated soil and exposure to hazardous chemicals from past pesticide/herbicide use during ground-disturbing activities	Avoid and Minimize the Potential for Effects from Hazardous Waste or Materials during Project Construction Conduct Sampling, Testing, Removal, Storage, Transportation, and Disposal of Yellow/White Traffic Striping along Existing Roadways Develop and Implement Plans to Address Worker Health and Safety Right of Way/Properties/Structures Survey and NESHAP Notification

Air Quality

Impact	No Build	Alternative 1	Alternative 2	Avoidance, Mitigation, and/or Mitigation Measures
Project-level conformity CO	No effect	The project does not cause or contribute to any new localized CO, $PM_{2.5}$, and/or PM_{10} violations, or delay timely attainment of any NAAQS or any required interim emission reductions or other milestones during the timeframe of the transportation plan	The project does not cause or contribute to any new localized CO, $PM_{2.5}$, and/or PM_{10} violations, or delay timely attainment of any NAAQS or any required interim emission reductions or other milestones during the timeframe of the transportation plan	None required
Project-level conformity PM2.5	No effect	The project does not cause or contribute to any new localized CO, $PM_{2.5}$, and/or PM_{10} violations, or delay timely attainment of any NAAQS or any required interim emission reductions or other milestones during the timeframe of the transportation plan	The project does not cause or contribute to any new localized CO, $PM_{2.5}$, and/or PM_{10} violations, or delay timely attainment of any NAAQS or any required interim emission reductions or other milestones during the timeframe of the transportation plan	None required
Roadway Vehicle Emissions/Criteria Pollutant Emissions	No effect	CO and NO_x emissions from the traffic operation in the opening year (2023) would not be changed between no-build and build alternatives. There are slight changes in CO emissions in build alternatives for the design year (2043) in comparison with those in the no-build alternative. The emissions of CO and NO_x in the future build alternatives would be lower than those in the baseline year.	CO and NO_x emissions from the traffic operation in the opening year (2023) would not be changed between no-build and build alternatives. There are slight changes in CO emissions in build alternatives for the design year (2043) in comparison with those in the no-build alternative. The emissions of CO and NO_x in the future build alternatives would be lower than those in the baseline year.	None required

Noise

Impact	No Build	Alternative 1	Alternative 2	Avoidance, Minimization, and/or Mitigation Measures
Traffic noise	No effect, however future planned projects in the area would result in an increase in traffic noise	Under the design year, the increase in noise will be 1 to 3 dBA. Traffic noise impacts are predicted to occur because the predicted noise levels in the design-year approach or exceed the noise abatement criterion of 67 dBA.	Under the design year, the increase in noise will be 1 to 3 dBA. Traffic noise impacts are predicted to occur because the predicted noise levels in the design-year approach or exceed the noise abatement criterion of 67 dBA.	Noise abatement was considered. A noise barrier would not be feasible due to driveway access requirements to residences along the entire corridor. Noise barriers were therefore not evaluated further in this analysis.
Construction noise	No effect	Temporary increase in noise levels due to operation of construction equipment, construction activities, and implementation of detours; Construction noise would be intermittent and overshadowed by local traffic noise	Temporary increase in noise levels due to operation of construction equipment, construction activities, and implementation of detours; Construction noise would be intermittent and overshadowed by local traffic noise	None required

Energy

Impacts	No Build	Alternative 1	Alternative 2	Avoidance Minimization and/or Mitigation Measures
Energy demands	No effects	Temporary energy consumption during construction for use of construction equipment and on road vehicles	Temporary energy consumption during construction for use of construction equipment and on road vehicles	None required

Biological Environment Natural Communities

Impact	No Build	Alternative 1	Alternative 2	Avoidance, Mitigation, and/or Mitigation Measures
Effects on Valley Foothill Riparian	No effect	Permanent loss of up to 0.24 acres and temporary disturbance due to vegetation trimming and removal Caltrans intends to mitigate through off site mitigation. Specific amount and ratios will determined through consultation with regulatory agencies.	Permanent loss of up to 0.24 acres and temporary disturbance due to vegetation trimming and removal Caltrans intends to mitigate through off site mitigation. Specific amount and ratios will determined through consultation with regulatory agencies.	Install Fencing and/or Flagging to Protect Sensitive Biological Resources Compensate for Impacts on Valley Foothill Riparian
Effects on Wildlife Corridors	No effect	The proposed project vicinity does not contain wildlife corridors	The proposed project vicinity does not contain wildlife corridors	None required

Wetland and Other Waters

Impact	No Build	Alternative 1	Alternative 2	Avoidance, Mitigation, and/or Mitigation Measures
Effects on Wetlands and Other Waters	No effect	Permanent loss of up to 0.58 acres and temporary impacts due to project construction; All areas temporarily disturbed of the riparian wetland would be restored to pre-project contours and conditions Caltrans intends to mitigate through off site mitigation. Specific amount and ratios will determined through consultation with regulatory agencies.	Permanent loss of up to 0.58 acres and temporary impacts due to project construction; All areas temporarily disturbed of the riparian wetland would be restored to pre-project contours and conditions Caltrans intends to mitigate through off site mitigation. Specific amount and ratios will determined through consultation with regulatory agencies.	Implement water quality BMPs and SWPPP to protect water quality and prevent erosion, sedimentation, and construction-related surface water pollution in drainages and wetlands Compensate for Impacts on Riparian Wetland

Plant Species

Impact	No Build	Alternative 1	Alternative 2	Avoidance, Mitigation, and/or Mitigation Measures
Effects on Special-Status Plants	No effect	The study area has low potential to support non-listed special-status plants; Removal of native oak trees in riparian wetland and valley foothill riparian natural communities and as many as 74 mature oak trees in landscaped areas or in ruderal habitat	The study area has low potential to support non-listed special-status plants; Removal of native oak trees in riparian wetland and valley foothill riparian natural communities and as many as 74 mature oak trees in landscaped areas or in ruderal habitat	Install Fencing and/or Flagging to Protect Sensitive Biological Resources Compensate for Impacts on Valley Foothill Riparian Compensate for Impacts on Riparian Wetland

Animal Species

Impact	No Build	Alternative 1	Alternative 2	Avoidance, Mitigation, and/or Mitigation Measures
Effects on Non-Listed Special-Status Species	No effect	Seven non-listed special status wildlife species were identified as occurring or having the potential to occur in the project region. After review of species distribution and habitats requirements, only one of the 7 species was considered to potentially occur in the project vicinity. However, the nearest CNDDB occurrence is 10.2 miles from the study area.	Seven non-listed special status wildlife species were identified as occurring or having the potential to occur in the project region. After review of species distribution and habitats requirements, only one of the 7 species was considered to potentially occur in the project vicinity. However, the nearest CNDDB occurrence is 10.2 miles from the study area.	Install Fencing and/or Flagging to Protect Sensitive Biological Resources Compensate for Impacts on Valley Foothill Riparian Compensate for Impacts on Riparian Wetland Remove Vegetation during the Nonbreeding Season and Conduct Preconstruction Surveys for Nesting Migratory Birds, Including Special-Status Birds Avoid and Minimize the Spread of Invasive Plant Species during Project Construction and Restore Temporarily Disturbed Habitat
Effects on Migratory Birds	No effect	Removal of nesting and foraging habitat due to construction noise/activities; extension of the box culvert south of Honcut Creek could result in the injury to nesting birds, or removal or destruction of nests	Removal of nesting and foraging habitat due to construction noise/activities; extension of the box culvert south of Honcut Creek could result in the injury to nesting birds, or removal or destruction of nests	Install Fencing and/or Flagging to Protect Sensitive Biological Resources Compensate for Impacts on Valley Foothill Riparian Compensate for Impacts on Riparian Wetland Remove Vegetation during the Nonbreeding Season and Conduct Preconstruction Surveys for Nesting Migratory Birds, Including Special-Status Birds Avoid and Minimize the Spread of Invasive Plant Species during Project Construction and Restore Temporarily Disturbed Habitat

Threatened and Endangered Species

Impact	No Build	Alternative 1	Alternative 2	Avoidance, Mitigation, and/or Mitigation Measures
Effects on valley elderberry longhorn beetle	No effect	Removal of a portion of the elderberry shrub cluster; however, the shrub is not functioning as habitat for valley elderberry longhorn beetle there would be no direct impact on the species	Removal of a portion of the elderberry shrub cluster; however, the shrub is not functioning as habitat for valley elderberry longhorn beetle there would be no direct impact on the species	Compensate for Impacts on Valley Foothill Riparian Remove Vegetation during the Nonbreeding Season and Conduct Preconstruction Surveys for Nesting Migratory Birds, Including Special-Status Birds
Effects on Swainson's Hawk	No effect	Removal of a minor amount of nesting and foraging habitat; However, this would be a minimal impact due to the limited scope of the project construction and the lack of occupied nests in the project area	Removal of a minor amount of nesting and foraging habitat; However, this would be a minimal impact due to the limited scope of the project construction and the lack of occupied nests in the project area	Install Fencing and/or Flagging to Protect Sensitive Biological Resources Compensate for Impacts on Valley Foothill Riparian Compensate for Impacts on Riparian Wetland Remove Vegetation during the Nonbreeding Season and Conduct Preconstruction Surveys for Nesting Migratory Birds, Including Special-Status Birds Avoid and Minimize the Spread of Invasive Plant Species during Project Construction and Restore Temporarily Disturbed Habitat

Invasive Species

Impact	No Build	Alternative 1	Alternative 2	Avoidance, Mitigation, and/or Mitigation Measures
Introduction and spread of invasive plant species	No Effect	During construction, areas where temporary disturbance occurs would be more susceptible to introduction and colonization or spread of invasive plants	During construction, areas where temporary disturbance occurs would be more susceptible to introduction and colonization or spread of invasive plants	Avoid and Minimize the Spread of Invasive Plant Species during Project Construction and Restore Temporarily Disturbed Habitat

Table S-4. Summary of CEQA Impacts 3.2.1 Aesthetics

Impact	No Build Significance before Mitigation	Alt. 1 Significance before Mitigation	Alt. 2 Significance before Mitigation	Mitigation Measures	No Build	Alt. 1 Significance after Mitigation	Alt. 2 Significance after Mitigation
a) Have a substantial adverse effect on a scenic vista	NA	LTS	LTS	NA	NA	NA	NA
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway	NA	LTS	LTS	NA	NA	NA	NA
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	NA	LTS	LTS	NA	NA	NA	NA
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area	NA	No Impact	No Impact	NA	NA	NA	NA

3.2.3-Agricutural and Forest Resources

Impact	No Build Significance before Mitigation	Alt. 1 Significance before Mitigation	Alt. 2 Significance before Mitigation	Mitigation Measures	No Build	Alt. 1 Significance after Mitigation	Alt. 2 Significance after Mitigation
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	NA	LTS	LTS	NA	NA	NA	NA
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract	NA	No Impact	No Impact	NA	NA	NA	NA
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))	NA	No Impact	No Impact	NA	NA	NA	NA
d) Result in the loss of forest land or conversion of forest land to non-forest use	NA	No Impact	No Impact	NA	NA	NA	NA
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	NA	LTS	LTS	NA	NA	NA	NA

3.2.3—Air Quality

Impact	No Build Significance before Mitigation	Alt. 1 Significance before Mitigation	Alt. 2 Significance before Mitigation	Mitigation Measures	No Build	Alt. 1 Significance after Mitigation	Alt. 2 Significance after Mitigation
a) Conflict with or obstruct implementation of the applicable air quality plan	NA	LTS	LTS	NA	NA	NA	NA
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	NA	LTS	LTS	NA	NA	NA	NA
c) Expose sensitive receptors to substantial pollutant concentrations	NA	LTS	LTS	NA	NA	NA	NA
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people	NA	LTS	LTS	NA	NA	NA	NA

3.2.4—Biological Resources

Impact	No Build Significance before Mitigation	Alt. 1 Significance before Mitigation	Alt. 2 Significance before Mitigation	Mitigation Measures	No Build	Alt. 1 Significance after Mitigation	Alt. 2 Significance after Mitigation
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 Game or U.S. Fish and Wildlife Service	NA	No Impact	No Impact	NA	NA	NA	NA
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 Game or US Fish and Wildlife Service	NA	LTS	LTS	NA	NA	NA	NA
c) Have a substantial adverse effect on federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means	NA	LTS	LTS	NA	NA	NA	NA
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	NA	No Impact	No Impact	NA	NA	NA	NA
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance	NA	No Impact	No Impact	NA	NA	NA	NA
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	NA	No Impact	No Impact	NA	NA	NA	NA

3.2.5—Cultural Resources

Impact	No Build Significance before Mitigation	Alt. 1 Significance before Mitigation	Alt. 2 Significance before Mitigation	Mitigation Measures	No Build	Alt. 1 Significance after Mitigation	Alt. 2 Significance after Mitigation
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5	NA	No Impact	No Impact	NA	NA	NA	NA
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5	NA	LTS	LTS	NA	NA	NA	NA
c) Disturb any human remains, including those interred outside of dedicated cemeteries	NA	LTS	LTS	NA	NA	NA	NA

3.2.6—Energy

Impact	No Build Significance before Mitigation	Alt. 1 Significance before Mitigation	Alt. 2 Significance before Mitigation	Mitigation Measures	No Build	Alt. 1 Significance after Mitigation	Alt. 2 Significance after Mitigation
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation	NA	LTS	LTS	NA	NA	NA	NA
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency	NA	No Impact	No Impact	NA	NA	NA	NA

3.2.7—Geology

Impact	No Build Significance before Mitigation	Alt. 1 Significance before Mitigation	Alt. 2 Significance before Mitigation	Mitigation Measures	No Build	Alt. 1 Significance after Mitigation	Alt. 2 Significance after Mitigation
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 ii) Strong seismic ground shaking iv) Landslides iii) Seismic-related ground failure, including liquefaction	NA	LTS	LTS	NA	NA	NA	NA
b) Result in substantial soil erosion or the loss of topsoil	NA	LTS	LTS	NA	NA	NA	NA
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	NA	LTS	LTS	NA	NA	NA	NA
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property	NA	LTS	LTS	NA	NA	NA	NA
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	NA	No Impact	No Impact	NA	NA	NA	NA
f) directly or indirectly destroy a unique paleontological resources or site ot unique geologic feature	NA	LTS	LTS	NA	NA	NA	NA

3.2-Greenhouse Gas Emissions

Impact	No Build Significance before Mitigation Alt.1 Alt.2	Mitigation Measures	No Build	Alt. 1 Significance after Mitigation	Alt. 2 Significance after Mitigation
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	The project is a capacity increasing project with the potential for increased GHG emissions. However, analysis demonstrates that both future no-build and future build GHG emissions would be lower than emissions under the existing condition (2018). Although future GHG emissions under the build alternatives would be higher than the no-build alternative, there is evidence of substantial progress in reducing emissions with the build alternatives, and the impact is considered less than significant	N/A	N/A	N/A; No mitigation measures required. Greenhouse Gas emissions for Alt 1 are less than existing	N/A; No mitigation measures required. Greenhouse Gas emissions for Alt 2 are less than existing

3.2.9—Hazards and Hazarous Materials

Impact	No Build Significance before Mitigation	Alt. 1 Significance before Mitigation	Alt. 2 Significance before Mitigation	Mitigation Measures	No Build	Alt. 1 Significance after Mitigation	Alt. 2 Significance after Mitigation
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials	NA	LTS	LTS	NA	NA	NA	NA
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	NA	LTS	LTS	NA	NA	NA	NA
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school	NA	No Impact	No Impact	NA	NA	NA	NA
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	NA	LTS	LTS	NA	NA	NA	NA
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 for people residing or working in the project area	NA	No Impact	No Impact	NA	NA	NA	NA
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan	NA	LTS	LTS	NA	NA	NA	NA

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires	NA	LTS	LTS	NA	NA	NA	NA

3.2.10—Hydrology and Water Quality

Impact	No Build Significance before Mitigation	Alt. 1 Significance before Mitigation	Alt. 2 Significance before Mitigation	Mitigation Measures	No Build	Alt. 1 Significance after Mitigation	Alt. 2 Significance after Mitigation
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality	NA	LTS	LTS	NA	NA	NA	NA
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin	NA	LTS	LTS	NA	NA	NA	NA
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	NA	LTS	LTS	NA	NA	NA	NA

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation	NA	No Impact	No Impact	NA	NA	NA	NA
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan	NA	No Impact	No Impact	NA	NA	NA	NA

3.2.11—Land Use and Planning

Impact	No Build Significance before Mitigation	Alt. 1 Significance before Mitigation	Alt. 2 Significance before Mitigation	Mitigation Measures	No Build	Alt. 1 Significance after Mitigation	Alt. 2 Significance after Mitigation
a) Physically divide an established community	NA	No Impact	No Impact	NA	NA	NA	NA
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	NA	No Impact	No Impact	NA	NA	NA	NA

3.2.12-Mineral Resources

Impact	No Build Significance before Mitigation	Alt. 1 Significance before Mitigation	Alt. 2 Significance before Mitigation	Mitigation Measures	No Build	Alt. 1 Significance after Mitigation	Alt. 2 Significance after Mitigation
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state	NA	No Impact	No Impact	NA	NA	NA	NA
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan	NA	No Impact	No Impact	NA	NA	NA	NA

3.2.13—Noise

Impact	No Build Significance before Mitigation	Alt. 1 Significance before Mitigation	Alt. 2 Significance before Mitigation	Mitigation Measures	No Build	Alt. 1 Significance after Mitigation	Alt. 2 Significance after Mitigation
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	NA	LTS	LTS	NA	NA	NA	NA
b) Generation of excessive groundborne vibration or groundborne noise levels	NA	LTS	LTS	NA	NA	NA	NA
c) For a project within the vicinity of a private airstrip or an airport land use plan, or where such a plan has 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	NA	No Impact	No Impact	NA	NA	NA	NA

3.2.14—Population and Housing

Impact	No Build Significance before Mitigation	Alt. 1 Significance before Mitigation	Alt. 2 Significance before Mitigation	Mitigation Measures	No Build	Alt. 1 Significance after Mitigation	Alt. 2 Significance after Mitigation
a) Induce substantial 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)	NA	LTS	LTS	NA	NA	NA	NA
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere	NA	LTS	LTS	NA	NA	NA	NA

3.2.15—Public Services

Impact	No Build Significance before Mitigation	Alt. 1 Significance before Mitigation	Alt. 2 Significance before Mitigation	Mitigation Measures	No Build	Alt. 1 Significance after Mitigation	Alt. 2 Significance after Mitigation
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: Fire protection Police protection Schools Parks Other Public Facilities	NA	LTS	LTS	NA	NA	NA	NA

3.2.16 Recreation

Impact	No Build Significance before Mitigation	Alt. 1 Significance before Mitigation	Alt. 2 Significance before Mitigation	Mitigation Measures	No Build	Alt. 1 Significance after Mitigation	Alt. 2 Significance after Mitigation
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	NA	No Impact	No Impact	NA	NA	NA	NA
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	NA	No Impact	No Impact	NA	NA	NA	NA

3.2.17—Transportation/Traffic

Impact	No Build Significance before Mitigation	Alt. 1 Significance before Mitigation	Alt. 2 Significance before Mitigation	Mitigation Measures	No Build	Alt. 1 Significance after Mitigation	Alt. 2 Significance after Mitigation
a) Conflict with an applicable plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities	NA	No Impact	No Impact	NA	NA	NA	NA
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)	NA	LTS	LTS	NA	NA	NA	NA
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)	NA	No Impact	No Impact	NA	NA	NA	NA
d) Result in inadequate emergency access	NA	LTS	LTS	NA	NA	NA	NA

3.2.19—Utilites and Service Systems

Impact	No Build Significance before Mitigation	Alt. 1 Significance before Mitigation	Alt. 2 Significance before Mitigation	Mitigation Measures	No Build	Alt. 1 Significance after Mitigation	Alt. 2 Significance after Mitigation
a) Require or result in the construction of new or expanded water, wastewater treatment facilities or storm water drainage, electrical power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects	NA	LTS	LTS	NA	NA	NA	NA
b) Have sufficient water supplies available to serve the project reasonably foreseeable future development during normal, dry and multiple dry years	NA	LTS	LTS	NA	NA	NA	NA
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	NA	LTS	LTS	NA	NA	NA	NA
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	NA	LTS	LTS	NA	NA	NA	NA
e) Comply with federal, state, and local management and reduction statutes and	NA	No Impact	No Impact	NA	NA	NA	NA

regulations related to solid waste							

3.2.20—Wildfire

Impact	No Build Significance before Mitigation	Alt. 1 Significance before Mitigation	Alt. 2 Significance before Mitigation	Mitigation Measures	No Build	Alt. 1 Significance after Mitigation	Alt. 2 Significance after Mitigation
a) Substantially impair an adopted emergency response plan or emergency evacuation plan	NA	LTS	LTS	NA	NA	NA	NA
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	NA	No Impact	No Impact	NA	NA	NA	NA
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	NA	LTS	LTS	NA	NA	NA	NA
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	NA	LTS	LTS	NA	NA	NA	NA

3.2.21—Mandatory Findings of Significance

Impact	No Build Significance before Mitigation	Alt. 1 Significance before Mitigation	Alt. 2 Significance before Mitigation	Mitigation Measures	No Build	Alt. 1 Significance after Mitigation	Alt. 2 Significance after Mitigation
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	NA	LTS	LTS	NA	NA	NA	NA
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)	NA	LTS	LTS	NA	NA	NA	NA
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly	NA	LTS	LTS	NA	NA	NA	NA

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Chapter 1 Proposed Project

1.1 Introduction

The California Department of Transportation (Caltrans) proposes a project on State Route (SR) 70 (Post Mile [PM] 16.2/25.8) from Laurellen Road to Honcut Creek Bridge [Bridge No. 16-0020] in Yuba County, California, north of Marysville. The total length of the project is 9.6 miles Figures 1 and 2 show the project location and project vicinity.

Caltrans, as assigned by the Federal Highway Administration (FHWA), is the lead agency under the National Environmental Policy Act (NEPA) for this project. Caltrans is also the lead agency under the California Environmental Quality Act (CEQA).

The proposed project is consistent with the Caltrans 2014 Transportation Concept Report (TCR), a 20-year planning document that evaluates current and projected conditions along the route and communicates the vision for its development. The proposed project is included in the Sacramento Area Council of Governments (SACOG) Metropolitan Transportation Plan (MTP) that was adopted in November 2019 as project CAL18815. The proposed project is also included in the SACOG 2019-2022 Metropolitan Transportation Improvement Program (MTIP) as project CAL20795.

1.1.1 Overview of SR 70 in the Project Limits

SR 70 is an interregional Road System (IRRS) route. This route primarily serves to move people or goods from outside the immediate region through Yuba County. Transporting agricultural commodities to markets has made SR 70 a vital economic link to local farmers and agriculture-related businesses. Additionally, SR 70 has become a “gateway” route used to access multiple recreational destinations in the Sierra Nevada and serves as an alternative route to and from Nevada when Interstate 80 is closed due to an accident or weather conditions.

SR 70, north of Marysville in Yuba County is a two-lane rural highway through agricultural land. The highway presently has standard 12-foot lanes, with shoulder widths less than 8 feet in most areas. There are currently left-turn lanes at county road intersections. This portion of SR 70 runs through what is commonly called District 10, which is short for Reclamation District 10. Reclamation District 10 encompasses approximately 12,000 acres and includes 23 miles of levees. Forming the District’s boundaries are Honcut Creek to the north, the Marysville Levee to the south, the Feather River to the west, and the Union Pacific Railroad tracks to the east. The area includes 50 businesses (31 farms, 13 agriculture-related businesses, and 6 other) and over 450 residences. Since extensive farming activities take place throughout the project limits, farming and harvesting equipment share the road with the traveling public. Clusters of houses share frontage with the highway throughout the project limits.

The project limits include a section of SR 70 north of Marysville with a cross section that does not meet current standards for shoulder width and clear recovery zone (CRZ). In 2007, between PM 18.9/20.0, the highway was widened, and a two-way left-turn lane (TWLTL) was installed under Contract 03-4A570. In 2009, centerline ground-in rumble strips were also installed through the project limits, but cross-centerline collisions have continued to occur.

On March 30, 2015, a Project Study Report (PSR) was approved for proposed safety improvements on SR 70. Improvements consisted of two standard 12-foot lanes, 8-foot shoulders, a TWLTL where feasible, left-turn pockets at all county-maintained roads, and a 20-ft CRZ. This proposed safety project included two alternatives, a 3-lane and 5-lane widening with standard 8-foot shoulders and a TWLTL where feasible, as well as providing for a 20-foot CRZ.

Subsequently, Caltrans approved a Project Study Report (PSR) for the Yuba 70 Safety Project (EA: 03-4F380) on June 20, 2019. Initially, this project was a combined Safety/State Transportation Improvement Project or STIP job. The scope of work included capacity increasing features, resulting in a five-lane design. After feedback from a series of public meetings and due to lack of funding for the STIP portion, the project was rescoped as a Safety-only project providing signed slow-moving vehicles lanes less than 1 mile long at up to three locations in each direction.

On February 27 and 28, 2019, a State Route (SR) 70 Safety Audit Workshop was held as a collaborative effort of Caltrans District 3, the California Transportation Commission (CTC), the Sacramento Area Council of Governments (SACOG) and the Butte County Association of Governments (BCAG). One of the primary purposes of the study was to determine the net safety benefits of widening the corridor to the 5-lane ultimate concept facility on State Route 70 from Laurellen Road, north of Marysville, to the Butte/Yuba County Line (Post Mile 16.2 to 25.8). The SR 70 Safety Assessment Report concludes that an additional reduction of approximately 34 percent (from 4.06 to 2.68 collisions per MVM) for fatality and injury collisions could be expected with the conversion from a 3-lane to a 5-lane cross section based on the comparison of similar sites.

The proposed project would connect to two projects; one presently in construction and one planned for future construction. In the summer of 2019, at the southern end of the proposed project, construction was initiated for EA 03-1E060, the Simmerly Slough Bridge Replacement project.

In 2022, at the northern end of the proposed project, the Butte 70 Safety and Capacity Project (EA 03-3H930) will construct a five-lane facility. The proposed project does not conflict with other reasonably foreseeable transportation projects in this segment of SR 70.

Moreover, there is a safety project, EA 03-4F380 programmed in 2018 and approved in June 2019 that has identical project limits as this proposed project. The approved safety project (03-4F380) will construct a roadway prism with 12-foot lanes as well as a Two Way Left Turn Lane (TWLTL) with rumble strips and include designated turn pockets at county roads. Additionally, signed, slow moving vehicles lanes less than 1 mile in length will be

constructed for up to three locations in each direction to allow slow moving vehicles to pull over. Within the project limits of the safety project, EA 03-4F380, where one lane of through traffic is constructed in a given direction, this proposed project, EA 03-3F283, will construct an additional 12-foot lane with an 8-foot shoulder to achieve a continuous passing lane in each direction.

For both project alternatives, construction of this proposed project will result in continuous passing lanes in each direction. The 14-foot wide paved median included in Alternative 1 would be striped and serve as a continuous Two Way Left Turn lane (TWLTL) throughout the project limits, resulting in a five-lane facility. The 14-foot wide paved median included in Alternative 2 would contain a concrete barrier to separate traffic. Vehicles entering the highway from homes and businesses would only be able to turn right onto SR 70. Intermittent locations will be provided to accommodate out of direction travel. The type of improvements at these locations will be refined in the design phase.

While the various studies mentioned above considered various ways to improve SR 70 between Marysville and Oroville, the generally accepted vision was to construct a four-lane "Marysville By-Pass to Oroville Freeway" beginning at the SR 65/SR 70 split and extending to the southern limits of Oroville. This freeway was to provide regional connectivity between Sacramento, Marysville, Oroville, and Chico. Due to lack of funding and significant environmental impacts identified in the Draft Marysville By-Pass Value Analysis Study (Value Management Strategies 2001), the proposed by-pass and freeway were determined to be unviable and were not carried forward into the final stages of project development.

1.2 Purpose and Need

1.2.1 Purpose

The purpose of this project is to achieve the ultimate facility as outlined in the 2014 Route 70 Transportation Concept Report (TCR). Improved travel times along the corridor will result in greater reliability and efficiency for the movement of goods, provide better connectivity between Yuba County and the Sacramento Valley, and support the overall economic viability of the Yuba County region. This project will address operational deficiencies in the corridor, but these improvements improve the overall safety of travelers within the corridor.

1.2.2 Need

The project is needed because there are operational concerns along the corridor. Improved reliability of the SR 70 corridor is needed to prevent lost revenues of local industries due to accidents or operational deficiencies. Furthermore, improved travel times are needed to improve regional connectivity and the overall economic viability of the Yuba County region. An additional project need is based upon economic viability and goods movement along the corridor. The largest industries in the Yuba County area are "highway dependent," and require reliable access to and from SR 70. It has been observed that goods movement within the regional and local supply chain can be heavily affected by the highway

conditions. With the conversion from a 3-lane to a 5-lane cross section a reduction of fatality and injury collisions would be expected.

1.2.3 Independent Utility and Logical Termini

FHWA regulations (23 Code of Federal Regulations [CFR] 771.111 [f]) require that the action evaluated:

- Connect logical termini and be of sufficient length to address environmental matters on a broad scope.
- Have independent utility or independent significance (be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made.
- Not restrict consideration of alternatives for other reasonably foreseeable transportation improvements.

The need of the project is operational concerns along the corridor. The purpose of this project is to achieve the ultimate facility as outlined in the 2014 Route 70 Transportation Concept Report (TCR). Improved travel times along the corridor will result in greater reliability and efficiency for the movement of goods, provide better connectivity between Yuba County and the Sacramento Valley, and support the overall economic viability of the Yuba County region. . Per FHWA guidelines on "Independent Utility and Logical Termini," This project should satisfy an identified need, such as safety, rehabilitation, economic development, or capacity improvements, and should be considered in the context of the local area socioeconomics and topography, the future travel demand, and other infrastructure improvements in the area. The project alternatives will address the purpose and need even without additional improvements; therefore the project has independent utility. The project also connects logical termini in that the area studied encompasses a broad enough area to fully address environmental issues.

The proposed project would connect to two projects; one presently in construction and one planned for future construction. At the south end of the proposed project in the summer of 2019, EA 03-1E060, the Simmerly Slough Bridge Replacement construction was initiated.

While the proposed project connects to other proposed projects to the south and north of the alignment, each of the projects operate independently of one another and can be implemented separately since each project was not a foreseeable consequence of the other. Caltrans is free to develop separate project even if they have a relationship to each other if one project does not cause another. For example, Simmerly Slough is a project that is immediately adjacent to the South of this current proposed project. It fulfills its purpose and need and functions properly without requiring additional improvements elsewhere. Moreover, the Simmerly Slough project does not restrict consideration of alternatives for other reasonably foreseeable transportation improvement. Likewise, this proposed project can both function properly without an additional project and does not restrict consideration of alternatives for other reasonably foreseeable transportation projects.

There are two additional projects that have independent utility and logical termini within project vicinity. In 2022, at the north end of the proposed project, the Butte 70 Safety and Capacity Project will construct a five-lane facility. The proposed project does not conflict with other reasonably foreseeable transportation projects in this segment of SR 70.

Moreover, there is a safety project, EA 03-4F380 programmed in 2018 and approved in June 2019 that has identical project limits as this proposed project. The approved safety project (03-4F380) will construct a roadway prism with 12-foot lanes as well as a Two Way Left Turn Lane (TWLTL) with rumble strips and include designated turn pockets at county roads. Additionally, signed, slow moving vehicles lanes less than 1 mile in length will be constructed for up to three locations in each direction to allow slow moving vehicles to pull over. Within the project limits of the safety project, EA 03-4F380, where one lane of through traffic is constructed in a given direction, this proposed project, EA 03-3F283, will construct an additional 12-foot lane with an 8-foot shoulder to achieve a continuous passing lane in each direction.

For both project alternatives, construction of this proposed project will result in continuous passing lanes in each direction. The 14-foot wide paved median included in Alternative 1 would be striped and serve as a continuous Two Way Left Turn lane (TWLTL) throughout the project limits, resulting in a five-lane facility. The 14-foot wide paved median included in Alternative 2 would contain a concrete barrier to separate traffic. Vehicles entering the highway from homes and businesses would only be able to turn right onto SR 70. Intermittent locations will be provided to accommodate out of direction travel. The type of improvements at these locations will be refined in the design phase.

Project Description

This section describes the proposed action and the project alternatives developed to meet the purpose and need of the project, while avoiding or minimizing environmental impacts. The alternatives are Alternative 1, Alternative 2, and the No-Build alternative.

The existing roadway consists of 12-foot lanes with shoulder widths varying from 0 to 8 feet throughout. There is a safety project, EA 03-4F380 programmed in the 2018 SHOPP, which will construct a roadway prism with 12-foot lanes as well as a Two Way Left Turn Lane (TWLTL), with rumble strips. In addition, county roads will have designated turn pockets and there will be several opportunities for slow moving vehicles to pull over in each direction of travel. The shoulder widths vary from 8 to 10 feet throughout and have rumble strips at the Edge of Traveled Way (ETW).

Within the project limits of the safety project, EA 03-4F380, where one lane of through traffic is constructed in a given direction, this project, EA 03-3F283, will construct an additional 12-foot lane with an 8-foot shoulder to achieve a continuous passing lane in each direction throughout the project limits. The Clear Recovery Zone (CRZ) constructed under the safety project, EA 03-4F380, will be perpetuated in this project and have a minimum width of 20 feet. The CRZ will incorporate side slopes of 4:1 or flatter and remove any physical obstructions such as trees, utility poles, and other fixed objects. Roadside ditches will be constructed outside the CRZ. There are numerous school bus stops throughout the

project limits; therefore, in designated locations the shoulder width will be increased to 14 feet to provide areas for school buses to pull over and give students safer access on and off the bus. Where needed, existing driveways along the corridor will be modified to conform to the widened highway. As warranted, driveway culverts will be replaced to convey drainage flows in the roadside ditches. In addition, there will be shifts in the horizontal alignment and adjustments to the vertical profile to minimize impacts on residences and utilities. Existing cross culverts will be replaced or extended as needed.

Another key component of this project, EA 03-3F283, is the method used to separate opposing traffic flows. Alternative 1 proposes to keep the TWLTL that the safety project, EA 03-4F380, constructs. This “soft median” will allow a refuge for drivers turning left across traffic. Where dense clusters of homes occur, the median will be a TWLTL. At county-maintained roads, and certain ag-related businesses, the median will be a designated left turn pocket. See Attachment B, Typical Cross Sections and Layouts, Alternative 1, for more information. Alternative 2 proposes separating traffic with a Type 60 Concrete Barrier installed in the 14-foot paved median constructed by the safety project EA 03-4F380. Vehicles entering the highway from homes and businesses would only be able to turn right onto SR 70. Intermittent locations will be provided to accommodate out of direction travel. The type of improvements at these locations will be refined in the design phase.

The project will be designed as a conventional highway in rural, flat terrain with a minimum design speed of 55 mph.

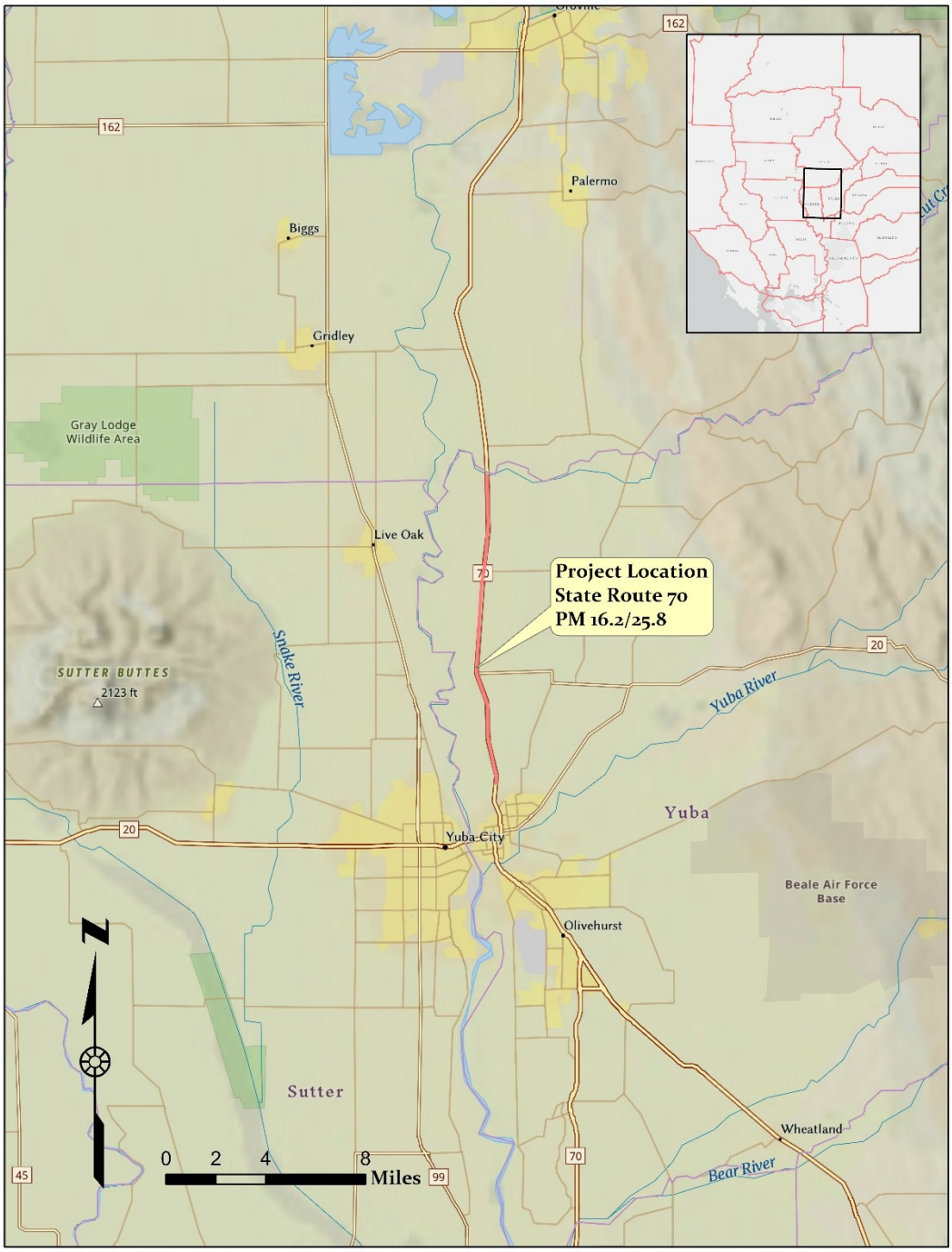
For the Alternative 1, the project capital cost, including right of way and construction, is estimated to be $19.4 million as of April 2020.

For Alternative 2 the project capital cost, including right of way and construction, is estimated to be $25.80 million as of April 2020.

The proposed completion of construction for this project is in the fiscal year 2022/2023.

Figure 1. Project Vicinity Map

Figure 2. Project Location Map



1.3 Project Alternatives

Under evaluation for this project are two build alternatives – Alternative 1 and Alternative 2, as described in the subsection below, as well as a No-Build (or No-Action) Alternative.

Regardless of the build alternative, the proposed project would contain standardized project measures that are employed on most, if not all, Caltrans projects and were not developed in response to any specific environmental impact that could potentially result from the proposed project. These measures are detailed in the *Environmental Consequences* subsections of Chapter 2, *Affected Environment, Environmental Consequences, and Avoidance, Minimization and/or Mitigation Measures.*

1.3.1 Build Alternatives

Common Design Features of the Build Alternatives

The construction approach would be the same for both alternatives. Construction of Alternative 1 or Alternative 2 is currently projected to begin in July 2021 and end in December 2023. Both build alternatives contain the following design features:

- Two 12-foot travel lanes and 8-foot shoulder would be provided in each direction.

A minimum 20-foot Clear Recovery Zone (CRZ). The CRZ will incorporate side slopes of 4:1 or flatter and necessitate removal of any physical obstructions such as trees, utility poles, and other fixed objects.

- Construction of roadside ditches outside the CRZ.
- Construction of County-maintained road intersections to facilitate the movement of tractor trailers and farming equipment.
- Extension or replacement of existing cross culverts as needed.
- Replacement of driveway culverts to convey drainage flows to the roadside ditches, as warranted.
- Minor shifting of the vertical profile and horizontal alignment as needed.
- Modification of existing driveways along the corridor, where needed to conform to the widened highway.
- Relocation of utilities.
- Implementation of Caltrans Best Management Practices (BMPs).

Unique Features of the Build Alternatives

Alternative 1

Alternative 1 proposes the addition of a 14-foot-wide paved median, striped as a continuous TWLTL. This TWLTL would create a refuge for drivers turning left in and out of traffic. At county-maintained roads and certain agriculture-related businesses, the TWLTL would be striped as a left-turn lane. Appendix C of this EIR/EA contains a typical cross section and layout of Alternative 1.

Alternative 2

Alternative 2 would separate traffic with a paved 14-foot wide median containing a concrete barrier. Vehicles entering the highway from homes and businesses could only turn right onto SR 70. There would be median openings at major county road intersections with left- and U-turn lanes. Appendix C of this EIR/EA contains a typical cross section and layout of Alternative 2.

1.3.2 No-Build (No-Action) Alternative

The No-Build Alternative would maintain the existing lane configurations, and no work would be conducted to further improve safety or goods movement.

1.3.3 Identification of a Preferred Alternative

After the public comment period, all comments were considered, and Alternative 1 was confirmed by the PDT as the preferred alternative. The preferred alternative is documented in the Project Report and will be approved by Caltrans.

Alternative 1 was identified as the preferred alternative because it best addresses the project purpose and need, has fewer community impacts, and a lower cost than Alternative 2.

1.4 Permits and Approvals Needed

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

Table 1: Permits and Approvals Needed

Agency	Permit/Approval	Status
Central Valley Regional Water Quality Control Board	Section 401 Water Quality Certification	Not yet initiated
U.S. Army Corps of Engineers	Section 404 Authorization for fill of waters of the United States	Not yet initiated
Feather River Air Quality Management District	Formal notification prior to construction	Not yet initiated
California Department of Fish and Wildlife	Streambed Alteration Agreement	Not yet initiated

Chapter 2 Affected Environment, Environmental Consequences, and Avoidance, Minimization, and/or Mitigation Measures

Topics Considered but Determined Not to be Relevant

As part of the scoping and environmental analysis done for the project, the following environmental issues were considered, but no adverse impacts were identified. So, there is no further discussion of these issues in this document.

Coastal Zone

There will be no effects to coastal resources because the project is not located within a coastal zone.

Wild and Scenic Rivers

There will be no effects to wild and scenic rivers because the project is not located near a designated wild and scenic river.

Parks and Recreational Facilities

There will be no effects to recreational facilities because the project is not located near a recreational facility.

Timberlands

There will be no effects to timberlands because the project in not located near timberlands.

Environmental Justice

No minority or low-income populations that would be adversely affected by the proposed project have been identified. Demographic data for the study area indicates that the proportion of the population composed of minority populations is smaller than for Yuba County as a whole; 30.1% and 43.7%, respectively. No minority or low-income populations that would be adversely affected by the proposed project have been identified above. Therefore, this project is not subject to the provisions of Executive Order 12898

Section 4(f)

There are no historic sites, parks and recreational resources, wildlife or waterfowl refuges, which meet the definition of a Section 4(f) resource, within the project vicinity. Therefore, this project is not subject to the provisions of Section 4(f) of the Department of Transportation Act of 1966

2.1 Human Environment

2.1.1 Existing and Future Land Use

Affected Environment

Yuba County is bordered on the west by Sutter County, on the east by Nevada County, on the north by Butte County, and on the south by Placer County. SR 70 is the primary north-south travel route through the county. Yuba County is dominated by agricultural land and mountainous terrain and has experienced moderate growth over the last several decades, most of which is concentrated in Marysville.

According to the Yuba county 2030 General Plan, all of the land surrounding the study area is designated as Natural Resources. The intent of the Natural Resources land use designation is to conserve and provide natural habitat, watersheds, scenic resources, cultural resources, recreational amenities, agricultural and forest resources, wetlands, woodlands, minerals, and other resources for sustainable use, enjoyment, extraction, and processing. The Natural Resources land use type permits up to one unit and a second unit per parcel except for agricultural employee housing, which does not have a specific density limit. Land use designations are shown in Figure 3.

Most of the land within the study area is zoned as Exclusive Agriculture Zone (AE-40), which has a minimum parcel size of 40 acres. A few parcels are zoned as AI-Agricultural Industrial District, AR-10-Agricultural/Rural Residential District 10 Acres (i.e., a minimum parcel size of 10 acres), and RC-Rural Commercial District. Current zoning is shown in Figure 4.

Figure 3. Land Use Designations

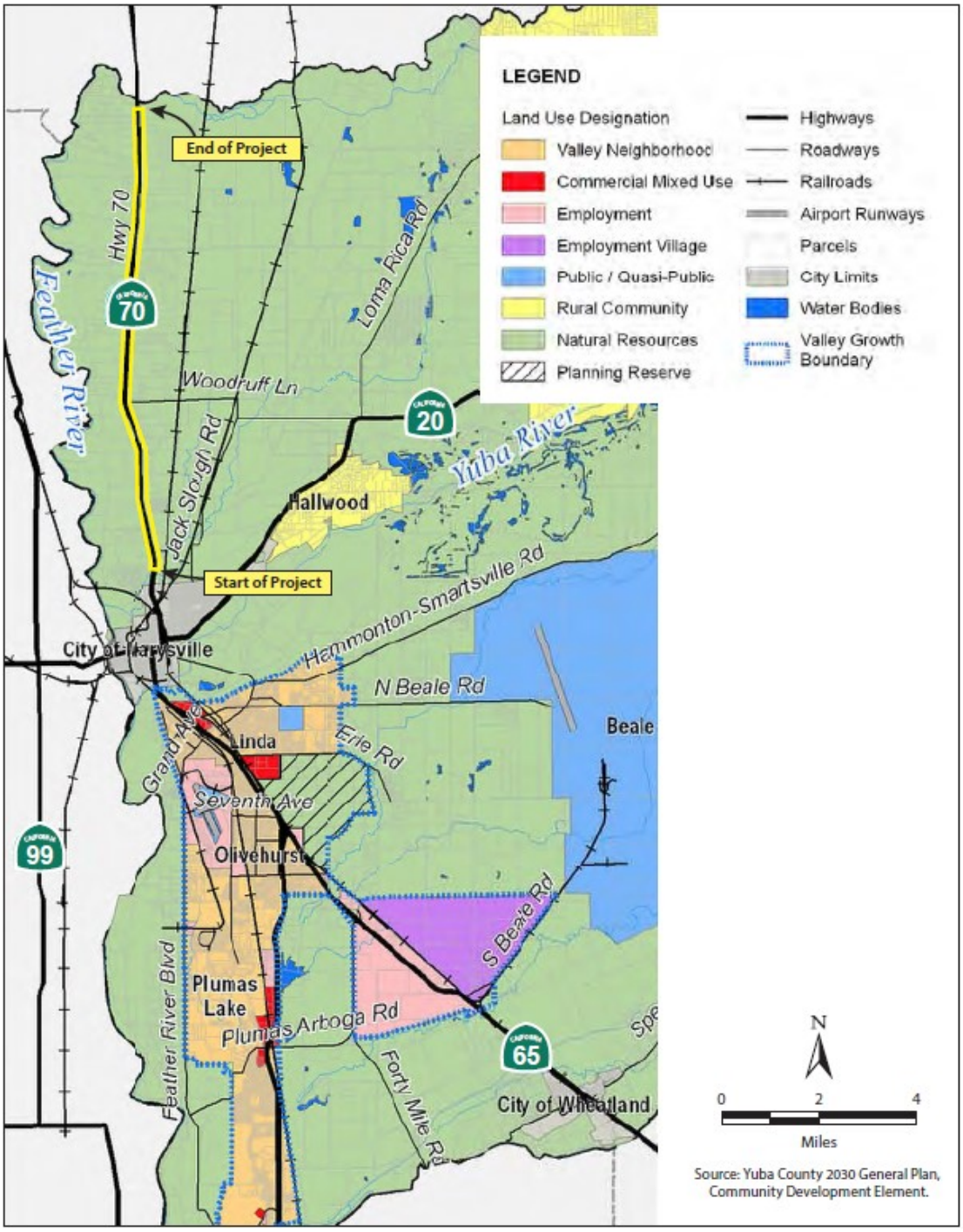
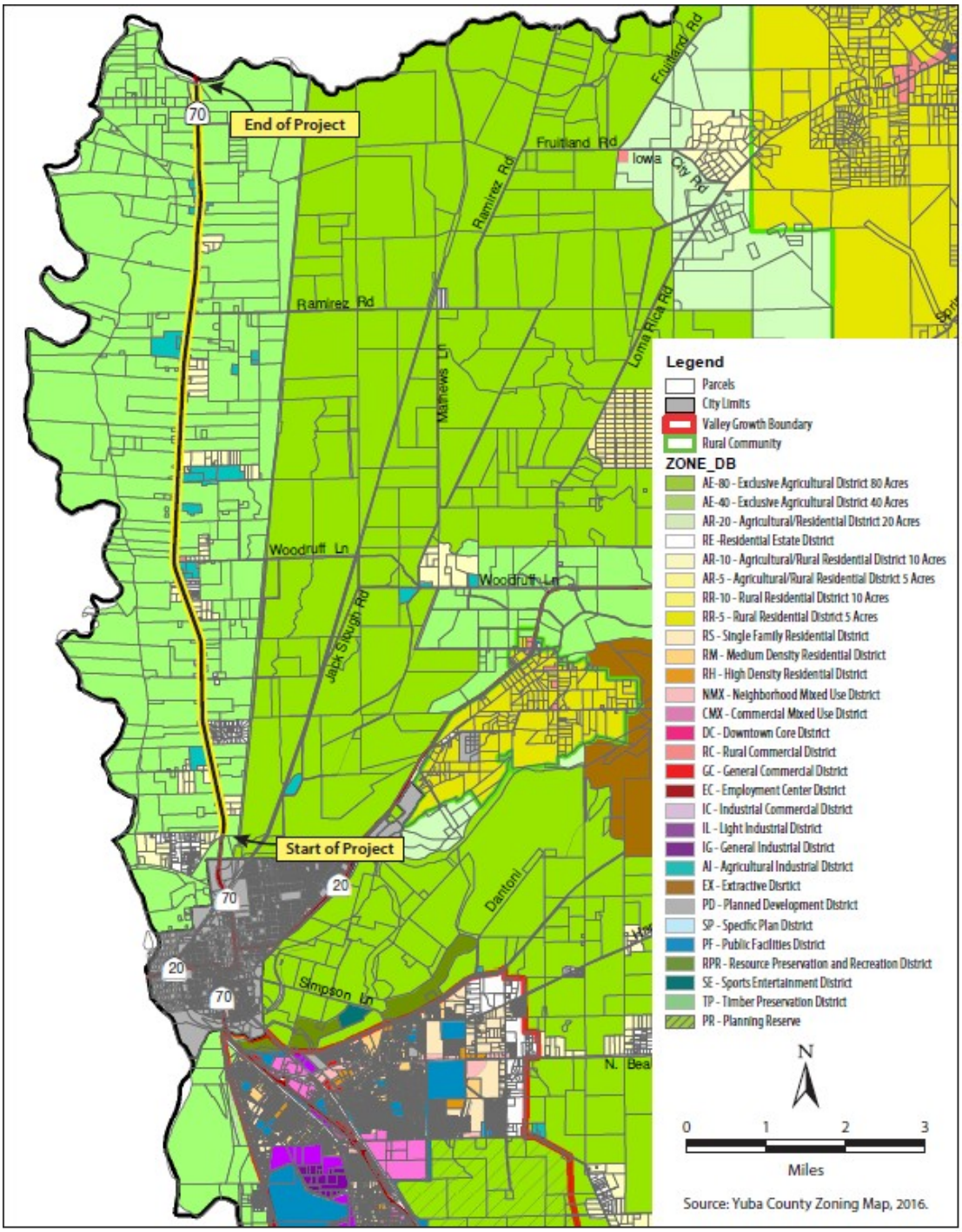


Figure 4. Zoning Map



The project vicinity contains several projects within 2 miles of SR 70.

- SR 70 Simmerly Slough Bridge Replacement near Marysville. The project is located in Yuba County. The bridge will be replaced, and completion is scheduled for 2020.
- Marysville Medical Arts District Transportation Development at 5th Street, from SR 70 to J Street, including the Medical Arts District. The project extends from SR 70 to J Street including the Medical Arts District. The project is located in Yuba County. The project will extend and realign local roadway and completion is scheduled for 2020.
- Bridge Preventative Maintenance at various bridges in Yuba County. The project is located in Yuba County. Preventative maintenance will be conducted and is scheduled for completion in 2022.
- SR 70 Corridor Improvements Project (Ophir Road to Palermo Road). The project is located in Butte County. The project will improve safety on SR 70 corridor by providing continuous passing opportunities for vehicles from Ophir Road to Palermo Road. The project completed construction in 2019.
- SR 70 Corridor Improvements Project (Palermo Road to Cox Lane). The project is located in Butte County. The project will improve safety on SR 70 corridor by providing continuous passing opportunities for vehicles from Palermo Road to just north of Cox Lane. Completion is scheduled for 2020.
- SR 70 Corridor Improvements Project (East Gridley Road to Yuba/Butte County Line). The project is located in Butte County. The project includes widening and other improvements. Completion is scheduled for 2023.
- Rio d'Oro Specific Plan, approximately 11 miles north of the project area between Palermo Road to the south and Ophir Road to the north. The project is located in Butte County. The project is a residential, commercial, and developed parkland project between Palermo Road to the south and Ophir Road to the north. Completion is scheduled for 2035.
- Highway Improvements to SR 70 in Marysville from postmile 14.9 to postmile 15.6. The project is located in Yuba County. The project includes highway improvement, bridge replacement and undercrossings from 14th Street to 0.1 mile south of Cemetery Road. Completion is scheduled for 2026.
- Camp Fire Debris Clean Up. The project is located in Butte County. Project consists of truck trips from ongoing debris removal in Paradise, Butte County. Project activities are ongoing.
- Hard Rock Casino. The project is located in Yuba County. The project is a new casino and hotel development approximately 9 miles south of the project limits, on 40-mile Road, between WR 70 and SR 65. The project was completed in 2019.

Environmental Consequences

No Build Alternative

The No Build Alternative would not affect existing land uses because the proposed project would not be constructed, avoiding the conversion of existing land uses.

Build Alternative

The project includes widening SR 70 within the project limits to further improve safety and goods movement. Other planned transportation projects previously described would not result in additional traffic but would accommodate growth that is planned for the area. Some temporary and permanent land acquisitions would be necessary for the build alternatives, and these are discussed in 2.1.10, Relocations and Real Property Acquisitions. The project involves changes to an existing transportation facility but would not change or add new access points. While additional lanes are included in the project scope, these lanes are not included to address a need for additional capacity but rather designed to improve safety. The surrounding land uses are primarily agricultural, with some rural residential and rural commercial development, and would not change as a result of the project. Conversion from private land to transportation ROW is anticipated.

Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization or mitigation measures are required.

2.1.2 Consistency with State, Regional and Local Plans and Programs

Affected Environment

Yuba County General Plan

Land use planning in the study area is governed by the Yuba County 2030 General Plan. The following general plan policies are relevant to the proposed project.

- Policy CD9.5: Rural Communities provide the opportunity for agriculture, agricultural tourism, ecological tourism, recreational and other economic activities.
- Policy 11.5: The County will support agriculture, agricultural processing, agricultural tourism, ecological tourism, recreational uses, and other natural-resources based economic development projects in areas with land-based natural resources, natural beauty, and cultural attractions.
- Policy NR3.1: The County's zoning and development standards, including allowable uses and minimum lot sizes, will be designed to support agriculture-related economic activities and avoid conflict with ongoing viable agricultural operations.
- Policy NR3.2: New developments adjacent to ongoing agricultural operations shall provide written notice to landowners and residents regarding potential noise, dust odors, and other effect of adjacent agriculture.
- Policy NR3.4: New developments adjacent to ongoing agriculture shall incorporate design, construction, and maintenance techniques to minimize conflicts with adjacent agricultural uses, including, but not limited to use of agricultural buffers.

- Policy NR3.8 The County will support small-scale farming on Valley Neighborhood properties, where such operations are compatible with surrounding uses.

Sacramento Area Council of Governments

Yuba County is part of the Sacramento Area Council of Governments (SACOG), which is responsible for releasing the region's regional transportation plan. The proposed project is listed in the 2020 MTP/SCS Which was adopted November 2019. The proposed project is listed as CAL18815.

Environmental Consequences

Implementation of the proposed project would involve the conversion of private land not currently used for transportation purposes to transportation ROW. In addition, temporary construction easements would be obtained for construction staging and possibly for access roads. With the exception of the conversion of land to transportation uses and the use of land for construction purposes, no change in land use or underlying zoning designations within the study area would occur as a result of implementing the proposed project. The list below addresses the proposed project's consistency with relevant state, regional, and local plans and programs with the No Build Alternative and the Build Alternatives.

- SACOG 2020 MTP/SCS

For the No Build Alternative, the proposed project is inconsistent because the proposed project is listed in the MTP/SCS.

For the Build Alternatives, the proposed project is consistent because the Build Alternatives are listed in the MTP/SCS as a project that would be implemented.

- Yuba County General Plan Policy CD9.5

For the No Build Alternative, the proposed project is consistent because no new construction would occur

For the Build Alternatives, the proposed project is consistent because the Build Alternatives would not interfere with opportunities for agriculture, agricultural tourism, ecological tourism, recreational and other economic activities. These activities would continue after implementation of the Build Alternatives.

- Yuba County General Plan Policy 11.5

For the No Build Alternative, the proposed project is consistent because no new construction would occur.

For the Build Alternatives the proposed project would not alter the County's support for agriculture related services in the study area. These activities would continue after implementation of the Build Alternatives.

- Yuba County General Plan Policy NR3.1

For the No Build Alternative, the proposed project is consistent because no new construction would occur.

For the Build Alternatives, the proposed project is consistent because the Build Alternatives would not alter zoning or development standards designed to support agricultural activities.

- Yuba County General Plan Policy NR3.2

For the No Build Alternative, the proposed project is consistent because no new construction would occur.

For the Build Alternatives, the proposed project is consistent because the Caltrans will provide written notice to the adjacent landowners as part of the CEQA/NEPA environmental review process.

- Yuba County General Plan Policy NR3.4

For the No Build Alternative, the proposed project is consistent because no new construction would occur.

For the Build Alternatives the proposed project is consistent. Although the proposed project would require acquisition of farmland, this has been minimized to the maximum extent feasible. The land that would be acquired consists of narrow strips adjacent to SR 70. There are no feasible alternative locations, and the conversion of this land for new ROW would not substantially alter the existing agricultural activities on these parcels

- Yuba County General Plan Policy NR3.8

For the No Build Alternative, the proposed project is consistent because no new construction would occur.

For the Build Alternatives, the proposed project is consistent because the Build Alternatives would not alter the County's support for small scale farming in the study area. These activities would continue after implementation of the Build Alternatives.

Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization or mitigation measures are required.

2.1.3 Farmland

Regulatory Setting

The National Environmental Policy Act (NEPA) and the Farmland Protection Policy Act (FPPA, 7 United States Code [USC] 4201-4209; and its regulations, 7 Code of Federal Regulations [CFR] Part 658) require federal agencies, such as the Federal Highway Administration (FHWA), to coordinate with the Natural Resources Conservation Service (NRCS) if their activities may irreversibly convert farmland (directly or indirectly) to nonagricultural use. For purposes of FPPA, farmland includes prime farmland, unique farmland, and land of statewide or local importance.

The California Environmental Quality Act (CEQA) requires the review of projects that would convert Williamson Act contract land to non-agricultural uses. The main purposes of the Williamson Act are to preserve agricultural land and to encourage open space preservation and efficient urban growth. The Williamson Act provides incentives to landowners through reduced property taxes to discourage the early conversion of agricultural and open space lands to other uses.

Affected Environment

Yuba County is one of California's mid-size agricultural counties. Important Farmland, which is farmland classified by the California Department of Conservation's Farmland Mapping and Monitoring Program (FMMP) as prime farmland, farmland of statewide importance, farmland of local importance, and unique farmland, comprises 83,562 acres in Yuba County (California Department of Conservation 2016). The County's gross value from agricultural production was 231,777,000 in 2017 (Yuba County 2017).

As previously noted, the dominant land use in the study area is agriculture, with scattered rural residences. According to the FMMP, the land within the study area is classified as Prime Farmland, Farmland of Statewide Importance, Unique Farmland, Farmland of Local Importance, and Grazing Land. There is no Williamson Act Land in the study area.

Environmental Consequences

No Build Alternative

The No Build Alternative would not affect FMMP-designated farmland because the proposed project would not be constructed, avoiding any conversion of farmland classified by the FMMP as important farmland.

Build Alternatives

A description that follows details the acres of farmland that would be acquired under the proposed project for both Build Alternatives. Implementing the proposed project would involve widening 9.5 miles of SR 70 Conversion of private land not currently used for transportation purposes to transportation ROW would occur and would require easements. Proposed project improvements requiring temporary construction disturbance and temporary and permanent easements would affect lands within the study area that the FMMP classifies as Prime Farmland, Farmland of Statewide Importance, Unique Farmland, and Grazing Land. Build Alternative 1 would require permanent conversion of the 2.28 acres of Prime Farmland, 0.49 acres of Farmland of Statewide Importance, 0.39 acres of Unique Farmland, 2.48 acres of Urban and Build Up Land for a total of 5.64 total important farmland. This is approximately 0.00007 percent of the County's total important farmland. Build Alternative 2 would require permanent conversion of 3.82 acres of Prime Farmland, 0.95 acres of Farmland of Statewide Importance, 1.43 acres of Unique Farmland and 3.52 acres of Urban and Built Up Land for a total of 9.72 total important farmland. This is approximately 0.00012 percent of the County's total important farmland.

Impacts to mapped farmland are evaluated using the United States Department of Agriculture (USDA) “Farmland Conversion Impact Rating (Form AD 1006, Appendix J), which was completed in conjunction with NRCS. Form AD 1006 helps determine the impact the project may have on farmlands within the study area. NRCS and the applicable federal agency review criteria for projects including, but not limited to, soil productivity, water conditions, proximity to other urban and rural land uses, impact on remaining farmland after the conversion, and indirect or secondary effect of the project on agricultural and other local factors. NRCS must complete the land evaluation part of the form, and the federal agency must complete the site assessment portion. Each criterion has a set number of points it may be awarded. Once the points are added up, they are compared to the threshold score of 160 points created by USDA. Project sites receiving a total score of less than 160 need not be given further consideration for protection and no additional sites need to be evaluated under the FPPA (CFR 658.4 [c] [2]). NRCS has reviewed and completed Parts II, IV, and V of the form prior to the Final EIR/EA. The final Form AD 1006 for the proposed project is provided in Appendix J. NRCS determined that the project total site assessment is 79 for both alternatives which is below the threshold score of 160.

Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, or mitigation measures are required.

2.1.4 Growth

Regulatory Setting

The Council on Environmental Quality (CEQ regulations, which established the steps necessary to comply with the National Environmental Policy Act (NEPA) of 1969, require evaluation of the potential environmental effects of all proposed federal activities and programs. This provision includes a requirement to examine indirect effects, which may occur in areas beyond the immediate influence of a proposed action and at some time in the future. The CEQ regulations (40 Code of Federal Regulations [CFR] 1508.8) refer to these consequences as indirect impacts. Indirect impacts may include changes in land use, economic vitality, and population density, which are all elements of growth.

The California Environmental Quality Act (CEQA) also required the analysis of a project’s potential to induce growth. The CEQA Guidelines (Section 15126.2[d]) require that environmental documents “…discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment…”

Affected Environment

Yuba County has experienced moderate population growth compared to other California counties. Between 2010 and 2018, Yuba County grew from 72,315 to 79,087 which is an annual growth rate of approximately 0.4% (California Department of Finance 2018). Most of this population growth has taken place in the city of Marysville and census-designated places of Linda and Olivehurst.

Environmental Consequences

No Build Alternative

The No Build Alternative would not cause growth because the proposed project would not be constructed. Travel times, operations and access would not change.

Build Alternatives

The analysis of growth-related indirect impacts follows the first-cut screening guidelines provided in the California Department of Transportation's Guidelines for Preparers of Growth-Related Indirect Impact Analysis (California Department of Transportation 2006). The first-cut screening analysis focused on addressing the following considerations:

- To what extent would travel times, travel cost, or accessibility to employment, shopping, or other destinations be changed? Would this change affect travel behavior, trip patterns, or the attractiveness of some areas to development over others?
- To what extent would change in accessibility affect growth or land use change-its location, rate, type or amount?
- To what extent would resources of concern be affected by this growth or land use change?

The potential for project implementation to influence growth is based on the first-cut screening analysis.

No Build Alternative

The No Build Alternative would not cause growth because the proposed project would not be constructed. Travel times, operations, and access would not change.

Build Alternatives

First-Cut Screening Analysis

To what extent would travel times, travel cost or accessibility to employment, shopping or other destinations be changed? Would this change affect travel behavior, trip patterns, or the attractiveness of some areas to development over others?

According to the Traffic Study, for horizon year 2043, compared to the No-Build alternative, the travel time savings through the project limits under normal conditions would be 3 minutes and 15 seconds. It is not anticipated that this nominal change in travel time would substantially affect travel behavior, attractiveness of areas for development, or trip patterns.

To further assess trip patterns, the Traffic Study evaluated the potential for diversion of traffic from the parallel SR 99 for longer distance trips; for example, between Linda or Olivehurst and Chico. Applying the California Statewide Travel Demand Model (CSTDM), at the Butte/Yuba County line, the four-lane roadway had slightly higher growth than the

two-lane version: 1.008 times larger in the northbound direction and 1.005 times larger in the southbound direction. This relative growth factor was then applied to the two-lane forecasts to estimate the four-lane forecasts. The growth factors result in 80 more vehicles per day northbound and 50 more vehicles per day southbound. During the AM and PM peak hours, the through volume in both directions would increase by 5 vehicles per hour. Thus, negligible changes to trip patterns are expected due to roadway expansion.

Since SR 70 is an existing roadway in unincorporated Yuba County, widening SR 70 would not provide additional access to undeveloped areas. Therefore, access to employment, shopping or other destinations will not change. Additionally, the proposed project would not impact current ag uses adjoining the roadway.

To what extent would change in accessibility affect growth or land use change – its location, rate, type or amount?

While the proposed project would create additional capacity on SR 70 and have a minimal effect on travel times though the project area under standard conditions, since the project would widen an existing roadway alignment it is not anticipated to provide access to new areas or change accessibility. Additionally, the area is rural with relatively strict land use controls in place to prevent the loss of agricultural land.

The Yuba County General Plan calls for preservation of productive agricultural land and avoidance of unnecessary conversion of agricultural land to other use. Land along the project limits is primarily designated as Prime Farmland and Farmland of Statewide Importance (See figure 5.). Per the Yuba County General Plan policies, conversion of this productive agricultural land to an alternate use is not foreseeable.

Goal CD 1 of the Yuba County General Plan related to efficient valley development patterns is as follows:

Policy CD 1.1 - Urban and suburban development in the unincorporated County not related to agriculture, mining or some natural or cultural resource-oriented purpose is prohibited in valley areas outside the Valley Growth Boundary.

Figure 6 shows that the project limits are within the unincorporated County and well outside of Valley Growth Boundary limits.

Figure 5 - Yuba County 2030 General Plan Farmland Map

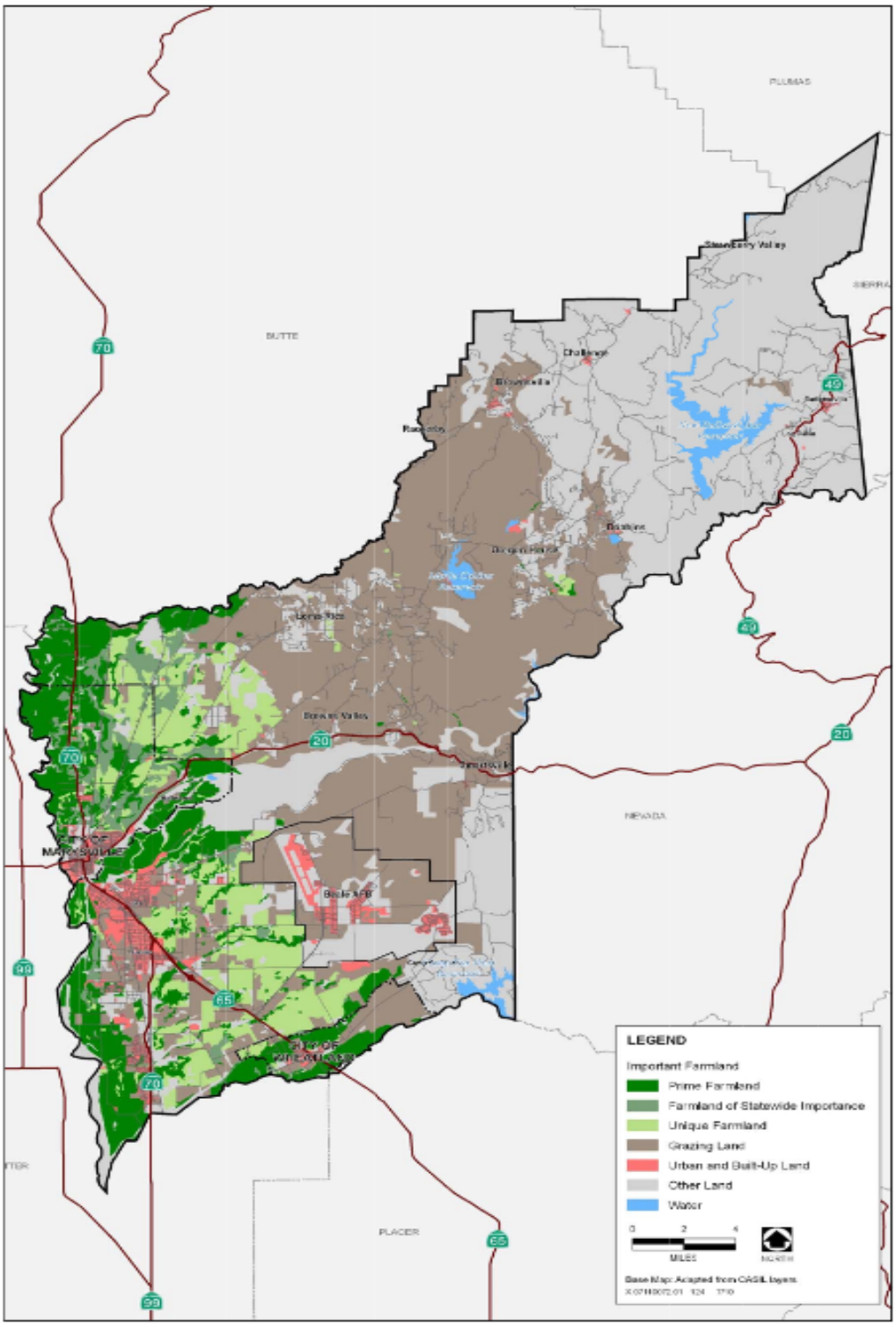
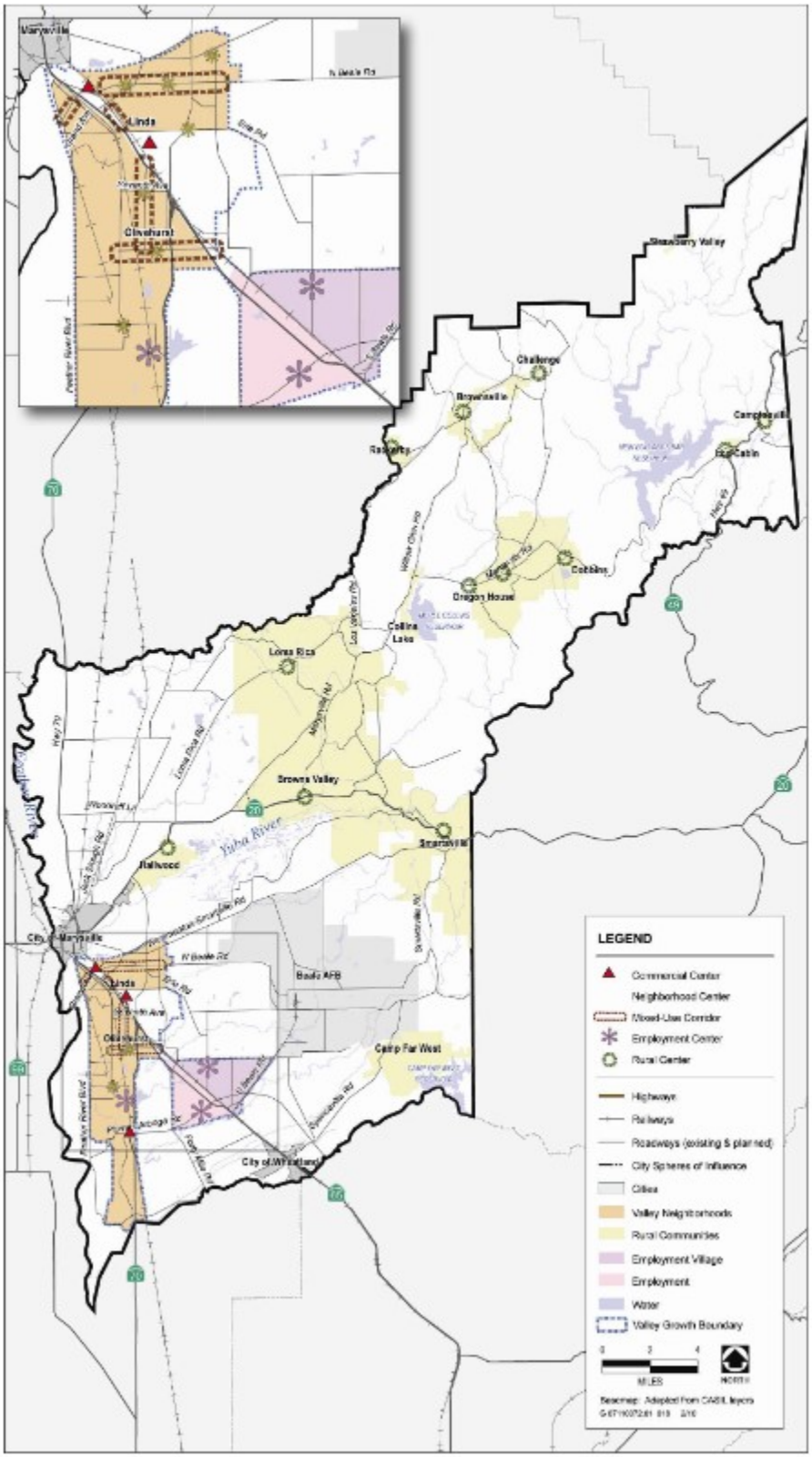


Figure 6. Yuba County 2030 General Plan Valley Growth Boundary Map



In terms of regional planned growth, beyond the limits of the project north into Butte County, the Butte County General Plan designates land use along SR 70 primarily as agricultural until just south of Oroville. Along SR 70 beginning just south of Oroville and extending south to Palermo Road, the Rio D'Oro development is planned. This planned development is located approximately 9 miles north of the project limits. All of the development due to Rio D'Oro is captured under the circulation element of the Butte County General Plan.

The proposed project is not expected to lead to additional planned or unplanned development in either Yuba or Butte counties.

To what extent would resources of concern be affected by this growth or land use change?

Project-related growth is not reasonably foreseeable. The project would not result in changes in accessibility because no new access points are being created. The only land use changes would be the incorporation of ROW for the widening. Project-related growth is not anticipated to occur. Based on the above first-cut screening analysis, no additional analysis related to growth is required.

Avoidance, Minimization, and/or Mitigation Measures

o avoidance, minimization or mitigation measures are required.

References

California Department of Transportation, 2006. *Guidance for Preparers of Growth-Related Indirect Impact Analysis.* Available: http://www.dot.ca.gov/ser/Growth-relatedIndirectImpactAnalysis/gri_guidance.htm. Accessed October 8, 2019.

California Department of Finance 2018. Table P-1 Total Estimated and Projected Population for California and Counties, July 1, 2010 to July 1, 2060 in 1-year Increments. Available: http://www.dof.ca.gov/Forecasting/Demographics/projections/. Accessed October 8, 2019.

Fehr and Peers. March 2019. State Route 70 Segments 4 & 5 Safety Improvements in Yuba County Transportation Analysis Report.

2.1.5 Community Character and Cohesion

Regulatory Setting

The National Environmental Policy Act (NEPA) of 1969, as amended, established that the federal government use all practicable means to ensure for all Americans safe, healthful, productive, and aesthetically and culturally pleasing surrounds (42 United States Code [USC] 4331[b][2]). The Federal Highway Administration (FHWA) in its implementation of NEPA 923 USC 109[h]) directs that final decisions on projects are to be made in the best overall public interest. This requires taking into account adverse environmental impacts,

such as destruction or disruption of human-made resources, community cohesion, and the availability of public facilities and services.

Under the California Environmental Quality Act (CEQA), an economic or social change by itself is not to be considered a significant effect on the environment. However, if a social or economic change is related to a physical change, then social or economic change may be considered in determining whether the physical change is significant. Since this project would result in physical change to the environment, it is appropriate to consider changes to community character and cohesion in assessing the significance of the project's effects.

Affected Environment

Regional Population Characteristics

The proposed project is in unincorporated Yuba County, north of the city of Marysville. Census Tract 4010, Block Groups 4 and 5 comprise the study area. Non-Hispanic Whites are the largest racial/ethnic group and represent about 56.3% of the population in Yuba County. Hispanic/Latinos of any race make up the next largest group, accounting for 27.4% of the population in Yuba County. Individuals of Asian ancestry and people of Two or More Races make up approximately 6.3% and 5.3% of the county's population, respectively.

Neighborhoods/Communities/Community Character

The project vicinity is composed primarily of large parcels, some of which have low-density, single-family residential development. Given the distances between residences along SR 70, the area is most appropriately described as rural. The nearest community facilities, such as churches or other gathering places, are in the city of Marysville, approximately 0.5 miles south. There is one small residential neighborhood along SR 70 in the project area at Mayer Road and Saddleback Drive. There is also a mobile home park, Country Village Mobile Park, along SR 70 at Bettencourt Lane. Both of these areas are part of unincorporated Yuba County and can also be described as rural.

Housing

In terms of housing characteristics in the county and study area, most of the housing units in both Yuba County and the study area are occupied, 91.7% and 77.9% respectively. The study area has a much higher percentage of owner-occupied housing units when compared to the Yuba County; 85.2% compared to 58.2% respectively. This data could indicate more long-term residents in the study area compared to Yuba County.

Environmental Consequences

Regional Population Characteristics

No Build Alternative

There would be no changes to regional population characteristics under the No Build Alternative because there would be no highway improvements constructed on this segment of SR 70.

Build Alternatives

As discussed in Section 2.1.4, Growth, although the project would increase capacity, it would not affect growth. The proposed project would require property acquisitions, so some displacement would occur. However, these displacements would not be enough to cause changes to the sufficient replacement properties in the study area (See Section 2.1.6, Relocations and Real Property Acquisition, for more information on displacements and relocations). Therefore, the proposed project would not contribute to changes in the population characteristics of the region and study area.

Neighborhoods/Communities/Community Character

No Build Alternative

There would be no changes to neighborhoods or community character under the No Build Alternative because the rural character of the study area would not change.

Build Alternatives

The proposed project would not change the rural character of the study area because it would neither alter the zoning within the area, nor provide access to areas that are currently undeveloped. Although transportation improvements are generally capable of having urbanizing effects in an area, the extent of the project improvements would improve the existing roadway for safety and goods movement purposes and is not anticipated to result in changes in land use patterns nor would it have urbanizing effects.

Housing

No Build Alternative

There would be no changes to housing under the No Build Alternative because the proposed project would not be implemented, avoiding residential acquisitions.

Build Alternatives

Both build alternatives would require acquisition of 3 residential mobile home sites. See Section 2.1.6, Relocations and Real Property Acquisition for a full discussion of the residential acquisitions required as part of the project. As discussed in Section 2.1.6, there is adequate replacement housing within the replacement area (i.e., Yuba County) for those displaced, and the relocation of residents would not pose an impact on the community. Relocation assistance payments and counseling would be provided to persons in accordance with the Uniform Relocation Act and Real Property Acquisition Policies Act of 1970, as amended, to ensure adequate relocation and decent, safe, and sanitary housing for displaced residents. All eligible displaces would be entitled to moving expenses. In addition, as discussed in Section 2.1.4, growth is not reasonably foreseeable, and no development is anticipated to result from the project. Consequently, no change to the local housing market would occur.

Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization or mitigation measures are required.

2.1.6 Relocations and Real Property Acquisition

Regulatory Setting

The Department's Relocation Assistance Program (RAP) is based on the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (Uniform Act), and Title 49 Code of Federal Regulations (CFR) Part 24. The purpose of the RAP is to ensure that persons displaced as a result of a transportation project are treated fairly, consistently, and equitably so that such persons will not suffer disproportionate injuries as a result of projects designed for the benefit of the public as a whole. Please See Appendix B for a copy of the Department's Title VI Policy Statement.

Affected Environment

Strips of land from parcels, along with some full parcels, would be acquired on both the west and east sides of SR 70 in the study area. The listing below summarizes the number of residential and nonresidential displacements as a result of partial or full acquisitions by alternative.

Build Alternative 1

- 0 Single Family Units
- 3 Mobile Homes
- 0 Multifamily Units
- 8 +/- Residential Displacements (Units/Resident)
- 2 Nonresidential Displacements (Commercial and Retail)

Build Alternative 2

- 0 Single Family Units
- 3 Mobile Homes
- 0 Multifamily Units
- 8 +/- Residential Displacements (Units/Resident)
- 3 Nonresidential Displacements (Commercial and Retail)

Environmental Consequences

No Build Alternative

There would be no property acquisitions under the No Build Alternative because the project would not be implemented.

Build Alternatives

Three mobile homes would be acquired under both build alternatives. Two nonresidential, commercial properties would be acquired for Alternative 1 and three nonresidential, commercial properties would be acquired for Alternative 2.

The relocation resources available for residential and non-residential displaces available as of December 2019 are listed below:

Residential

- Multifamily Residences. There are13 for rent and 5 for sale for a total of 18 units.
- Two Bedroom houses. There are 12 for rent and 14 for sale for a total of 26 units.
- Three Bedroom Houses. There are 13 for rent and 30 for sale for a total of 33 units
- Mobile Homes. There are 3 for rent and 14 for sale for a total of 17 units.

Non-Residential

- Office Complex. There are17 for rent and 13 for sale for a total of 30 units.
- Industrial Complex. There are 1 for rent and 2 for sale for a total of 3 units.
- Special Services/Use. There are 0 for rent and 2 for sale for a total of 2 units
- Commercial Operation. There are 6 for rent and 5 for sale for a total of 11 units.
- Industrial/Commercial Properties. There are 1 for rent and 3 for sale for a total of 4 units.

Based upon available data, it appears that there are sufficient residential and non-residential parcels available in the replacement area (Yuba County) for all parcels affected by both build alternatives that would be equal to or better than the displacement properties.

It does not appear that the Last Resort Housing Program will be necessary, as the residential housing stock in the replacement area is ample. Should the housing market improve, and prices increase, however, the Last Resort Housing Program would be available to assist any residential displaces unable to afford comparable replacement housing.

As part of project implementation, all acquisitions would be conducted in accordance with the Federal Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, and the California Relocation Act.

Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization or mitigation measures are required.

2.1.7 Utilities and Emergency Services

Affected Environment

Emergency Services

The Yuba County Sheriff's Department provides police protection to unincorporated Yuba County. The primary office is at 215 5th Street, Suite 150, in Marysville. There is also a Yuba County Sheriff Sub-Station in Brownsville (16796 Willow Glen Road), in the mountainous portion of Yuba County, and a Plumas Lake Field Station (1765 River Oaks

Boulevard), south of Marysville. There are three divisions within the Yuba County Sheriff Department: operations, support services, and jail. The Operations Division is the most visible to the public and includes patrol, volunteer search teams, and a SWAT team. The Sheriff's Department Support Services Division is responsible for providing support to units and divisions within the department through a wide variety of programs and services. The division is also responsible for overseeing Animal Care Services and the Communications and Records Unit. The Jail Division is responsible for the operation of the 432-bed jail facility. The California Highway Patrol provides traffic enforcement on all highways in the county, including SR70, and all roadways in the unincorporated county.

Fire protection and emergency services are overseen by the Yuba County Office of Emergency Services. Yuba County does not have its own fire protection or emergency services, but the cities and neighborhoods within Yuba County each have their own. The closest fire station to the study area is the Marysville Fire Department (107 9th Street Marysville), which includes the District 10 Hallwood Community Services District and the CAL FIRE Nevada-Yuba-Placer Unit, in Marysville approximately 1.7 miles south of the project area. The department has five fire engines, one fire truck, one hazmat unit, one squad and one water tender.

Additionally, the North Tree Fire Station #20 is 3.3 miles east of SR 70, near the unincorporated community of Ramirez. The Live Oak Fire Station is 3.4 miles west of SR 70 in the community of Live Oak in Sutter County.

Utilities

Water services in the project area are provided by private wells.. Electricity and natural gas are provided by Pacific Gas & Electric, which has aerial and underground lines in the study area. AT&T provides telephone and internet service in the study area and also has underground and aerial lines traversing the study area. The Yuba-Sutter Regional Waste Management Authority manages solid waste disposal and recycling in the county. Most properties in unincorporated Yuba County have septic systems, which is overseen by the Yuba County Environmental Health Department.

Environmental Consequences

No Build Alternative

The No Build Alternative has the potential to affect emergency services. Currently, shoulders along SR 70 within the project limits are non-standard, which can create unsafe conditions for emergency service providers to bypass vehicles traveling along SR 70. These conditions would continue, and likely worsen over time, under the No Build Alternative.

Build Alternatives

The project would not result in direct impacts to medical facilities, fire or police stations, and are not anticipated to adversely affect response time for emergency services associated with fire station or police/sheriff department personnel. It is likely that additional lanes may improve response times of emergency services in addition to implementing standard

shoulder widths and a median left-turn lane. The build alternatives would allow emergency service personnel to bypass other vehicles safely and quickly.

During construction, there may be temporary disruptions along SR 70 from shifting traffic or construction equipment. There may be times of one-way traffic control, but this would occur during off-peak times. Overall, traffic would be shifted to allow continued two-way operation of SR 70, as described in the Traffic Management Plan. Any required closures would be coordinated with emergency service providers so as not to hinder emergency responses. Delays in access, although temporary, could disrupt normal operations and may result in impacts on emergency services.

Build Alternatives

The project would require the relocation of a PG&E aerial electrical line and an underground gas line. Additionally, aerial and underground AT&T lines would require relocation during construction. Relocation of these utilities could cause planned or accidental temporary service interruptions during construction.

Avoidance, Minimization, and/or Mitigation Measures

The following measure would minimize effects on emergency services and utilities during the construction.

TRA-1: Implement Traffic Management Plan

As part of construction, Caltrans will prepare and implement a TMP to avoid and minimize any temporary delays on SR 70 during construction. The TMP will include the following elements.

- One-way (reversible) traffic control using flaggers in accordance with Standard Plan sheet T13 will be allowed during nighttime hours, but may be restricted during daytime peak hours, and weekends.
- The maximum length of any lane closure shall be limited to 1.0 mile.
- A minimum of one paved traffic lane not less than 11 feet wide, shall be open for use by public traffic at all times, and two lanes shall remain open when construction operations are not actively in progress.
- Whenever one-way traffic control is maintained, traffic may be stopped in 1 direction for periods not to exceed 10 minutes, after which accumulated traffic for that direction must pass through the work zone before another stoppage is made.
- Access to driveways and cross streets must be maintained during construction in accordance with traffic control standard plans or traffic handling plans.
- Pedestrian and bicycle access must be maintained during construction. Additional signs may be required to detour pedestrians and bicycle traffic.
- Portable changeable message signs will be required in direction of traffic during construction for each lane closure or shoulder closure.

- No lane closures, shoulder closures, or other traffic restrictions will be allowed on Special Days, designated legal holidays and the day preceding designated legal holidays, and when construction operations are not actively in progress. If traffic is rerouted to paved shoulders, make sure structural section is adequate to handle additional traffic.
- When closures occur within 200 feet of an intersection flaggers shall be deployed to control all legs of the intersection.
- Work at these locations may require the assistance of Construction Zone Enhanced Enforcement Program (COZEEP), but a full time COZEEP presence is not anticipated.
- Coordination with projects within, or nearby the project limits will be required to avoid conflicts.
- Lane closure charts will be developed prior to final design.

Emergency Services

Any required closures would be coordinated with emergency service providers so as not to hinder emergency responses. Implementing the TMP described above would ensure emergency vehicles are not impeded, and in the case of natural disaster and designation of an evacuation route, the construction activity will be superseded by efforts to ensure traffic flows are maintained.

Utilities

Caltrans will coordinate utility relocation work with the affected utility companies to minimize disruption of services to customers in the area during construction. If previously unknown underground utilities are encountered, Caltrans will coordinate with the utility provider to develop plans to address the utility conflict, protect the utility if needed, and limit service interruptions. Any short-term, limited service interruptions of known utilities will be scheduled well in advance, and appropriate notification will be provided to users.

2.1.8 Traffic and Transportation/Pedestrian and Bicycle Facilities

Regulatory Setting

The Department, as assigned by the Federal Highway Administration (FHWA), directs that full consideration should be given to the safe accommodation of pedestrians and bicyclists during the development of Federal-aid highway projects (see 23 Code of Federal Regulations [CFR] 652). It further directs that the special needs of the elderly and the disabled must be considered in all Federal-aid projects that include pedestrian facilities. When current or anticipated pedestrian and/or bicycle traffic presents a potential conflict with motor vehicle traffic, every effort must be made to minimize the detrimental effects on all highway users who share the facility.

In July 1999, the U.S. Department of Transportation (USDOT) issued an Accessibility Policy Statement pledging a fully accessible multimodal transportation system. Accessibility in federally assisted programs is governed by the USDOT regulations (49 CFR 27) implementing Section 504 of the Rehabilitation Act (29 United States Code [USC] 794). The FHWA has enacted regulations for the implementation of the 1990 Americans with

Disabilities Act (ADA), including a commitment to build transportation facilities that provide equal access for all persons. These regulations require application of the ADA requirements to Federal-aid projects, including Transportation Enhancement Activities.

Affected Environment

A Transportation Analysis Report was completed by Fehr and Peers in March 2019. The transportation analysis study locations are composed of highway segments and intersections. The study area extends along SR 70 from Laurellen Road to the Butte/Yuba County line. In the study area, the north-south highway connects Oroville in Butte County and Marysville in Yuba County. Adjacent land uses are primarily agricultural fields and associated facilities. Rural residential areas are located throughout the study area and concentrated on Saddleback Drive and Laurellen Road.

The total collision rate is less than the statewide average for similar facilities, and the actual collision rate is about 65 percent of the corresponding statewide average. However, the study area has a higher than average rate of fatality collisions; more than 4.5 times higher than the statewide average for similar facilities.

SR 70 is a two-lane highway from Marysville to the Butte/Yuba County lane. The highway has paved shoulders that vary from 3 to 5 feet in width. Left-turn pockets are provided at Ramirez Road, Boyer Road, Magnolia Road, Woodruff Lane, Noble Road, Ellis Road, Saddleback Drive, Silva Avenue, and Laurellen Road. An approximately ¾-mile center turn lane exists between Noble Road and Woodruff Lane. All intersections in the study area have side street stop control. No passing lanes exist in the study area.

The study highway segments are listed below.

- Laurellen Road to Woodruff Lane
- Woodruff Lane to Ramirez Road
- Ramirez Road To Old State Highway

The study intersections are listed below.

- SR 70/Old State Highway
- SR 70/Ramirez Road
- SR 70/Woodruff Lane
- SR 70/Laurellen Road

The major cross roads that intersect SR 70 are described below.

- Old State Highway is a minor rural road that provides access to SR 70 for agricultural fields and rural homes.
- Ramirez Road is an east-west rural highway that connects SR 70 with Lower Honcut Road/La Porte Road. It provides access for rural homes and adjacent agricultural fields.

- Woodruff Lane is an east-west rural highway that connects SR 70 and SR 20. In addition to providing access for rural homes and adjacent agricultural fields, the highway provides a shorter connection than traveling through Marysville for traffic traveling to and from the north on SR 70 and to and from the east on SR 20 (reduces the distance by more than 6 miles).
- Laurellen Road is a minor rural road that provides a connection to SR 70 for a rural residential community and agricultural fields.

The average daily traffic count through the project area is approximately 10,110 vehicles per day with an average peak hour count of approximately 835 per day through the project area. Daily truck volume on SR 70 are estimated at about 960 trucks per day making up roughly 6.5 percent of the total vehicle volume.

Existing Conditions for Highway Study Segments and Study Intersections

To measure the operational status of the local roadway network, transportation engineers and planners use a grading system called level of service (LOS). Level of service is a description of the quality of operation of a roadway segment or intersection, ranging from LOS A (for free-flowing traffic with little to no delay) to LOS F (where traffic in excess of capacity introduces significant delays). Level of service policies vary within the study area. Caltrans has established route concept LOS thresholds of LOS ***D*** for SR 70 within the project limits.

Highway Study Segments

Under existing (2018) conditions, during the AM peak hour, SR 70 operates at LOS C or D conditions in the study area. More segments operate at LOS D conditions in the southbound (peak) direction than in the northbound (off-peak) direction. During the PM peak hour all segments operate at LOS D conditions.

Study Intersections

Under existing (2018) conditions, the study intersections operate at LOS C or better conditions during both peak hours. Conditions are similar during the AM and PM peak hours. Two intersections operate at LOS B during the morning but LOS C in the afternoon; however, the difference in average delay is about 2 seconds.

Opening Year (2023) Conditions for Highway Study Segments and Study Intersections

Highway Study Segments

Compared to existing (2018) conditions, operations under the opening year (2023) would worsen under the no-build alternative due to increasing traffic volumes. However, operations would remain the same (LOS C/D) for all study segments. The build alternatives would widen to provide a multilane highway for SR 70. The capacity provided by the four-lane cross-section would provide LOS A operations.

Since all highway segments would operate with LOS D or better under opening year (2023) conditions for build and no-build alternatives, no segments would have deficient operations.

Compared to existing conditions, travel times under the no-build alternative would increase by 10 to 15 seconds in both directions during both peak hours. With the additional lane provided by the build alternatives, average speed would increase from 61 to 62 miles per hour. As a result, travel times would be reduced by up to 2.2 to 2.8 minutes compared to the no-build alternative. The reduced travel times would be lower than existing (2018) conditions.

Study Intersections

Intersection operations were analyzed for opening year (2023) conditions during the AM and PM peak hours. With the increase in traffic volumes from existing conditions, the delay values would increase, but LOS would remain at LOS C or better for all intersections under all alternatives. For the no-build alternative, the intersections would have LOS C or better conditions. For the build alternatives, the wider approaches on SR 70 would provide LOS B or better conditions at all study intersections.

Since all intersections would operate with LOS C or better under opening year (2023) conditions for all alternatives, no intersections would have deficient operations and no alternatives would have project impacts.

Horizon Year (2043) Conditions for Highway Study Segments and Study Intersections

Highway Study Segments

Operations under the horizon year (2043) would worsen under the no-build alternative due to increasing traffic volumes. Compared to existing (2018) conditions, the AM peak hour conditions would have one segment worsening from LOS C to D in the northbound direction and one segment worsening from LOS D to E. The PM peak hour would have all segments worsening from LOS D to E. Similar to opening year (2023) conditions, the roadway segments widened to four lanes would have LOS A conditions.

The following highway segments would have deficient operations (worse than LOS D) for horizon year (2043) conditions under the no-build alternative.

- LOS E for all segments of Northbound SR 70 (PM)
- LOS E for southbound SR 70 from Woodruff Lane to Laurellen Road (AM and PM)
- LOS E for two segments of southbound SR 70 from Old State Highway to Woodruff Lane (PM).

Since the operations would improve to LOS A under the build alternatives, no project impacts would occur.

Compared to existing conditions, travel times under the no-build alternative would increase in both directions by 30 seconds during the AM peak hour and 45 seconds during the PM

peak hour. With the additional lanes provided by the build alternatives, travel time would be reduced by 2.5 to 3.3 minutes compared to the No-Build Alternative.

Study Intersections

Intersection operations were analyzed for horizon year (2043) conditions under AM and PM peak hour conditions. During the AM and PM peak hours, the build alternatives would provide LOS C or better conditions at the study intersections. The no-build alternative would have nearly all intersections operate at LOS C, with the exception of one intersection (Old State Highway) which would operate at LOS D during PM peak hour.

The following intersection would have deficient operations (worse than LOS D) for horizon year (2043) under the no-build alternative:

- LOS E for SR 70/Old State Highway (PM 2-hour peak period)

Under the build alternatives, all intersections would operate acceptably with LOS C or better. As a result, no project impacts would occur at intersections under horizon year (2043) conditions.

Transit System

The transit agency for Yuba County, Yuba-Sutter Transit, does not have scheduled routes in the study area. Amtrak Thruway Connecting Service provides regional bus connections to the Amtrak station in Sacramento via SR 70. However, no Amtrak stops are located in the study area. The Marysville Joint Unified School District provides bus service to school children along SR 70.

Bicycle/Pedestrian Facilities

SR70 is a conventional highway with no pedestrian or bicycle restrictions. Although there are no exclusive bike and pedestrian facilities within the limits of the project, pedestrians and bikes are allowed to use the shoulder.

Bicycle volume is very low along the corridor. No bicycles were observed during the 12-hour counts at 3 of the 4 study intersections. For the 24-hour count at SR 70/Laurellen Road, the intersection nearest to Marysville, 9 bicycles were observed.

Pedestrian volume is also low along the corridor. No pedestrians were observed during the 12-hour counts at 3 of the 4 study intersections. Similar to the bicycle counts, pedestrians were only observed at SR 70/Laurellen Road, which is near Marysville. Four pedestrians were counted in a 24-hour period at this southern-most study intersection.

Freight System

SR 70 is a Terminal Access route for truck traffic in the study area. Terminal Access routes accommodate STAA trucks. SR 70 provides access for agricultural trucks and connects industrial areas in Oroville and Marysville to the rest of the state. A Union Pacific rail line runs parallel to SR 70 between Marysville and Oroville from about ¼ to 1 ½ miles to the east.

Daily truck volume on SR 70 is estimated at about 960 trucks per day at the Butte/Yuba County Line, which is about 6.5 percent of the total daily volume (Annual Average Daily Truck Traffic, Caltrans 2016). The truck volume is divided among 24 percent 2-axle trucks, 17 percent 3 or 4-axles trucks, and 59 percent trucks with 5 or more axles.

The District 3 Goods Movement Study identified SR 70 in the study area as highest priority for improving truck mobility under the base year conditions. In addition, the bridge at the Butte/Yuba County line was identified as high deficiency for over-weight permit loads.

Transportation System/Demand Management

The study area does not experience peak hour congestion (LOS F conditions) and is not expected to experience peak hour congestion under horizon year (2043) conditions. As a result, no bottlenecks occur in the study area. Since congestion does not exist and will likely not occur, the need for transportation system and/or demand management is low.

Environmental Consequences

Induced Travel

Building new roadways, adding roadway capacity in congested areas, or adding roadway capacity to areas where congestion is expected in the future, generally induces additional vehicle travel. The proposed project, which would widen SR 70 to provide four travel lanes in Yuba County, is expected to have higher traffic volumes under horizon year (2043) conditions compared to the *no build* alternative that maintains two travel lanes. The phenomenon where additional capacity leads to additional travel demand is called induced travel. The concept underlying induced travel is that lower travel cost generates an increase in travel demand due to the following causes.

<u>Short-term responses</u>

- New vehicle trips that would otherwise would not be made
- Longer vehicle trips to more distant destinations
- Shifts from other modes to driving
- Shifts from one driving route to another

<u>Longer-term responses</u>

- Changes in land use development patterns (these are often more dispersed, low density patterns that are auto-dependent)
- Changes in overall growth

Some of these responses are accounted for in the transportation analysis. For example, the Transportation Analysis Report (Fehr & Peers March 2019) evaluated the potential for diversion of traffic from the parallel SR 99 for longer distance trips; such as, between Linda or Olivehurst and Chico. Applying the California Statewide Travel Demand Model (CSTDM), the four-lane roadway had slightly higher growth than the two-lane version at the Butte/Yuba County line: 1.008 times larger in the northbound direction and 1.005 times larger in the southbound direction. This relative growth factor was then applied to the two-lane forecasts to estimate the four-lane forecasts. The growth factors result in 80 more

vehicles per day northbound and 50 more vehicles per day southbound. During the AM and PM peak hours, the through volume in both directions would increase by 5 vehicles per hour.

To estimate the effect of other responses, lead agencies can evaluate induced travel quantitatively by applying the results of existing studies that examine the magnitude of the increase of VMT resulting for a given increase in lane miles. These studies estimate the percent change in VMT for every percent change in miles to the roadway system. The Office of Planning and Research (OPR) Technical Advisory on Evaluating Transportation Impacts in CEQA (December 2018) provides a method to estimate induced travel (VMT) from a roadway capacity increasing project, but it notes that the method may not be suitable for rural locations "which are neither congested nor projected to become congested." Given that the SR 70 study area is rural and is neither congested nor projected to become congested, these methods may not be suitable. Based on existing studies, the Transportation Analysis Report (Fehr & Peers March 2019) estimated the short-term response for induced travel to range from 1,500 to 9,280 vehicle miles traveled per day, which is a change of 0.03 to 0.15 percent on a regional basis.

As noted above, induced demand can be influenced by changes in land use development patterns. The project area is rural with relatively strict land use controls in place to prevent the loss of agricultural land. Yuba County General Plan calls for preservation of productive agricultural land and avoidance of unnecessary conversion of agricultural land to other use. Land along the project limits is primarily designated as Prime Farmland and Farmland of Statewide Importance. Per Yuba County General Plan policies, conversion of this productive agricultural land to an alternate use is not foreseeable. Thus, project-related growth in the immediate project area is not reasonably foreseeable. The only direct land use changes would be the incorporation of ROW for the widening. Under long-term conditions, the project may influence indirect land use changes consistent with the objectives of the purpose and need statement. Existing and future employer's dependent on reliable travel in the corridor may be more likely to retain or expand businesses at either end of the corridor resulting in higher levels of economic activity. The induced travel estimates above account for this potential economic effect of improving the region's accessibility and travel reliability.

See Chapter 3.4, Climate Change for more analysis of forecasted vehicle miles traveled (VMT) and associated impacts.

Alternatives Comparison Summary

The build and no-build alternatives are compared based on several horizon year (2043) performance measures; namely, the average PM peak hour travel time in both directions, highway operations deficiencies, and intersection operations deficiencies.

Compared to the no-build alternatives, the build alternatives would provide a lower average travel time in in both directions; 9.0 minutes for the build alternative and 12.3 minutes for the no-build alternatives. Thus, the travel time savings for the build alternatives would be 3 minutes and 15 seconds.

The widening to four through lanes proposed by the build alternatives would eliminate the highway and intersection operations deficiencies that exist under the no-build. The no-build alternative would result in one intersection deficiency and six highway operations deficiencies.

Avoidance, Minimization, and/or Mitigation Measures

As described in Section 2.1.7 – Utilities and Emergency Services, the following measure would be implemented to minimize the effects during construction of the proposed project:

TRA-1: Implement Traffic Management Plan

As part of construction, Caltrans will prepare and implement a TMP to avoid and minimize any temporary delays on SR 70 during construction. The TMP will include the following elements.

- One-way (reversible) traffic control using flaggers in accordance with Standard Plan sheet T13 will be allowed during nighttime hours, but may be restricted during daytime peak hours, and weekends.
- The maximum length of any lane closure shall be limited to 1.0 mile.
- A minimum of one paved traffic lane not less than 11 feet wide, shall be open for use by public traffic at all times, and two lanes shall remain open when construction operations are not actively in progress.
- Whenever one-way traffic control is maintained, traffic may be stopped in 1 direction for periods not to exceed 10 minutes, after which accumulated traffic for that direction must pass through the work zone before another stoppage is made.
- Access to driveways and cross streets must be maintained during construction in accordance with traffic control standard plans or traffic handling plans.
- Pedestrian and bicycle access must be maintained during construction. Additional signs may be required to detour pedestrians and bicycle traffic.
- Portable changeable message signs will be required in direction of traffic during construction for each lane closure or shoulder closure.
- No lane closures, shoulder closures, or other traffic restrictions will be allowed on Special Days, designated legal holidays and the day preceding designated legal holidays, and when construction operations are not actively in progress. If traffic is rerouted to paved shoulders, make sure structural section is adequate to handle additional traffic.
- When closures occur within 200 feet of an intersection flaggers shall be deployed to control all legs of the intersection.
- Work at these locations may require the assistance of Construction Zone Enhanced Enforcement Program (COZEEP), but a full time COZEEP presence is not anticipated.
- Coordination with projects within, or nearby the project limits will be required to avoid conflicts.

Lane closure charts will be developed prior to final design.

2.1.9 Visual/Aesthetics

Regulatory Setting

The National Environmental Policy Act (NEPA) of 1969, as amended, establishes that the federal government use all practicable means to ensure all Americans safe, healthful, productive, and aesthetically (emphasis added) and culturally pleasing surroundings (42 United States Code [USC] 4331[b][2]). To further emphasize this point, the Federal Highway administration (FHWA), in its implementation of NEPA (23 USC 109[h]), directs that final decisions on projects are to be made in the best overall public interest taking into account adverse environmental impacts, including among others, the destruction or disruption of aesthetic values.

The California Environmental Quality Act (CEQA) establishes that it is the policy of the state to take all action necessary to provide the people of the state "with…enjoyment of aesthetic, natural, scenic and historic environmental qualities" (CA Public Resources Code [PRC] Section 21001[b]).

Affected Environment

This section was prepared using information from the *Visual Impact Assessment* (VIA) technical report prepared for the project (Caltrans 2019). The VIA assesses potential visual impacts of the project based on guidance outlined in the *Visual Impact Assessment for Highway Projects* published by the FHWA (1988). The following key terms describe visual resources in a project area. The terms are used as descriptors and as part of a rating system to assess a landscape's visual quality.

- *Visual character* includes attributes such as form, line, color, and texture and is used to describe, not evaluate visual resources.
- *Visual quality* is evaluated by identifying the vividness, intactness, and unity present in the project area.
- *Vividness* is the extent to which the landscape is memorable and is associated with distinctive, contrasting, and diverse visual elements.
- *Intactness* is the integrity of visual features in the landscape and the extent to which the existing landscape is free from non-typical visual intrusions.
- *Unity* is the extent to which all visual elements combine to form a coherent, harmonious visual pattern.
- *Resource change* is one of the two major variables that determine visual impacts. Resource change refers to the evaluation of the visual character and the visual quality of the visual resources that comprise the project corridor before and after construction of a proposed project. The other major variable is viewer response, the response of viewers to changes in their visual environment.

Project Setting

The project setting provides the context for determining the type and severity of changes to the existing visual environment. The project is in the northern Sacramento Valley biogeographic province, where the landscape is characterized by open space lands, orchards, and rural landscaping over terrain that is generally flat. The land uses along the project corridor are primarily orchards, fallow fields, a limited amount of row crops, and associated agricultural buildings. Small pockets of development include mostly low-density, single-family rural residences and the Country Village Senior Living Mobile Home Park. Commercial businesses are also along SR 70.

SR 70, adjoining local roadways, and associated signage also comprise the project corridor. The Sutter Buttes are notable scenic resources that are visible and can be seen in the background from the project corridor. Breaks in the orchards increase visibility of the buttes. Background views to the Sierra Nevada to the east are available from the southern project terminus near Laurellen Road, where SR 70 gains elevation to meet the Feather River levee and span the river. The Feather River lies just south of, but outside of, the project boundaries. Views from the Feather River toward the project area do not exist due to intervening levees and vegetation

Much of this segment of SR 70 does not have street lighting, except near the entrance to Country Village Senior Living Mobile Home Park (PM 17.5) and Saddleback Drive (PM 19.3), which both have one overhead streetlight. Therefore, most of the light within the project corridor comes from interior and exterior residential lighting, nighttime security lighting for commercial development, and vehicle headlights using local roadways.

There are no roadways within or near the project area that are designated as scenic highways or routes. Therefore, implementation of the project would not damage scenic resources, such as trees, rock outcroppings, and historic buildings along a scenic highway.

Viewers

There are two major types of viewer groups for highway projects: Highway neighbors and highway users. Both these types of viewers would be affected by the project. Highway neighbors are all those who can see the roadway project or any of its components from off-site locations. In the case of this project, the number of people with views to the specific project location are the residence, business owners and farmers. Highway users are those travelling Route 70 through the project area’s foreground and middle ground views along the highway are screened by roadside vegetation. The highway corridor is open in some locations to distant views of the surrounding mountains and hillsides. During the week, the viewers are local travelers, business owners and operators, farmland owners and farm equipment operators and truck drivers transporting goods. During the weekend hours, the viewers are less business/commuter oriented and more recreational tourist type motorists visiting the local recreational areas. The awareness of visual resources by these highway users is expected to vary with their specific activity. In general, highway users in vehicles will experience the area as a cumulative sequence of views and may not focus on specific roadway features. Residents and business owners are the most sensitive to aesthetic issues due to their familiarity as well as their personal investment in the area.

Environmental Consequences

Visual impacts are determined by assessing changes to the visual resources and predicting viewer response to those changes. As discussed in Project Setting above, there are no officially designated scenic roadways within or near the project corridor. Therefore, implementation of the project would not damage scenic resources, such as trees, rock outcroppings, and historic buildings along a scenic highway.

No Build Alternative

Under the No Build Alternative, the project would not be constructed and there would be no visual impacts on the existing visual character, visual quality, or affected viewer groups.

Build Alternatives

As described in Chapter 1, *Project Description*, Build Alternative widens the roadway and includes a continuous center Two Way Left Turn Lane (TWLTL) while Build Alternative 2 adds a concrete barrier within a median. For Build Alternative 2, there would be median openings at major county road intersections with left- and U-turn lanes. Since the types of visual impacts that would result from construction and operation for all alternatives are similar, they are discussed together.

The primary effect that this project would have on aesthetics along the highway corridor would be the removal of trees and mature shrubs along the highway required to be cleared around the road widening. The trees to be removed are outside of their biological range, do not provide optimum habitat, and do not support oak populations; however, they are considered aesthetic resources. The oak trees to be removed as part of the project were planted in clusters along Route 70.

Overall, the most noticeable aspects of the completed project will be any loss of vegetation, such as the mature trees that are required to be cleared around the road widening. The loss of vegetation and orchard planting would have a moderate effect on the spatial character adjacent to the roadsides. The removal of any large, established trees, shrubs, and ground covers to facilitate the project would cause a moderate adverse effect on the visual character of the site and its surroundings. The site will look bare for a while until the erosion control grows. After the mitigation and replanting of trees and vegetation, the impact should begin to lessen and at that time the project will not degrade existing visual character of quality of the site and its surrounding community. Further, no new sources of light or glare are anticipated.

Avoidance, Minimization, and/or Mitigation Measures

The following measures to avoid or minimize visual impacts will be incorporated into the project:

AES-1: Replace or Relocate Site Features and Landscaping Affected by the Project

- Tall scrubs and screening shrubs shall be planted to the maximum feasible extent within available planting areas between the proposed widened lanes and residences.

- Sound walls and barriers should be looked at for possible opportunities for aesthetic treatments. Wall and Barrier in the vicinity should be looked at for their aesthetics likeliness. Materials, texture, and colors may have already been established at those locations and should be continued and included in this project. Final design decisions shall be conducted under the guidance of the District's Landscape Architect.
- Areas that will require ground disturbance by removing vegetation should be restored and rectified respectively before completion of the construction project. The trees and vegetation should be protected, where feasible. Vegetation removal should be limited to the extent necessary to construct the project.
- Some vegetation that is removed will need to be replaced with appropriate vegetation that is indigenous to the area. Access roads shall be re-graded to their pre-construction profiles and contours.
- Vegetation Control shall be placed under all new and existing guardrails and signs.
- If the project requires equipment/staging areas per our Special Provision, Section 5.1 indicates that the contractor will be responsible for securing locations for staging, access, or other construction activities shall be repaired pursuant to Section 5-1.36 Property and Facility Preservation.

AES-2: Apply Minimum Lighting Standards

- All nighttime construction lighting shall be shielded and directed to eliminate all direct lighting outside of the construction area. Where substantial headlight glare could affect residences during construction, opaque screening shall be introduced to block such headlight glare for the duration of the construction period. If headlight glare could affect residents and business owners at homes and businesses on a long-term basis, planting or permanent screening shall be installed at the highway ROW to block headlight glare.

2.1.10 Cultural Resources

Regulatory Setting

The term "cultural resources," as used in this document, refers to the "built environment" (e.g., structures, bridges, railroads, water conveyance systems, etc.), places of traditional or cultural importance, and archaeological sites (both prehistoric and historic), regardless of significance. Under federal and state laws, cultural resources that meet certain criteria of significance are referred to by various terms including "historic properties," "historic sites," "historical resources," and "tribal cultural resources." Laws and regulations dealing with cultural resources include:

The National Historic Preservation Act (NHPA) of 1966, as amended, sets forth national policy and procedures for historic properties, defined as districts, sites, buildings, structures, and objects included in or eligible for listing in the National Register of Historic Places (NRHP). Section 106 of the NHPA requires federal agencies to take into account the effects of their undertakings on historic properties and to allow the Advisory Council on Historic Preservation (ACHP) the opportunity to comment on those undertakings, following regulations issued by the ACHP (36 Code of Federal Regulations [CFR] 800). On January

1, 2014, the First Amended Section 106 Programmatic Agreement (PA) among the Federal Highway Administration (FHWA), the ACHP, the California State Historic Preservation Officer (SHPO), and the Department went into effect for Department projects, both state and local, with FHWA involvement. The PA implements the ACHP's regulations, 36 CFR 800, streamlining the Section 106 process and delegating certain responsibilities to the Department. The FHWA's responsibilities under the PA have been assigned to the Department as part of the Surface Transportation Project Delivery Program (23 United States Code [USC] 327).

The California Environmental Quality Act (CEQA) requires the consideration of cultural resources that are historical resources and tribal cultural resources, as well as "unique" archaeological resources. California Public Resources Code (PRC) Section 5024.1 established the California Register of Historical Resources (CRHR) and outlined the necessary criteria for a cultural resource to be considered eligible for listing in the CRHR and, therefore, a historical resource. Historical resources are defined in PRC Section 5020.1(j). In 2014, Assembly Bill 52 (AB 52) added the term "tribal cultural resources" to CEQA, and AB 52 is commonly referenced instead of CEQA when discussing the process to identify tribal cultural resources (as well as identifying measures to avoid, preserve, or mitigate effects to them). Defined in PRC Section 21074(a), a tribal cultural resource is a CRHR or local register eligible site, feature, place, cultural landscape, or object which has a cultural value to a California Native American tribe. Tribal cultural resources must also meet the definition of a historical resource. Unique archaeological resources are referenced in PRC Section 21083.2.

PRC Section 5024 requires state agencies to identify and protect state-owned historical resources that meet the NRHP listing criteria. It further requires the Department to inventory state-owned structures in its rights-of-way.

Affected Environment

This section is based on the studies performed to identify and evaluate the potential for the Project effects on cultural resources, including the Historical Properties Survey Report (HPSR) (California Department of Transportation 2019), Archaeological Survey Report (ASR) (Tremaine & Associates, Inc. 2017), and the Historical Resources Evaluation Report (HRER) (JRP Historical Consulting LLC 2017) prepared for the proposed project. No historic properties are present in the APE, therefore, Caltrans, pursuant to Section 106 Programmatic Agreement Stipulation IX.A, has determined a Finding of No Historic Properties Affected is appropriate for the Project. Area of Potential Effects (APE)

In accordance with Section 106 Programmatic Agreement Stipulation VIII.A, the Area of Potential Effects (APE) for the project was established by Caltrans District 3 staff on November 11, 2019.

The archaeological APE consists of both the horizontal and vertical maximum potential extent of direct impacts resulting from the project. The archaeological APE was established to encompass the entire north-south right-of-way and existing easements, covering all areas of ground-disturbing activities.

The architectural APE consists of the existing right-of-way for SR 70 as well as adjacent parcels. Research Methodology

Records Search and Archival Research

On December 8, 2015 staff at the North Central California Information Center conducted a records search for the project area to identify previous surveys conducted and cultural resources recorded within a 0.5-mile radius of the APE.

The results of the records check identified thirteen previous studies covering approximately 90% of the project area and only one historic archaeological site outside of the project APE.

Consultation with Interested Parties

Between November 2015 and October 2017 Consultation was conducted with the Butte Tribal Council, Mooretown Rancheria of Maidu Indians, the T'si-Aim Maidu, Strawberry Valley Rancheria, Estom Yumeka Maidu Tribe of the Enterprise Rancheria, and united Auburn Indian Community (UAIC). The result of the consultation was that there were no concerns at that time.

Consultation was reinitiated in October 2019 with these tribes, as well as, the Konkow Valley Band of Maidu. Letters containing project description and location maps were sent to the aforementioned tribes followed up by e-mails. Responses were received from Mooretown Rancheria of Maidu Indians, UAIC, Estom Yumeka Maidu Tribe of the Enterprise Rancheria, and KonKow Valley Band of Maidu. To date no concerns with the project have been raised and consultation shall continue through the life of the project.

Notification letters for the proposed project were sent to identified potential local interested parties on August 25, 2017. Recipients of the letter were the Yuba County Museum of History; Yuba County Library, Local History Archives; Mary Aaron Memorial Museum Association; Yuba County Planning Department; and Yuba County Historical Resources Committee. A second letter was sent to Yuba County Museum of History (at a different address) on September 18, 2017. Follow-up electronic communications were sent on September 20, 2017. Kevin Perkins, Principal Planner with Yuba County Planning Department responded via email on September 20, 2017, stating that he had no information to add. No additional responses have been received.

Survey Results

Archaeological Resources

An intensive pedestrian survey was conducted of the APE on March 29 and 30, 2017. The results found that the only properties present within the APE meet the criteria for Section 106 PA Attachment 4 (Properties Exempt from Evaluation) and as applicable PRC 5024 MOU Stipulation VIII.C.1 Attachment 4.

Built Environment Resources

Caltrans has identified thirty-six architectural properties in the APE. All 36 properties were previously determined ineligible for listing in the National Register of Historic Properties

(NRHP) as well as for the California Register of Historical Resources (CRHR). The only other properties present within the APE are properties exempt from evaluation.

Tribal Cultural Resources

The cultural studies and Native American consultation did not identify any tribal cultural resources within the project area.

Environmental Consequences

The archaeological APE encompasses no known NRHP-eligible, NRHP-listed, or previously unevaluated archaeological resources. The APE maintains a low potential for buried archaeological sites overall.

Similarly, the architectural APE encompasses no known NRHP-eligible, NRHP-listed, or previously unevaluated built environment resources. In addition, there are no Section 4(f) resource types within the Project APE.

Therefore, a finding of No Historic Properties Affected has been determined for the Project.

Avoidance, Minimization, and/or Mitigation Measures

CUL-1: Implement Plan to Address Discovery of Unanticipated Buried Cultural Resources or Human Remains

If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area will be diverted until a qualified archaeologist can assess the nature and significance of the find.

- If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall stop in any area or nearby area suspected to overlie remains, and the County Coroner contacted. Pursuant to CA Public Resources Code (PRC) Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC), who will then notify the Most Likely Descendent (MLD). At this time, the person who discovered the remains will contact Erin Dwyer, Caltrans District 3 Environmental Branch Manager, so that they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.

2.2 Physical Environment

2.2.1 Hydrology and Floodplain

Regulatory Setting

Executive Order (EO) 11988 (Floodplain Management) directs all federal agencies to refrain from conducting, supporting, or allowing actions in floodplains unless it is the only practicable alternative. The Federal Highway Administration (FHWA) requirements for compliance are outlined in 23 Code of Federal Regulations (CFR) 650 Subpart A.

To comply, the following must be analyzed:

- The practicability of alternatives to any longitudinal encroachments.
- Risks of the action.
- Impacts on natural and beneficial floodplain values.
- Support of incompatible floodplain development.
- Measures to minimize floodplain impacts and to preserve/restore any beneficial floodplain values affected by the project.

The base floodplain is defined as “the area subject to flooding by the flood or tide having a one percent chance of being exceeded in any given year.” An encroachment is defined as “an action within the limits of the base floodplain.”

Affected Environment

The project area is within the jurisdiction of the Central Valley Regional Water Quality Control Board. This region includes the Sacramento River and San Joaquin River basins, including all areas from the crest of the Sierra Nevada range west to the Coast Range and Klamath Mountains. The region is bounded in the north by the California-Oregon border and extends south past the headwaters of the San Joaquin River to the base of the Tehachapi Mountains. The Sacramento and San Joaquin rivers meet and form the Delta, ultimately draining into San Francisco Bay. This basin covers about one-fourth of the total area of the state—more than 30 percent of the state’s land that can be irrigated—and furnishes about 51 percent of the state’s water supply.

The majority of the project area is within the Lower Feather Watershed (hydrologic unit code [HUC] 1802015905), and a small northern segment of the project is within the Honcut Creek watershed (HUC 1802015901), both within the larger Honcut Headwaters-Lower Feather watershed (HUC 18020159; ESRI ND). The average annual precipitation within the Lower Feather River watershed is approximately 50 inches (eastside foothills) to 20 inches (valley floor) (Sacramento River Watershed Program 2015). The terrain, within the project area and vicinity, is generally flat, with elevations ranging from approximately 75 to 90 feet above mean sea level. The Feather River is almost entirely contained within a series of levees, with levees lining the Feather River west of the project alignment (Sacramento River Watershed Program 2015), and south of the Yuba-Butte County line. Soils in the drainage basin consist of clay, and therefore, have a low resistance to erosion. The project is located within the North Yuba groundwater sub-basin, in the eastern portion of the larger Sacramento Valley groundwater basin.

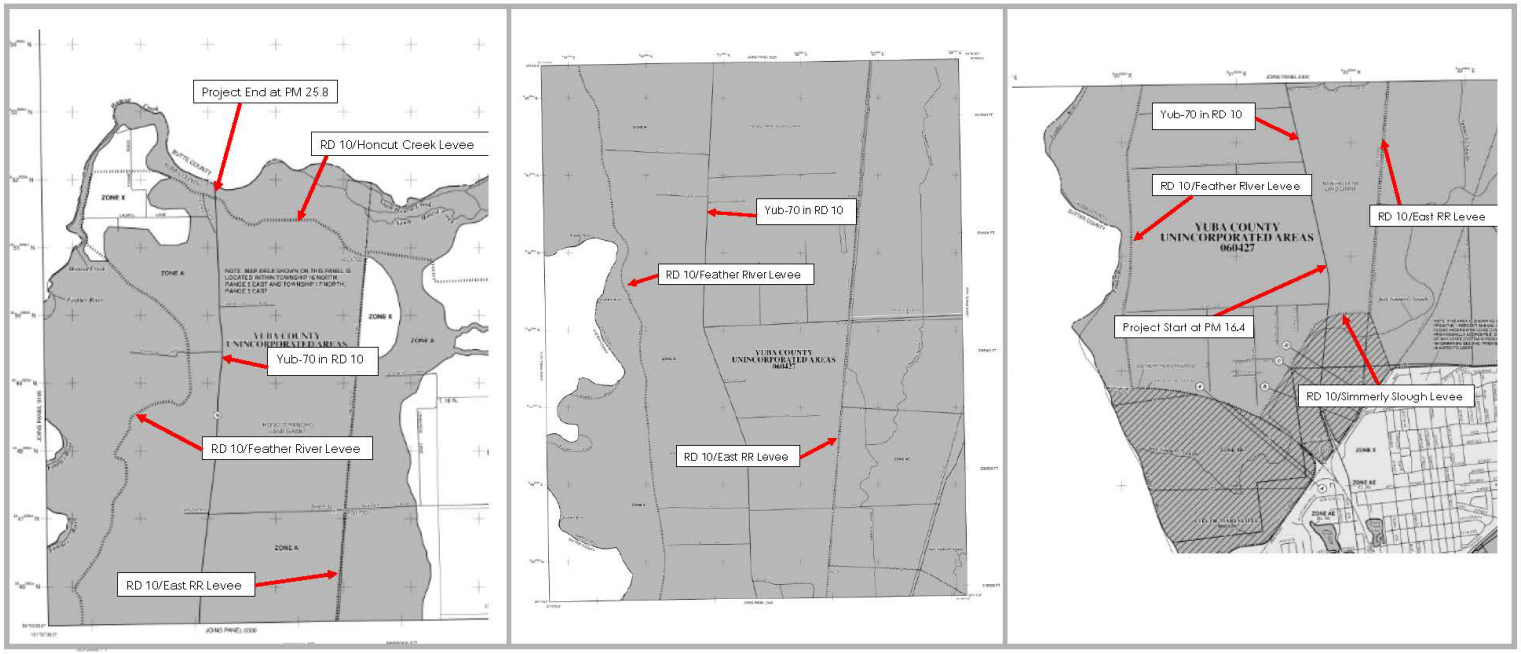
At the north end of the project area, SR 70 crosses (North and South) Honcut Creek. The creek appears to connect to the Feather River, a tributary of the Sacramento River. Jack-Simmerly Slough, which is influenced by the confluence with the Feather River, is 1000 feet south of the project area. The project area is less than 1 mile east of the Feather River, and approximately 20 miles east of the Sacramento River. The headwaters of the Feather River are the Oroville Dam at Lake Oroville and flows south to the Sacramento River (U.S. Geological Survey 2019).

Local and regional drainage runoff patterns are influenced by agricultural grading and terrain modifications. Farming practices, including grading, leveling, in-fill of drainage ditches, crop modifications, and irrigation practices have also influenced historic natural terrain and storm water runoff patterns. Drainage and storm water runoff from the highway are primarily conveyed through existing roadside ditches, which includes offsite contribution from the surrounding agricultural area. However, these ditches do not connect a natural drainage to a downstream tributary. Honcut Creek and Jack-Simmerly Slough are naturally occurring drainages that carry flow after rain events.

This project area is within flood zone A, a Federal Emergency Management Agency (FEMA) 100-year floodplain, as depicted on Flood Insurance Rate Maps (FIRMs) (Figure 6.1) . Areas within Zone A, a special flood hazard area, are subject to flooding by the 100-year storm event, however no depths or base flood elevations have been determined (Caltrans 2018). The project area is surrounded by a system of flood control levees; the Honcut Creek levee to the north, SP rail road levee to the east, east Feather River levee to the west, and the Jack-Simmerly Slough north levee to the south.

The project segment has experienced numerous localized flood events over the past 50 years. Recurring minor localized flooding is typically related to inadequate cross drainage at intersecting streets and driveways which prohibits runoff within the highway shoulder drainage ditches from moving to the south within the ditches. Although the Oroville Dam on the Feather River has reduced floodwaters, during very wet rainfall years, when the water surface elevation within the Feather River leveed area is elevated, much of basin, including the project area, can become inundated with water. This inundation is primarily due to a lack of overland drainage from farmlands being able to runoff into the Feather River levee basin to the west or to the drainage ditch that runs along the west edge of the railroad right of way to the east that eventually discharges into Jack-Simmerly Slough to the south (Caltrans 2018).

Figure 6.1 FEMA Flood Zone Map



Segment of
FEMA FIRM Panel 06115C0225D
Showing Yub-70 within SFHA Zone A

Segment of
FEMA FIRM Panel 06115C0330D
Showing Yub-70 within SFHA Zone A

Segment of
FEMA FIRM Panel 06115C0340D
Showing Yub-70 within SFHA Zone A

When the water surface elevation within the Feather River levee system rises near the tops of the levees, flap gates for the discharge pipes close tightly, impeding the release of ponding water, and accumulated runoff is not able to pass into the Feather River levee system. Further, as the water surface elevation of the Feather River is elevated, the discharge from Jack-Simmerly Slough at the south end of the basin, is impeded and the water surface elevation of the Slough rises, inhibiting runoff from running off into Jack-Simmerly Slough. Under these conditions, surface water runoff is inhibited from discharging into the Feather River and Jack-Simmerly Slough leveed areas, resulting in flooding within the basin. The current alignment of Yub-70 within the project limits is representative of a longitudinal floodplain encroachment (Caltrans 2018).Environmental Consequences

No Build Alternative

The No Build Alternative would not change hydrology in the project area because the proposed project would not be constructed.

Build Alternatives

Environmental consequences for the two alternatives are similar, and therefore discussed together. The project would construct shoulders (minimum width of 10-feet), a soft shoulder (without paving), establish a Clear Recovery Zone (CRZ; minimum width of 20-feet), and provide passing opportunities in each direction of travel. The total length of the project is 9.6 miles. Roadside ditches will be constructed outside the CRZ, which will incorporate side slopes of 4:1 or less. Cross culverts for intersecting street drainage culverts and driveways would be hydraulically evaluated and replaced as necessary to provide improved drainage capacity along the northbound and southbound highway shoulder drainage ditches. Existing driveways would be modified to conform to the widened highway, as needed. As a result, driveway culverts would be replaced to convey drainage flows in the roadside ditches. Existing cross culverts would also be extended or replaced, as needed. In addition, there will be minor shifts in the horizontal alignment and minor adjustments in vertical profile to correct existing non-standard features.

The proposed project would likely exceed 1 acre of new impervious area. With new impervious surfaces, post-project flows will exceed/increase pre-project flows and could result in downstream erosion or flooding. In addition, increased impervious surfaces could reduce the ability for groundwater recharge within the localized groundwater aquifer system. However, to address the additional flows and ensure that the proposed project does not exceed existing flow conditions, the project would include stormwater runoff best management practices (BMPs) to collect and retain or detain the additional flows within the project limits, as required by the California Department of Transportation National Pollution Discharge Elimination System municipal separate storm sewer systems (MS4) permit and a Storm Water Management Plan. In addition, the proposed project would only minimally affect groundwater resources because the excavations would occur on a temporary, short-term basis during the construction period. The proposed project would result in a longitudinal floodplain encroachment but would not constitute a significant floodplain encroachment.

Avoidance, Minimization, and/or Mitigation Measures

Impacts from these activities would be avoided or minimized because all construction activities would comply with the necessary permits and requirements from regulatory agencies, including the State Water Resources Control Board, Central Valley Regional Water Quality Control Board, U.S. Army Corps of Engineers, California Department of Fish and Wildlife, and Yuba County. In addition to agency coordination and permit compliance, project drainage has been considered in the design, which will include new roadside ditches, and replacing cross culverts and driveways culverts, as needed. Additional details related to permanent best management practices (BMPs) will be evaluated during subsequent project phases. The minimal increase in impervious area would not cause on- or offsite flooding. The proposed project design includes side slopes of 4H:1V or less for the CRZ, which would maintain pre-project sheet-flow drainage patterns (i.e., flow and rates) and improve storm drainage facilities.

2.2.2 Water Quality and Storm Water Runoff

Regulatory Setting

Federal Requirements: Clean Water Act

In 1972, Congress amended the Federal Water Pollution Control Act, making the addition of pollutants to the waters of the United States (U.S.) from any point source (a point source is any discrete conveyance such as a pipe or a man-made ditch) unlawful unless the discharge is in compliance with a National Pollutant Discharge Elimination System (NPDES) permit. This act and its amendments are known today as the Clean Water Act (CWA). Congress has amended the act several times. In the 1987 amendments, Congress directed dischargers of storm water from municipal and industrial/construction point sources to comply with the NPDES permit scheme. The following are important CWA sections:

- Sections 303 and 304 require states to issue water quality standards, criteria, and guidelines.
- Section 401 requires an applicant for a federal license or permit to conduct any activity that may result in a discharge to waters of the U.S. to obtain certification from the state that the discharge will comply with other provisions of the act. This is most frequently required in tandem with a Section 404 permit request (see below).
- Section 402 establishes the NPDES, a permitting system for the discharges (except for dredge or fill material) of any pollutant into waters of the U.S. Regional Water Quality Control Boards (RWQCBs) administer this permitting program in California. Section 402(p) requires permits for discharges of storm water from industrial/construction and municipal separate storm sewer systems (MS4s).
- Section 404 establishes a permit program for the discharge of dredge or fill material into waters of the U.S. This permit program is administered by the U.S. Army Corps of Engineers (USACE).

The goal of the CWA is “to restore and maintain the chemical, physical, and biological integrity of the Nation’s waters.”

The USACE issues two types of 404 permits: General and Individual. There are two types of General permits: Regional and Nationwide. Regional permits are issued for a general category of activities when they are similar in nature and cause minimal environmental effect. Nationwide permits are issued to allow a variety of minor project activities with no more than minimal effects.

Ordinarily, projects that do not meet the criteria for a Regional or Nationwide Permit may be permitted under one of the USACE's Individual permits. There are two types of Individual permits: Standard permits and Letters of Permission. For Individual permits, the USACE decision to approve is based on compliance with U.S. Environmental Protection Agency's (U.S. EPA) Section 404 (b)(1) Guidelines (40 Code of Federal Regulations [CFR] Part 230), and whether the permit approval is in the public interest. The Section 404(b)(1) Guidelines (Guidelines) were developed by the U.S. EPA in conjunction with the USACE, and allow the discharge of dredged or fill material into the aquatic system (waters of the U.S.) only if there is no practicable alternative which would have less adverse effects. The Guidelines state that the USACE may not issue a permit if there is a least environmentally damaging practicable alternative (LEDPA) to the proposed discharge that would have lesser effects on waters of the U.S. and not have any other significant adverse environmental consequences. According to the Guidelines, documentation is needed that a sequence of avoidance, minimization, and compensation measures has been followed, in that order. The Guidelines also restrict permitting activities that violate water quality or toxic effluent[1] standards, jeopardize the continued existence of listed species, violate marine sanctuary protections, or cause "significant degradation" to waters of the U.S. In addition, every permit from the USACE, even if not subject to the Section 404(b)(1) Guidelines, must meet general requirements. See 33 CFR 320.4. A discussion of the LEDPA determination, if any, for the document is included in the Wetlands and Other Waters section.

State Requirements: Porter-Cologne Water Quality Control Act

California's Porter-Cologne Act, enacted in 1969, provides the legal basis for water quality regulation within California. This act requires a "Report of Waste Discharge" for any discharge of waste (liquid, solid, or gaseous) to land or surface waters that may impair beneficial uses for surface and/or groundwater of the state. It predates the CWA and regulates discharges to waters of the state. Waters of the State include more than just waters of the U.S., like groundwater and surface waters not considered waters of the U.S. Additionally, it prohibits discharges of "waste" as defined, and this definition is broader than the CWA definition of "pollutant." Discharges under the Porter-Cologne Act are permitted by Waste Discharge Requirements (WDRs) and may be required even when the discharge is already permitted or exempt under the CWA.

The State Water Resources Control Board (SWRCB) and RWQCBs are responsible for establishing the water quality standards (objectives and beneficial uses) required by the CWA and regulating discharges to ensure compliance with the water quality standards. Details about water quality standards in a project area are included in the applicable

[1] The U.S. EPA defines "effluent" as "wastewater, treated or untreated, that flows out of a treatment plant, sewer, or industrial outfall."

RWQCB Basin Plan. In California, RWQCBs designate beneficial uses for all water body segments in their jurisdictions and then set criteria necessary to protect those uses. As a result, the water quality standards developed for particular water segments are based on the designated use and vary depending on that use. In addition, the SWRCB identifies waters failing to meet standards for specific pollutants. These waters are then state-listed in accordance with CWA Section 303(d). If a state determines that waters are impaired for one or more constituents and the standards cannot be met through point source or non-point source controls (NPDES permits or WDRs), the CWA requires the establishment of Total Maximum Daily Loads (TMDLs). TMDLs specify allowable pollutant loads from all sources (point, non-point, and natural) for a given watershed.

State Water Resources Control Board and Regional Water Quality Control Boards

The SWRCB administers water rights, sets water pollution control policy, and issues water board orders on matters of statewide application, and oversees water quality functions throughout the state by approving Basin Plans, TMDLs, and NPDES permits. RWCQBs are responsible for protecting beneficial uses of water resources within their regional jurisdiction using planning, permitting, and enforcement authorities to meet this responsibility.

National Pollutant Discharge Elimination System (NPDES) Program

Municipal Separate Storm Sewer Systems (MS4)

Section 402(p) of the CWA requires the issuance of NPDES permits for five categories of storm water discharges, including Municipal Separate Storm Sewer Systems (MS4s). An MS4 is defined as “any conveyance or system of conveyances (roads with drainage systems, municipal streets, catch basins, curbs, gutters, ditches, human-made channels, and storm drains) owned or operated by a state, city, town, county, or other public body having jurisdiction over storm water, that is designed or used for collecting or conveying storm water.” The SWRCB has identified the Department as an owner/operator of an MS4 under federal regulations. The Department’s MS4 permit covers all Department rights-of-way, properties, facilities, and activities in the state. The SWRCB or the RWQCB issues NPDES permits for five years, and permit requirements remain active until a new permit has been adopted.

The Department’s MS4 Permit, Order No. 2012-0011-DWQ (adopted on September 19, 2012 and effective on July 1, 2013), as amended by Order No. 2014-0006-EXEC (effective January 17, 2014), Order No. 2014-0077-DWQ (effective May 20, 2014) and Order No. 2015-0036-EXEC (conformed and effective April 7, 2015) has three basic requirements:

1. The Department must comply with the requirements of the Construction General Permit (see below);

2. The Department must implement a year-round program in all parts of the State to effectively control storm water and non-storm water discharges; and

3. The Department storm water discharges must meet water quality standards through implementation of permanent and temporary (construction) Best Management Practices (BMPs), to the maximum extent practicable, and other measures as the SWRCB determines to be necessary to meet the water quality standards.

To comply with the permit, the Department developed the Statewide Storm Water Management Plan (SWMP) to address storm water pollution controls related to highway planning, design, construction, and maintenance activities throughout California. The SWMP assigns responsibilities within the Department for implementing storm water management procedures and practices as well as training, public education and participation, monitoring and research, program evaluation, and reporting activities. The SWMP describes the minimum procedures and practices the Department uses to reduce pollutants in storm water and non-storm water discharges. It outlines procedures and responsibilities for protecting water quality, including the selection and implementation of BMPs. The proposed project will be programmed to follow the guidelines and procedures outlined in the latest SWMP to address storm water runoff.

Construction General Permit

Construction General Permit, Order No. 2009-0009-DWQ (adopted on September 2, 2009 and effective on July 1, 2010), as amended by Order No. 2010-0014-DWQ (effective February 14, 2011) and Order No. 2012-0006-DWQ (effective on July 17, 2012). The permit regulates storm water discharges from construction sites that result in a Disturbed Soil Area (DSA) of one acre or greater, and/or are smaller sites that are part of a larger common plan of development. By law, all storm water discharges associated with construction activity where clearing, grading, and excavation result in soil disturbance of at least one acre must comply with the provisions of the General Construction Permit. Construction activity that results in soil disturbances of less than one acre is subject to this Construction General Permit if there is potential for significant water quality impairment resulting from the activity as determined by the RWQCB. Operators of regulated construction sites are required to develop Storm Water Pollution Prevention Plans (SWPPPs); to implement sediment, erosion, and pollution prevention control measures; and to obtain coverage under the Construction General Permit.

The Construction General Permit separates projects into Risk Levels 1, 2, or 3. Risk levels are determined during the planning and design phases and are based on potential erosion and transport to receiving waters. Requirements apply according to the Risk Level determined. For example, a Risk Level 3 (highest risk) project would require compulsory storm water runoff pH and turbidity monitoring, and before construction and after construction aquatic biological assessments during specified seasonal windows. For all projects subject to the permit, applicants are required to develop and implement an effective SWPPP. In accordance with the Department's SWMP and Standard Specifications, a Water Pollution Control Program (WPCP) is necessary for projects with DSA less than one acre.

Section 401 Permitting

Under Section 401 of the CWA, any project requiring a federal license or permit that may result in a discharge to a water of the U.S. must obtain a 401 Certification, which certifies that the project will be in compliance with state water quality standards. The most common federal permits triggering 401 Certification are CWA Section 404 permits issued by the USACE. The 401 permit certifications are obtained from the appropriate RWQCB, dependent on the project location, and are required before the USACE issues a 404 permit.

In some cases, the RWQCB may have specific concerns with discharges associated with a project. As a result, the RWQCB may issue a set of requirements known as WDRs under the State Water Code (Porter-Cologne Act) that define activities, such as the inclusion of specific features, effluent limitations, monitoring, and plan submittals that are to be implemented for protecting or benefiting water quality. WDRs can be issued to address both permanent and temporary discharges of a project.

Affected Environment

The majority of the project is within the Lower Feather River watershed (HUC 1802015905), and a small northern portion is within the Honcut Creek watershed (HUC 1802015901), both within the larger Honcut Headwaters-Lower Feather watershed (HUC 18020159; ESRI ND). The segment of SR 70 within the project area crosses one drainage, Honcut Creek. The creek appears to connect to the Feather River, which is less than 1 mile west of the project area. The Jack-Simmerly Slough is 1000 feet south of the project area. The headwaters of the Feather River are the Oroville Dam at Lake Oroville and flow south to the Sacramento River. The project is located within the North Yuba groundwater sub-basin, within the larger Sacramento Valley groundwater basin.

Local and regional drainage runoff patterns are influenced by agricultural practices and terrain modifications. Drainage and storm water runoff from the highway is primarily conveyed through existing roadside ditches, which includes offsite contribution from the surrounding agricultural area. Honcut Creek and Jack-Simmerly Slough are naturally occurring drainages that carry flow after rain events. Beneficial uses for the projects receiving waters, the Feather River (Fish Barrier Dam to Sacramento River) include: municipal and domestic supply (MUN), agricultural supply/ irrigation (AGR), contact recreation (REC-1), non-contact recreation (REC-2), warm and cold freshwater habitat (WARM; COLD), warm and cold migration (MIGR), warm and cold spawning (SPWN), and wildlife habitat (WILD).

Surface and groundwater quality are a concern for both fisheries and agricultural supply use. Water in the Sacramento River Basin is generally considered to be relatively clean and acceptable for a variety of beneficial uses. Because most of the water in the Sacramento River and its major tributaries, such as the Feather River, is derived from melting snow that enters the rivers by managed discharges of water from reservoirs, much of the Sacramento River and its large tributaries have low concentrations of dissolved minerals. Although water quality of the Sacramento River is good most of the year, seasonal events, such as agricultural runoff or runoff from historical mining operations, may affect water quality. Water quality in the Lower Feather River Watershed is influenced by agricultural and

municipal land and water use in the watershed. (North) Honcut Creek (Butte and Yuba Counties) is 303(d) listed as impaired for indicator bacteria and dissolved oxygen; the Lower Feather River (Lake Oroville Dam to Confluence with Sacramento River) is impaired for chlorpyrifos, group A pesticides, mercury, polychlorinated biphenyls (PCBs), and toxicity. Jack-Simmerly Slough is impaired for diazinon, dissolved oxygen, and toxicity. None of the expected TMDLs have sources that are linked to Caltrans activities, nor has Caltrans been identified as a stakeholder for them; therefore, the Department has no obligation to implement permanent treatment BMPs for the pollutants causing impairment. Chlorpyrifos in the Lower Feather River is managed by the Sacramento/Feather Diazinon/Chlorpyrifos BPA TMDL, which was approved by the U.S. EPA on August 11, 2016 (State Water Board 2018).

Generally, groundwater quality in the North Yuba groundwater sub-basin is good, with consistent salinity throughout the basin. Constituents of concern for groundwater are total dissolved solids, nitrate, and several other individual chemical constituents (Sacramento River Watershed Program 2019). Unless otherwise designated by the Central Valley Regional Water Board, all groundwaters in the region are considered as suitable or potentially suitable, for municipal and domestic water supply (MUN), agricultural supply (AGR), industrial service supply (IND), and industrial process supply (PRO).

Environmental Consequences

No Build Alternative

The No Build Alternative would not affect water quality in the project area because the proposed project would not be constructed.

Build Alternatives

Construction of the proposed project would involve land-disturbing activities, stockpiling, equipment uses and storage, and potential spills that could result in temporary impacts on water resources within the project site or nearby. Construction activities may also result in eroded soil or suspended solids being temporarily introduced into waterways. These activities have the potential to violate water quality standards or WDRs if sediment- or contaminant-laden runoff from disturbed work areas enters storm drains or other pathways leading to receiving waters, or if fuel or other construction chemicals are accidentally spilled or leaked into the water. Sources of sediment include earthwork, excavation, embankment/fill construction, in-water work, uncovered or improperly covered stockpiles, unstabilized slopes, and construction equipment not properly cleaned or maintained.

The delivery, handling, and storage of construction materials and wastes, and the use of heavy construction equipment, could result in storm water contamination and thereby affect water quality. Construction activities may involve the use of chemicals and operation of heavy equipment that could result in accidental spills of hazardous materials (e.g., fuel and oil) during construction activities; these spills could enter the groundwater aquifer or nearby surface water bodies via runoff or storm drains. Constituents in fuel, oil, and grease can be acutely toxic to aquatic organisms and/or bioaccumulate in the environment. Staging areas or building sites can be sources of pollution because of the use of paints, solvents, cleaning

agents, and metals during construction. Impacts associated with metals in storm water include toxicity to aquatic organisms, such as bioaccumulation, and potential contamination of drinking supplies.

The proposed project would likely result in more than 1 acre of new impervious surfaces. An increase in impervious surface (pavement) would result in the potential for additional roadway contaminants to affect water quality. Potential sources of pollutants from the roadway include total suspended sediments, nutrients, volatile and semi volatile organics, hydrocarbons, pesticides, particulate metals, dissolved metals, pathogens, litter, biochemical oxygen demand, total dissolved solids, and targeted design constituents. Potential impacts of the proposed project on existing water quality conditions in Honcut Creek and Lower Feather River would consist of short-term discharges of sediments, oil, grease, and chemical pollutants into nearby storm drains or surface waters generated during construction.

Land-disturbing activities (e.g., vegetation clearing, excavation, and grading) could result in erosion and subsequent soil deposition to surface waters, which would temporarily increase turbidity. Contaminated soil on construction sites would be managed to prevent any pollutants from entering storm drain systems or receiving waters. Soil from areas with aerially deposited lead (ADL) may be reused as indicated by the Department of Toxic Substance Control. Generally, this would include placing contaminated soil under pavement or clean soil. If contaminated soil cannot be reused safely, it will be transported to a licensed landfill or other disposal site. At all times, stormwater and groundwater would be prevented from mixing with and transporting contamination. If any water does come in contact with contaminated soil, it will be collected and safely disposed of.

Long-term impacts on water quality could occur from increased impervious area, operation and maintenance activities, such as road and bridge maintenance and inspections, and discharges of sediments and other pollutants collected in stormwater runoff. However, surface runoff drainage patterns would remain similar to existing conditions. It is anticipated that the addition of new impervious area will have insignificant impacts to regional aquifer levels and groundwater levels (in general). Furthermore, at this time, groundwater dewatering will most likely not be necessary for project operations and maintenance activities. The project does not pass through areas where spills from Caltrans activities could discharge directly to municipal or domestic water supply reservoirs or ground water percolation facilities. In addition, standard facilities used to handle stormwater on site would include an array of structural elements or facilities that would serve to manage, direct, and convey stormwater, as described in the Avoidance, Minimization and/or Mitigation Measures that follow.

Avoidance, Minimization, and/or Mitigation Measures

WQ-1: NPDES Construction General Permit Coverage

It is anticipated that the project will be regulated under the NPDES Construction General Permit (CGP, previously discussed) which contains requirements to maintain water quality

within the project area and vicinity and includes stormwater and non-stormwater quality protection measures for all construction activities within Caltrans' right-of-way. This includes a Risk Level Assessment to determine and establish the anticipated level of environmental risk to receiving waters and potentially sensitive areas within the project limits.

WQ-2: Implement a Storm Water Pollution Prevention Plan and Construction BMPs

The implementation of a Caltrans approved SWPPP, BMPs, appropriate stormwater guidance measures, and regular field inspections should minimize the potential for construction-related surface water pollution and ensure that water quality is not compromised during construction operations. Specific BMPs, designed to minimize water quality effects from construction activities, will be determined by the Construction Contractor (with Caltrans approval) and provided in the SWPP. In addition, the CGP requires a robust inspection and verification protocol to determine BMP effectiveness, documentation of findings, reporting, corrective measures, and a detailed and thorough project closure and approval process which is mandatory in order to terminate and finalize project activities (i.e. end of project and final stabilization).

WQ-3: Caltrans' MS4 Permit – Permanent Treatment BMPs

Stormwater design features are anticipated to be vetted in support of treating the addition of new impervious area (1 acre or more). Existing BMPs will be evaluated, where applicable, to determine if increased water quality volumes (for the project) meet approved thresholds defined in Caltrans' MS4 Permit and programmatic and design guidance documents. Where feasible, new permanent treatment BMPs will be implemented in support of Caltrans' goal of infiltration, use of low impact development measures, and MS4 Permit compliance.

2.2.3 Geology/Soils/Topography

Regulatory Setting

For geologic and topographic features, the key federal law is the Historic Sites Act of 1935, which establishes a national registry of natural landmarks and protects "outstanding examples of major geological features." Topographic and geologic features are also protected under the California Environmental Quality Act (CEQA).

This section also discusses geology, soils, and seismic concerns as they relate to public safety and project design. Earthquakes are prime considerations in the design and retrofit of structures. Structures are designed using the Department's Seismic Design Criteria (SDC). The SDC provides the minimum seismic requirements for highway bridges designed in California. A bridge's category and classification will determine its seismic performance level and which methods are used for estimating the seismic demands and structural capabilities. For more information, please see the Department's Division of Engineering Services, Office of Earthquake Engineering, Seismic Design Criteria

Yuba County requires a grading permit for any project that "creates or replaces 2,500 square feet or more of impervious surface." The purpose of this requirement is to regulate grading, drainage, and other earthwork to preserve and safeguard public welfare, life, health, and property; ensure that the project is consistent with the Yuba County General Plan and local plans, specifications, standards, ordinances, and building codes; and require implementation of erosion and sedimentation control measures.

Affected Environment

National Natural Landmarks

There are no National Natural Landmarks in Yuba County.

Regional Geology

The project area is in the northeastern portion of the Sacramento Valley, which forms the northern portion of California's Great Valley geomorphic province (Norris and Webb 1990; California Geological Survey 2002).

The Great Valley, also called the Central Valley, is a nearly flat alluvial plain that lies between the Sierra Nevada on the east and the Coast Ranges on the west. The valley's south end is defined by the Tehachapi Mountains north of Los Angeles, and its north end is defined by the Klamath Mountains. The Great Valley is approximately 400 miles long, 50 miles wide, and is subdivided into the Sacramento Valley to the north and the San Joaquin Valley to the south (Norris and Webb 1990; Bartow 1991).

The Great Valley is floored by a thick sequence of sedimentary deposits that range in age from Jurassic through Quaternary (approximately 200 million years ago [mya] to present day). Under the eastern and central portions of the valley, the base of the sequence likely rests on Mesozoic crystalline rock allied to the plutons of the Sierra Nevada; to the west, basement rocks are believed to be Franciscan metasediments and/or mélange similar to

exposures in the Coast Ranges. Mesozoic sedimentary rocks that are now in the subsurface record marine deposition. These sedimentary rocks are overlain by Tertiary strata reflecting marine, estuarine, and terrestrial conditions, which are in turn overlain by Quaternary fluvial and alluvial strata, recording uplift and erosion of the Sierra Nevada and Coast Ranges to approximately their present shape (Norris and Webb 1990; Bartow 1991).

Local Topography and Geology

The project area is in the valley floor and is relatively flat. The depth to groundwater is unknown but is likely shallow, given its proximity to the Feather River and several creeks.

Geologic mapping by Saucedo and Wagner (1992) shows the project area is immediately underlain by three geologic units: natural levee and channel deposits (Qa), the Modesto Formation (Qm), and the Riverbank Formation (Qr).

The natural levee and channel deposits are of Holocene age (approximately 11,000 years old or younger) and occur as a narrow band along South Honcut Creek (Saucedo and Wagner 1992). This unit was formed as a result of stream deposition.

The Modesto Formation immediately underlies most of the project area, with small exposures of the Riverbank Formation scattered throughout the southern half of the project area. These units are both of Pleistocene age (approximately 2.6 mya to 11,000 years old), with the younger Modesto Formation overlying the older Riverbank Formation. Both units are alluvial deposits and share many of the same physical characteristics because the sediments that compose each unit were derived from the same rocks in the headwaters of the contributory streams issuing from the Sierra Nevada and were deposited in similar alluvial fan environments. The primary differences between the Modesto and Riverbank Formations are age-related; they include the degree of consolidation/cementation, the amount of deformation (tilting and/or folding), and soil development. Where Modesto alluvium overlies the Riverbank Formation, the contact between the two units is frequently marked by a deeply developed paleosol (ancient soil horizon) with a pronounced clay horizon (Atwater 1982).

Primary Seismic Hazards

The State of California considers two aspects of earthquake events as primary seismic hazards: surface fault rupture (i.e., disruption of the Earth’s surface as a result of fault activity) and seismic ground shaking.

Surface Fault Rupture

The risk of surface rupture in the project area is low because there are no active faults (i.e., faults that show evidence of surface displacement in the past 11,000 years) in the project area. The nearest active fault is the Cleveland Hill fault, which is located just south of Lake Oroville, approximately 20 miles north of the project area (California Geological Survey 2010).

Seismic Ground Shaking

Unlike surface rupture, ground shaking is not confined to the trace of a fault, but rather ground shaking propagates into the surrounding areas during an earthquake. The intensity of ground shaking typically diminishes with distance from the fault, but ground shaking may be locally amplified and/or prolonged by some types of substrate materials.

The project area is in an area of relatively low ground shaking potential for California (Branum et al. 2008).

Secondary Seismic Hazards

Secondary seismic hazards are seismically induced landslide, liquefaction, and related types of ground failure events, such as differential settlement and lateral spread. The State of California maps areas that are subject to secondary seismic hazards pursuant to the Seismic Hazards Mapping Act of 1990 (PRC Sections 2690–2699.6), which is intended to reduce damage resulting from earthquakes. These hazards are addressed briefly below based on available information.

The potential for landslides and other slope stability issues is low because the project area is relatively flat and the risk of strong shaking is low.

Liquefaction is the process in which soils and sediments lose shear strength and fail during seismic ground shaking. The risk of liquefaction and related types of ground failure is low because the risk of strong ground shaking is low.

Soils

The major soils present in the project area and their suitability for road construction is shown in Table 2.

Table 2. Road Construction Suitability of Major Soils in the Project Area

Soil	Suitability Issue	Road Construction and Suitability Rating
Conejo loam, 0 to 2 percent slopes	Low strength, moderate shrink-swell potential	Somewhat limited
Kilanga clay loam, 0 to 1 percent slopes	Low strength, high shrink-swell potential	Very limited
Kimball loam, 0 to 1 percent slopes	Low strength, high shrink-swell potential	Very limited
Marysville loam, 0 to 1 percent slopes	Low strength, moderate shrink-swell potential	Very limited
San Joaquin loam, 0 to 1 percent slopes	Low strength, high shrink-swell potential	Very limited

Source: Natural Resources Conservation Service 2017

Mineral Resources

The California Surface Mining and Reclamation Act (SMARA) provides for the evaluation of an area's mineral resources using a system of mineral resource zone (MRZ) classifications that reflect the known or inferred presence and significance of a given mineral resource. The MRZ classifications are based on available geologic information, including geologic mapping and other information on surface exposures, drilling records, and mine data; and socioeconomic factors such as market conditions and urban development patterns. The MRZ classifications are defined as follows.

- MRZ-1—areas where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence.
- MRZ-2—areas where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood for their presence exists.
- MRZ-3—areas containing mineral deposits, the significance of which cannot be evaluated from available data.
- MRZ-4—areas where available information is inadequate for assignment into any other MRZ.

The southern portion of the project area is in the Yuba-Marysville Production-Consumption (P-C) region, which extends from Marysville east into most of Yuba County. In other parts of California, the 50-year demand for aggregate resources exceeds the permitted aggregate resources; however, the opposite is true for the Yuba-Marysville P-C region. The permitted aggregate material in the Yuba-Marysville P-C region exceeds the 50-year demand, and approximately 70% of its supply is exported to nearby counties, such as Sacramento and Placer Counties (California Geological Survey 2012).

Although the project area is in a region with active aggregate mines, there are no areas designated as MRZ-2 in or near the project area. No mineral land classification has been assigned to most of the project area, and the classification of the very southern portion of the project area is MRZ-4 (California Geological Survey 2012, 2017; California Division of Mines and Geology 1988).

Environmental Consequences

No Build Alternative

Under the no build alternative, there would be no change in seismic-related conditions because the project area has no known active faults and a low potential for strong seismic ground shaking. There would be no impact related to land sliding because the topography is flat and no construction would occur. There would be no impacts related to erosion because no grading would occur.

Subsurface road conditions would not be improved because subgrade enhancement geotextile and cemntious binder would not be installed and were likely not installed when

the highway was built. The highway may therefore be more susceptible to cracking as a result of the low strength and high shrink-swell potential of the underlying soils.

Build Alternatives

There are no known active faults in or near the project area. There would be no impact to construction workers or the traveling public related to subsurface fault rupture.

The project is an area with a low potential for strong seismic ground shaking. The project would be designed according to Caltrans seismic standards, as provided in the Caltrans' *Highway Design Manual* (HDM), minimizing the risk to construction workers or the traveling public.

Ground-disturbing earthwork associated with road grading and construction could increase soil erosion rates and loss of topsoil. The potential for erosion is increased because of the low strength of the soils. The best management practices (BMPs) described in Section 2.2.1, Hydrology and Floodplains, and Section 2.2.2, Water Quality and Stormwater Runoff, would minimize erosion and the loss of topsoil.

The project area is located on soils known to be expansive (have a high shrink-swell potential) and have low strength. Minimization measures in the Geotechnical Design Report, such as use of subgrade enhancement geotextile and cementitious binder, as well as BMPs, would be implemented to address soil issues, minimizing the risk to construction workers or the traveling public.

The project would not include a septic system. There would be no impact to construction workers or the traveling public.

No natural landmarks are present in the project area or vicinity. There would be no impact to natural landmarks.

There are no designated mineral resource areas (MRZ-2) in the project area or vicinity, and the project would not impede the extraction of any known mineral resources. There would be no impact to mineral resources.

Avoidance, Minimization, and/or Mitigation Measures

The BMPs described in Section 2.2.1, Hydrology and Floodplains, and Section 2.2.2, Water Quality and Stormwater Runoff in addition to the measures below would minimize erosion and the loss of topsoil.

GEO-1: Minimize Impacts from Seismic Events

To minimize potential impacts from seismic events, the project will be constructed in accordance with all applicable Caltrans standards and regulations and will be designed for the maximum possible earthquake. All construction activities will adhere to current engineering practices.

GEO-2: Minimize Soil Instability

To minimize the potential for soil instability from shrink-swell potential, soils with shrink-swell potential will be compacted at the highest moisture content possible and not be allowed to dry out prior to being covered with other material.

2.2.4 Paleontology

Regulatory Setting

Paleontology is a natural science focused on the study of ancient animal and plant life as it is preserved in the geologic record as fossils.

A number of federal statutes specifically address paleontological resources, their treatment, and funding for mitigation as a part of federally authorized projects.

16 United States Code (USC) 431-433 (the “Antiquities Act”) prohibits appropriating, excavating, injuring, or destroying any object of antiquity situated on federal land without the permission of the Secretary of the Department of Government having jurisdiction over the land. Fossils are considered “objects of antiquity” by the Bureau of Land Management, the National Park Service, the Forest Service, and other federal agencies.

16 United States Code (USC) 461-467 established the National Natural Landmarks (NNL) program. Under this program property owners agree to protect biological and geological resources such as paleontological features. Federal agencies and their agents must consider the existence and location of designated NNLs, and of areas found to meet the criteria for national significance, in assessing the effects of their activities on the environment under NEPA.

16 United States Code (USC) 470aaa (the Paleontological Resources Preservation Act) prohibits the excavation, removal, or damage of any paleontological resources located on federal land under the jurisdiction of the Secretaries of the Interior or Agriculture without first obtaining an appropriate permit. The statute establishes criminal and civil penalties for fossil theft and vandalism on federal lands.

23 United States Code (USC) 1.9(a) requires that the use of Federal-aid funds must be in conformity with all federal and state laws.

23 United States Code (USC) 305 authorizes the appropriation and use of federal highway funds for paleontological salvage as necessary by the highway department of any state, in compliance with 16 USC 431-433 above and state law.

Under California law, paleontological resources are protected by the California Environmental Quality Act (CEQA).

The basis for assessments of paleontological sensitivity (i.e., potential to contain scientifically important paleontological resources) followed standard California Department of Transportation (Caltrans) criteria (California Department of Transportation 2014), which have three categories to describe the likelihood that a geologic unit contains significant fossil materials—high potential, low potential, and no potential, as described in the listing below:

High Potential (High Sensitivity) Category

This category consists of rock units known to contain important vertebrate, invertebrate, or plant fossils anywhere within their geographic extent, including sedimentary rock units that are suitable for the preservation of fossils, as well as some volcanic and low-grade metamorphic rock units.

This category includes rock units with the potential to contain the following:

- Abundant vertebrate fossils.
- A few significant fossils (large or small vertebrate, invertebrate, or plant fossils) that may provide new and significant taxonomic, phylogenetic, ecologic, and/or stratigraphic data.
- Areas that may contain datable organic remains older than Recent, including *Neotoma* (sp.) middens.
- Areas that may contain unique new vertebrate deposits, traces, and/or trackways.
- Fossiliferous deposits with very limited geographic extent or an uncommon origin (e.g., tar pits and caves) are given special consideration and ranked as highly sensitive.

Low Potential (Low Sensitivity) Category

This category includes sedimentary rock units that have the following characteristics:

- Are potentially fossiliferous but have not yielded significant fossils in the past.
- Have not yet yielded fossils but have the potential to contain fossil remains.
- Contain common and/or widespread invertebrate fossils of species whose taxonomy, phylogeny, and ecology are well understood.

Note that sedimentary rocks expected to contain vertebrate fossils are considered highly sensitive, because vertebrates are generally rare and found in more localized strata.

No Potential (No Sensitivity)

This category includes rock units and deposits that are either too young to contain fossils or are of intrusive igneous origin, most extrusive igneous rocks, and moderate- to high-grade metamorphic rocks.

Affected Environment

A draft Paleontological Identification Report (PER) and Paleontological Evaluation Report (PER) was prepared for this report (ICF 2017) and was amended by Caltrans in January 2020. This section is based on the findings of the PIR/PER.

The listing below presents a summary of the geologic units which would be potentially affected by project excavations and their respective paleontological sensitivities.

Quaternary Alluvium and Quaternary Basin Deposits

There are no known significant resources in the Quaternary Alluvium and Quaternary Basin Deposits. The potential for paleontological resources is low.

Laguna Formation

Although there are no known records of fossils in the Laguna Formation (University of California Museum of Paleontology 2015a), nonmarine Pliocene deposits are a regionally extensive and are considered sensitive throughout their extent.

Modesto Formation

Numerous vertebrate fossil localities have been reported from sediments referable to the Modesto Formation in the San Joaquin and Sacramento Valleys. A search of the UCMP online database identified two specimens from the Modesto Formation in Sutter County, one Rancholabrean age specimen of long-horned bison (*Bison latifrons*), and plant specimens from sediments of the Modesto Formation that were recovered during paleomitigation of excavations at the Sutter Energy Center in Yuba County (University of California Museum of Paleontology 2016).

Riverbank Formation

As described for the Modesto Formation, Pleistocene sedimentary units are typically considered highly sensitive for paleontological resources. The Pleistocene age of the Riverbank Formation is well represented by important fossils recovered from excavations at the Arco Arena site in 1989 and more than a dozen other localities. Fossil finds in the Riverbank Formation include mammoth, bison, camel, horse, ground sloth, dire wolf, rodents, moles, birds, and bony fish (University of California Museum of Paleontology 2015b).

In addition, the UCMP database has one record of an avian fossil from an unidentified vertebrate specimen in Sutter County (University of California Museum of Paleontology 2016) and six vertebrate specimens and one plant specimen in Sacramento County (Hilton et al. 2000), but none are recorded in Yuba County. Because of its vertebrate fossil content, the Riverbank Formation is considered highly sensitive for paleontological resources.

Project Area

There are no fossil localities in the project boundaries; however, as stated previously, all formations in the project area, with the exception of the dredge tailings, have the potential or are known to contain substantial paleontological resources.

Environmental Consequences

No Build Alternative

Under the no build alternative, there would be no impacts to paleontological resources because no construction would occur.

Build Alternatives

The project vicinity contains four identified geologic units, of which only two have the potential to be impacted by the project. The Pliocene Laguna Formation is known to contain vertebrate fossil resources; however, it lies outside of the project impact area, and Quaternary alluvium is generally not considered to contain substantial paleontological resources. The other two units, the Pleistocene Modesto and Riverbank Formations, underlie the entire project impact area and have well-documented histories of containing significant vertebrate fossils. No previously-recorded fossil sites have been recorded in the footprint of the proposed project, and no fossils were seen during the field review in December 2016. However, a known fossil-bearing geologic unit is considered highly sensitive in its entire extent, not only in the location where fossils have been previously discovered.

Impacts to paleontological resources generally occur during excavations and other ground-disturbing activities. Since the existing facility is assumed to be built on imported fill material, activities related to grinding, pulverizing, excavating and paving within the existing paved portion of the project area have low to no potential to affect significant paleontological resources. Existing roadside ditches will most likely be graded and filled with imported material to build the proposed wider shoulders at the existing highway elevation. There is a low to moderate potential for these activities to impact paleontological resources in these areas as depth of excavation will be between 1-3 feet.

Newly acquired right-of-way will be cleared of vegetation and graded or excavated. The majority of new right-of-way would be acquired from actively-managed orchards. The ground surface of these orchards is likely to have been mechanically tilled and prepared when the orchard was created, likely impacting and damaging any paleontological resources in the upper 2-4 feet of the rock unit. However due to the high sensitivity of the geologic units, there remains a low to moderate potential to affect paleontological resources in these areas.

Finally, culverts installed in fill material underneath the roadway have no potential to impact paleontological resources, and impact-potential from roadside ditch culverts are considered low to moderate.

Avoidance, Minimization, and/or Mitigation Measures

Due to the high sensitivity of the Modesto and Riverbank formations, and the potential for some construction activities to uncover or affect paleontological resources, the following measures are required.

PALEO-1: Preparation of a Paleontological Mitigation Plan (PMP)

A Paleontological Mitigation Plan will be prepared prior to construction. The PMP will use 95% Design plans to accurately schedule paleontological monitoring efforts where/when construction activities could encounter fossil resources. The PMP will also outline the procedures to follow if fossils are encountered, and the curation facility where any significant fossils will be housed and prepared.

PALEO-2: Implement Construction Training

Prior to the start of grading or excavation activities into any non-fill soils in the project vicinity (specifically the Modesto and Riverbank formations), construction personnel involved with earth-moving activities (including the Caltrans Resident Engineer or site superintendent) shall be informed of the possibility of encountering fossils, the appearance and types of fossils likely to be seen during construction activities, and proper notification procedures should fossils be encountered. This training must be prepared and delivered by a qualified paleontological resource professional.

PALEO-3: Construction Monitoring

Construction monitoring for all Earth-moving construction activities with the potential to encounter or otherwise impact fossil resources. These activities and their locations will be determined in the aforementioned Paleontological Mitigation Plan (PMP). Qualified paleontological monitors must be present when these activities are occurring, however, monitoring does not need to be conducted in areas where sediment have been previously disturbed, or work is occurring in imported fill/road base materials. At the discretion of the Principle Paleontologist, and in coordination with the Caltrans Resident Engineer, construction monitoring can be reduced to weekly spot-monitoring checks if no fossil resources have been encountered after 50% of excavation activities have been completed in a specific geologic formation.

2.2.5 Hazardous Waste and Materials

Regulatory Setting

Hazardous materials, including hazardous substances and wastes, are regulated by many state and federal laws. Statutes govern the generation, treatment, storage, and disposal of hazardous materials, substances, and waste, and also the investigation and mitigation of waste releases, air and water quality, human health, and land use.

The primary federal laws regulating hazardous wastes/materials are the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) of 1980, and the Resource Conservation and Recovery Act (RCRA) of 1976 (RCRA). The purpose of CERCLA, often referred to as “Superfund,” is to identify and cleanup abandoned contaminated sites so that public health and welfare are not compromised. The RCRA provides for “cradle to grave” regulation of hazardous waste generated by operating entities. Other federal laws include:

- Community Environmental Response Facilitation Act (CERFA) of 1992

- Clean Water Act
- Clean Air Act
- Safe Drinking Water Act
- Occupational Safety and Health Act (OSHA)
- Atomic Energy Act
- Toxic Substances Control Act (TSCA)
- Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA)

In addition to the acts listed above, Executive Order (EO) 12088, Federal Compliance with Pollution Control Standards, mandates that necessary actions be taken to prevent and control environmental pollution when federal activities or federal facilities are involved.

California regulates hazardous materials, waste, and substances under the authority of the CA Health and Safety Code and is also authorized by the federal government to implement RCRA in the state. California law also addresses specific handling, storage, transportation, disposal, treatment, reduction, cleanup, and emergency planning of hazardous waste. The Porter-Cologne Water Quality Control Act also restricts disposal of wastes and requires cleanup of wastes that are below hazardous waste concentrations but could impact ground and surface water quality. California regulations that address waste management and prevention and cleanup of contamination include Title 22 Division 4.5 Environmental Health Standards for the Management of Hazardous Waste, Title 23 Waters, and Title 27 Environmental Protection.

Worker and public health and safety are key issues when addressing hazardous materials that may affect human health and the environment. Proper management and disposal of hazardous material is vital if it is found, disturbed, or generated during project construction.

Affected Environment

The existing conditions presented in this section are based on review of the *Hazardous Waste Initial Site Assessment (ISA), Yuba 70 Continuous Passing Lane Project, Yuba County, California* prepared in November 2019.

The ISA identified and evaluated potential hazardous waste sites and includes the following tasks:

- Review of previous environmental reports about the project site
- Geologic evaluation regarding Naturally Occurring Asbestos (NOA) within the project limits
- Review of government database of hazardous waste sites
- Preparation of a written report summarizing the records search results

Aerially Deposited Lead

Aerially deposited lead (ADL) is attributed to the historic use of leaded gasoline. Areas of primary concern are soils along routes that have had high vehicle emissions from large traffic volumes or congestion during the time when leaded gasoline was in use (generally prior to 1986). Along roads where the shoulder subgrade has not been disturbed, the presence of ADL is generally limited to the upper 24 inches. Lead concentrations typically drop rapidly with increasing depth below the ground surface.

Naturally Occurring Asbestos

A geologic evaluation regarding Naturally Occurring Asbestos (NOA) was conducted within the project limits. This evaluation included a review of geologic maps and reports including data prepared by the California Geological Survey (CGS) and the United States Geological Survey (USGS), previous studies conducted by Caltrans and their consultants. The evaluation does not indicate the presence of altered ultramafic bedrock, alluvium derived from ultramafic rock, or rock commonly associated with NOA.

Yellow Thermoplastic Striping

SR 70 has yellow pavement striping and markings. Yellow thermoplastic striping and yellow painted markings may contain elevated concentrations of lead chromate and hexavalent chromium manufactured before 2005 and painted markings manufactured before 1997.

Treated Wood Waste

Treated wood is wood with preservative chemicals that protect it from insect attack and fungal decay during its use. Typical uses in the highway environment include sign posts, metal beam guardrail wood posts, and lagging on retaining walls. The chemical preservatives used are hazardous and pose a risk to human health and the environment. Arsenic, chromium, copper, creosote, and pentachlorophenol are among the chemicals used. These chemicals are known to be toxic or carcinogenic. Harmful exposure to these chemicals may result from dermal contact with treated wood waste (TWW) or from inhalation or ingestion of TWW particulate (e.g., sawdust and smoke) as this material is handled.

Cortese List

The Cortese List a compilation of contaminated sites identified by the State of California – State Water Resource Control Board; active, closed, and inactive landfills identified by the Integrated Waste Management Board; and potential hazardous waste sites identified by the Department of Toxic Substance Control. This list was reviewed as part of the initial screening for this project. The list, or a property's presence on the list, has bearing on the local permitting process as well as on compliance with the CEQA. Both the Envirostor and the Geotracker database did show the study area containing potential hazardous waste/sources. The proposed project is within or impacting a site on the Cortese List.

There is a total of three sites within the Geotracker database (all three are UST leaks). Two of the sites are closed/inactive (Six Mile Station & Mayfair Packing Co). One site is active (Atwal Site). There is a total of five other sites that have the potential to be contaminated.

These five sites are not identified in the Geotracker or Envirostor database, rather have been discovered through archaeological/historical research. An exemption to acquire contaminated parcels must be obtained if any work is to be done on the active Cortese site (Atwal site). This active Cortese site must be acquired through the 'Request for Acquisition of Contaminated Property' process.

The two closed/inactive sites located in the Geotracker database can be acquired through the 'HMDD' process.

- Mayfair Packing Co – 7880 Highway 70, Marysville, CA 95901 – Geotracker: Closed/Inactive - 8/30/1996
- Six Mile Station – 8991 Highway 70, Marysville, CA 95901 – Geotracker: Closed/Inactive – 1/19/2010

An exemption to acquire contaminated parcels must be obtained if any work is to be done on the active Cortese site (Atwal site). This active Cortese site must be acquired through the 'Request for Acquisition of Contaminated Property' process*. The office of Hazardous-Waste highly recommends avoiding the active parcel (Atwal Site) altogether;* however, if any portion is to be acquired, *please add 10-12 months of additional time to the project for R/W acquisition/certification (it is CALTRANS policy to not acquire contaminated properties)*.

- Atwal Site – 95901 Highway 70, Marysville, CA 95901 – Geotracker: Active

The five below listed sites all have the potential to be contaminated. A site investigation must be conducted to determine if the site(s) are contaminated or not. Dependent upon the SI results; if the SI shows the site(s) to be contaminated, the below listed site(s) must be acquired through the 'Request for Acquisition of Contaminated Property' process. If the site(s) are contaminated, the office of Hazardous-Waste highly recommends avoiding the parcels altogether; however, if any portion is to be acquired, please add 10-12 months of additional time to the project for R/W acquisition/certification.

- 11196 Highway 70, Marysville, CA 95901 – Potential UST
- 9807 Highway 70, Marysville, CA 95901 – Potential UST
- 8787 Highway 70, Marysville, CA 95901 – Potential UST
- 8967 Highway 70, Marysville, CA 95901 – Potential UST
- 10507 Highway 70, Marysville, CA 95901 – Potential UST

Structures/National Emissions Standards for Hazardous Air Pollutants (NESHAP)

Asbestos Containing Materials (ACM's) and Lead-Based Paint (LBP) survey is required for any structure proposed to be demolished and/or disturbed. Following the structural survey, proper specifications for notification, handling and disposal will be necessary. Also, if demolishing/disturbing structures, then demolition/renovation/rehabilitation notification/permit forms and attachments must be submitted to the Air Pollution Control District (APCD) or Air Quality Management District (AQMD) as required by the National

Emission Standards for Hazardous Air Pollutants (NESHAP) at 40 CFR Part 61, Subpart M, and California Health and Safety Code section 39658(b)(1).

Environmental Consequences

No Build Alternative

No construction would take place under the No-Build Alternative; therefore, there would be no potential to expose workers or nearby land uses to soil contamination or hazardous materials from construction activities. The No-Build Alternative would not result in right-of-way acquisition or construction disturbance. Accordingly, the No-Build Alternative would not result in any direct effects regarding hazardous wastes or materials.

Build Alternatives

Humans and the environment could be exposed to hazardous conditions from the accidental release of hazardous materials during construction activities. Construction would involve the use of heavy equipment, involving small quantities of hazardous materials (e.g., petroleum and other chemicals used to operate and maintain construction equipment) that may result in hazardous conditions in the project area.

Disturbing either yellow or white pavement markings by grinding or sandblasting or removal of treated wood posts or guardrails could expose construction workers or the general public to lead chromate and other harmful chemicals unless standard removal protocols are followed. Exposure of construction workers or the general public to these hazardous materials or wastes could pose a possible threat to human health. Soils on agricultural parcels could contain hazardous chemicals from past pesticide/herbicide use. Exposure of construction workers or the general public to these hazardous materials or wastes could pose a possible threat to human health.

Aerially deposited lead (ADL) from the historical use of leaded gasoline, exists along roadways throughout California. If encountered, soil with elevated concentrations of lead as a result of ADL on the state highway system right of way within the limits of the project will be managed under the July 1, 2016, ADL Agreement between Caltrans and the California Department of Toxic Substances Control. This ADL Agreement allows such soils to be safely reused within the project limits as long as all requirements of the ADL Agreement are met.

Avoidance, Minimization, and/or Mitigation Measures

HAZ-1: Avoid and Minimize the Potential for Effects from Hazardous Waste or Materials during Project Construction

The proposed project will disturb soil during construction. As it is possible that aerially deposited lead may be disturbed, a preliminary site investigation (PSI) is required. If the PSI shows the soil/groundwater at these parcels to be contaminated, NSSPs for the specific contaminant will also be needed (i.e. such as for petroleum hydrocarbons).

Contractors would be required to work under a health and safety plan and soil management plan. These plans would be prepared to address worker safety when working with potentially hazardous materials, including soils potentially containing aerially deposited lead, pesticides, herbicides, and other construction-related materials within the project right-of-way. The plans would provide for identification of potential hazardous materials at the work site and for specific actions to avoid worker exposure.

HAZ-2: Conduct Sampling, Testing, Removal, Storage, Transportation, and Disposal of Yellow/White Traffic Striping Along Existing Roadways

As required by Caltrans' standard special provisions, the construction contractor will sample and test yellow/white traffic striping scheduled for removal to determine whether lead or chromium is present. The construction contractor will also implement a project specific lead compliance plan prepared by a Certified Industrial Hygienist (CIH) as required by Cal/OSHA.

All aspects of the project associated with removal, storage, transportation, and disposal will be in strict accordance with appropriate regulations of the California Health and Safety Code. The stripes will be disposed of at a Class 1 disposal facility. These grindings (which consist of the roadway material and the yellow color traffic stripes) will be removed and disposed of in accordance with Standard Special Provision 36-4 (Residue Containing High Lead Concentration Paints) requires a Lead Compliance Plan.

The responsibility of implementing this measure will be outlined in the contract between Caltrans and the construction contractor. Implementing this measure will minimize potential effects from these hazardous materials.

HAZ-3: Perform Soil Testing and Dispose of Contaminated Soils Appropriately

To prevent exposure of workers and the public to contaminated soils, requirements as detailed in the DTSC Agreement will be followed. In addition, surface soils from potentially contaminated areas would be screened and contaminated soils disposed of appropriately. Soil excavated from the surface to a depth of 1 foot can be reused within Caltrans right of way if covered with at least one foot of clean soil or pavement structure. If soil excavated from the top 1 foot will not be reused within Caltrans ROW, then the excavated soil should be either: (1) managed and disposed of as a California hazardous waste, or (2) stockpiled and resampled to confirm waste classification in accordance with specific disposal facility acceptance criteria, if applicable.

Therefore, screening of surface soils for residual chemical contamination will occur for any parcels to be acquired and if soils are to be moved off agricultural parcels, to non-agricultural parcels. Soils testing positive should be removed off site to a permitted treatment/disposal facility. This testing should be completed before construction activities.

HAZ-4: Develop a Lead Compliance Plan

The Contractor shall prepare a project-specific Lead Compliance Plan to minimize worker exposure to lead-impacted materials. The plan will include protocols for environmental and personal monitoring, requirements for person protective equipment, and other health and

safety protocols and procedures for the handling of lead-impacted materials. Screening of surface soils for lead contamination will occur for any parcels to be acquired before construction activities.

HAZ-5: Develop and Implement Plans to Address Worker Health and Safety

As necessary, and as required by Caltrans and federal and state regulations, plans such as a health and safety plan, BMPs, and/or an injury and illness prevention plan will be prepared and implemented to address worker safety when working with potentially hazardous materials, including potential TWW, lead or chromium in traffic stripes, ADL, and other construction-related materials within the right-of-way during any soil-disturbing activity.

If project components are removed that may contain TWW (e.g., sign posts, metal beam guardrail wood posts, and lagging on retaining walls), the contractor must prepare and submit a safety and health work practices plan for handling TWW approved by an American Board of Industrial Hygiene Certified Industrial Hygienist. TWW must be disposed of in an approved TWW facility. Construction workers who handle this material must be provided training that includes the following.

- All applicable requirements of Title 8 CCR;
- Procedures for identifying and segregating TWW;
- Safe handling practices;
- Requirements of Title 22 CCR, Division 4.5, Chapter 34; and
- Proper disposal methods.

HAZ-6: Right of Way/Properties/Structures Survey and NESHAP Notification

Asbestos Containing Materials (ACM's) and Lead-Based Paint (LBP) survey is required for any structure proposed to be demolished and/or disturbed. Right of way entry permit for Asbestos Containing Materials/Lead Based Paint survey is required to execute the task order survey(s).

If demolishing/disturbing structures, then the Contractor must prepare demolition/renovation/rehabilitation notification/permit form and attachments to be submitted to the Air Pollution Control District (APCD) or Air Quality Management District (AQMD) as required by the National Emission Standards for Hazardous Air Pollutants (NESHAP) at 40 CFR Part 61, Subpart M, and California Health and Safety Code section 39658(b)(1).

2.2.6 Air Quality

Regulatory Setting

The Federal Clean Air Act (FCAA), as amended, is the primary federal law that governs air quality while the California Clean Air Act (CCAA) is its companion state law. These laws, and related regulations by the United States Environmental Protection Agency (U.S. EPA)

and the California Air Resources Board (ARB), set standards for the concentration of pollutants in the air. At the federal level, these standards are called National Ambient Air Quality Standards (NAAQS). NAAQS and state ambient air quality standards have been established for six transportation-related criteria pollutants that have been linked to potential health concerns: carbon monoxide (CO), nitrogen dioxide (NO_2), ozone (O_3), particulate matter (PM)—which is broken down for regulatory purposes into particles of 10 micrometers or smaller (PM_{10}) and particles of 2.5 micrometers and smaller ($PM_{2.5}$)—and sulfur dioxide (SO_2). In addition, national and state standards exist for lead (Pb), and state standards exist for visibility reducing particles, sulfates, hydrogen sulfide (H_2S), and vinyl chloride. The NAAQS and state standards are set at levels that protect public health with a margin of safety and are subject to periodic review and revision. Both state and federal regulatory schemes also cover toxic air contaminants (air toxics); some criteria pollutants are also air toxics or may include certain air toxics in their general definition.

Federal air quality standards and regulations provide the basic scheme for project-level air quality analysis under the National Environmental Policy Act (NEPA). In addition to this environmental analysis, a parallel “Conformity” requirement under the FCAA also applies.

Conformity

The conformity requirement is based on FCAA Section 176(c), which prohibits the U.S. Department of Transportation (USDOT) and other federal agencies from funding, authorizing, or approving plans, programs, or projects that do not conform to State Implementation Plan (SIP) for attaining the NAAQS. “Transportation Conformity” applies to highway and transit projects and takes place on two levels: the regional (or planning and programming) level and the project level. The proposed project must conform at both levels to be approved.

Conformity requirements apply only in nonattainment and “maintenance” (former nonattainment) areas for the NAAQS, and only for the specific NAAQS that are or were violated. U.S. EPA regulations at 40 Code of Federal Regulations (CFR) 93 govern the conformity process. Conformity requirements do not apply in unclassifiable/attainment areas for NAAQS and do not apply at all for state standards regardless of the status of the area.

Regional conformity is concerned with how well the regional transportation system supports plans for attaining the NAAQS for carbon monoxide (CO), nitrogen dioxide (NO_2), ozone (O_3), particulate matter (PM_{10} and $PM_{2.5}$), and in some areas (although not in California), sulfur dioxide (SO_2). California has nonattainment or maintenance areas for all of these transportation-related “criteria pollutants” except SO_2, and also has a nonattainment area for lead (Pb); however, lead is not currently required by the FCAA to be covered in transportation conformity analysis. Regional conformity is based on emission analysis of Regional Transportation Plans (RTPs) and Federal Transportation Improvement Programs (FTIPs) that include all transportation projects planned for a region over a period of at least 20 years (for the RTP) and 4 years (for the FTIP). RTP and FTIP conformity uses travel demand and emission models to determine whether or not the implementation of those projects would conform to emission budgets or other tests at various analysis years

showing that requirements of the FCAA and the SIP are met. If the conformity analysis is successful, the Metropolitan Planning Organization (MPO), Federal Highway Administration (FHWA), and Federal Transit Administration (FTA) make the determinations that the RTP and FTIP are in conformity with the SIP for achieving the goals of the FCAA. Otherwise, the projects in the RTP and/or FTIP must be modified until conformity is attained. If the design concept and scope and the “open-to-traffic” schedule of a proposed transportation project are the same as described in the RTP and FTIP, then the proposed project meets regional conformity requirements for purposes of project-level analysis.

Project-level conformity is achieved by demonstrating that the project comes from a conforming RTP and TIP; the project has a design concept and scope (“Design concept” means the type of facility that is proposed, such as a freeway or arterial highway. “Design scope” refers to those aspects of the project that would clearly affect capacity and thus any regional emissions analysis, such as the number of lanes and length of the project) that has not changed significantly from those in the RTP and TIP; project analyses have used the latest planning assumptions and EPA-approved emissions models; and in PM areas, the project complies with any control measures in the SIP. Furthermore, additional analyses (known as hot-spot analyses) may be required for projects located in CO and PM nonattainment or maintenance areas to examine localized air quality impacts.

Affected Environment

Information presented in this section is based on the Air Quality Report prepared for the proposed project (Caltrans 2020).

Location Climate and Meteorology

Meteorology (weather) and terrain can influence air quality. Certain weather parameters are highly correlated to air quality, including temperature, the amount of sunlight, and the type of winds at the surface and above the surface. Winds can transport ozone and ozone precursors from one region to another, contributing to air quality problems downwind of source regions. Furthermore, mountains can act as a barrier that prevents ozone from dispersing.

The Yuba county airport climatological station, maintained by Feather River Air Quality Management District (FRAQMD), is located near the project site and is representative of meteorological conditions near the project. The climate of the project area is generally Mediterranean in character, with mild winters (from 38 to 55°Fahrenheit in January) and hot, dry summers (from 64 to 96°Fahrenheit in July). Annual average rainfall is approximately 22.02 inches (at Yuba county airport), mainly falling during the winter months. Yuba County, California, covers an area of approximately 645 square miles. The lowest and highest elevations in Yuba County are 199 meters (653 feet) and 2,541 meters (8,337 feet) , respectively.

The mountains surrounding the Sacramento Valley Air Basin (SVAB) create a barrier to airflow, which can trap air pollutants under certain meteorological conditions. The highest frequency of air stagnation occurs in the autumn and early winter when large high-pressure cells collect over the Sacramento Valley. The lack of surface wind during these periods and

the reduced vertical flow caused by less surface heating reduces the influx of outside air and allows air pollutants to become concentrated in a stable volume of air. The surface concentrations of pollutants are highest when these conditions are combined with temperature inversions that trap pollutants near the ground. The ozone season (May through October) in the Sacramento Valley is characterized by stagnant morning air or light winds with the delta sea breeze arriving in the afternoon out of the southwest. Usually the evening breeze transports the airborne pollutants to the north out of the Sacramento Valley. During about half of the days from July to September, however, a phenomenon called the "Schultz Eddy" prevents this from occurring. Instead of allowing for the prevailing wind patterns to move north carrying the pollutants out, the Schultz Eddy causes the wind pattern to circle back to the south, preventing pollutants from cycling out of the air basin. This phenomenon has the effect of exacerbating the pollution levels in the area and increases the likelihood of violating federal or state standards. The eddy normally dissipates around noon when the delta sea breeze arrives.

Existing Air Quality Conditions

Existing air quality conditions in the project area can be characterized in terms of the ambient air quality standards that federal and state governments have established for various pollutants by monitoring data collected in the region. The nearest air quality monitoring station in the vicinity of the project area that reported pollutant concentrations between 2015 and 2018 is the Yuba City-Almond Street monitoring station, which is approximately 4 miles south of the proposed project (Table 3). Air quality standards are summarized in Table 4.

Table 3. Air Quality Concentrations for the Past 4 Years Measured at Yuba City-Almond Street

Ozone

Pollutant	Standard	2015	2016	2017	2018
Max 1-hr concentration (ppm): State		0.08	0.075	0.085	0.086
No. days exceeded: State	0.09 ppm	0	0	0	0
Max 8-hr concentration (ppm):		N/A	N/A	N/A	N/A
State					
Federal		0.074	0.065	0.073	0.071
No. days exceeded:					
State	0.070 ppm	1	0	2	1
Federal	0.070 ppm	1	0	2	1

PM10

Pollutant	Standard	2015	2016	2017	2018
Max 24-hr concentration (µg/m3): State					
State		67.2	51.7	145.5	339.6
Federal		68.2	51.4	145	318.6
Estimated No. days exceeded:					
State	50 µg/m^3	6	1	19.3	*
Federal	150 µg/m^3	0	0	0	8
Annual average concentration (µg/m^3): State		23.1	20.4	21.8	*
Federal		23.2	20.7	21.8	30.6

PM2.5

Pollutant	Standard	2015	2016	2017	2018
24-hr average concentration (µg/m^3): State		36.1	40.1	47.2	285.0
Federal		36.1	40.1	45.0	52.8
Estimated No. days exceeded:					
Federal	35 µg/m^3	2	1	2.4	8.4
Annual average concentration (µg/m^3):					
State		10.2	11.4	11.8	18.0
Federal		9.6	8.1	9.2	10.2

Source: California Air Resources Board (http://www.arb.ca.gov/adam) and accessed on 12/20/2019
*there was insufficient (or no) data available to determine the value.
N/A: not provided for Carbon Monoxide (CO), Nitrogen Dioxide (NO_2), Lead (Pb), Hydrogen Sulfide (H_2S), Vinyl Chloride, or Visibility Reducing Particles as theses pollutants are not currently monitored at the Yuba City-Almond Street monitoring station.

Attainment Status

Areas that do not violate ambient air quality standards are considered to have attained the standard. Violations of ambient air quality standards are based on air pollutant monitoring data and are evaluated for each air pollutant. Table 4 lists the state and federal attainment status for all regulated pollutants. At the federal level, Yuba County is classified as attainment-maintenance for $PM_{2.5}$, unclassified for PM_{10}, and unclassified/attainment for O_3, CO, NO_2, and SO_2. At the state level, Yuba County is classified as nonattainment for O_3 and PM_{10}, attainment for $PM_{2.5}$, NO_2, SO_2, Pb, and sulfates, and unclassified for CO, visibility-reducing particles, and hydrogen sulfide.

Sensitive Receptors

Sensitive receptors include residential areas, schools, hospitals, other health care facilities, child/day care facilities, parks, and playgrounds. On the basis of research showing that the zone of greatest concern near roadways is within 500 feet (or 150 meters), a sensitive receptor within 500 feet (or 150 meters) have been identified except a few agricultural residential properties. Little Orchard's Preschool n' Daycare is located at 8973 Highway 70, Marysville, CA. No other sensitive receptors such as hospitals, or schools occur within the 500 feet buffer of the proposed project area.

Table 4. State and Federal Criteria Air Pollutant Effects and Sources

Pollutant	Principal Health and Atmospheric Effects	Typical Sources
Ozone (O_3)	High concentrations irritate lungs. Long-term exposure may cause lung tissue damage and cancer. Long-term exposure damages plant materials and reduces crop productivity. Precursor organic compounds include many known toxic air contaminants. Biogenic VOC may also contribute.	Low-altitude ozone is almost entirely formed from reactive organic gases/volatile organic compounds (ROG or VOC) and nitrogen oxides (NOx) in the presence of sunlight and heat. Common precursor emitters include motor vehicles and other internal combustion engines, solvent evaporation, boilers, furnaces, and industrial processes.

Respirable Particulate Matter (PM_{10})	Irritates eyes and respiratory tract. Decreases lung capacity. Associated with increased cancer and mortality. Contributes to haze and reduced visibility. Includes some toxic air contaminants. Many toxic and other aerosol and solid compounds are part of PM10.	Dust- and fume-producing industrial and agricultural operations; combustion smoke & vehicle exhaust; atmospheric chemical reactions; construction and other dust-producing activities; unpaved road dust and re-entrained paved road dust; natural sources.
Fine Particulate Matter ($PM_{2.5}$)	Increases respiratory disease, lung damage, cancer, and premature death. Reduces visibility and produces surface soiling. Most diesel exhaust particulate matter – a toxic air contaminant – is in the PM2.5 size range. Many toxic and other aerosol and solid compounds are part of PM2.5.	Combustion including motor vehicles, other mobile sources, and industrial activities; residential and agricultural burning; also formed through atmospheric chemical and photochemical reactions involving other pollutants including NOx, sulfur oxides (SOx), ammonia, and ROG.
Carbon Monoxide (CO)	CO interferes with the transfer of oxygen to the blood and deprives sensitive tissues of oxygen. CO also is a minor precursor for photochemical ozone. Colorless, odorless.	Combustion sources, especially gasoline-powered engines and motor vehicles. CO is the traditional signature pollutant for on-road mobile sources at the local and neighborhood scale.
Nitrogen Dioxide (NO_2)	Irritating to eyes and respiratory tract. Colors atmosphere reddish-brown. Contributes to acid rain & nitrate contamination of stormwater. Part of the "NOx" group of ozone precursors.	Motor vehicles and other mobile or portable engines, especially diesel; refineries; industrial operations.
Sulfur Dioxide (SO_2)	Irritates respiratory tract; injures lung tissue. Can yellow plant leaves. Destructive to marble, iron, steel. Contributes to acid rain. Limits visibility.	Fuel combustion (especially coal and high-sulfur oil), chemical plants, sulfur recovery plants, metal processing; some natural sources like active volcanoes. Limited contribution possible from heavy-duty diesel vehicles if ultra-low sulfur fuel not used.
Lead (Pb)	Disturbs gastrointestinal system. Causes anemia, kidney disease, and neuromuscular and neurological dysfunction. Also, a toxic air contaminant and water pollutant.	Lead-based industrial processes like battery production and smelters. Lead paint, leaded gasoline. Aerially deposited lead from older gasoline use may exist in soils along major roads.
Visibility-Reducing Particles (VRP)	Reduces visibility. Produces haze. NOTE: not directly related to the Regional Haze program under the Federal Clean Air Act, which is oriented primarily toward visibility issues in National Parks and other "Class I" areas. However, some issues and measurement methods are similar.	See particulate matter above. May be related more to aerosols than to solid particles.
Sulfate	Premature mortality and respiratory effects. Contributes to acid rain. Some toxic air contaminants attach to sulfate aerosol particles.	Industrial processes, refineries and oil fields, mines, natural sources like volcanic areas, salt-covered dry lakes, and large sulfide rock areas.
Hydrogen Sulfide (H_2S)	Colorless, flammable, poisonous. Respiratory irritant. Neurological damage and premature death. Headache, nausea. Strong odor.	Industrial processes such as: refineries and oil fields, asphalt plants, livestock operations, sewage treatment plants, and mines. Some natural sources like volcanic areas and hot springs.
Vinyl Chloride	Neurological effects, liver damage, cancer. Also considered a toxic air contaminant.	Industrial processes.

Environmental Consequences

No-Build Alternative

Under the No Build Alternative, the proposed project would not be built, and the existing roadway would be maintained. The No Build Alternative would not directly generate any short-term construction emissions. It is anticipated that future emissions of criteria pollutants and MSAT would decrease relative to existing conditions because of improvements in engine technology and the phasing out of older, more polluting engines. Likewise, CO concentrations would be reduced.

Build Alternatives

Regional Conformity

The proposed project is listed in the Metropolitan Transportation Improvement Program (MTIP) and the Metropolitan Transportation Plan/Sustainable Communities Strategy (adopted November 2019) under CAL18815, and FHWA and FTA made a regional conformity determination finding on December 7, 2018. The project is also included in SACOG financially constrained 2019-2022 Metropolitan Transportation Improvement Program, pages 117/440. The SACOG and 2019-2022 Metropolitan Transportation Improvement Program was determined to conform by FHWA and FTA on December 17, 2018. The design concept and scope of the proposed project is consistent with the project description in the 2019-22 MTIP, and the “open to traffic” assumptions of the SACOG regional emissions analysis.

Project Level Conformity

The project is located in the maintenance area for $PM_{2.5}$, thus a project-level hot-spot analysis for $PM_{2.5}$ is required under 40 CFR 93.109. This proposed project includes further improvement of safety and goods movement along the corridor, providing continuous passing lanes within the full postmile limits (P.M. 16.2 – 25.8). The project’s design concept and the scope match those assumed for regional analysis purposes (in the MTP and MTIP) and a hot-spot analysis for carbon monoxide and/or particulate matter. The project does not cause or contribute to any new localized CO, $PM_{2.5}$, and/or PM_{10} violations, or delay timely attainment of any NAAQS or any required interim emission reductions or other milestones during the timeframe of the transportation plan. The project level conformity determination concurrence from FHWA was obtained June 19, 2020.

Additional Environmental Analysis

Operational Emissions

Operational emissions take into account long-term changes in emissions due to the project (excluding the construction phase). The operational emissions analysis compares forecasted emissions for existing/baseline, No-Build, and all Build alternatives. Table 5 below contains a summary of all long-term operational emissions associated with the proposed project. CO and NO_x emissions from the traffic operation in the opening year (2023) would not be changed between no-build and build alternatives. There are slight changes in CO emissions in build alternatives for the design year (2043) in comparison with those in the no-build alternative. The emissions of CO and NO_x in the future build alternatives would be lower than those in the baseline year.

Table 5. Summary of Comparative Emissions Analysis.

Baseline (Existing Conditions), 2018	**CO (US tons/day)**	**PM10 (US tons/day)**	**PM2.5 (US tons/day)**	**NOx (surrogate for NO2) (US tons/day)**
Northbound	0.39	0.222	0.037	0.104
Southbound	0.405	0.23	0.039	0.108
No-Build, 2023	**CO (US tons/day)**	**PM10 (US tons/day)**	**PM2.5 (US tons/day)**	**NOx (surrogate for NO2) (US tons/day)**
Northbound	0.244	0.249	0.041	0.07
Southbound	0.252	0.258	0.043	0.073
Build Alternatives 1 & 2, 2023	**CO (US tons/day)**	**PM10 (US tons/day)**	**PM2.5 (US tons/day)**	**NOx (surrogate for NO2) (US tons/day)**
Northbound	0.244	0.249	0.041	0.07
Southbound	0.252	0.258	0.043	0.073
No-Build, 2043	**CO (US tons/day)**	**PM10 (US tons/day)**	**PM2.5 (US tons/day)**	**NOx (surrogate for NO2) (US tons/day)**
Northbound	0.133	0.307	0.05	0.070
Southbound	0.137	0.316	0.052	0.073

Build Alternatives 1 & 2, 2043	CO (US tons/day)	PM10 (US tons/day)	PM2.5 (US tons/day)	NOx (surrogate for NO2) (US tons/day)
Northbound	0.134	0.31	0.051	0.030
Southbound	0.138	0.317	0.052	0.031

CO: carbon monoxide; PM: particulate matter; NOx: oxides of nitrogen; NO_2: nitrogen dioxide
Source: EMFAC2017

Naturally Occurring Asbestos

Based on review of the California Geological Survey12, Yuba County includes the presence of ultramafic rocks or serpentinite and asbestos occurrences reported in the literature. However, Naturally Occurring Asbestos (NOA) is not mapped in the area of Yuba County where NOA is expected to occur.

The construction activities proposed by Caltrans may disturb NOA-containing soil/rock units, if present at the site. The California Air Resources Board (CARB) has mitigation practices for construction, grading, quarrying and surface mining operations that may disturb natural occurrences of asbestos as outlined in CCR Title 17, §93105 – Asbestos Airborne Toxic Control Measure for Construction, Grading, Quarrying, and Surface Mining Operations (ATCM 93105). NOA potentially poses a health hazard when it becomes an airborne particulate. Mitigation practices can reduce the risk of exposure to asbestos-containing dust. The primary mitigation practice used for controlling exposure to potentially asbestos-containing dust is the implementation of engineering controls including wetting the materials being disturbed. If engineering controls do not adequately control exposure to potentially asbestos-containing dust, the use of personal protective equipment including wearing air purifying respirators with High Efficiency Particulate Air (HEPA) filters is required during construction activities.

Lead

Lead is normally not an air quality issue for transportation projects unless the project involves disturbance of soils containing high levels of aerially deposited lead or painting or modification of structures with lead-based coatings. Any potential Aerially Deposited Lead (ADL) issues will be addressed within the Initial Site Assessment.

Mobile Source Air Toxics

Mobile source air toxics (MSATs) are a subset of the 187 air toxics defined by the Clean Air Act. MSATs are compounds emitted from highway vehicles and non-road equipment. Some toxic compounds are present in fuel and are emitted to the air when the fuel evaporates or passes through the engine unburned. Other toxics are emitted from incomplete combustion

of fuels or as secondary combustion products. Metal air toxics also result from engine wear or from impurities in oil or gasoline.

FHWA released updated guidance in October 2016 (FHWA, 2016) for determining when and how to address MSAT impacts in the NEPA process for transportation projects. FHWA identified three levels of analysis:

- No analysis for exempt projects or projects with no potential for meaningful MSAT effects;
- Qualitative analysis for projects with low potential MSAT effects; and
- Quantitative analysis to differentiate alternatives for projects with higher potential MSAT effects.

Projects with no impacts generally include those that a) qualify as a categorical exclusion under 23 CFR 771.117, b) qualify as exempt under the FCAA conformity rule under 40 CFR 93.126, and c) are not exempt, but have no meaningful impacts on traffic volumes or vehicle mix.

Projects that have low potential MSAT effects are those that serve to improve highway, transit, or freight operations or movement without adding substantial new capacity or creating a facility that is likely to substantially increase emissions. The large majority of projects fall into this category.

Projects with high potential MSAT effects include those that:

- Create or significantly alter a major intermodal freight facility that has the potential to concentrate high levels of Diesel Particulate Matter in a single location; or
- Create new or add significant capacity to urban highways such as interstates, urban arterials, or urban collector-distributor routes with traffic volumes where the AADT is projected to be in the range of 140,000 to 150,000, or greater, by the design year; and
- Are proposed to be located in proximity to populated areas or, in rural areas, in proximity to concentrations of vulnerable populations (i.e., schools, nursing homes, hospitals).

Based on the ARB Land Use Handbook (Cal/EPA and ARB, 2005), it is generally recommended in California that projects perform an emissions analysis to address CEQA requirements if any of the following criteria are met:

- The project changes capacity or realigns a freeway, or urban road with AADT of 100,000 or more and there are sensitive land uses within 500 feet of the roadway.
- The project changes capacity or realigns a rural road (non-freeway) with AADT of 50,000 or more and there are sensitive land uses within 500 feet of the roadway.

Given that the design-year AADT volume for the most heavily traveled segment in the modeled area is predicted less than 50,000 for the build alternatives, the MSAT emission analysis for CEQA requirements is not addressed. The proposed project can fall into the

Category 2 (FHWA, 2016), a project with low potential MSAT effects, since the AADT of this proposed project is projected to be less than 140,000 – 150,000 AADT in the design year traffic. As such, a qualitative MSAT analysis for NEPA requirements is appropriate.

For each alternative, the amount of MSAT emitted would be proportional to the vehicle miles traveled (VMT), assuming that other variables such as fleet mix are the same for each alternative. The daily VMT estimated for the opening (6,152,200 miles) and the design years (8,015,500 miles) under the no-build condition would be the same (6,152,200 miles) for the opening year and slightly change (8,015,400 miles) for the design year under the build conditions (Transportation Analysis Report, 2019). Therefore, these values in VMT would not lead to higher MSAT emissions for the preferred action alternative along the highway corridor. In addition, these emissions would be offset somewhat by lower MSAT emission rates probably due to increases in speeds; according to the Environmental Protection Agency's (EPA) MOVES2014 model, emissions of all of the priority MSAT decrease as speed increases. Because the estimated VMT under the build alternatives is the same or would be reduced, it is expected there would be no appreciable difference in overall MSAT emissions between the build and no-build alternatives. Also, regardless of the alternative chosen, emissions will likely be lower than present levels in the design year as a result of EPA's national control programs that are projected to reduce annual MSAT emissions by over 90 percent between 2010 and 2050 (Updated Interim Guidance on Mobile Source Air Toxic Analysis in NEPA Documents, Federal Highway Administration, October 12, 2016). Local conditions may differ from these national projections in terms of fleet mix and turnover, VMT growth rates, and local control measures. However, the magnitude of the EPA-projected reductions is so great (even after accounting for VMT growth) that MSAT emissions in the study area are likely to be lower in the future in nearly all cases.

Construction (Short-term) Impacts

Site preparation and roadway construction will involve grading, removing or improving existing roadways, installing a traffic sign, and paving roadway surfaces. During construction, short-term degradation of air quality is expected from the release of particulate emissions (airborne dust) generated by excavation, grading, hauling, and other activities related to construction. Emissions from construction equipment powered by gasoline and diesel engines are also anticipated and would include CO, NO_X, ROGs, directly emitted PM_{10} and $PM_{2.5}$, and toxic air contaminants (TACs) 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.

Under the transportation conformity regulations (40 CFR 93.123(c)(5)), construction-related activities that cause temporary increases in emissions are not required in a hot-spot analysis. These temporary increases in emissions are those that occur only during the construction phase and last five years or less at any individual site. They typically fall into two main categories:

- *Fugitive Dust*: A major emission from construction due to ground disturbance. All air districts and the California Health and Safety Code (Sections 41700-41701) prohibit "visible emissions" exceeding three minutes in one hour – this applies not only to dust but also to engine exhaust. In general, this is interpreted as visible emissions crossing the right-of-way line.
- 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. PM_{10} emissions may vary from day to day, depending on the nature and magnitude of construction activity and local weather conditions. PM_{10} 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.
- *Construction equipment emissions*: Diesel exhaust particulate matter is a California-identified toxic air contaminant, and localized issues may exist if diesel-powered construction equipment is operated near sensitive receptors.

Construction emissions were estimated using the latest Caltrans' Model (CAL-CET2018). Construction-related emissions for the proposed project are presented in Table 6. The emissions presented are based on the best information available at the time of calculations. The emissions represent the daily average construction and project total emissions, respectively.

Table 6. Construction Emissions

Construction Type	PM10 (lbs./day) Alt. 1	PM10 (lbs./day) Alt. 2	PM2.5 (lbs./day) Alt. 1	PM2.5 (lbs./day) Alt. 2	CO (lbs./day) Alt. 1	CO (lbs./day) Alt. 2	NOx (lbs./day) Alt. 1	NOx (lbs./day) Alt. 2	CO2 (lbs./day) Alt. 1	CO2 (lbs./day) Alt. 2
Land Clearing/ Grubbing	41.732	41.779	4.913	4.959	10.3	10.86	12.27	12.94	2,631	2,768
Roadway Excavation/Removal	15.481	15.625	3.8	3.941	29.84	31.48	33.98	35.86	6,411	6,753
Structural Excavation/ Removal	57.095	57.122	6.129	6.156	4.19	4.41	8.09	8.58	1,892	2,006
Base/Subbase/ Imported Borrow	23.735	23.951	5.742	5.953	47.38	50.02	49.14	51.89	9,184	9,689
Structure Concrete	0.629	0.664	0.61	0.645	5.74	6.06	9.63	10.18	2,028	2,143
Paving	2.004	2.116	1.955	2.066	11.8	12.47	28.44	30.02	5,339	5,636
Drainage/Environment/ Landscaping	1.046	1.105	1.016	1.073	5.98	6.34	12.96	13.76	2,363	2,531
Traffic Signalization/ Signage/Striping/Painting	1.114	1.176	1.085	1.146	11.95	12.62	20.72	21.88	6,867	7,245
Project Total daily average	142.84	143.54	25.25	25.94	127.18	134.26	175.23	185.11	36,715	38,771
Project Total (tons)	1.725	1.739	0.394	0.407	2.57	2.71	3.49	3.68	719	759

Alt. = Alternative

Implementation of the following measures will reduce air quality impacts resulting from construction activities. Please note that although these measures are anticipated to reduce construction-related emissions, these reductions cannot be quantified at this time.

Avoidance, Minimization, and/or Mitigation Measures

AQ-1: Implement Dust Control Measures

Dust control measures will be implemented as specified in Caltrans 2018 Standard Specifications Section 10-5 “Dust Control”, Section 14-9 “Air Quality” and Section 18 “Dust Palliatives”.

AQ-2: Adhere to FRAQMD Rule 3.16 (Fugitive Dust)

The project proponent will control dust emissions from earth moving activities, storage or any other construction activity to prevent airborne dust from leaving the project site.

AQ-3: Implement Fugitive Dust Control Plan

The FRAQMD CEQA Guidelines provide feasible control measures for construction emissions. Measures to reduce PM_{10}, $PM_{2.5}$ and diesel particulate matter from construction are recommended to ensure that short-term health impacts to nearby sensitive receptors are avoided. These are listed below.

- All grading operations on a project should be suspended when winds exceed 20 miles per hour or when winds carry dust beyond the property line despite implementation of all feasible dust control measures.
- Construction sites shall be watered as directed by the Department of Public Works or Air Quality Management District and as necessary to prevent fugitive dust violations.
- An operational water truck should be onsite at all times. Apply water to control dust as needed to prevent visible emissions violations and offsite dust impacts.
- Onsite dirt piles or other stockpiled particulate matter should be covered, wind breaks installed, and water and/or soil stabilizers employed to reduce wind-blown dust emissions. Incorporate the use of approved non-toxic soil stabilizers according to manufacturer's specifications to all inactive construction areas.
- All transfer processes involving a free fall of soil or other particulate matter shall be operated in such a manner as to minimize the free fall distance and fugitive dust emissions.
- Apply approved chemical soil stabilizers according to the manufacturers' specifications, to all-inactive construction areas (previously graded areas that remain inactive for 96 hours) including unpaved roads and employee/equipment parking areas.
- To prevent track-out, wheel washers should be installed where project vehicles and/or equipment exit onto paved streets from unpaved roads. Vehicles and/or equipment shall be washed prior to each trip. Alternatively, a gravel bed may be installed as appropriate at vehicle/equipment site exit points to effectively remove soil buildup on tires and tracks to prevent/diminish track-out.
- Paved streets shall be swept frequently (water sweeper with reclaimed water recommended; wet broom) if soil material has been carried onto adjacent paved, public thoroughfares from the project site.
- Provide temporary traffic control as needed during all phases of construction to improve traffic flow, as deemed appropriate by the Department of Public Works and/or Caltrans and to reduce vehicle dust emissions.
- Reduce traffic speeds on all unpaved surfaces to 15 miles per hour or less and reduce unnecessary vehicle traffic by restricting access. Provide appropriate training, onsite enforcement, and signage.
- Reestablish ground cover on the construction site as soon as possible and prior to final occupancy, through seeding and watering.
- Disposal by burning: Opening burning is yet another source of fugitive gas and particulate emissions and shall be prohibited at the project site. No open burning of vegetative waste (natural plant growth wastes) or other legal or illegal burn materials (trash, demolition debris, et. al.) may be conducted at the project site. Vegetative wastes should be chipped or delivered to waste to energy facilities (permitted biomass facilities), mulched, composted, or used for firewood. It is unlawful to haul waste materials offsite for disposal by open burning.

Climate Change

Neither the United States Environmental Protection Agency (U.S. EPA) nor the Federal Highway Administration (FHWA) has issued explicit guidance or methods to conduct project-level greenhouse gas analysis. FHWA emphasizes concepts of resilience and sustainability in highway planning, project development, design, operations, and maintenance. Because there have been requirements set forth in California legislation and executive orders on climate change, the issue is addressed in the California Environmental Quality Act (CEQA) chapter of this document. The CEQA analysis may be used to inform the National Environmental Policy Act (NEPA) determination for the project.

2.2.7 Noise

Regulatory Setting

The National Environmental Policy Act (NEPA) of 1969 and the California Environmental Quality Act (CEQA) provide the broad basis for analyzing and abating highway traffic noise effects. The intent of these laws is to promote the general welfare and to foster a healthy environment. The requirements for noise analysis and consideration of noise abatement and/or mitigation, however, differ between NEPA and CEQA.

California Environmental Quality Act

CEQA requires a strictly baseline versus build analysis to assess whether a proposed project will have a noise impact. If a proposed project is determined to have a significant noise impact under CEQA, then CEQA dictates that mitigation measures must be incorporated into the project unless those measures are not feasible. The rest of this section will focus on the NEPA/23 Code of Federal Regulations Part 772 (23 CFR 772) noise analysis; please see Chapter 3 of this document for further information on noise analysis under CEQA.

National Environmental Policy Act and 23 CFR 772

For highway transportation projects with Federal Highway Administration (FHWA) involvement (and the Department, as assigned), the Federal-Aid Highway Act of 1970 and its implementing regulations (23 Code of Federal Regulations [CFR] 772) govern the analysis and abatement of traffic noise impacts. The regulations require that potential noise impacts in areas of frequent human use be identified during the planning and design of a highway project. The regulations include noise abatement criteria (NAC) that are used to determine when a noise impact would occur. The NAC differ depending on the type of land use under analysis. For example, the NAC for residences (67 dBA) is lower than the NAC for commercial areas (72 dBA). The following table lists the noise abatement criteria for use in the NEPA/23 CFR 772 analysis.

Table 7 Noise Abatement Criteria

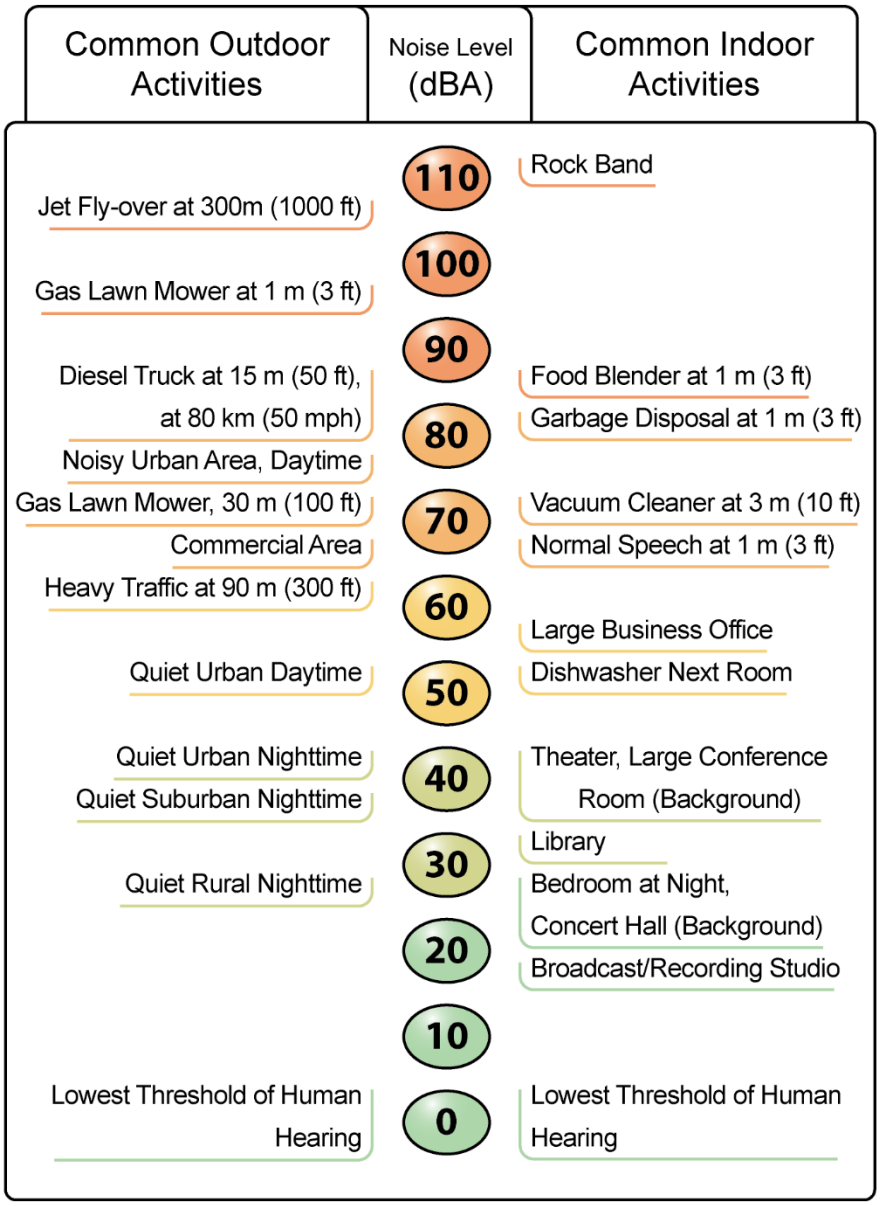
Activity Category	NAC, Hourly A- Weighted Noise Level, Leq(h)	Description of activity category
A	57 (Exterior)	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.

B[1]	67 (Exterior)	Residential.
C[1]	67 (Exterior)	Active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings.
D	52 (Interior)	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios.
E	72 (Exterior)	Hotels, motels, offices, restaurants/bars, and other developed lands, properties, or activities not included in A–D or F.
F	No NAC—reporting only	Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical, etc.), and warehousing.
G	No NAC—reporting only	Undeveloped lands that are not permitted.

[1] Includes undeveloped lands permitted for this activity category

Table 7 lists the noise levels of common activities to enable readers to compare the actual and predicted highway noise levels discussed in this section with common activities.

Figure 7: Noise Levels of Common Activities



According to the Department's *Traffic Noise Analysis Protocol for New Highway Construction and Reconstruction Projects, May 2011,* a noise impact occurs when the predicted future noise level with the project substantially exceeds the existing noise level (defined as a 12 dBA or more) or when the future noise level with the project approaches or exceeds the NAC. A noise level is considered to approach the NAC if it is within 1 dBA of the NAC.

If it is determined that the project will have noise impacts, then potential abatement measures must be considered. Noise abatement measures that are determined to be reasonable and feasible at the time of final design are incorporated into the project plans and specifications. This document discusses noise abatement measures that would likely be incorporated in the project.

The Department's Traffic Noise Analysis Protocol sets forth the criteria for determining when an abatement measure is reasonable and feasible. Feasibility of noise abatement is basically an engineering concern. Noise abatement must be predicted to reduce noise by at least 5 dB at an impacted receptor to be considered feasible from an acoustical perspective. It must also be possible to design and construct the noise abatement measure for it to be considered feasible. Factors that affect the design and constructability of noise abatement include, but are not limited to, safety, barrier height, topography, drainage, access requirements for driveways, presence of local cross streets, underground utilities, other noise sources in the area, and maintenance of the abatement measure. The overall reasonableness of noise abatement is determined by the following three factors: 1) the noise reduction design goal of 7 dB at one or more impacted receptors; 2) the cost of noise abatement; and 3) the viewpoints of benefited receptors (including property owners and residents of the benefited receptors)

Affected Environment

The following analysis was prepared using information from the Noise Study Report (NSR) prepared for the project (Caltrans 2020).The project area consists of single-family residences (Activity Category B), agricultural and agricultural-related businesses (Activity Category F) and undeveloped lands that are not permitted (Activity Category G). Traffic on SR 70 was observed to be the dominant source of noise in the study area.

Environmental Consequences

No Build Alternative

No construction would take place under the No-Build Alternative; therefore, there would be no noise effects related to the project resulting from traffic or construction.

Build Alternative

Operation Noise

FHWA defines a Type I project as a proposed federal or federal-aid highway project for the construction of a highway on a new location or the physical alteration of an existing highway which significantly changes either the horizontal or vertical alignment of the highway. The proposed project is considered a Type I project since it proposes to add additional traffic through lanes for the entire project limit. Table 8 below summarizes the

traffic noise modeling results for existing conditions and design-year conditions with and without the project. Predicted design-year traffic noise levels with the project are compared to existing conditions and to design-year no-project conditions. The comparison to existing conditions is included in the analysis to identify traffic noise impacts as defined under 23 CFR 772. The comparison to no-project conditions indicates the direct effect of the project.

Receptor	Location	Land Use	Existing Noise Level Leq (h)dBA	Future No Build (2040) Noise Level Leq (h)dBA	No Build minus Existing Leq (h)dBA	Future Build (2040) Noise Level Leq (h)dBA	Build minus Existing Leq (h)dBA	Traffic Noise Impact*
*ST-1	646 Silva Ave.	Residential	66	67	1	68	2	A/E
ST-2	7821 Highway 70	Residential	65	66	1	67	2	A/E
ST-4	644 Mayer Road	Residential	63	65	2	66	3	A/E
*ST-5	516 Saddleback Dr.	Residential	63	65	2	66	3	A/E
ST-6	647 Ellis Road	Residential	65	67	2	67	2	A/E
ST-7	639 Noble Road	Residential	64	65	1	66	2	A/E
ST-8	8831 Highway 70 (Country Village)	Residential	67	68	1	68	1	A/E
ST-9	9050 Highway 70	Residential	63	64	1	66	3	A/E
ST-10	659 Magnolia Road	Residential	60	61	1	62	2	None
ST-11	9917 Highway 70	Residential	67	68	1	68	1	A/E
ST-12	714 Boyer Road	Residential	61	62	1	63	2	None
ST-13	699 Ramirez Road	Residential	70	71	1	71	1	A/E
ST-14	10655 Highway 70	Residential	62	64	2	65	3	None
ST-15	10879 Highway 70	Residential	65	66	1	67	2	A/E
ST-16	11179 Highway 70	Residential	66	67	1	67	1	A/E

Receptor	Location	Land Use	Existing Noise Level Leq (h)dBA	Future No Build (2040) Noise Level Leq (h)dBA	No Build minus Existing Leq (h)dBA	Future Build (2040) Noise Level Leq (h)dBA	Build minus Existing Leq (h)dBA	Traffic Noise Impact*
ST-17	11227 Highway 70	Residential	63	64	1	66	3	A/E
ST-18	11624 Highway 70	Residential	63	64	1	66	3	A/E
*ST-19	Old State Highway	Residential	62	63	1	65	3	None
R-1	Highway 70	Residential	57	58	1	59	2	None
R-2	Highway 70	Residential	66	67	1	68	2	A/E
*R-2A	Highway 70	Residential	66	67	1	68	2	A/E
R-3	Highway 70	Residential	63	64	1	65	2	None
**R-4	Highway 70	River Bend Stables	68	69	1	69	1	None
R-5	Saddleback Drive	Residential	60	61	1	62	2	None
R-6	Saddleback Drive	Residential	58	59	1	61	3	None
R-8	Highway 70	Residential	68	69	1	69	1	A/E
*R-9	Highway 70	Residential	65	67	2	68	3	A/E
R-10	Highway 70	Residential	63	64	1	66	3	A/E
R-11	Highway 70	Residential	64	65	1	66	2	A/E
R-11A	Bettencourt Ln.	Residential	61	63	2	64	3	None
R-12	Highway 70 (Country Village	Residential	60	61	1	62	2	None
R-13	Highway 70	Residential	64	65	1	66	2	A/E
R-14	Highway 70	Farm Supply	60	62	2	63	3	None
R-15	Highway 70	Farm Supply	63	65	2	66	2	A/E
R-16	Highway 70	Residential	59	60	1	61	2	None
			58	59	1		3	

R-17	Highway 70	Residential				61		None

Receptor	Location	Land Use	Existing Noise Level Leq (h)dBA	Future No Build (2040) Noise Level Leq (h)dBA	No Build minus Existing Leq (h)dBA	Future Build (2040) Noise Level Leq (h)dBA	Build minus Existing Leq (h)dBA	Traffic Noise Impact*
R-18	Highway 70	Residential	63	64	1	65	2	None
R-19	Highway 70	Residential	62	64	2	66	3	A/E
R-20	Highway 70	Residential	60	61	1	63	3	None
R-21	Highway 70	Residential	63	64	1	66	3	A/E
R-22	Highway 70	Residential	63	64	1	65	2	None
*R-23	Highway 70	Residential	68	69	1	70	2	A/E
R-24	Highway 70	Residential	58	59	1	61	3	None
R-25	Highway 70	Residential	60	61	1	63	3	None
R-26	Highway 70	Residential	55	57	2	58	3	None
R-27	Highway 70	Residential	65	67	2	67	2	None
R-28	Highway 70	Residential	67	69	2	69	2	A/E
R-29	Highway 70	Residential	59	61	2	62	3	None
R-30	Highway 70	Residential	65	66	1	68	3	A/E
R-31	Highway 70	Packing Facility	69	70	1	70	1	None
R-32	Highway 70	Residential	64	65	1	66	2	A/E
R-33	Highway 70	Commercial	69	70	1	71	2	None
R-34	Highway 70	Residential	61	62	1	63	2	None
R-35	Highway 70	Residential	66	67	1	67	1	A/E
R36	Highway 70	Residential	62	63	1	64	2	None

Note: All NAC are exterior. A/E= Future noise conditions approach or exceed the Noise Abatement Criteria.

**R/W Take- Removed from the project. *This location is covered under another project.

The Existing worst-hour traffic noise levels were predicted to range from 57 to 70 dBA Leq[h]. The traffic noise modeling results in Table 6 above indicate that traffic noise levels at residences (Activity Category B) in the project area are predicted to be in the range of 58 to 71 dBA $L_{eq}(h)$ in the design-year, and that the increase in noise will be 1 to 3 dBA in the

design-year. Traffic noise impacts are predicted to occur because predicted noise levels in the design-year approach or exceed the noise abatement criterion of 67 dBA L_{eq}[h].

Thirty-one out of the sixty-nine receptors exceed the noise abatement criteria. Noise abatement in the form of soundwalls were considered where impact occurs. However, after further evaluation, it was determined that constructing a soundwall at any location would not be feasible due to conflict with accessing driveways and public roads. For these reasons noise abatement is not considered for this project. Some of the impacted receivers will be fully purchased as indicated in Table 6 above to accommodate the proposed highway improvements.

The modeling results indicate traffic noise levels at agricultural and agricultural-related businesses use (Activity Category F) in project area will be 67 to 70 dBA Leq(h) in the design-year. Because there is no noise abatement criterion for Activity Category F land use, noise abatement is not considered.

Construction Noise

During construction of the project, noise from construction activities may intermittently dominate the noise environment in the immediate area of construction. Noise associated with construction is controlled by Caltrans Standard Specification Section 14-8.02, “Noise Control,” which states the following:

- Do not exceed 86 dBA L_{max} at 50 feet from the job site activities from 9 p.m. to 6 a.m.
- Control and monitor noise resulting from work activities.

No adverse noise impacts from construction are anticipated because construction would be conducted in accordance with Caltrans Standard Specifications Section 14.8-02. Construction noise would be short-term, intermittent, and overshadowed by local traffic noise. Although not required, of Caltrans Standard Specification. Section 14.8-02 would be implemented which states the following:

- Notify the residents within 100 feet of the project area in advance of nighttime construction activities.
- All equipment shall have sound-control devices that are no less effective than those provided on the original equipment. No equipment may have an unmuffled exhaust.
- As directed by Caltrans, implement appropriate additional noise mitigation measures, including changing the location of stationary construction equipment, turning off idling equipment, rescheduling construction activity, notifying adjacent residents in advance of construction work, and installing acoustic barriers around stationary construction noise sources.

Avoidance, Minimization, and/or Abatement Measures

No avoidance, minimization and/or abatement measures are required.

The traffic noise modeling results in the Noise Study Report indicate that noise levels of up to 31 receptors (out of 69) are predicted to exceed noise abatement criteria. Therefore,

traffic noise impacts are predicted to occur at this location and noise abatement must be considered. A noise barrier would not be feasible along SR 70 northbound or SR 70 southbound under any of the build alternatives due to driveway access requirements to residences along the entire corridor, all of which are preserved and improved as part of the project. For a wall to be acoustically feasible, it would need to be continuous along residential frontage, and maintain access, required sight lines and safety requirement for driveway access along SR 70. Noise barriers are therefore not considered feasible and were not evaluated further in this analysis.

2.2.8 Energy

Regulatory Setting

The National Environmental Policy Act (NEPA) (42 United States Code [USC] Part 4332) requires the identification of all potentially significant impacts to the environment, including energy impacts.

The California Environmental Quality Act (CEQA) Guidelines section 15126.2(b) and Appendix F, Energy Conservation, require an analysis of a project's energy use to determine if the project may result in significant environmental effects due to wasteful, inefficient, or unnecessary use of energy, or wasteful use of energy resources.

An Energy technical study was prepared (Caltrans January 2020) that analyses both the direct and indirect energy impacts.

Affected Environment

There are currently no major sources of energy use and consumption along the project corridor.

Direct Energy

In the context of transportation, direct energy involves all energy consumed by vehicle propulsion (e.g., automobiles, trains, airplanes). This energy consumption is a function of traffic characteristics such as vehicle miles traveled (VMT) (volume X distance traveled), speed, vehicle mix, and thermal value of the fuel being used. Some projects may also include features such as new or replacement roadway lighting or other features requiring electricity which is an ongoing and permanent source of direct energy consumption. The one-time energy expenditure involved in constructing a project is also considered direct energy.

Indirect Energy

Indirect energy includes maintenance activities which would result in long-term indirect energy consumption by equipment required to operate and maintain the roadway.

Environmental Consequences

Indirect Energy

The proposed project does not include maintenance activities which would result in long-term indirect energy consumption by equipment required to operate and maintain the

roadway. It will maintain mobility and connectivity on SR 70 in Yuba County from Laurellen Road to Old State Hwy without load restrictions due to the addition of an additional 12-foot lane to both directions of the highway. As such, it is unlikely to increase in direct energy consumption through increased fuel usage.

Direct Energy

The proposed project construction would primarily consume diesel and gasoline through operation of heavy-duty construction equipment, material deliveries, and debris hauling. Energy use associated with proposed project construction is estimated to result in the short-term consumption of 59,814 gallons for Alternative 1 and 63,177 gallons for Alternative 2 from diesel-powered equipment and 37,105 gallons from Alternative 1 and 39,182 gallons for Alternative 2 from gasoline-powered equipment. These represent small demands (approximately diesel: 0.5%; gasoline: 0.09%) on Yuba County's gasoline and diesel sales estimates (i.e. 12 million diesel gallons and 46 million gasoline gallons in 2018) that would be easily accommodated, and this demand would cease once construction is complete. Moreover, construction-related energy consumption would be temporary and not a permanent new source of energy demand, and demand for fuels would have no noticeable effects on peak or baseline demands for energy. While construction would result in a short-term increase in energy use, construction design features would help conserve energy.

The added 12-foot lanes on both directions of the highway proposed for both build alternatives would affect traffic operations and increase vehicle capacity along SR 70 in the project area. Although the annual fuel consumption for the alternatives is higher than the no-build scenario for the 2043 design year due to increase in traffic volumes, the differences between the build and the no-build alternatives in 2043 are approximately 10 diesel gallons and 53 gasoline gallons at the northbound direction and 6 diesel gallons and 32 gasoline gallons at the southbound, respectively.

The proposed project is expected to increase carpooling as well as use hybrid and electric cars that can reduce the gasoline consumption in comparison with the existing condition. Another consideration is that for operation of a project over the long term, newer and more fuel-efficient vehicles will enter the fleet, resulting in an overall lower potential for an increase in energy consumption.

Overall, the project is expected to increase travel speed for carpools and vanpools as well as the utilization of hybrid/electric cars, which in turn is expected toc cause some level of mode shit to carpools and eco-friendly fuel automobiles. As such, the proposed project regarding the non-truck portion would not result in an increase in a consumption of energy in comparison with the existing conditions.

Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization and/or mitigation measures are required.

2.3 Biological Environment

2.3.1 Natural Communities

This section of the document discusses natural communities of concern. The focus of this section is on biological communities, not individual plants or animal species. This section also includes information on wildlife corridors and habitat fragmentation. Wildlife corridors are areas of habitat used by wildlife for seasonal or daily migration. Habitat fragmentation involves the potential for dividing sensitive habitat and thereby lessening its biological value.

Habitat areas that have been designated as critical habitat under the Federal Endangered Species Act are discussed below in the Threatened and Endangered Species section 2.3.5. Wetlands and other waters are also discussed below in Section 2.3.2.

Regulatory Setting

The California Department of Fish and Wildlife (CDFW) regulates activities that would interfere with the natural flow of—or substantially alter the channel, bed, or bank of—a lake, river, or stream, including disturbance of riparian vegetation, under CFGC Sections 1600–1616. CDFW requires a Lake or Streambed Alteration Agreement (LSAA) permit for these activities. Requirements to protect the integrity of biological resources and water quality often are conditions of LSAAs. CDFW may establish conditions that include avoiding or minimizing vegetation removal, using standard erosion control measures, limiting the use of heavy equipment, limiting work periods to avoid impacts on fisheries and wildlife resources, and restoring degraded sites or compensating for permanent habitat losses. The valley foothill riparian in the study area would be regulated by CDFW.

Affected Environment

The BSA is within the Sacramento Valley subregion of the California Floristic Province and supports seven land cover types (Table 9).

Table 9. Land Cover Types in the Biological Study Area

Land Cover Type	Alternative 1 Acreage in the BSA	Alternative 2 Acreage in the BSA
Riparian Wetland *	0.58	0.58
Valley Foothill Riparian *	0.24	0.24
Roadside Ditch	3.9	3.9
Ruderal	12.08	12.08
Orchard	81.12	83.94
Landscaped	15.31	15.13
Developed	74.89	74.84
Total	**187.92**	**190.51**

Vegetative land cover within the BSA consists predominantly of orchards, with a mix of naturalized annual grasses and ruderal forbs along the margins and between tree rows. Rural residential housing, with associated driveways, are interspersed with the orchards and other habitats and contain irrigated ornamental and domestic plants that are regularly mowed, trimmed, or sprayed. Roadside ditches line the majority of both sides of SR 70 in the BSA, with sparse to no vegetation growing in them, and are not considered waters of the United States or waters of the State.

Two of the land cover types, riparian wetland and valley foothill riparian, are considered natural communities of special concern because of their high species diversity, limited distribution, and declining status. Local, state, and federal agencies consider riparian habitats to be important, and compensation for loss of riparian habitat is generally required by agencies. The CNDDB contains a current list of rare natural communities throughout the state, including valley oak woodland and valley foothill riparian. USFWS considers riparian habitat important to wildlife. USACE and EPA consider wetlands and stream habitats important for water quality and wildlife. Waters of the United States and waters of the State are regulated by USACE and the RWQCBs, respectively

Riparian Wetland

A low-lying, broadly U-shaped area extends to both sides of SR 70 approximately 2 miles south of the northern end of the BSA. On the west side of SR 70, this feature is incised to approximately 7 feet deep and flows into a catchment basin between orchards. This feature flows west to the levee surrounding the survey area. Historic topographic maps from 1895 and 1912 (U.S. Geological Survey 2017) do not show a direct connection between this feature and the Feather River before the current river levee was built. This area supports riparian wetland habitat that transitions to upland riparian habitat along the banks of the historical drainage. Tree species within the wetland include valley oak, black walnut, and Fremont cottonwood. There is a shrubby understory consisting of California rose. Herbaceous vegetation within the wetland is mainly torrent sedge, with a small population of iris-leaf rush and spreading rush. Other associated species include cocklebur and mugwort.

Valley Foothill Riparian

Valley foothill riparian habitat occurs on the banks adjacent to the riparian wetland habitat and at the northernmost end of the survey area, south of South Honcut Creek. The northern bank adjacent to the riparian wetland is heavily vegetated with Himalayan blackberry. The less steep southern bank supports predominantly upland vegetation, including valley oak, interior live oak, California wild grape, common chickweed, prickly lettuce, small-flowered miner’s lettuce, cut-leaf geranium, dove weed, western bittercress, bedstraw, and nonnative annual grasses such as wild oats and hare barley. The bank south of South Honcut Creek supports several valley oaks in the overstory with primarily annual grasses and some forbs in the understory.

Roadside Ditch

Roadside ditches occur along both sides of SR 70 throughout most of the study area. The ditches appear to primarily convey stormwater flows from the road. Several small irrigation

ditches perpendicular to the roadside ditches convey stormwater and agricultural runoff from the surrounding uplands. Vegetative cover within the ditches varied between dense and absent. When present, vegetation in the ditches was primarily composed of upland species, although a few facultative species (i.e., equally likely to occur in wetlands or uplands) were observed. Species in the ditches include Johnson grass (*sorghum halepense*), tumbleweed (*amaranthus albus*), wild radish (*Raphanus sativus, R. raphanistrum*), mallow (*Malva neglects, M. nicaeensis*), dove weed, Italian ryegrass (*Festuca perennis*), wild oats, field mustard (*Brassica rapa*), prickly lettuce, canary grass (*Phalaris paradoxa*), annual blue brass (*Poa annua*), Russian thistle (*Salsola tragus*), and vervain (*Verbena hastata*).

Ruderal

The ruderal cover type characterizes fallow fields, vegetated strips that are at least 20 feet wide and adjacent to roadside ditches, and unmaintained vegetated areas next to buildings. Orchard was recently removed from a plowed area west of SR 70 on the north side of Boyer Road, approximately 0.3 miles south of Shauna Way. This area was mapped as a ruderal cover type based on the assumption that it would be fallow long enough for colonization of ruderal plant species. Ruderal areas support nonnative annual grasses and forbs. Species in the ruderal cover type include field mustard, mallows, wild radish, wild oats, ripgut brome (*Bromus diandrus*), common knotweed (*Polygonum aviculare*), burclovers (*Medicago* spp.), filarees (*Erodium* spp*.),* fescue (*Festuca myuros*), hare barley, field madder (*Sherardia arvensis),* vetch (*Vicia sativa, V. villosa*), hedge parsley (*Torilis arvensis*), and rose clover (*Trifolium hirtum).* Tres that occur along the roadside in the ruderal cover type include English walnut (*Juglans regia*), interior live oak, and valley oak. Many of these trees are of mature size.

Because ruderal areas typically are disturbed on a regular basis by human activity, they provide low-quality habitat for wildlife. While soaring raptors may use larger fields of ruderal habitat for foraging, the narrow strips of ruderal between the roadway and orchard, or bordering roadside ditches, are unlikely to provide foraging habitat because they are too narrow and adjacent to orchard and large trees which provide cover for their prey base, or too close to the roadway.

Orchard

Almond (*Prunus dulcis*), English walnut, peach (*Prunus persica*), and prune (*Prunus* sp.) orchards are locally common along the portion of SR 70 north of Marysville. The understory, vegetated strips between rows of trees, and edges of the field surrounding the trees consists mostly of ruderal herbaceous vegetation, including the plant species found in the ruderal cover type. Several irrigation ditches drain from the orchards to the roadside ditches.

Orchards are typically planted on deep fertile soils that supported diverse and productive natural habitats in the past. Orchards can provide shade or water, if irrigated, for wildlife.

Landscaped

The landscaped cover type is associated with residences and other buildings in the study area. Mapping of rural residential areas include the buildings within the landscaped area where the buildings or closely clustered buildings are smaller than approximately 5,000 square feet. Plant species in this cover type are consistent with landscaping, lawns, and unmanicured ruderal fringes. Several horticultural escapees occupy this habitat. Species in these areas include Bermuda grass (*Cynodon dactylon*), field mustard, wild radish, mallows, filarees, wild oats, hare barley, ripgut brome, henbit, field madder, kickxia (*Kickxia elatine*), pineapple weed (*Matricaria discoidea*), Bermuda butter-cup (*Oxalis pes-caprae*), dandelion (*Taraxacum officinale*), and periwinkle (*Vinca major*). One area mapped as the landscaped cover type is located in front of a residence and includes a grove of interior live and valley oaks growing among walnut tree snags.

Because landscaped areas typically are disturbed on a regular basis by human activity, they provide low-quality habitat for wildlife.

Developed

The developed cover type includes large residential and commercial buildings such as rural residences and associated outbuildings, a mobile home park, a restaurant, and several fruit dryers. There are paved, and/or graveled surfaces associated with these buildings throughout the survey area. This cover type also includes the roads that intersect with SR 70 in the BSA and unvegetated roadside pullouts. Developed areas may be temporarily occupied by wildlife species but do not provide suitable habitat.

Environmental Consequences

No Build Alternative

Under the no build alternative, no construction would take place. Therefore, there would be no impacts to vegetation or wildlife species in the study area.

Build Alternatives

Valley Foothill Riparian

Project construction would encroach on the upland valley foothill riparian habitat in the study area, resulting in permanent impacts. No direct impacts on the riparian habitat at South Honcut Creek are anticipated. Impacts associated with SR 70 widening were considered to be permanent if they would result in the removal of woody riparian vegetation. Impacts were considered to be temporary if only herbaceous vegetation was affected during construction and the area would be restored after project completion. Tree removal in riparian habitat would be considered a permanent impact because of the time required for maturation of planted trees in restored areas. Table 10 summarizes the impacts on valley foothill riparian habitat.

Table 10. Impacts on Valley Foothill Riparian by Alternative

Feature Type	Alternative 1 Permanent (acres)	Alternative 2 Permanent (acres)
Valley Foothill Riparian	0.24	0.24

Riparian Wetland

Project construction would encroach on the riparian wetland in the BSA, resulting in both permanent impacts. Impacts associated with SR 70 widening were considered to be permanent if they would result in the placement of permanent fill in the riparian wetland. All areas temporarily disturbed of the riparian wetland would be restored to pre-project contours and conditions.

State and federal agencies will require avoidance, minimization, and compensatory mitigation for the loss of riparian wetland habitat. Implementation of the avoidance and minimization efforts described below would minimize the impacts on riparian wetlands. Additional mitigation is proposed to compensate for the permanent loss of riparian wetlands. Table 11 summarizes the impacts on riparian wetlands for the two build alternatives.

Table 11. Impacts on Riparian Wetland

Feature Type	Alternative 1 Permanent (acres)	Alternative 2 Permanent (acres)
Riparian Wetland	0.58	0.58

Avoidance, Minimization, and/or Mitigation Measures

Caltrans intends to mitigate through off site mitigation. Specific amount and ratios will be determined through consultation with regulatory agencies. Measures to offset this loss are discussed further in the measures below.

BIO-1: Install Fencing and/or Flagging to Protect Sensitive Biological Resources

Prior to construction, high-visibility orange construction fencing and/or flagging will be installed along the perimeter of the work area adjacent to Environmentally Sensitive Areas (ESAs) (e.g., wetlands, special-status species habitat, and active bird nests). Where specific buffer distances are required for sensitive biological resources (e.g., special-status species habitats and active bird nests), they will be specified under the corresponding measures identified below. The final construction plans will show the locations where fencing will be installed. The fencing will be maintained throughout the duration of the construction period. If the fencing is removed, damaged, or otherwise compromised during the construction period, construction activities will cease until the fencing is repaired or replaced. The project's special provisions package will provide clear language regarding

acceptable fencing material and prohibited construction-related activities, vehicle operation, material and equipment storage, and other surface-disturbing activities within ESAs.

BIO-2: Compensate for Impacts on Riparian Wetland

The permanent loss of riparian wetland will be offset by mitigation determined during the permitting phase of this project. Measures to offset this loss may include one of the following options: planting native riparian species at an onsite or offsite location, or contribution to USACE's in-lieu fee programs at a ratio to be determined during permitting. Disturbed soils will be treated with an erosion control seed mixture, as described in BIO-6 below.

BIO-3: Compensate for Impacts on Valley Foothill Riparian

The permanent loss of valley foothill riparian habitat will be offset by one of the options, such as planting, listed in Measure 2 above. Replacement plantings for riparian habitat may be installed onsite and/or at offsite locations. Disturbed soils will be treated with an erosion control seed mixture, as described in BIO-6 below.

2.3.2 Wetlands and Other Waters

Regulatory Setting

Wetlands and other waters are protected under a number of laws and regulations. At the federal level, the Federal Water Pollution Control Act, more commonly referred to as the Clean Water Act (CWA) (33 United States Code [USC] 1344), is the primary law regulating wetlands and surface waters. One purpose of the CWA is to regulate the discharge of dredged or fill material into waters of the U.S., including wetlands. Waters of the U.S. include navigable waters, interstate waters, territorial seas, and other waters that may be used in interstate or foreign commerce. The lateral limits of jurisdiction over non-tidal water bodies extend to the ordinary high-water mark (OHWM), in the absence of adjacent wetlands. When adjacent wetlands are present, CWA jurisdiction extends beyond the OHWM to the limits of the adjacent wetlands. To classify wetlands for the purposes of the CWA, a three-parameter approach is used that includes the presence of hydrophytic (water-loving) vegetation, wetland hydrology, and hydric soils (soils formed during saturation/inundation). All three parameters must be present, under normal circumstances, for an area to be designated as a jurisdictional wetland under the CWA.

Section 404 of the CWA establishes a regulatory program that provides that discharge of dredged or fill material cannot be permitted if a practicable alternative exists that is less damaging to the aquatic environment or if the nation's waters would be significantly degraded. The Section 404 permit program is run by the U.S. Army Corps of Engineers (USACE) with oversight by the U.S. Environmental Protection Agency (U.S. EPA).

The USACE issues two types of 404 permits: General and Individual. There are two types of General permits: Regional and Nationwide. Regional permits are issued for a general category of activities when they are similar in nature and cause minimal environmental effect. Nationwide permits are issued to allow a variety of minor project activities with no more than minimal effects.

Ordinarily, projects that do not meet the criteria for a Regional or Nationwide Permit may be permitted under one of USACE's Individual permits. There are two types of Individual permits: Standard permits and Letters of Permission. For Individual permits, the USACE decision to approve is based on compliance with U.S. EPA's Section 404(b)(1) Guidelines (40 Code of Federal Regulations [CFR] Part 230), and whether permit approval is in the public interest. The Section 404 (b)(1) Guidelines (Guidelines) were developed by the U.S. EPA in conjunction with the USACE, and allow the discharge of dredged or fill material into the aquatic system (waters of the U.S.) only if there is no practicable alternative which would have less adverse effects. The Guidelines state that the USACE may not issue a permit if there is a "least environmentally damaging practicable alternative" (LEDPA) to the proposed discharge that would have lesser effects on waters of the U.S., and not have any other significant adverse environmental consequences.

The Executive Order for the Protection of Wetlands (EO 11990) also regulates the activities of federal agencies with regard to wetlands. Essentially, EO 11990 states that a federal agency, such as FHWA and/or the Department, as assigned, cannot undertake or provide assistance for new construction located in wetlands unless the head of the agency finds: (1) that there is no practicable alternative to the construction and (2) the proposed project includes all practicable measures to minimize harm. A Wetlands Only Practicable Alternative Finding must be made.

At the state level, wetlands and waters are regulated primarily by the State Water Resources Control Board (SWRCB), the Regional Water Quality Control Boards (RWQCBs) and the California Department of Fish and Wildlife (CDFW). In certain circumstances, the Coastal Commission (or Bay Conservation and Development Commission or the Tahoe Regional Planning Agency) may also be involved. Sections 1600-1607 of the California Fish and Game Code require any agency that proposes a project that will substantially divert or obstruct the natural flow of or substantially change the bed or bank of a river, stream, or lake to notify CDFW before beginning construction. If CDFW determines that the project may substantially and adversely affect fish or wildlife resources, a Lake or Streambed Alteration Agreement will be required. CDFW jurisdictional limits are usually defined by the tops of the stream or lake banks, or the outer edge of riparian vegetation, whichever is wider. Wetlands under jurisdiction of the USACE may or may not be included in the area covered by a Streambed Alteration Agreement obtained from the CDFW.

The RWQCBs were established under the Porter-Cologne Water Quality Control Act to oversee water quality. Discharges under the Porter-Cologne Act are permitted by Waste Discharge Requirements (WDRs) and may be required even when the discharge is already permitted or exempt under the CWA. In compliance with Section 401 of the CWA, the RWQCBs also issue water quality certifications for activities which may result in a discharge to waters of the U.S. This is most frequently required in tandem with a Section 404 permit request. Please see the Water Quality section for more details.

Affected Environment

A delineation of aquatic resources in the BSA was conducted by Area West Environmental biologists Mary Bailey, Samuel Price, Art Richardson, and Mark Noyes on January 25–27 and February 4, 2016. Ms. Webber conducted additional delineation fieldwork in the BSA on December 28, 2016. The delineation was conducted using the routine onsite determination method described in the U.S. Army Corps of Engineers Wetlands Delineation Manual (Environmental Laboratory 1987) and the supplemental procedures and wetland indicators provided in the Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Region (U.S. Army Corps of Engineers 2008).

Other waters of the United States were evaluated in the field for meeting the definition of non-wetland waters in accordance with indicators and guidance in USACE Regulatory Guidance Letter No. 05-05, dated December 7, 2005 (U.S. Army Corps of Engineers 2005), and A Field Guide to the Identification of the Ordinary High-Water Mark (OHWM) in the Arid West Region (Lichvar and McColley 2008). Methods and standards conform to the USACE Sacramento District's Minimum Standards for Acceptance of Aquatic Resources Delineation Reports (U.S. Army Corps of Engineers 2016a) and Revised Map and Drawing Standards for the Pacific Division Regulatory Program Delineations (U.S. Army Corps of Engineers 2016b).

On December 26, 2019, Kateri Harrison, Kelli Angel, and Anna Kluge did a follow up field survey to clarify previously written notes and to add further comments to a written Wetland Delineation.

The only water of the United States that occurs in the study area is riparian wetland. Impacts to riparian wetlands are discussed in section 2.3.1 – Riparian Impacts.

Environmental Consequences

No Build Alternative

Under the no build alternative, no construction would take place. Therefore, there would be no impacts to wetlands in the study area.

Build Alternatives

Project construction would encroach on the riparian wetland in the study area, resulting in both permanent and temporary impacts. Impacts associated with SR 70 widening were considered to be permanent if they would result in the placement of permanent fill in the riparian wetland. All temporarily disturbed areas of the riparian wetland would be restored to pre-project contours and conditions. USACE and EPA consider wetlands and stream habitats important for water quality and wildlife. Waters of the United States and waters of the State are regulated by USACE and the RWQCBs, respectively. State and federal agencies will require avoidance, minimization, and compensatory mitigation for the loss of riparian wetland habitat. The loss or disturbance of riparian wetland is considered adverse because this wetland type provides a variety of important ecological functions and values.

Avoidance, Minimization, and/or Mitigation Measures

In addition to the water quality BMPs and project SWPPP, Caltrans will install fencing and/or flagging (BIO-1) to ensure that the proposed project minimizes effects on wetlands in and adjacent to the designated work area and compensate for the loss of riparian wetland (BIO-2) and valley foothill riparian (BIO-3). Additional avoidance and minimization measures may be agreed upon during the future permitting phase.

Wetlands Only Practicable Finding

Executive Order 11990 states that a federal agency may not undertake or provide assistance for new construction in wetlands unless the head of the agency finds that there is no practicable alternative and the proposed project includes all practicable measures to minimize harm.

Meeting the purpose and need for the proposed project requires modification of the highway within the project limits. Due to the proximity of adjacent wetlands and the design parameters required to widen to standard widths, complete avoidance of wetlands is not possible. Alternative 1 would result in 0.58 acres of impact, and Alternative 2 would also result in 0.58 ares of impact to wetlands.

Under the No-Build Alternative, no wetlands would be affected, but the No-Build Alternative does not meet the project purpose and need because it does not address the concerns that are present in the project area.

Practicable measures to minimize harm to wetlands are built into the project design as well as identified above in the “Avoidance, Minimization, and/or Mitigation Measures”. Through extensive review and through coordination with resource agencies, the design of the project uses the least footprint possible.

Based on the above considerations, it is determined that there is no practicable alternative to the proposed construction in wetlands and that the proposed project includes all practicable measures to minimize harm to wetlands that may result from such use.

2.3.3 Animal Species

Regulatory Setting

Many state and federal laws regulate impacts to wildlife. The U.S. Fish and Wildlife Service (USFWS), the National Oceanic and Atmospheric Administration’s National Marine Fisheries Service (NOAA Fisheries Service), and the California Department of Fish and Wildlife (CDFW) are responsible for implementing these laws. This section discusses potential impacts and permit requirements associated with animals not listed or proposed for listing under the federal or state Endangered Species Act. Species listed or proposed for listing as threatened or endangered are discussed in the Threatened and Endangered Species Section 2.3.5 below. All other special-status animal species are discussed here, including CDFW fully protected species and species of special concern, and USFWS or NOAA Fisheries Service candidate species.

Federal laws and regulations relevant to wildlife include the following:

- National Environmental Policy Act
- Migratory Bird Treaty Act
- Fish and Wildlife Coordination Act
- State laws and regulations relevant to wildlife include the following:
- California Environmental Quality Act
- Sections 1600 – 1603 of the California Fish and Game Code
- Sections 4150 and 4152 of the California Fish and Game Code

Affected Environment

A wildlife biologist conducted a reconnaissance-level field survey of the study area on December 28, 2016. This survey focused on evaluating land cover types in the study area and determining their suitability to support special-status animal species. The wildlife biologist drove the project corridor and walked portions of the study area where permission to access had been obtained, making notes on the types and suitability of habitat present, and recording any wildlife species observed.

Table 10 includes non-listed special-status animal species that are known to occur or have the potential to occur in the geographic region (i.e., within 5 miles of the proposed project). These species were identified based on the CNDDB records search (California Department of Fish and Wildlife 2019), and species distribution and habitat requirements data. Non-listed special-status animal species discussed in this section are legally protected under FESA, CESA, or other regulations, and species that are considered sufficiently rare by the scientific community to qualify for such listing. Non-listed special-status animals are those species in any of the categories listed below:

- Species that are candidates for possible future listing as threatened or endangered under FESA (81 FR 87246, December 2, 2016).
- Species proposed for listing by the State of California as threatened or endangered under CESA (14 California Code of Regulations [CCR] 670.5).
- Species that meet the definitions of rare or endangered under CEQA (State CEQA Guidelines Section 15380).
- Animal species of special concern to CDFW (California Department of Fish and Wildlife 2018c).
- Animals fully protected in California (CFGC Section 3511 [birds], 4700 [mammals], 5050 [amphibians and reptiles], and 5515 [fish]).

Based on the CNDDB search results (California Department of Fish and Wildlife 2019), seven non-listed special-status wildlife species were identified as occurring or having the potential to occur in the project region (Table 12) After a review of species distribution and habitat requirements data, and the field survey, it was determined that three of the seven species would not occur in the study area because it lacks suitable habitat for the species

or is outside the species' known range. It was determined that four of the seven species have potential foraging habitat in the study area. Due to the limited scope of the project construction, only one of the four species, northern harrier, was considered to potentially occur in the vicinity. However, the nearest CNDDB occurrence is 10.2 miles from the study area.

Migratory Birds

Non-special-status migratory birds, including raptors, have the potential to nest in trees, shrubs, and ground vegetation in the study area. These generally common species are locally and regionally abundant. The breeding season for most birds is generally from February 1 to August 31. Some birds could nest in the culvert south of South Honcut Creek within the study area.

The habitat-based field survey was conducted outside the breeding season for most birds, and a focused survey for nest structures was not conducted. Remnants of a mud cup nest structure were attached to the wall of the culvert south of South Honcut Creek during the December 28, 2016, field survey. Suitable nesting habitat for migratory birds is present within the valley foothill riparian, riparian wetland, ruderal, orchard, developed, and landscaped land cover types in and adjacent to the study area.

Table 12. Non-Listed Special-Status Wildlife with Potential to Occur in the Vicinity of the Yuba 70 Passing Lanes Project Study Area

Invertebrates

Common Name Scientific Name	Legal Statusa (Federal/ State/Other)	General Habitat Description	Habitat Present/ Absentb	Rationale
California linderiella Linderiella occidentalis	–/–/–	Vernal pools in the Central Valley.	Absent	No suitable rain-filled ephemeral pools are present in the study area. The nearest CNDDB occurrence is 6.6 miles from the study area.

Reptiles

Common Name Scientific Name	Legal Statusa (Federal/ State/Other)	General Habitat Description	Habitat Present/ Absentb	Rationale

Western pond turtle Emys marmorata	–/SSC/–	Occurs throughout California west of the Sierra-Cascade crest. Found from sea level to 6,000 feet. Does not occur in desert regions except for along the Mojave River and its tributaries. Occupies ponds, marshes, rivers, streams, and irrigation canals with muddy or rocky bottoms and with watercress, cattails, water lilies, or other aquatic vegetation in woodlands, grasslands, and open forests	Absent	The riparian wetland in the study area does not provide suitable aquatic habitat and is too far from a perennial waterbody to provide suitable nesting habitat. The nearest CNDDB occurrence is 6.2 miles from the study area in Butte County.

Birds

Common Name Scientific Name	Legal Statusa (Federal/ State/Other)	General Habitat Description	Habitat Present/ Absentb	Rationale
Northern harrier Circus cyaneus	–/SSC/–	Occurs throughout lowland California. Has been recorded in fall at high elevations. Nests and forages in grasslands, meadows, marshes, and seasonal and agricultural wetlands.	Present	Observed foraging in the study area during the December 2016 field survey. This species could forage in ruderal, fallow, and plowed fields in the study area. Low likelihood of nesting in these same fields. The nearest CNDDB occurrence is in Yuba County 10.2 miles from the study area.
Burrowing owl Athene cunicularia	–/SSC/–	Lowlands throughout south, central, and east California, including the Central Valley, northeastern plateau, southeastern deserts, and some coastal areas. Rare along the south coast. Level, open, dry, heavily grazed or low stature grassland or desert vegetation with available burrows; also found in coastal terrace prairies and sagebrush habitats.	Habitat Present	Suitable foraging habitat is present in ruderal and fallow fields. No suitable burrows were observed associated with foraging habitat during the December 2016 field survey, however California ground squirrels were observed in the study area. The nearest CNDDB occurrence is from 1906, 8.2 miles from the study area.
Tricolored blackbird Agelaius tricolor	–/T/–	Permanent resident in the Central Valley from Butte County to Kern County. Breeds at scattered coastal locations from Marin County south to San Diego County; and at scattered locations in Lake, Sonoma, and Solano Counties. Rare nester in Siskiyou, Modoc, and Lassen Counties. Nests in dense colonies in emergent marsh vegetation, such as tules and cattails, or upland sites with blackberries, nettles, thistles, and grain fields. Habitat must be large enough to support 50 pairs. Probably requires water at or near the nesting colony.	Habitat Present	Could forage in ruderal and fallow fields in the study area but nesting habitat is not present. The nearest CNDDB occurrence is 0.3 mile from the study area in Yuba County; however, the 2014 update for this record did not observe any nesting for this species.

Modesto song sparrow *Melospiza melodia*	–/SSC/–	Found in the north-central portion of the Central Valley, from Butte Sink, Perkins and Eddy Lakes and Little Butte Creek in Butte County, Colusa and Delevan NWR, along the Sacramento River in Colusa and Sutter Counties, west of Tisdale in Sutter County, northern San Joaquin Valley in the Delta, and sparsely along the Mokelumne River riparian corridor. Breeds in emergent freshwater wetlands (tules and cattails) and early successional riparian thickets (willows). May also use sparsely vegetated irrigation canals and levees, and valley oak riparian forests with blackberry understory for breeding. Can be found singing or foraging along roadside irrigation ditches. Requires moderately dense vegetation for nest site cover, semi-open canopies, and open ground or leaf litter for foraging.	Habitat Present	Could forage in the riparian wetland in the study area but nesting habitat is not present. The nearest CNDDB occurrence is a historic record in Yuba County 0.9 mile from the study area.

Mammals

Common Name Scientific Name	Legal Statusa (Federal/ State/Other)	General Habitat Description	Habitat Present/ Absentb	Rationale
North American porcupine Erethizon dorsatum	–/–/–	Wide variety of coniferous and mixed woodland habitat in the Sierra Nevada, Cascade, and Coast Ranges.	Absent	There are no continuous patches of woodland in the study area. The nearest CNDDB occurrence is 6 miles from study area in Butte County; collected in 1976.

Environmental Consequences

No Build Alternative

Under the no build alternative, no construction would take place. Therefore, there would be no impacts to special-status species in the study area.

Build Alternatives

Migratory Birds

Tree removal and trimming is expected to occur for construction of the proposed project. Clearing of ruderal vegetation, where ground nesting birds may be present, may also occur. Construction to extend the concrete box culvert south of Honcut Creek to accommodate widening or demolition of structures within the right-of-way, where structure nesting birds may be present, would likely also occur. Construction activities would occur during the nesting season of migratory birds (generally February 1 through August 31) and could result in the possible injury to nesting birds. Removal or destruction of nests or construction disturbance during the breeding season could result in the incidental loss of fertile eggs or nestlings or otherwise lead to nest abandonment.

The occupied nests and eggs of migratory birds are protected by federal and state laws, including the MBTA and CFGC Sections 3503 and 3503.5. USFWS is responsible for overseeing compliance with the MBTA, and CDFW is responsible for overseeing compliance with the CFGC and making recommendations on nesting bird protection. Impacts on nesting migratory birds would be an adverse effect.

Avoidance, Minimization, and/or Mitigation Measures

Measures BIO-1 (described above under Section 2.3.1 - Natural Communities) and BIO-5 (described below under Section 2.3.5 - Threatened and Endangered Species) will be implemented to avoid and minimize impacts on Swainson's Hawk and other nesting birds.

2.3.4 Plant Species

Regulatory Setting

The U.S. Fish and Wildlife Service (USFWS) and California Department of Fish and Wildlife (CDFW) have regulatory responsibility for the protection of special-status plant species. “Special-status” species are selected for protection because they are rare and/or subject to population and habitat declines. Special status is a general term for species that are provided varying levels of regulatory protection. The highest level of protection is given to

threatened and endangered species; these are species that are formally listed or proposed for listing as endangered or threatened under the Federal Endangered Species Act (FESA) and/or the California Endangered Species Act (CESA). Please see the Threatened and Endangered Species section 2.3.5 in this document for detailed information about these species.

This section of the document discusses all other special-status plant species, including CDFW species of special concern, USFWS candidate species, and California Native Plant Society (CNPS) rare and endangered plants.

The regulatory requirements for FESA can be found at 16 United States Code (USC) Section 1531, et seq. See also 50 Code of Federal Regulations (CFR) Part 402. The regulatory requirements for CESA can be found at California Fish and Game Code, Section 2050, et seq. Department projects are also subject to the Native Plant Protection Act, found at California Fish and Game Code, Section 1900-1913, and the California Environmental Quality Act (CEQA), found at California Public Resources Code, Sections 21000-21177.

Affected Environment

Botanical surveys in the study area were also conducted on December 28, 2016, and January 26, 2017; however, they did not coincide with the identification periods of special-status plants identified as having potential to occur in the project region. A botanist walked accessible parcels that had areas of natural vegetation, parts of the ROW in and adjacent to undeveloped parcels, and visually surveyed inaccessible residential parcels from the ROW.

Non-Listed Special-Status Plants

Table 13 includes non-listed special-status plant species that are known to occur or have the potential to occur in the geographic region (i.e., within 5 miles of the study area). These species were identified based on the CNDDB records search (California Department of Fish and Wildlife 2019) and the CNPS Inventory of Rare and Endangered Plants (2019), and species distribution and habitat requirements data. Special-status plant species discussed in this section are legally protected under FESA, CESA, or other regulations, and species that are considered sufficiently rare by the scientific community to qualify for such listing. Special-status plants are those species in any of the categories listed below:

- Species that are candidates for possible future listing as threatened or endangered under FESA (81 FR 87246, December 2, 2016).
- Species proposed for listing by the State of California as threatened or endangered under CESA (14 California Code of Regulations [CCR] 670.5).
- Species that meet the definitions of rare or endangered under CEQA (State CEQA Guidelines Section 15380).
- Plants with a California Rare Plant Rank (CRPR) of 1, 2, 3, or 4 (California Native Plant Society 2018).

Ten non-listed special-status plant species were identified as potentially occurring within 5 miles of the study area based on the CNDDB search results (California Department of Fish and Wildlife 2019) and the CNPS Inventory (California Native Plant Society 2019) for the project region (Table 13). Nine of these species have habitat or microhabitat requirements (e.g., valley and foothill grassland; vernal pools; perennial marsh in rivers, sloughs, or streams; serpentine, alkaline, or clay soils; rocky roadsides) that are not present in the study area, or they occur at higher elevations than the study area, which ranges from approximately 60 to 90 feet above mean sea level. Three of these species are recorded in the CNDDB as occurring in or near the study area (Ferris' milk-vetch [*Astragalus tener* var. *ferrisiae*], recurved larkspur [*Delphinium recurvatum*], and veiny monardella [*Monardella venosa*]), although these records are historical (i.e., from the 1800s), have unspecific locations, and were located in habitat that has been developed or altered. There is potential habitat for veiny monardella in the valley foothill riparian and riparian wetland habitats in the study area. Veiny monardella was previously identified as having potential habitat in the valley foothill riparian and riparian wetland habitats present in the project area. After evaluating the species lists and the quality of habitat present in the project area, this plant is not anticipated to occur in the project area.

No special-status plants have been previously reported in the study area and none were observed in the study area during the December 28, 2016 and January 26, 2017 field surveys. Overall, the study area has a low potential to support special-status plants due to the historic and on-going modifications of habitat.

Native Oak Trees

Oak trees in the riparian wetland and valley foothill riparian areas are protected as part of the overall riparian habitat and may be regulated by CDFW and are addressed in the discussion of those communities in Sections 2.3.1 and 2.3.2.

Table 13. Special-Status Plant Species with Potential to Occur in the Vicinity of the Yuba 70 Passing Lanes Project Study Area

Common Name (Scientific Name)	Status[a] Federal/State CRPR	General Habitat Description	Blooming Period	Habitat Present/ Absent	Rationale
Ferris' milk-vetch (Astragalus tener var. ferrisiae)	–/–/1B.1	Historical range included the Central Valley from Butte to Solano County but currently only occurs in Butte, Glenn, Colusa, Sutter, and Yolo Counties. Seasonally wet areas in meadows and seeps, sub alkaline flats in valley and foothill grassland; 2–75 meters	April–May	Habitat absent	No suitable habitat in study area. Nearest recorded occurrence is ~1.5 miles southwest of the study area but was last observed in 1891.
Depauperate milk-vetch (Astragulus pauperculus)	–/–/4.3	Chaparral, cismontane woodland, valley and foothill grassland. Vernally mesic, volcanic.	March–June	Habitat absent	No suitable habitat in study area. Nearest recorded occurrence is more than 10 miles from the study area.
Sierra foothill Brodiaea (Brodiaea sierra)	–/–/4.3	Sierra Nevada foothills. Usually serpentine or gabbroic, chaparral, cismontaine woodland, lower montane coniferous forest.	May–August	Habitat absent	No suitable habitat in study area. Nearest recorded occurrence is more than 10 miles from the study area.
Brandegee's clarkia (Clarkia biloba ssp. Brandegeeae	–/–/4.2	Northern Sierra Nevada Foothills from Butte to El Dorado Counties. Chaparral, cismontane woodland, lower coniferous forest, often on roadcuts; 75–915 meters.	May–July	Habitat absent	No suitable habitat in study area, and study area is below the known elevational range. Nearest recorded occurrence is more than 10 miles from the study area.
Recurved larkspur (Delphinium recurvatum)	–/–/1B.2	Central Valley from Colusa (extirpated) to Kern Counties. Alkaline soils in valley and foothill grassland, saltbush scrub, cismontane woodland; 3–790 meters	March–June	Habitat absent	No suitable soils mapped in study area. Nearest recorded occurrence is ~1.5 miles southwest of the study area but was last observed in 1900 and presumed extirpated due to development.
Dwarf downingia (Downingia pusilla)	–/–/1B.2	Primarily in the lower Sacramento Valley, also from north Coast Ranges, northern San Joaquin Valley and the Santa Cruz Mountains. Deep, seasonally wet habitats such as vernal pools, ditches, marsh edges, and river banks; below 880 meters.	April–June	Habitat absent	No suitable habitat in study area ditches. Nearest recorded occurrences are ~6.5 miles southeast of the study area.

Ahart's dwarf rush (Juncus leiospermus var. ahartii)	–/–/1B.2	Eastern Sacramento Valley, northeastern San Joaquin Valley with occurrences in Butte, Calaveras, Placer, Sacramento, Tehama, and Yuba Counties. Wet areas in valley and foothill grassland, vernal pool margins; 30–229 meters.	April–June	Habitat absent	No suitable habitat in study area. Nearest recorded occurrence is more than 10 miles from the study area.
Legenere (Legenere limosa)	–/–/1B.1	Primarily in the lower Sacramento Valley, also from north Coast Ranges, northern San Joaquin Valley and the Santa Cruz Mountains. Deep, seasonally wet habitats such as vernal pools, ditches, marsh edges, and river banks; below 880 meters.	April–June	Habitat absent	No suitable habitat in study area ditches. Nearest recorded occurrences are ~6.5 miles southeast of the study area.
Veiny monardella (Monardella venosa)	–/–/1B.1	Occurrences in the northern and central Sierra Nevada Foothills; also historically known from the Sacramento Valley. Cismontane woodland, valley and foothill grassland on heavy clay soils; 60–410 meters.	May–July	Habitat absent	Suitable habitat in riparian areas in study area. Nearest recorded occurrence is within the study area, but was last observed in 1854, and is most likely extirpated.
Sanford's arrowhead (Sagittaria sanfordii)	E/E/1B.1	Eastern side of Sacramento-San Joaquin Valleys and adjacent foothills, historically as far north as Yuba County; currently Fresno, Madera, Merced, Stanislaus, and Tuolumne Counties. Predominantly on northern slopes of rocky, bare areas along rolling hills, shady creeks, adjacent to vernal pools and streams, on heavy clay soils in valley and foothill grasslands and cismontane woodland; 15–150 meters	March–April	Habitat absent	Marginal habitat in riparian wetlands in BSA, but the project is outside of the current range for this species. Nearest recorded occurrence is within the BSA but was extirpated for development of Marysville and last observed in 1847. This species is no longer known to occur in Yuba County, and the proposed project will have no effect on this plant.

Environmental Consequences

No Build Alternative

Under the no build alternative, no construction would take place. Therefore, there would be no impacts to plant species in the study area.

Build Alternatives

Non-Listed Special-Status Plants

The study area has low potential to support non-listed special-status plants, surveys during the appropriate identification periods have been conducted to confirm whether special-

status plants are absent from the study area or, if present, determine whether there would be project impacts on these species.

Native Oak Trees

The proposed project would result in the removal of native oak trees in riparian wetland and valley foothill riparian natural communities. These native trees are regulated as part of the overall riparian habitat that may fall within CDFW jurisdiction, and impacts would be addressed and compensated as part of the permitting process for riparian habitat. The build alternatives would also remove as many as 74 mature oak trees that grow in landscaped areas or in ruderal habitat along the ROW. There is no required mitigation for these individual trees.

Avoidance, Minimization, and/or Mitigation Measures

Implementation of measures BIO-1, BIO-2, BIO-3 and BIO-6 (described below) will ensure that the proposed project minimizes effects on special-status plant habitat in and adjacent to the designated work area.

BIO-4: Protect Special-Status Plant Species

To avoid and minimize impacts on special-status plant species, the following measures will be incorporated into the project:

- A properly timed survey for special-status plant species will be conducted by a qualified biologist prior to the start of construction.
- If special-status plant species are not detected during the survey, then no further avoidance and minimization measures will be required.
- If a special-status plant species is observed during the survey, the plant will be avoided to the maximum extent practicable during project construction. ESAs will be established around special-status plant occurrences within the BSA to exclude project activities. Temporary exclusionary fencing will be installed to define the limits of the ESA.
- If avoidance is not feasible, the plants will be transplanted to a suitable location, if feasible.

2.3.5 Threatened and Endangered Species

Regulatory Setting

The primary federal law protecting threatened and endangered species is the Federal Endangered Species Act (FESA): 16 United States Code (USC) Section 1531, et seq. See also 50 Code of Federal Regulations (CFR) Part 402. This act and later amendments provide for the conservation of endangered and threatened species and the ecosystems upon which they depend. Under Section 7 of this act, federal agencies, such as the Federal Highway Administration (FHWA) (and the Department, as assigned), are required to consult with the U.S. Fish and Wildlife Service (USFWS) and the National Oceanic and Atmospheric Administration's National Marine Fisheries Service (NOAA Fisheries Service) to ensure that they are not undertaking, funding, permitting, or authorizing actions likely to jeopardize the continued existence of listed species or destroy or adversely modify

designated critical habitat. Critical habitat is defined as geographic locations critical to the existence of a threatened or endangered species. The outcome of consultation under Section 7 may include a Biological Opinion with an Incidental Take statement or a Letter of Concurrence. Section 3 of FESA defines take as “harass, harm, pursue, hunt, shoot, wound, kill, trap, capture or collect or any attempt at such conduct.”

California has enacted a similar law at the state level, the California Endangered Species Act (CESA), California Fish and Game Code Section 2050, et seq. CESA emphasizes early consultation to avoid potential impacts to rare, endangered, and threatened species and to develop appropriate planning to offset project-caused losses of listed species populations and their essential habitats. The California Department of Fish and Wildlife (CDFW) is the agency responsible for implementing CESA. Section 2080 of the California Fish and Game Code prohibits “take” of any species determined to be an endangered species or a threatened species. Take is defined in Section 86 of the California Fish and Game Code as “hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill.” CESA allows for take incidental to otherwise lawful development projects; for these actions an incidental take permit is issued by CDFW. For species listed under both FESA and CESA requiring a Biological Opinion under Section 7 of FESA, the CDFW may also authorize impacts to CESA species by issuing a Consistency Determination under Section 2080.1 of the California Fish and Game Code.

Another federal law, the Magnuson-Stevens Fishery Conservation and Management Act of 1976, was established to conserve and manage fishery resources found off the coast, as well as anadromous species and Continental Shelf fishery resources of the United States, by exercising (A) sovereign rights for the purposes of exploring, exploiting, conserving, and managing all fish within the exclusive economic zone established by Presidential Proclamation 5030, dated March 10, 1983, and (B) exclusive fishery management authority beyond the exclusive economic zone over such anadromous species, Continental Shelf fishery resources, and fishery resources in special areas.

Affected Environment

As described previously, a botanist and wildlife biologist conducted a reconnaissance-level field survey of the study area on December 28, 2016 to evaluate land cover types in the study area and determining their suitability to support special-status plant and animal species. In addition, the wildlife biologist conducted a focused survey for elderberry shrubs (Sambucus sp.), the host plant (habitat) for the valley elderberry longhorn beetle, on January 19 and 26, 2017. The wildlife biologist walked accessible parcels that had dense vegetation obscuring the view from SR 70, and those that had dense vegetation within the project ROW. Most of these areas occur on portions of parcels that are landscaped, or adjacent to developed lands. The ROW within inaccessible parcels was visually surveyed from the road or road shoulder.

Tables 12 and 13 list threatened or endangered plant and wildlife species, respectively, that are known to occur or have the potential to occur in the geographic region (i.e., within 5 miles of the proposed project). These species were identified based on the CNDDB records search (California Department of Fish and Wildlife 2019), the CNPS Inventory of Rare and

Endangered Plants (2019), the USFWS and NMFS species lists (U.S. Fish and Wildlife Service 2019; National Marine Fisheries Service 2019), and species distribution and habitat requirements data. For the purpose of this report, special-status species are plants and animals that are legally protected under FESA, CESA, or other regulations, and species that are considered sufficiently rare by the scientific community to qualify for such listing. There is no Essential Fish Habitat (protected under the Magnuson-Stevens Fishery Conservation and Management Act) in the study area. Threatened and endangered plants and animals are those species in any of the categories listed below:

- Species listed or proposed for listing as threatened or endangered under FESA (50 CFR 17.11 [listed animals], 50 CFR 17.12 [listed plants], and various notices in the Federal Register [FR] [proposed species]).
- Species listed by the State of California as threatened or endangered under CESA (14 California Code of Regulations [CCR] 670.5).
- Plants listed as rare under CNPPA (California Fish and Game Code 1900 et seq.).

Threatened or Endangered Plant Species

Eleven special-status plant species were identified as potentially occurring in the BSA vicinity based on the CNDDB search results (California Department of Fish and Wildlife 2017a), the CNPS Inventory (California Native Plant Society 2017), and the USFWS list (U.S. Fish and Wildlife Service 2017a) for the project region (Appendix E). Seven of these species have habitat or microhabitat requirements (e.g., valley and foothill grassland; vernal pools; perennial marsh in rivers, sloughs, or streams; serpentine, alkaline, or clay soils; rocky roadsides) that are not present in the BSA, or they occur at higher elevations than the BSA, which ranges from approximately 60 to 90 feet above mean sea level. Four of these species are recorded in the CNDDB as occurring in or near the BSA (Ferris' milk-vetch [Astragalus tener var. ferrisiae], recurved larkspur [Delphinium recurvatum], veiny monardella [Monardella venosa], and Hartweg's golden sunburst [Pseudobahia bahiifolia]), although these records are historical (i.e., from the 1800s), have unspecific locations, and were located in habitat that has been developed or altered. Hartweg's golden sunburst is considered extirpated from Yuba County, and now is only known to occur in the San Joaquin Valley (U.S. Fish and Wildlife Service 2007). There is potential habitat for veiny monardella in the valley foothill riparian and riparian wetland habitats in the BSA. Veiny monardella was previously identified as having potential habitat in the valley foothill riparian and riparian wetland habitats present in the project area. After evaluating the species lists and the quality of habitat present in the project area, this plant is not anticipated to occur in the project area. Additional surveys were completed January 25-27 and February 4, 2016; December 28, 2016; January 19, 26-27, 2017; December 26, 2019; and March 3, 2020/

Further surveys will be conducted this coming spring during proper blooming periods. If any special status species are found to be present, this document will be amended, and consultation will be initiated.

Threatened or Endangered Wildlife Species

Based on the CNDDB search results (California Department of Fish and Wildlife 2019), the USFWS list (U.S. Fish and Wildlife Service 2019), and the NMFS list (National Marine

Fisheries Service 2019), 16 special-status wildlife species (including five fish) were identified as occurring or having the potential to occur in the project region (Table 13.1). After a review of species distribution and habitat requirements data, and the field survey, it was determined that 14 of the 16 species would not occur in the study area because it lacks suitable habitat for the species or is outside the species' known range. It was determined that one species, valley elderberry longhorn beetle, may occur in the study area or be affected by the proposed project; and one of the species, Swainson's hawk, has limited potential foraging and nesting habitat in the study area.

Table 13.1. Threatened or Endangered Wildlife Species with Potential to Occur in the Vicinity of the Proposed Project Area

Common Name *Scientific Name*	Legal Status[a] (Federal/ State/Other)	General Habitat Description	Habitat Present/ Absent[b]	Rationale
Invertebrates				
Conservancy fairy shrimp *Branchinecta conservatio*	E/–/–	Disjunct occurrences in Solano, Merced, Tehama, Ventura, Butte, Placer, and Glenn Counties; Central Valley. Large, deep vernal pools in annual grasslands	Absent	No intact large, deep vernal pools in annual grasslands are present in the study area. The nearest CNDDB occurrence is more than 10 miles from the study area in Placer County. *No effect.*
Vernal pool fairy shrimp *Branchinecta lynchi*	T/–/–	Central Valley, central and south Coast Ranges from Tehama County to Santa Barbara County. Isolated populations also in Riverside County. Common in vernal pools and swales; also found in sandstone rock outcrop pools	Absent	No suitable rain-filled ephemeral pools are present in the study area. The nearest CNDDB occurrence is 5.3 miles from the study area in Butte County. *No effect.*
Vernal pool tadpole shrimp *Lepidurus packardi*	E/–/–	Shasta County south to Tulare County, also found in San Francisco Bay National Wildlife Refuge. Vernal pools, swales, and ephemeral stock ponds containing highly turbid waters; also drainages, reservoirs, ditches, backhoe pits and compacted road ruts	Absent	No suitable rain-filled ephemeral pools are present in the study area. The nearest CNDDB occurrence is 3.6 miles from the study area in Yuba County. *No effect.*
Valley elderberry longhorn beetle *Desmocerus californicus dimorphus*	T/–/–	Stream side habitats below 3,000 feet throughout the Central Valley, along the American River, Putah Creek, and the Merced River; also found in the San Joaquin Valley. Riparian and oak savanna habitats with elderberry shrubs; elderberries are the host plant	Habitat Present	One elderberry shrub cluster (host plant) is present in the study area and within the construction limit of the Alternative 1. The nearest CNDDB occurrence is 0.8 mile from the study area in Yuba County. Per USFWS regulatory guidance (2017) this elderberry shrub would not be suitable habitat for VELB. *No effect.*
Fish				
Delta smelt *Hypomesus transpacificus*	T/E/–	Found primarily in the Sacramento–San Joaquin Estuary, but has been found as far upstream as the mouth of the American River on the Sacramento River and Mossdale on the San Joaquin River; range extends downstream to San Pablo Bay. Occurs in estuary habitat in the Delta where fresh and brackish water mix in the salinity range of 2–7 parts per thousand (Moyle 2002)	Absent	Study area is not located within the historical or current distribution of this species, and suitable habitat does not occur in the study area. Species is not expected to occur in the study area. The nearest CNDDB occurrence is more than 10 miles from the study area. *No effect.*

Common Name *Scientific Name*	Legal Status[a] (Federal/ State/Other)	General Habitat Description	Habitat Present/ Absent[b]	Rationale
Central Valley spring-run Chinook salmon *Oncorhynchus tshawytscha*	T/T/–	Upper Sacramento River and tributaries of Feather and Yuba Rivers. Occurs in well-oxygenated, cool, riverine habitat with water temperatures from 5 to 19°C. Habitat types are riffles, runs, and pools. Coldwater pools are needed for holding adults (Moyle 2002).	Absent	No riverine habitat is present in the study area, and the riparian wetland habitat does not provide suitable habitat or connection to the Feather River. Species is not expected to occur in the study area. The nearest CNDDB occurrence is 0.6 mile from the study area in Yuba County for the Feather River. *No effect.*
Central Valley steelhead *Oncorhynchus mykiss irideus*	T/–/–	Sacramento River and tributary Central Valley rivers downstream of physical barriers, including dams. Resident, non-listed forms (rainbow trout) occur upstream and downstream of physical barriers. Occurs in well-oxygenated, cool, riverine habitat with water temperatures from 8–18°C (Moyle 2002). Habitat types are riffles, runs, and pools.	Absent	No riverine habitat is present in the study area, and the riparian wetland habitat does not provide suitable habitat or connection to the Feather River. Species is not expected to occur in the study area. The nearest CNDDB occurrence is 0.6 mile from the study area in Yuba County for the Feather River. *No effect.*
Sacramento River winter-run Chinook salmon *Oncorhynchus tshawytscha*	E/E/–	Mainstem Sacramento River below Keswick Dam (Moyle 2002); occurs in well-oxygenated, cool, riverine habitat with water temperatures from 8.0 to 12.5 °C; habitat types are riffles, runs, and pools (Moyle 2002); adults and juveniles migrate in the lower Sacramento River and through the Delta.	Absent	No riverine habitat is present in the study area, and the riparian wetland habitat does not provide suitable habitat or connection to the Feather River. Species is not expected to occur in the study area. The nearest CNDDB occurrence is more than 10 miles from the study area. *No effect.*
Green Sturgeon (southern DPS) *Ascipenser medirostris*	T/SSC/–	Sacramento, Klamath, and Trinity Rivers (Moyle 2002). Spawns in large river systems with well-oxygenated water, with temperatures from 8.0 to 14°C.	Absent	No riverine habitat is present in the study area, and the riparian wetland habitat does not provide suitable habitat or connection to the Feather River. Species is not expected to occur in the study area. The nearest CNDDB occurrence is more than 10 miles from the study area. *No effect.*

Common Name *Scientific Name*	Legal Status[a] (Federal/ State/Other)	General Habitat Description	Habitat Present/ Absent[b]	Rationale
Amphibians				
California red-legged frog *Rana draytonii*	T/SSC/–	Found along the coast and coastal mountain ranges of California from Mendocino County to San Diego County and in the Sierra Nevada from Tehama County to Stanislaus County. Occur in permanent and semipermanent aquatic habitats, such as creeks and cold-water ponds, with emergent and submergent vegetation. May estivate in rodent burrows or cracks during dry periods.	Absent	No suitable perennial aquatic habitat is present within the study area. In addition, the species is believed by USFWS to be extirpated from the floor of the Central Valley (U.S. Fish and Wildlife Service 2002) and the study area would be considered part of the Sacramento Valley. The nearest CNDDB occurrence is more than 10 miles from the study area in Yuba County. *No effect.*
Reptiles				
Giant garter snake *Thamnophis gigas*	T/T/–	Central Valley from the vicinity of Burrel in Fresno County north to near Chico in Butte County; has been extirpated from areas south of Fresno; found at elevations from near sea level to 400 feet. Sloughs, canals, low gradient streams and freshwater marsh habitats where there is a prey base of small fish and amphibians; also found in irrigation ditches and rice fields; requires grassy banks and emergent vegetation for basking and areas of high ground protected from flooding during winter	Absent	No perennial streams or emergent wetland habitat is present within or adjacent to the study area. No rice field habitat is present within or near the study area. The nearest CNDDB occurrence is more than 3.9 miles from the study area in Sutter County. *No effect.*
Birds				
Swainson's hawk *Buteo swainsoni*	–/T/–	Requires large, open grasslands with suitable nest trees; nests in oaks or cottonwoods in or near riparian habitats; forages in grasslands, lightly grazed pastures/crops, irrigated pastures, and grain fields. Lower Sacramento and San Joaquin Valleys, the Klamath Basin, and Butte Valley. Highest nesting densities occur near Davis and Woodland, Yolo County.	Habitat Present	Suitable nest trees are present in the study area. This species could forage in ruderal and fallow fields. The nearest CNDDB occurrence is 1 mile from the study area in Sutter County.

Common Name *Scientific Name*	Legal Status[a] (Federal/ State/Other)	General Habitat Description	Habitat Present/ Absent[b]	Rationale
California black rail *Laterallus jamaicensis coturniculus*	–/T/–	Permanent resident in the San Francisco Bay and eastward through the Delta into Sacramento and San Joaquin Counties; small populations in Marin, Santa Cruz, San Luis Obispo, Orange, Riverside, and Imperial Counties. Occurs in the Sierra Nevada foothills. Tidal salt marshes associated with heavy growth of pickleweed; also occurs in brackish marshes or freshwater marshes at low elevations.	Absent	No suitable freshwater marsh habitat in the study area. The nearest CNDDB occurrence 5.2 miles from the study area in Yuba County.
Western yellow-billed cuckoo *Coccyzus americanus occidentalis*	T/E/–	Nests along the upper Sacramento, lower Feather, south fork of the Kern, Amargosa, Santa Ana, and Colorado Rivers. Requires wide, dense riparian forests/woodlands with a thick understory of willows for nesting; sites with a dominant cottonwood overstory are preferred for foraging; may avoid valley-oak riparian habitats where scrub jays are abundant; utilizes orchards adjacent to streams.	Absent	No wide dense riparian forest in the study area. The nearest CNDDB occurrence is 1 mile from the study area in Yuba County. *No effect.*
Least Bell's vireo *Vireo bellii pusillus*	E/E/–	Small populations remain in southern Inyo, southern San Bernardino, Riverside, San Diego, Orange, Los Angeles, Ventura, and Santa Barbara Counties. Found at the San Joaquin River National Wildlife Refuge (San Joaquin and Stanislaus Counties) in 2005. Riparian thickets/dense willows with a well-developed understory either near water or in dry portions of river bottoms; nests along margins of bushes and forages low to the ground; may also be found using mesquite and arrow weed in desert canyons.	Absent	No riparian thickets/dense willows with a well-developed understory in the study area. The nearest CNDDB occurrence is a historic record in Yuba County 0.9 mile from the study area. *No effect.*
Bank swallow *Riparia riparia*	–/T/–	Occurs along the Sacramento River from Tehama County to Sacramento County, along the Feather and lower American Rivers, in the Owens Valley; and in the plains east of the Cascade Range in Modoc, Lassen, and northern Siskiyou Counties. Small populations near the coast from San Francisco County to Monterey County. Nests in bluffs or banks, usually adjacent to water, where the soil consists of sand or sandy loam, along streams, coastal bluffs, and sand/gravel pits.	Absent	No bluffs or banks adjacent to water in the study area. The nearest CNDDB occurrence is 0.7 mile from the study area in Yuba County on the Feather River.

[a] Status explanations:
Federal
E = listed as endangered under the federal ESA.
T = listed as threatened under the federal ESA.
– = no listing.
State
E = listed as endangered under CESA.
T = listed as threatened under CESA.
SSC = species of special concern in California.
– = no listing.

[b] Habitat designations:
Absent = no habitat present and no further work needed.
Habitat Present = habitat is, or may be present. The species may be present.
Present = the species is present.

Environmental Consequences

No Build Alternative

Under the no build alternative, no construction would take place. Therefore, there would be no impacts to threatened and endangered species in the study area.

Build Alternatives

Threatened or Endangered Plant Species

No threatened or endangered plant species are expected to occur in the project area, and, therefore, there would be no impacts on these species.

Threatened or Endangered Wildlife Species

Valley Elderberry Longhorn Beetle

Valley elderberry longhorn beetle is federally listed as threatened. The presumed historical range and current range of valley elderberry longhorn beetle extends from Tehama County south to Fresno County through California's Central Valley and associated foothills from about the 3,000-foot contour on the east and the watershed of the Central Valley on the west (79 FR 55881-55884; U.S. Fish and Wildlife Service 1999:1). Valley elderberry longhorn beetle is dependent on its host plant, elderberry, which is a common component of riparian corridors and adjacent upland areas in the Central Valley (Barr 1991:5).

Valley elderberry longhorn beetle has four stages of life: egg, larva, pupa, and adult. Females deposit eggs on or adjacent to the host elderberry. Egg production varies; females have been observed to lay between 16 and 180 eggs. Eggs hatch within a few days of being deposited. Larvae emerge and bore into the wood of the host plant, creating a long feeding gallery in the pith of the elderberry stem. The larvae feed on the pith of the plant for 1 to 2 years. When a larva is ready to pupate, it chews an exit hole to the outside of the stem and then plugs it with frass. The larva then retreats into the feeding gallery and constructs a pupal chamber from wood and frass. The larvae metamorphose between December and April; the pupal stage lasts about a month. The adult remains in the chamber for several weeks after metamorphosis and then emerges from the chamber through the exit hole. Adults emerge between mid-March and mid-June, the flowering season of the plant. Adults feed on elderberry leaves and mate within the elderberry canopy (Talley et al. 2006:7–9).

The proposed project would result in the removal of a portion of the elderberry shrub cluster; however, because the shrub is not functioning as habitat for valley elderberry longhorn beetle there would be no direct impact on the species. Because no additional elderberry shrubs were observed within the study area, no indirect impacts on valley elderberry longhorn beetle habitat are expected.

The FESA effects determination for the proposed project is no effect on valley elderberry longhorn beetle based on the evaluation of the shrub according to the USFWS's Framework.

Swainson's Hawk

Swainson's hawk is a state-listed threatened species. Swainson's hawks forage in grasslands, grazed pastures, alfalfa and other hay crops, and certain grain and row croplands. Vineyards, orchards, rice, and cotton crops are generally unsuitable for foraging because of the density of the vegetation (California Department of Fish and Game 1992:41). The majority of Swainson's hawks' winter in South America, although some

winter in the United States. Swainson's hawks arrive in California in early March to establish nesting territories and breed (California Department of Fish and Game 1994). They usually nest in large, mature trees. Most nest sites (87%) in the Central Valley are found in riparian habitats, primarily because trees are more available there. Swainson's hawks also nest in mature roadside trees and in isolated trees in agricultural fields or pastures. The breeding season is from March through August.

Construction activities would occur during the Swainson's hawk nesting season (February 1 through September 31) and could result in the disturbance of Swainson's hawk. There is marginal nesting and foraging habitat within the project limits that the project has the potential to be impacted.

The Section 7 finding is No Effect for all other species and critical habitat on the USFWS and NMFS species lists found in Appendix E.

Avoidance, Minimization, and/or Mitigation Measures

BIO-1 (described above) and BIO-5 (described below) will be implemented to avoid and minimize impacts on Swainson's Hawk and other nesting birds. Additionally, temporarily disturbed ruderal lands that provide suitable foraging habitat for Swainson's Hawk will be restored to pre-project conditions or better through implementation of BIO-6 (described below).

BIO-5: Remove Vegetation during the Nonbreeding Season and Conduct Preconstruction Surveys for Nesting Migratory Birds, Including Special-Status Birds

In accordance with the MBTA, vegetation removal (including trees and ruderal vegetation) will occur during the non-breeding season for most migratory birds (generally between October 1 and January 31). If vegetation cannot be removed between October 1 and January 31, the area where vegetation will be removed will be surveyed for nesting birds, as discussed below.

- If construction activities are expected to begin during the nesting season for birds (generally February 1 through September 31), a qualified biologist will conduct nesting surveys within 14 days of the start of construction. Surveys will include a search of ruderal vegetation, and all trees and shrubs that provide suitable nesting habitat in the BSA. If no active nests are detected during these surveys, no additional measures are required.
- If an active nest is found in the survey area, a no-disturbance buffer will be established around the site to avoid disturbance or destruction of the nest site until a qualified biologist determines that the young have fledged and moved out of the project. The extent of these buffers will be determined by the qualified biologist in coordination with CDFW and will depend on the level of noise or construction disturbance, line-of-sight between the nest and the disturbance, ambient levels of noise and other disturbances, and other topographical or artificial barriers. Suitable buffer distances may vary between species.

2.3.6 Invasive Species

Regulatory Setting

On February 3, 1999, President William J. Clinton signed Executive Order (EO) 13112 requiring federal agencies to combat the introduction or spread of invasive species in the United States. The order defines invasive species as “any species, including its seeds, eggs, spores, or other biological material capable of propagating that species, that is not native to that ecosystem whose introduction does or is likely to cause economic or environmental harm or harm to human health.” Federal Highway Administration (FHWA) guidance issued August 10, 1999 directs the use of the State’s invasive species list, maintained by the California Invasive Species Council to define the invasive species that must be considered as part of the National Environmental Policy Act (NEPA) analysis for a proposed project.

Affected Environment

Invasive plant species include species designated as federal noxious weeds by USDA, species listed by CDFA, and invasive plants identified by Cal-IPC. Invasive plants displace native species, change ecosystem processes, alter plant community structure, and lower wildlife habitat quality (California Invasive Plant Council 2006:1). Road, highway, and related construction projects are some of the principal dispersal pathways for invasive plants and their propagules. Table 12 lists the invasive plant species identified by CDFA and Cal-IPC that are known to occur in the study area (California Department of Food and Agriculture 2016; California Invasive Plant Council 2016). No plant species designated as federal noxious weeds have been identified in the study area. Invasive plant species occur in all of the non-wetland vegetated cover types in the study area.

Table 14. Invasive Plant Species Identified in the Biological Study Area

Species	CDFA	Cal-IPC
Slender wild oat (*Avena barbata*)	–	Moderate
Wild oat (*Avena fatua*)	–	Moderate
Black mustard (*Brassica nigra*)	–	Moderate
Common mustard (*Brassica rapa*)	–	Limited
Ripgut brome (*Bromus diandrus*)	–	Moderate
Soft chess (*Bromus hordeaceus*)	–	Limited
Italian thistle (*Carduus pycnocephalus*)	C	Moderate
Yellow star-thistle (*Centaurea solstitialis*)	C	High
Bull thistle (*Cirsium vulgare*)	C	Moderate
Pampas grass (*Cortaderia selloana*)	–	High
Bermuda grass (*Cynodon dactylon*)	C	Moderate
Orchard grass (*Dactylis glomerata*)	–	Limited
Red-stemmed filaree (*Erodium cicutarium*)	–	Limited
Rattail fescue (*Festuca myuros*)	–	Moderate
Italian ryegrass (*Festuca perennis*)	–	Moderate
Cutleaf geranium (*Geranium dissectum*)	–	Limited
Mediterranean mustard (*Hirschfeldia incana*)	–	Moderate
Mediterranean barley (*Hordeum marinum* var. *gussoneanum*)	–	Moderate
Foxtail barley (*Hordeum murinum* ssp. *leporinum*)	–	Moderate
Horehound (*Marrubium vulgare*)	–	Limited
California burclover (*Medicago polymorpha*)	–	Limited
Bermuda buttercup (*Oxalis pes-caprae*)	–	Moderate
Harding grass (*Phalaris aquatica*)	–	Moderate
English plantain (*Plantago lanceolata*)	–	Limited
Wild radish (*Raphanus sativus*)	–	Limited
Himalayan blackberry (*Rubus armeniacus*)	–	High
Curly dock (*Rumex crispus*)	–	Limited
Russian thistle (*Salsola tragus*)	C	Limited
Milk thistle (*Silybum marianum*)	–	Limited
Johnson grass (*Sorghum halepense*)	C	–
Hedge parsley (*Torilis arvensis*)	–	Moderate
Rose clover (*Trifolium hirtum*)	–	Moderate
Periwinkle (*Vinca major*)	–	Moderate

Note: The California Department of Agriculture (CDFA) and California Invasive Plant Council (Cal-IPC) lists assign ratings that reflect the CDFA and Cal-IPC views of the statewide importance of the pest, likelihood that eradication or control efforts would be successful, and present distribution of the pest in the state. These ratings are guidelines that indicate the most appropriate action to take against a pest under general circumstances. The Cal-IPC species list is more inclusive than the CDFA list.
The CDFA categories indicated in the table are defined as follows:
C: State-endorsed holding action and eradication only when found in a nursery; action to retard spread outside nurseries at the discretion of the county agricultural commissioner.
The Cal-IPC categories indicated in the table are defined as follows:
High: Species with severe ecological impacts, high rates of dispersal and establishment, and usually widely distributed.
Moderate: Species with substantial and apparent ecological impacts, moderate to high rates of dispersal, establishment dependent on disturbance, and limited to widespread distribution.
Limited: Species with minor ecological impacts, low to moderate rates of invasion, limited distribution, and locally persistent and problematic.

Environmental Consequences

No Build Alternative

Under the no build alternative, no construction would take place. Therefore, there would be no impacts related to invasive species in the study area.

Build Alternatives

The proposed project would create additional disturbed areas for a temporary period. Areas where temporary disturbance occurs would be more susceptible to colonization or spread by invasive plants. Implementation of Measure 6 below will help to avoid and minimize the introduction and spread of invasive plants.

Avoidance, Minimization, and/or Mitigation Measures

BIO-6: Avoid and Minimize the Spread of Invasive Plant Species during Project Construction and Restore Temporarily Disturbed Habitat

To avoid and minimize the introduction of new invasive plants and the spread of invasive plants previously documented in the BSA, the following BMPs will be implemented during project construction.

- Use a weed-free source for project materials (e.g., straw wattles for erosion control that are weed-free or contain less than 1% weed seed).
- Prevent invasive plant contamination of project materials during transport and when stockpiling (e.g., by covering soil stockpiles with a heavy-duty, contractor-grade tarpaulin).
- Use a seed mix for erosion control activities comprising California native species appropriate to the project location.

2.4 Cumulative Impacts

Regulatory Setting

Cumulative impacts are those that result from past, present, and reasonably foreseeable future actions, combined with the potential impacts of the proposed project. A cumulative effect assessment looks at the collective impacts posed by individual land use plans and projects. Cumulative impacts can result from individually minor but collectively substantial impacts taking place over a period of time.

Cumulative impacts to resources in the project area may result from residential, commercial, industrial, and highway development, as well as from agricultural development and the conversion to more intensive agricultural cultivation. These land use activities can degrade habitat and species diversity through consequences such as displacement and fragmentation of habitats and populations, alteration of hydrology, contamination, erosion, sedimentation, disruption of migration corridors, changes in water quality, and introduction or promotion of predators. They can also contribute to potential community impacts identified for the project, such as changes in community character, traffic patterns, housing availability, and employment.

The California Environmental Quality Act (CEQA) Guidelines Section 15130 describes when a cumulative impact analysis is necessary and what elements are necessary for an adequate discussion of cumulative impacts. The definition of cumulative impacts under CEQA can be found in Section 15355 of the CEQA Guidelines. A definition of cumulative impacts under the National Environmental Policy Act (NEPA) can be found in 40 Code of Federal Regulations (CFR) Section 1508.7.

2.4.1 Farmland

The Yuba County General Plan EIR concluded that buildout of the general plan would result in a significant cumulative impact to farmland.

A substantial amount of high-quality agricultural land has been lost in recent years to urban development. Between 2006 and 2016, 46,060 acres of agricultural land was converted to non-agricultural uses – a loss of approximately 54% of the county's important farmland (California Department of Conservation 2008, 2016). Much of the farmland conversion has occurred in the south county due to residential development in areas such as Plumas Lake. Agricultural conversion rates are lower in northern Yuba County. This trend is expected to continue due to the continued conversion of agricultural land to residential, commercial, and industrial uses, as well as for transportation infrastructure.

Under the build alternative, the conversion of private land not currently used for transportation purposes to transportation right-of-way would occur and would require easements. Proposed project improvements would affect lands classified by the Farmland Protection Policy Act (FPPA) as Prime Farmland, Farmland of Statewide Importance, Unique Farmland, and Grazing Land. Approximately 5.64 acres total important farmland would be acquired for Alternative 1 and approximately 9.72 acres total important farmland would be acquired for Alternative 2.

The acquisitions consist of slivers of land adjacent to SR 70. Many of the affected parcels, while classified as important farmland, are not currently in agricultural production. Below is an analysis of farmland impacts from projects along the corridor. This analysis is included to document cumulative farmland impacts.

- SR 70 Simmerly Slough Bridge Replacement near Marysville. The project is located in Yuba County. The bridge will be replaced, and completion is scheduled for 2020. The project would require 7.38 acres of prime farmland and farmland of statewide importance. It was determined that the impacts were less than significant to farmlands.
- SR 70 Corridor Improvements Project (Ophir Road to Palermo Road). The project is located in Butte County. The project will improve safety on SR 70 corridor by providing continuous passing opportunities for vehicles from Ophir Road to Palermo Road. The project completed construction in 2019. The SR 70 Corridor Improvements Project (Ophir Road to Cox Lane) would require 8.05 acres of prime farmland and unique farmland. It was determined that the impacts were less than significant to farmlands.
- SR 70 Corridor Improvements Project (Palermo Road to Cox Lane). The project is located in Butte County. The project will improve safety on SR 70 corridor by providing continuous passing opportunities for vehicles from Palermo Road to just north of Cox Lane. Completion is scheduled for 2020. As mentioned above, the ST 70 Corridor Improvements Project (Ophir Road to Cox Lane) would require 8.05 acres of prime farmland and unique farmland. It was determined that the impacts were less than significant to farmlands.
- SR 70 Corridor Improvements Project (East Gridley Road to Yuba/Butte County Line). The project is located in Butte County. The project includes widening and other improvements. Completion is scheduled for 2023. The project would require 21.8 acres of prime farmland and farmland of statewide importance. It was determined that the impacts were less than significant to farmlands.
- Yuba 70 Safety Project (Laurellen Road to Honcutt Creek). This project is located in Yuba County. The project will construct a roadway prism with 12-foot lanes as well as a Two Way Left Turn Lane (TWLTL) with rumble strips and include designated turn pockets at county roads. The project would require 63.57 acres of prime farmland, farmland of statewide importance, and unique farmland. It was determined that the impacts were less than significant to farmlands.

  The total acreage of farmland converted from the above-mentioned projects in addition to this proposed project totals 103.96 acres of prime farmland, farmland of statewide importance, farmland of local importance, and unique farmland. This acreage in comparison to the 83,562 acres of farmland of statewide importance, local importance, and unique farmland is approximately 0.0012% of the total in Yuba County. Thus, it has been determined that the cumulative farmland impacts are less than significant.

Compensation to the individual landowners for property impacts would be addressed and negotiated through the right-of-way process, as warranted. Given the low rate of farmland conversion within this section of Yuba County, and the relatively numbers of farmland acres

converted, the project's contribution to the conversion of farmland would not be cumulatively considerable.

2.4.2 Traffic and Transportation

The Yuba County General Plan EIR concluded that buildout of the general plan would result in a significant impact due to regional population growth.

Under the cumulative condition, ongoing development is expected to continue within the study area. Local and regionally planned transportation projects are intended to accommodate the expected increase in traffic related to development in the region. However, if work on multiple projects were to overlap with the proposed project during construction, significant cumulative impacts related to traffic delays and detours for travel in the region could occur.

Planned highway projects, such as the SR 70 Simmerly Sough Bridge Replacement near Marysville, and other projects along the SR 70 corridor as described in Section 2.1.1, Existing and Future Land Use, could require temporary reductions in lane widths and reductions in speed limits along SR 70, which could contribute to significant cumulative impacts on traffic circulation and congestion in construction zones. While some level of disruption in traffic could occur if planned development and transportation improvement projects overlap, cumulative construction impacts would be temporary and individual projects would contain measures to avoid major traffic delays. Therefore, it is not anticipated that temporary effects of construction of multiple projects would combine to result in cumulatively significant impacts.

Over the long term, planned transportation improvements of major roadways in the study area are anticipated to provide beneficial impacts on the existing highway network by widening existing highways, improving safety and reducing congestion. Taken together, these transportation projects would provide a cumulative regional benefit to transportation, improving circulation and access in the region. Therefore, there would not be a cumulatively significant impact on traffic and transportation.

2.4.3 Visual Resources

The Yuba County General Plan EIR concluded that cumulative impacts related to visual resources would be significant due to the anticipated development of rural land.

Temporary construction impacts associated with the proposed project would not result in cumulative visual impacts because they would be temporary, especially when compared to larger-scale development and transportation projects occurring in the area. However, planned land uses in the area include retaining the existing agricultural land uses and rural character of the project vicinity. Transportation projects may slightly alter the existing visual character of the area by expanding the rural transportation corridor. These changes are likely to be limited to major transportation routes because there are no plans to develop agricultural lands with suburban land uses. Mature oak trees are considered a scenic resource which are protected by the Yuba County General Plan. The loss of mature oak

trees along this portion of SR 70 would affect visual quality because these resources would be permanently removed, and it is not likely that they can be fully mitigated onsite. In addition, it would take several decades for any replacement plantings to reach the same stature as the existing oaks, resulting in long-term visual changes to the corridor. However, oak trees on lands surrounding the project alternatives and lands associated with other projects would not be affected, retaining mature oak trees in the vicinity of SR 70. Even though it would take mitigation plantings a long time to grow, they would ensure that oak trees are being replanted at a higher rate than the number of oak tree removals, so that oak trees can be retained as a scenic resource within the visual landscape for generation to come.

Additionally, future development and roadway improvements would add to ambient atmospheric lighting and glare in the area by infilling unlit open space areas with lit buildings and roadways, and by adding reflective surfaces to areas that are currently undeveloped. The project would only result in a nominal increase in glare from the slightly widened roadway surface and replacement lighting and would not result in cumulative impacts. There are no scenic roadways in or near the project area, so there would be no cumulative impact to such resources. In addition, scenic vistas would not be negatively affected by the proposed project.

Overall, the proposed project would not contribute to cumulative impacts related to planned and/or proposed transportation projects and small-scale, rural development in the area because the build alternatives would not substantially alter the existing visual landscape, degrade the visual quality of the project area, or alter levels of light and glare. As such, the combined visual effect of both alternatives with other projects planned, recently and in construction or currently in construction would not result in impacts that are cumulatively considerable.

2.4.4 Hydrology and Water Quality

The Yuba County General Plan EIR concluded that there would be a significant cumulative impact related to an increase in impervious surfaces.

Planned and reasonably foreseeable development, including major construction projects in the project vicinity, could impede flood flows or increase the number of people or structures affected.by flooding within the cumulative floodplain Resource Study Area. Future projects involving new and improved bridge crossings, such as bridge crossings, such as the Simmerly Slough Bridge replacement, could require the placement of piers in a Federal Emergency Management Agency floodway or floodplain. If the effects to floodplains from these projects were to combine to substantially redirect flood flows or increase flood elevations such that it placed structures within a floodplain such that they would be imperiled, it would be considered a significant cumulative impact.

All ongoing and reasonably foreseeable projects are subject to and must comply with applicable federal, state, and local policies, programs, and ordinances, which would reduce the impact on floodplains and flood risks. The local flood control agencies and applicable flood control design criteria require projects in areas within the designated 100-year flood

zones to design project-specific drainage systems in accordance with findings of site-specific studies. Therefore, construction associated with reasonably foreseeable projects in such areas would be designed to comply with regulatory agency requirements. Consistent with the standard requirements of those agencies, design of these bridge crossings would include measures to minimize the impacts of placing piers in the floodplains and floodways.

In addition, some development within a 100-year floodplain may divert or redirect flood flows; however, where these floodplains and floodways exist, project proponents would design projects so that little to no increase in water surface elevation would occur, in accordance with local regulations and permitting. In addition, new development within levee-protected zones could expose more people and structures to flooding risks. However, federal, state, and local agencies (i.e., USACE, California Department of Water Resources, municipalities, and local flood districts) will continue to coordinate so that levees are constructed, repaired, and maintained to provide adequate flood protection within potential inundation areas. Accordingly, development under county and city general plans as well as other past, present, and reasonably foreseeable projects would not result in cumulatively significant impacts on localized or regional flooding by impeding or redirecting flood flows nor would the proposed project impede or redirect flood flows or otherwise encroach on a 100-year floodplain. Based on the above analysis, the proposed project, when combined with the cumulative projects, is not anticipated to result in a cumulative impact to hydrology and floodplains.

2.4.5 Water Quality and Storm Water Runoff

The Yuba County General Plan EIR concluded that there would be a significant cumulative impact related to an increase in impervious surfaces.

The anticipated growth and development within the Lower Feather River Watershed could contribute to the cumulative surface water quality degradation and the collective effect of development could degrade stormwater quality by contributing pollutants during construction and operations within the cumulative surface water RSA. Cumulative development could also affect surface water quality if the land uses change, the intensity of land use changes, or drainages are altered such that they facilitate introduction of pollutants to surface water. A significant cumulative impact would occur if the effects of multiple projects combined to violate any water quality standards or waste discharge requirements or otherwise substantially degrade water quality in water bodies in the project vicinity.

As a result of land use changes, the preservation of surface water quality is anticipated to be an increasing challenge through 2040. Planned and reasonably foreseeable future projects could have construction schedules that overlap. Construction in, across, or over rivers, streams and canals (e.g., 5th Street Bridge Replacement, the Pennington Bridge replacement, the Simmerly Slough Bridge replacement, and bridge preventative maintenance within Yuba County) has the potential to degrade surface water quality, and concurrent construction schedules for these multiple projects could exacerbate this degradation of surface water quality. Accordingly, construction and ongoing operations and

maintenance of these overlapping projects would have the potential to result in cumulative impacts on surface water and stormwater quality.

However, compliance with regulatory standards (NPDES Permit, MS4 Permit, and local stormwater requirements) and required avoidance features, as conditions of individual project approvals, should minimize or eliminate potential water quality impacts associated with construction operations and the functionality of the facility (post construction). With required actions in place and the implementation of avoidance and minimization measures, construction work and operations within the project vicinity are not anticipated to violate water quality standards or waste discharge requirements or further degrade water quality within the Lower Feather River Basin; therefore, cumulative surface water and stormwater quality impacts are not anticipated to be cumulatively significant.

2.4.6 Geology, Soils, Seismicity, and Topography

The Yuba County General Plan EIR concluded that there would be a significant cumulative impact related to loss of mineral resources.

Planned projects may convert additional land to transportation or developed land uses within the project vicinity for geology, soils, seismicity, and topography. These projects would likely require excavation and grading activities that would contribute in the removal of vegetation and could collectively increase the potential for surface water runoff and expose soils to wind and water erosion. Exposed soils that are not protected, such as exposed work areas and stockpiles, could erode and result in a loss of high-value topsoil. In addition, planned and future transportation and development projects occurring in areas of expansive soils could contribute to differential movement and possible foundation damage as a result of changes in soil volume. Regulatory and State standards and requirements, including the California Building Code, Caltrans' Specifications, avoidance features, and the implementation of construction site BMPs, should minimize or eliminate the potential geological impacts identified and associated with the construction and operation of planned development projects on SR 70. There are no anticipated impacts to minerals as a result of the build alternatives. Therefore, the proposed project, in combination with the cumulative projects, is not anticipated to produce cumulative impacts related to geology and soils.

2.4.7 Paleontological Resources

The Yuba County 2030 General Plan EIR concluded that future development would result in significant cumulative impacts to paleontological resources.

Future projects in the project vicinity involving ground disturbance during construction would involve geologic units that have produced abundant and diverse fossil resources and are thus considered highly sensitive for paleontological resources (i.e., likely to produce additional similar finds in the future). Construction of planned and future projects in the project vicinity would require ground disturbance in areas that include the Laguna, Riverbank, and Modesto Formations; and the construction of other transportation and development projects within the Sacramento Valley could require ground disturbance in other areas highly sensitive for paleontological resources. These projects would have the

potential to cumulatively disturb, damage, or destroy significant (scientifically important) fossil resources. Once lost, such resources cannot be recovered, and impacts are therefore considered permanent. However, regulatory standards and a properly designed and implemented monitoring, collection, and treatment program would minimize impacts on paleontological resources. With these measures in place, construction and operation of planned development projects within the project vicinity would not result in the widespread destruction of scientifically important fossil resources; therefore, the impact would not be cumulatively significant.

2.4.8 Air Quality

The Yuba County 2030 General Plan EIR concluded that construction and operational criteria pollutant emissions and TACs associated with buildout of the general plan would have a significant cumulative impact.

Future planned transportation projects such as the SR 70 Simmerly Slough Bridge replacement and widening projects on SR 70 are located within the project vicinity. These projects could contribute to cumulative short-term air quality impacts if construction schedules for these projects overlap. This scenario is not anticipated to occur because the construction of the various present and reasonably foreseeable future projects would be temporary, and the projects do not generally have overlapping or adjacent construction footprints or schedule. As a result, the proposed project, in combination with these cumulative projects, would not contribute to a cumulative air quality impact.

2.4.9 Noise

The Yuba County 2030 General Plan EIR concluded that traffic noise associated with buildout of the general plan would have a significant cumulative impact.

A cumulative noise impact would occur if activities related to the proposed project combined with the noise generated by other projects to expose people to noise levels in excess of standards for severe impacts as established by the FHWA. Future planned transportation projects on and near SR 70 could contribute to cumulative noise impacts on sensitive receivers if construction schedules for these projects overlap and sensitive receptors are within the impact areas of two or more projects at a time. This scenario is unlikely to occur because the construction of the various present and reasonably foreseeable future projects would be temporary, and the projects do not generally have overlapping or adjacent construction footprints or schedules. Further, each project would be responsible for following applicable noise ordinances during construction, thereby reducing the noise impact. As a result, the proposed project would not contribute to a cumulative noise impact.

2.4.10 Biological Resources

The Yuba County 2030 General Plan EIR concluded that impacts to biological resources related to buildout of the general plan would be cumulatively significant.

Cumulative impacts on riparian wetland habitat, valley foothill riparian habitat, and native oak trees would result from construction of other transportation and development projects in Yuba County. Construction of the proposed project would add to the cumulative loss of riparian wetlands, valley foothill riparian habitat, and native oak trees. However, with implementation of the measures prescribed for minimizing impacts and compensating for remaining impacts, the proposed project's incremental contribution to cumulative impacts would not be cumulatively considerable.

2.4.11 Climate Change/Greenhouse Gas Emissions

GHG analysis is by its nature cumulative. No individual project is of sufficient size to be the sole reason for climate change. See Section 3.4, Climate Change, for a full discussion of climate change impacts.

Chapter 3 California Environmental Quality Act Evaluation

3.1 Determining Significance under the California Environmental Quality Act

The proposed project is a joint project by the California Department of Transportation (Department) and the Federal Highway Administration (FHWA) and is subject to state and federal environmental review requirements. Project documentation, therefore, has been prepared in compliance with both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). FHWAA's responsibility for 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 United States Code Section 327 (23 USC 327) and the Memorandum of Understanding dated December 23, 2016, and executed by FHWA and Caltrans. The Department is the lead agency under CEQA and NEPA.

One of the primary differences between NEPA and CEQA is the way significance is determined. Under NEPA, significance is used to determine whether an EIS, or a lower level of documentation, will be required. NEPA requires that an EIS be prepared when the proposed federal action (project) *as a whole* has the potential to "significantly affect the quality of the human environment." The determination of significance is based on context and intensity. Some impacts determined to be significant under CEQA may not be of sufficient magnitude to be determined significant under NEPA. Under NEPA, once a decision is made regarding the need for an EIS, it is the magnitude of the impact that is evaluated, and no judgment of its individual significance is deemed important for the text. NEPA does not require that a determination of significant impacts be stated in the environmental documents.

CEQA, on the other hand, does require the Department to identify each "significant effect on the environment" resulting from the project and ways to mitigate each significant effect. If the project may have a significant effect on any environmental resource, then an EIR must be prepared. Each and every significant effect on the environment must be disclosed in the EIR and mitigated if feasible. In addition, the CEQA Guidelines list a number of "mandatory findings of significance," which also require the preparation of an EIR. There are no types of actions under NEPA that parallel the findings of mandatory significance of CEQA. This chapter discusses the effects of this project and CEQA significance.

3.2 CEQA Environmental Checklist

This checklist identifies physical, biological, social, and economic factors that might be affected by the proposed project. Potential impact determinations include Significant and Unavoidable Impact, Less Than Significant With Mitigation Incorporated, Less Than

Significant Impact, and No Impact. In many cases, background studies performed in connection with a project will indicate that there are no impacts to a particular resource. A No Impact answer reflects this determination. The words “significant” and “significance” used throughout the following checklist are related to CEQA, not NEPA, impacts. The questions in this checklist 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 Chapters 1 and 2 for a detailed discussion of these features. The annotations to this checklist are summaries of information contained in Chapter 2 to provide you with the rationale for significance determinations; for a more detailed discussion of the nature and extent of impacts, please see Chapter 2. This checklist incorporates by reference the information contained in Chapters 1 and 2.

3.2.1 Aesthetics

CEQA Significance Determinations for Aesthetics

Except as provided in Public Resources Code Section 21099, would the project:

a) Have a substantial adverse effect on a scenic vista?

Less Than Significant

Scenic vistas are often panoramic views that have high quality compositional and picturesque value. Within the project vicinity, scenic vistas are available where the roadway viewing position allows visual access to the hillsides and ridgelines.

The addition of the roadway widening will have a moderate impact on the scenic quality of the project location. The vegetation and tree removal that is required to facilitate the widening will be kept to the minimum required. Still, the project would have a moderate effect on scenic vistas. It is possible that the impact will lessen as the project is finished and the roadway replanted, but the initial impact may be noticed. The impact would be less than significant.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Less Than Significant Impact

This highway corridor is not eligible for designation as a State Scenic Highway. The proposed project described in this visual analysis will create ground disturbance with the vegetation removal. The exact amount of replacement planting and possible erosion control will be determined during the design phase.

The required removal of vegetation will have a moderate visual effect on the scenic resources. The effect will be higher in the beginning as the removal process start. After the mitigation and replanting of trees and vegetation, the impact should begin to lessen and at that time the project will not degrade the existing visual character or quality of the site and its surrounding community. The impact would be less than significant.

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?

Less Than Significant Impact

The most noticeable aspects of the completed project will be any loss of vegetation such as the mature trees that are required to be cleared around the road widening. The loss of vegetation and orchard planting would have a moderate effect on the spatial character adjacent to the roadsides. The removal of any large established trees, shrubs, and ground covers to facilitate the project would cause a moderate adverse effect on the visual character of the site and its surroundings. The site will look bare for a while until the erosion control grows, but with appropriate replanting in and around the cleared zones, the vegetated character of the roadway would be re-established. The impact would be less than significant.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

No Impact

No new sources of light or glare are anticipated. Thus, no impact would occur.

3.2.2 Agriculture and Forest Resources

CEQA Significance Determinations for 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 Department 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:

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?

Less Than Significant Impact

As discussed in the Farmlands section in Chapter 2, implementation of the proposed project would involve the conversion of private land not currently used for transportation purposes to transportation ROW, which would require easements. Proposed project improvements requiring temporary construction disturbance, temporary easements, and permanent easements would affect lands within the project area that are mapped as Grazing Land (G), Unique Farmland (U) and Farmland of Statewide Importance (S) by the California Department of Conservation Farmland Mapping and Monitoring Program. Build Alternative 1 would require permanent conversion of 5.64 acres of total important farmland, which represents approximately 0.00007 percent of the County's farmland. Build Alternative 2 would require conversion of 9.72 acres of total important farmland, which represents approximately 0.00012 percent of the County's farmland. Therefore, the impact is less than significant.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact

As discussed in the Farmlands section in Chapter 2, no farmlands under Williamson Act contract are present within the project area; therefore, the proposed project would not conflict with 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))?

No Impact

The proposed project would not conflict with existing zoning for forestland since there is no forestland in the project area.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact

There is no forestland in the project area. Therefore, the project would not result in a loss or conversion of forestland.

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?

Less Than Significant Impact

As discussed in the Farmlands section in Chapter 2, implementation of the proposed project would involve the conversion of private land not currently used for transportation purposes to transportation ROW, which would require easements. Proposed project improvements requiring temporary construction disturbance, temporary easements, and permanent easements would affect lands within the project area that are mapped as

Grazing Land (G), Unique Farmland (U) and Farmland of Statewide Importance (S) by the California Department of Conservation Farmland Mapping and Monitoring Program. Build Alternative 1 would require permanent conversion of 5.64 acres of total important farmland, which represents approximately 0.00007 percent of the County's farmland. Build Alternative 2 would require conversion of 9.72 acres of total important farmland, which represents approximately 0.00012 percent of the County's farmland. Therefore the impact is less than significant.

There is no forest land in the project area.

3.2.3 Air Quality

CEQA Significance Determinations for 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:

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact

The proposed project is located in the Sacramento Valley Air Basin and is within the jurisdiction of the Feather River Air Quality Management District (FRAQMD) and the California Air Resources Board (CARB). The FRAQMD is the primary agency responsible for writing the Air Quality Management Plan in cooperation with Sacramento Area Council of Governments, local governments, and the private sector. The Air Quality Management Plan provides the blueprint for meeting state and federal ambient air quality standards. The proposed project is included in SACOG's Metropolitan Transportation Plan (MTP) and Metropolitan Transportation Improvement Program (MTIP), both of which were found to be conforming. Therefore, the proposed project would not conflict with the applicable Air Quality Management Plan. Thus, the impact would be less than significant.

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?

Less Than Significant Impact

No cumulatively considerable impacts to criteria pollutants are anticipated as the project's operational emissions under the build alternatives. Thus, the impact is less than significant.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact

There is a sensitive receptor within the project area, Little Orchard's Preschool n' Daycare, located at 8973 Highway 70, Marysville, CA. No considerable impacts to criteria pollutants are anticipated as the project's operational emissions are not significant under the build

alternatives. For temporary construction emissions, construction dust and equipment exhaust emissions measures shall be implemented through Caltrans' special provisions and standard specifications, during all phases of construction work thus, the impact would be less than significant.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less Than Significant Impact

Temporary construction activities could generate fugitive dust from the operation of construction equipment. The project will comply with construction standards adopted by FRAQMD as well as Caltrans standardized procedures for minimizing air pollutants during construction. Impacts would be less than significant. No mitigation is required.

3.2.4 Cultural Resources

CEQA Significance Determinations for Cultural Resources

Would the project:

a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?

No Impact

As discussed in the Cultural Resources Section in Chapter 2, there are no known National Register of Historic Places (NRHP)-eligible or NRHP-listed historical resources within the Area of Direct Impact (ADI). Similarly, the architectural APE encompasses no known NRHP-eligible NRHP-listed or previously unevaluated built environment resources. Thus, no impact would occur.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Less Than Significant Impact

As discussed in the Cultural Resources Section in Chapter 2, there are no known National Register of Historic Places (NRHP)-eligible or NRHP-listed historical resources within the Area of Potential Effect (APE). However, the potential for discovery of unknown cultural resources does exist. As discussed in the Cultural Resources Section in Chapter 2, there are no known National Register of Historic Places (NRHP)-eligible or NRHP-listed historical resources within the Area of Direct Impact (ADI).

c) Disturb any human remains, including those interred outside of dedicated cemeteries?

Less Than Significant Impact

There is no indication or reason to believe human remains would be encountered during the project since there are no known cemeteries or burial sites in the project APE. However, the potential does exist to encounter unknown human remains during construction. As discussed in the Cultural Resources Section in Chapter 2, there are no

known National Register of Historic Places (NRHP)-eligible or NRHP-listed historical resources within the Area of Direct Impact (ADI).

3.2.5 Biological Resources

CEQA Significance Determinations for Biological Resources

Would the project:

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 Game or U.S. Fish and Wildlife Service?

No Impact

Survey results have concluded that the Environmental Study Area does not contain suitable habitat for any candidate, sensitive or special status species as recognized by California Department of Fish and Wildlife or U.S. Fish and Wildlife.

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 Game or U.S. Fish and Wildlife Service?

Less Than Significant With Mitigation Incorporated

The proposed project has will result in the permanent loss of riparian habitat. However, Caltrans intends to mitigate through off site mitigation. Specific amount and ratios will be determined through consultation with regulatory agencies.

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?

Less Than Significant With Mitigation Incorporated

Proposed project will result in the placement of permanent fill into a riparian wetland. However, the permanent loss of riparian wetland habitat will be offset by mitigation determined during the permitting phase of this project*.*

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?

No Impact

The Project does not contain wildlife corridors or sites that have the potential to impede the movement of resident migratory fish*.*

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact

There are no anticipated local ordinances or preservations policies protecting biological resources that have to potential to occur within the Environmental Study Area.

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?

No Impact

The proposed project does not conflict with the listed Conservation Plans above.

3.2.6 Energy

CEQA Significance Determinations for Energy

Would the project:

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less Than Significant Impact

The proposed project involves widening SR 70 to further improve safety and goods movement along the corridor. During construction, energy use would primarily involve fuel consumption from use of construction equipment and onroad vehicles. This consumption would be temporary in nature and would cease once construction is complete. Indirect energy use such as fuel consumption by vehicles utilizing the roadway would occur. However, the proposed project is not anticipated to substantially increase vehicle traffic (Fehr & Peers 2019). Therefore, the project would not result in a wasteful, inefficient, or unnecessary usage of energy resources during project construction or operation. Thus, the impacts would be less than significant.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

No Impact

The applicable renewable energy plan for the project area would be the State Renewable Portfolio Standards (RPS), which requires utility agencies to ensure a certain percentage of the electricity they sell is from a renewable source. The project will not conflict with or obstruct this plan. Thus, no impact would occur.

3.2.7 Geology and Soils

CEQA Significance Determinations for Geology and Soils

Would the project:

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?

No Impact

There are no known active faults in or near the project area according to the California Geological Survey.

ii) Strong seismic ground shaking?

No Impact

The project is located in an area that does not require investigation by the California Geological Survey.

iii) Seismic-related ground failure, including liquefaction?

No Impact

The project is located in an area that was not evaluated for liquefaction by the California Geological Survey. Thus, no impact would occur.

iv) Landslides?

No Impact

The project is located in an area that was not evaluated for landslides by the California Geological Survey. Thus, no impact would occur.

b) Result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact

Construction BMPs would minimize erosion and loss of topsoil from road grading and construction activities. Thus, the impact would be less than significant.

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?

No Impact

The project is not located on a geologic unit or soil that is unstable or would become unstable as a result of the project according to the California Geological Survey. No impact would occur.

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?

Less Than Significant Impact

Although there are expansive soils located within the project limits, this is a roadway project and the potential expansion risk is very low. Thus, there is less than significant impact.

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?

No Impact

The project would not include a septic system or alternative waste water disposal systems. There would be no impact.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less Than Less Than Significant Impact

Paleontological resources have not been found directly within the proposed project's area of disturbance, however the age and type of subsurface geologic units indicate fossil resources have the potential to occur. Impacts to paleontological resources will be minimized through the use of pre-construction awareness training for excavation personnel and the use of qualified paleontological monitors onsite during excavation. With these measures in place, the impact is less than significant

3.2.8 Greenhouse Gas Emissions

CEQA Significance Determinations for Greenhouse Gas Emissions

Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less Than Significant Impact

As discussed in the Climate Change section in Section 3.4, operationally, the proposed project build and no build alternatives would not generate greenhouse gas emissions above the existing condition (2018). Moreover, any temporary GHG emissions generated from construction activities would be offset by project-level reduction strategies. Thus, the impact is less than significant. No mitigation is required.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less Than Significant Impact

The proposed project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions, as the project is consistent with SACOG's RTP/SCS (which considers goals stipulated by AB 32, etc.) would therefore not conflict with SB 375. In addition, although the project is not specifically called out in the General Plan, the project is consistent with the policies in the General Plan and would help the County achieve its goals of providing a safe and efficient transportation system by improving the throughput of vehicles in the corridor. The project is considered a project accommodated for in the General Plan. No impact would occur. Moreover, the build

alternatives result in a decrease in GHG emissions by horizon year in relation to existing conditions for all project alternatives consistent with the goal of SB 743 to reduce greenhouse gas emissions.

3.2.9 Hazards and Hazardous Materials

CEQA Significance Determinations for Hazards and Hazardous Materials

Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less Than Less Than Significant Impact

It is anticipated this project will not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. If soil is to be removed from site, an ADL survey will need to be conducted. If new right of way is acquired and structures are to be demolished or disturbed, then an Asbestos Containing Material (ACM) and Lead Containing Paint (LCP) survey will need to be conducted. Based on the results, hazardous waste can be produced. However, it will be handled, transported, and disposed of properly. Therefore, less than significant impact is anticipated.

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?

Less Than Significant Impact

This project is expected to create less than significant impact to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. The Aerially Deposited Lead (ADL) survey will provide direction on how to handle the excess soil (lead). The excess soil will be properly disposed of depending on whether the survey indicates it is hazardous or non-hazardous. The yellow traffic striping and treated wood waste will be properly disposed of as well. No other accidental hazardous waste is anticipated. If new right of way structures are to be demolished, they will need to be tested for Asbestos Containing Materials (ACM) and Lead Containing Paint (LCP). All the anticipated hazardous waste material will be properly handled and/or disposed of.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No Impact

Neither an existing nor proposed school is located within one-quarter mile of the project area. Thus, emitting hazardous emissions or handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school is not anticipated. No impact would occur.

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?

Less Than Significant Impact

There are three sites that are included on the list of hazardous materials sites compiled pursuant to the Government Code Section 65962.5. These three sites can be found on the Geotracker database (database maintained by the State Water Resources Control Board). Two of the sites are closed and one labeled as an active. The three sites are 'Atwal Site,' 'Mayfair Packing,' and 'Six Mile Station.' The only active site is the Atwal Site. The other two sites have been properly closed. The Atwal Site is on its way to being closed. As per the correspondence on the Geotracker database, it is anticipated that this site is in the process of being closed and should be labeled inactive soon. All three of these sites were either gasoline or diesel leaks. Less than significant impact is anticipated as the risk has been mitigated and properly handled. If CALTRANS works or acquires any contaminated parcel (besides the two closed Cortese sites listed in the Geotracker database), a site investigation will also need to be conducted to test for the possible contaminants. Thus, the impact would be less than significant.

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?

No Impact

The closest public airport is the Sutter County Airport, which is approximately 3.3 miles southwest of the SR 70/Laurellen Road intersection. In addition, no aspect of the proposed project would result in a safety hazard for people residing or working in the project area. No impact would occur.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact

As discussed in the Utilities and Emergency Services section in Chapter 2, there may be temporary disruptions to the existing highway during the construction period. Any required closures would be coordinated with emergency service providers so as not to hinder emergency responses. After project completion, continuous passing opportunities would improve emergency response. Additionally, the completed project could provide an enhanced evacuation route in the event of an emergency evacuation.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Less Than Significant Impact

There is the potential for wildland fires in the region given the relatively dry summer climate, with hot days and wind; however, the project site is not located in a fire hazard severity

zone according to the California Department of Forestry and Fire Protection's fire hazard severity zone map for Yuba County (California Department of Forestry and Fire Protection 2007). Thus, the impact would be less than significant.

3.2.10 Hydrology and Water Quality

CEQA Significance Determinations for Hydrology and Water Quality

Would the project:

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less Than Significant Impact

It is anticipated that the project will be regulated under the Construction General Permit (CGP). Compliance with the CGP will require a risk level analysis based on the project's potential erosion and transport to receiving waters. Analysis results will be utilized to determine standard water quality protection measures that will be implemented in order to avoid surface and ground water quality degradation. It is anticipated that BMP usage, placement, field implementation and effectiveness will be monitored, adjusted, and modified (accordingly) for the duration of the project. Compliance with all applicable NPDES Permits, in addition to coordination with the Regional Water Quality Board, is anticipated to ensure the protection of water resources in the area.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Less Than Significant Impact

The intended use of the facility and potential pollutants that will be encountered in storm water runoff, after the project is constructed, is not anticipated to change from its current condition. The groundwater elevation, within this corridor, historically fluctuates and is not anticipated to impact the storm water treatment measures to be implemented. Biofiltration and infiltration are the current and historic minimization and avoidance measures anticipated for the project and offer a strategy that is intended to treat storm water runoff to the maximum extent practicable for a general pollutant category. The proposed project would only minimally affect groundwater resources because excavation would occur on a temporary, short-term basis during the construction period. The project would not impede sustainable groundwater management of the basin. The impact is anticipated to be less than significant.

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;

Less Than Significant Impact

Standard construction erosion control measures will be utilized to avoid erosion and siltation for the duration of project activities. BMP measures and implementation strategies will be outlined in the Contractor prepared and Caltrans approved SWPPP. These will likely include temporary soil stabilization measures, linear sediment barriers (i.e. silt fence, gravel bag berms, fiber rolls), and construction site waste management (i.e. concrete washout, construction materials storage, litter/ waste management) among other approved controls. Thus, the impact is anticipated to be less than significant.

ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;

Less Than Significant Impact

Uncertainty exists related to farming practices, which may impact the nature and character of flow to surface water runoff within the project limits. However, it is anticipated that drainage system design will focus on perpetuating existing highway drainage conditions to the greatest extent feasible. New drainage features will be designed to perpetuate flow in the existing direction and will have similar or greater capacity than what currently exists. Thus, the impact is less than significant.

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

Less Than Significant Impact

Drainage appurtenances, within the project limits, will be designed to accommodate the anticipated change in flow. Treatment BMPs will be incorporated into the project design, where applicable and feasible, to treat the new impervious area anticipated for the project. The implementation of BPMs meant to treat general pollutants will be evaluated and an analysis of site characteristics to optimize water quality volume/water quality flow and maximize site perviousness will be performed. Thus the impact is anticipated to be less than significant.

iv) Impede or redirect flood flows?

No Impact

It is not anticipated that the project would redirect flood flows. It is anticipated that contouring needed for earthwork will retain the same flow direction, drainage functionality and characteristics, as the current existing condition. No impact would occur.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

No Impact

The project is not located near inundation zones.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

No Impact

It is not anticipated that the project will affect water quality control plans or sustainable groundwater management plans. Currently, the anticipated treatment strategy is to treat 100% of the water quality volume/water quality flow by maximizing perviousness and deploying biofiltration devices where appropriate. It is anticipated that biofiltration swales/strips (using roadside ditches, side slopes and embankment slopes) will be constructed to serve as treatment mechanisms and address stormwater runoff and potential water quality concerns (i.e. general pollutants) within the project limits.

3.2.11 Land Use and Planning

CEQA Significance Determinations for Land Use and Planning

Would the project:

a) Physically divide an established community?

No Impact

The project includes the widening of the existing SR 70 roadway from Laurellen Road and the Butte/Yuba County line to provide a five-lane cross-section within the full postmile limits. Therefore, the project would not physically divide an established community. No impact would occur.

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?

No Impact

The project is included in SACOG's 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy and 2019-2022 Federal Transportation Improvement Program, where it is listed as "SR 70 Passing Lanes – Segments 4 and 5" (Project ID#CAL20795). According to Caltrans' Interregional Transportation Strategic Plan, SR 70 is identified as one of 34 High Emphasis Routes that are of particular importance from a statewide perspective and is further designated as one of 10 Focus Routes in California. Additionally, the project would not conflict with the Yuba County General Plan. No impact would occur.

3.2.12 Mineral Resources

CEQA Significance Determinations for Mineral Resources

Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact

As discussed in the Geology/Soils/Seismic/Topography Mineral Resources section in Chapter 2, there are no designated mineral resources areas in the project area or vicinity. No impact would occur.

b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact

As discussed in the Geology/Soils/Seismic/Topography Mineral Resources section in Chapter 2, there are no designated mineral resources areas in the project area or vicinity. No impact would occur

3.2.13 Noise

CEQA Significance Determinations for Noise

Would the project result in:

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?

Less Than Significant Impact

The project will cause noise levels to approach and exceed the Federal impact threshold for some of the receivers within the project limit; the estimated increase in noise from the project is 1 to 3 dBA. This increase is considered less than significant.

b) Generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant

The noise increase from the project is generated due to future traffic growth and addition of traffic lanes proposed, moreover, the project scope will not contribute to excessive vibrations or groundborne noise. Therefore, the impact is considered less than significant.

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?

No Impact

The proposed project is not located within the vicinity of a private airstrip or an airport land use, nor within two miles of a public airport or public use airport. Therefore, there is no impact.

3.2.14 Population and Housing

CEQA Significance Determinations for Population and Housing

Would the project:

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)?

Less Than Significant Impact

The proposed project would involve the widening of an existing roadway from two-lanes to a five-lane cross-section; two travel lanes in each direction with a 14-foot-wide center paved strip between opposing traffic lanes striped as a Two Way Left Turn Lane. The project is not anticipated to provide access to new areas that are currently inaccessible via SR 70 nor change land uses surrounding the project alignment. Thus, growth in the project vicinity is not reasonably foreseeable. Therefore, impacts would be less than significant.

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

Less Than Significant Impact

Displacements resulting from the proposed project would not be enough to cause changes to the regional population due to the relatively small number of relocations required and the sufficient replacements properties in the study area. Therefore, impacts would be less than significant.

3.2.15 Public Services

CEQA Significance Determinations for 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:

Fire protection?

Less Than Significant Impact

The project would not result in direct impacts on fire stations, and the project is not anticipated to adversely affect response time for emergency services associated with fire stations. It is likely that additional lanes may improve response times, allowing fire personnel to bypass other vehicles safely and quickly.

During construction, there may be temporary disruptions along SR 70 from shifting traffic or construction equipment. Traffic would be shifted to allow continued two-way operation of SR 70, as described in the traffic management plan. Any required closures would be coordinated with emergency service providers so as not to hinder emergency responses.

Police protection?

Less Than Significant Impact

The project would not result in direct impacts on police stations, and the project is not anticipated to adversely affect response time for emergency services associated with police stations. It is likely that additional lanes may improve response times, allowing police personnel to bypass other vehicles safely and quickly.

During construction, there may be temporary disruptions along SR 70 from shifting traffic or construction equipment. Traffic would be shifted to allow continued two-way operation of SR 70, as described in the traffic management plan. Any required closures would be coordinated with emergency service providers so as not to hinder emergency responses.

Schools?

No Impact

Marysville High School is located about 0.7 miles south of the project site. The project would not result in an increase in population or facilities that would require the provision of schools or result in the need for physically altered facilities. The demand for schools would be the same as under existing conditions after construction of the project. Therefore, no impact on schools or other public facilities would occur from the project.

Parks?

No Impact

There are no parks within close proximity to the project alignment. The project would not result in an increase in population or result in the need for new parks or altered facilities.

Other public facilities?

No Impact

Besides Marysville High School, there are no other public facilities within close proximity to the project alignment. The project would not result in an increase in population or result in the need for new or altered facilities.

3.2.16 Recreation

CEQA Significance Determinations for Recreation

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?

No Impact

There are no parks or recreation facilities near the proposed project; most land in the immediate vicinity is agricultural land. The closest park, SJ Field Park is located in

Marysville and is approximately 0.9 miles south of the project boundary. Therefore, increased use at a park or recreational facility would not occur. No impact would occur.

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?

No Impact

There are no parks or recreation facilities near the proposed project; most land in the immediate vicinity is agricultural land. The closest park, SJ Field Park is located in Marysville and is approximately 0.9 miles south of the project boundary. Therefore, the project would not require the construction or expansion of recreational facilities. No impact would occur.

3.2.17 Transportation

CEQA Significance Determinations for Transportation

Would the project:

a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

No Impact

The project is consistent with SACOG's 2019-2022 Metropolitan Transportation Plan/Sustainable Communities Strategy and 2019-20 Metropolitan Transportation Improvement Plan where it is listed as "SR 70 Passing Lanes – Segments 4 and 5" under the description "On SR 70, from Laurellen to Yuba/Butte county line (segments 4 and 5) – Address safety concerns, improve highway segments and provide continuous passing lane opportunities (PM 16.2/25.8)". The project is also consistent with Caltrans' Interregional Transportation Strategic Plan, which identifies SR 70 as one of 34 High Emphasis Routes that are of particular importance from a statewide perspective. SR 70 is further designated as one of 10 Focus Routes in California. The project would not conflict with any plans, rather it would implement these plans. No impact would occur.

b) Conflict with or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Note: While public agencies may immediately apply Section 15064.3 of the updated Guidelines, statewide application is not required until July 1, 2020. In addition, uniform statewide guidance for Caltrans projects is still under development. The Project Development Team may determine the appropriate metric to use to analyze traffic impacts pursuant to section 15064.3(b). Projects for which a Notice of Preparation (NOP) will be issued any time after December 28, 2018 should consider including an analysis of VMT/induced demand if the project has the potential to increase VMT (see page 20 of the Governor's Office of Planning and Research's updated SB 743 Technical Advisory), particularly if the project will be approved after July 2020.

Less Than Significant Impact

Although the project will be approved prior to July 2020, the Project Development Team determined that the appropriate metric to use to analyze traffic impacts pursuant to section 15064.3(b) includes an analysis of VMT/induced demand in addition to LOS analysis. Lead agencies can evaluate induced travel quantitatively by applying the results of existing studies that examine the magnitude of the increase of VMT resulting for a given increase in lane miles. These studies estimate the percent change in VMT for every percent change in miles to the roadway system. Based on existing studies, the Transportation Analysis Report (Fehr & Peers March 2019) estimated the short-term response for induced travel to range from 1,500 to 9,280 vehicle miles traveled per day, which is a change of 0.03 to 0.15 percent on a regional basis.

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

No Impact

No incompatible uses or hazardous design features are associated with operation of the proposed project. The project would widen 9.5 miles of SR 70 and improve traffic operations and safety along this segment of the highway. No impact would occur.

d) Result in inadequate emergency access?

Less Than Significant Impact

The project would widen 9.5 miles of SR 70 and improve traffic operations. Thus operationally, the project would improve emergency access. Temporary construction impacts could have the potential to impact emergency access during construction. However, a traffic control plan would provide continuous emergency access throughout construction. Thus, the temporary impact would be less than significant.

3.2.18 Tribal Cultural Resources

CEQA Significance Determinations for 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:

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

No Impact

The cultural resource studies and Native American Consultation conducted for the project did not identify any tribal cultural resources within the project area. Thus, no impact would occur.

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.

No Impact

The cultural resource studies and Native American Consultation conducted for the project did not identify any tribal cultural resources within the project area. Thus, no impact would occur.

3.2.19 Utilities and Service Systems

CEQA Significance Determinations for Utilities and Service Systems

Would the project:

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?

Less Than Significant Impact

The proposed project would not require water or wastewater treatment as no potable water and/or toilets would be provided as part of the project. No impact would occur. The proposed project would require relocation of electrical power and telecommunications utility poles; however, this would be a temporary disruption of service and all utilities would be notified in advance. This temporary impact is less than significant.

The project design includes improved storm drainage facilities, which would minimize the potential for discharges of pollutants to nearby storm drain, Honcut Creek, and the Lower Feather River. In addition, vegetative areas would allow for infiltration and water quality treatment. The project would be designed in accordance with the objectives of Caltrans' NPDES Permit requirements and related stormwater requirements to reduce runoff and the volume of entrained sediment. Caltrans stormwater quality manuals also include BMPs to be implemented for erosion and sediment control and material management. The implementation of BMPs would minimize impacts on drainage and water quality during long-term operations at the site. The impact is less than significant.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less Than Significant Impact

The project would not require any water during operation. During construction, water would only be used for dust control along the project corridor. Due to the minimal amount of water that would be required for dust control, the impact on the existing water supply would be less than significant.

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?

Less Than Significant Impact

No wastewater would be generated by the project. If dewatering is necessary in areas where groundwater is encountered, depending on surface and groundwater levels at the time of construction, a permit for discharge of extracted groundwater would be obtained from the RWQCB. This discharge shall be consistent with RWQCB requirement and as such would not result in a violation of water quality standards or waste discharge requirements. The impact is less than significant.

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?

Less Than Significant Impact

Construction of the project would generate solid waste. The amount of construction waste would not be substantial, would be limited to the construction time period, and would not result in a substantial reduction in the capacity of a landfill. Most municipal wastes in Yuba County are hauled to the Ostrom Road Landfill which is operated by Recology Yuba-Sutter. The facility is permitted to accept municipal solid waste, construction and demolition debris, special wastes and non-friable asbestos. The facility's maximum permitted capacity is 43,467,231 cubic yards and its remaining capacity is 39,223,000 cubic yards, with an estimated closure year of 2059 (CalRecycle 2019). There is sufficient capacity in the landfill to serve the project; therefore, construction of the project would not result in an impact on the capacity of this landfill. The impact is less than significant.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

No Impact

The project would comply with all federal, State, and local statutes and regulations related to solid waste. No impact would occur.

3.2.20 Wildfire

CEQA Significance Determinations for Wildfire

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact

There is potential for wildland fires in the region given the relatively dry summer climate, with hot days and wind; however, the project site is not located in a fire hazard severity

zone according to the California Department of Forestry and Fire Protection's fire hazard severity zone map for Yuba County. The project would implement a traffic control plan which would keep lanes open for emergency access at all times. Thus, the impact would be less than significant.

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?

No Impact

The project would not exacerbate wildfire risks due to slope, prevailing winds and other factors. No impact would occur.

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?

Less Than Significant Impact

The proposed project would provide additional lanes and require utility relocation along an existing roadway corridor. No additional water sources would be required. Thus, the impact would be less than significant.

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?

Less Than Significant Impact

It is anticipated that drainage system design will focus on perpetuating existing highway drainage conditions to the greatest extent feasible. New drainage features will be designed to perpetuate flow in the existing direction and will have similar or greater capacity than what currently exists. Thus, the impact is less than significant.

3.2.21 Mandatory Findings of Significance

CEQA Significance Determinations for Mandatory Findings of Significance

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?

Less Than Significant Impact

The project is located in a rural environment along an existing 9.6-mile section of SR 70. Implementation of Caltrans' standard measures, which are described in Chapter 2, Affected Environment, Environmental Consequences, and Avoidance, Minimization and/or Mitigation Measures, would ensure that the construction and operation of the proposed project would

not reduce the habitat, population, or range of a plant or animal species; or eliminate important examples of California history or prehistory. Impacts would be less than significant.

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.)

Less Than Significant Impact

Cumulative impacts related to development accommodated by Yuba County's General Plan were analyzed in the Final Yuba County 2030 General Plan 2030 EIR (Yuba County 2011). Although the project is not specifically called out in the General Plan, the project is consistent with the policies in the General Plan and would help the County achieve its goals of providing a safe and efficient transportation system. The project is considered a project accommodated for in the General Plan.

Cumulative impacts related to development accommodated by the County's General Plan were found to be significant in the General Plan 2030 EIR, including aesthetics, agriculture, air quality, biological resources, cultural resources, geology/soils, greenhouse gases (GHGs), land use, noise, parks/recreation, traffic, utilities (wastewater and solid waste), and energy.

The proposed project's contribution to the cumulative impacts of these resource areas, with the exception of agricultural resources, would be less than significant.

As described in Section 3.2.5, impacts on special-status species, riparian areas, and wetlands would be less than significant with implementation of mitigation measures. Because the project would not result in impacts on special-status species, riparian areas, and wetlands, the project's contribution to cumulative biological resources impacts would be less than significant.

As described in Section 3.2.2, proposed project improvements would affect lands classified by the FMMP as Prime Farmland, Farmland of Statewide Importance, Unique Farmland, and Grazing Land. The farmland acquisitions for Alternative 1 represent approximately 0.00007 percent of the County's total important farmland and farmland acquisitions for Alternative 2 represent approximately 0.00012 percent of the County's important farmland. Given the low rate of farmland conversion within this portion of Yuba County, the project's contribution to a cumulative farmland impact would be less than significant.

As described in Section 3.2.8, the proposed project build and no build alternatives would not generate greenhouse gas emissions above the existing condition (2018). Moreover, any temporary GHG emissions generated from construction activities would be offset by project-level reduction strategies. Thus, the impact is less than significant.

As described in Section 3.2.10, potential impacts on water quality, depletion of groundwater, erosion, flooding, and polluted runoff were determined to be less than significant. Because the project would not have a significant impact on hydrology and water quality resources, the project's contribution to a cumulative hydrology and water quality impact would be less than significant.

As described in Section 3.2.11, the proposed project would not physically divide a community, conflict with an applicable land use plan or policy, or a conservation plan. Because the project would not be inconsistent with any land use plan or policy, the project's contribution on a cumulative land use impact would be less than significant.

As described in Section 3.2.13, The noise increase from the project is generated due to future traffic growth and addition of traffic lanes proposed, moreover, the project scope will not contribute to excessive vibrations or groundborne noise. Therefore, the impact is considered less than significant.

As described in Section 2.4.2, over the long term, planned transportation improvements of major roadways in the study area are anticipated to provide beneficial impacts on the existing highway network by widening existing highways, improving safety and reducing congestion. Taken together, these transportation projects would provide a cumulative regional benefit to transportation, improving circulation and access in the region. Therefore, there would not be a cumulatively significant impact on traffic and transportation.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Less Than Significant Impact

The implementation of the proposed project could result in impacts on aesthetics, agriculture, air quality, cultural resources, geology/soils, hazards/hazardous materials, GHGs, noise, traffic, utilities, and energy; however, implementation of Caltrans' standard measures, described in Chapter 2 of this document, would ensure that the proposed project would not result in environmental effects that would cause substantial adverse effects on human beings. Impacts would be less than significant.

3.3 Wildfire

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.

Affected Environment

There is potential for wildland fires in the region given the relatively dry summer climate, with hot days and wind; however, the project site is not located in a fire hazard severity zone according to the California Department of Forestry and Fire Protection's fire hazard severity zone map for Yuba County.

Environmental Consequences

The project would implement a traffic control plan which would keep lanes open for emergency access and/or evacuation at all times in the event of a wildfire in the region. After construction, the provision of additional lanes would provide enhanced emergency access and/or evacuation.

Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization or mitigation measures are required.

3.4 Climate Change

Climate change refers to long-term changes in temperature, precipitation, wind patterns, and other elements of the earth's climate system. An ever-increasing body of scientific research attributes these climatological changes to greenhouse gas (GHG) emissions, particularly those generated from the production and use of fossil fuels.

While climate change has been a concern for several decades, the establishment of the Intergovernmental Panel on Climate Change (IPCC) by the United Nations and World Meteorological Organization in 1988 led to increased efforts devoted to GHG emissions reduction and climate change research and policy. These efforts are primarily concerned with the emissions of GHGs generated by human activity, including carbon dioxide (CO2), methane (CH4), nitrous oxide (N2O), tetrafluoromethane, hexafluoroethane, sulfur hexafluoride (SF6), and various hydrofluorocarbons (HFCs). CO2 is the most abundant GHG; while it is a naturally occurring component of Earth's atmosphere, fossil-fuel combustion is the main source of additional, human-generated CO2.

Two terms are typically used when discussing how we address the impacts of climate change: "greenhouse gas mitigation" and "adaptation." Greenhouse gas mitigation covers the activities and policies aimed at reducing GHG emissions to limit or "mitigate" the impacts of climate change. Adaptation, on the other hand, is concerned with planning for and responding to impacts resulting from climate change (such as adjusting transportation design standards to withstand more intense storms and higher sea levels). This analysis will include a discussion of both.

3.4.1 Regulatory Setting

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

Federal

To date, no national standards have been established for nationwide mobile-source greenhouse gas reduction targets, nor have any regulations or legislation been enacted specifically to address climate change and greenhouse gas emissions reduction at the project level.

The National Environmental Policy Act (NEPA) (42 U.S. Code Part 4332) requires federal agencies to assess the environmental effects of their proposed actions prior to making a decision on the action or project.

The Federal Highway Administration recognizes the threats that extreme weather, sea-level change, and other changes in environmental conditions pose to valuable transportation infrastructure and those who depend on it. The Federal Highway Administration therefore supports a sustainability approach that assesses vulnerability to climate risks and incorporates resilience into planning, asset management, project development and design, and operations and maintenance practices.[2] This approach encourages planning for sustainable highways by addressing climate risks while balancing environmental, economic, and social values—"the triple bottom line of sustainability."[3] Program and project elements that foster sustainability and resilience also support economic vitality and global efficiency, increase safety and mobility, enhance the environment, promote energy conservation, and improve the quality of life.

Various efforts have been made at the federal level to improve fuel economy and energy efficiency to address climate change and its associated effects. The most important of these was the Energy Policy and Conservation Act of 1975 (42 USC Section 6201) and Corporate Average Fuel Economy (CAFE) Standards. This act establishes fuel economy standards for on-road motor vehicles sold in the United States. Compliance with federal fuel economy standards is determined through the CAFE program on the basis of each manufacturer's average fuel economy for the portion of its vehicles produced for sale in the United States.

Energy Policy Act of 2005 (109th Congress H.R.6 (2005–2006): This act sets forth an energy research and development program covering: (1) energy efficiency; (2) renewable energy; (3) oil and gas; (4) coal; (5) Indian energy; (6) nuclear matters and security; (7) vehicles and motor fuels, including ethanol; (8) hydrogen; (9) electricity; (10) energy tax incentives; (11) hydropower and geothermal energy; and (12) climate change technology.

The U.S. EPA in conjunction with the National Highway Traffic Safety Administration (NHTSA) is responsible for setting GHG emission standards for new cars and light-duty vehicles to significantly increase the fuel economy of all new passenger cars and light trucks sold in the United States. Fuel efficiency standards directly influence GHG emissions.

[2] https://www.fhwa.dot.gov/environment/sustainability/resilience/
[3] https://www.sustainablehighways.dot.gov/overview.aspx

State

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.

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.

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 ($MMTCO_2e$).[4] 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."

AB 134, Chapter 254, 2017, allocates Greenhouse Gas Reduction Funds and other sources to various clean vehicle programs, demonstration/pilot projects, clean vehicle rebates and projects, and other emissions-reduction programs statewide.

Senate Bill 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 travelled, 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 or 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 investment 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.

[4] GHGs differ in how much heat each trap in the atmosphere (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" (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.

3.4.2 Affected Environment

The proposed project is in a rural area, with primarily natural-resources based agricultural and tourism economy. SR-70 is the main transportation route to and through the area for both passenger and commercial vehicles. The nearest alternate route is SR-99, which is up to 4 miles to the east. Railroad tracks running parallel to SR-70 right-of-way carry several passenger and freight trains each day. SACOG guides transportation development in the project area. The Yuba County General Plan Health and Safety and Circulation elements address GHGs and/or involve sustainability policies in the project area.

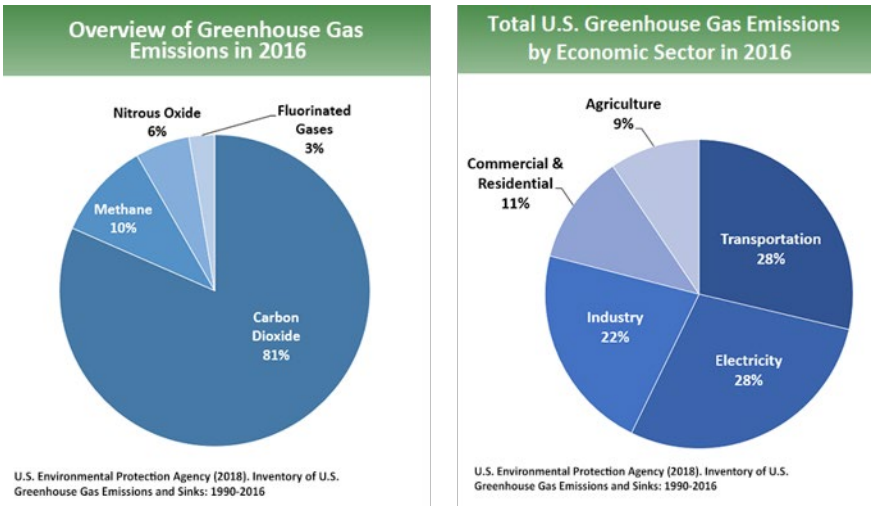
A GHG emissions inventory estimates the amount of GHGs discharged into the atmosphere by specific sources over a period of time, such as a calendar year. Tracking annual GHG emissions allows countries, states, and smaller jurisdictions to understand how emissions are changing and what actions may be needed to attain emission reduction goals. U.S. EPA is responsible for documenting GHG emissions nationwide, and the Air Resources Board does so for the state, as required by Health and Safety Code Section 39607.4.

National GHG Inventory

The U.S. EPA prepares a national GHG inventory every year and submits it to the United Nations in accordance with the Framework Convention on Climate Change. The inventory provides a comprehensive accounting of all human-produced sources of GHGs in the United States, reporting emissions of CO_2, CH_4, N_2O, HFCs, perfluorocarbons, SF_6, and nitrogen trifluoride. It also accounts for emissions of CO_2 that are removed from the atmosphere by “sinks” such as forests, vegetation, and soils that uptake and store CO_2 (carbon sequestration). The 1990–2016 inventory found that of 6,511 $MMTCO_2e$ GHG emissions in 2016, 81% consist of CO_2, 10% are CH_4, and 6% are N_2O; the balance consists of fluorinated gases (US EPA 2018a).5 In 2016, GHG emissions from the transportation sector accounted for nearly 28.5% of U.S. GHG emissions.

https://www.epa.gov/ghgemission

FIGURE 8. U.S. 2016 GREENHOUSE GAS EMISSIONS



State GHG Inventory

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 2019 edition of the GHG emissions inventory found total California emissions of 424.1 MMTCO2e for 2017, with the transportation sector responsible for 41% of total GHGs. It also found that overall statewide GHG emissions declined from 2000 to 2017 despite growth in population and state economic output (ARB 2019a).

FIGURE 9. CALIFORNIA 2017 GREENHOUSE GAS EMISSIONS

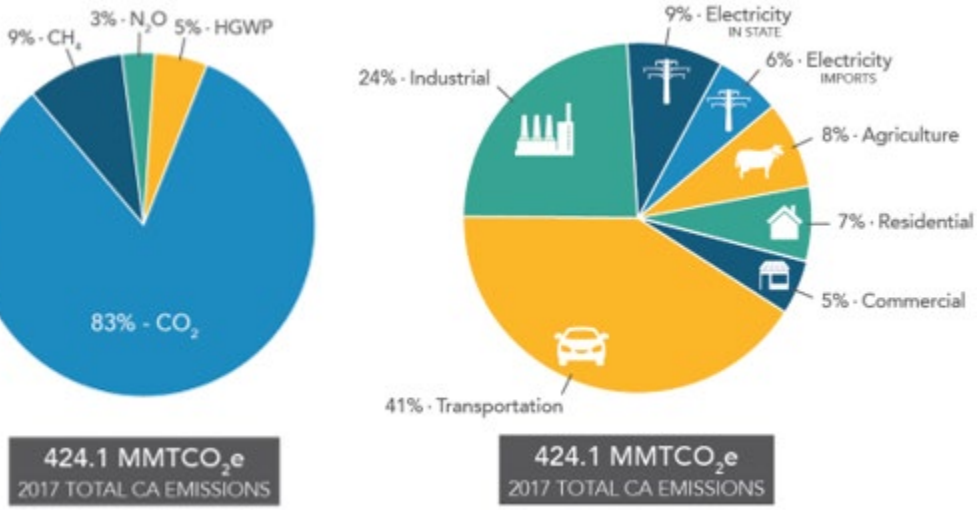
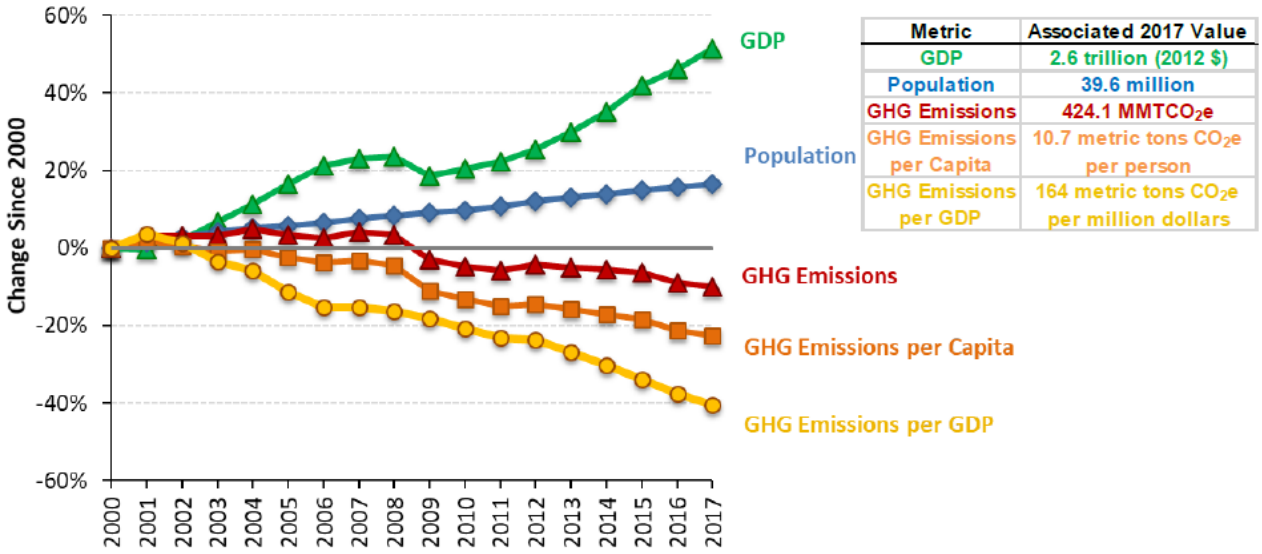


FIGURE 10. CHANGE IN CALIFORNIA GDP, POPULATION, AND GHG EMISSIONS SINCE 2000



(Source: ARB 2019b)

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 targets for California's 18 MPOs to use in their RTP/SCSs to plan future projects that will cumulatively achieve GHG reduction goals. Targets are set at a percent reduction of passenger vehicle GHG emissions per person from 2005 levels. The proposed project is listed in the SACOG's Metropolitan Transportation Improvement Program (MTIP) and the Metropolitan Transportation Plan/Sustainable Communities Strategy (SCS) which was adopted November 2019. The project is also included in SACOG financially constrained 2019-2022 MTIP. The regional reduction targets for SACOG are 7 percent by 2020 and 19 percent by 2035.

Table 15. GHG-Related Goals, Policies, and Strategies

Title	GHG Reduction Policies or Strategies
Sacramento Area Council of Governments (SACOG) *2016 Metropolitan Transportation Plan/Sustainable Communities Strategy* (adopted February 2016)	• Manage and increase the productivity of the region's transportation system (e.g., state of good repair improvements) • Strategic capacity and technology enhancements to existing highways

	• Transportation Systems Management measures • Transportation Demand Management
Yuba County *2030 General Plan* (Adopted June 2011)	Health and Safety Goal 5 – GHG and Climate Change: Provide GHG efficient development patterns and successfully adapt to future changes in Yuba County's climate. • Policy HS5.6: The County relies, in part on infrastructure planning and funding controlled by regional, state and other local agencies, and will work cooperatively with these agencies to provide infrastructure and public facilities needed to support GHG-efficient development pattern. • Policy HS5.8: The County will actively pursue funding for GHG-efficient transportation systems and other needed infrastructure, building and public real energy efficiency upgrades, renewable energy production, land use-transportation modeling, and other projects to reduce local greenhouse gas emissions. Health and Safety Goal 6 – Construction and Climate Change: Use construction practices and operational strategies that minimize air pollution. • Policy HS6.1: New developments shall implement emission control measures recommended by the Feather River Air Quality Management District for construction, grading, excavation, and demolition, to the maximum extent feasible. Circulation Goal 16: Maintain a roadway system that provides adequate level of service, as funding allows, and that is consistent with the County's planning, environmental and economic policies. • Policy CD16.1: The County will maintain roadway levels of service that recognize differences between urban and rural environments and consideration of other community character, economic, and environmental policies of the County. • Policy CD16.11: The County will analyze and mitigate transportation impacts in CEQA documents according to their

	relative increase in vehicular travel demand. Circulation Goal 18 – Regional Transportation Planning: Improved transportation access throughout the County and surrounding region. • Policy CD18.1: The County will support regional transportation planning for roadway improvement within Yuba County identified by SACOG, Caltrans, and documented in the Metropolitan Transportation Plan and Highway Concept Reports. • Policy CD18.8: The County will coordinate with Caltrans to implement context-sensitive improvements to State facilities that are keyed to local multi-modal transportation needs.

3.4.3 Project Analysis

GHG emissions from transportation projects can be divided into those produced during operation of the SHS 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 the combustion of petroleum-based products, like gasoline, in internal combustion engines. Relatively small amounts of CH_4 and N_2O are emitted during fuel combustion. In addition, a small amount of HFC emissions are 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

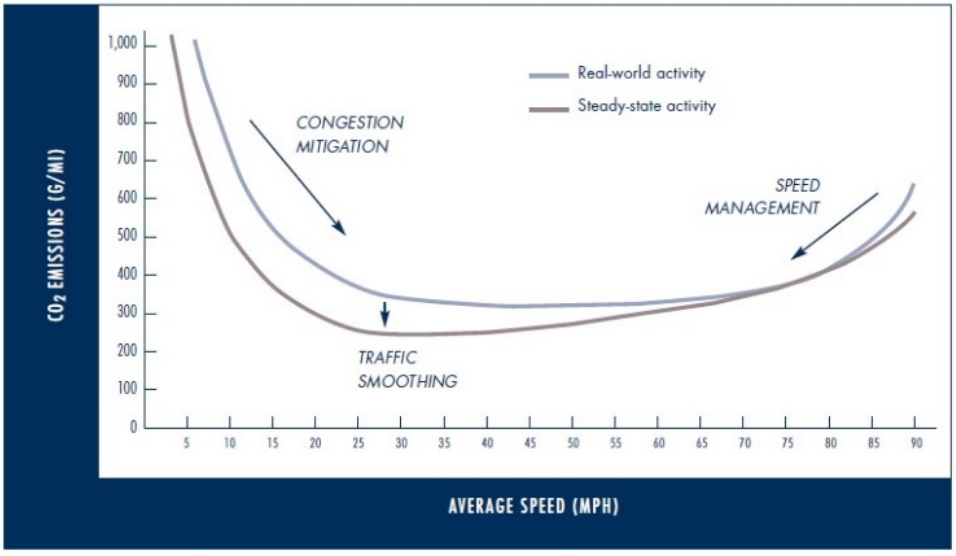
CO_2 accounts for 95 percent of transportation GHG emissions in the U.S. The largest sources of transportation-related GHG emissions are passenger cars and light-duty trucks, including sport utility vehicles, pickup trucks, and minivans. These sources account for over half of the emissions from the sector. The remainder of GHG emissions comes from other modes of transportation, including freight trucks, commercial aircraft, ships, boats, and

trains, as well as pipelines and lubricants. Because CO_2 emissions represent the greatest percentage of GHG emissions it has been selected as a proxy within the following analysis for potential climate change impacts generally expected to occur.

The highest levels of CO_2 from mobile sources such as automobiles occur at stop-and-go speeds (0–25 miles per hour) and speeds over 55 miles per hour; the most severe emissions occur from 0–25 miles per hour (see Figure 8). To the extent that a project relieves congestion by enhancing operations and improving travel times in high-congestion travel corridors, GHG emissions, particularly CO_2, may be reduced.

Four primary strategies can reduce GHG emissions from transportation sources: (1) improving the transportation system and operational efficiencies, (2) reducing travel activity, (3) transitioning to lower GHG-emitting fuels, and (4) improving vehicle technologies/efficiency. To be most effective, all four strategies should be pursued concurrently.

Figure 11. Possible Use of Traffic Operation Strategies in Reducing On-Road CO_2



Emssions

Source: **Barth and Boriboonsomsin 2010[6]**

The proposed project is listed in the Metropolitan Transportation Improvement Program (MTIP) and SACOG's 2019 financially constrained Metropolitan Transportation Plan/Sustainable Communities Strategy. The project is also included in SACOG's financially constrained 2019 Transportation Improvement Program, pages 117/440. The

[6] Barth, Matthew and Kanok Boriboonsomsin. 2010. *Real-World Carbon Dioxide Impacts of Traffic Congestion*. Berkeley, CA: University of California Transportation Center. UCTC-FR-2010-11. Available: https://www.researchgate.net/publication/46438207

proposed project supports SACOG's RTP/SCS and Yuba County General Plan goals and policies listed in Table 15, above.

3.4.4 Environmental Consequences

Yuba 70 Segments 4 and 5 in Yuba County are covered by the Sacramento Area Council of Governments' (SACOG) SACSIM travel demand forecast model, which has a 2012 base year and a 2036 future year.

For the SR 70 projects, a travel demand forecast model was developed starting from the BCAG model and adding roadway network for the northwest portion of Yuba County along the SR 70 corridor north of Marysville. The roadway network and land use for the added portion of Yuba County were based on the SACSIM model for the corresponding locations. After the base year model was validated, year 2020 and 2040 models were prepared using the same process.

While CT-EMFAC has a rigorous scientific foundation and has been vetted through multiple stakeholder reviews, its GHG emission rates are based on tailpipe emission test data[7]. Moreover, the model does not account for factors such as the rate of acceleration and vehicle aerodynamics, which influence the amount of emissions generated by a vehicle. GHG emissions quantified using CT-EMFAC are therefore estimates and may not reflect actual physical emissions. Though CT-EMFAC is currently the best available tool for calculating GHG emissions from mobile sources, it is important to note that the GHG results are only useful for a comparison among alternatives

Using the project's travel demand forecast model, Vehicle Miles Traveled (VMT) was measured over the entire model area. The analysis included consideration of induced travel demand. Under horizon year conditions, the separate projects to widen SR 70 were assumed to be in place for both the No Build and Build Alternatives. For example, both the No Build and Build Alternatives for Segments 4-5 have SR 70 as four lanes from East Gridley Road to the Yuba/Butte County Line (Segment 3) and from Laurellen Road to 14th Street (Segments 6 and 7). To estimate model-wide VMT for a four-lane configuration (Build Alternative), the No Build Alternative VMT was modified by replacing VMT in the project area (Marysville and along SR 70 in Yuba County to East Gridley Road in Butte County) with the corresponding project area VMT from the Build Alternative model (the Build Alternative model has the same lane configurations – four lanes on SR 70 – for both Segments 4-5 and 7). Segment 7 was analyzed in conjunction with Segments 4-5 because for each project, the other project is assumed to be built.

To estimate model-wide VMT for Alternative 3 (four lanes), the No-Build Alternative VMT was modified by replacing VMT in the project area with the corresponding project area VMT from the Alternative 3 model.

Given that the SR 70 study area is rural, the VMT estimates presented here are calculated directly from the travel demand forecast model. The estimates of induced travel area provided in the SR 70 Segments 4 & 5 Transportation Analysis Report and discussed in Section 2.1.8 Traffic and Transportation section.

The GHG emissions are calculated using estimates of VMT by 5-mph speed bin increments and the EMFAC 2017 emissions factors from the California Air Resources Board (CARB).

[7] U.S. Department of Transportation (U.S. DOT). 2018. *National Highway Traffic Safety Administration Corporate Average Fuel Economy*. https://www.nhtsa.gov/laws-regulations/corporate-average-fuel-economy. Accessed: August 21,2019

Table 16. Daily VMT and Peak Hour GHG Comparison

	Existing Year (2018)	Horizon Year 2043 Build Alternatives 4, 5 &7	Horizon Year 2043 No-Built Alternative Segment 4 & 5
Daily VMT	6,029,277	8,611,528	8,611,530
Peak Hour GHG Emissions (tons) AM/PM	6.93/7.94	8.93/12.12	9.82/17.71

Quantitative Analysis

The travel demand model was used to produce estimate of daily VMT by speed bin. GHG emissions were then estimated based on factors from EMFAC2017.

Table 17. Annual VMT and GHG Emissions Comparison

Performance Measure	Existing Year (2018)	Horizon Year (2043)		
		Segments 4-5 No Build Alternative	Segment 7 No Build Alternative	Segments 4-5 & 7 Build Alternative
VMT	1,808,783,100	2,583,459,000	2,583,444,300	2,583,458,400
GHG Emissions[1]	1,029,923	1,020,604	1,026,038	1,024,593

Notes: 1. GHG is reported in tons per year.
Source: EMFAC2017 (CARB, 2017), Fehr & Peers (2019)

Compared to existing conditions (2018), GHG emissions are expected to be more than 9,000 tons per year lower under the Segments 4-5 No Build Alternative during the horizon year. Widening SR 70 to four lanes (Segments 4-5 & 7 Build Alternative) would also have less GHG emissions than the existing year (2018) – more than 5,000 tons per year lower. Decreases in both scenarios are attributable to planned improvements in fuel efficiency and anticipated changes to alternative fuels (such as electric vehicles).

For Segments 4-5, the Build Alternative would have more GHG emissions than the No Build Alternative in the horizon year. The additional VMT and the increase in speed at the higher end of the range (from 60-65 mph to 65-70 mph) would lead to the higher GHG emissions. However, the Segments 4-5 and 7 Build Alternative would have less GHG emissions than the Segment 7 No-Build. The increase in GHG emissions to the small VMT increase would be offset by the reduction in peak hour GHG emissions due to improved intersection operations.

VMT by speed bin was estimated by expanding the travel demand forecasting model prepared for the SR 70 Segments 4-5 traffic analysis to include the City of Marysville. This

model truncates trips at the model boundary and may not fully account for the VMT change associated with the Segments 4-5 and 7 projects. EMFAC2017 emissions factors were used to develop GHG emissions estimates for the alternatives. The emissions factors do not include off-model adjustment factors to account for the SAFE Vehicles Rule Part One from the US EPA and NHTSA.

Construction Emissions

Construction GHG emissions would result from material processing, 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.

In addition, with innovations such as longer pavement lives, improved traffic management plans, and changes in materials, the GHG emissions produced during construction can be offset to some degree by longer intervals between maintenance and rehabilitation activities. Additionally, approximately 50% of the volume of asphalt will contain rubberized material from recycled sources which will offset GHG emissions.

All construction contracts include Caltrans Standard Specifications Section 7-1.02A and 7-1.02C, Emissions Reduction, which require 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; and Section 14-9.02, Air Pollution Control, which 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.

Construction equipment emissions

Diesel exhaust particulate matter is a California-identified toxic air contaminant, and localized issues may exist if diesel-powered construction equipment is operated near sensitive receptors.

Construction emissions were estimated using the latest Caltrans' Model (CAL-CET2018). The emissions represent the daily average construction and project total emissions, respectively. Construction-related emissions for the proposed project are presented in the table below.

Table 18. Construction Emissions to Roadways

	Alternative. 1 CO_2 (lbs./day)	Alternative. 2 CO_2 (lbs./day)
Land Clearing/Grubbing	2,631	2,768
Roadway Excavation/Removal	6,411	6,753
Structural Excavation/Removal	1,892	2,006
Base/Subbase/ Imported Borrow	9,184	9,689
Structure Concrete	2,028	2,143
Paving	5,339	5,636
Drainage/Environment/Landscaping	2,363	2,531
Traffic Signalization/Signage/Striping/Painting	6,867	7,245
Project Total daily average (lbs.)	36,715	38,771
Project Total (US tons.)	719	759

CEQA CONCLUSION

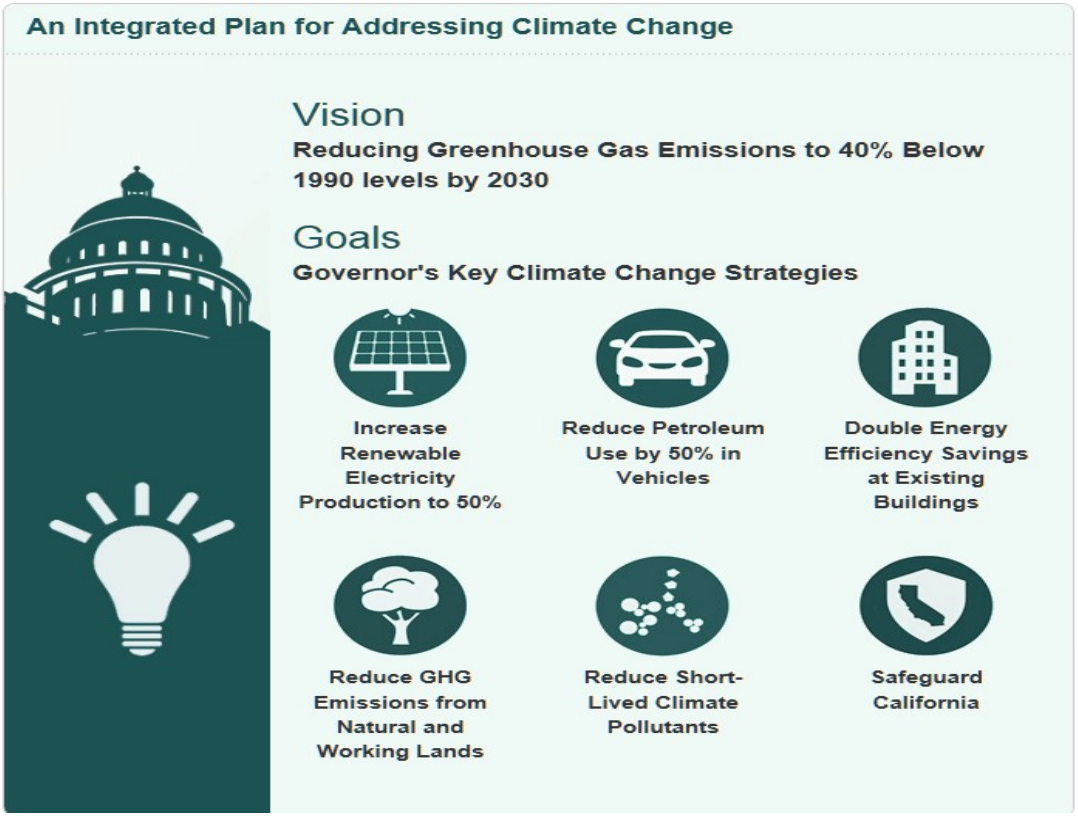
The project is a capacity increasing project with the potential for increased GHG emissions. However, analysis demonstrates that both future no-build and future build GHG emissions would be lower than emissions under the existing condition (2018). Although future GHG emissions under the build alternatives would be higher than the no-build alternative, there is evidence of substantial progress in reducing emissions with the build alternatives, and the impact is considered less than significant.

GREENHOUSE GAS REDUCTION STRATEGIES

Statewide Efforts

Major sectors of the California economy, including transportation, will need to reduce emissions to meet the 2030 and 2050 GHG emissions targets. Former Governor Edmund G. Brown promoted GHG reduction goals that involved (1) reducing today's petroleum use in cars and trucks by up to 50 percent; (2) increasing from one-third to 50 percent our electricity derived from renewable sources; (3) doubling the energy efficiency savings achieved at existing buildings and making heating fuels cleaner; (4) reducing the release of methane, black carbon, and other short-lived climate pollutants; (5) managing farms and rangelands, forests, and wetlands so they can store carbon; and (6) periodically updating the state's climate adaptation strategy, *Safeguarding California*.

FIGURE 12. CALIFORNIA CLIMATE STRATEGY



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). A key state goal for reducing greenhouse gas emissions is to reduce today's petroleum use in cars and trucks by up to 50 percent by 2030.

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.

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.

California Transportation Plan (CTP 2040)

The California Transportation Plan (CTP) is a statewide, long-range transportation plan to meet our future mobility needs and reduce GHG emissions. In 2016, Caltrans completed the *California Transportation Plan 2040*, which establishes a new model for developing ground transportation systems, consistent with CO_2 reduction goals. It serves as an umbrella document for all the other statewide transportation planning documents. Over the next 25 years, California will be working to improve transit and reduce long-run repair and maintenance costs of roadways and developing a comprehensive assessment of climate-related transportation demand management and new technologies rather than continuing to expand capacity on existing roadways.

SB 391 (Liu 2009) requires the CTP to meet California's climate change goals under AB 32. Accordingly, the CTP 2040 identifies the statewide transportation system needed to achieve maximum feasible GHG emission reductions while meeting the state's transportation needs. While MPOs have primary responsibility for identifying land use patterns to help reduce GHG emissions, CTP 2040 identifies additional strategies in Pricing, Transportation Alternatives, Mode Shift, and Operational Efficiency.

Caltrans Strategic Management Plan

The Strategic Management Plan, released in 2015, creates a performance-based framework to preserve the environment and reduce GHG emissions, among other goals. Specific performance targets in the plan that will help to reduce GHG emissions include:

- Increasing percentage of non-auto mode share
- Reducing VMT
- Reducing Caltrans' internal operational (buildings, facilities, and fuel) GHG emissions

Funding and Technical Assistance Programs

In addition to developing plans and performance targets to reduce GHG emissions, Caltrans also administers several sustainable transportation planning grants. These grants encourage local and regional multimodal transportation, housing, and land use planning that furthers the region's RTP/SCS; contribute to the State's GHG reduction targets and advance transportation-related GHG emission reduction project types/strategies; and support other climate adaptation goals (e.g., *Safeguarding California*).

CALTRANS POLICY DIRECTIVES AND OTHER INITIATIVES

Caltrans Director's Policy 30 (DP-30) Climate Change (June 22, 2012) is intended to establish a Department policy that will ensure coordinated efforts to incorporate climate change into Departmental decisions and activities. *Caltrans Activities to Address Climate Change* (April 2013) provides a comprehensive overview of Caltrans' statewide activities to reduce GHG emissions resulting from agency operations.

Project-Level GHG Reduction Strategies

The following measures will also be implemented in the project to reduce GHG emissions and potential climate change impacts from the project.

- The construction contractor must comply with the Caltrans' Standard Specifications in section 14-9 (2018). Section 14-9-02 specifically requires compliance by the contractor with all applicable laws and regulations related to air quality, including air pollution control district and air quality management district regulations and local ordinance.
- Construction Environmental Training: Supplement existing training with information regarding methods to reduce GHG emissions related to construction.
- Construction contract will include asphalt with Approximately 50% of the volume containing rubberized material from recycled sources. which will offset GHG 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.

Federal Efforts

Under NEPA assignment, Caltrans is obligated to comply with all applicable federal environmental laws and FHWA NEPA regulations, policies, and guidance.

The U.S. Global Change Research Program (USGRCP) delivers a report to Congress and the president every 4 years, in accordance with the Global Change Research Act of 1990 (15 U.S.C. ch. 56A § 2921 et seq). The *Fourth National Climate Assessment*, published in 2018, presents the foundational science and the "human welfare, societal, and environmental elements of climate change and variability for 10 regions and 18 national topics, with particular attention paid to observed and projected risks, impacts, consideration of risk reduction, and implications under different mitigation pathways." Chapter 12, "Transportation," presents a key discussion of vulnerability assessments. It notes that "asset owners and operators have increasingly conducted more focused studies of

particular assets that consider multiple climate hazards and scenarios in the context of asset-specific information, such as design lifetime."

U.S. DOT Policy Statement on Climate Adaptation in June 2011 committed the federal Department of Transportation to "integrate consideration of climate change impacts and adaptation into the planning, operations, policies, and programs of DOT in order to ensure that taxpayer resources are invested wisely, and that transportation infrastructure, services and operations remain effective in current and future climate conditions."[7]

FHWA order 5520 (*Transportation System Preparedness and Resilience to Climate Change and Extreme Weather Events,* December 15, 2014)[8] established FHWA policy to strive to identify the risks of climate change and extreme weather events to current and planned transportation systems.

State Efforts

Climate change adaptation for transportation infrastructure involves long-term planning and risk management to address vulnerabilities in the transportation system. *California's Fourth Climate Change Assessment* (2018) is the state's latest effort to "translate the state of climate science into useful information for action" in a variety of sectors at both statewide and local scales. It adopts the following key terms used widely in climate change analysis and policy documents:

- *Adaptation* to climate change refers to adjustment in natural or human systems in response to actual or expected climatic stimuli or their effects, which moderates harm or exploits beneficial opportunities.
- *Adaptive capacity* is the "combination of the strengths, attributes, and resources available to an individual, community, society, or organization that can be used to prepare for and undertake actions to reduce adverse impacts, moderate harm, or exploit beneficial opportunities."
- *Exposure* is the presence of people, infrastructure, natural systems, and economic, cultural, and social resources in areas that are subject to harm.
- Resilience is the "capacity of any entity – an individual, a community, an organization, or a natural system – to prepare for disruptions, to recover from shocks and stresses, and to adapt and grow from a disruptive experience". Adaptation actions contribute to increasing resilience, which is a desired outcome or state of being.
- *Sensitivity* is the level to which a species, natural system, or community, government, etc., would be affected by changing climate conditions.
- *Vulnerability* is the "susceptibility to harm from exposure to stresses associated with environmental and social change and from the absence of capacity to adapt." Vulnerability can increase because of physical (built and environmental), social, political, and/or economic factor(s). These factors include, but are not limited to: ethnicity, class, sexual orientation and identification, national origin, and income

[7] https://www.fhwa.dot.gov/environment/sustainability/resilience/policy_and_guidance/usdot.cfm
[8] https://www.fhwa.dot.gov/legsregs/directives/orders/5520.cfm

inequality.2 Vulnerability is often defined as the combination of sensitivity and adaptive capacity as affected by the level of exposure to changing climate.

Several key state policies have guided climate change adaptation efforts to date. Recent state publications produced in response to these policies draw on these definitions.

EO S-13-08, issued by then-governor Arnold Schwarzenegger in November 2008, focused on sea-level rise and resulted in the *California Climate Adaptation Strategy* (2009), updated in 2014 as *Safeguarding California: Reducing Climate Risk* (Safeguarding California Plan). The Safeguarding California Plan offers policy principles and recommendations and continues to be revised and augmented with sector-specific adaptation strategies, ongoing actions, and next steps for agencies.

EO S-13-08 also led to the publication of a series of sea-level rise assessment reports and associated guidance and policies. These reports formed the foundation of an interim *State of California Sea-Level Rise Interim Guidance Document* (SLR Guidance) in 2010, with instructions for how state agencies could incorporate "sea-level rise (SLR) projections into planning and decision making for projects in California" in a consistent way across agencies.

The guidance was revised and augmented in 2013. *Rising Seas in California – An Update on Sea-Level Rise Science* was published in 2017 and its updated 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.[9]

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 other than 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. Representatives of Caltrans participated in the multi-agency, multidisciplinary technical advisory group that developed this guidance on how to integrate climate change into planning and investment.

AB 2800 (Quirk 2016) created the multidisciplinary Climate-Safe Infrastructure Working Group, which in 2018 released its report, *Paying it Forward: The Path Toward Climate-Safe Infrastructure in California*. 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.

[9] http://www.opc.ca.gov/updating-californias-sea-level-rise-guidance/

Caltrans Adaptation Efforts

Caltrans Vulnerability Assessments

Caltrans is conducting climate change vulnerability assessments to identify segments of the State Highway System vulnerable to climate change effects including precipitation, temperature, wildfire, storm surge, and sea-level rise. The approach to the vulnerability assessments was tailored to the practices of a transportation agency, and involves the following concepts and actions:

- *Exposure* – Identify Caltrans assets exposed to damage or reduced service life from expected future conditions.
- *Consequence* – Determine what might occur to system assets in terms of loss of use or costs of repair.
- *Prioritization* – Develop a method for making capital programming decisions to address identified risks, including considerations of system use and/or timing of expected exposure.

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 will guide analysis of at-risk assets and development of adaptation plans to reduce the likelihood of damage to the State Highway System, allowing Caltrans to both reduce the costs of storm damage and to provide and maintain transportation that meets the needs of all Californians.

Sea Level Rise Analysis

The proposed project is outside the coastal zone and not in an area subject to sea-level rise. Accordingly, direct impacts to transportation facilities due to projected sea-level rise are not expected.

WILDFIRE

There is potential for wildland fires in the region given the relatively dry summer climate, with hot days and wind; however, the project site is not located in a fire hazard severity zone according to the California Department of Forestry and Fire Protection's fire hazard severity zone map for Yuba County. The project would implement a traffic control plan which would keep lanes open for emergency access at all times.

Chapter 4 Comments and Coordination

Early and continuing coordination with the general public and appropriate public agencies is an essential part of the environmental process. It helps planners determine the necessary scope of environmental documentation, the level of analysis required, and to identify potential impacts and related environmental requirements. Agency consultation and public participation for this project have been accomplished through a variety of formal and informal methods, including project development team meetings and interagency coordination meetings. This chapter summarizes the results of Caltrans efforts to fully identify, address and resolve project-related issues through early and continuing coordination.

4.1 Scoping Process for the EIR/EA

4.1.1 Notice of Preparation

Caltrans, as CEQA Lead Agency, distributed a Notice of Preparation of a Draft Environmental Impact Report for the proposed project on February 11, 2020. A copy of the NOP is included in Appendix E. The Notice of Preparation requested comments from the public regarding environmental issues, reasonable alternatives and reasonable mitigation measures that should be discussed in the Draft Environmental Impact Report to address each agency's specific concerns in their areas of responsibility. The 30-day comment period closed on March 11, 2020.

4.1.2 Public Comment Period

The Environmental Impact Report/Environmental Assessment was be made available for public and agency review and comment for 65 days from April 1, 2020 – June 5, 2020. Caltrans has ensured that the document was be made available to all appropriate parties and agencies, including the following: 1) Responsible agencies, 2) Trustee agencies that have resources affected by the project, 3) other state, federal and local agencies which have regulatory jurisdiction, or that exercise authority over resources which may be affected by the project, 4) public. The document was be made available online at https://dot.ca.gov/caltrans-near-me/district-3/d3-programs/d3-environmental-planning/d3-environmental-docs. Additional copies of the document were available at the Yuba County Government Center, Yuba County Public Library, Caltrans District 3 Office, and available to send via postal mail by submitting a request to the project email address.

4.1.3 Virtual Public Open House and Public Call-in Sessions

In light of the developments regarding COVID-19 and Governor Newsom's guidance regarding public gatherings, a virtual public open house was prepared for the project. Community members were encouraged to submit comments via email and postal mail. In additional to the virtual public open house, community members were encouraged to participate remotely by reserving a 30-minute telephone session with Caltrans staff

members who would be available to answer questions and discuss details about the project.

4.2 Responses to Public Comments

Copies of the comments and responses to comments are in Appendix H of the EIR/EA. Note that in some cases, responses to comments refer the reader to a different comment's response or to a section of the EIR/EA.

Caltrans thanks all commenters for participating and providing input during the environmental process. Comment letters listed below are being included in the Final EIR/EA and will be considered during completion of the Project Approval/Environmental Document phase of the project.

Chapter 5 List of Preparers

The following Caltrans District 3 staff contributed to the preparation of this Environmental Impact Report.

Cara Lambirth, Associate Environmental Planner. Contribution: Environmental Coordinator and Document Writer

Julia Green, D-3 Office Chief (Acting). Contribution: Document review

Sandra Rosas, NEPA Assignment Coordinator. Contribution: Document review

Anna Kluge, Associate Environmental Planner. (Natural Sciences) Contribution: Project Biologist, Natural Environmental Study (NES)

William Larson/Erick Wulf, Associate Environmental Planner (Archaeology). Contribution: Archaeological Survey Report (ASR), Historic Resources Compliance Report (HRCR)

Alamjit Mangat, Transportation Engineer. Contribution: Initial Site Assessment

Saeid Zandian-Jazi, Transportation Engineer. Contribution: Noise Study.

Sean Cross, NPDES Coordinator. Contribution: Water Quality Assessment

Youngil Cho, Transportation Engineer. Contribution: Air Quality Study and Energy Analysis

Julia Riggins, Landscape Architect. Contribution: Visual Impact Assessment

Cameron Knudson, Transportation Engineer. Contribution: Project Manager

Scott Foster, Transportation Engineer. Contribution: Project Engineer

Bradley Bowers, Associate Environmental Planner. Contribution: Paleontological Evaluation Report

Brenda Powell-Jones, Senior Environmental Planner. Contribution: Climate Change Policy Advisor, GHG Reviewer

Chapter 6 Distribution List

The State Clearinghouse distributed copies of the draft environmental document to reviewing agencies and the final environmental document has been posted on their webpage. In addition, a copy of the final environmental document was made available online at https://dot.ca.gov/caltrans-near-me/district-3/d3-programs/d3-environmental-planning/d3-environmental-docs.

A Notice of Availability (NOA) was posted in the local newspaper.

All studies referenced in the Final EIR/EA are available by request.

Appendix A - Title VI Policy Statement

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

DEPARTMENT OF TRANSPORTATION
OFFICE OF THE DIRECTOR
P.O. BOX 942873, MS-49
SACRAMENTO, CA 94273-0001
PHONE (916) 654-6130
FAX (916) 653-5776
TTY 711
www.dot.ca.gov

Making Conservation a California Way of Life.

November 2019

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.*"

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/business-and-economic-opportunity/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 Business and Economic Opportunity, at 1823 14th Street, MS-79, Sacramento, CA 95811; (916) 324-8379 (TTY 711); or at Title.VI@dot.ca.gov.

Toks Omishakin
Director

Appendix B - Summary of Relocation Benefits

Summary of Relocation Benefits

B.1 - California Department of Transportation Relocation Assistance Program

B.1.1 - Declaration of Policy

"The purpose of this title is to establish a ***uniform policy for fair and equitable treatment*** of persons displaced as a result of federal and federally assisted programs in order that such persons ***shall not suffer disproportionate injuries*** as a result of programs designed for the benefit of the public as a whole."

The Fifth Amendment to the U.S. Constitution states, "No Person shall…be deprived of life, liberty, or property, without due process of law, nor shall private property be taken for public use without just compensation." The Uniform Act sets forth in statute the due process that must be followed in Real Property acquisitions involving federal funds. Supplementing the Uniform Act is the government-wide single rule for all agencies to follow, set forth in 49 Code of Federal Regulations (CFR) Part 24. Displaced individuals, families, businesses, farms, and nonprofit organizations may be eligible for relocation advisory services and payments, as discussed below.

B.1.2 - Fair Housing

The Fair Housing Law (Title VIII of the Civil Rights Act of 1968) sets forth the policy of the United States to provide, within constitutional limitations, for fair housing. This act, and as amended, makes discriminatory practices in the purchase and rental of most residential units illegal. Whenever possible, minority persons shall be given reasonable opportunities to relocate to any available housing regardless of neighborhood, as long as the replacement dwellings are decent, safe, and sanitary and are within their financial means. This policy, however, does not require Caltrans to provide a person a larger payment than is necessary to enable a person to relocate to a comparable replacement dwelling.

Any persons to be displaced will be assigned to a relocation advisor, who will work closely with each displacee in order to see that all payments and benefits are fully utilized and that all regulations are observed, thereby avoiding the possibility of displacees jeopardizing or forfeiting any of their benefits or payments. At the time of the initiation of negotiations (usually the first written offer to purchase), owner-occupants are given a detailed explanation of the state's relocation services. Tenant occupants of properties to be acquired are contacted soon after the initiation of negotiations and also are given a detailed explanation of the Caltrans Relocation Assistance Program. To avoid loss of possible benefits, no

individual, family, business, farm, or nonprofit organization should commit to purchase or rent a replacement property without first contacting a Caltrans relocation advisor.

B.1.3 - Relocation Assistance Advisory Services

In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, Caltrans will provide relocation advisory assistance to any person, business, farm, or nonprofit organization displaced as a result of the acquisition of real property for public use, so long as they are legally present in the United States. Caltrans will assist eligible displacees in obtaining comparable replacement housing by providing current and continuing information on the availability and prices of both houses for sale and rental units that are “decent, safe, and sanitary.” Nonresidential displacees will receive information on comparable properties for lease or purchase (for business, farm, and nonprofit organization relocation services, see below).

Residential replacement dwellings will be in a location generally not less desirable than the displacement neighborhood at prices or rents within the financial ability of the individuals and families displaced, and reasonably accessible to their places of employment. Before any displacement occurs, comparable replacement dwellings will be offered to displacees that are open to all persons regardless of race, color, religion, sex, national origin, and consistent with the requirements of Title VIII of the Civil Rights Act of 1968. This assistance will also include the supplying of information concerning federal and state assisted housing programs and any other known services being offered by public and private agencies in the area.

Persons who are eligible for relocation payments and who are legally occupying the property required for the project will not be asked to move without first being given at least 90 days written notice. Residential occupants eligible for relocation payment(s) will not be required to move unless at least one comparable “decent, safe, and sanitary” replacement dwelling, available on the market, is offered to them by Caltrans.

B.1.3.1 - Residential Relocation Payments

The Relocation Assistance Program will help eligible residential occupants by paying certain costs and expenses. These costs are limited to those necessary for or incidental to the purchase or rental of a replacement dwelling and actual reasonable moving expenses to a new location within 50 miles of the displacement property. Any actual moving costs in excess of the 50 miles are the responsibility of the displacee. The Residential Relocation Assistance Program can be summarized as follows:

Moving Costs

Any displaced person, who lawfully occupied the acquired property, regardless of the length of occupancy in the property acquired, will be eligible for reimbursement of moving costs.

Displacees will receive either the actual reasonable costs involved in moving themselves and personal property up to a maximum of 50 miles, or a fixed payment based on a fixed moving cost schedule. Lawful occupants who move into the displacement property after the

initiation of negotiations must wait until Caltrans obtains control of the property in order to be eligible for relocation payments.

Purchase Differential

In addition to moving and related expense payments, fully eligible homeowners may be entitled to payments for increased costs of replacement housing.

Homeowners who have owned and occupied their property for 90 days or more prior to the date of the initiation of negotiations (usually the first written offer to purchase the property), may qualify to receive a price differential payment and may qualify to receive reimbursement for certain nonrecurring costs incidental to the purchase of the replacement property. An interest differential payment is also available if the interest rate for the loan on the replacement dwelling is higher than the loan rate on the displacement dwelling, subject to certain limitations on reimbursement based upon the replacement property interest rate.

Rent Differential

Tenants and certain owner-occupants (based on length of ownership) who have occupied the property to be acquired by Caltrans prior to the date of the initiation of negotiations may qualify to receive a rent differential payment. This payment is made when Caltrans determines that the cost to rent a comparable “decent, safe, and sanitary” replacement dwelling will be more than the present rent of the displacement dwelling. As an alternative, the tenant may qualify for a down payment benefit designed to assist in the purchase of a replacement property and the payment of certain costs incidental to the purchase, subject to certain limitations noted under the Down Payment section below.

To receive any relocation benefits, the displaced person must buy or rent and occupy a “decent, safe and sanitary” replacement dwelling within one year from the date Caltrans takes legal possession of the property, or from the date the displacee vacates the displacement property, whichever is later.

Down Payment

The down payment option has been designed to aid owner-occupants of less than 90 days and tenants in legal occupancy prior to Caltrans’ initiation of negotiations. The one-year eligibility period in which to purchase and occupy a “decent, safe and sanitary” replacement dwelling will apply.

Last Resort Housing

Federal regulations (49 CFR 24) contain the policy and procedure for implementing the Last Resort Housing Program on Federal-aid projects. Last Resort Housing benefits are, except for the amounts of payments and the methods in making them, the same as those benefits for standard residential relocation as explained above. Last Resort Housing has been

designed primarily to cover situations where a displacee cannot be relocated because of lack of available comparable replacement housing, or when the anticipated replacement housing payments exceed the limits of the standard relocation procedure, because either the displacee lacks the financial ability or other valid circumstances.

After the initiation of negotiations, Caltrans will within a reasonable length of time, personally contact the displacees to gather important information, including the following:

- Number of people to be displaced.
- Specific arrangements needed to accommodate any family member(s) with special needs.
- Financial ability to relocate into comparable replacement dwelling which will adequately house all members of the family.
- Preferences in area of relocation.
- Location of employment or school.

B.1.4 - Nonresidential Relocation Assistance

The Nonresidential Relocation Assistance Program provides assistance to businesses, farms and nonprofit organizations in locating suitable replacement property, and reimbursement for certain costs involved in relocation. The Relocation Advisory Assistance Program will provide current lists of properties offered for sale or rent, suitable for a particular business's specific relocation needs. The types of payments available to eligible businesses, farms, and nonprofit organizations are: searching and moving expenses, and possibly reestablishment expenses; or a fixed in lieu payment instead of any moving, searching and reestablishment expenses. The payment types can be summarized as follows:

B.1.4.1 - Moving Expenses

Moving expenses may include the following actual, reasonable costs:

- The moving of inventory, machinery, equipment and similar business-related property, including: dismantling, disconnecting, crating, packing, loading, insuring, transporting, unloading, unpacking, and reconnecting of personal property. Items acquired in the right-of-way contract may not be moved under the Relocation Assistance Program. If the displacee buys an Item Pertaining to the Realty back at salvage value, the cost to move that item is borne by the displacee.
- Loss of tangible personal property provides payment for actual, direct loss of personal property that the owner is permitted not to move.
- Expenses related to searching for a new business site, up to $2,500, for reasonable expenses actually incurred.

B.1.4.2 - Reestablishment Expenses

Reestablishment expenses related to the operation of the business at the new location, up to $25,000 for reasonable expenses actually incurred.

B.1.4.3 - Fixed In Lieu Payment

A fixed payment in lieu of moving, searching, and reestablishment payments may be available to businesses that meet certain eligibility requirements. This payment is an amount equal to half the average annual net earnings for the last two taxable years prior to the relocation and may not be less than $1,000 nor more than $40,000.

B.1.5 - Additional Information

Reimbursement for moving costs and replacement housing payments are not considered income for the purpose of the Internal Revenue Code of 1954, or for the purpose of determining the extent of eligibility of a displacee for assistance under the Social Security Act, or any other law, except for any federal law providing local “Section 8” Housing Programs.

Any person, business, farm or nonprofit organization that has been refused a relocation payment by the Caltrans relocation advisor or believes that the payment(s) offered by the agency are inadequate may appeal for a special hearing of the complaint. No legal assistance is required.

Information about the appeal procedure is available from the relocation advisor.

California law allows for the payment for lost goodwill that arises from the displacement for a public project. A list of ineligible expenses can be obtained from Caltrans’ Division of Right of Way and Land Surveys. California’s law and the federal regulations covering relocation assistance provide that no payment shall be duplicated by other payments being made by the displacing agency.

More information regarding Caltrans’ Division of Right of Way’s Relocation Assistance Program can be found on the internet at http://www.dot.ca.gov/hq/row/rap/index.htm.

Appendix C – Alternative 1 & 2 Layouts

Alternative 1

NOTES:

1. DIMENSIONS OF THE PAVEMENT STRUCTURES (STRUCTURAL SECTIONS) ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.
2. MATCH EXISTING SUPERELEVATION OR AS DIRECTED BY THE ENGINEER.
3. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
4. PROFILE GRADE LOCATED AT TOP OF HMA (TYPE A)

STRUCTURAL SECTIONS:

[1] 0.10' RHM-O
0.60' HMA (TYPE A)
2.25' CI 2 AB

[2] 0.10' RHM-O
0.15' HMA-A OVERLAY
0.00'- 0.75' HMA (TYPE A) LEVELING COURSE

[3] 0.50' HMA (TYPE A)
0.75' AB

[4] EXISTING STRUCTURAL SECTION

MAINLINE	SHOULDERS
0.05' OPEN GRADED PMS	0.20' TO 0.17' TYPE "B" PMS
0.20' TYPE "B" PMS	0.67' UB
0.67' CLA CTB	0.50' ISM
0.50' ISM	

DIST	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET TOTAL No. SHEETS
03	Yub	70	16.2/25.8	

REGISTERED CIVIL ENGINEER DATE

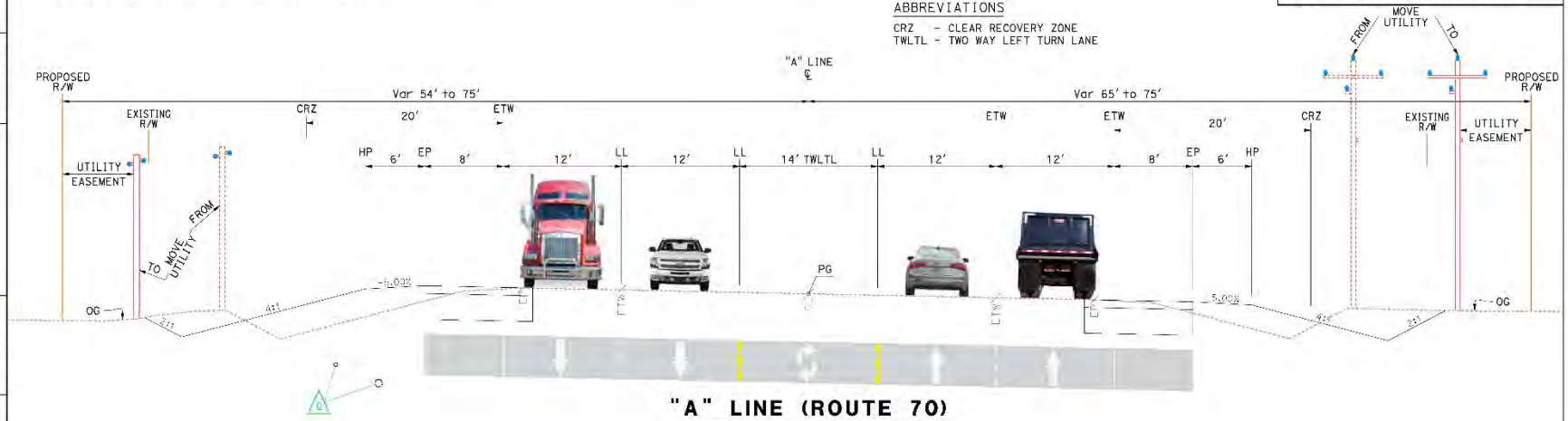
PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF ANY ARCHIVED COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

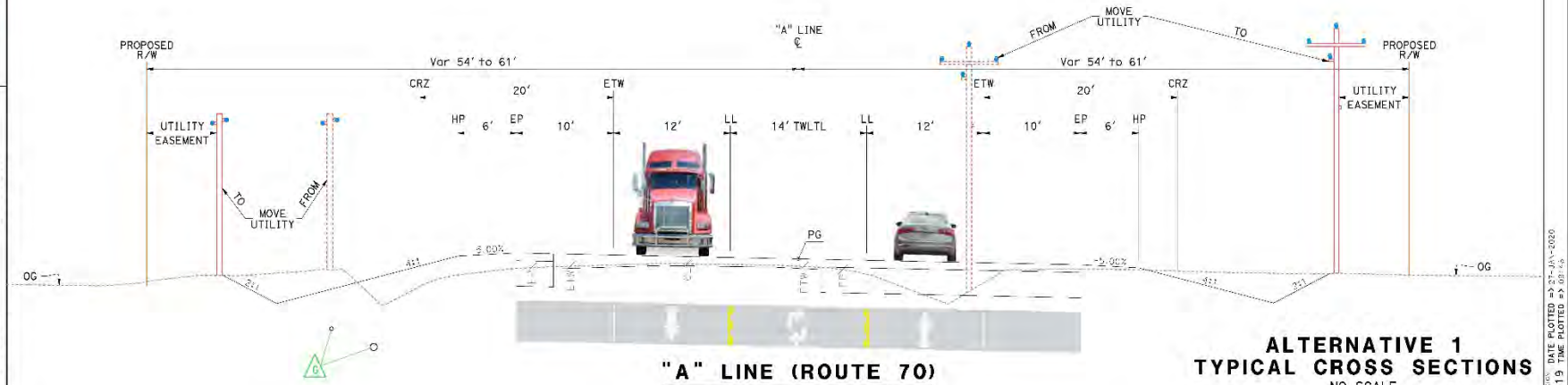
ABBREVIATIONS

CRZ - CLEAR RECOVERY ZONE
TWLTL - TWO WAY LEFT TURN LANE



"A" LINE (ROUTE 70)

CONSTRUCTED WITH YUBA 70 SHOPP 03-3F283K
(WIDEN LEFT AND RIGHT)



"A" LINE (ROUTE 70)

CONSTRUCTED WITH YUBA 70 SHOPP
(YUBA 70 SAFETY PROJECT EA 03-4F380)

ALTERNATIVE 1
TYPICAL CROSS SECTIONS
NO SCALE

X-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR: MITCH ANDRUS
CALCULATED/DESIGNED BY
DRAWN BY
CHECKED BY
DATE REVISED

BORDER LAST REVISED 7/2/2019
USERNAME => s112806
DGN FILE => A_1_sec001.dgn
RELATIVE BORDER SCALE IS IN INCHES
UNIT 0322
PROJECT NUMBER & PHASE 03120000681
DATE PLOTTED => 21-JAN-2020
TIME PLOTTED => 08:46
01-09-19

NOTES:

1. MATCH EXISTING SUPERELEVATION OR AS DIRECTED BY THE ENGINEER.
2. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
3. PROFILE GRADE LOCATED AT TOP OF HMA (TYPE A).

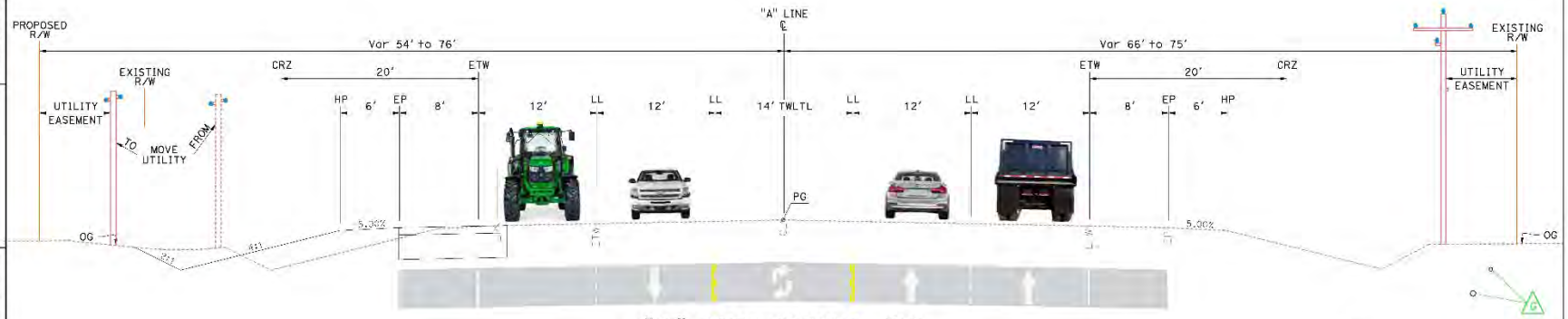
Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET TOTAL No. SHEETS
03	Yub	70	16.2/25.8	

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA DOES NOT ASSUME RESPONSIBILITY FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA



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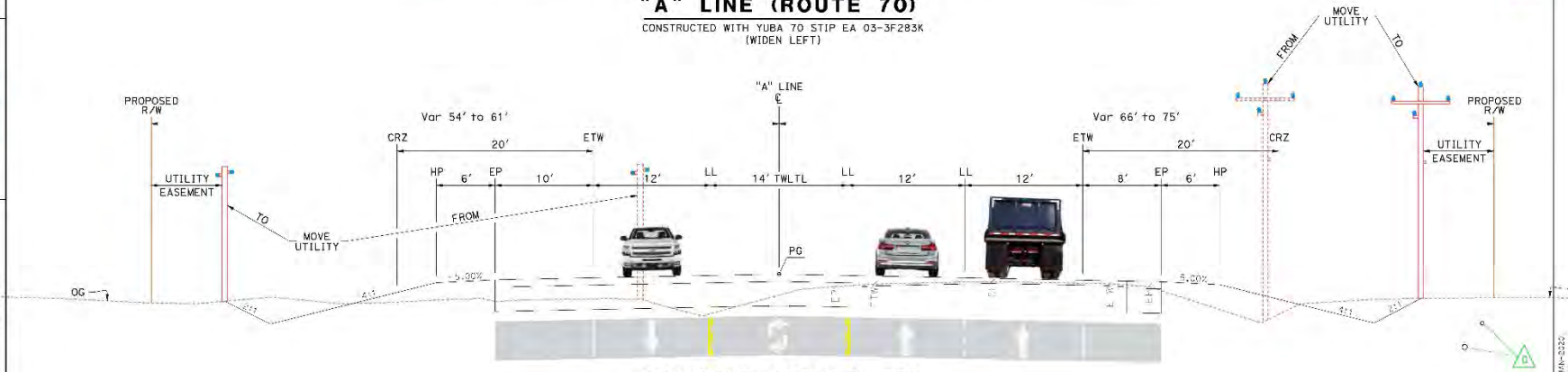
CONSTRUCTED WITH YUBA 70 STIP EA 03-3F283K
(WIDEN LEFT)



"A" LINE (ROUTE 70)

CONSTRUCTED WITH YUBA 70 SHOPP
(YUBA 70 SAFETY PROJECT EA 03-4F380)

ALTERNATIVE 1
TYPICAL CROSS SECTIONS

NO SCALE

X-2

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR: MITCH ANDRUS
CHECKED BY
CALCULATED / DESIGNED BY
DRAWN BY
DATE REVISED

BORDER LAST REVISED 7/2/2010
USERNAME => 0112008
DGN FILE => s_11sp001.dgn
RELATIVE BORDER SCALE IS IN INCHES
UNIT 0322
PROJECT NUMBER & PHASE 03120000681
DATE PLOTTED => 27-JAN-2020
TIME PLOTTED => 09:48
01-09-19

NOTES:

1. MATCH EXISTING SUPERELEVATION OR AS DIRECTED BY THE ENGINEER.
2. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
3. PROFILE GRADE LOCATED AT TOP OF HMA (TYPE A).

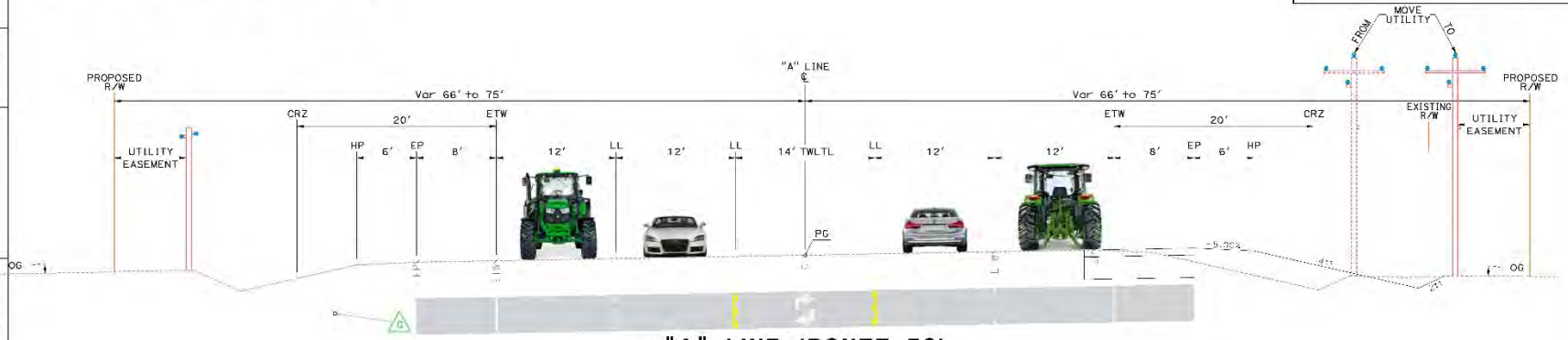
Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET TOTAL No. SHEETS
03	Yub	70	16.2/25.8	

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

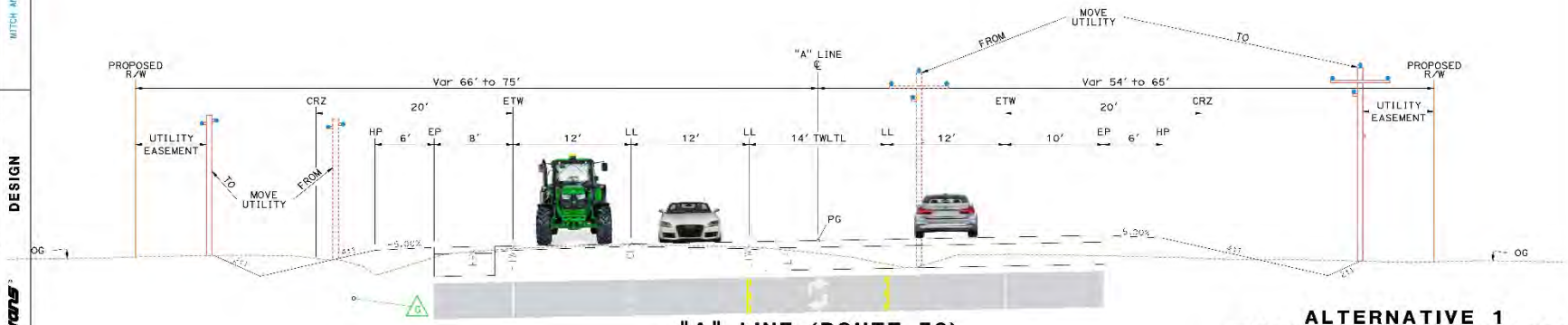
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA



"A" LINE (ROUTE 70)

CONSTRUCTED WITH YUBA 70 STIP EA 03-3F283K
(WIDEN RIGHT)



"A" LINE (ROUTE 70)

CONSTRUCTED WITH YUBA 70 SHOPP
(YUBA 70 SAFETY PROJECT EA 03-4F380)

ALTERNATIVE 1
TYPICAL CROSS SECTIONS

NO SCALE

X-3

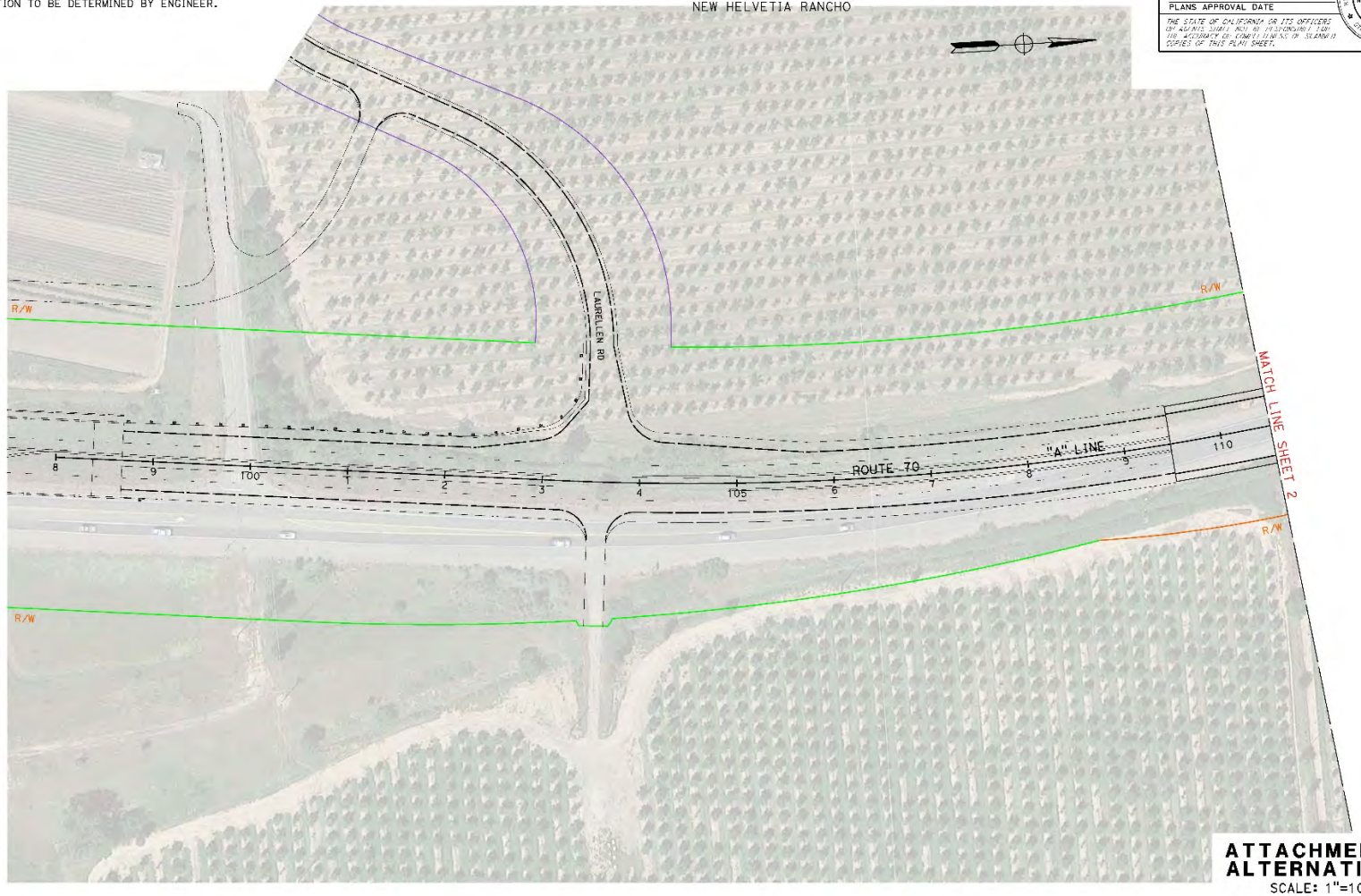
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
ELECTRONIC SIGNATURE
MITCH ANGRUS
REVISED BY
DATE REVISED
CHANGE LANE STRIPING PW
Caltrans

BORDER LAST REVISED 7/2/2018
USERNAME => MANGRUS
DGN FILE => A1-Typ02.dgn
RELATIVE BORDER SCALE IS IN INCHES
UNIT 0322
PROJECT NUMBER & PHASE 03120000681
DATE PLOTTED => 27-JAN-2020
TIME PLOTTED => 09:55
01-09-19

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. COORDINATE VALUES SHOWN ARE CCS83 ZONE 2. MULTIPLY BY 0.99995 TO OBTAIN GROUND DISTANCES.
3. LOCATION TO BE DETERMINED BY ENGINEER.

YUBA CITY
T15N R3E MDB&M
NEW HELVETIA RANCHO



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Yub	70	16.2/25.8		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF ELECTRONIC COPIES OF THIS PLAN SHEET.

No. Exp. CIVIL

STATE OF CALIFORNIA — DEPARTMENT OF TRANSPORTATION
DESIGN

FUNCTIONAL SUPERVISOR: KEN KEATON
CA CIVIL LIC. SUPERVISOR: CHECKED BY
A. ANTHONY JONES
R SCOTT FOSTER
REVISED BY
DATE REVISED

ATTACHMENT B
ALTERNATIVE 1
SCALE: 1"=100'
SHEET-1

DATE PLOTTED => 07 JAN 2020
TIME PLOTTED => 12:32

BORDER LAST REVISED 7/7/2010 | USERNAME => [illegible] | DGN FILE => ALT1sht001.dgn | RELATIVE BORDER SCALE IS IN INCHES | 0 1 2 3 | UNIT 0323 | PROJECT NUMBER & PHASE 03180000186

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. COORDINATE VALUES SHOWN ARE CCS83 ZONE 2. MULTIPLY BY 0.99995 TO OBTAIN GROUND DISTANCES.
3. LOCATION TO BE DETERMINED BY ENGINEER.

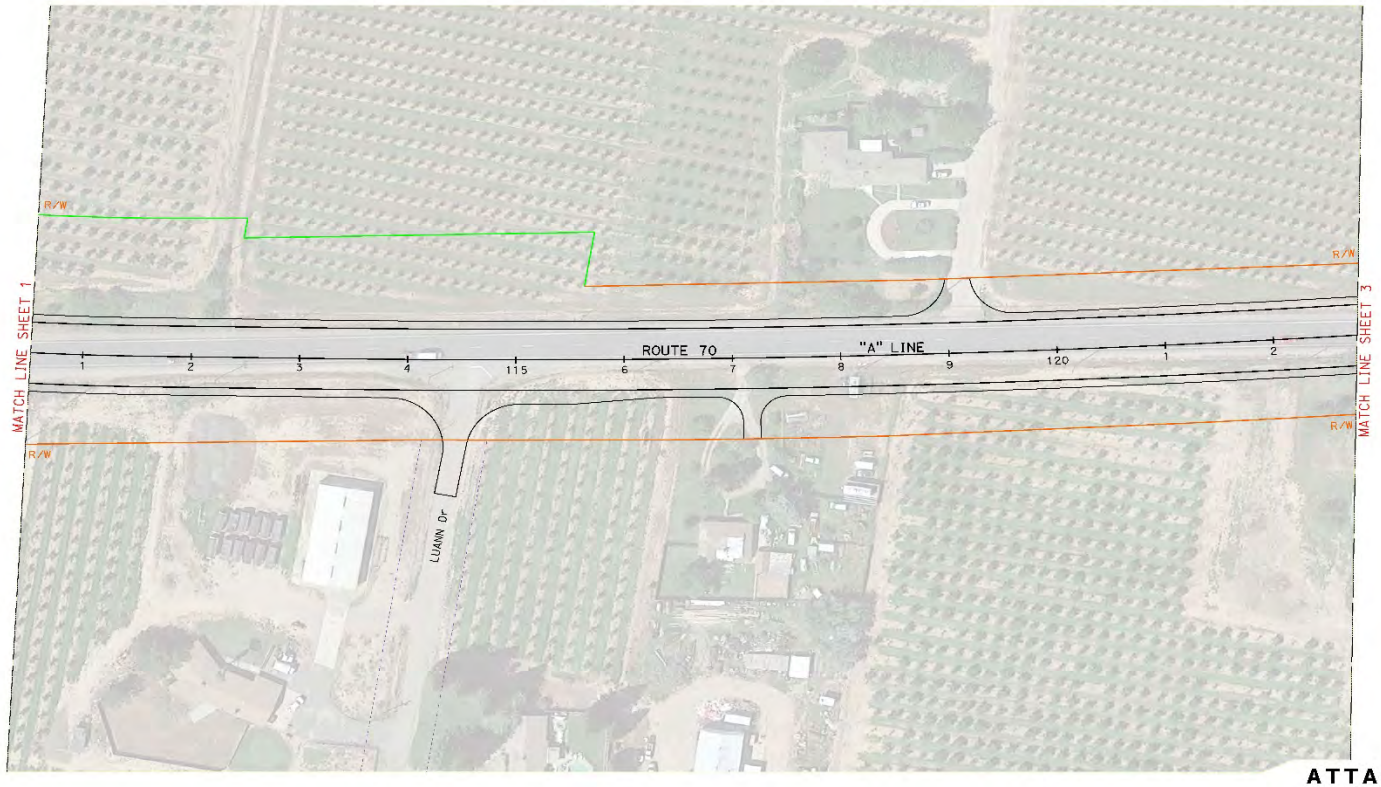
YUBA CITY
T15N R3E MDB&M
NEW HELVETIA RANCHO

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Yub	70	16.2/25.8		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OF COMPUTERIZED OF SCANNED COPIES OF THIS PLAN SHEET.



ATTACHMENT B
ALTERNATIVE 1
SCALE: 1"=100'
SHEET-2

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR: KEN KEATON
CALCULATED/DESIGNED BY: A. ANTHONY JONES
DRAWN BY: R SCOTT FOSTER
CHECKED BY:
REVISED BY:
DATE REVISED:

BORDER LAST REVISED 7/27/2015

USERNAME => s112e0e
DGN FILE => alt1e0e02.dgn

RELATIVE BORDER SCALE IS IN INCHES

UNIT 0323

PROJECT NUMBER & PHASE 0318000186

DATE PLOTTED => 01-31-2020
TIME PLOTTED => 12:16

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. COORDINATE VALUES SHOWN ARE CCS83 ZONE 2. MULTIPLY BY 0.99995 TO OBTAIN GROUND DISTANCES.
3. LOCATION TO BE DETERMINED BY ENGINEER.

YUBA CITY
T15N R3E MDB&M
NEW HELVETIA RANCHO

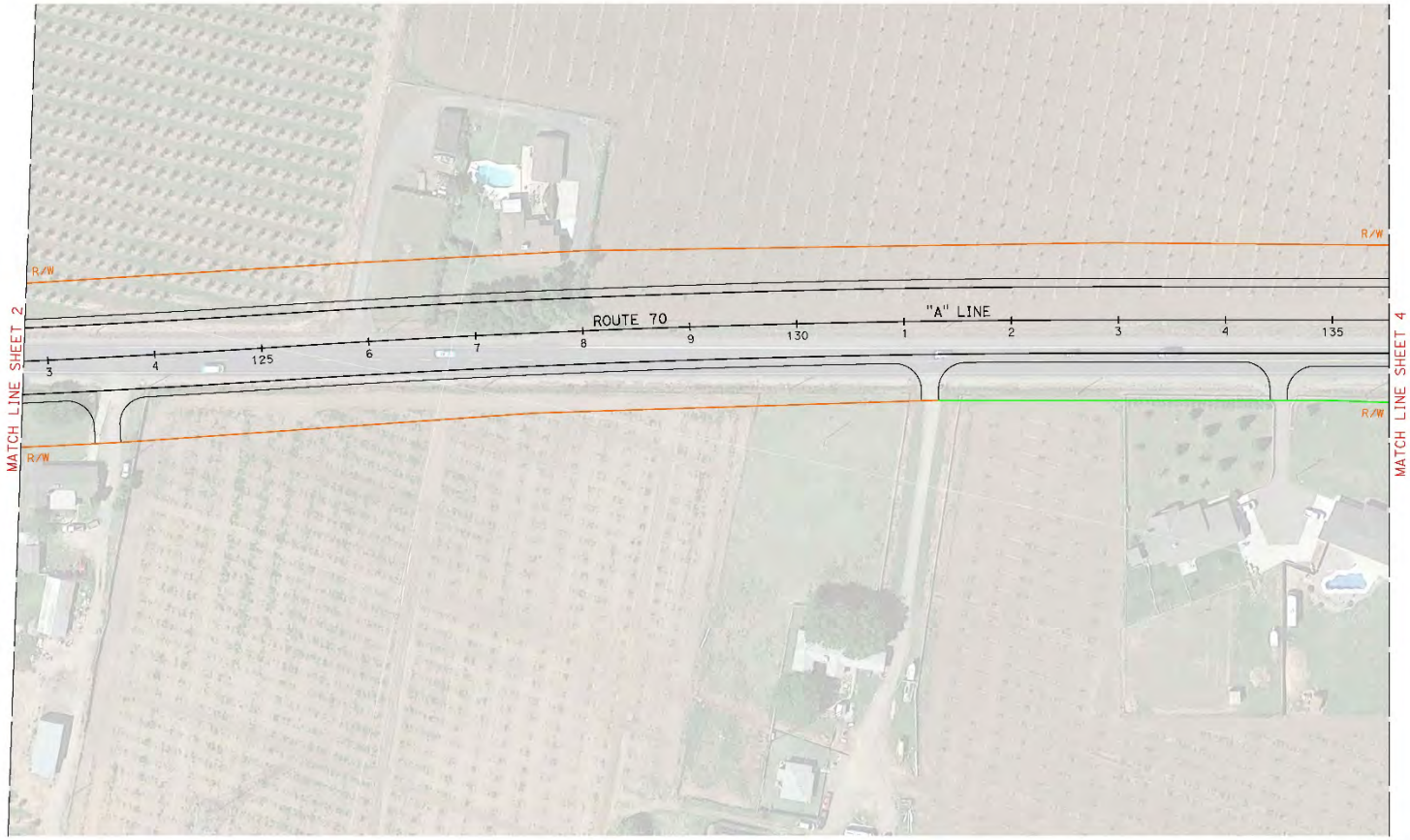
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL No. SHEETS
03	Yub	70	16.2/25.8	

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF, LEGIBILITY OF COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER No. EXP. CIVIL STATE OF CALIFORNIA



ATTACHMENT B
ALTERNATIVE 1
SCALE: 1"=100'
SHEET-3

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
PLANNING & ENVIRONMENTAL REVIEW
KEN KEATON
CALCULATED-DESIGNED BY
CHECKED BY
A. ANTHONY JONES
R SCOTT FOSTER
REVISED BY
DATE REVISED

BORDER LAST REVISED 7/3/2018

USERNAME => s112808
DGN FILE => A_11sec003.dgn

RELATIVE BORDER SCALE IS IN INCHES

UNIT 0323

PROJECT NUMBER & PHASE 03180000186

DATE PLOTTED => 08-JAN-2020
TIME PLOTTED => 09:37
01-31-20

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. COORDINATE VALUES SHOWN ARE CCS83 ZONE 2. MULTIPLY BY 0.99995 TO OBTAIN GROUND DISTANCES.
3. LOCATION TO BE DETERMINED BY ENGINEER.

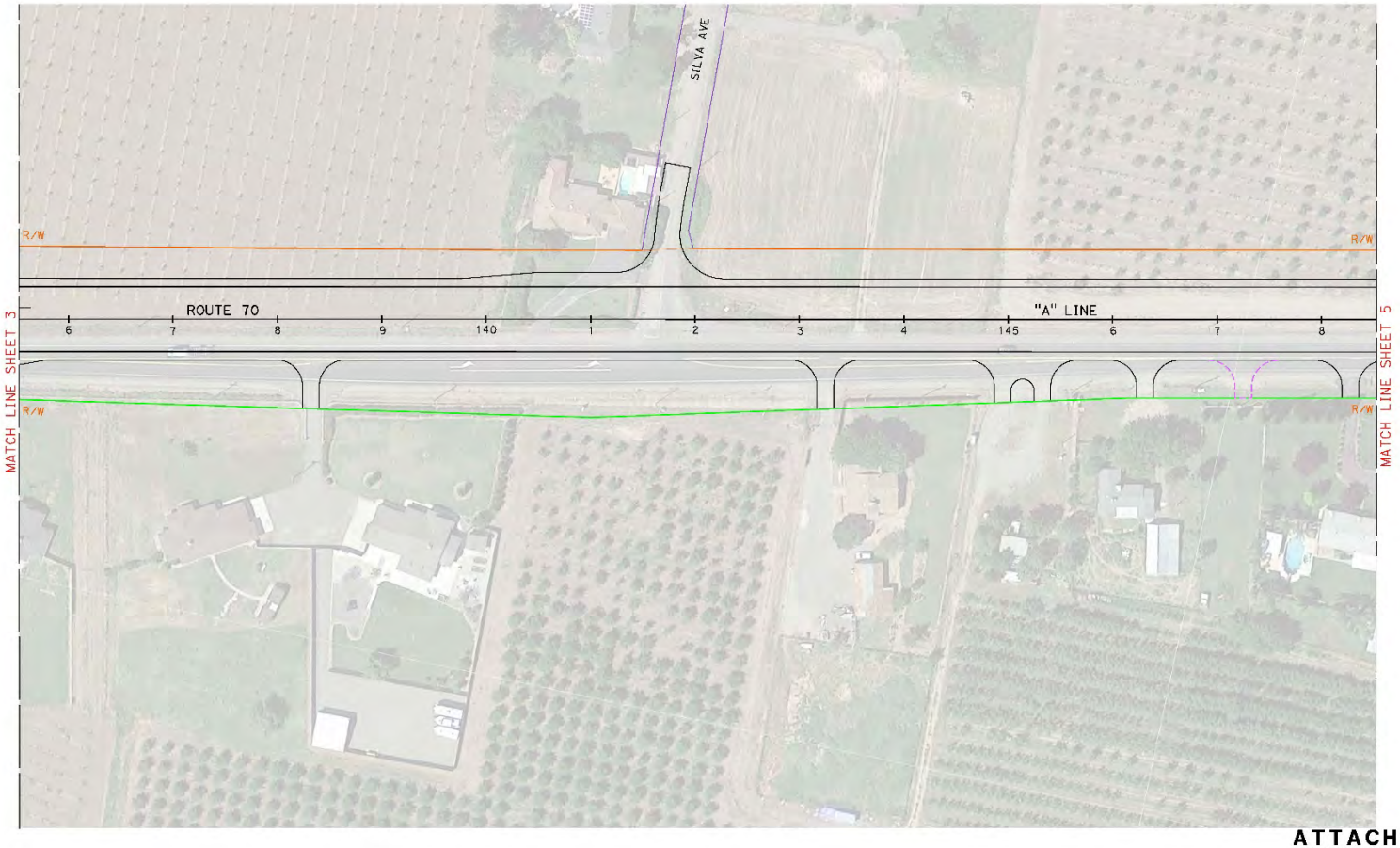
YUBA CITY
T15N R3E MDB&M
NEW HELVETIA RANCHO

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Yub	70	16.2/25.8		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF, LEAKING COPIES OF THIS PLAN SHEET.



ATTACHMENT B
ALTERNATIVE 1
SCALE: 1"=100'

SHEET-4

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED/DESIGNED BY	A. ANTHONY JONES	REVISED BY
DESIGN	KEN KEATON	CHECKED BY	R SCOTT FOSTER	DATE REVISED

BORDER LAST REVISED 7/2/2018

USERNAME => s112600
DGN FILE => A_title0004.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0323

PROJECT NUMBER & PHASE 03180000186

DATE PLOTTED => 01-31-20
TIME PLOTTED => 15:09

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. COORDINATE VALUES SHOWN ARE CCS83 ZONE 2. MULTIPLY BY 0.99995 TO OBTAIN GROUND DISTANCES.
3. LOCATION TO BE DETERMINED BY ENGINEER.

YUBA CITY
T15N R3E MDB&M
NEW HELVETIA RANCHO

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Yub	70	16.2/25.8		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF, LEADING COPIES OF THIS PLAN SHEET.

ATTACHMENT B
ALTERNATIVE 1
SCALE: 1"=100'
SHEET-5

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED/DESIGNED BY	REVISED BY
DESIGN	KEN KEATON	CHECKED BY	A. ANTHONY JONES R SCOTT FOSTER
			DATE REVISED

DATE PLOTTED => 01-31-2020
TIME PLOTTED => 15:16

BORDER LAST REVISED 7/2/2018 | USERNAME => s112600 | DGN FILE => A_11e2005.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0323 | PROJECT NUMBER & PHASE 03180000186

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. COORDINATE VALUES SHOWN ARE CCS83 ZONE 2. MULTIPLY BY 0.99995 TO OBTAIN GROUND DISTANCES.
3. LOCATION TO BE DETERMINED BY ENGINEER.

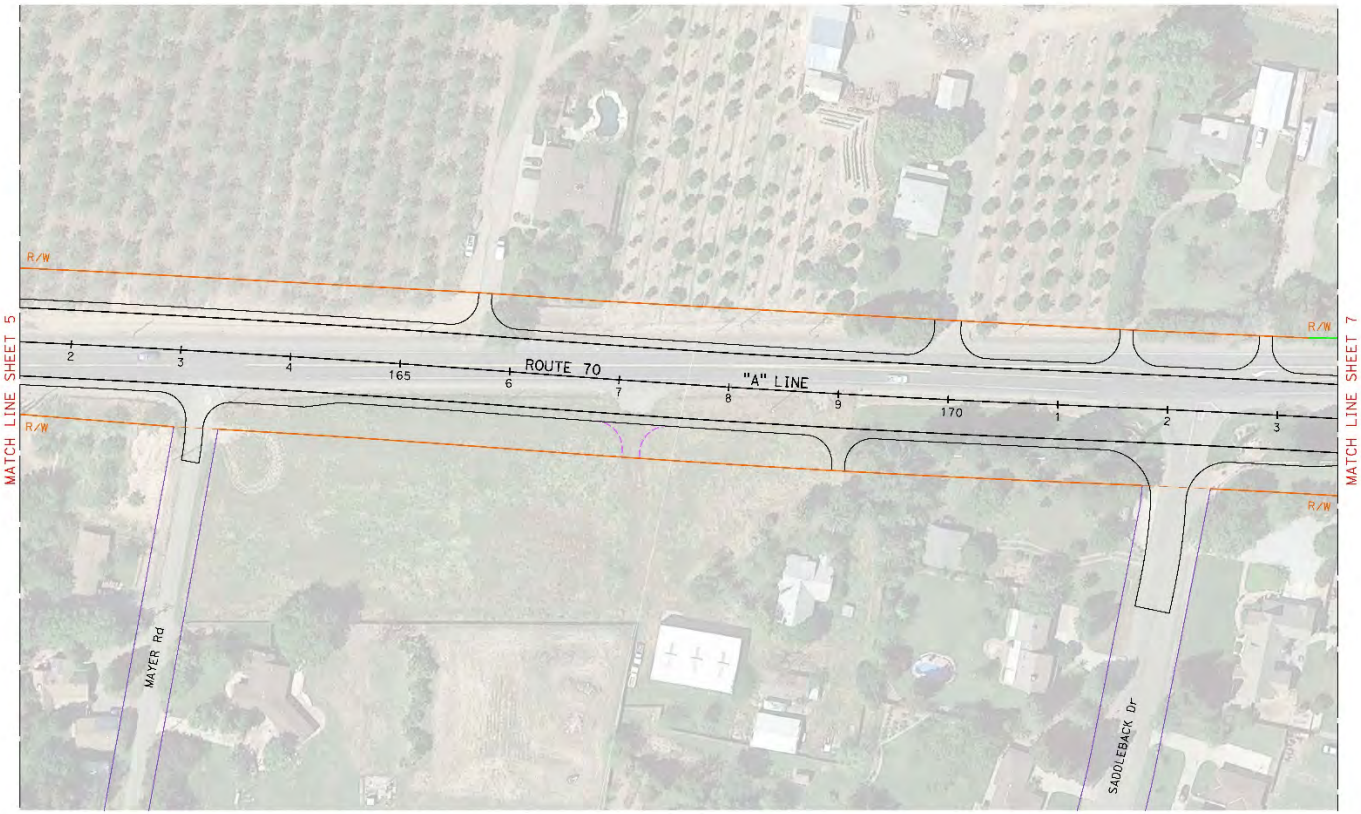
YUBA CITY
T15N R3E MDB&M
NEW HELVETIA RANCHO

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Yub	70	16.2/25.8		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



ATTACHMENT B
ALTERNATIVE 1
SCALE: 1"=100'

SHEET-6

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR: KEN KEATON
DESIGNED BY: A. ANTHONY JONES
CHECKED BY: R SCOTT FOSTER
REVISED BY
DATE REVISED

BORDER LAST REVISED 7/7/2010

USERNAME => s117603
DGN FILE => ALT1sc006.dgn

RELATIVE BORDER SCALE IN INCHES

UNIT 0323

PROJECT NUMBER & PHASE 03180000186

RET SCREEN DATE PLOTTED => 07-JAN-2020
01-31-20 TIME PLOTTED => 12:37

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. COORDINATE VALUES SHOWN ARE CCS83 ZONE 2. MULTIPLY BY 0.99995 TO OBTAIN GROUND DISTANCES.
3. LOCATION TO BE DETERMINED BY ENGINEER.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL No. SHEETS
03	Yub	70	16.2/25.8	

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OF COPIES OF THIS PLAN SHEET.

ATTACHMENT B
ALTERNATIVE 1
SCALE: 1"=100'
SHEET-7

STATE OF CALIFORNIA – DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR: KEN KEATON
CALCULATED/DESIGNED BY: A. ANTHONY JONES
CHECKED BY: R SCOTT FOSTER
REVISED BY
DATE REVISED

BORDER LAST REVISED 7/2/2018
USERNAME => s1126308
DGN FILE => ALTline007.dgn
RELATIVE BORDER SCALE IS IN INCHES
UNIT 0323
PROJECT NUMBER & PHASE 03180000186
LAST REVISED DATE PLOTTED => 01-31-20
TIME PLOTTED => 13:57

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. COORDINATE VALUES SHOWN ARE CCS83 ZONE 2. MULTIPLY BY 0.99995 TO OBTAIN GROUND DISTANCES.
3. LOCATION TO BE DETERMINED BY ENGINEER.

YUBA CITY
T16N R3E MDB&M
HONCUT RANCHO

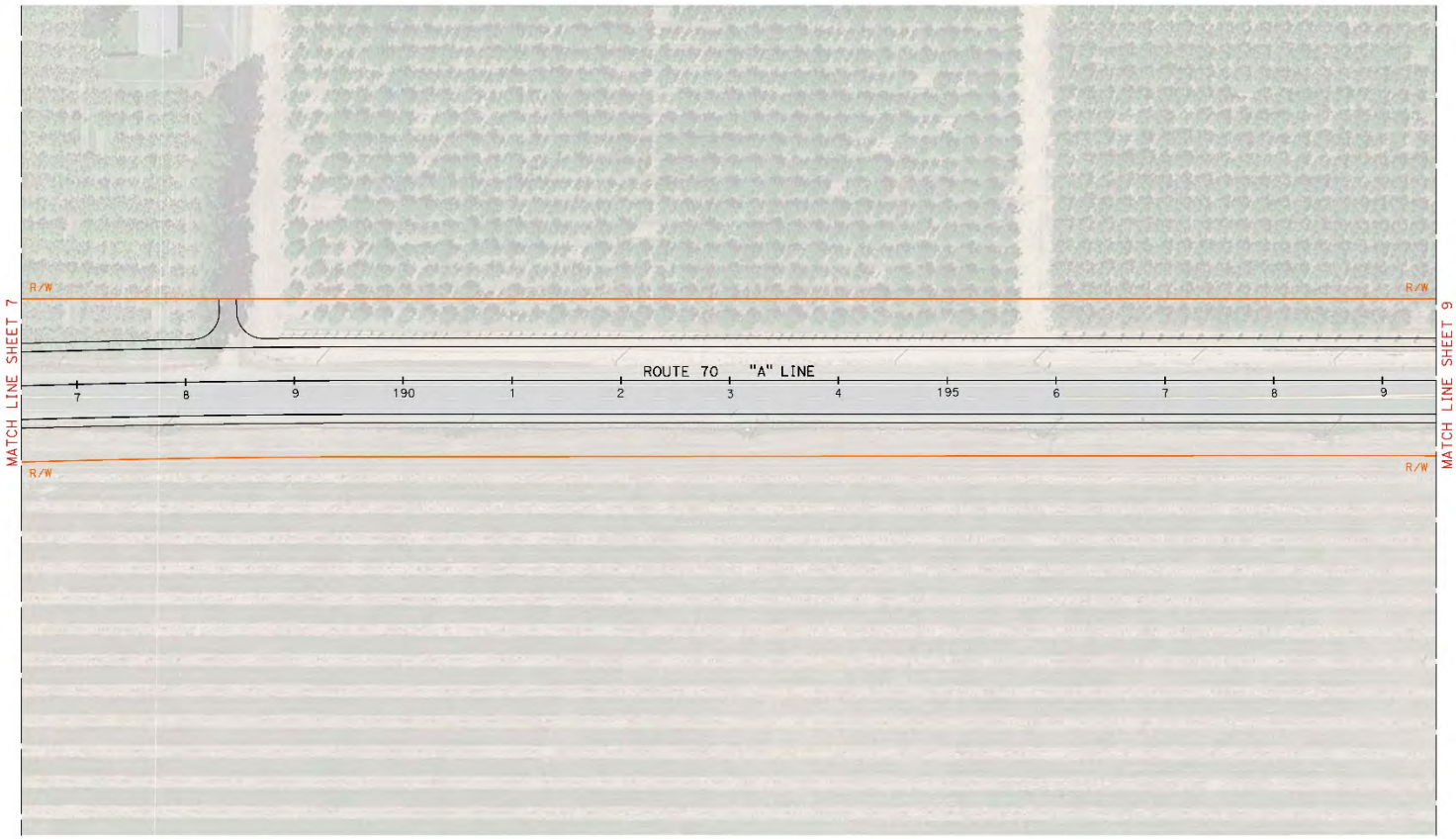
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Yub	70	16.2/25.8		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF, OR CHANGES TO THE COMPUTER FILES WHICH ARE COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA



ATTACHMENT B
ALTERNATIVE 1
SCALE: 1"=100'
SHEET-8

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
PROFESSIONAL SURVEYOR: KEN KEATON
CALCULATED/DESIGNED BY: A. ANTHONY JONES
CHECKED BY: R SCOTT FOSTER
REVISED BY:
DATE REVISED:

BORDER - AST REVISED 7/7/2010

USERNAME => alt1sc08
DGN FILE => ALT1sc08.dgn

RELATIVE RESPONSE SCALE IN INCHES

UNIT 0323

PROJECT NUMBER & PHASE 03180000186

LAST PLOTTED => 01-JAN-2070
DATE PLOTTED => 01-31-20
TIME PLOTTED => 15:57

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. COORDINATE VALUES SHOWN ARE CCS83 ZONE 2. MULTIPLY BY 0.99995 TO OBTAIN GROUND DISTANCES.
3. LOCATION TO BE DETERMINED BY ENGINEER.

YUBA CITY
T16N R3E MDB&M
HONCUT RANCHO

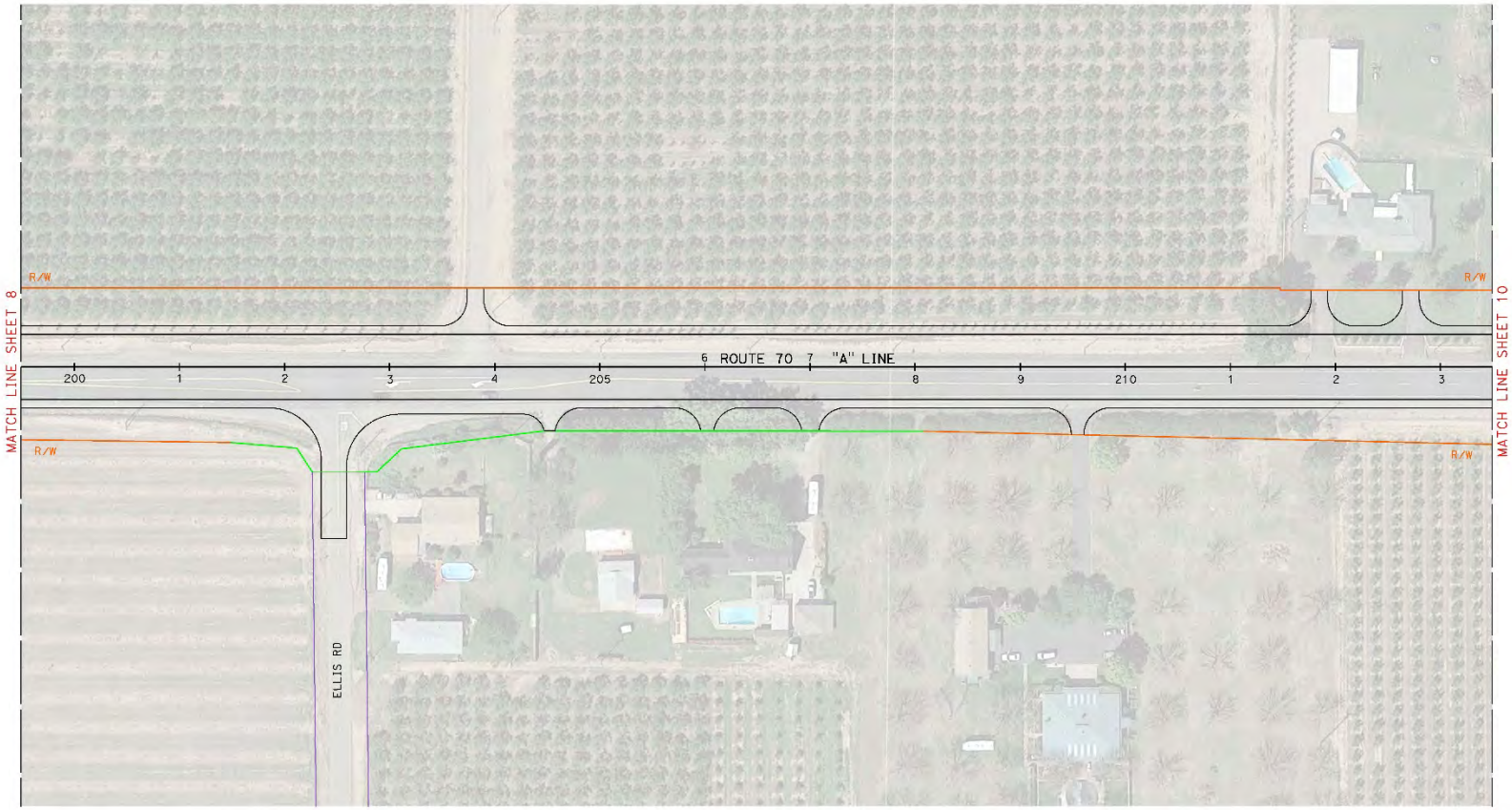
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Yub	70	16.2/25.8		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CA. PLANS



ATTACHMENT B
ALTERNATIVE 1
SCALE: 1"=100'
SHEET-9

STATE OF CALIFORNIA – DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR: KEN KEATON
PLAN APPROVAL DATE
REGISTERED CIVIL ENGINEER
A. ANTHONY JONES
R SCOTT FOSTER
REVISED BY
DATE REVISED

SCROLL AS REVISED 7/2/2010

USERNAME => u112608
DGN FILE => ALT1sh009.dgn

BAR IS 1 INCH IF SCALE IS IN INCHES

UNIT 0323 PROJECT NUMBER & PHASE 03180000186

DATE PLOTTED => 31-JAN-2020
TIME PLOTTED => 14:01

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. COORDINATE VALUES SHOWN ARE CCS83 ZONE 2. MULTIPLY BY 0.99995 TO OBTAIN GROUND DISTANCES.
3. LOCATION TO BE DETERMINED BY ENGINEER.

YUBA CITY
T16N R3E MDB&M
HONCUT RANCHO

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL No. SHEETS
03	Yub	70	16.2/25.8	

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

ATTACHMENT B
ALTERNATIVE 1
SCALE: 1"=100'
SHEET-10

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
KEN KEATON
A. ANTHONY JONES
R SCOTT FOSTER

BORDER LAST REVISED 7/2/2010

USERNAME => [illegible]
DGN FILE => ALT1sht10.dgn

UNIT 0323

PROJECT NUMBER & PHASE 03180000186

DATE PLOTTED => 01-JAN-2050
TIME PLOTTED => 4:54

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. COORDINATE VALUES SHOWN ARE CCS83 ZONE 2. MULTIPLY BY 0.99995 TO OBTAIN GROUND DISTANCES.
3. LOCATION TO BE DETERMINED BY ENGINEER.

YUBA CITY
T16N R3E MDB&M
HONCUT RANCHO

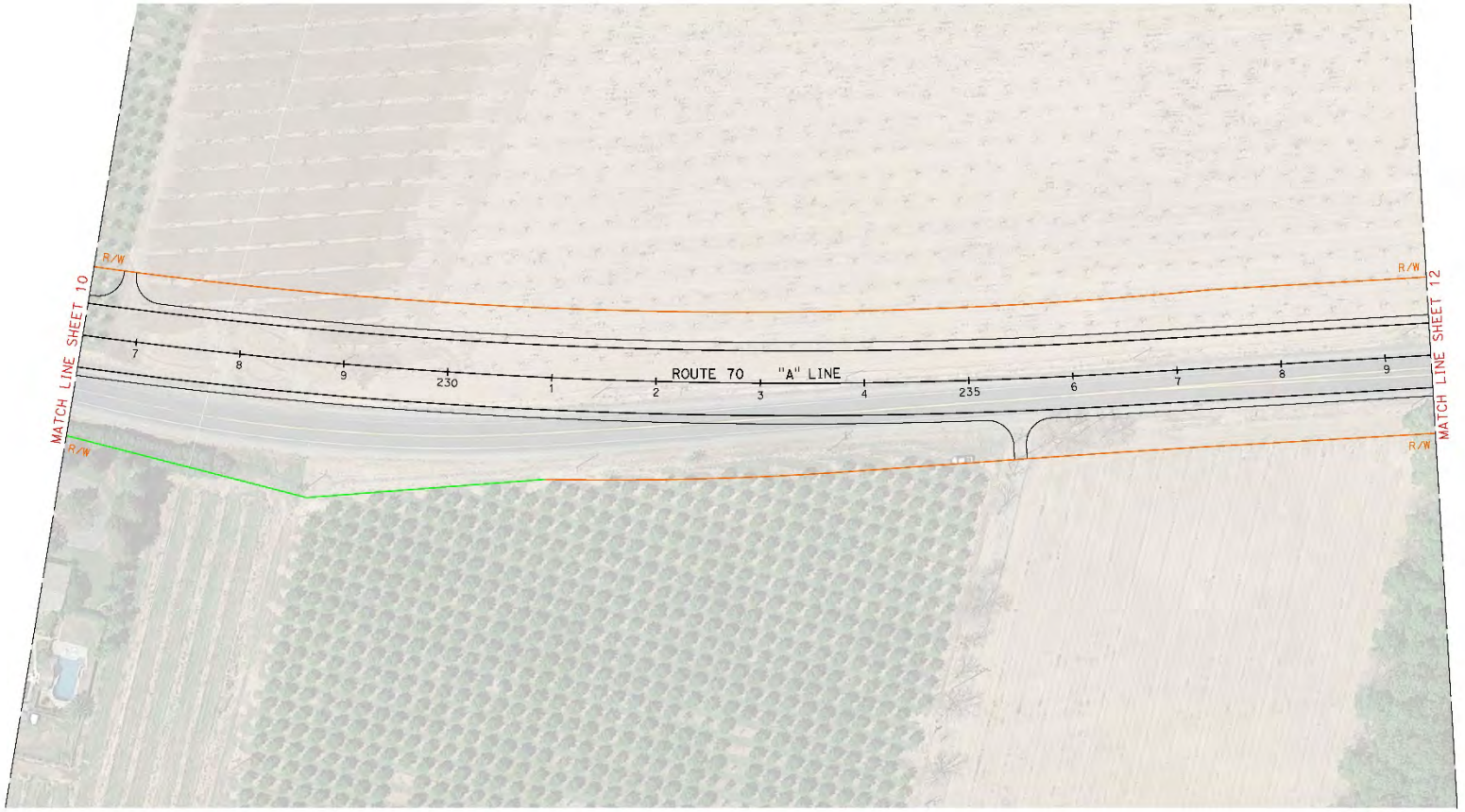
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Yub	70	16.2/25.8		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA



ATTACHMENT B
ALTERNATIVE 1
SCALE: 1"=100'

SHEET-11

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR: KEN KEATON
CALCULATED/DESIGNED BY: A. ANTHONY JONES
CHECKED BY: R SCOTT FOSTER
REVISED BY: DA - REVISED

BORDER LAST REVISED 7/2/2010

USERNAME => s112609
DGN FILE => ALT1sc01.dgn

RELATIVE ROAD & SCALE IS IN INCHES

UNIT 0323 PROJECT NUMBER & PHASE 03180000186

DATE PLOTTED => 27-JAN-2020
TIME PLOTTED => 14:08

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. COORDINATE VALUES SHOWN ARE CCS83 ZONE 2. MULTIPLY BY 0.99995 TO OBTAIN GROUND DISTANCES.
3. LOCATION TO BE DETERMINED BY ENGINEER.

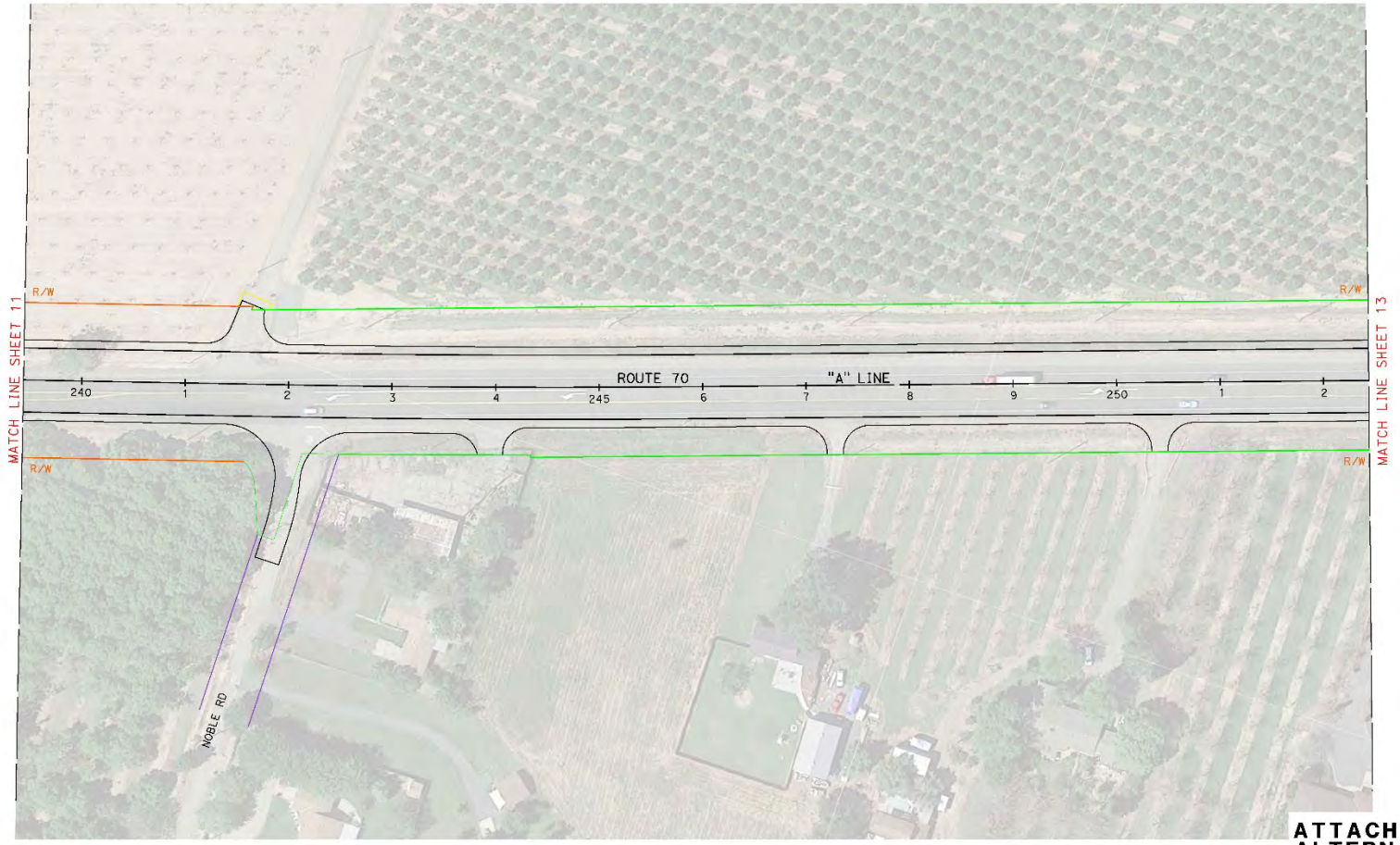
YUBA CITY
T16N R3E MDB&M
HONCUT RANCHO

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL No. SHEETS
03	Yub	70	16.2/25.8	

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



ATTACHMENT B
ALTERNATIVE 1
SCALE: 1"=100'
SHEET-12

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR: KEN KEATON
CALCULATED / DESIGNED BY
CHECKED BY: R SCOTT FOSTER
REVISED BY: A. ANTHONY JONES
DATE REVISED

DATE PLOTTED => 01-31-20
TIME PLOTTED => 14:11

BORDER LAST REVISED 7/2/2010
USERNAME => s112628
DGN FILE => s112628.dgn
RELATIVE BORDER SCALE IS IN INCHES
UNIT 0323
PROJECT NUMBER & PHASE 03180000186

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. COORDINATE VALUES SHOWN ARE CCS83 ZONE 2. MULTIPLY BY 0.99995 TO OBTAIN GROUND DISTANCES.
3. LOCATION TO BE DETERMINED BY ENGINEER.

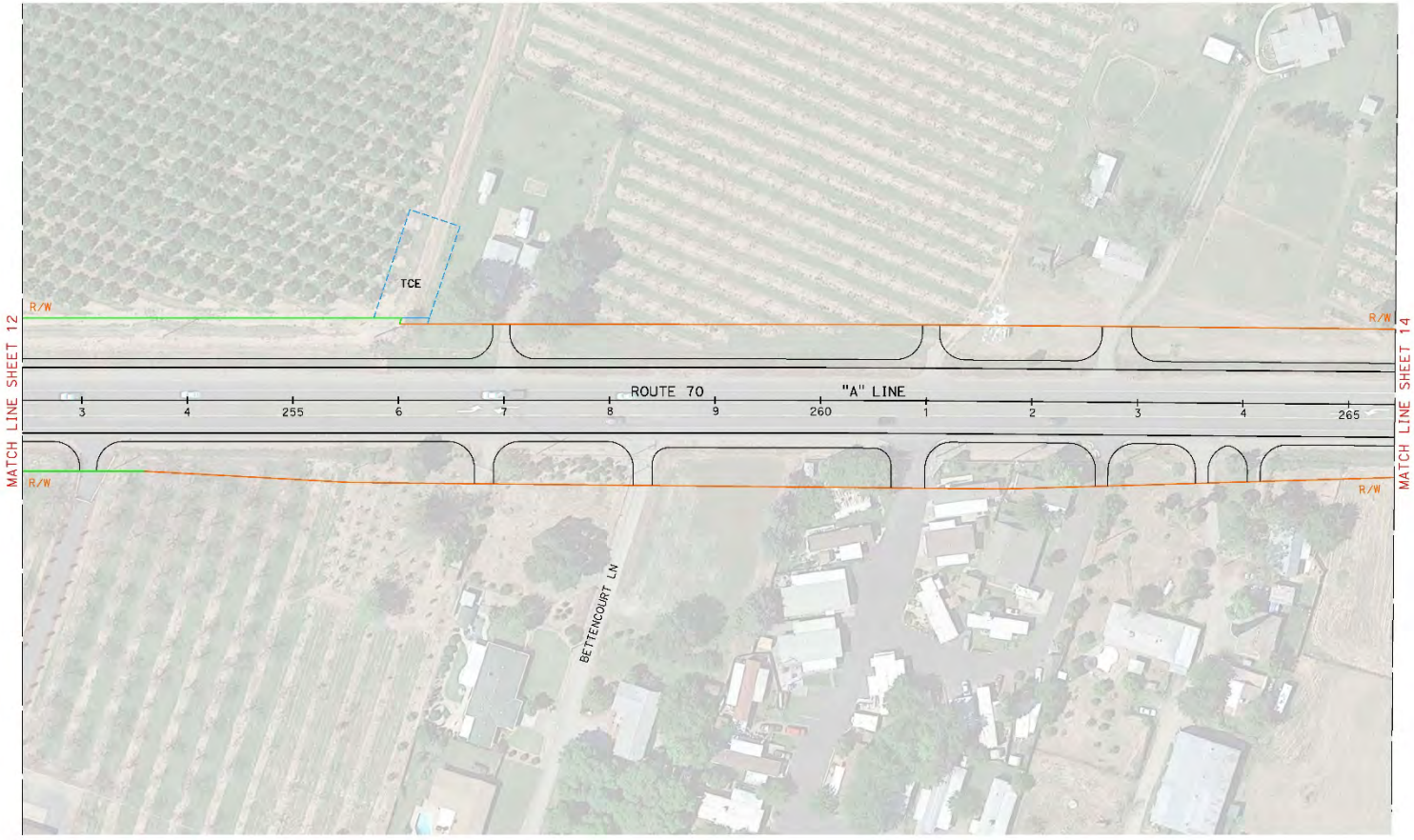
YUBA CITY
T16N R3E MDB&M
HONCUT RANCHO

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL No. SHEETS
03	Yub	70	16.2/25.8	

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



ATTACHMENT B
ALTERNATIVE 1
SCALE: 1"=100'
SHEET-13

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR: KEN KEATON
CALCULATED/DESIGNED BY
CHECKED BY
A. ANTHONY JONES
R SCOTT FOSTER
REVISED BY
DATE REVISED

BORDER LAST REVISED 7/2/2010
USERNAME => U 12209
DGN FILE => A_1sc013.dgn
RELATIVE BORDER SCALE IS IN INCHES
UNIT 0323
PROJECT NUMBER & PHASE 03180000186
LAST REVISION DATE PLOTTED => 21 JAN 2020
TIME PLOTTED => 14:16
01-31-20

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. COORDINATE VALUES SHOWN ARE CCS83 ZONE 2. MULTIPLY BY 0.99995 TO OBTAIN GROUND DISTANCES.
3. LOCATION TO BE DETERMINED BY ENGINEER.

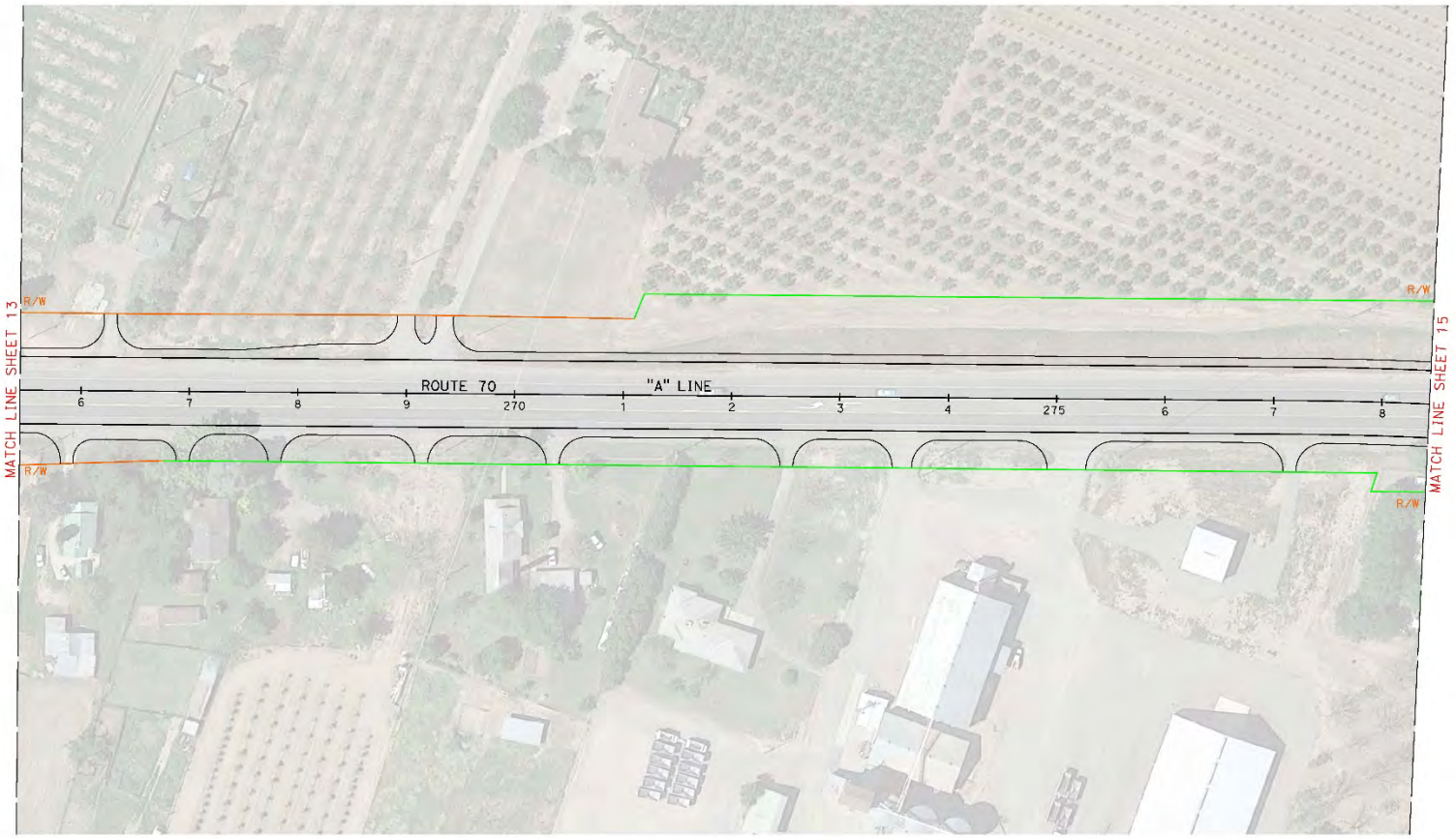
YUBA CITY
T16N R3E MDB&M
HONCUT RANCHO

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Yub	70	16.2/25.8		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED IMAGES OF THIS PLAN SHEET.



ATTACHMENT B
ALTERNATIVE 1
SCALE: 1"=100'

SHEET-14

DESIGNED	CALCULATED/DESIGNED BY	CHECKED BY	CHECKED BY	REVISED BY
UNDERGROUND SURVEY REVISION	A. ANTHONY JONES			JA'L REVISED
KEN KEATON	R SCOTT FOSTER			

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

DATE REVISED 01-31-20
DATE PLOTTED => 07-JAN-2020
TIME PLOTTED => 14:17

BORDER LAST REVISED 7/2/2018 | USERNAME => s110960R | DGN FILE => a T1eq01z.dgn | RELATIVE BORDER SCALE IS IN INCHES | UNIT 0323 | PROJECT NUMBER & PHASE 03180000186

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. COORDINATE VALUES SHOWN ARE CCS83 ZONE 2. MULTIPLY BY 0.99995 TO OBTAIN GROUND DISTANCES.
3. LOCATION TO BE DETERMINED BY ENGINEER.

YUBA CITY
T16N R3E MDB&M
HONCUT RANCHO

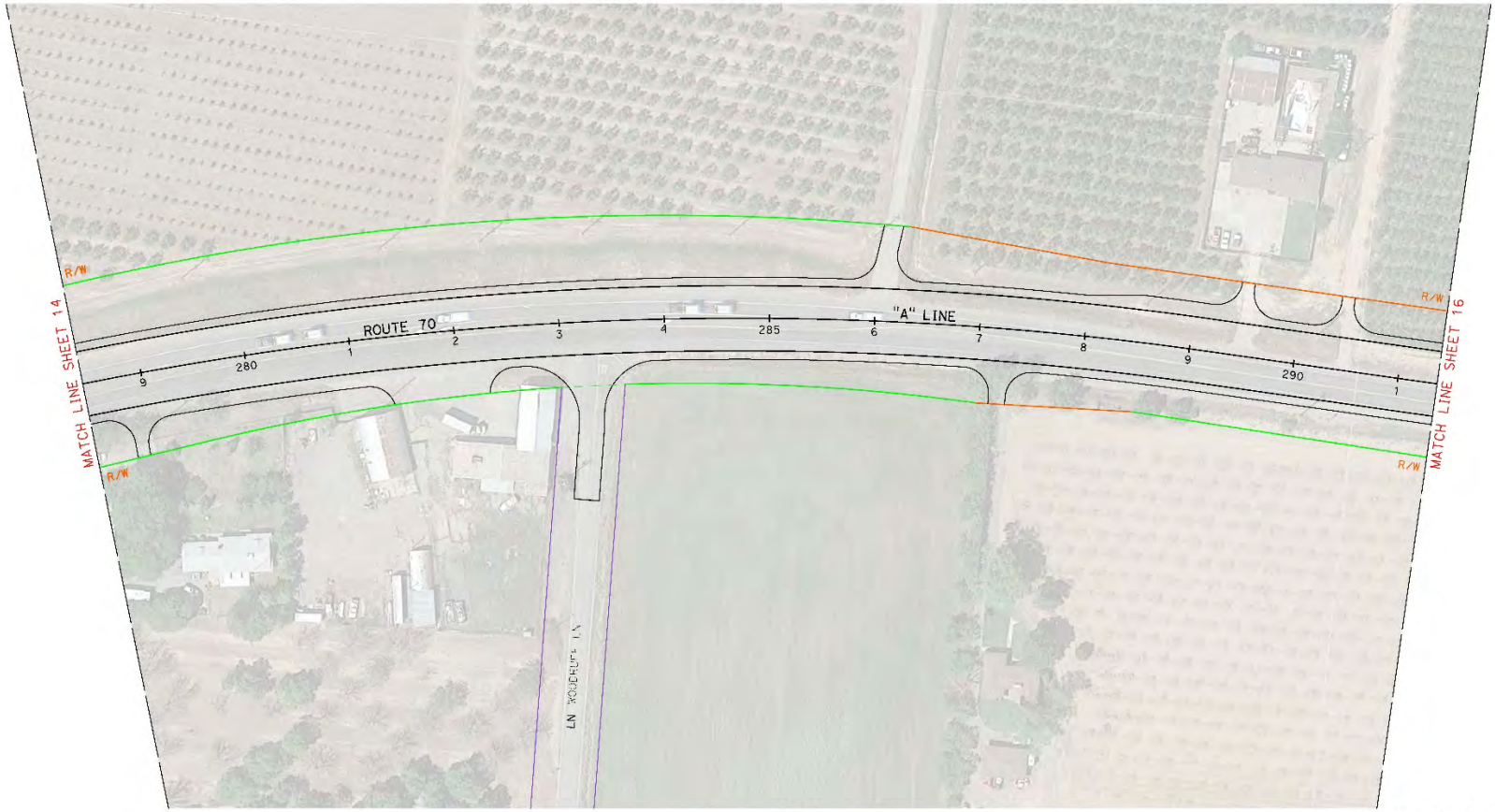
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL No. SHEETS
03	Yub	70	16.2/25.8	

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA DOES NOT ELECTRONICALLY OR ACTIVATE SHALL NOT BE RESPONSIBLE FOR ANY ALTERATIONS OF COMPLETENESS OF SCANNED COPIES OF THESE PLANS SHEETS.

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA



ATTACHMENT B
ALTERNATIVE 1
SCALE: 1"=100'
SHEET-15

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR: KEN KEATON
CA Dept. of Transportation LICENSED BY
CHECKED BY: A. ANTHONY JONES
DRAWN BY: R SCOTT FOSTER
REVISED BY
DATE REVISED

BORDER LAST REVISED 7/2/2018
USERNAME => s112608
DGN FILE => ALT1sq00*5.dgn
IN ALTIVI MODEL SCALE IS IN INCHES
UNIT 0323
PROJECT NUMBER & PHASE 03180000186
DATE PLOTTED => 01-31-20
TIME PLOTTED => 14:20

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. COORDINATE VALUES SHOWN ARE CCS83 ZONE 2. MULTIPLY BY 0.99995 TO OBTAIN GROUND DISTANCES.
3. LOCATION TO BE DETERMINED BY ENGINEER.

YUBA CITY
T16N R3E MDB&M
HONCUT RANCHO

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL No. SHEETS
03	Yub	70	16.2/25.8	

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

ATTACHMENT B
ALTERNATIVE 1
SCALE: 1"=100'

SHEET-16

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR: KEN KEATON
CALCULATED/DESIGNED BY: A. ANTHONY JONES
CHECKED BY: R SCOTT FOSTER
DATE REVISED
REVISED BY

BORDER LAST REVISED 7/2/2010

USERNAME => s1126628
DGN FILE => sht1sec016.dgn

RELATIVE BORDER SCALE IS IN INCHES

UNIT 0323

PROJECT NUMBER & PHASE 03180000186

DATE PLOTTED => 01-31-20
TIME PLOTTED => 14:33

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. COORDINATE VALUES SHOWN ARE CCS83 ZONE 2. MULTIPLY BY 0.99995 TO OBTAIN GROUND DISTANCES.
3. LOCATION TO BE DETERMINED BY ENGINEER.

YUBA CITY
T16N R3E MDB&M
HONCUT RANCHO

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Yub	70	16.2/25.8		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CA. PLANS

ATTACHMENT B
ALTERNATIVE 1
SCALE: 1"=100'
SHEET-17

STATE OF CALIFORNIA – DEPARTMENT OF TRANSPORTATION
DESIGN

FUNCTIONAL SUPERVISOR: KEN KEATON
DESIGNED BY: A. ANTHONY JONES
CHECKED BY: R SCOTT FOSTER
REVISED BY
DATE REVISED

BORDER LAST REVISED 7/2/2010

USERNAME => u112608
DGN FILE => ALT1sht17.dgn

IF A BAR IS NOT 3" LONG AS SHOWN, ADJUST SCALE ACCORDINGLY

UNIT 0323 PROJECT NUMBER & PHASE 03180000186

DATE PLOTTED => 31-JAN-2020
TIME PLOTTED => 14:35

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. COORDINATE VALUES SHOWN ARE CCS83 ZONE 2. MULTIPLY BY 0.99995 TO OBTAIN GROUND DISTANCES.
3. LOCATION TO BE DETERMINED BY ENGINEER.

YUBA CITY
T16N R3E MDB&M
HONCUT RANCHO

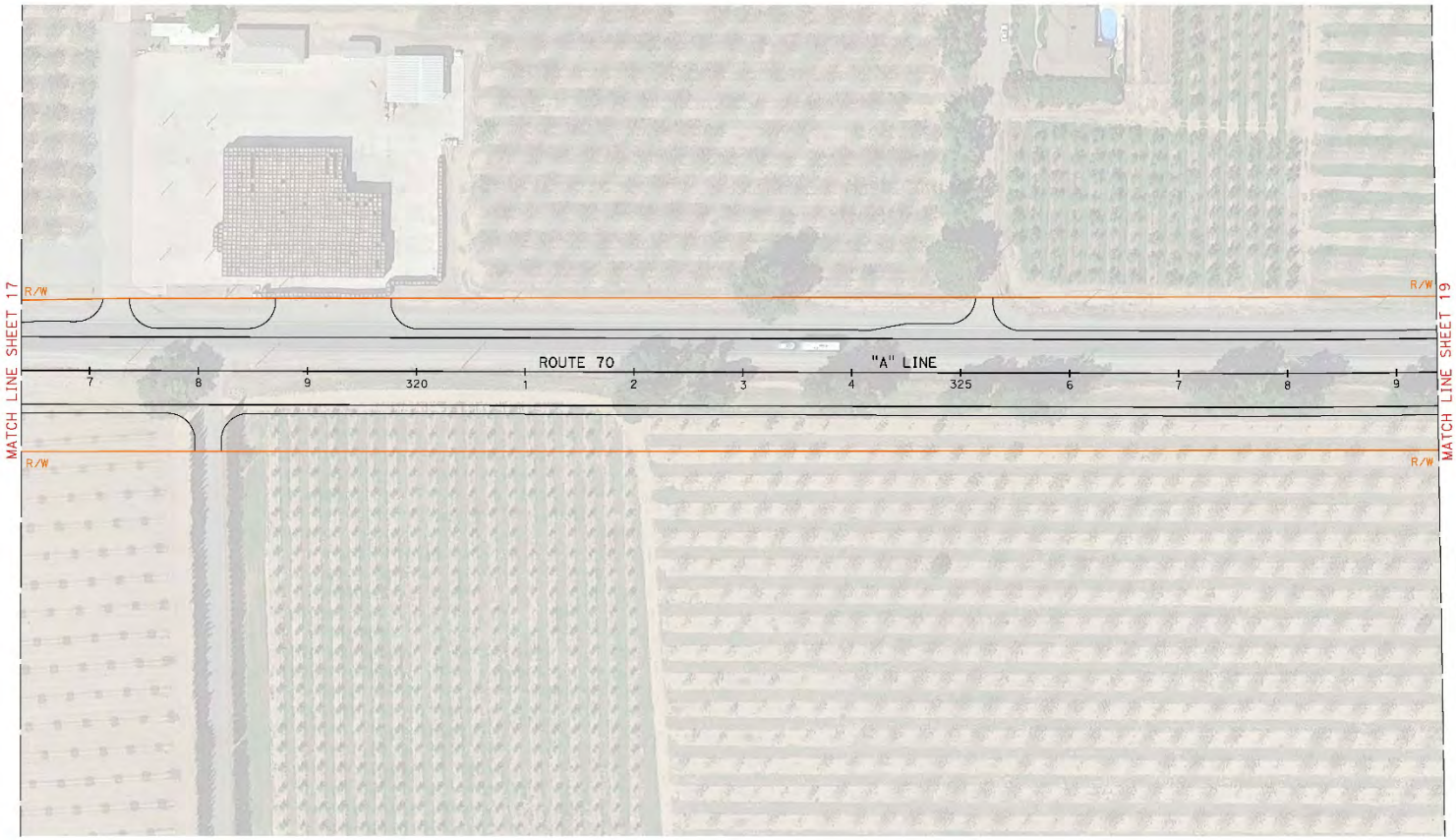
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL No. SHEETS
03	Yub	70	16.2/25.8	

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF STAMPED COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA



ATTACHMENT B
ALTERNATIVE 1
SCALE: 1"=100'
SHEET-18

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	DESIGN	KEN KEATON	CALCULATED/DESIGNED BY	A. ANTHONY JONES	R SCOTT FOSTER
			CHECKED BY		DATE REVISED

BORDER LAST REVISED 7/2/2013 | USERNAME => u178628 DGN FILE => ALT1sht18.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 2 3 | UNIT 0323 | PROJECT NUMBER & PHASE 03180000186

LAST REVISION DATE PLOTTED => 01-31-2020
TIME PLOTTED => 15:01

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. COORDINATE VALUES SHOWN ARE CCS83 ZONE 2. MULTIPLY BY 0.99995 TO OBTAIN GROUND DISTANCES.
3. LOCATION TO BE DETERMINED BY ENGINEER.

YUBA CITY
T16N R3E MDB&M
HONCUT RANCHO

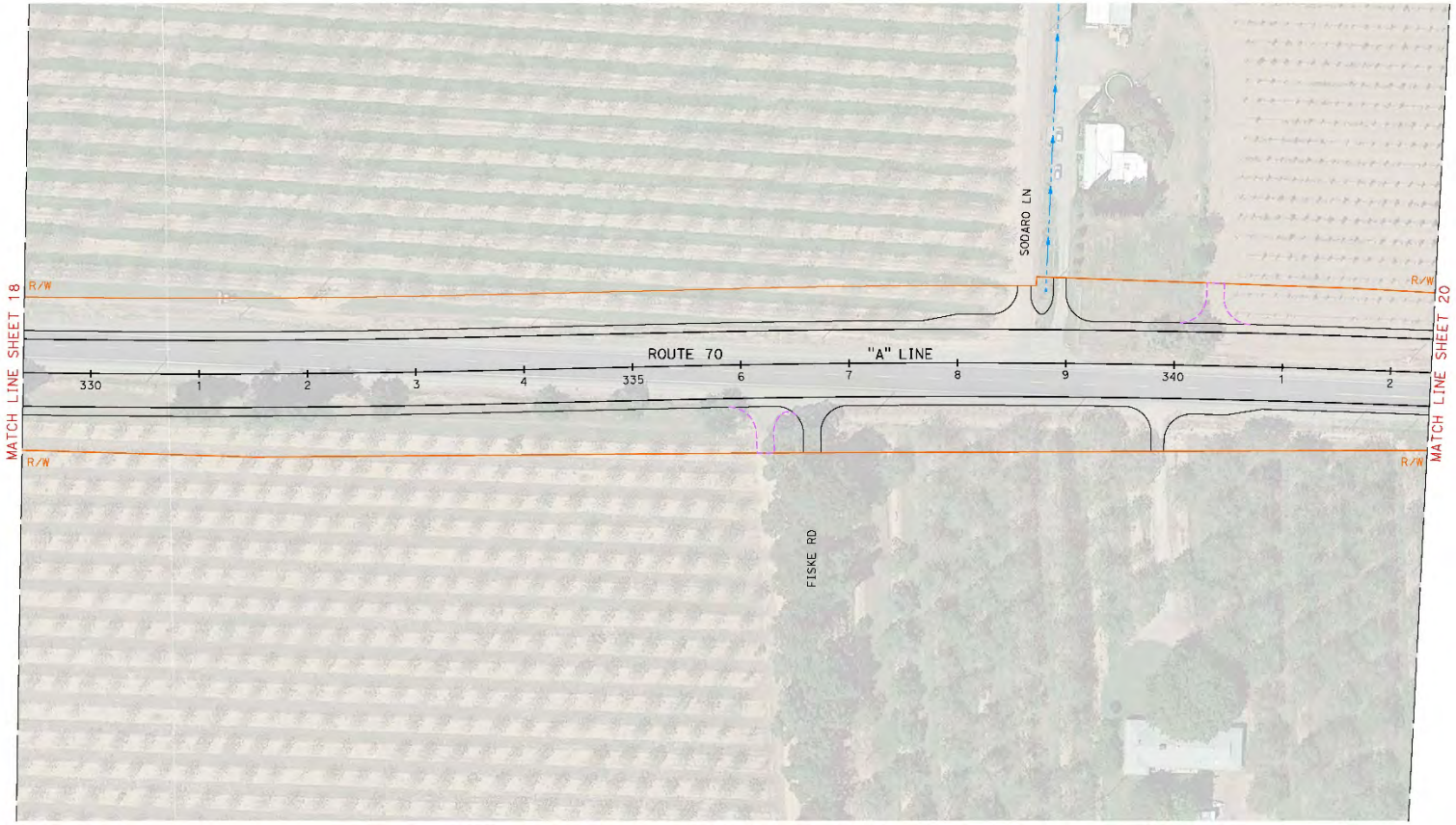
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL No. SHEETS
03	Yub	70	16.2/25.8	

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF ELECTRONIC COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA



ATTACHMENT B
ALTERNATIVE 1
SCALE: 1"=100'

SHEET-19

STATE OF CALIFORNIA – DEPARTMENT OF TRANSPORTATION
Caltrans
DESIGN
FUNCTIONAL SUPERVISOR: KEN KEATON
CALCULATED / DESIGNED BY: A. ANTHONY JONES
CHECKED BY: R SCOTT FOSTER
REVISED BY
DATE REVISED

BORDER - AST REVISED 7/2/2010

USERNAME => s112808
DGN FILE => al_1tec019.dgn

RELATIVE HORIZONTAL SCALE IN INCHES: 0 1 2 3

UNIT 0323

PROJECT NUMBER & PHASE 03180000186

LAST REVISION DATE PLOTTED => 01-JAN-2020
01-31-20 TIME PLOTTED => 1304

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. COORDINATE VALUES SHOWN ARE CCS83 ZONE 2. MULTIPLY BY 0.99995 TO OBTAIN GROUND DISTANCES.
3. LOCATION TO BE DETERMINED BY ENGINEER.

YUBA CITY
T16N R3E MDB&M
HONCUT RANCHO

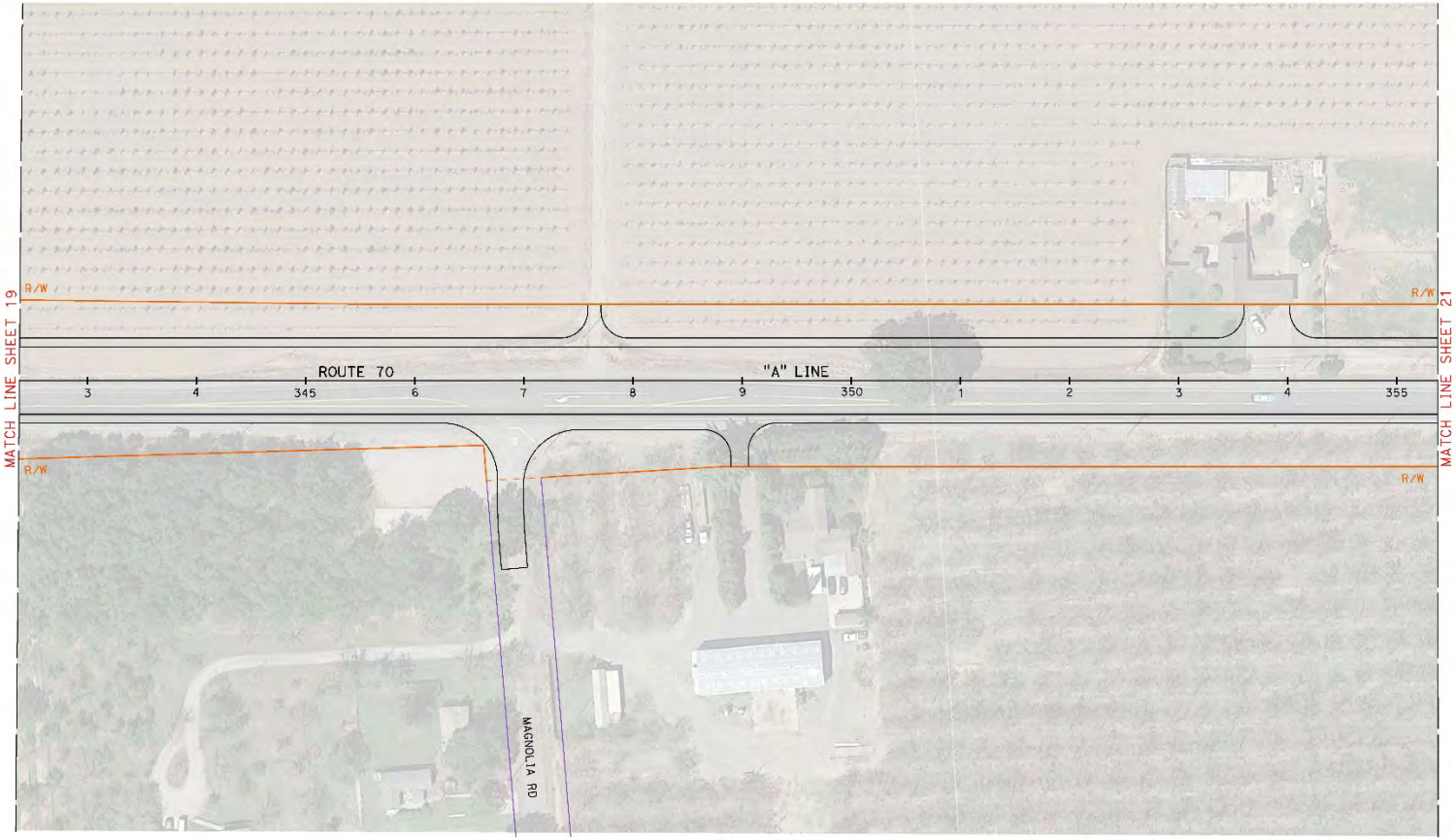
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL NO. SHEETS
03	Yub	70	16.2/25.8	

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF ELECTRONIC COPIES OF THIS PLAN SHEET.



ATTACHMENT B
ALTERNATIVE 1
SCALE: 1"=100'
SHEET-20

STATE OF CALIFORNIA – DEPARTMENT OF TRANSPORTATION
Caltrans DESIGN
FUNCTIONAL SUPERVISOR: KEN KEATON
CALCULATED / DESIGNED BY
CHECKED BY
DRAWN BY: A. ANTHONY JONES
CHECKED BY: R SCOTT FOSTER
REVISED BY
DATE REVISED

BORDER - AST REVISED 7/2/2010
USERNAME => s112608
DGN FILE => alt1sc020.dgn
UNIT 0323
PROJECT NUMBER & PHASE 03180000186
LAST REVISION DATE PLOTTED => 01-JAN-2020
01-31-20 TIME PLOTTED => 13:12

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. COORDINATE VALUES SHOWN ARE CCS83 ZONE 2. MULTIPLY BY 0.99995 TO OBTAIN GROUND DISTANCES.
3. LOCATION TO BE DETERMINED BY ENGINEER.

YUBA CITY
T16N R3E MDB&M
HONCUT RANCHO

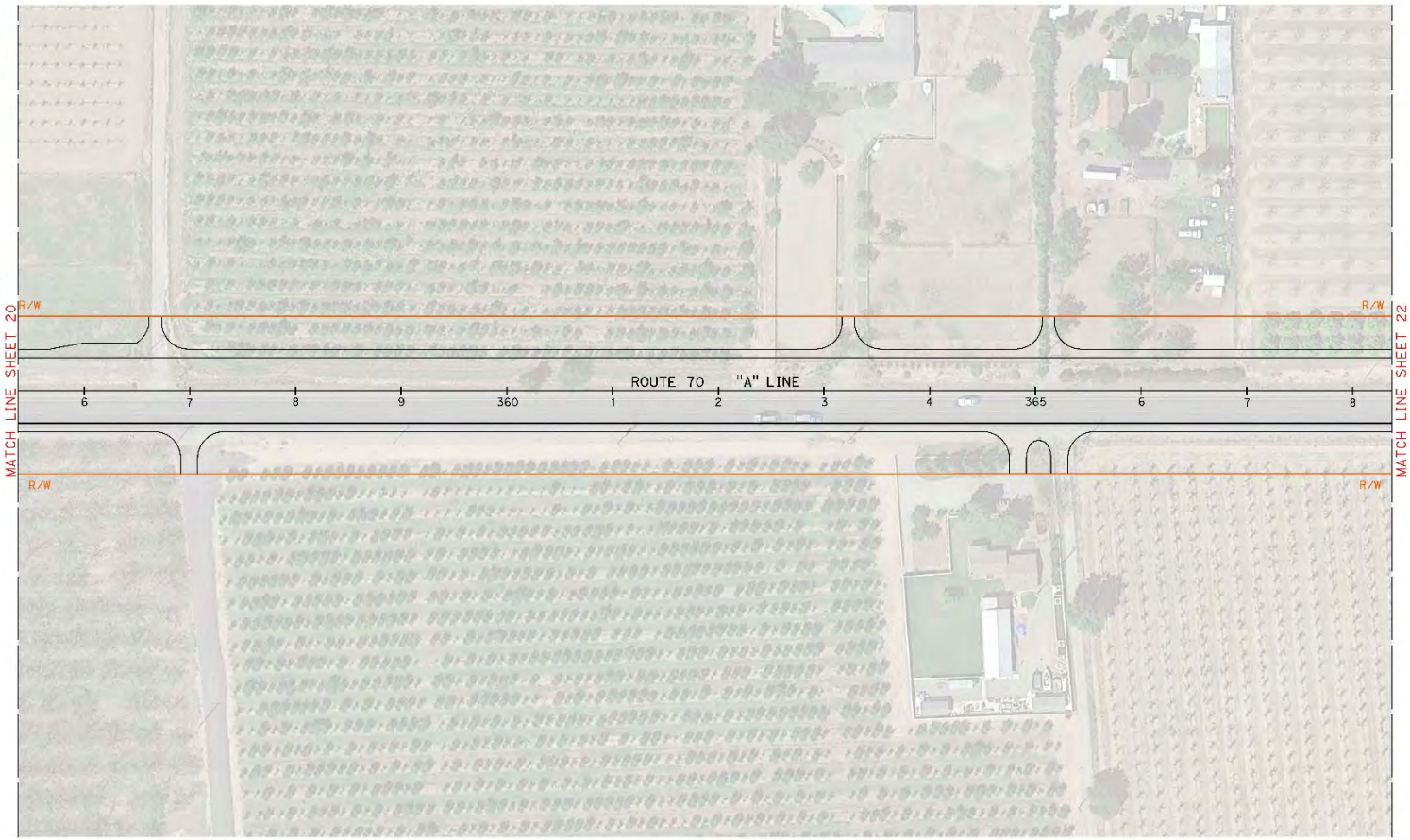
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Yub	70	16.2/25.8		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF, CHANGES TO OR ERRORS IN COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA



ATTACHMENT B
ALTERNATIVE 1
SCALE: 1"=100'

SHEET-21

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
KEN KEATON
CALCULATED-DESIGNED BY
CHECKED BY
A. ANTHONY JONES
R SCOTT FOSTER
DETAILED BY
DATE REVISED
NO. DATE REVISED BY

LOG REVISIONS
DATE PLOTTED => 07-JAN-2020
TIME PLOTTED => 15:16
01-31-20

BORDER LAST REVISED 7/2/2010

USERNAME => s172838
DGN FILE => sheet21.dgn

RELATIVE BORDER SCALE IS IN INCHES
0 1 2 3

UNIT 0323

PROJECT NUMBER & PHASE 03180000186

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. COORDINATE VALUES SHOWN ARE CCS83 ZONE 2. MULTIPLY BY 0.99995 TO OBTAIN GROUND DISTANCES.
3. LOCATION TO BE DETERMINED BY ENGINEER.

YUBA CITY
T16N R3E MDB&M
HONCUT RANCHO

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL No. SHEETS
03	Yub	70	16.2/25.8	

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

ATTACHMENT B
ALTERNATIVE 1
SCALE: 1"=100'
SHEET-22

STATE OF CALIFORNIA – DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED/DESIGNED BY	A. ANTHONY JONES
Caltrans	KEN KEATON	CHECKED BY	R SCOTT FOSTER
DESIGN		REVISED BY	
		DATE REVISED	

DATE PLOTTED => 01-31-20
TIME PLOTTED => 15:20

SCALE: 1 LAS ALVISLD 7/22/2019

USERNAME => s1r2508
DGN FILE => ALT1sc022.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0323

PROJECT NUMBER & PHASE 03180000186

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. COORDINATE VALUES SHOWN ARE CCS83 ZONE 2. MULTIPLY BY 0.99995 TO OBTAIN GROUND DISTANCES.
3. LOCATION TO BE DETERMINED BY ENGINEER.

YUBA CITY
T16N R3E MDB&M
HONCUT RANCHO

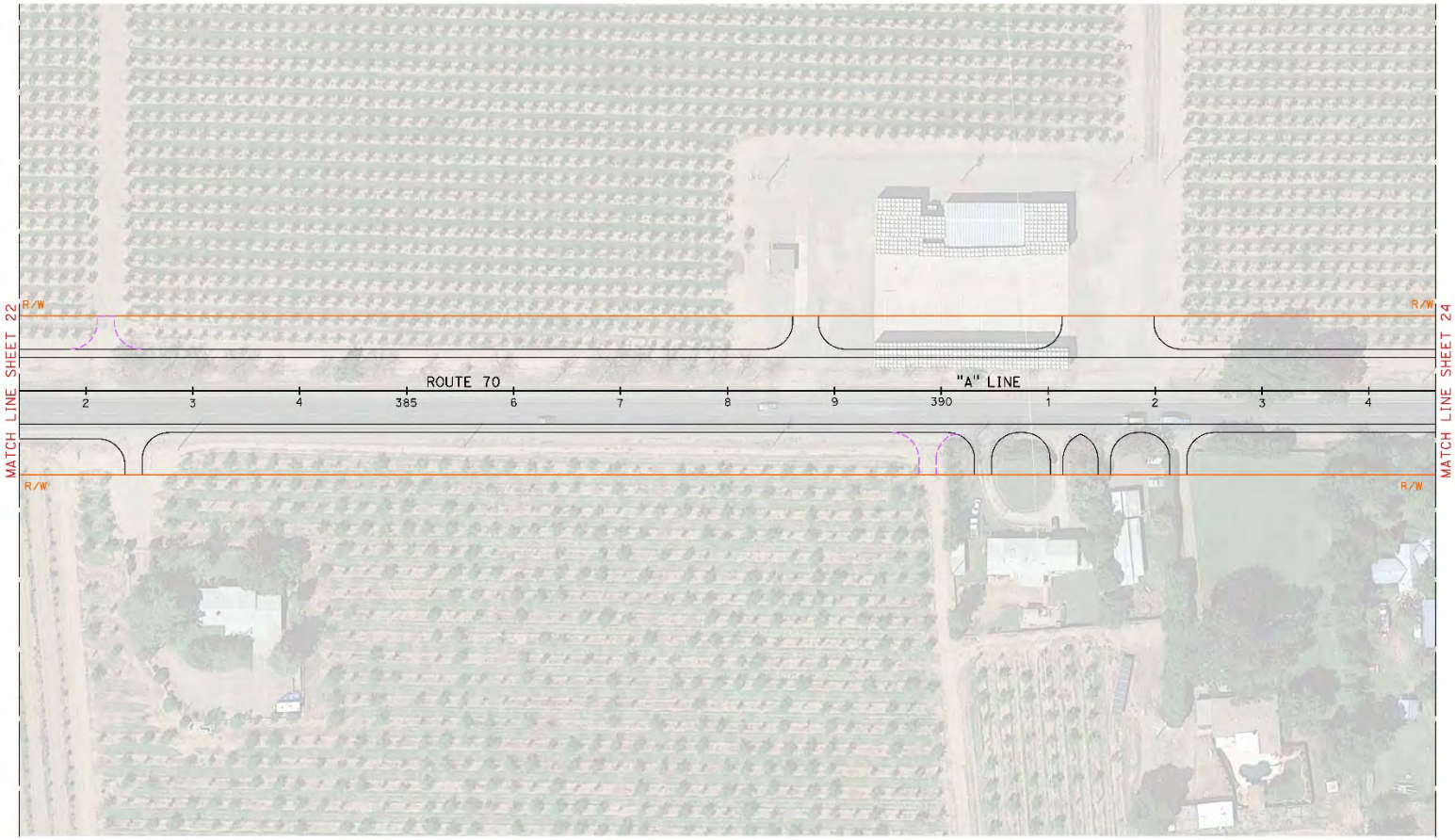
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Yub	70	16.2/25.8		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA



ATTACHMENT B
ALTERNATIVE 1
SCALE: 1"=100'

SHEET-23

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans®
DESIGN

FUNCTIONAL SUPERVISOR: KEN KEATON
CALCULATED/DESIGNED BY:
DRAWN BY:
CHECKED BY:
REVISED BY:
DATE REVISED:

A. ANTHONY JONES
R SCOTT FOSTER

DATE PLOTTED => 07-JAN-2020
TIME PLOTTED => 15:26

BORDER_C.DAS - REVISED 7/2/2018

USERNAME => s112908
DGN FILE => AL 1ca023.dgn

RELATIVE BORDER SCALE IS IN INCHES

UNIT 0323 PROJECT NUMBER & PHASE 03180000186

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. COORDINATE VALUES SHOWN ARE CCS83 ZONE 2. MULTIPLY BY 0.99995 TO OBTAIN GROUND DISTANCES.
3. LOCATION TO BE DETERMINED BY ENGINEER.

YUBA CITY
T16N R3E MDB&M
HONCUT RANCHO

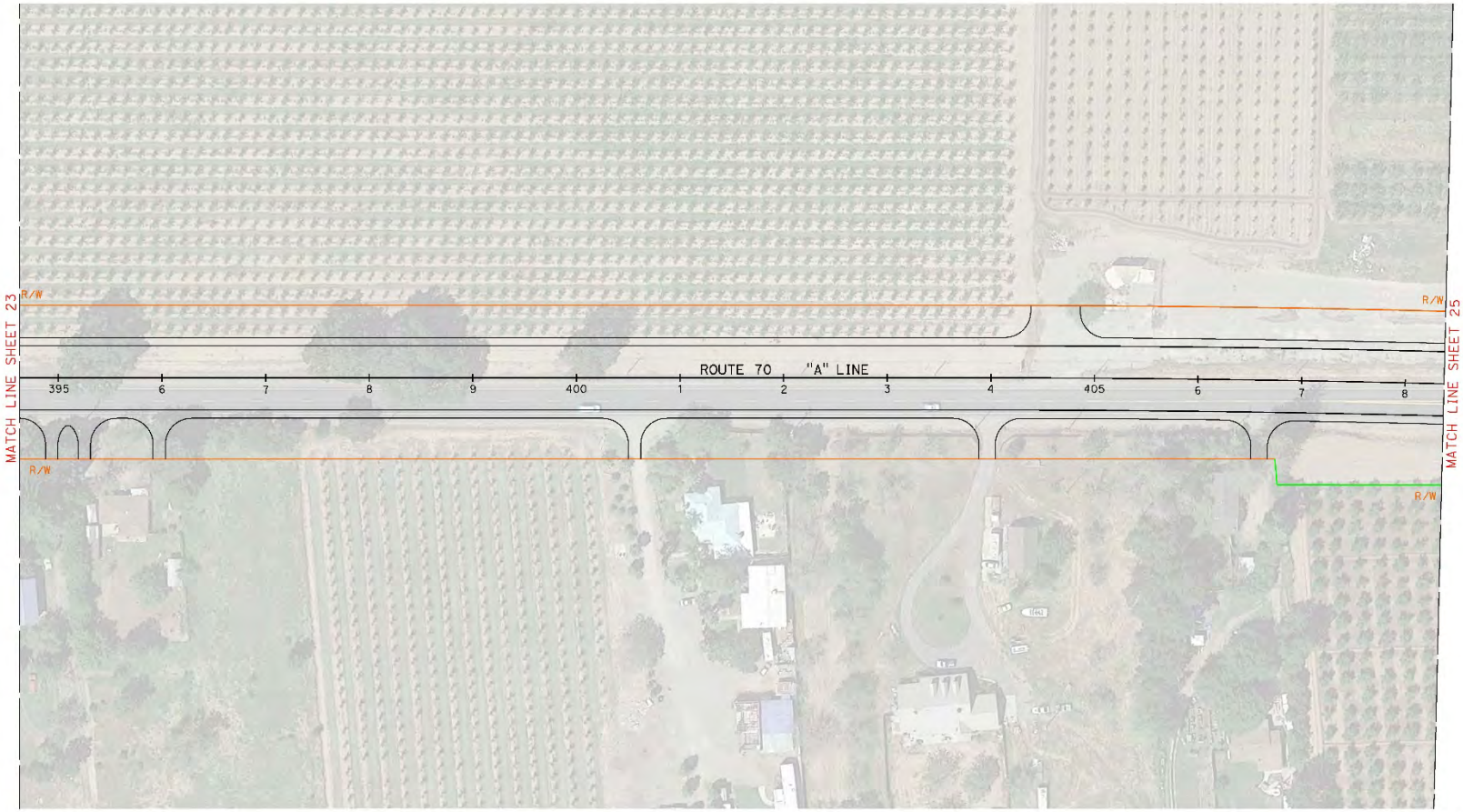
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Yub	70	16.2/25.8		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA



ATTACHMENT B
ALTERNATIVE 1
SCALE: 1"=100'

SHEET-24

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
DESIGN
FUNCTIONAL SUPERVISOR: KEN KEATON
CALCULATED/DESIGNED BY
CHECKED BY
REVISED BY
DATE REVISED
A. ANTHONY JONES
R SCOTT FOSTER

LAST REVISED: DATE PLOTTED => 07-JAN-2010
TIME PLOTTED => 15:30
01-31-20

BORDER LAST REVISED 7/2/2010

USERNAME => s1r2000
DGN FILE => ALT1sc024.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 4

UNIT 0323 PROJECT NUMBER & PHASE 03180000186

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. COORDINATE VALUES SHOWN ARE CCS83 ZONE 2. MULTIPLY BY 0.99995 TO OBTAIN GROUND DISTANCES.
3. LOCATION TO BE DETERMINED BY ENGINEER.

YUBA CITY
T16N R3E MDB&M
HONCUT RANCHO

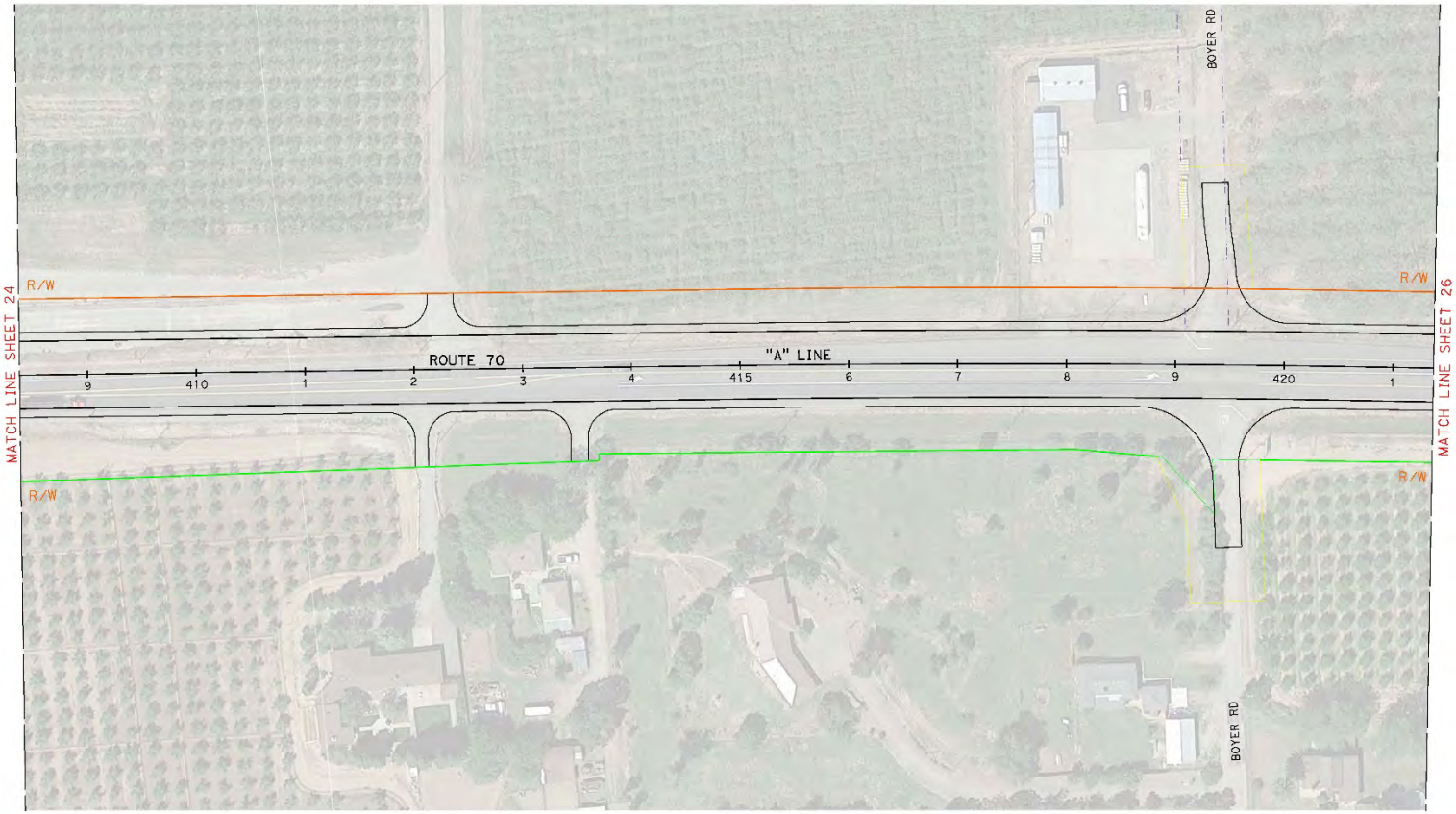
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Yub	70	16.2/25.8		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

THE STAMP OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



ATTACHMENT B
ALTERNATIVE 1
SCALE: 1"=100'

SHEET-25

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR: KEN KEATON
CALCULATED-DESIGNED BY: A. ANTHONY JONES
CHECKED BY: R SCOTT FOSTER
REVISED BY:
DATE REVISED:

BORDER LAST REVISED 7/2/2019

USERNAME => g112608
DGN FILE => ALT1sc025.dgn

RELATIVE BORDER SCALE IS IN INCHES

UNIT 0323

PROJECT NUMBER & PHASE 03180000186

DATE PLOTTED => 31-JAN-2020
TIME PLOTTED => 15:34

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. COORDINATE VALUES SHOWN ARE CCS83 ZONE 2. MULTIPLY BY 0.99995 TO OBTAIN GROUND DISTANCES.
3. LOCATION TO BE DETERMINED BY ENGINEER.

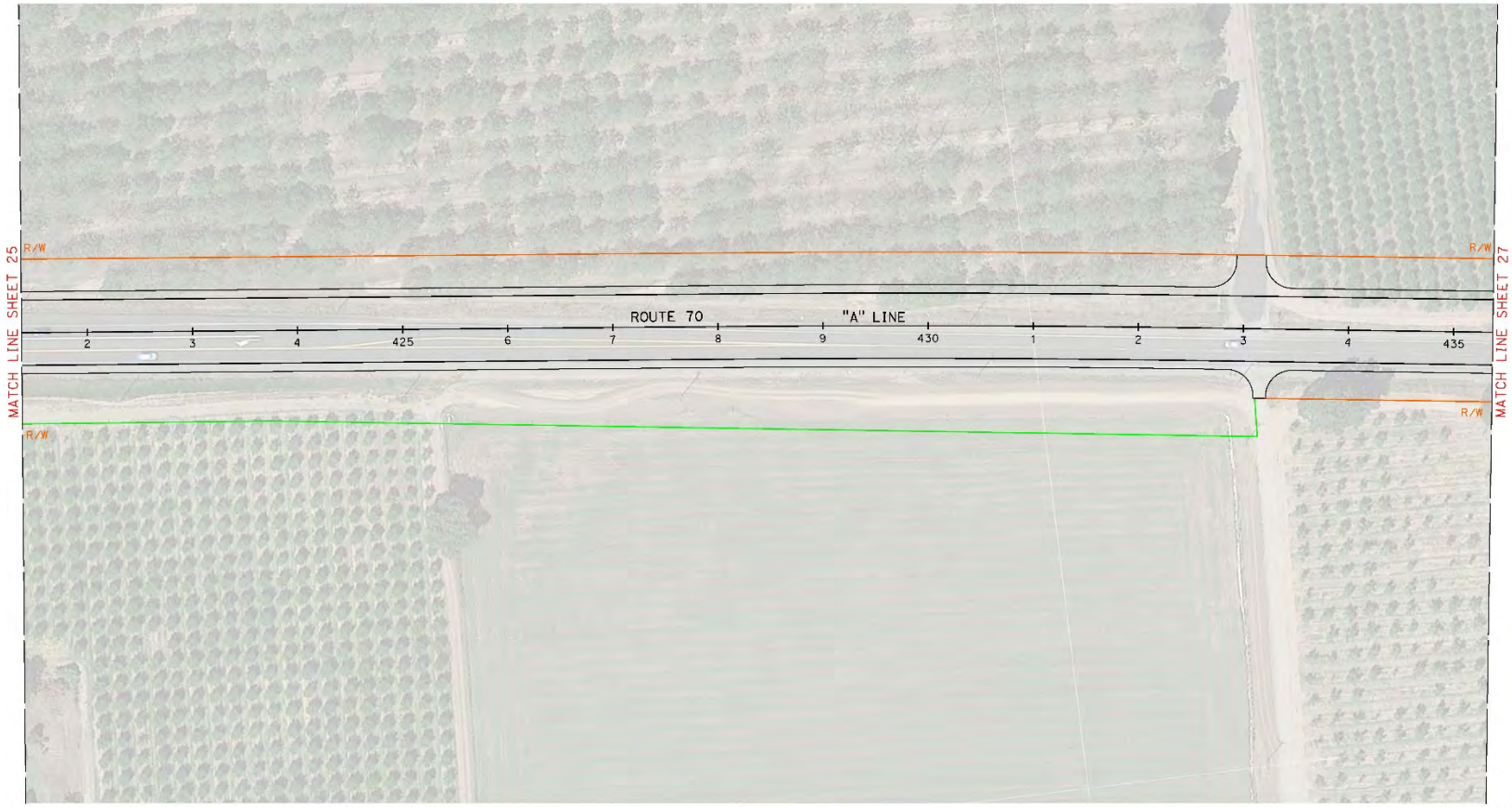
YUBA CITY
T16N R3E MDB&M
NEW HELVETIA RANCHO

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Yub	70	16.2/25.8		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



ATTACHMENT B
ALTERNATIVE 1
SCALE: 1"=100'
SHEET-26

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR: KEN KEATON
DESIGNED BY: A. ANTHONY JONES
DETAILED BY:
CHECKED BY: R SCOTT FOSTER
REVISED BY
DATE REVISED

BORDER LAST REVISED 7/2/2018

USERNAME => s112808
DGN FILE => AL 1sgc26.dgn

RELATIVE BORDER SCALE IS IN INCHES

UNIT 0323

PROJECT NUMBER & PHASE 0318000186

DATE PLOTTED => 31-JAN-2020
TIME PLOTTED => 15:37

NOTES

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. COORDINATE VALUES SHOWN ARE CCS83 ZONE 2. MULTIPLY BY 0.99995 TO OBTAIN GROUND DISTANCES.
3. LOCATION TO BE DETERMINED BY ENGINEER.

YUBA CITY
T16N R3E MDB&M
HONCUT RANCHO

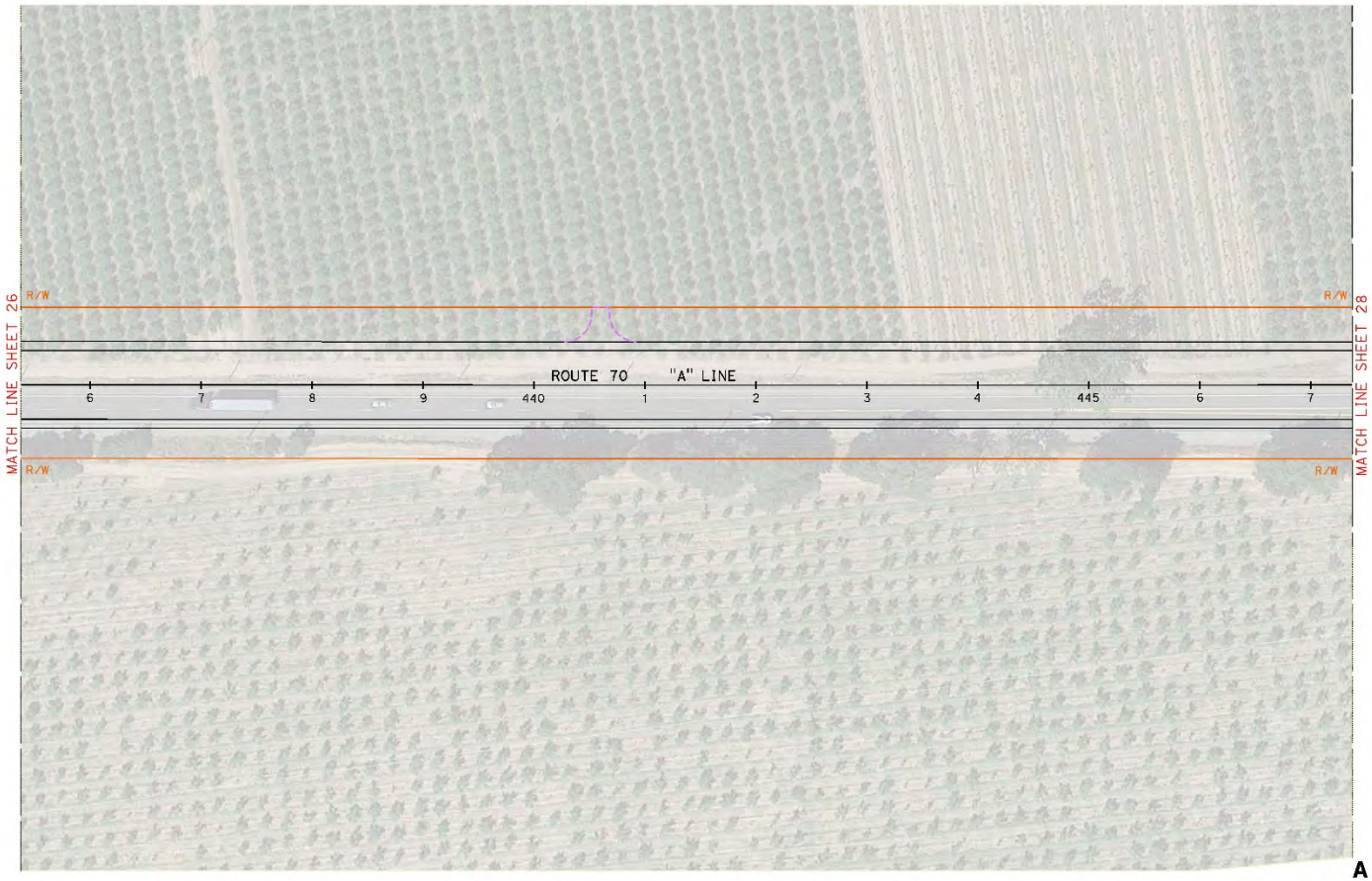
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL No. SHEETS
03	Yub	70	16.2/25.8	

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF ELECTRONIC COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA



ATTACHMENT B
ALTERNATIVE 1
SCALE: 1"=100'
SHEET-27

STATE OF CALIFORNIA – DEPARTMENT OF TRANSPORTATION
Caltrans
DESIGN
FUNCTIONAL SUPERVISOR: KEN KEATON
CALCULATED BY / DESIGNED BY
CHECKED BY
A. ANTHONY JONES
R SCOTT FOSTER
REVISED BY
DATE REVISED

BORDER - AST REVISED 7/2/2010

USERNAME => s112808
DGN FILE => al_1ec027.dgn

RELATIVE HORIZONTAL SCALE IN INCHES 0 1 2 3

UNIT 0323 PROJECT NUMBER & PHASE 03180000186

LAST REVISION DATE PLOTTED => 01-JAN-2020
01-31-20 TIME PLOTTED => 15:42

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. COORDINATE VALUES SHOWN ARE CCS83 ZONE 2. MULTIPLY BY 0.99995 TO OBTAIN GROUND DISTANCES.
3. LOCATION TO BE DETERMINED BY ENGINEER.

YUBA CITY
T16N R3E MDB&M
HONCUT RANCHO

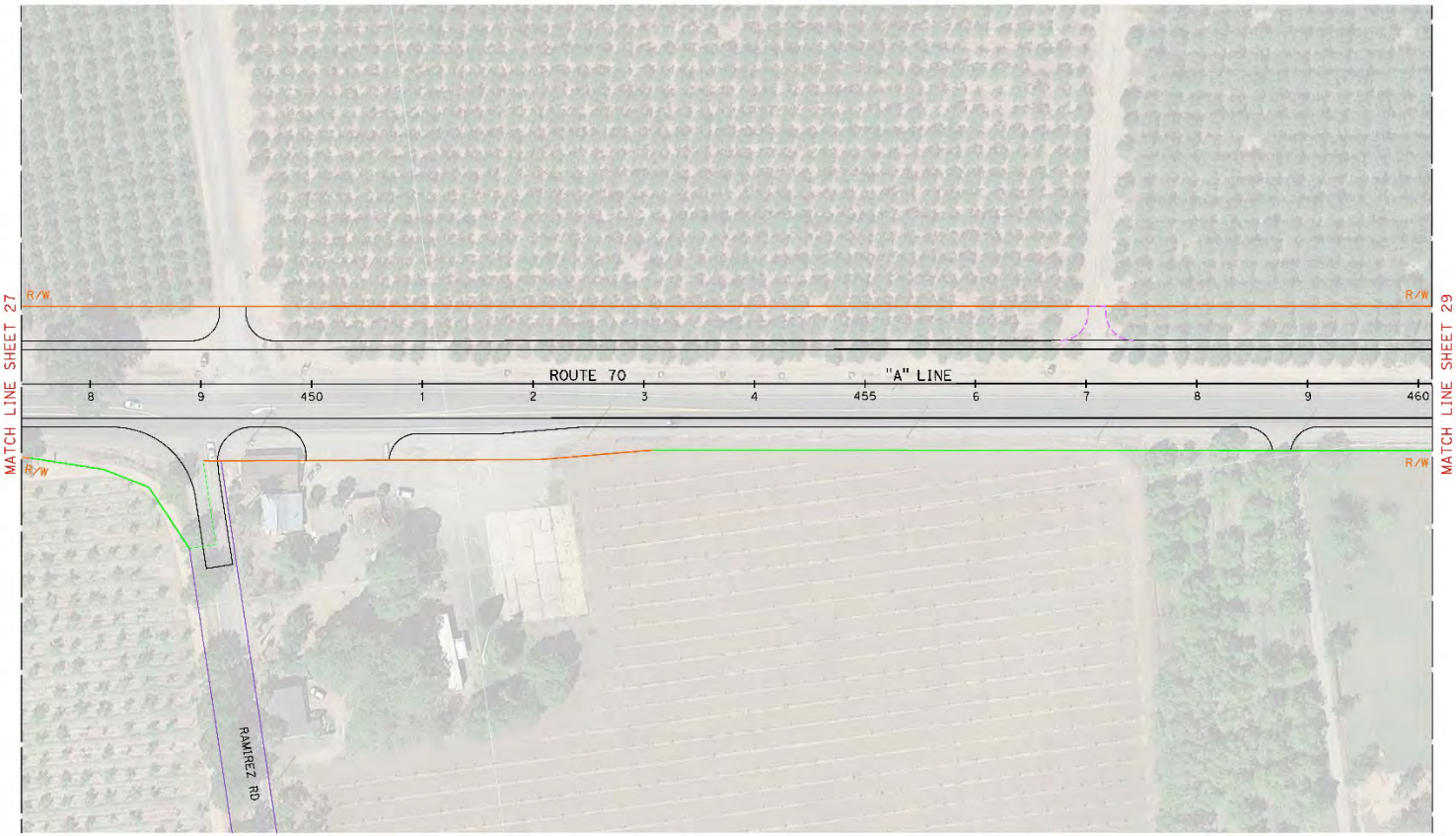
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Yub	70	16.2/25.8		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE INCORRECT OR INCOMPLETENESS OF SCANNED COPIES OF THIS AS-BUILT.

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA



ATTACHMENT B
ALTERNATIVE 1
SCALE: 1"=100'
SHEET-28

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR: KEN KEATON
ORIGINAL BY: CALCULATED / DESIGNED BY:
REVISED BY: A. ANTHONY JONES
DATE REVISED: R SCOTT FOSTER

BORDER - AST REVISED 7/2/2019
USERNAME => x119604
DGN FILE => x T1sd028.dgn
RELATIVE BORDER SCALE IS IN INCHES
UNIT 0323
PROJECT NUMBER & PHASE 03180000186

DATE PLOTTED => 01-31-2020
TIME PLOTTED => 15:45

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. COORDINATE VALUES SHOWN ARE CCS83 ZONE 2. MULTIPLY BY 0.99995 TO OBTAIN GROUND DISTANCES.
3. LOCATION TO BE DETERMINED BY ENGINEER.

YUBA CITY
T16N R3E MDB&M
HONCUT RANCHO

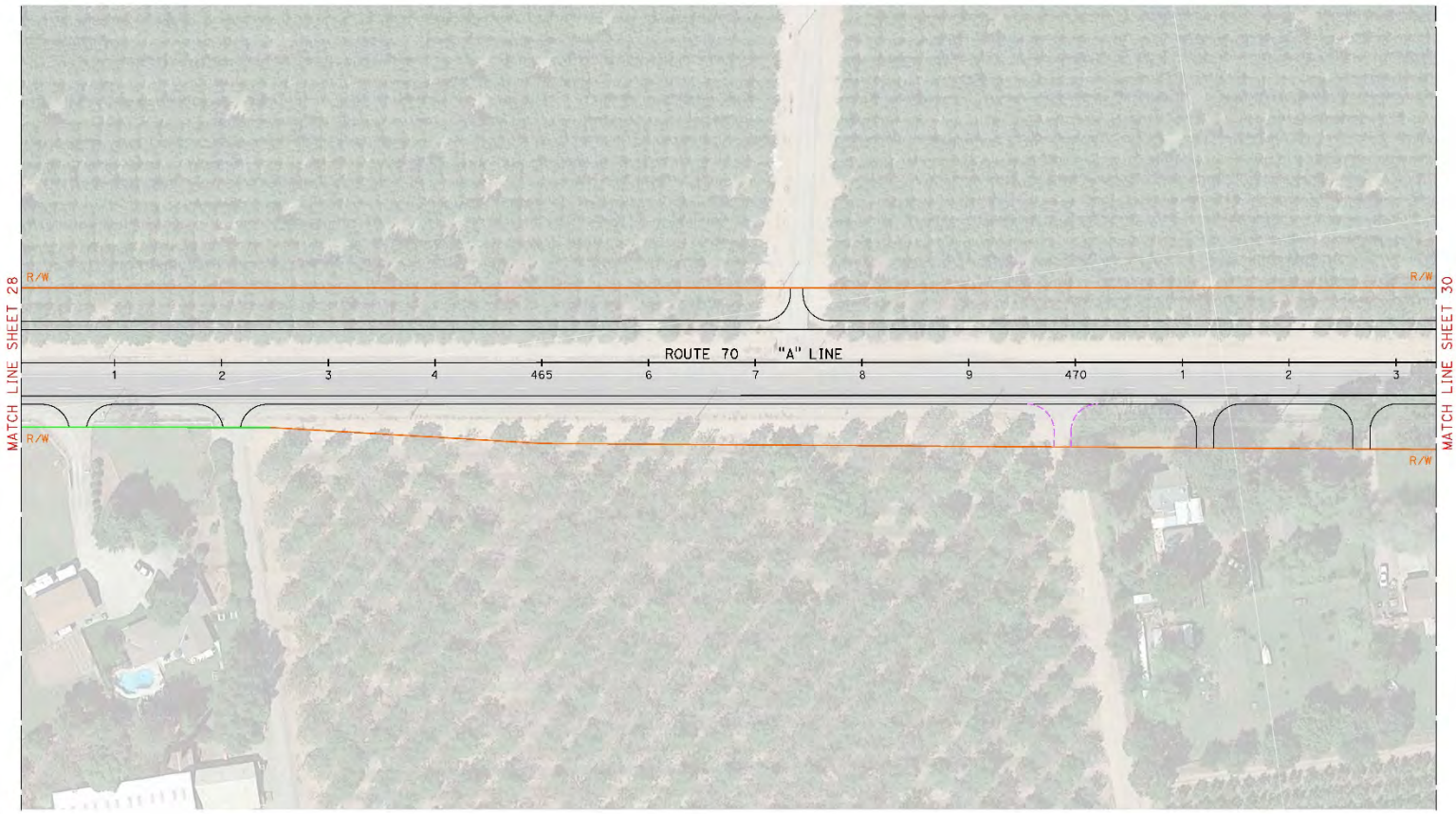
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL No. SHEETS
03	Yub	70	16.2/25.8	

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR CURRENTNESS OF SCANNED COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA



ATTACHMENT B
ALTERNATIVE 1
SCALE: 1"=100'
SHEET-29

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR: KEN KEATON
CO. CHK. AND DESIGNED BY: A. ANTHONY JONES
CHECKED BY: R SCOTT FOSTER
REVISED BY:
DATE REVISED:

BORDER LAST REVISED 7/2/2010

USERNAME => s117608
DGN FILE => A T1ca029.dgn

RELATIVE BORDER SCALE IS IN INCHES

UNIT 0323

PROJECT NUMBER & PHASE 03180000186

DATE PLOTTED => 01-30-2020
TIME PLOTTED => 15:49

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. COORDINATE VALUES SHOWN ARE CCS83 ZONE 2. MULTIPLY BY 0.99995 TO OBTAIN GROUND DISTANCES.
3. LOCATION TO BE DETERMINED BY ENGINEER.

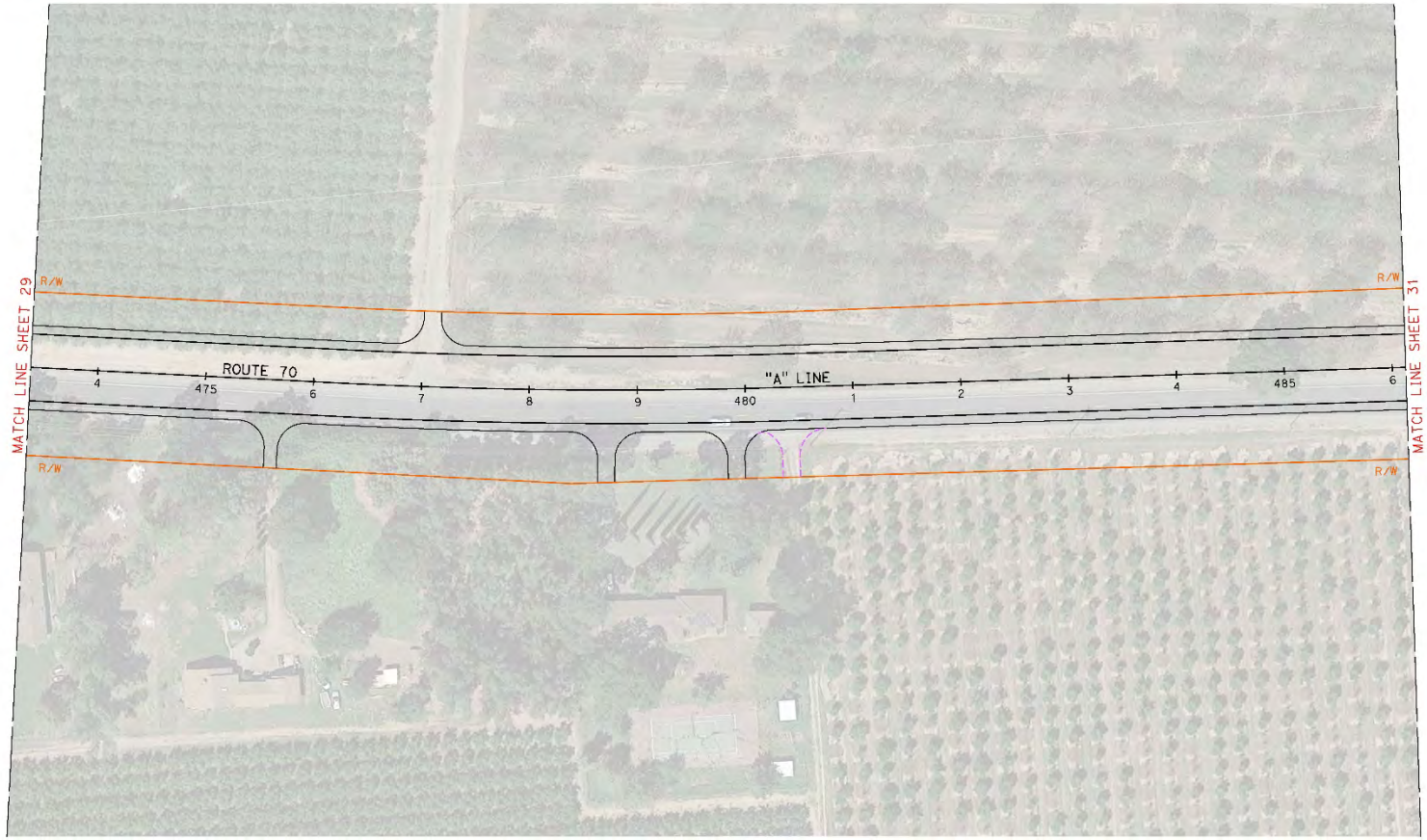
YUBA CITY
T16N R3E MDB&M
HONCUT RANCHO

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Yub	70	16.2/25.8		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED IMAGES OF THIS PLAN SHEET.



ATTACHMENT B
ALTERNATIVE 1
SCALE: 1"=100'

SHEET-30

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN

UNIT CHIEF SUPERVISOR	CALCULATED/DESIGNED BY	A. ANTHONY JONES	REVISED BY
KEN KEATON	CHECKED BY	R SCOTT FOSTER	JA'L REVISED

NO. REVISED	DATE PLOTTED => 03-JAN-2020
01-31-20	TIME PLOTTED => 08:44

BORDER LAST REVISED 7/2/2013 | USERNAME => s110660R | DGN FILE => A T1eq030.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0323 | PROJECT NUMBER & PHASE 03180000186

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. COORDINATE VALUES SHOWN ARE CCS83 ZONE 2. MULTIPLY BY 0.99995 TO OBTAIN GROUND DISTANCES.
3. LOCATION TO BE DETERMINED BY ENGINEER.

YUBA CITY
T16 & 17N R3E MDB&M
HONCUT RANCHO

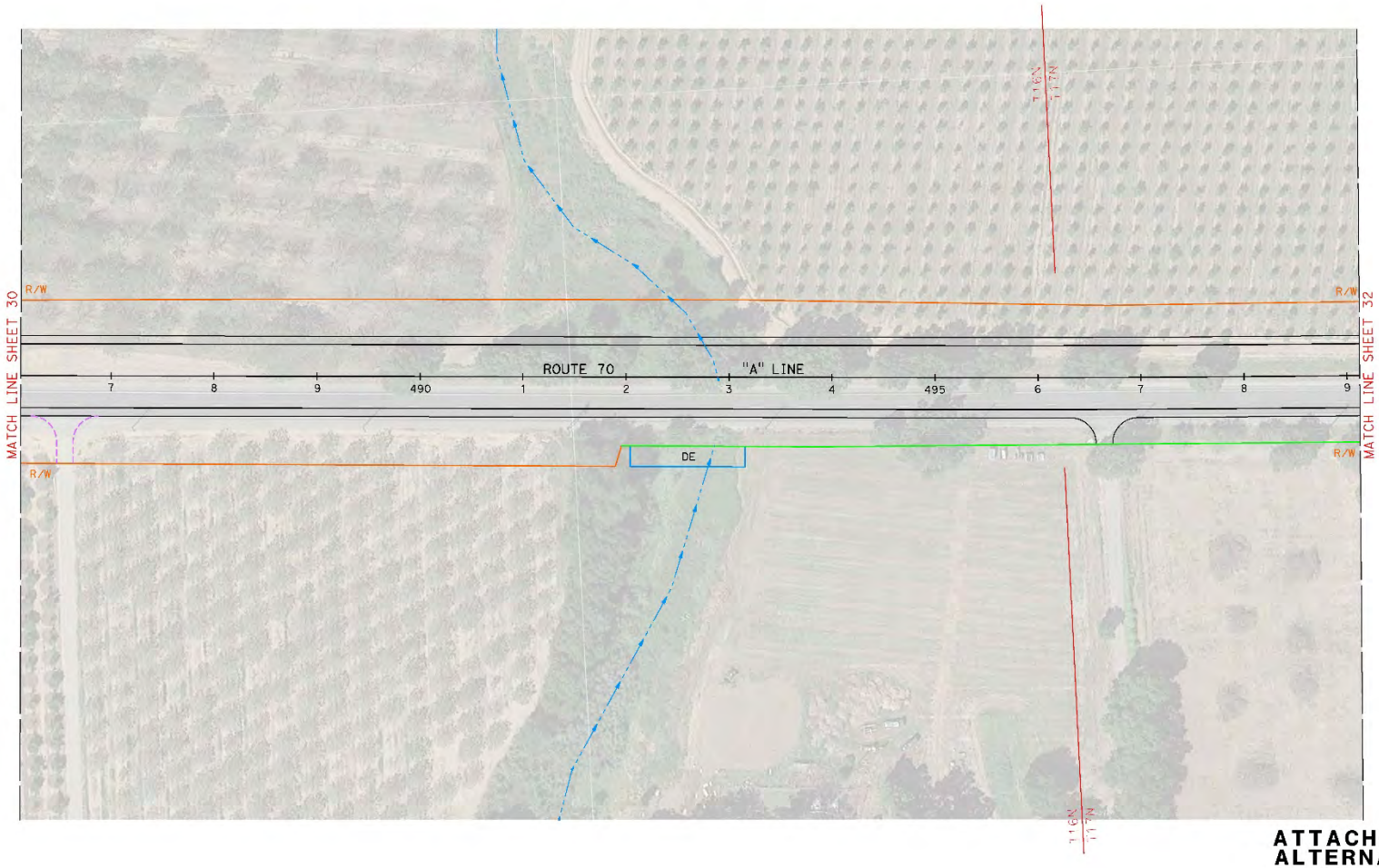
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Yub	70	16.2/25.8		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA



ATTACHMENT B
ALTERNATIVE 1
SCALE: 1"=100'
SHEET-31

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	REVISED BY	A. ANTHONY JONES	
Caltrans	KEN KEATON	DATE REVISED	R SCOTT FOSTER	
DESIGN		SELECTED BY DESIGNER	CHECKED BY	

BORDER LAST REVISED 7/2/2018

USERNAME => s112808
DGN FILE => AL1sht31.dgn

RELATIVE BORDER SCALE IS IN INCHES

UNIT 0323

PROJECT NUMBER & PHASE 0318000186

DATE PLOTTED => 08 JAN 2020
TIME PLOTTED => 09:52
01-31-20

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. COORDINATE VALUES SHOWN ARE CCS83 ZONE 2. MULTIPLY BY 0.99995 TO OBTAIN GROUND DISTANCES.
3. LOCATION TO BE DETERMINED BY ENGINEER.

YUBA CITY
T17N R3E MDB&M
HONCUT RANCHO

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Yub	70	16.2/25.8		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

ATTACHMENT B
ALTERNATIVE 1
SCALE: 1"=100'

SHEET-32

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
CALIFORNIA - SUPERVISOR: KEN KEATON
CALCULATED BY:
DESIGNED BY: A. ANTHONY JONES
DRAWN BY: R SCOTT FOSTER
CHECKED BY:
DETAILED BY:
REVISED BY:
DATE REVISED:

BORDER LAST REVISED 7/2/2010 | USERNAME => s117606 | DGN FILE => ALT1sc032.dgn | RELATIVE BORDER SCALE IS IN INCHES | UNIT 0323 | PROJECT NUMBER & PHASE 03180000186

DATE PLOTTED => 08 JAN 2020
TIME PLOTTED => 07:12
01-31-20

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. COORDINATE VALUES SHOWN ARE CCS83 ZONE 2. MULTIPLY BY 0.99995 TO OBTAIN GROUND DISTANCES.
3. LOCATION TO BE DETERMINED BY ENGINEER.

YUBA CITY
T17N R3E MDB&M
HONCUT RANCHO

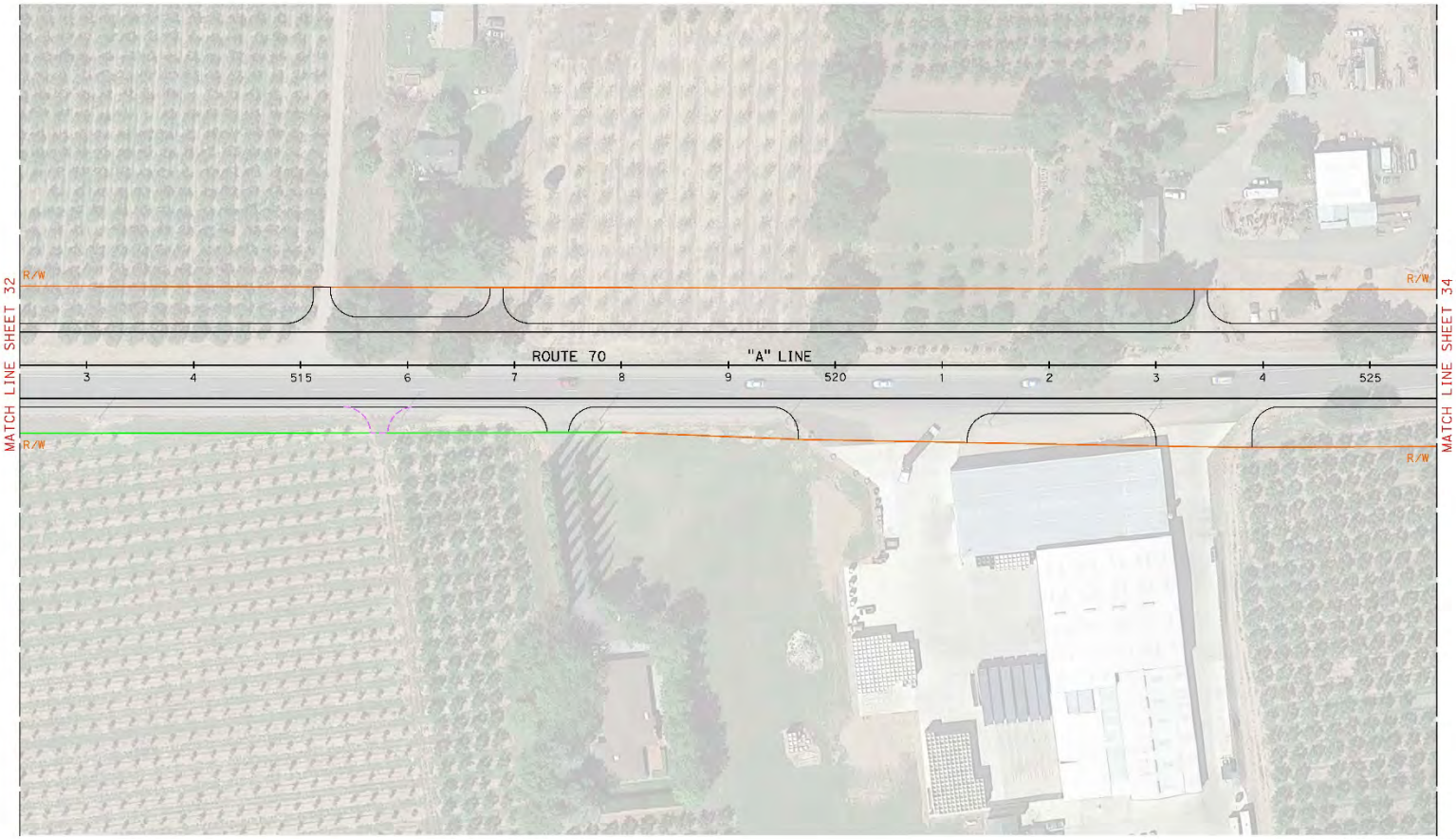
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Yub	70	16.2/25.8		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA



ATTACHMENT B
ALTERNATIVE 1
SCALE: 1"=100'
SHEET-33

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
CHECKED BY: KEN KEATON
DESIGNED BY: A. ANTHONY JONES
DRAWN BY: R SCOTT FOSTER
CALCULATED BY:
CHECKED BY:
REVISED BY:
DATE REVISED:

BORDER LAST REVISED 7/2/2016
USERNAME => s117606
DGN FILE => ALT1sc033.dgn
RELATIVE BORDER SCALE IS IN INCHES
UNIT 0323
PROJECT NUMBER & PHASE 03180000186
DATE PLOTTED => 09 JAN 2020
TIME PLOTTED => 07:16
01-31-20

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. COORDINATE VALUES SHOWN ARE CCS83 ZONE 2. MULTIPLY BY 0.99995 TO OBTAIN GROUND DISTANCES.
3. LOCATION TO BE DETERMINED BY ENGINEER.

YUBA CITY
T17N R3E MDB&M
HONCUT RANCHO

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Yub	70	16.2/25.8		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

ATTACHMENT B
ALTERNATIVE 1
SCALE: 1"=100'

SHEET-34

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
CHECKED BY: KEN KEATON
DESIGNED BY: A. ANTHONY JONES
DRAWN BY: R SCOTT FOSTER
DETAILED BY:
QUANTITIES BY:
CALCULATED BY:
DATE PLOTTED => 09 JAN 2020
TIME PLOTTED => 07:24

BORDER LAST REVISED 7/2/2018 | USERNAME => s117606 | DGN FILE => ALT1sc034.dgn | UNIT 0323 | PROJECT NUMBER & PHASE 03180000186

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. COORDINATE VALUES SHOWN ARE CCS83 ZONE 2. MULTIPLY BY 0.99995 TO OBTAIN GROUND DISTANCES.
3. LOCATION TO BE DETERMINED BY ENGINEER.

YUBA CITY
T17N R3E MDB&M
HONCUT RANCHO

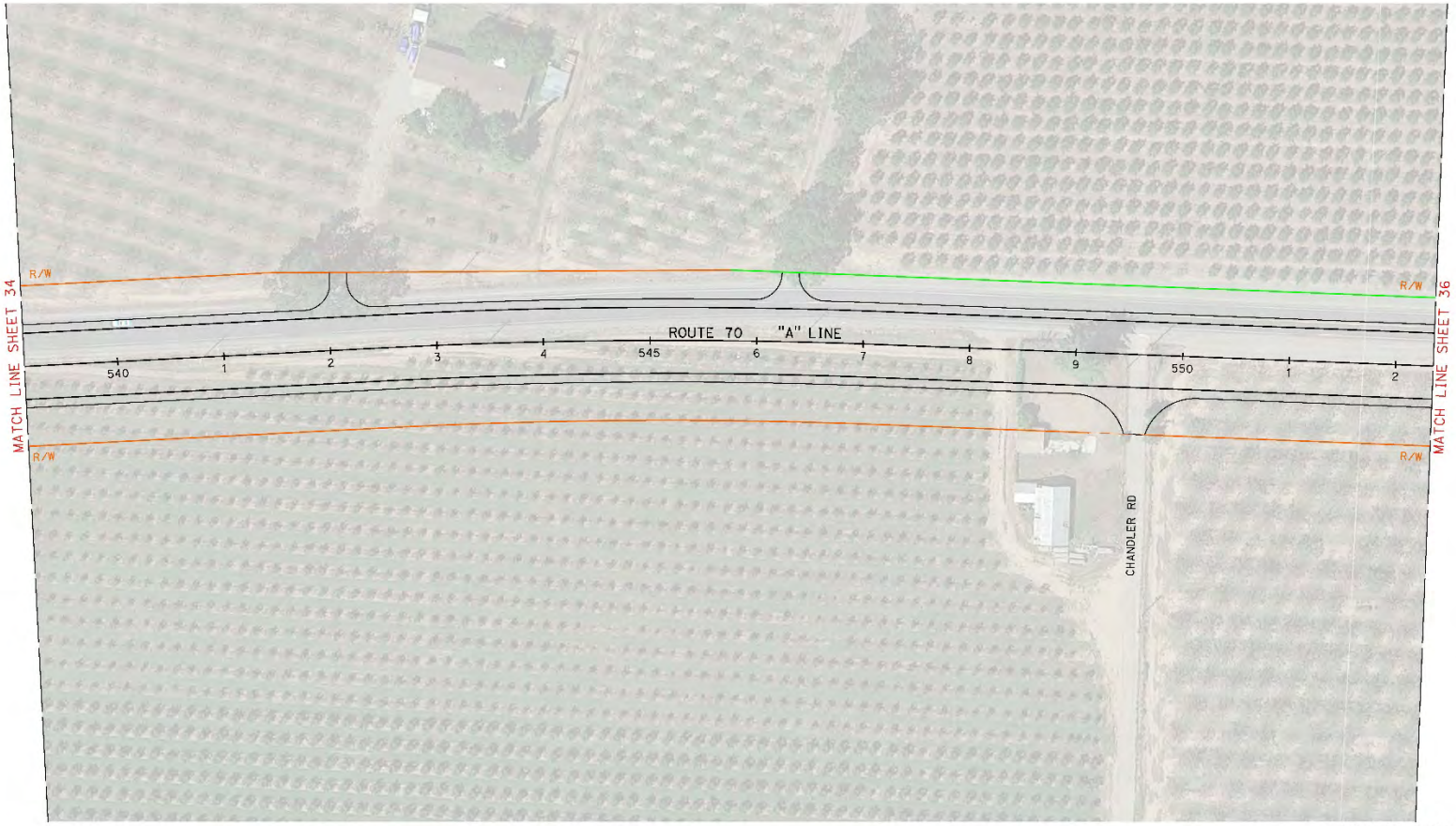
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL No. SHEETS
03	Yub	70	16.2/25.8	

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA



ATTACHMENT B
ALTERNATIVE 1
SCALE: 1"=100'

SHEET-35

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
DESIGN
FUNCTIONAL SUPERVISOR: KEN KEATON
CALCULATED BY:
DESIGNED BY: A. ANTHONY JONES
CHECKED BY:
DETAILED BY: R SCOTT FOSTER
REVISED BY:
DETAIL REVISED:

DATE PLOTTED => 08-JAN-2020
TIME PLOTTED => 07:37

BORDER LAST REVISED 7/2/2018

USERNAME => s112908
DGN FILE => AL tc0035.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0323 PROJECT NUMBER & PHASE 03180000186

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. COORDINATE VALUES SHOWN ARE CCS83 ZONE 2. MULTIPLY BY 0.99995 TO OBTAIN GROUND DISTANCES.
3. LOCATION TO BE DETERMINED BY ENGINEER.

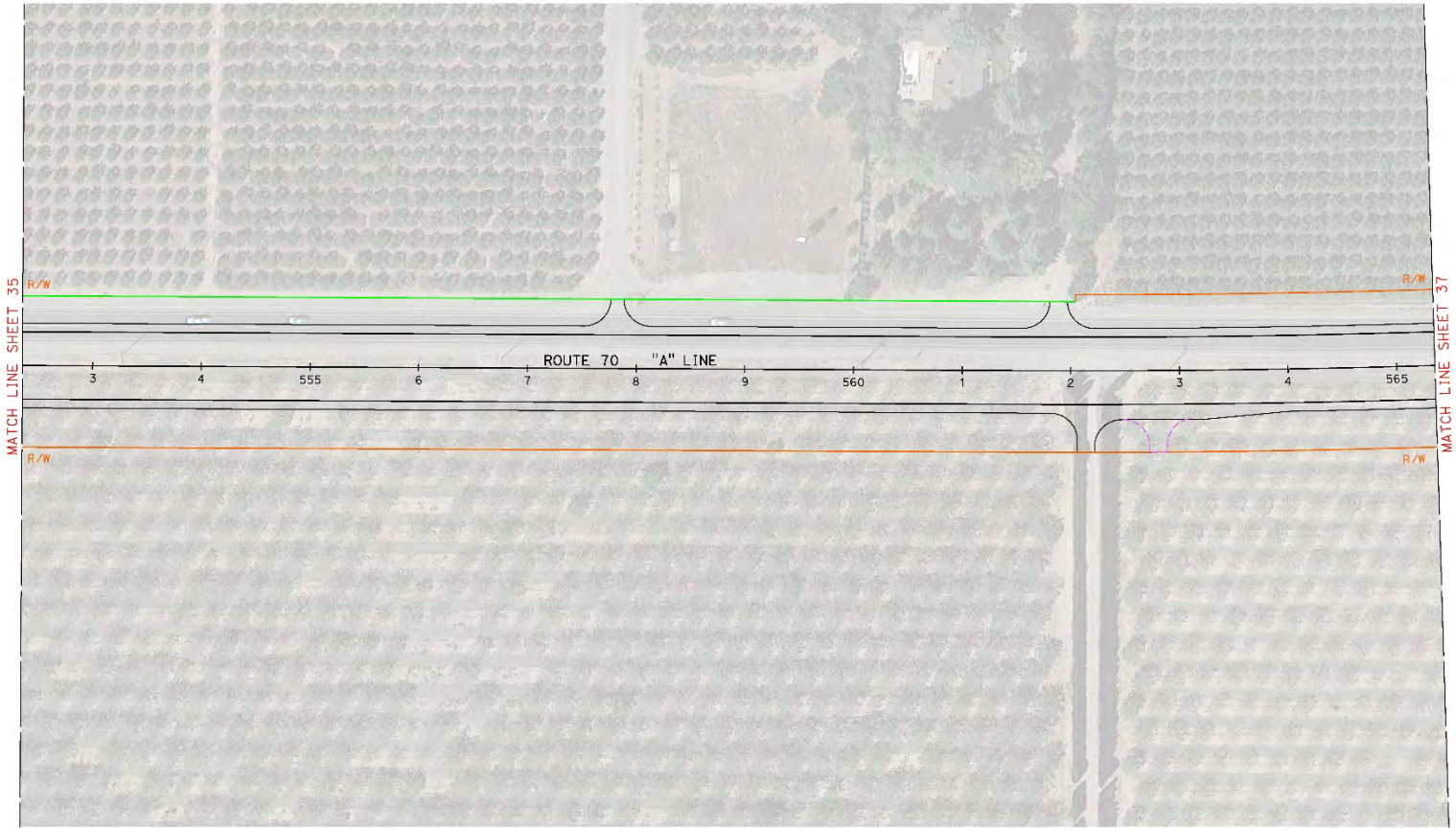
YUBA CITY
T17N R3E MDB&M
HONCUT RANCHO

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Yub	70	16.2/25.8		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



ATTACHMENT B
ALTERNATIVE 1
SCALE: 1"=100'
SHEET-36

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR: KEN KEATON
DESIGNED BY: A. ANTHONY JONES
CHECKED BY: R SCOTT FOSTER
REVISED BY
DATE REVISED

BORDER LAST REVISED 7/2/2018

USERNAME => s112808
DGN FILE => AL 1e00026.dgn

RELATIVE BORDER SCALE IS IN INCHES

UNIT 0323

PROJECT NUMBER & PHASE 0318000186

DATE PLOTTED => 08-JAN-2020
TIME PLOTTED => 07:42

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. COORDINATE VALUES SHOWN ARE CCS83 ZONE 2. MULTIPLY BY 0.99995 TO OBTAIN GROUND DISTANCES.
3. LOCATION TO BE DETERMINED BY ENGINEER.

YUBA CITY
T17N R3E MDB&M
HONCUT RANCHO

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL No. SHEETS
03	Yub	70	16.2/25.8	

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR ADEQUACY OF THE STANDARDS OF THESE PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

ATTACHMENT B
ALTERNATIVE 1
SCALE: 1"=100'
SHEET-37

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR: KEN KEATON
CO. C. ALT. DESIGNED BY
CHECKED BY
A. ANTHONY JONES
R SCOTT FOSTER
REVISED BY
DATE REVISED

BORDER LAST REVISED 7/2/2010
USERNAME => s-117608
DGN FILE => A T1ca037.dgn
UNIT 0323
PROJECT NUMBER & PHASE 0318000186
DATE PLOTTED => 08-JAN-2020
TIME PLOTTED => 07:45

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. COORDINATE VALUES SHOWN ARE CCS83 ZONE 2. MULTIPLY BY 0.99995 TO OBTAIN GROUND DISTANCES.
3. LOCATION TO BE DETERMINED BY ENGINEER.

YUBA CITY
T17N R3E MDB&M
HONCUT RANCHO

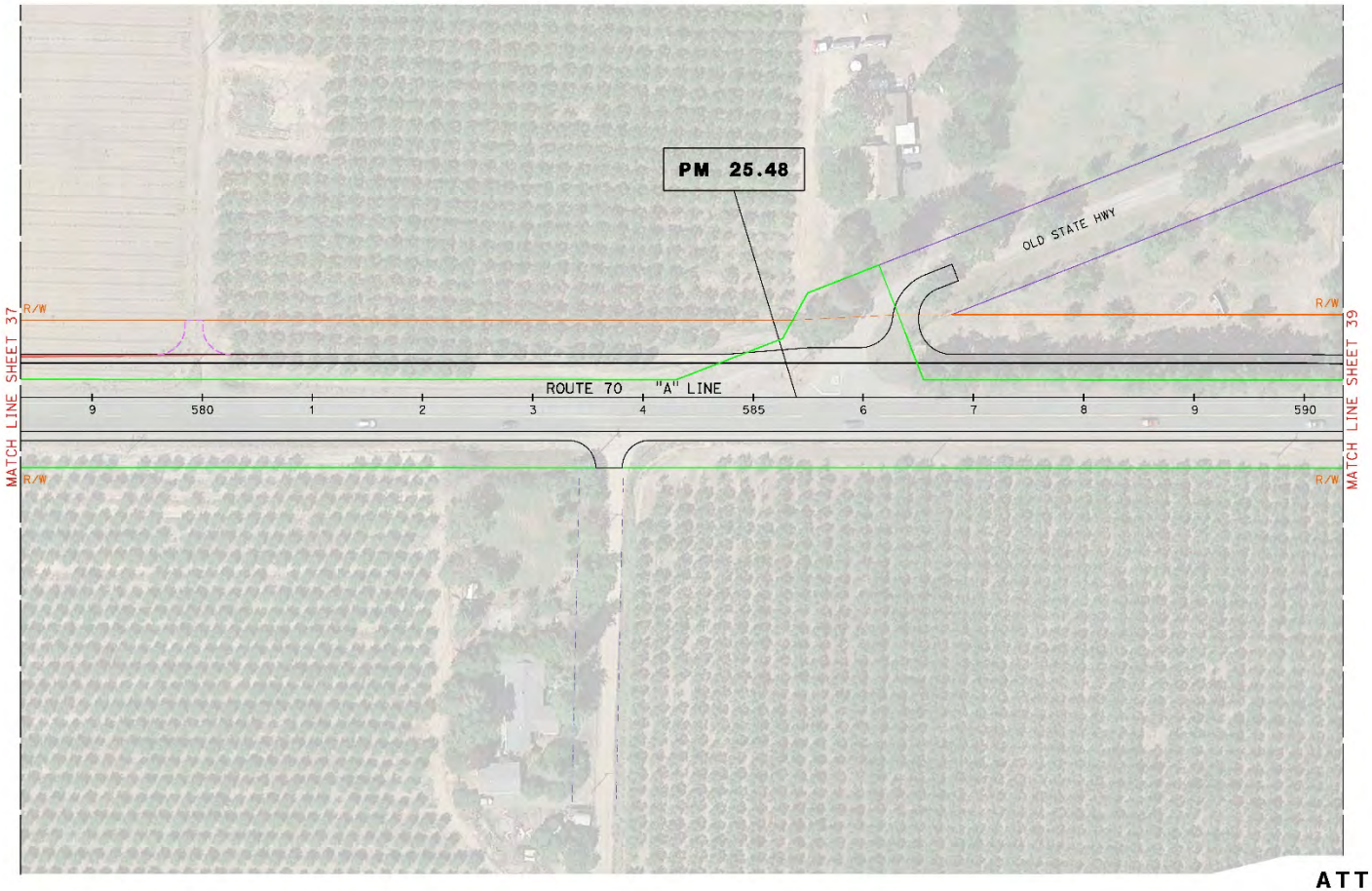
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Yub	70	16.2/25.8		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR CAMPATIBILITY OF SCANNED COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA



ATTACHMENT B
ALTERNATIVE 1
SCALE: 1"=100'
SHEET-38

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
UNIT CHK SUP BY SGR
KRISTOPHER ARMBRUS
CALCULATED/DESIGNED BY
CHECKED BY
A. ANTHONY JONES
R SCOTT FOSTER
REVISED BY
DATE REVISED

ADOBE ASI 8 V S 3 7/2/2019
USERNAME => s112608
DGN FILE => AL 1tc03s.dgn
RELATIVE BORDER SCALE IS IN INCHES
0 1 4 5
UNIT 0323
PROJECT NUMBER & PHASE 03180000186
BORDER DATE PLOTTED => 29-JAN-2020
01-31-20 TIME PLOTTED => 07:51

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. COORDINATE VALUES SHOWN ARE CCS83 ZONE 2. MULTIPLY BY 0.99995 TO OBTAIN GROUND DISTANCES.
3. LOCATION TO BE DETERMINED BY ENGINEER.

YUBA CITY
T17N R3E MDB&M
HONCUT RANCHO

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL No. SHEETS
03	Yub	70	16.2/25.8	

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

ATTACHMENT B
ALTERNATIVE 1
SCALE: 1"=100'
SHEET-39

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
PLANNING & ENGINEERING SOUTH
KEN KEATON
CALCULATED / DESIGNED BY
CHECKED BY
A. ANTHONY JONES
R SCOTT FOSTER
REVISED BY
DATE REVISED

DATE PLOTTED => 01-31-20
TIME PLOTTED => 07:56

BORDER LAST REVISED 7/2/2010
USERNAME => s112628
DGN FILE => s117ec038.dgn
RELATIVE BORDER SCALE IS IN INCHES
UNIT 0323
PROJECT NUMBER & PHASE 03180000186

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. COORDINATE VALUES SHOWN ARE CCS83 ZONE 2. MULTIPLY BY 0.99995 TO OBTAIN GROUND DISTANCES.
3. LOCATION TO BE DETERMINED BY ENGINEER.

YUBA CITY
T17N R3E MDB&M
NEW HELVETIA RANCHO

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Yub	70	16.2/25.8		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

ATTACHMENT B
ALTERNATIVE 1
SCALE: 1"=100'
SHEET-40

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
DESIGN
FUNCTIONAL SUPERVISOR: KEN KEATON
DESIGNED AND DETAILED BY
CHECKED BY
A. ANTHONY JONES
R SCOTT FOSTER
REVISED BY
DATE REVISED

BORDER ASE REVISED 7/27/2010

USERNAME => x112608
DGN FILE => Alt1sc070.dgn

REAL LVL BORDER SCALE IS IN INCHES

UNIT 0323

PROJECT NUMBER & PHASE 03180000186

LAST REVISED DATE PLOTTED => 28-JAN-2020
TIME PLOTTED => 08:53
01-31-20

Alternative 2

NOTES:

1. DIMENSIONS OF THE PAVEMENT STRUCTURES (STRUCTURAL SECTIONS) ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.
2. MATCH EXISTING SUPERELEVATION OR AS DIRECTED BY THE ENGINEER.
3. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
4. PROFILE GRADE LOCATED AT TOP OF HMA (TYPE A)

STRUCTURAL SECTIONS:

[1] 0.10' RHM-O
0.60' HMA (TYPE A)
2.25' CI 2 AB

[2] 0.10' RHM-O
0.15' HMA-A OVERLAY
0.00'- 0.75' HMA (TYPE A) LEVELING COURSE

[3] 0.50' HMA (TYPE A)
0.75' AB

[4] EXISTING STRUCTURAL SECTION

MAINLINE	SHOULDERS
0.05' OPEN GRADED PMS	0.20' TO 0.17' TYPE "B" PMS
0.20' TYPE "B" PMS	0.67' UB
0.67' CLA CTB	0.50' ISM
0.50' ISM	

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Yub	70	16.2/25.8		

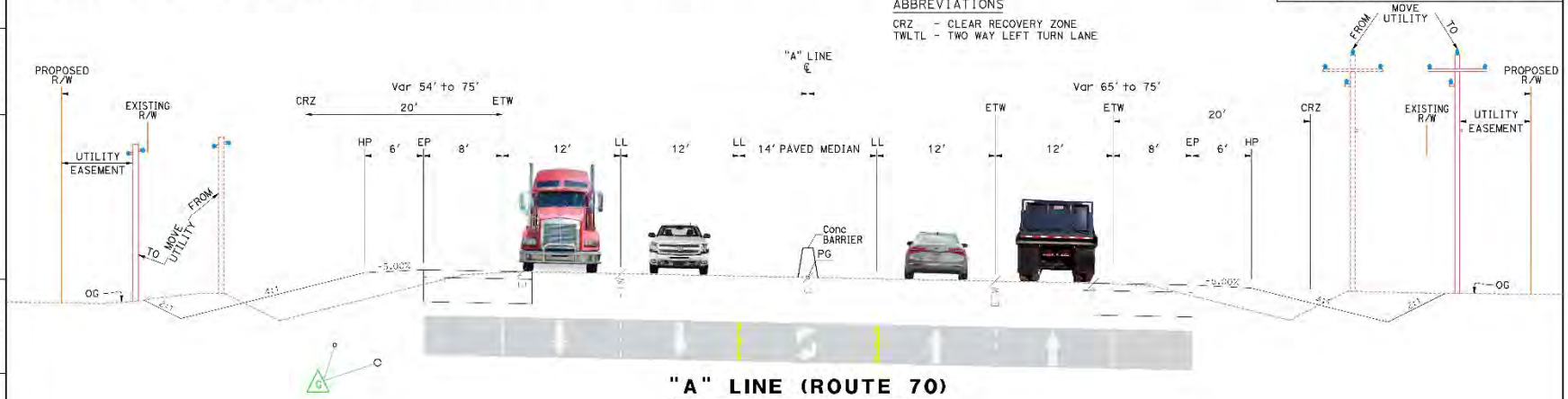
REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE SEAL OF THE REGISTERED ENGINEER ON THIS DATE DOES NOT INCLUDE ANY RESPONSIBILITY FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

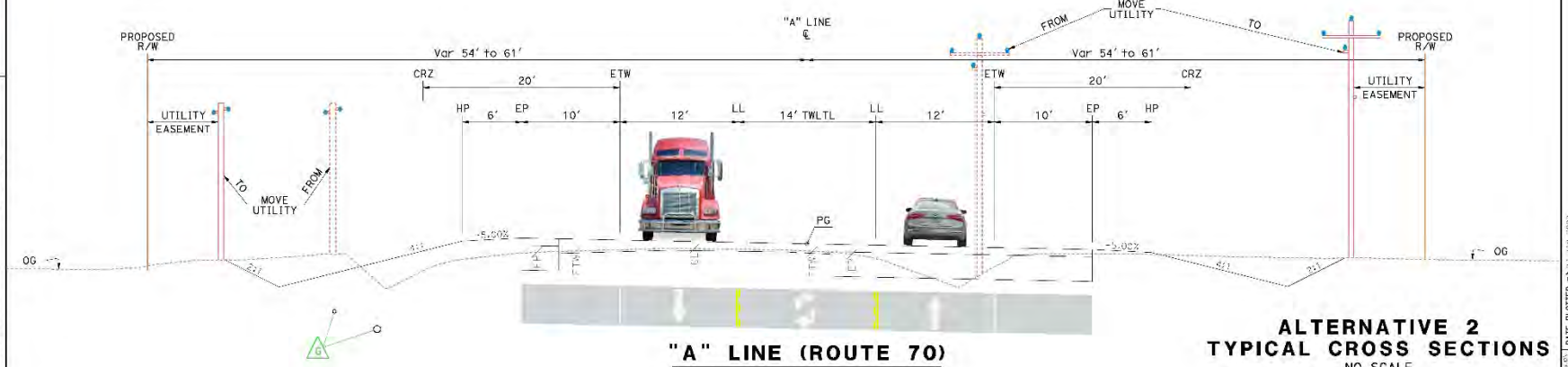
ABBREVIATIONS

CRZ - CLEAR RECOVERY ZONE
TWLTL - TWO WAY LEFT TURN LANE



"A" LINE (ROUTE 70)

CONSTRUCTED WITH YUBA 70 SHOPP 03-3F283K
(WIDEN LEFT AND RIGHT AND ADD CONCRETE BARRIER)



"A" LINE (ROUTE 70)

CONSTRUCTED WITH YUBA 70 SHOPP
(YUBA 70 SAFETY PROJECT EA 03-4F380)

ALTERNATIVE 2
TYPICAL CROSS SECTIONS
NO SCALE

X-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
MITCH ANDRUS

REVISED BY
DATE REVISED

DATE PLOTTED => 27 JAN 2022
TIME PLOTTED => 10:02

BORDER LAST REVISED 7/2/2018

USERNAME => s'\mandrus
DGN FILE => alt_2sa001.dgn

RELATIVE BORDER SCALE TO BE INCHES

UNIT 0322

PROJECT NUMBER & PHASE 03120000681

NOTES:

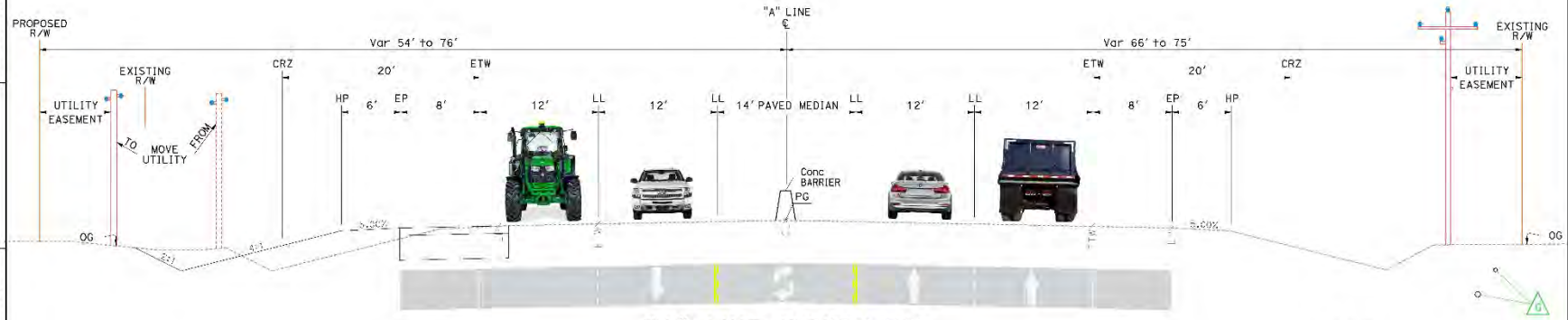
1. MATCH EXISTING SUPERELEVATION OR AS DIRECTED BY THE ENGINEER.
2. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
3. PROFILE GRADE LOCATED AT TOP OF HMA (TYPE A).

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Yub	70	16.2/25.8		

REGISTERED CIVIL ENGINEER DATE

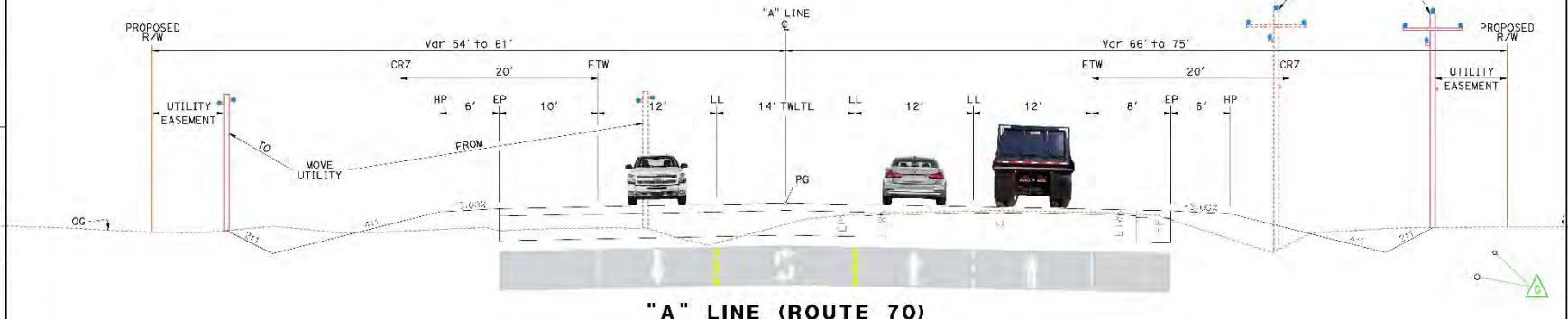
PLANS APPROVAL DATE

THE SEAL OF A REGISTERED ENGINEER ON THESE DRAWINGS OR REPORTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF REVISED CONTENTS OF THESE PLANS SUBSEQUENTLY MADE BY OTHERS.



"A" LINE (ROUTE 70)

CONSTRUCTED WITH YUBA 70 STIP EA 03-3F283K
(WIDEN LEFT AND ADD CONCRETE MEDIAN)



"A" LINE (ROUTE 70)

CONSTRUCTED WITH YUBA 70 SHOPP
(YUBA 70 SAFETY PROJECT EA 03-4F380)

ALTERNATIVE 2
TYPICAL CROSS SECTIONS

NO SCALE

X-2

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR: MITCH ANDRUS
CALC. ALTD. / DES. REVISED BY
DRAWN BY
CHECKED BY
REVISED BY
DATE REVISED

DATE PLOTTED => 27-JAN-2022
TIME PLOTTED => 10:04
01-27-21

BORDER LAST REVISED 7/2/2018
USERNAME => ATVENOR
DGN FILE => A1-_2aa001.dgn
RELATIVE BORDER SCALE TO IN INCHES
UNIT 0322
PROJECT NUMBER & PHASE 03120000681

NOTES:

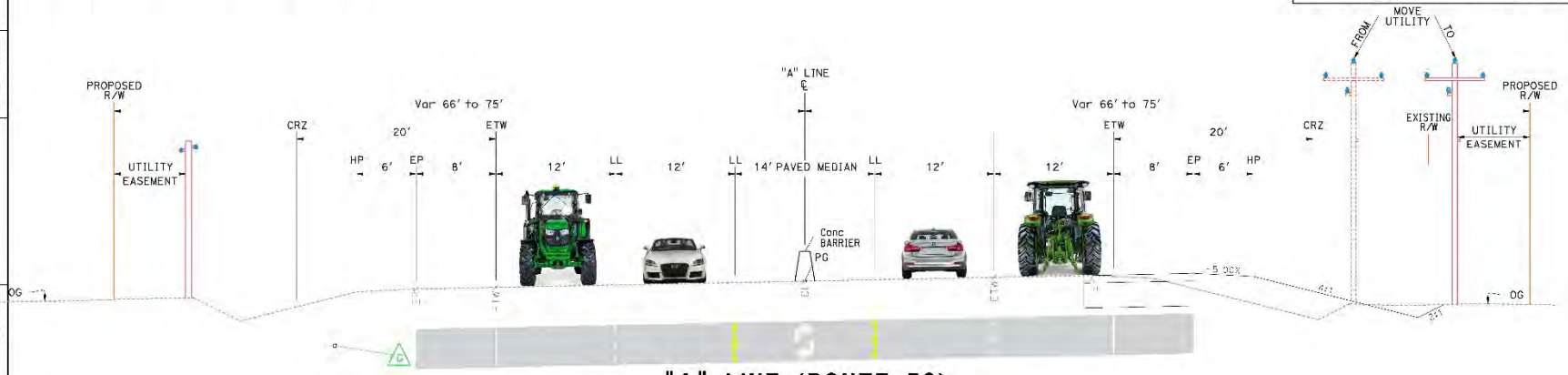
1. MATCH EXISTING SUPERELEVATION OR AS DIRECTED BY THE ENGINEER.
2. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
3. PROFILE GRADE LOCATED AT TOP OF HMA (TYPE A).

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Yub	70	16.2/25.8		

REGISTERED CIVIL ENGINEER DATE

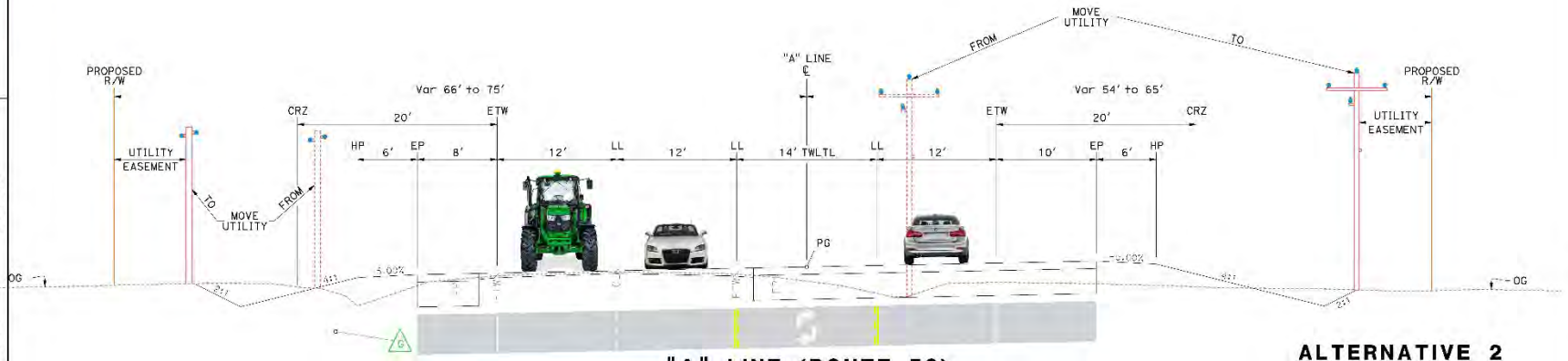
PLANS APPROVAL DATE

THE DISTRICT OR CALTRANS EMPLOYEES OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



"A" LINE (ROUTE 70)

CONSTRUCTED WITH YUBA 70 STIP EA 03-3F283K
(WIDEN RIGHT AND ADD CONCRETE MEDIAN)



"A" LINE (ROUTE 70)

CONSTRUCTED WITH YUBA 70 SHOPP
(YUBA 70 SAFETY PROJECT EA 03-4F380)

ALTERNATIVE 2
TYPICAL CROSS SECTIONS

NO SCALE

X-3

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR: MITCH ANDRUS
CALC. AFTER DESIGNED BY
CHECKED BY
REVISED BY
EA = REVISED

BORDER LAST REVISED 7/2/2018
USERNAME => ATWOOD
DGN FILE => 01-_2aa001.dgn
RELATIVE BORDER SCALE IS IN INCHES
UNIT 0322
PROJECT NUMBER & PHASE 03120000681
DATE PLOTTED => 27-JAN-2021
TIME PLOTTED => 10:05

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. COORDINATE VALUES SHOWN ARE CCS83 ZONE 2. MULTIPLY BY 0.99995 TO OBTAIN GROUND DISTANCES.
3. LOCATION TO BE DETERMINED BY ENGINEER.

LEGEND:

CONCRETE BARRIER (Type 60)

CRASH CUSHION

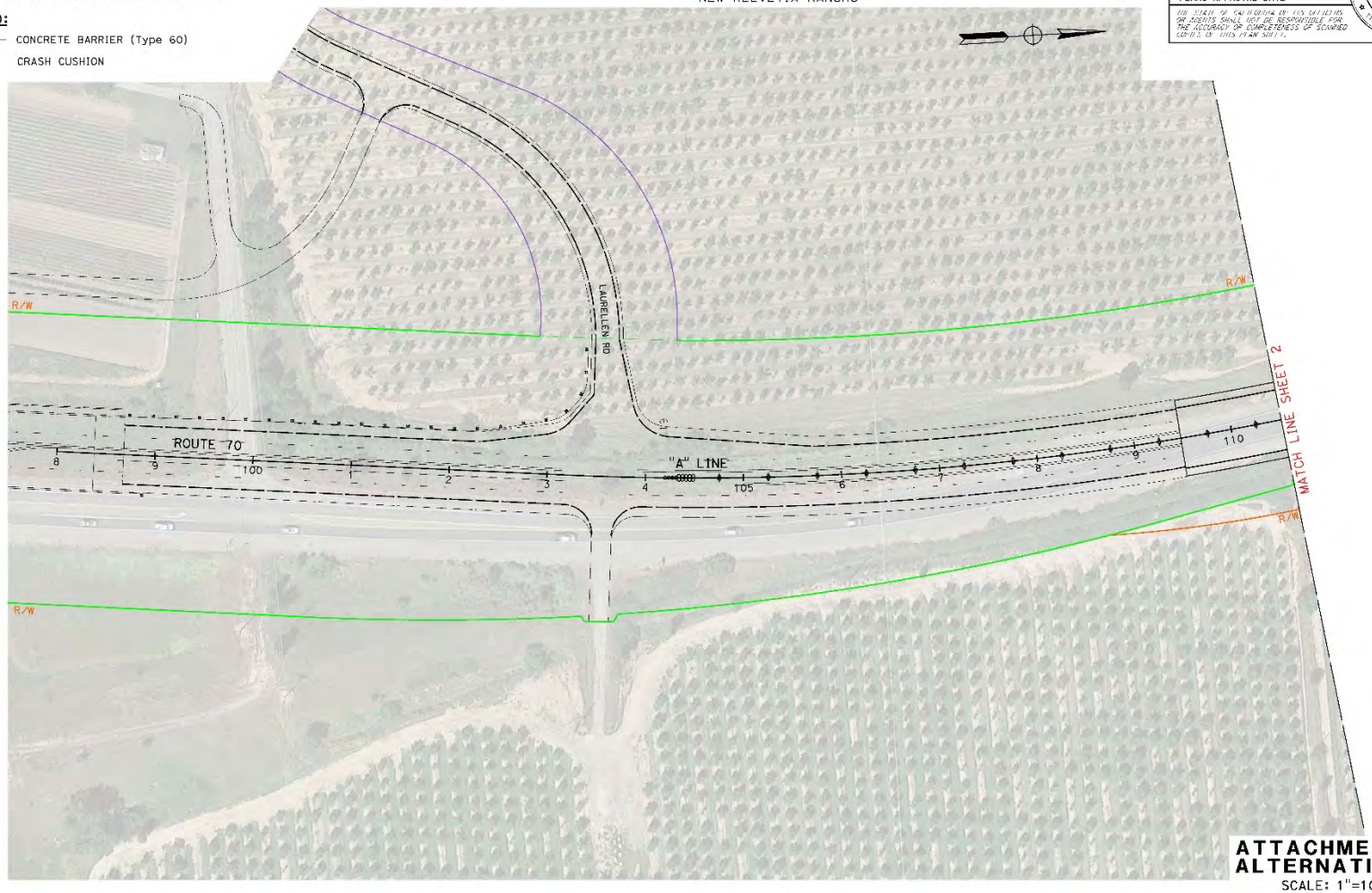
YUBA CITY
T15N R3E MDB&M
NEW HELVETIA RANCHO

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Yub	70	16.2/25.8		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA, ITS OFFICERS OR AGENTS, SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



ATTACHMENT B
ALTERNATIVE 2
SCALE: 1"=100'
SHEET-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
KEN KEATON
A. ANTHONY JONES
R SCOTT FOSTER
DATE PLOTTED => 01-31-20
TIME PLOTTED => 15:51

BORDER LAST REVISED 7/2/2010 | USERNAME => e112608 | DGN FILE => 6_T2cd001.dgn | RELATIVE BORDER SCALE TO IN INCHES | UNIT 0323 | PROJECT NUMBER & PHASE 03180000186

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. COORDINATE VALUES SHOWN ARE CCS83 ZONE 2. MULTIPLY BY 0.99995 TO OBTAIN GROUND DISTANCES.
3. LOCATION TO BE DETERMINED BY ENGINEER.

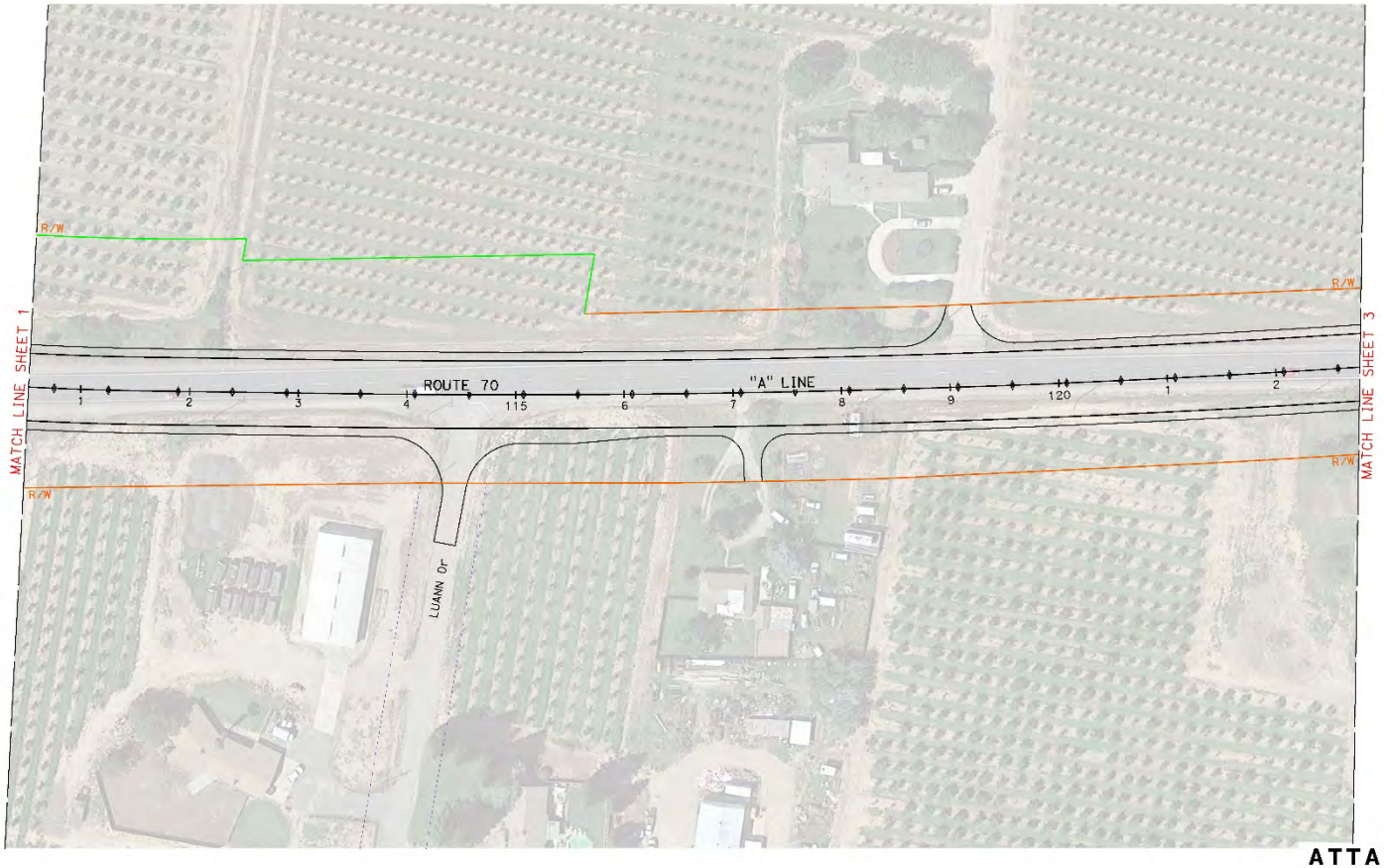
YUBA CITY
T15N R3E MDB&M
NEW HELVETIA RANCHO

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Yub	70	16.2/25.8		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA, ITS OFFICERS OR AGENTS, SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



ATTACHMENT B
ALTERNATIVE 2
SCALE: 1"=100'
SHEET-2

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
KEN KEATON
A. ANTHONY JONES
R SCOTT FOSTER
REVISED BY
DATE REVISED
CHECKED BY
DATE CHECKED
DATE PLOTTED => 01-31-20
TIME PLOTTED => 15:07

BORDER LAST REVISED 7/2/2010
USERNAME => ATYNDOR
DGN FILE => ALT2sd002.dgn
RELATIVE BORDER SCALE TO BE INCHES
UNIT
PROJECT NUMBER & PHASE 03180000186

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. COORDINATE VALUES SHOWN ARE CCS83 ZONE 2. MULTIPLY BY 0.99995 TO OBTAIN GROUND DISTANCES.
3. LOCATION TO BE DETERMINED BY ENGINEER.

YUBA CITY
T15N R3E MDB&M
NEW HELVETIA RANCHO

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Yub	70	16.2/25.8		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA, ITS OFFICERS OR AGENTS, SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CA, FRANCE

ATTACHMENT B
ALTERNATIVE 2
SCALE: 1"=100'
SHEET-3

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
PROJECT DEVELOPMENT SUPERVISOR: KEN KEATON
CALCULATED/DESIGNED BY
DRAWN BY: A. ANTHONY JONES
CHECKED BY: R SCOTT FOSTER
REVISED BY
DATE REVISED

BORDER LAST REVISED 7/2/2010
USERNAME => ATTWOOK
DGN FILE => ALT2sh003.dgn
RELATIVE BORDER SCALE TO IN INCHES
UNIT 0323
PROJECT NUMBER & PHASE 03180000186
DATE PLOTTED => 31-JAN-2020
TIME PLOTTED => 08:24
01-31-20

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. COORDINATE VALUES SHOWN ARE CCS83 ZONE 2. MULTIPLY BY 0.99995 TO OBTAIN GROUND DISTANCES.
3. LOCATION TO BE DETERMINED BY ENGINEER.

YUBA CITY
T15N R3E MDB&M
NEW HELVETIA RANCHO

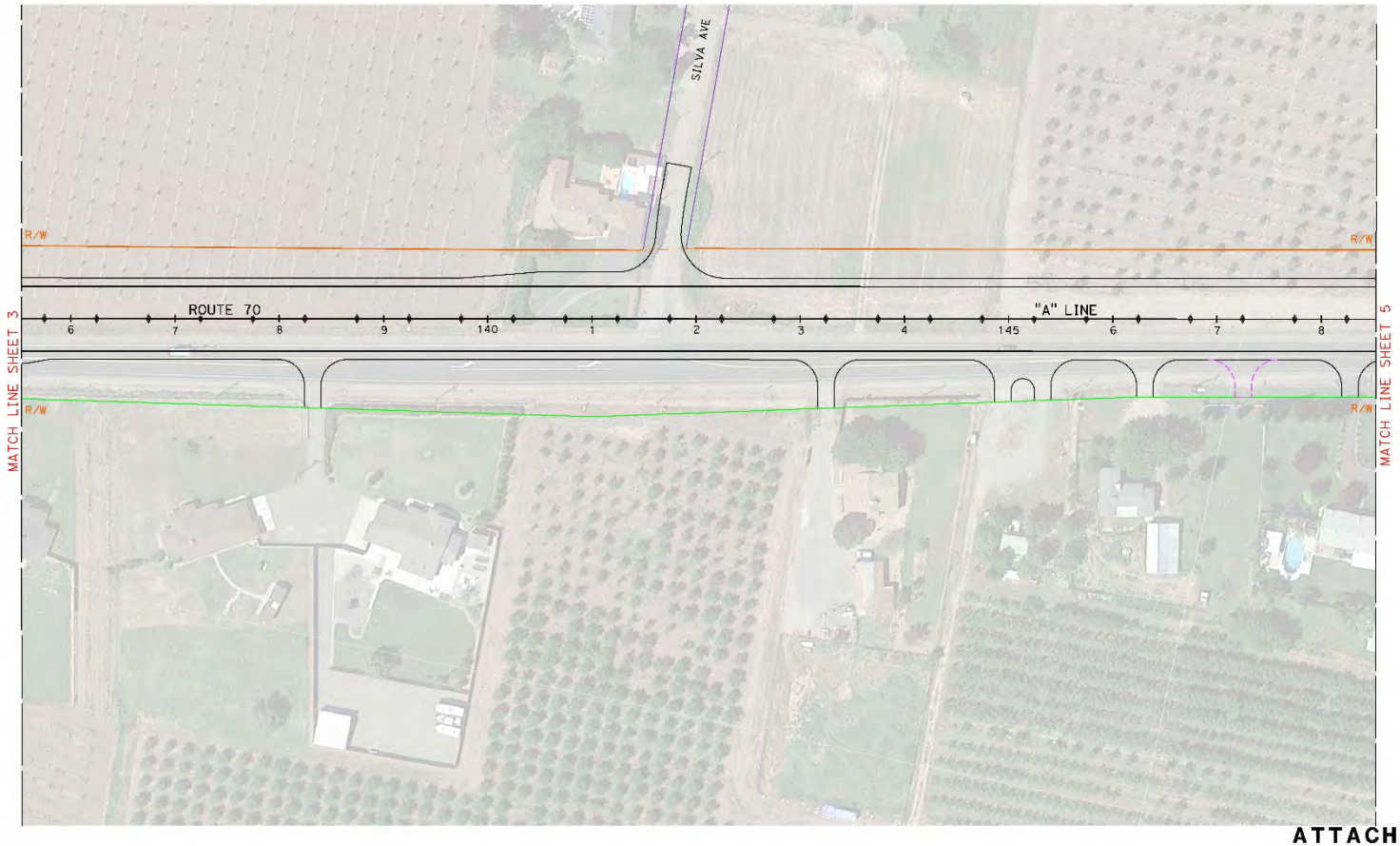
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Yub	70	16.2/25.8		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA, ITS OFFICERS OR AGENTS, SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CA. FIONEER



ATTACHMENT B
ALTERNATIVE 2
SCALE: 1"=100'

SHEET-4

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
PROFESSIONAL ENGINEER SUPERVISOR: KEN KEATON
CHECKED BY
CALC. ADJ. DESIGNED BY
A. ANTHONY JONES
R SCOTT FOSTER
REVISED BY
DATE REVISED

DATE PLOTTED => 01-31-20
TIME PLOTTED => 08:03

BORDER LAST REVISED 7/2/2010

USERNAME => ATYNDOR
DGN FILE => ALT2sd004.dgn

RELATIVE BORDER SCALE TO IN INCHES

UNIT 0323

PROJECT NUMBER & PHASE 03180000186

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. COORDINATE VALUES SHOWN ARE CCS83 ZONE 2. MULTIPLY BY 0.99995 TO OBTAIN GROUND DISTANCES.
3. LOCATION TO BE DETERMINED BY ENGINEER.

YUBA CITY
T15N R3E MDB&M
NEW HELVETIA RANCHO

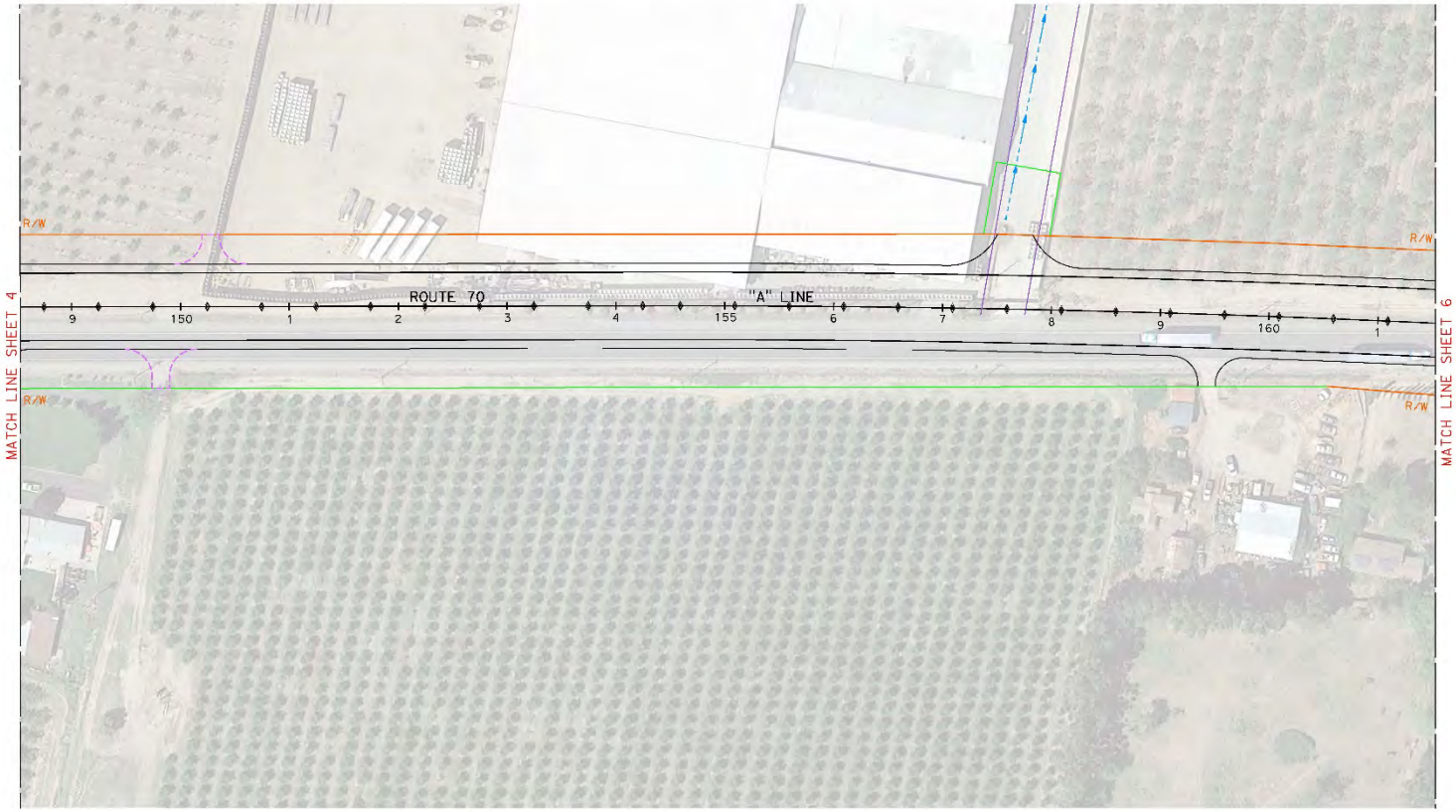
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Yub	70	16.2/25.8		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA, ITS OFFICERS OR AGENTS, SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CA. FRANCIS



ATTACHMENT B
ALTERNATIVE 2
SCALE: 1"=100'
SHEET-5

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
KEN KEATON
A. ANTHONY JONES
R SCOTT FOSTER
REVISED BY
DATE REVISED
CALC. AUTO. DESIGNED BY
CHECKED BY
DATE PLOTTED => 01-31-20
TIME PLOTTED => 09:00

BORDER LAST REVISED 7/2/2010
USERNAME => ATYBOR
DGN FILE => ALT2sh005.dgn
RELATIVE BORDER SCALE TO BE INCHES
UNIT 0323
PROJECT NUMBER & PHASE 03180000186

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. COORDINATE VALUES SHOWN ARE CCS83 ZONE 2. MULTIPLY BY 0.99995 TO OBTAIN GROUND DISTANCES.
3. LOCATION TO BE DETERMINED BY ENGINEER.

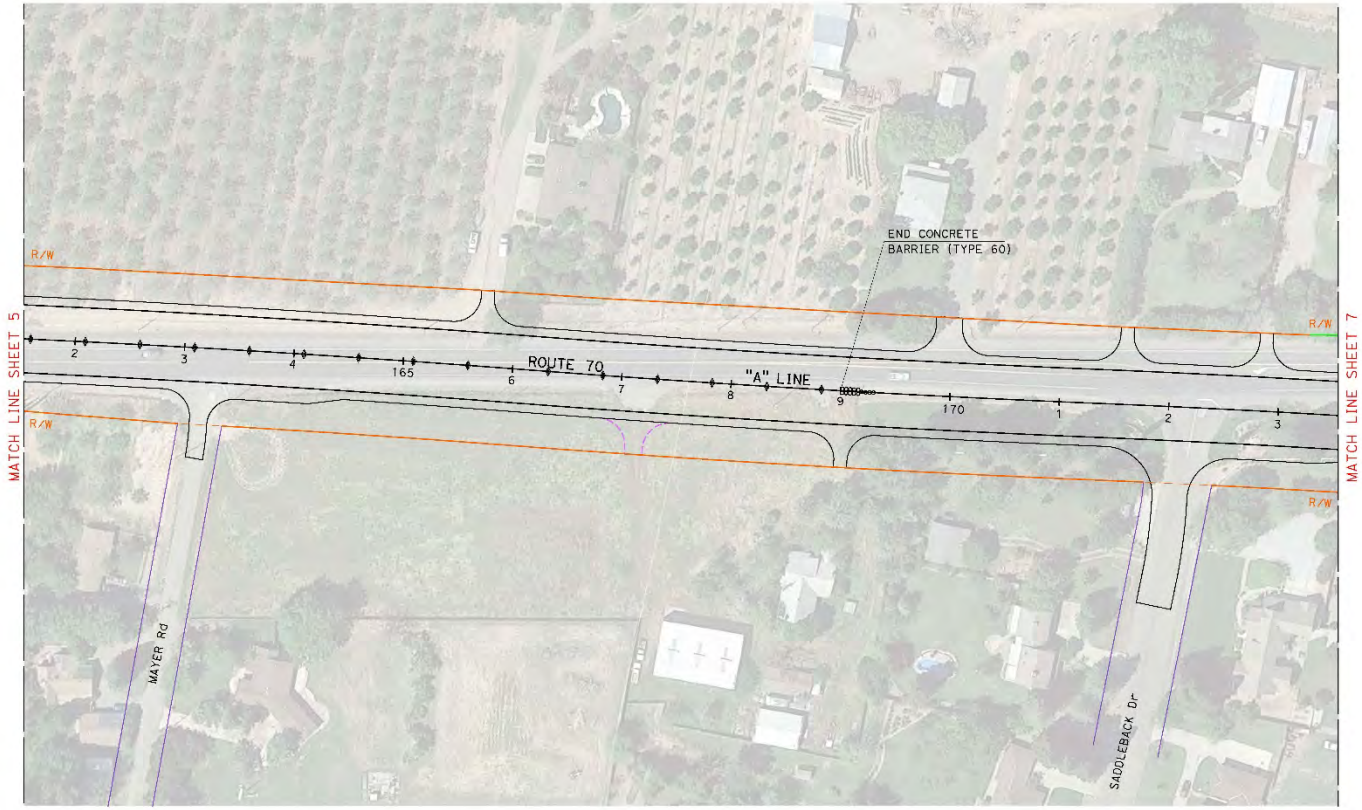
YUBA CITY
T15N R3E MDB&M
NEW HELVETIA RANCHO

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Yub	70	16.2/25.8		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA, ITS OFFICERS OR AGENTS, SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



ATTACHMENT B
ALTERNATIVE 2
SCALE: 1"=100'
SHEET-6

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
KEN KEATON
A. ANTHONY JONES
R SCOTT FOSTER

BORDER LAST REVISED 7/2/2010
USERNAME => ATYSON
DGN FILE => ALT2sh006.dgn
RELATIVE BORDER SCALE IS IN INCHES
UNIT 0323
PROJECT NUMBER & PHASE 03180000186
DATE PLOTTED => 31-JAN-2020
TIME PLOTTED => 09:07

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. COORDINATE VALUES SHOWN ARE CCS83 ZONE 2. MULTIPLY BY 0.99995 TO OBTAIN GROUND DISTANCES.
3. LOCATION TO BE DETERMINED BY ENGINEER.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Yub	70	16.2/25.8		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

ATTACHMENT B
ALTERNATIVE 2
SCALE: 1"=100'
SHEET-7

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
DESIGN

	PREPARED BY	CALCULATED/DESIGNED BY	CHECKED BY	REVISED BY	DATE REVISED
	KEN KEATON		R SCOTT FOSTER	A. ANTHONY JONES	01-31-20

DATE PLOTTED => 01-31-20
TIME PLOTTED => 09:05

BORDER LAST REVISED 7/2/2010

USERNAME => ATYSON
DGN FILE => ALT2sh007.dgn

RELATIVE BORDER SCALE TO BE INCHES

UNIT 0323

PROJECT NUMBER & PHASE 03180000186

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. COORDINATE VALUES SHOWN ARE CCS83 ZONE 2. MULTIPLY BY 0.99995 TO OBTAIN GROUND DISTANCES.
3. LOCATION TO BE DETERMINED BY ENGINEER.

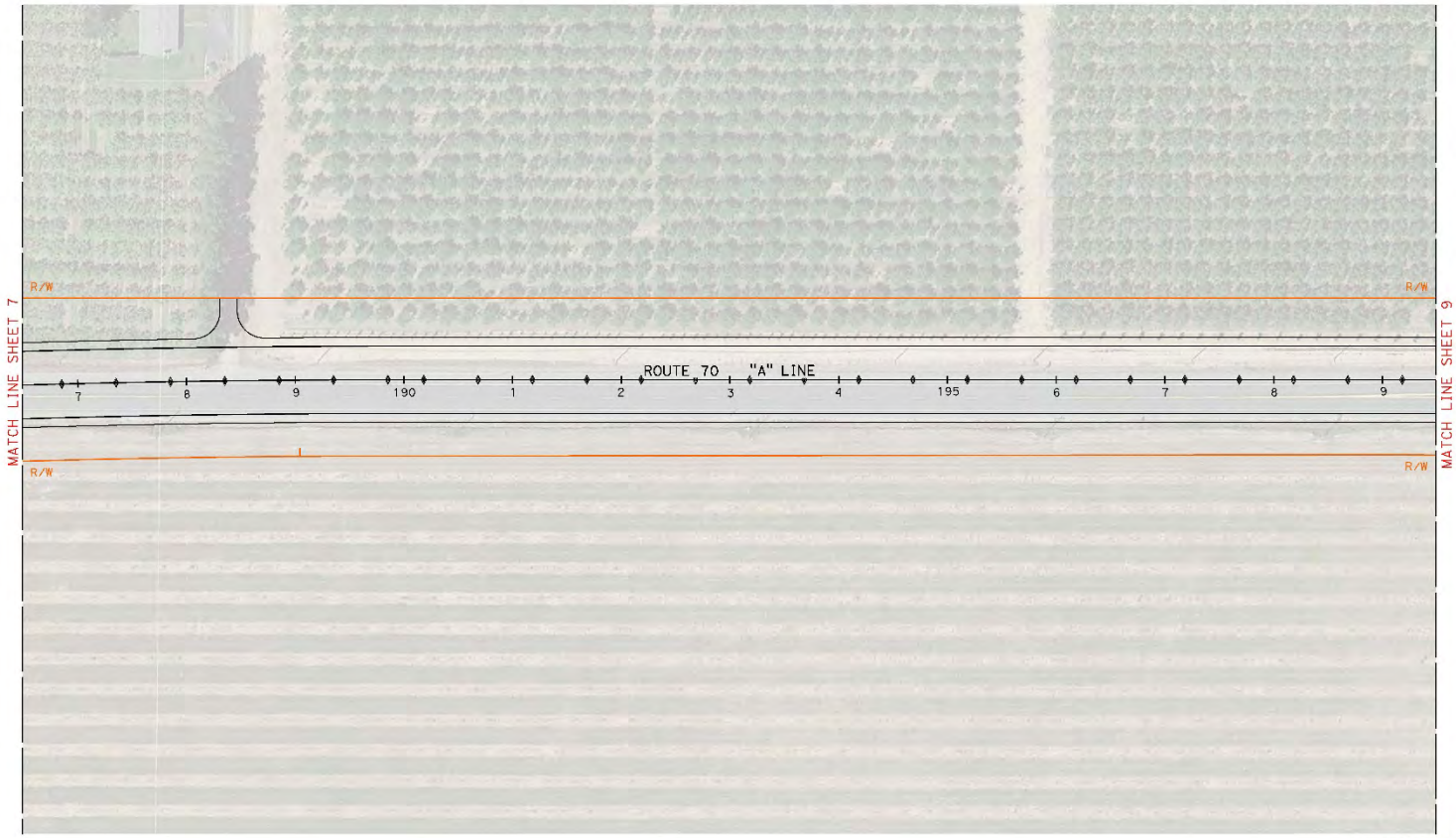
YUBA CITY
T16N R3E MDB&M
HONCUT RANCHO

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Yub	70	16.2/25.8		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA, ITS OFFICERS OR AGENTS, SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



ATTACHMENT B
ALTERNATIVE 2
SCALE: 1"=100'

SHEET-8

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
KEN KEATON
A. ANTHONY JONES
R SCOTT FOSTER
REVISED BY
DATE REVISED

BORDER LAST REVISED 7/2/2010
USERNAME => ATYNDON
DGN FILE => ALT2sh008.dgn
RELATIVE BORDER SCALE TO BE INCHES
UNIT 0323
PROJECT NUMBER & PHASE 03180000186
DATE PLOTTED => 31-JAN-2020
TIME PLOTTED => 09:07

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. COORDINATE VALUES SHOWN ARE CCS83 ZONE 2. MULTIPLY BY 0.99995 TO OBTAIN GROUND DISTANCES.
3. LOCATION TO BE DETERMINED BY ENGINEER.

YUBA CITY
T16N R3E MDB&M
HONCUT RANCHO

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Yub	70	16.2/25.8		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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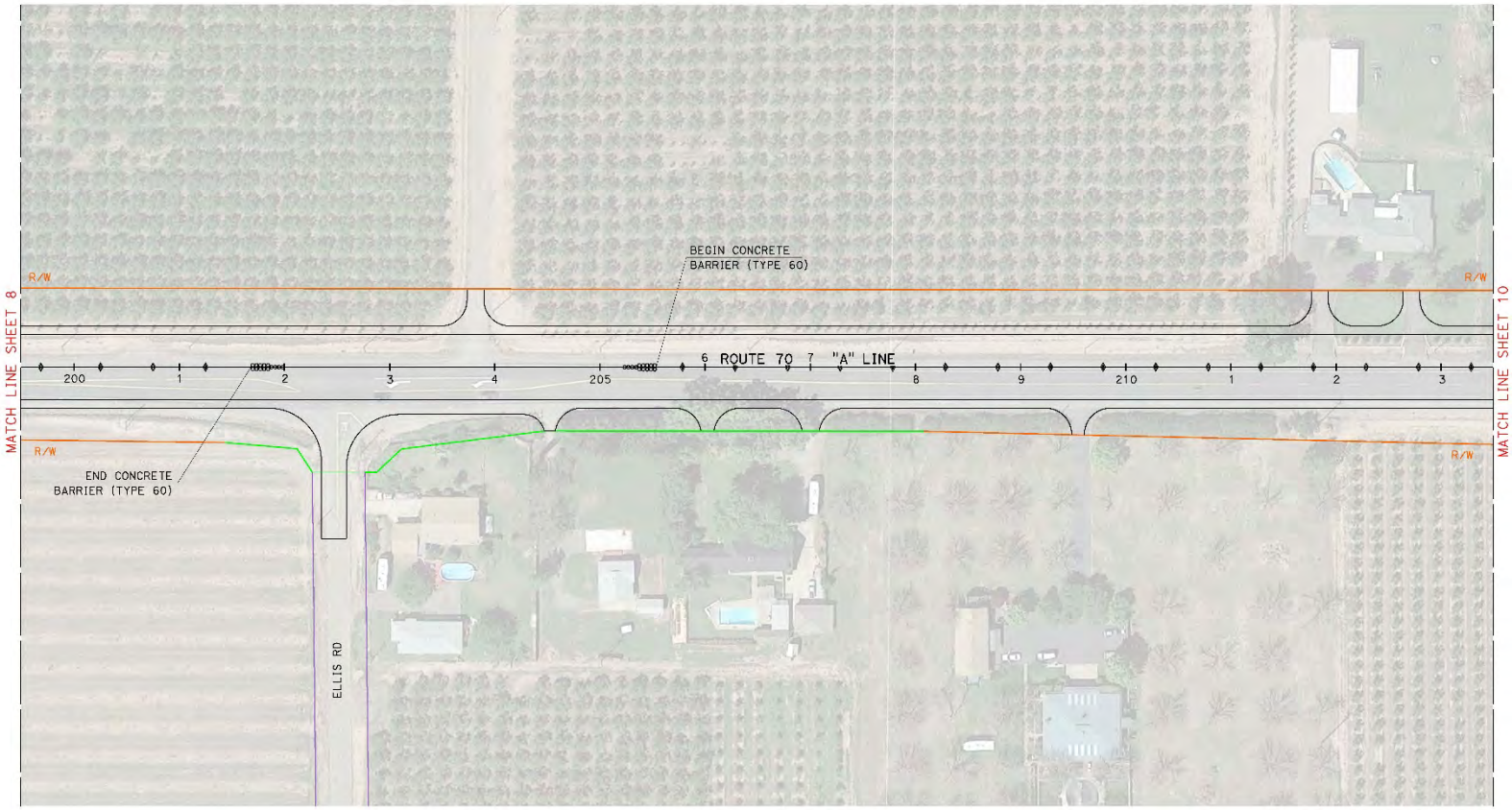

ATTACHMENT B
ALTERNATIVE 2
SCALE: 1"=100'

SHEET-9

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
PROFESSIONAL SUPERVISOR: KEN KEATON
CALC. ADD'D / REVISED BY
CHECKED BY
A. ANTHONY JONES
R SCOTT FOSTER
REVISED BY
DATE REVISED

DATE PLOTTED => 01-31-20
TIME PLOTTED => 09:03

BORDER LAST REVISED 7/2/2010
USERNAME => ATYNDOR
DGN FILE => ALT2sh009.dgn
RELATIVE BORDER SCALE TO BE INCHES
UNIT 0323
PROJECT NUMBER & PHASE 03180000186

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. COORDINATE VALUES SHOWN ARE CCS83 ZONE 2. MULTIPLY BY 0.99995 TO OBTAIN GROUND DISTANCES.
3. LOCATION TO BE DETERMINED BY ENGINEER.

YUBA CITY
T16N R3E MDB&M
HONCUT RANCHO

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Yub	70	16.2/25.8		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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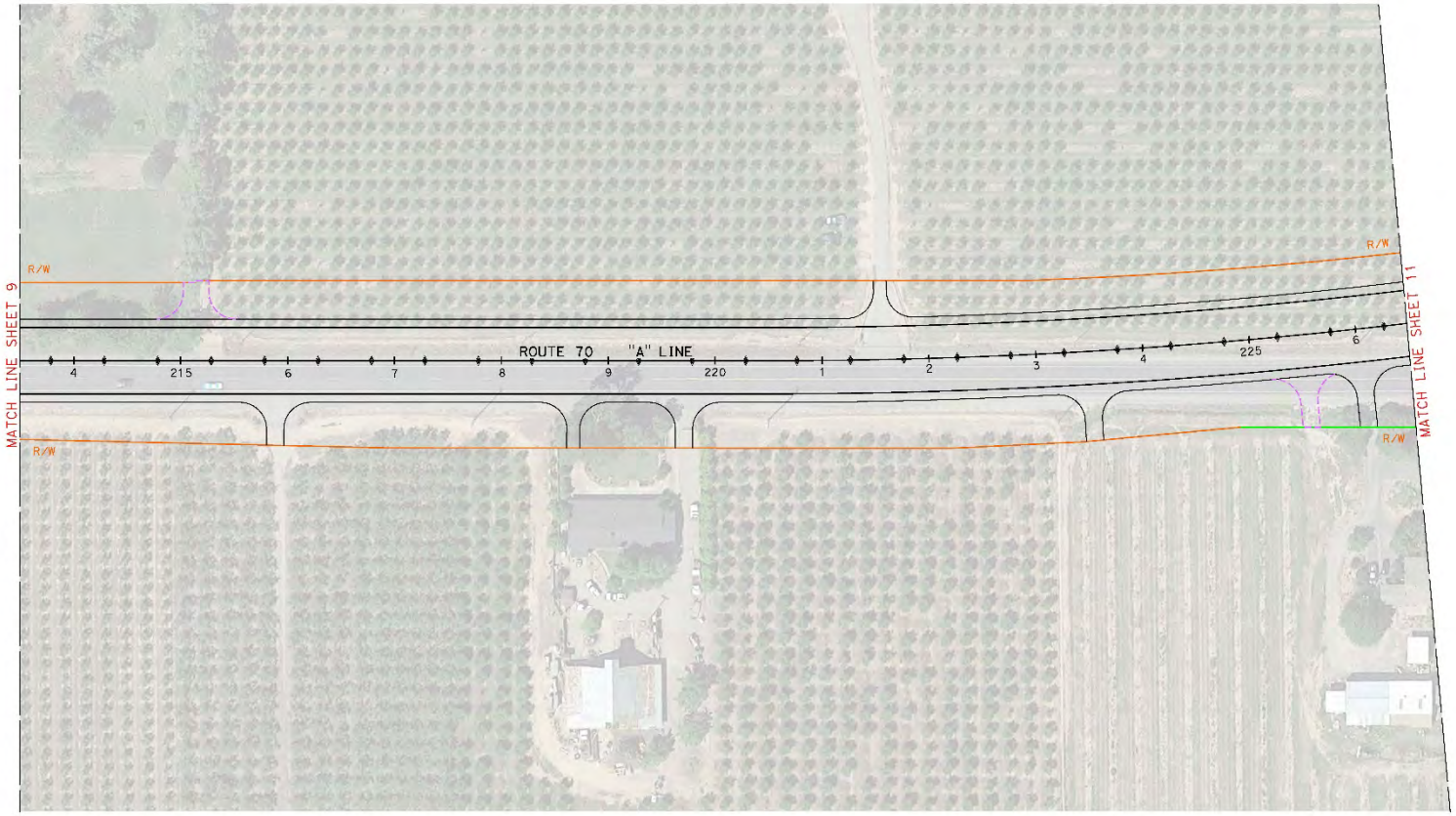
REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CA, FRANCE



ATTACHMENT B
ALTERNATIVE 2
SCALE: 1"=100'
SHEET-10

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
PROJECT DEVELOPMENT SUPERVISOR
KEN KEATON
CALCULATED/DESIGNED BY
CHECKED BY
A. ANTHONY JONES
R SCOTT FOSTER
REVISED BY
DATE REVISED

DATE PLOTTED => 01-31-20
TIME PLOTTED => 09:09

BORDER LAST REVISED 7/2/2010
USERNAME => ATYNDOR
DGN FILE => ALT2sh09.dgn
RELATIVE BORDER SCALE TO BE INCHES
UNIT 0323
PROJECT NUMBER & PHASE 03180000186

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. COORDINATE VALUES SHOWN ARE CCS83 ZONE 2. MULTIPLY BY 0.99995 TO OBTAIN GROUND DISTANCES.
3. LOCATION TO BE DETERMINED BY ENGINEER.

YUBA CITY
T16N R3E MDB&M
HONCUT RANCHO

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Yub	70	16.2/25.8		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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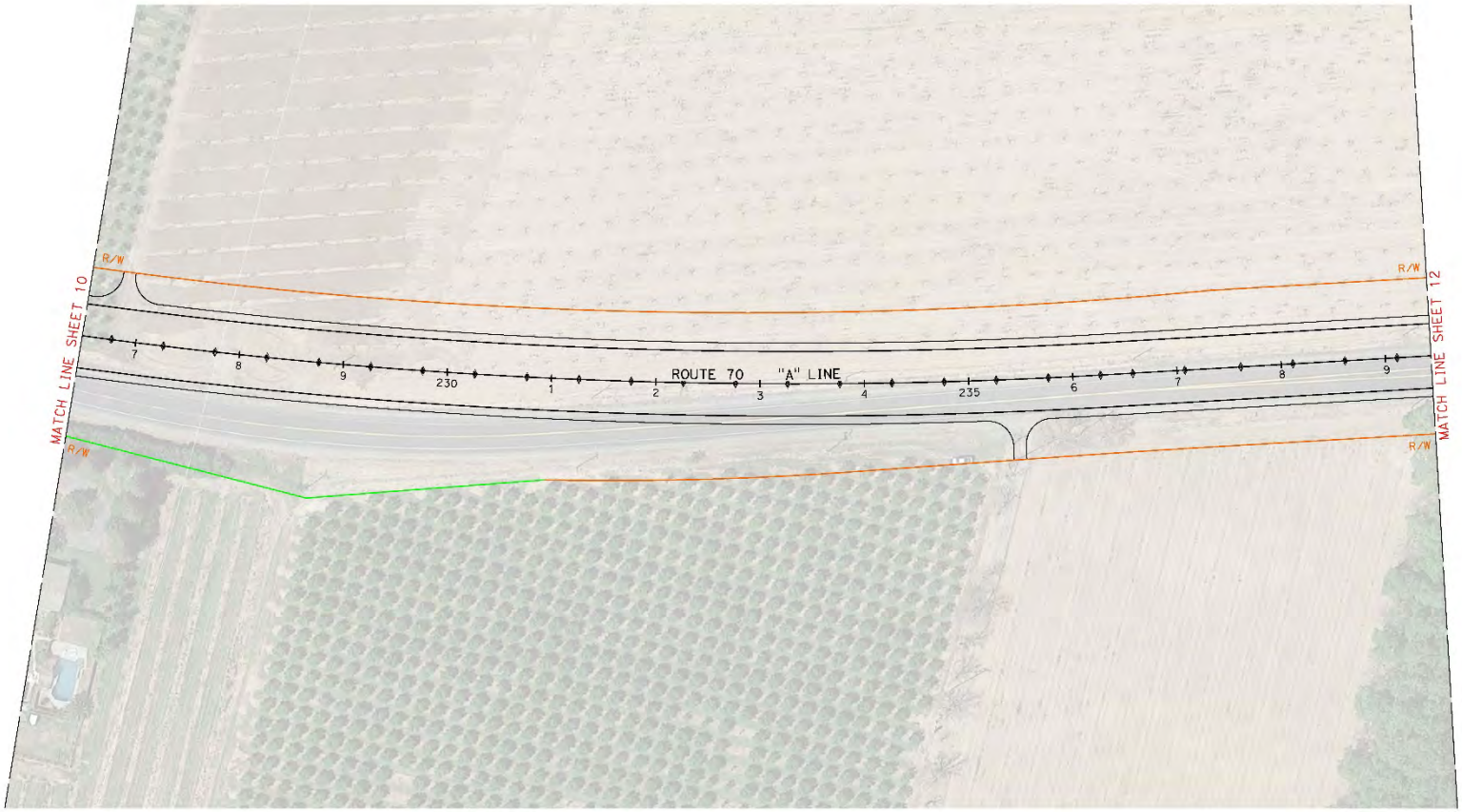
REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA



ATTACHMENT B
ALTERNATIVE 2
SCALE: 1"=100'
SHEET-11

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
PROFESSIONAL ENGINEER IN CHARGE: KEN KEATON
CALCULATED/DESIGNED BY
CHECKED BY
REVISED BY
DATE REVISED

	A. ANTHONY JONES	
	R SCOTT FOSTER	

DATE PLOTTED => 01-31-20
TIME PLOTTED => 09:22

BORDER LAST REVISED 7/2/2010

USERNAME => [illegible]
DGN FILE => ALT2sh07.dgn

RELATIVE BORDER SCALE TO BE IN INCHES

UNIT 0323 | PROJECT NUMBER & PHASE 03180000186

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. COORDINATE VALUES SHOWN ARE CCS83 ZONE 2. MULTIPLY BY 0.99995 TO OBTAIN GROUND DISTANCES.
3. LOCATION TO BE DETERMINED BY ENGINEER.

YUBA CITY
T16N R3E MDB&M
HONCUT RANCHO

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Yub	70	16.2/25.8		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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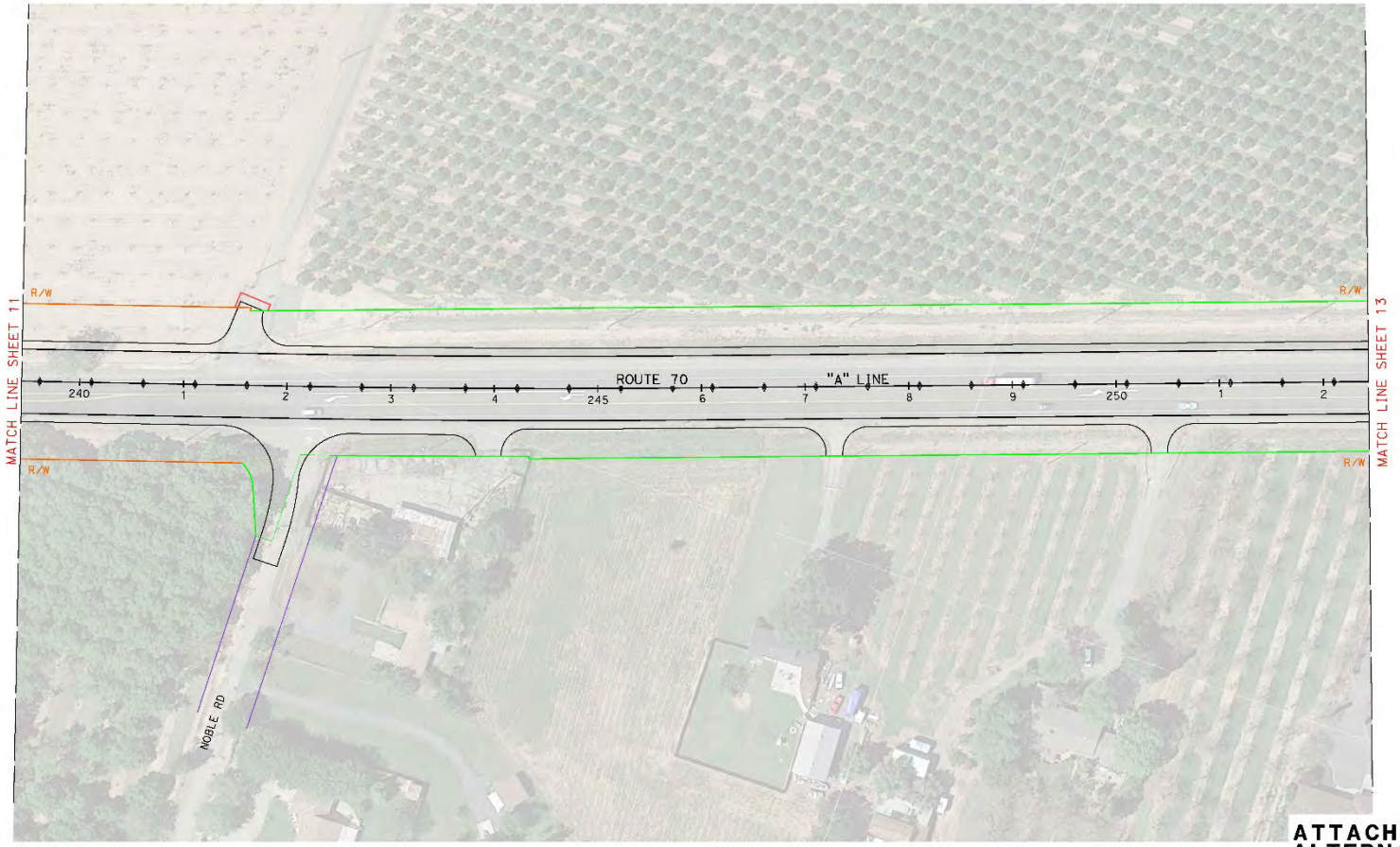


ATTACHMENT B
ALTERNATIVE 2
SCALE: 1"=100'
SHEET-12

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
KEN KEATON
A. ANTHONY JONES
R SCOTT FOSTER
REVISED BY
DATE REVISED

DATE PLOTTED => 01-31-20
TIME PLOTTED => 09:24

BORDER LAST REVISED 7/2/2010
USERNAME => ATYSON
DGN FILE => ALT2sh02.dgn
RELATIVE BORDER SCALE TO IN INCHES
UNIT 0323
PROJECT NUMBER & PHASE 03180000186

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. COORDINATE VALUES SHOWN ARE CCS83 ZONE 2. MULTIPLY BY 0.99995 TO OBTAIN GROUND DISTANCES.
3. LOCATION TO BE DETERMINED BY ENGINEER.

YUBA CITY
T16N R3E MDB&M
HONCUT RANCHO

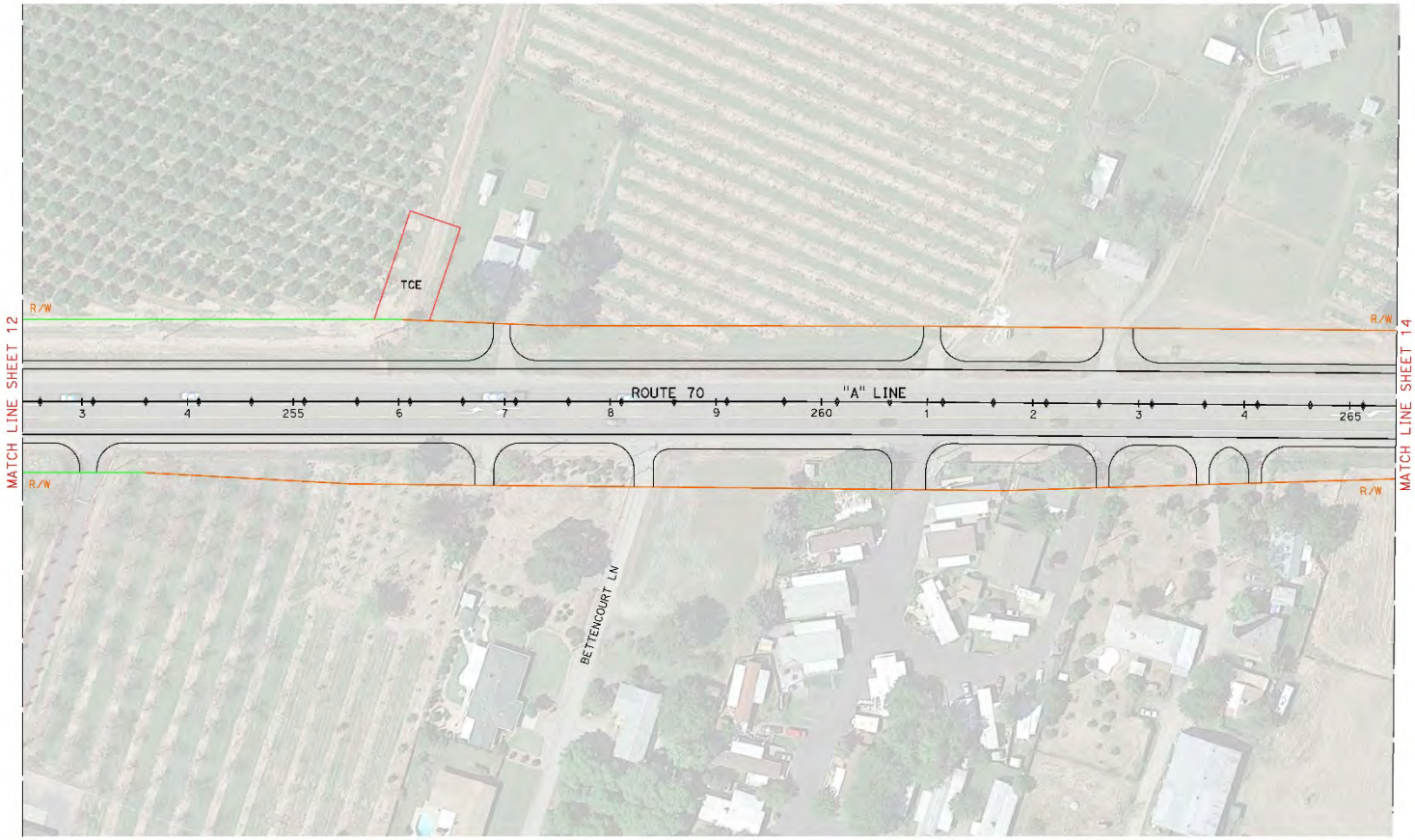
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Yub	70	16.2/25.8		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA, ITS OFFICERS OR AGENTS, SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CA. FRANCIS



ATTACHMENT B
ALTERNATIVE 2
SCALE: 1"=100'
SHEET-13

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
KEN KEATON
A. ANTHONY JONES
R SCOTT FOSTER
REVISED BY
DATE REVISED
CALCULATED/DESIGNED BY
DRAWN BY
CHECKED BY

DATE PLOTTED => 01-31-20
TIME PLOTTED => 09:05

BORDER LAST REVISED 7/2/2010
USERNAME => ATYSON
DGN FILE => ALT2sh013.dgn
RELATIVE BORDER SCALE TO BE INCHES
UNIT 0323
PROJECT NUMBER & PHASE 03180000186

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. COORDINATE VALUES SHOWN ARE CCS83 ZONE 2. MULTIPLY BY 0.99995 TO OBTAIN GROUND DISTANCES.
3. LOCATION TO BE DETERMINED BY ENGINEER.

YUBA CITY
T16N R3E MDB&M
HONCUT RANCHO

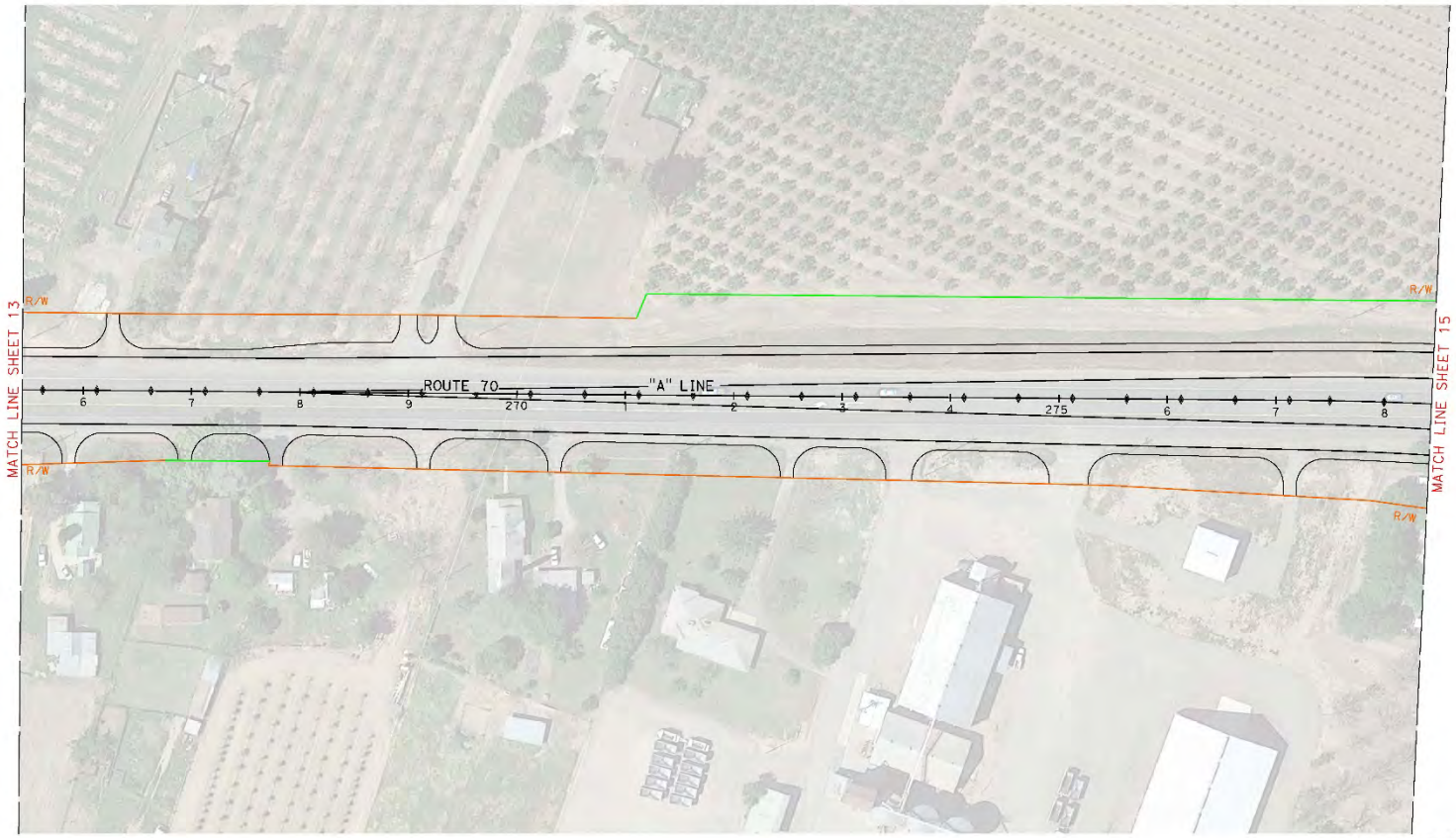
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Yub	70	16.2/25.8		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA, ITS OFFICERS OR AGENTS, SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA



ATTACHMENT B
ALTERNATIVE 2
SCALE: 1"=100'
SHEET-14

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

	ORIGINATED BY	CHECKED BY	REVISED BY	DATE REVISED
PROJECT ENGINEER				
KEN KEATON	A. ANTHONY JONES	R SCOTT FOSTER		

DATE PLOTTED => 01-31-20
TIME PLOTTED => 09:32

BORDER LAST REVISED 7/2/2010

USERNAME => ATYSON
DGN FILE => ALT2sh04.dgn

RELATIVE BORDER SCALE TO BE INCHES

UNIT 0323

PROJECT NUMBER & PHASE 03180000186

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. COORDINATE VALUES SHOWN ARE CCS83 ZONE 2. MULTIPLY BY 0.99995 TO OBTAIN GROUND DISTANCES.
3. LOCATION TO BE DETERMINED BY ENGINEER.

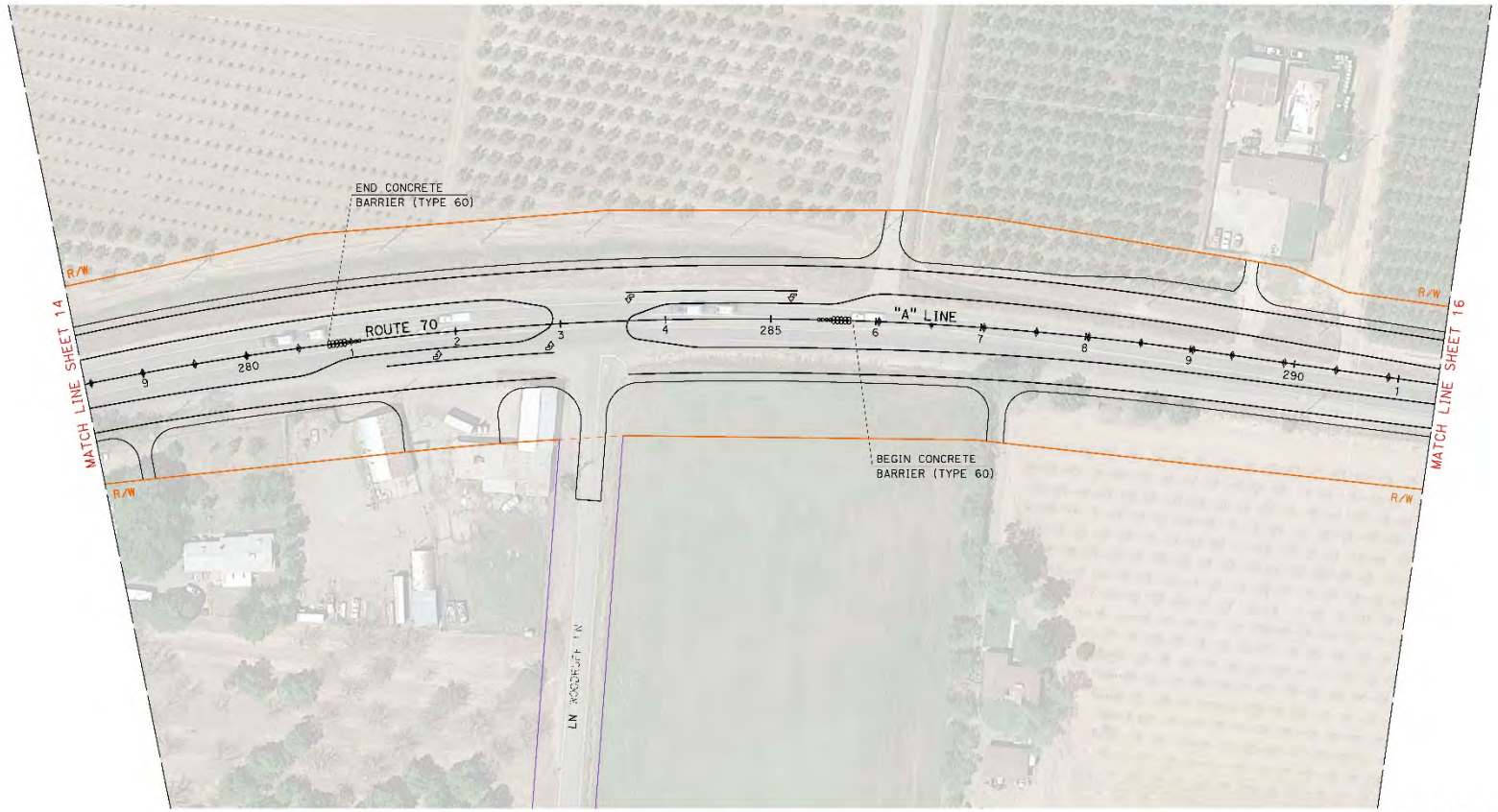
YUBA CITY
T16N R3E MDB&M
HONCUT RANCHO

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Yub	70	16.2/25.8		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA, ITS OFFICERS OR AGENTS, SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



ATTACHMENT B
ALTERNATIVE 2
SCALE: 1"=100'

SHEET-15

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
PREPARED BY KEN KEATON
CALCULATED/DESIGNED BY
CHECKED BY
A. ANTHONY JONES
R SCOTT FOSTER
REVISED BY
DATE REVISED

BORDER LAST REVISED 7/2/2018
USERNAME => ATYNDOR
DGN FILE => ALT2sh015.dgn
RELATIVE BORDER SCALE IS IN INCHES
UNIT 0323
PROJECT NUMBER & PHASE 03180000186
DATE PLOTTED => 01-31-20
TIME PLOTTED => 09:31

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. COORDINATE VALUES SHOWN ARE CCS83 ZONE 2. MULTIPLY BY 0.99995 TO OBTAIN GROUND DISTANCES.
3. LOCATION TO BE DETERMINED BY ENGINEER.

YUBA CITY
T16N R3E MDB&M
HONCUT RANCHO

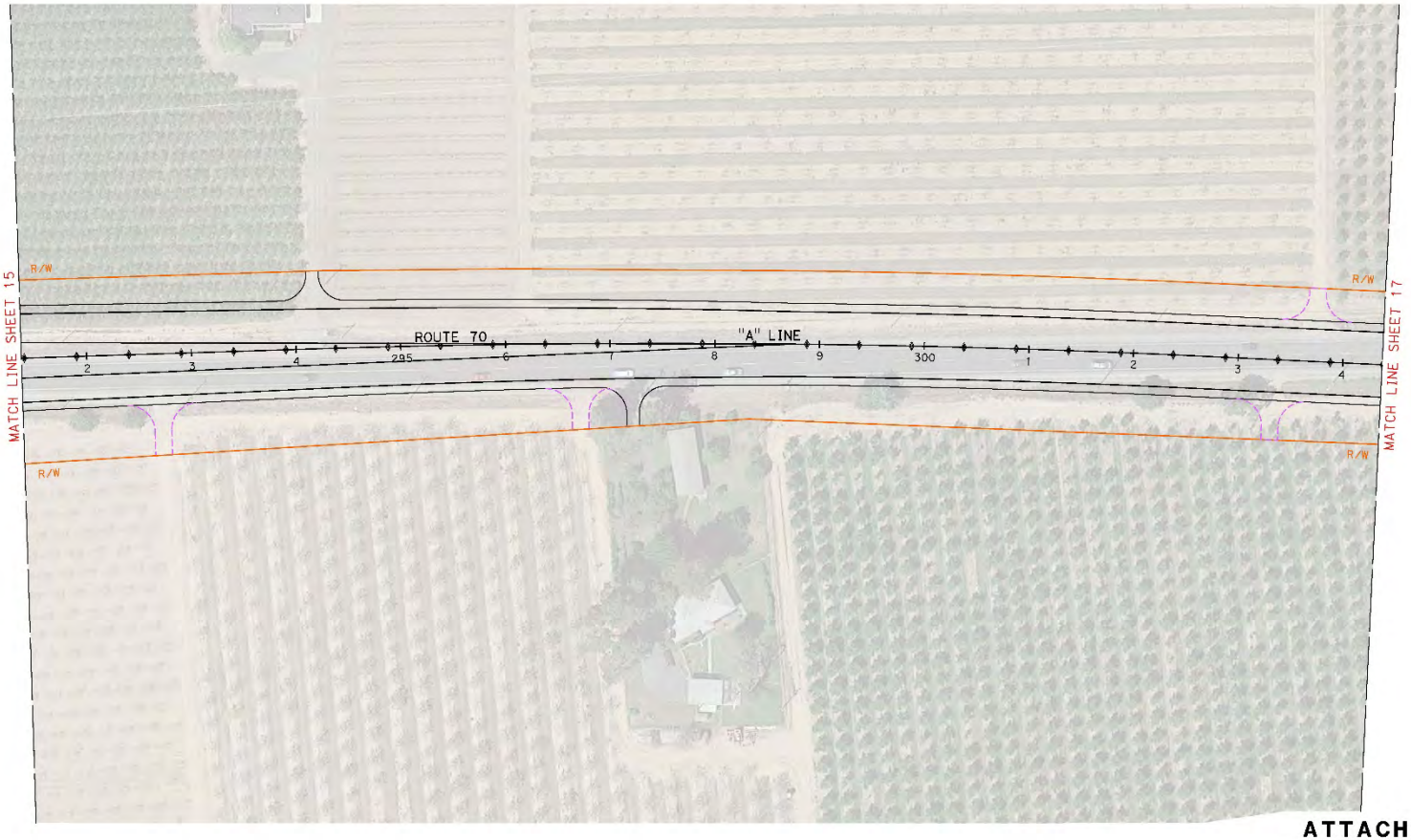
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Yub	70	16.2/25.8		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA, ITS OFFICERS OR AGENTS, SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CA, FRANCE



ATTACHMENT B
ALTERNATIVE 2
SCALE: 1"=100'
SHEET-16

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
KEN KEATON
A. ANTHONY JONES
R SCOTT FOSTER
REVISED BY
DATE REVISED

DATE PLOTTED => 01-31-20
TIME PLOTTED => 09:36

BORDER LAST REVISED 7/2/2010
USERNAME => ATYSON
DGN FILE => ALT2sh016.dgn
RELATIVE BORDER SCALE TO IN INCHES
UNIT 0323
PROJECT NUMBER & PHASE 03180000186

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. COORDINATE VALUES SHOWN ARE CCS83 ZONE 2. MULTIPLY BY 0.99995 TO OBTAIN GROUND DISTANCES.
3. LOCATION TO BE DETERMINED BY ENGINEER.

YUBA CITY
T16N R3E MDB&M
HONCUT RANCHO

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Yub	70	16.2/25.8		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA, ITS OFFICERS OR AGENTS, SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

ATTACHMENT B
ALTERNATIVE 2
SCALE: 1"=100'
SHEET-17

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
KEN KEATON
A. ANTHONY JONES
R SCOTT FOSTER

BORDER LAST REVISED 7/2/2010

USERNAME => ATYSON
DGN FILE => ALT2sh07.dgn

RELATIVE BORDER SCALE TO BE IN INCHES

UNIT 0323

PROJECT NUMBER & PHASE 03180000186

DATE PLOTTED => 01-31-20
TIME PLOTTED => 09:53

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. COORDINATE VALUES SHOWN ARE CCS83 ZONE 2. MULTIPLY BY 0.99995 TO OBTAIN GROUND DISTANCES.
3. LOCATION TO BE DETERMINED BY ENGINEER.

YUBA CITY
T16N R3E MDB&M
HONCUT RANCHO

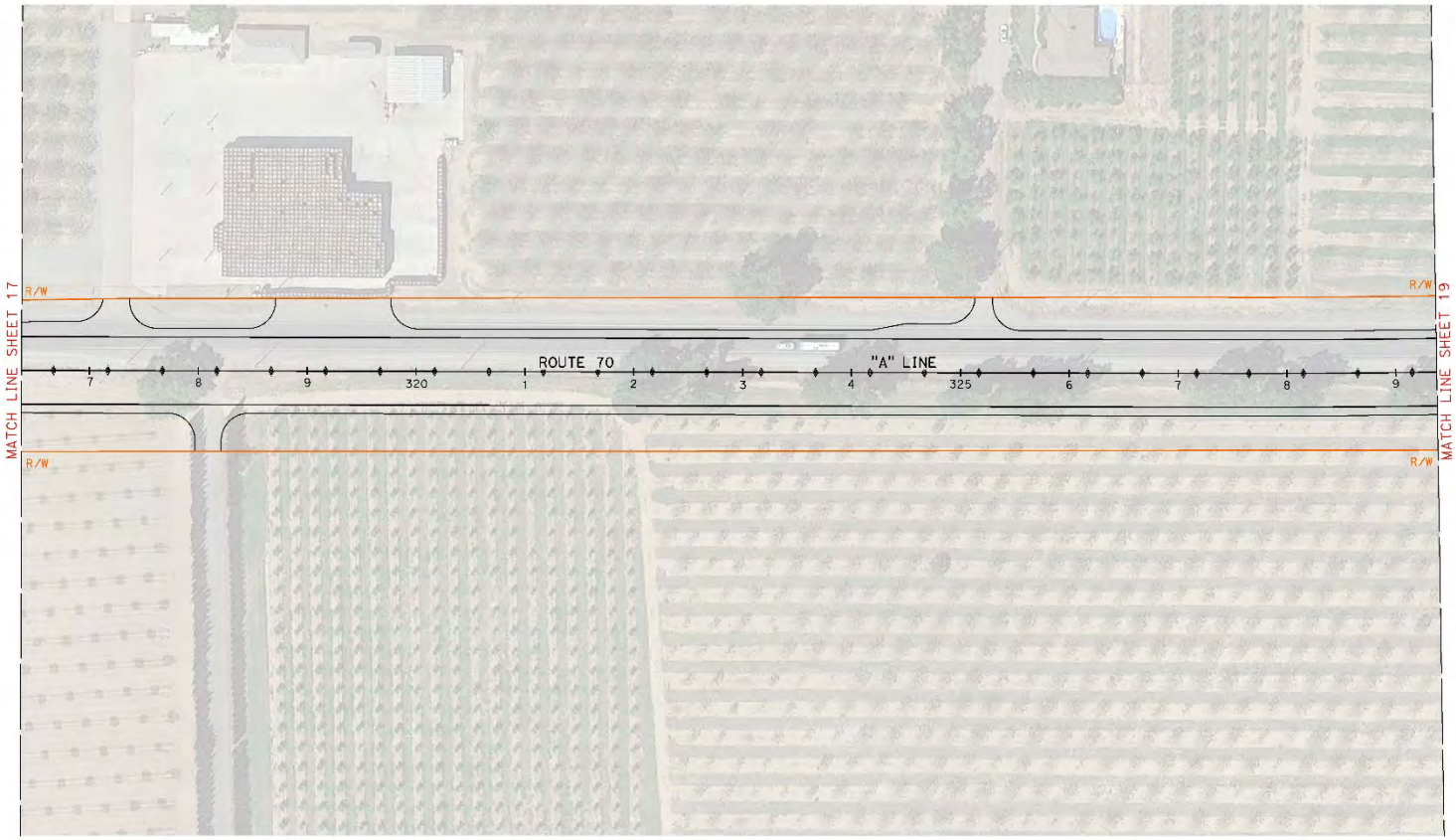
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Yub	70	16.2/25.8		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA, ITS OFFICERS OR AGENTS, SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CA. FRANCIS



ATTACHMENT B
ALTERNATIVE 2
SCALE: 1"=100'
SHEET-18

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
PROFESSIONAL SUPERVISOR: KEN KEATON
CHECKED BY
CHG'S ATTD. DESIGNED BY
A. ANTHONY JONES
R SCOTT FOSTER
REVISED BY
DATE REVISED

DATE PLOTTED => 01-31-20
TIME PLOTTED => 09:41

BORDER LAST REVISED 7/2/2010
USERNAME => ATYSON
DGN FILE => ALT2sh08.dgn
RELATIVE BORDER SCALE TO IN INCHES
UNIT 0323
PROJECT NUMBER & PHASE 03180000186

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. COORDINATE VALUES SHOWN ARE CCS83 ZONE 2. MULTIPLY BY 0.99995 TO OBTAIN GROUND DISTANCES.
3. LOCATION TO BE DETERMINED BY ENGINEER.

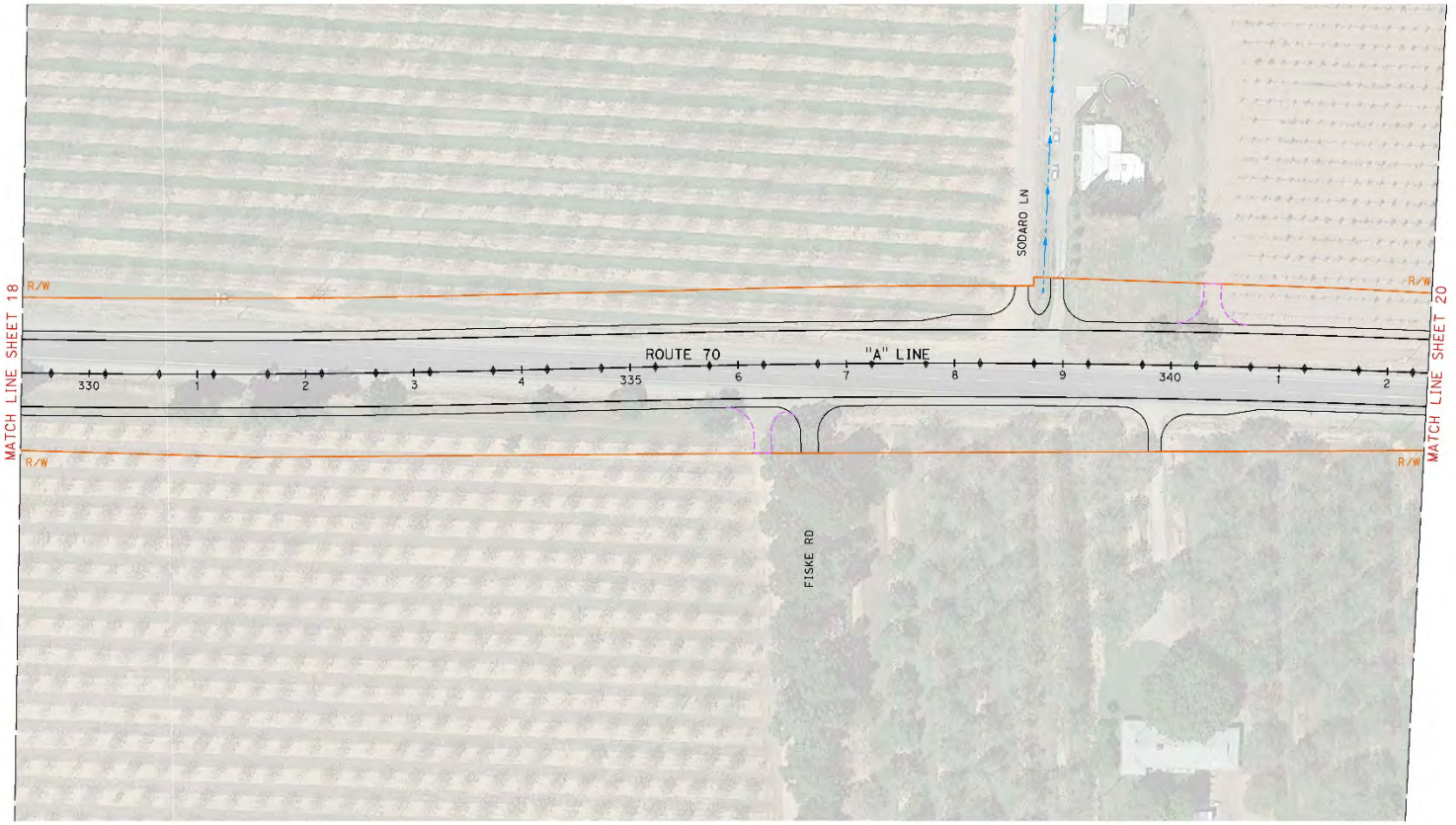
YUBA CITY
T16N R3E MDB&M
HONCUT RANCHO

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Yub	70	16.2/25.8		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA, ITS OFFICERS OR AGENTS, SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



ATTACHMENT B
ALTERNATIVE 2
SCALE: 1"=100'

SHEET-19

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
KEN KEATON
A. ANTHONY JONES
R SCOTT FOSTER

BORDER LAST REVISED 7/2/2010

USERNAME => ATYNDOR
DGN FILE => ALT2sh09.dgn

RELATIVE BORDER SCALE TO BE INCHES

UNIT 0323

PROJECT NUMBER & PHASE 03180000186

DATE PLOTTED => 01-31-20
TIME PLOTTED => 09:43

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. COORDINATE VALUES SHOWN ARE CCS83 ZONE 2. MULTIPLY BY 0.99995 TO OBTAIN GROUND DISTANCES.
3. LOCATION TO BE DETERMINED BY ENGINEER.

YUBA CITY
T16N R3E MDB&M
HONCUT RANCHO

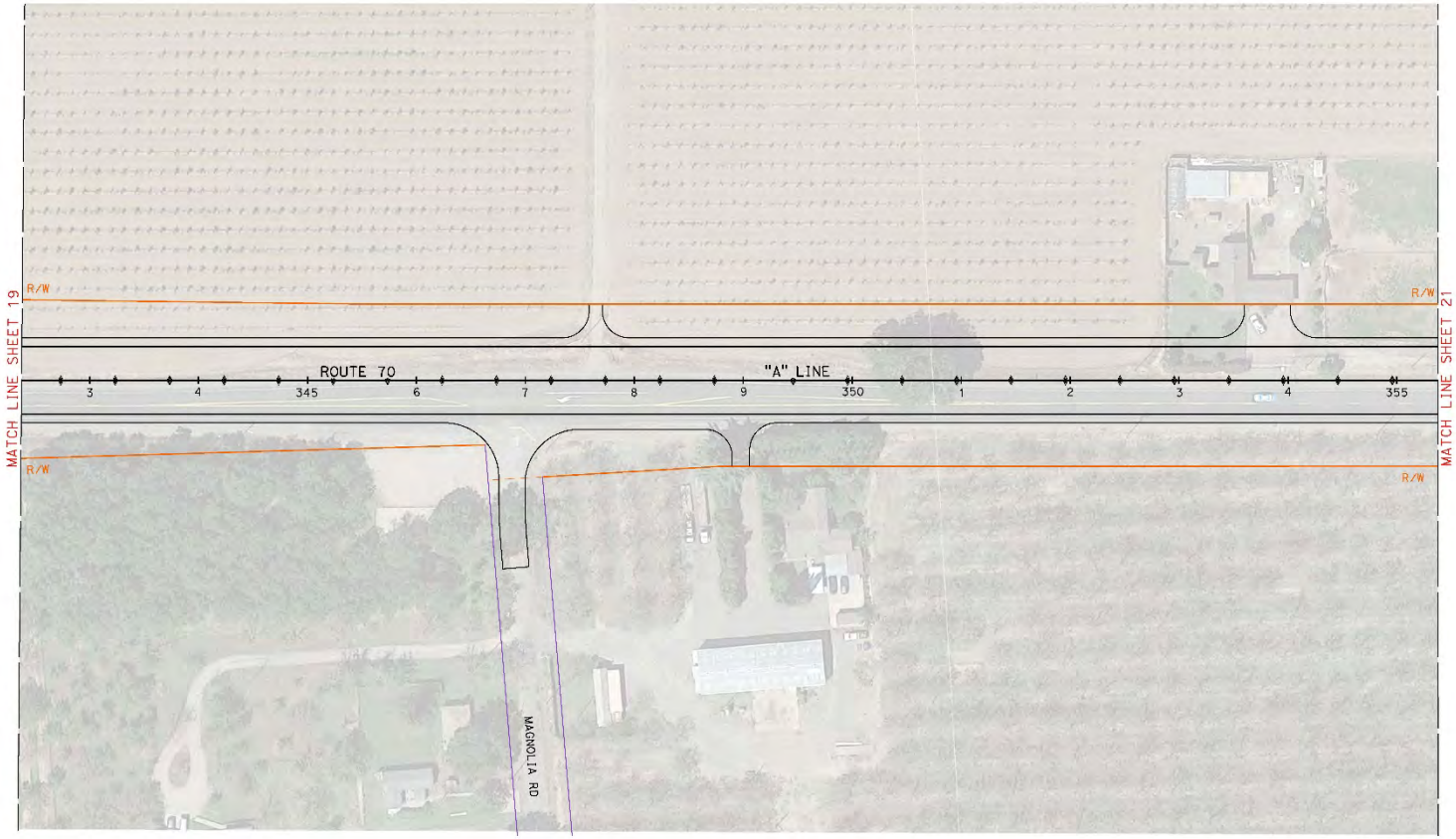
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Yub	70	16.2/25.8		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA, ITS OFFICERS OR AGENTS, SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA



ATTACHMENT B
ALTERNATIVE 2
SCALE: 1"=100'

SHEET-20

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
PROJECT DEVELOPMENT SUPERVISOR: KEN KEATON
CALCULATED/DESIGNED BY
CHECKED BY
A. ANTHONY JONES
R SCOTT FOSTER
REVISED BY
DATE REVISED

DATE PLOTTED => 01-31-20
TIME PLOTTED => 09:46

BORDER LAST REVISED 7/2/2010
USERNAME => ATYSON
DGN FILE => ALT2sh020.dgn
RELATIVE BORDER SCALE TO IN INCHES
UNIT 0323
PROJECT NUMBER & PHASE 03180000186

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. COORDINATE VALUES SHOWN ARE CCS83 ZONE 2. MULTIPLY BY 0.99995 TO OBTAIN GROUND DISTANCES.
3. LOCATION TO BE DETERMINED BY ENGINEER.

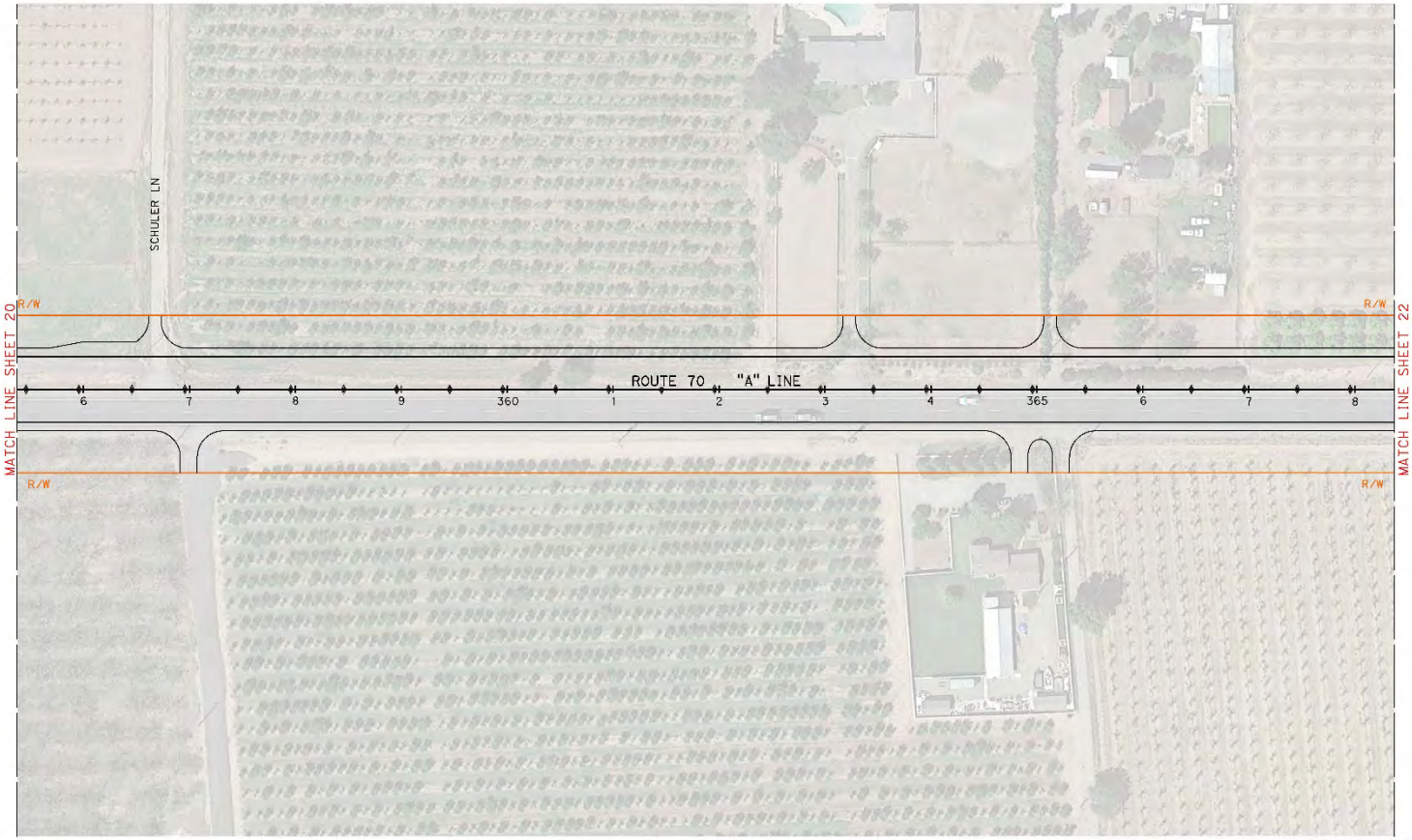
YUBA CITY
T16N R3E MDB&M
HONCUT RANCHO

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Yub	70	16.2/25.8		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA, ITS OFFICERS OR AGENTS, SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



ATTACHMENT B
ALTERNATIVE 2
SCALE: 1"=100'
SHEET-21

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
KEN KEATON
A. ANTHONY JONES
R SCOTT FOSTER
DATE PLOTTED => 01-31-20
TIME PLOTTED => 09:47

BORDER LAST REVISED 7/2/2010
USERNAME => ATYNOR
DGN FILE => ALT2sh02*.dgn
RELATIVE BORDER SCALE IS IN INCHES
UNIT 0323
PROJECT NUMBER & PHASE 03180000186

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. COORDINATE VALUES SHOWN ARE CCS83 ZONE 2. MULTIPLY BY 0.99995 TO OBTAIN GROUND DISTANCES.
3. LOCATION TO BE DETERMINED BY ENGINEER.

YUBA CITY
T16N R3E MDB&M
HONCUT RANCHO

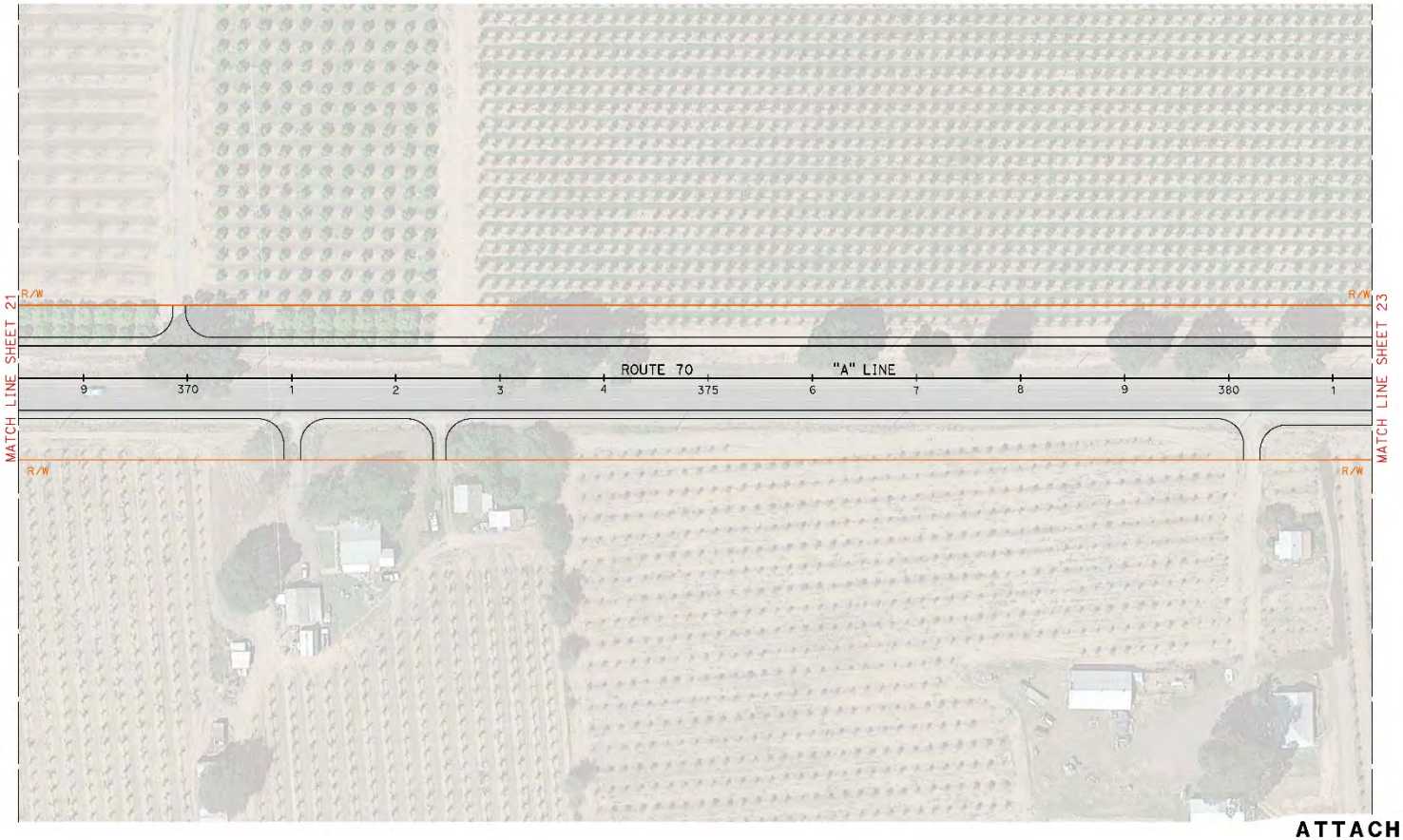
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Yub	70	16.2/25.8		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA, ITS OFFICERS OR AGENTS, SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CA, FRANCE



ATTACHMENT B
ALTERNATIVE 2
SCALE: 1"=100'

SHEET-22

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
KEN KEATON
A. ANTHONY JONES
R SCOTT FOSTER
REVISED BY
DATE REVISED

DATE PLOTTED => 01-31-20
TIME PLOTTED => 09:43

BORDER LAST REVISED 7/2/2010
USERNAME => ATYNDOR
DGN FILE => ALT2sd022.dgn
RELATIVE BORDER SCALE TO IN INCHES
UNIT 0323
PROJECT NUMBER & PHASE 03180000186

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. COORDINATE VALUES SHOWN ARE CCS83 ZONE 2. MULTIPLY BY 0.99995 TO OBTAIN GROUND DISTANCES.
3. LOCATION TO BE DETERMINED BY ENGINEER.

YUBA CITY
T16N R3E MDB&M
HONCUT RANCHO

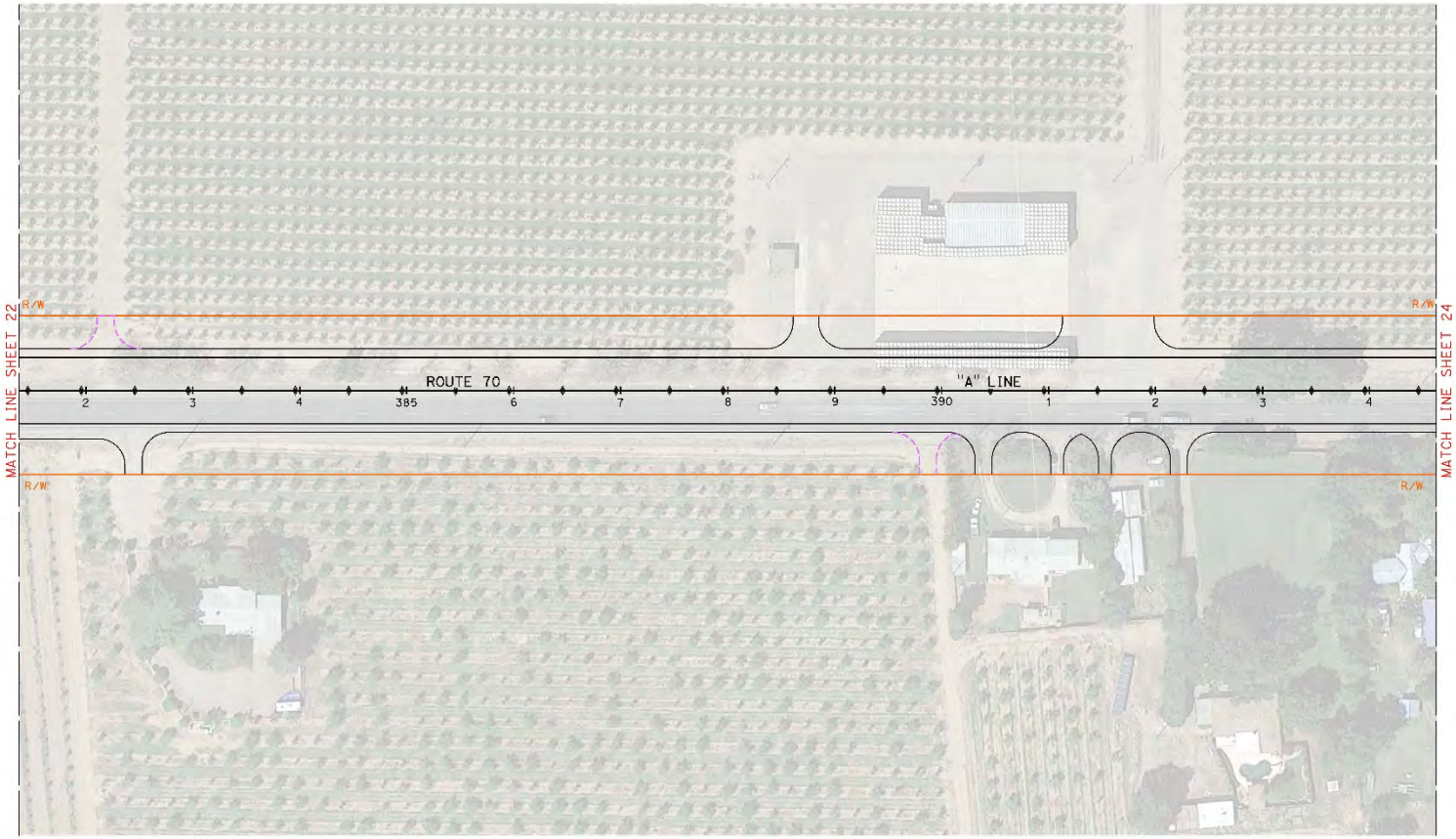
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Yub	70	16.2/25.8		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA, ITS OFFICERS OR AGENTS, SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA



ATTACHMENT B
ALTERNATIVE 2
SCALE: 1"=100'
SHEET-23

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
PREPARED BY: KEN KEATON
CALCULATED/DESIGNED BY
CHECKED BY
REVISED BY
DATE REVISED

A. ANTHONY JONES
R SCOTT FOSTER

DATE PLOTTED => 01-31-20
TIME PLOTTED => 09:52

BORDER LAST REVISED 7/2/2018

USERNAME => ATYNDOR
DGN FILE => ALT2sh023.dgn

RELATIVE BORDER SCALE TO BE INCHES

UNIT 0323

PROJECT NUMBER & PHASE 03180000186

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. COORDINATE VALUES SHOWN ARE CCS83 ZONE 2. MULTIPLY BY 0.99995 TO OBTAIN GROUND DISTANCES.
3. LOCATION TO BE DETERMINED BY ENGINEER.

YUBA CITY
T16N R3E MDB&M
HONCUT RANCHO

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Yub	70	16.2/25.8		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA, ITS OFFICERS OR AGENTS, SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CA, U.S.A.

ATTACHMENT B
ALTERNATIVE 2
SCALE: 1"=100'
SHEET-24

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
KEN KEATON
A. ANTHONY JONES
R SCOTT FOSTER

BORDER LAST REVISED 7/2/2010

USERNAME => ATYNDOR
DGN FILE => ALT2cu024.dgn

RELATIVE BORDER SCALE IS IN INCHES

UNIT 0323

PROJECT NUMBER & PHASE 03180000186

DATE PLOTTED => 01-31-20
TIME PLOTTED => 09:55

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. COORDINATE VALUES SHOWN ARE CCS83 ZONE 2. MULTIPLY BY 0.99995 TO OBTAIN GROUND DISTANCES.
3. LOCATION TO BE DETERMINED BY ENGINEER.

YUBA CITY
T16N R3E MDB&M
HONCUT RANCHO

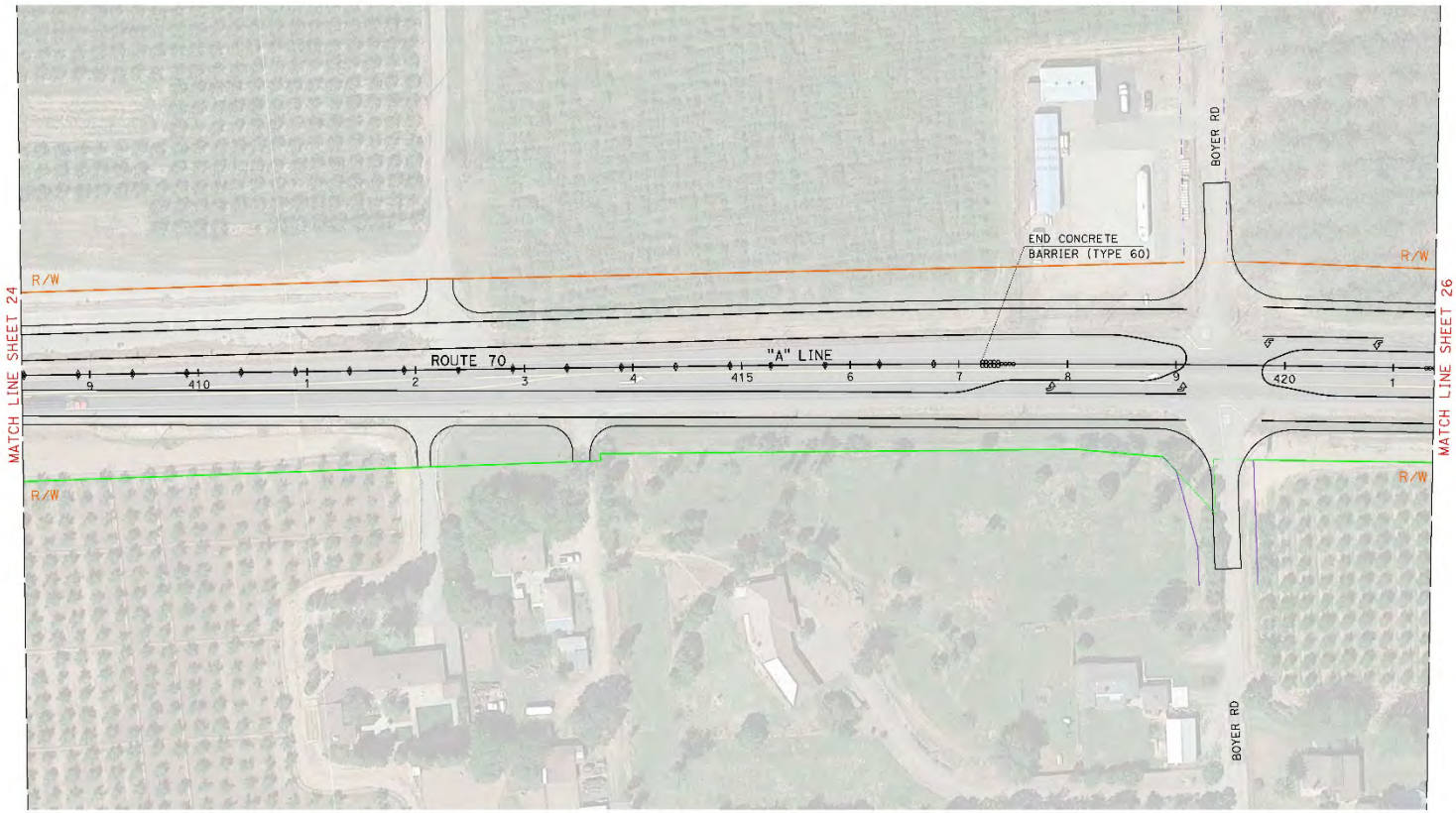
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Yub	70	16.2/25.8		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA, ITS OFFICERS OR AGENTS, SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA



ATTACHMENT B
ALTERNATIVE 2
SCALE: 1"=100'
SHEET-25

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
KEN KEATON
A. ANTHONY JONES
R SCOTT FOSTER
REVISED BY
DATE REVISED

BORDER LAST REVISED 7/2/2010
USERNAME => ATYSON
DGN FILE => ALT2sd025.dgn
RELATIVE BORDER SCALE TO IN INCHES
UNIT 0323
PROJECT NUMBER & PHASE 03180000186
DATE PLOTTED => 01-31-20
TIME PLOTTED => 09:57

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. COORDINATE VALUES SHOWN ARE CCS83 ZONE 2. MULTIPLY BY 0.99995 TO OBTAIN GROUND DISTANCES.
3. LOCATION TO BE DETERMINED BY ENGINEER.

YUBA CITY
T16N R3E MDB&M
NEW HELVETIA RANCHO

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Yub	70	16.2/25.8		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA, ITS OFFICERS OR AGENTS, SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

ATTACHMENT B
ALTERNATIVE 2
SCALE: 1"=100'
SHEET-26

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
PREPARED BY: KEN KEATON
CALCULATED/DESIGNED BY
CHECKED BY
A. ANTHONY JONES
R SCOTT FOSTER
REVISED BY
DATE REVISED

DATE PLOTTED => 01-31-20
TIME PLOTTED => 09:59

BORDER LAST REVISED 7/2/2018
USERNAME => ATYNDOR
DGN FILE => ALT2sh026.dgn
RELATIVE BORDER SCALE TO BE INCHES
UNIT 0323
PROJECT NUMBER & PHASE 03180000186

NOTES

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. COORDINATE VALUES SHOWN ARE CCS83 ZONE 2. MULTIPLY BY 0.99995 TO OBTAIN GROUND DISTANCES.
3. LOCATION TO BE DETERMINED BY ENGINEER.

YUBA CITY
T16N R3E MDB&M
HONCUT RANCHO

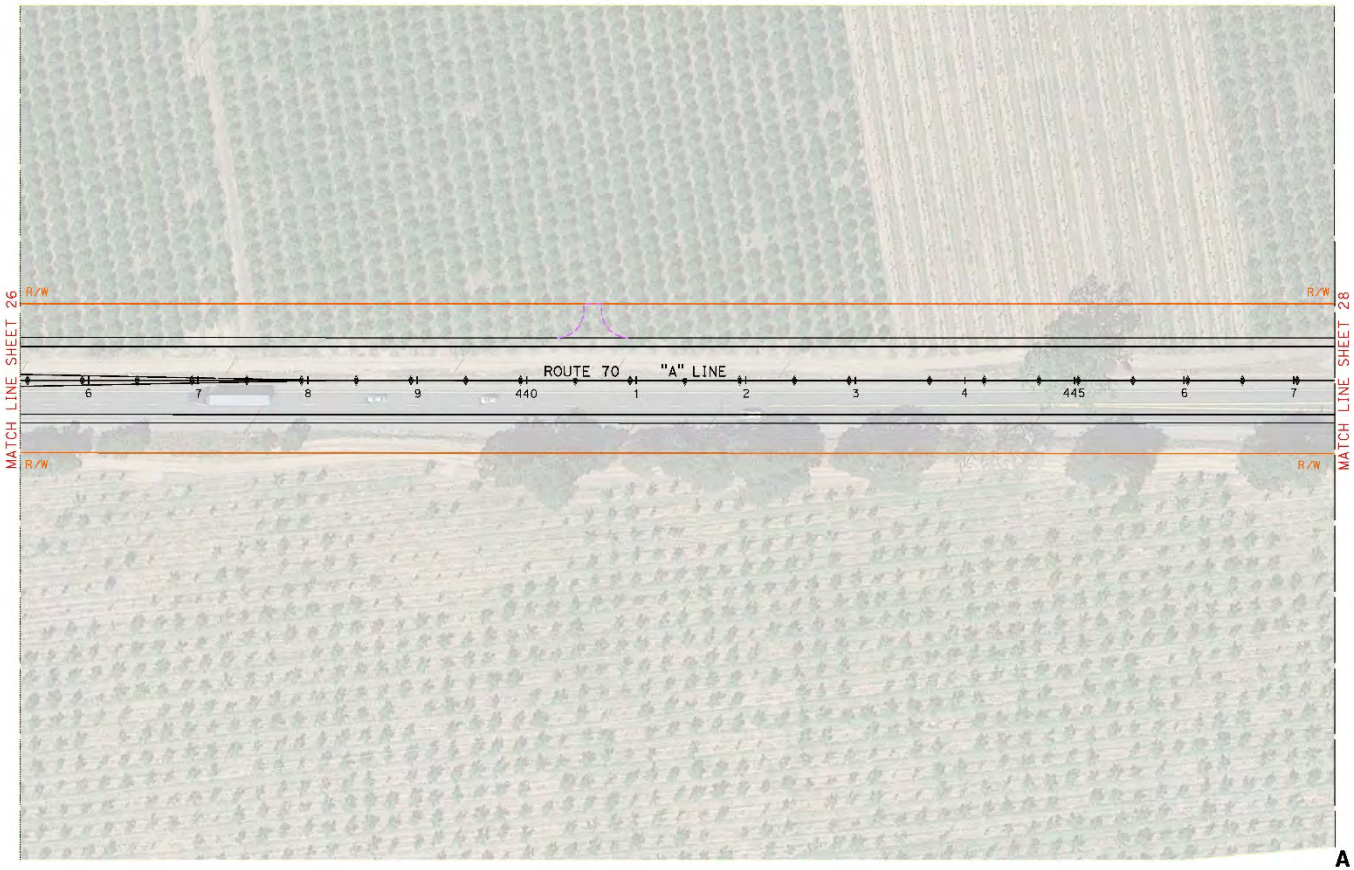
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Yub	70	16.2/25.8		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA, ITS OFFICERS OR AGENTS, SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA



ATTACHMENT B
ALTERNATIVE 2
SCALE: 1"=100'

SHEET-27

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
KEN KEATON
A. ANTHONY JONES
R SCOTT FOSTER
REVISED BY
DATE REVISED
CHECKED BY
DRAWN BY
DATE PLOTTED => 01-31-20
TIME PLOTTED => 15:01

BORDER LAST REVISED 7/2/2010
USERNAME => ATYNDOR
DGN FILE => ALT2sd027.dgn
RELATIVE BORDER SCALE TO BE INCHES
UNIT 0323
PROJECT NUMBER & PHASE 03180000186

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. COORDINATE VALUES SHOWN ARE CCS83 ZONE 2. MULTIPLY BY 0.99995 TO OBTAIN GROUND DISTANCES.
3. LOCATION TO BE DETERMINED BY ENGINEER.

YUBA CITY
T16N R3E MDB&M
HONCUT RANCHO

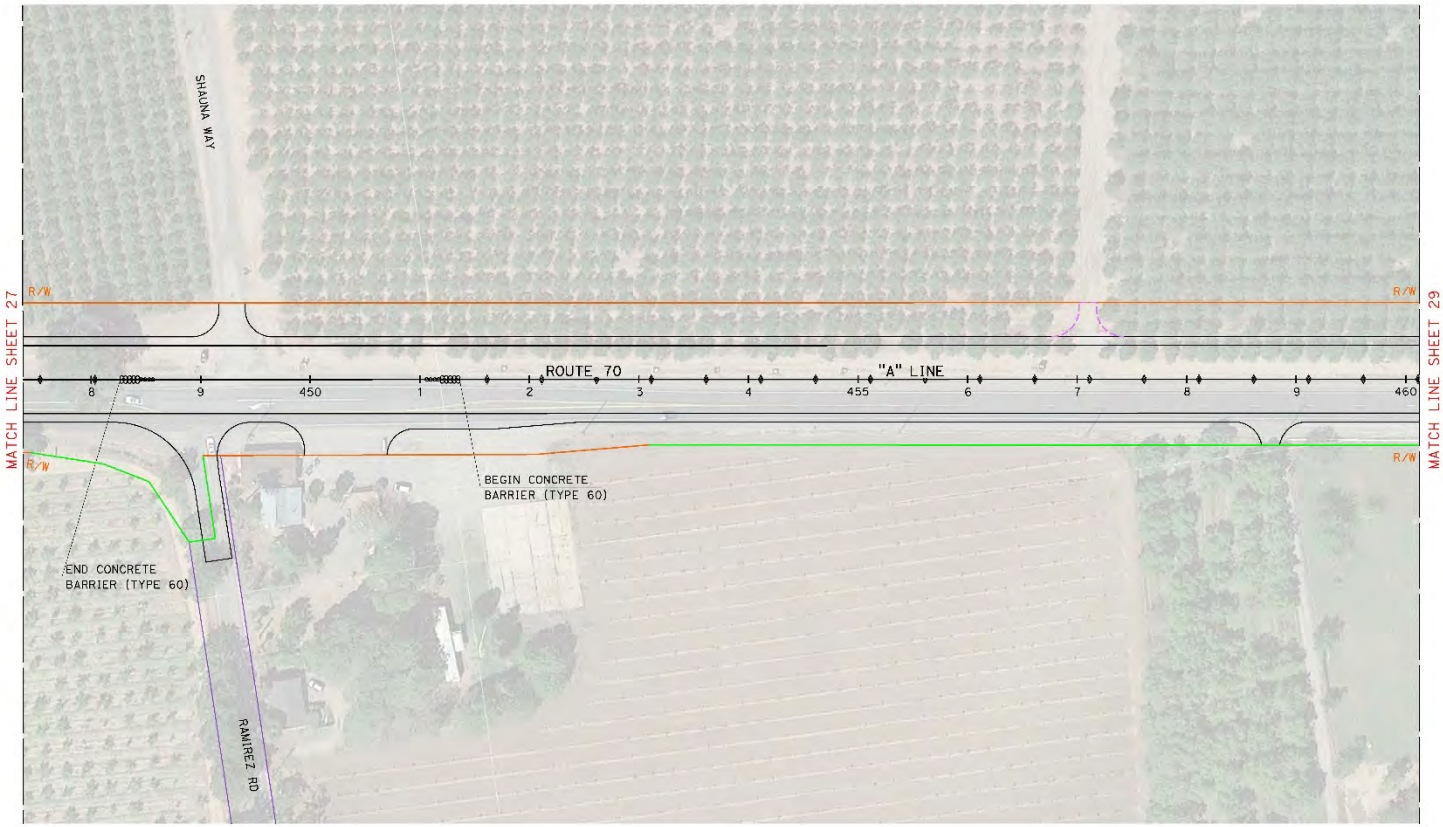
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Yub	70	16.2/25.8		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA, ITS OFFICERS OR AGENTS, SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA



ATTACHMENT B
ALTERNATIVE 2
SCALE: 1"=100'

SHEET-28

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
DESIGN
KEN KEATON
A. ANTHONY JONES
R SCOTT FOSTER
REVISED BY
DATE REVISED
CHECKED BY
DATE CHECKED

DATE PLOTTED => 01-31-20
TIME PLOTTED => 15:02

BORDER LAST REVISED 7/2/2010
USERNAME => ATYSON
DGN FILE => ALT2sd028.dgn
RELATIVE BORDER SCALE IS IN INCHES
UNIT 0323
PROJECT NUMBER & PHASE 03180000186

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. COORDINATE VALUES SHOWN ARE CCS83 ZONE 2. MULTIPLY BY 0.99995 TO OBTAIN GROUND DISTANCES.
3. LOCATION TO BE DETERMINED BY ENGINEER.

YUBA CITY
T16N R3E MDB&M
HONCUT RANCHO

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Yub	70	16.2/25.8		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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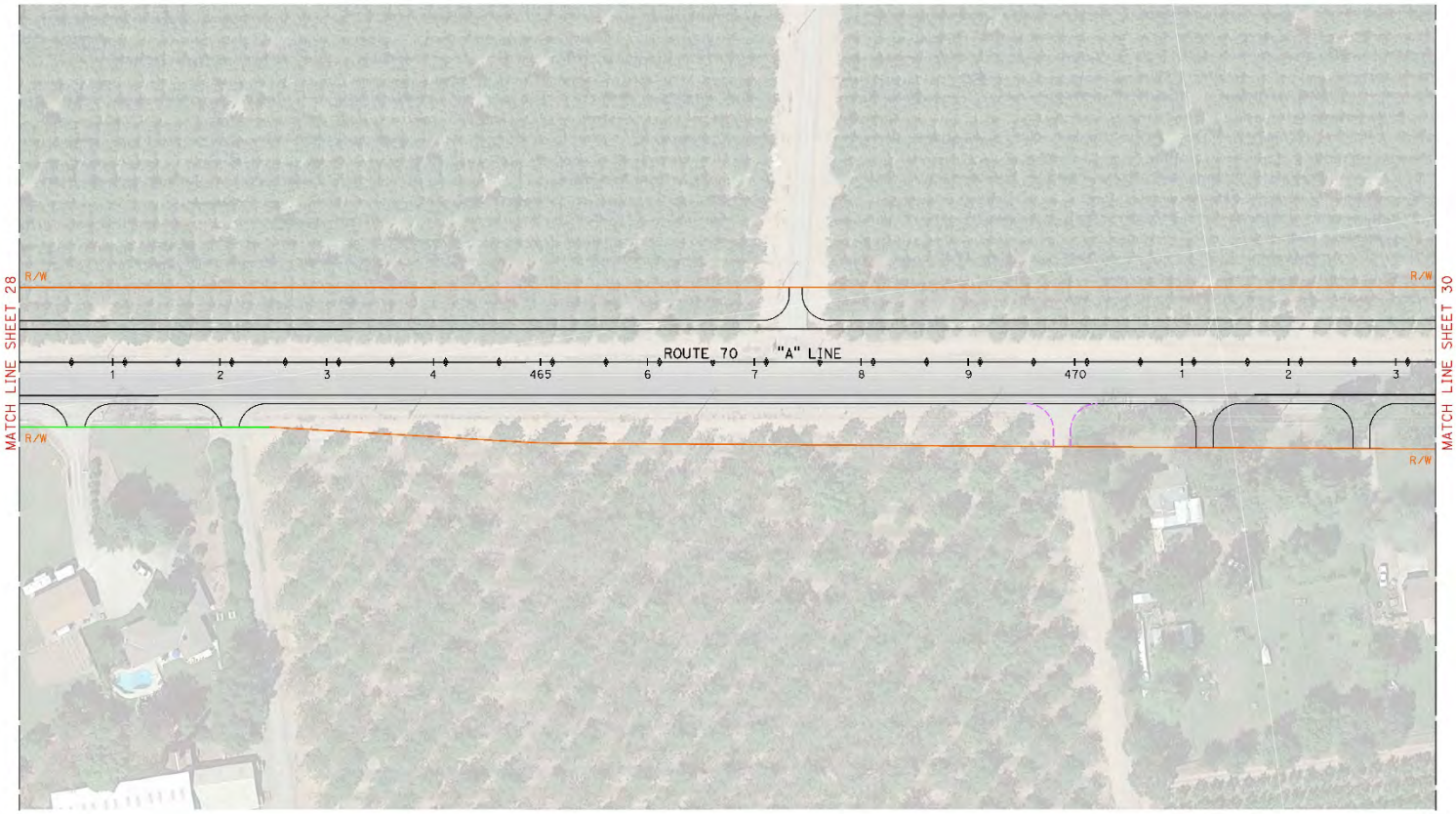
REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA



ATTACHMENT B
ALTERNATIVE 2
SCALE: 1"=100'
SHEET-29

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
KEN KEATON
A. ANTHONY JONES
R SCOTT FOSTER
REVISED BY
DATE REVISED

DATE PLOTTED => 01-31-20
TIME PLOTTED => 15:03

BORDER LAST REVISED 7/2/2010
USERNAME => ATYNDOR
DGN FILE => ALT2sd029.dgn
RELATIVE BORDER SCALE TO IN INCHES
UNIT 0323
PROJECT NUMBER & PHASE 03180000186

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. COORDINATE VALUES SHOWN ARE CCS83 ZONE 2. MULTIPLY BY 0.99995 TO OBTAIN GROUND DISTANCES.
3. LOCATION TO BE DETERMINED BY ENGINEER.

YUBA CITY
T16N R3E MDB&M
HONCUT RANCHO

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Yub	70	16.2/25.8		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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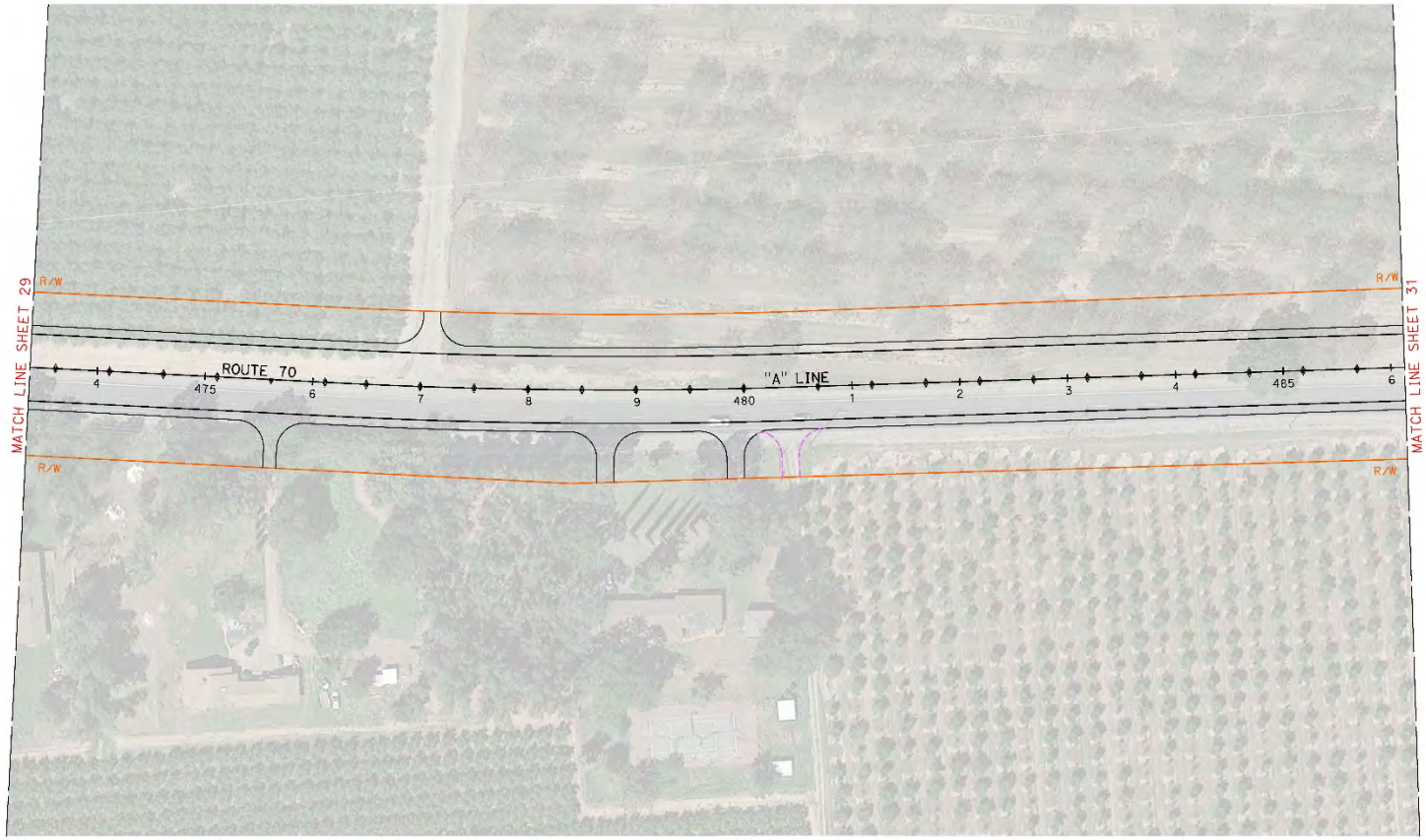
REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA



ATTACHMENT B
ALTERNATIVE 2
SCALE: 1"=100'
SHEET-30

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
KEN KEATON
A. ANTHONY JONES
R SCOTT FOSTER
REVISED BY
DATE REVISED
CHECKED BY
DATE CHECKED

DATE PLOTTED => 01-31-20
TIME PLOTTED => 15:05

BORDER LAST REVISED 7/2/2010
USERNAME => ATYSON
DGN FILE => ALT2sd030.dgn
RELATIVE BORDER SCALE TO BE INCHES
UNIT 0323
PROJECT NUMBER & PHASE 03180000186

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. COORDINATE VALUES SHOWN ARE CCS83 ZONE 2. MULTIPLY BY 0.99995 TO OBTAIN GROUND DISTANCES.
3. LOCATION TO BE DETERMINED BY ENGINEER.

YUBA CITY
T16 & 17N R3E MDB&M
HONCUT RANCHO

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Yub	70	16.2/25.8		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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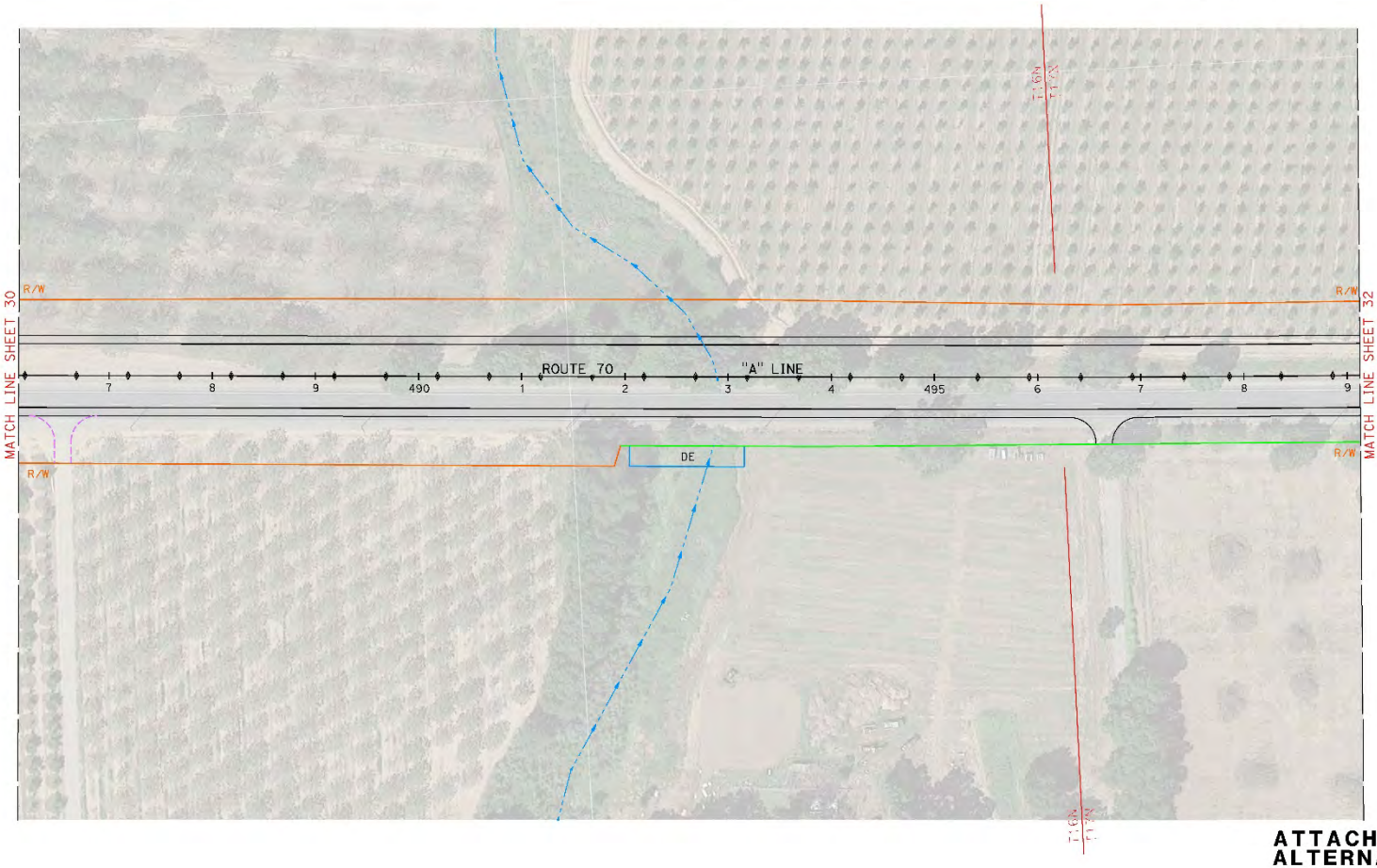
REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CA. FRANCIS



ATTACHMENT B
ALTERNATIVE 2
SCALE: 1"=100'
SHEET-31

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
DESIGN
KEN KEATON
A. ANTHONY JONES
R SCOTT FOSTER
REVISED BY
DATE REVISED
CHECKED BY
DRAWN BY
DATE PLOTTED => 01-31-20
TIME PLOTTED => 15:05

BORDER LAST REVISED 7/2/2010
USERNAME => ATYSON
DGN FILE => ALT2sh03*.dgn
RELATIVE BORDER SCALE TO BE INCHES
UNIT 0323
PROJECT NUMBER & PHASE 03180000186

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. COORDINATE VALUES SHOWN ARE CCS83 ZONE 2. MULTIPLY BY 0.99995 TO OBTAIN GROUND DISTANCES.
3. LOCATION TO BE DETERMINED BY ENGINEER.

YUBA CITY
T17N R3E MDB&M
HONCUT RANCHO

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Yub	70	16.2/25.8		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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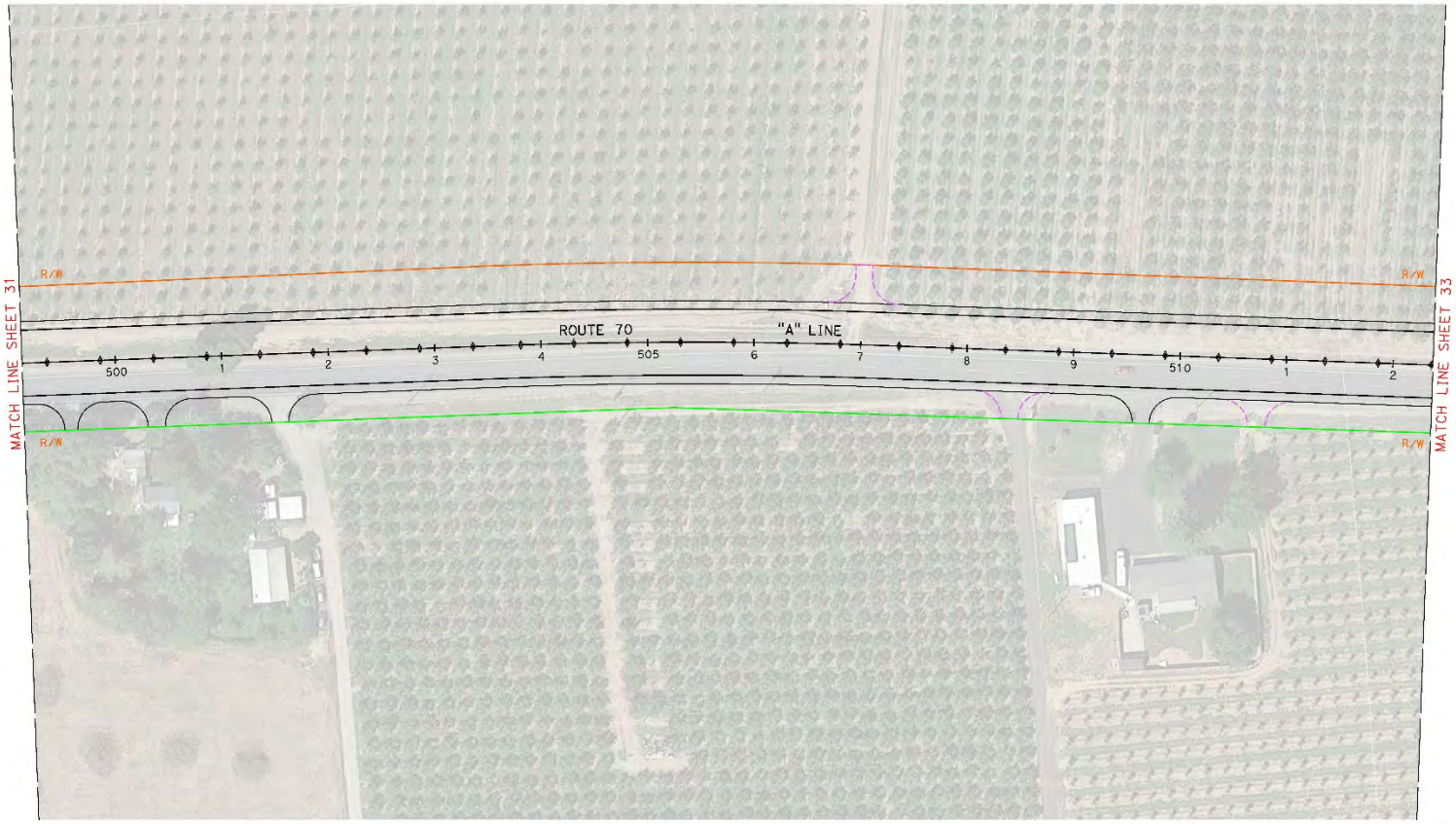
REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CA, FRANCE



ATTACHMENT B
ALTERNATIVE 2
SCALE: 1"=100'
SHEET-32

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
KEN KEATON
A. ANTHONY JONES
R SCOTT FOSTER

DATE PLOTTED => 01-31-20
TIME PLOTTED => 15:13

BORDER LAST REVISED 7/2/2010
USERNAME => ATYSON
DGN FILE => ALT2sh032.dgn
RELATIVE BORDER SCALE TO BE INCHES
UNIT 0323
PROJECT NUMBER & PHASE 03180000186

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. COORDINATE VALUES SHOWN ARE CCS83 ZONE 2. MULTIPLY BY 0.99995 TO OBTAIN GROUND DISTANCES.
3. LOCATION TO BE DETERMINED BY ENGINEER.

YUBA CITY
T17N R3E MDB&M
HONCUT RANCHO

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Yub	70	16.2/25.8		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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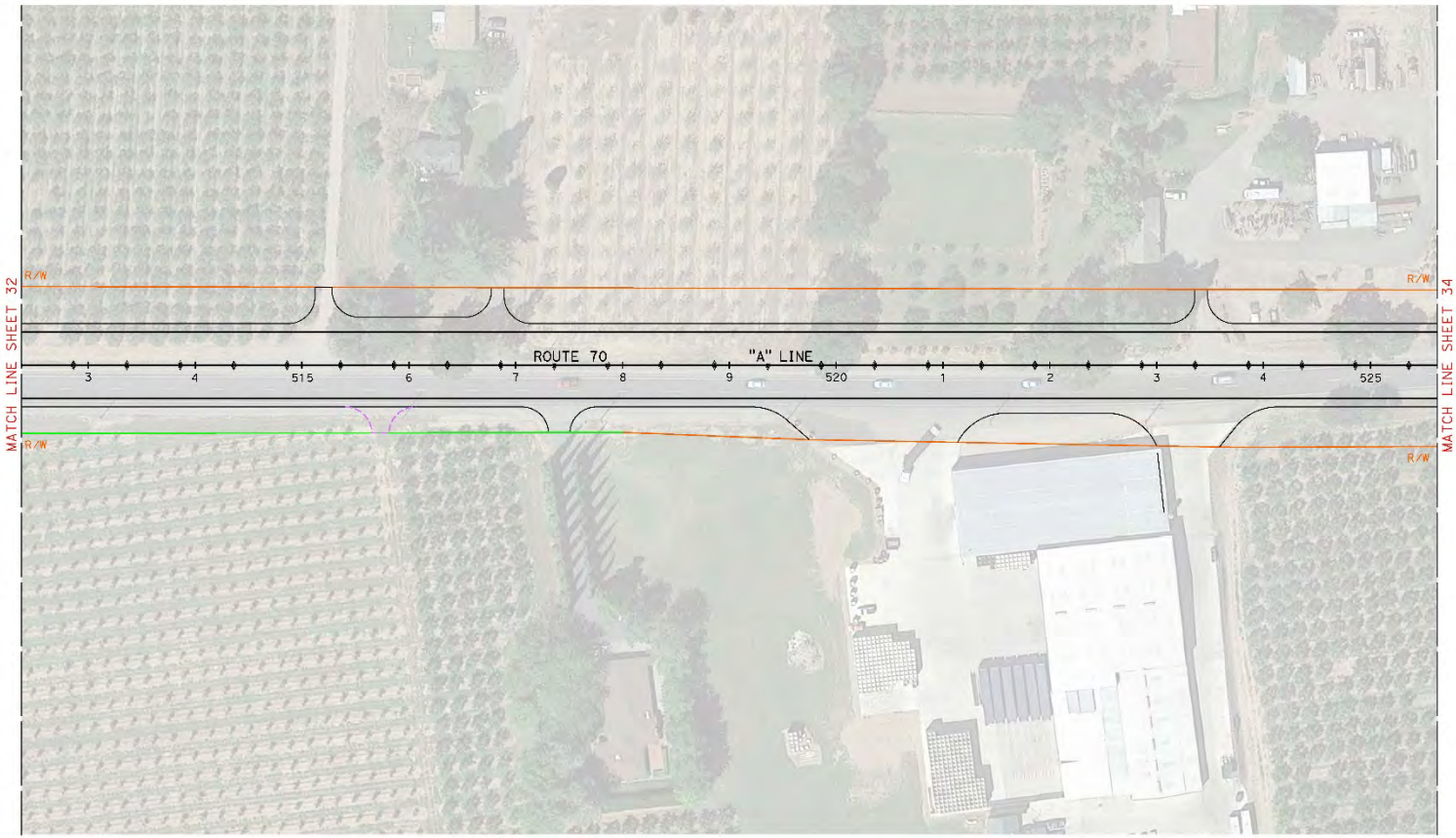
REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CA. FUNCTIONAL SUPERVISOR



ATTACHMENT B
ALTERNATIVE 2
SCALE: 1"=100'

SHEET-33

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
KEN KEATON
A. ANTHONY JONES
R SCOTT FOSTER
REVISED BY
DATE REVISED

BORDER LAST REVISED 7/2/2010
USERNAME => ATYJONES
DGN FILE => ALT2sh033.dgn
RELATIVE BORDER SCALE TO BE INCHES
UNIT 0323
PROJECT NUMBER & PHASE 03180000186
DATE PLOTTED => 31-JAN-2020
TIME PLOTTED => 15:15

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. COORDINATE VALUES SHOWN ARE CCS83 ZONE 2. MULTIPLY BY 0.99995 TO OBTAIN GROUND DISTANCES.
3. LOCATION TO BE DETERMINED BY ENGINEER.

YUBA CITY
T17N R3E MDB&M
HONCUT RANCHO

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Yub	70	16.2/25.8		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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ATTACHMENT B
ALTERNATIVE 2
SCALE: 1"=100'

SHEET-34

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
KEN KEATON
A. ANTHONY JONES
R SCOTT FOSTER

DATE PLOTTED => 01-31-20
TIME PLOTTED => 15:22

BORDER LAST REVISED 7/2/2010
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DGN FILE => ALT2sd034.dgn
RELATIVE BORDER SCALE TO BE INCHES
UNIT 0323
PROJECT NUMBER & PHASE 03180000186

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. COORDINATE VALUES SHOWN ARE CCS83 ZONE 2. MULTIPLY BY 0.99995 TO OBTAIN GROUND DISTANCES.
3. LOCATION TO BE DETERMINED BY ENGINEER.

YUBA CITY
T17N R3E MDB&M
HONCUT RANCHO

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Yub	70	16.2/25.8		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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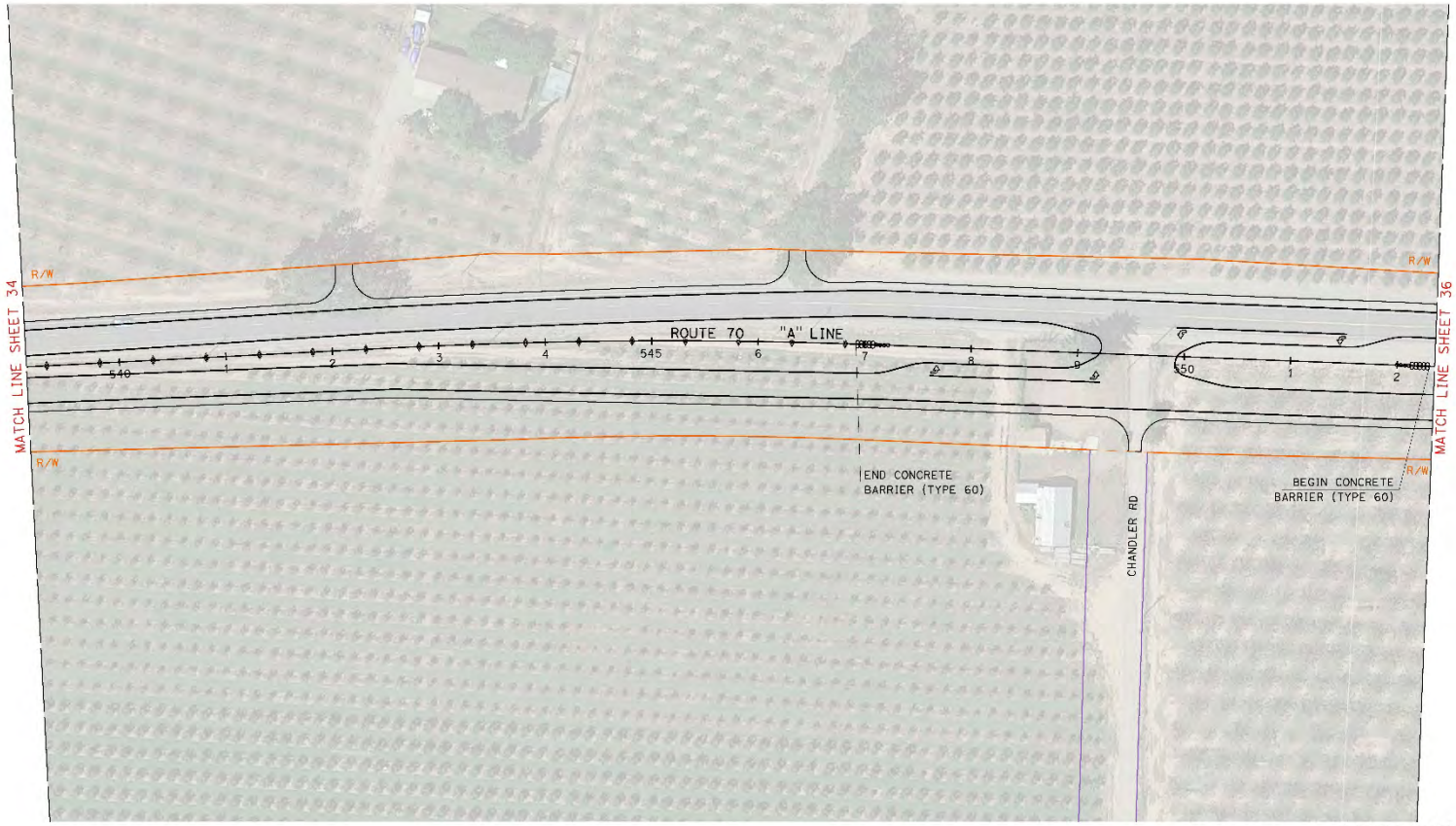
REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA



ATTACHMENT B
ALTERNATIVE 2
SCALE: 1"=100'

SHEET-35

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
KEN KEATON
A. ANTHONY JONES
R SCOTT FOSTER
REVISED BY
DATE REVISED
CHECKED BY
DATE CHECKED
DATE PLOTTED => 01-31-20
TIME PLOTTED => 15:21

BORDER LAST REVISED 7/2/2010
USERNAME => ATYNDOR
DGN FILE => ALT2sd035.dgn
RELATIVE BORDER SCALE TO BE INCHES
UNIT 0323
PROJECT NUMBER & PHASE 03180000186

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. COORDINATE VALUES SHOWN ARE CCS83 ZONE 2. MULTIPLY BY 0.99995 TO OBTAIN GROUND DISTANCES.
3. LOCATION TO BE DETERMINED BY ENGINEER.

YUBA CITY
T17N R3E MDB&M
HONCUT RANCHO

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Yub	70	16.2/25.8		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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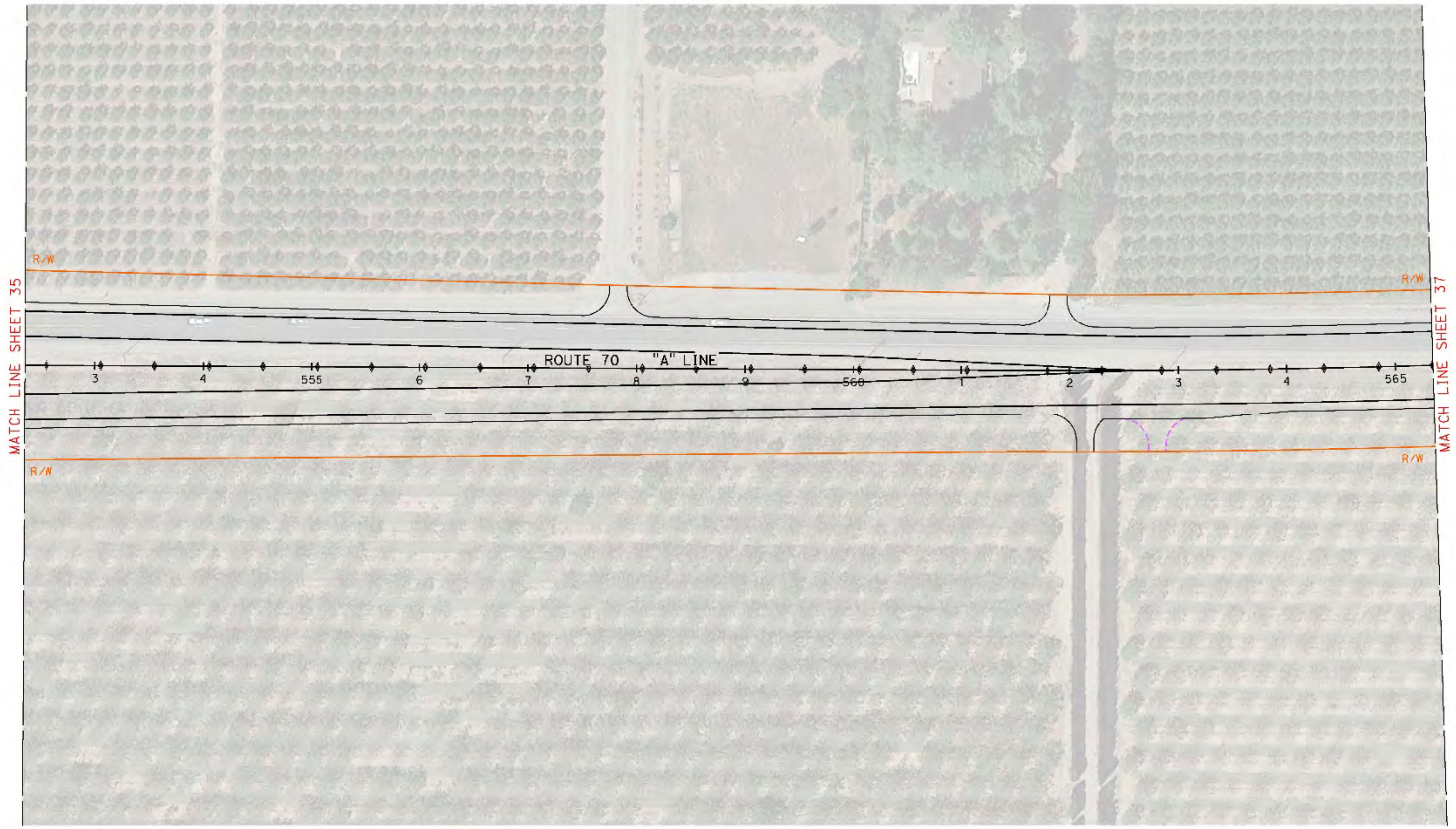

ATTACHMENT B
ALTERNATIVE 2
SCALE: 1"=100'
SHEET-36

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
KEN KEATON
A. ANTHONY JONES
R SCOTT FOSTER

BORDER LAST REVISED 7/2/2010
USERNAME => ATYNDOR
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RELATIVE BORDER SCALE IS IN INCHES
UNIT 0323
PROJECT NUMBER & PHASE 03180000186
DATE PLOTTED => 01-31-20
TIME PLOTTED => 15:25

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. COORDINATE VALUES SHOWN ARE CCS83 ZONE 2. MULTIPLY BY 0.99995 TO OBTAIN GROUND DISTANCES.
3. LOCATION TO BE DETERMINED BY ENGINEER.

YUBA CITY
T17N R3E MDB&M
HONCUT RANCHO

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Yub	70	16.2/25.8		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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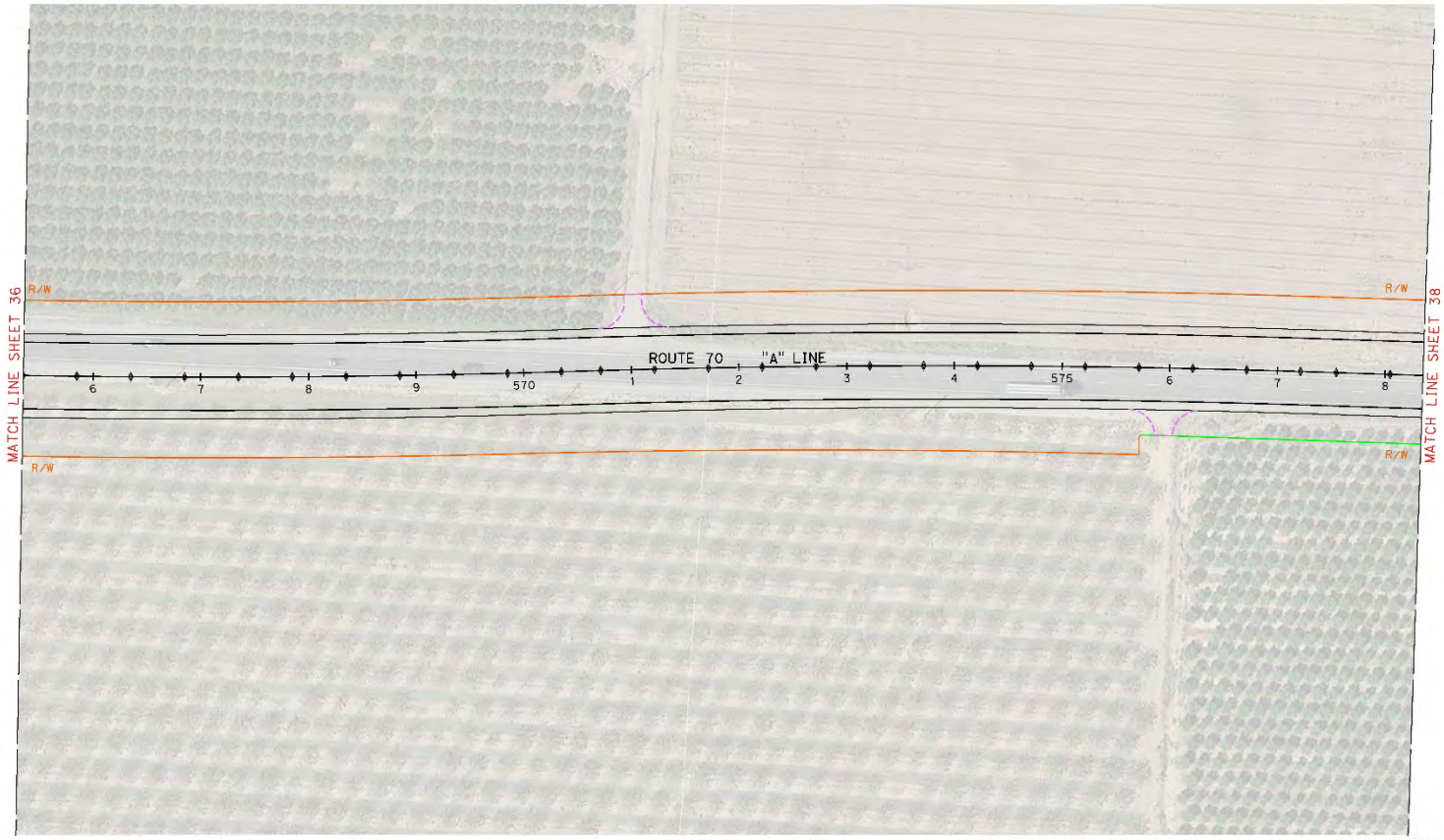

ATTACHMENT B
ALTERNATIVE 2
SCALE: 1"=100'

SHEET-37

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
KEN KEATON
A. ANTHONY JONES
R SCOTT FOSTER

BORDER LAST REVISED 7/2/2010

USERNAME => ATYNOR
DGN FILE => ALT2cu037.dgn

RELATIVE BORDER SCALE IS IN INCHES

UNIT 0323

PROJECT NUMBER & PHASE 03180000186

DATE PLOTTED => 01-31-20
TIME PLOTTED => 15:23

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. COORDINATE VALUES SHOWN ARE CCS83 ZONE 2. MULTIPLY BY 0.99995 TO OBTAIN GROUND DISTANCES.
3. LOCATION TO BE DETERMINED BY ENGINEER.

YUBA CITY
T17N R3E MDB&M
HONCUT RANCHO

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Yub	70	16.2/25.8		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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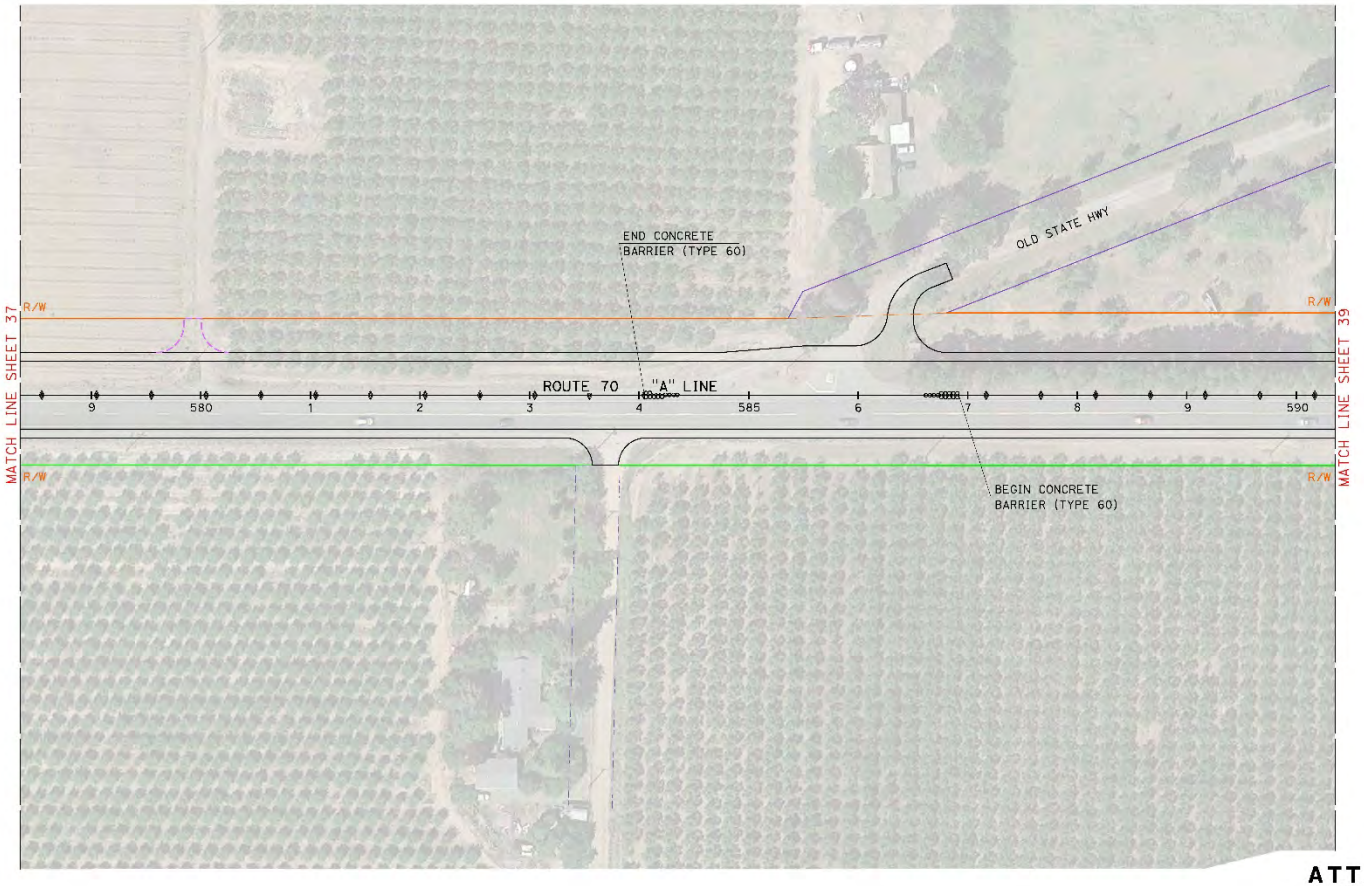

ATTACHMENT B
ALTERNATIVE 2
SCALE: 1"=100'
SHEET-38

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
KIEN ONE ARGOPLUS
A. ANTHONY JONES
R SCOTT FOSTER
CALCULATED/DESIGNED BY
CHECKED BY
REVISED BY
DATE REVISED
DATE PLOTTED => 01-31-20
TIME PLOTTED => 15:23

BORDER LAST REVISED 7/2/2010
USERNAME => ATYSON
DGN FILE => ALT2sd038.dgn
RELATIVE BORDER SCALE TO BE INCHES
UNIT 0323
PROJECT NUMBER & PHASE 03180000186

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. COORDINATE VALUES SHOWN ARE CCS83 ZONE 2. MULTIPLY BY 0.99995 TO OBTAIN GROUND DISTANCES.
3. LOCATION TO BE DETERMINED BY ENGINEER.

YUBA CITY
T17N R3E MDB&M
HONCUT RANCHO

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Yub	70	16.2/25.8		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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ATTACHMENT B
ALTERNATIVE 2
SCALE: 1"=100'
SHEET-39

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
KEN KEATON
A. ANTHONY JONES
R SCOTT FOSTER
REVISED BY
DATE REVISED
CALCULATED/DESIGNED BY
CHECKED BY

DATE PLOTTED => 01-31-20
TIME PLOTTED => 15:32

BORDER LAST REVISED 7/2/2010
USERNAME => ATYSON
DGN FILE => ALT2sd039.dgn
RELATIVE BORDER SCALE TO BE INCHES
UNIT 0323
PROJECT NUMBER & PHASE 03180000186

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. COORDINATE VALUES SHOWN ARE CCS83 ZONE 2. MULTIPLY BY 0.99995 TO OBTAIN GROUND DISTANCES.
3. LOCATION TO BE DETERMINED BY ENGINEER.

YUBA CITY
T17N R3E MDB&M
NEW HELVETIA RANCHO

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Yub	70	16.2/25.8		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

ATTACHMENT B
ALTERNATIVE 2
SCALE: 1"=100'
SHEET-40

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
DESIGN
KEN KEATON
CHECKED BY
CALC. & ITEM DESIGNED BY
A. ANTHONY JONES
R SCOTT FOSTER
REVISED BY
DATE REVISED

DATE PLOTTED => 01-31-20
TIME PLOTTED => 15:34

BORDER LAST REVISED 7/2/2010
USERNAME => ATYSON
DGN FILE => ALT2sh040.dgn
RELATIVE BORDER SCALE TO IN INCHES
UNIT 0323
PROJECT NUMBER & PHASE 03180000186

Appendix D - Notice of Preparation

To: Responsible/Trustee Agency

From: California Dept. of Transportation
703 B Street
Marysville, CA 95901

Subject: **Notice of Preparation of a Draft Environmental Impact Report**

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

Project Title: Yuba 70 Continuous Passing Lange Project (EA: 03-3F283)

Project Location: The proposed project is located on State Route (SR) 70 in Yuba County, California between post miles (PM) 16.20-25.80.

Project Description: The California Department of Transportation proposes to widen SR 70 between Laurellen Road and the Butte/Yuba County line to provide a five-lane cross-section within the full postmile limits; PM 16.2-25.8. Two 12-foot travel lanes and 8-foot shoulder would be provided in each direction with a 14-foot wide continuous center Two Way Left Turn Lane (TWLTL) bounded by a minimum 20-foot Clear Recovery Zone (CRZ).

This is to inform you that the California Department of Transportation will be the lead agency and will prepare an environmental impact report for the project described below. Your participation as a responsible agency is requested in the preparation and review of this document.

We need to know the views of your agency as to the scope and content of the environmental information that is germane to your agency 's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for the project.

A more detailed project description, location map, and the potential environmental effects are contained in the attached materials.

A copy of the Initial Study is not attached.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date but not later than 30 days after receipt of this notice. Please direct your response to Cara Lambirth Telephone (530) 741-4549 at the address shown above. Please supply us with the name for a contact person in your agency.

Date: 2/7/20

Signature: Kelly McNally

Title: Supervising Environmental Planner

Notice of Preparation

Project Title
Yuba 70 Continuous Passing Lane Project (EA: 03-3F283)

Project Location
The proposed project is located on State Route (SR) 70 in Yuba County, California between post miles (PM) 16.2-25.80.

Project Background

Overview of SR 70 in the Project Limits

SR 70 is an interregional Road System (IRRS) route. This route primarily serves to move people or goods from outside the immediate region through Yuba County. Transporting agricultural commodities to markets has made SR 70 a vital economic link to local farmers and agriculture-related businesses. Additionally, SR 70 has become a "gateway" route used to access multiple recreational destinations in the Sierra Nevada and serves as an alternative route to and from Nevada when Interstate 80 is closed due to an accident or weather conditions.

SR 70, north of Marysville in Yuba County is a two-lane rural highway through agricultural land. The highway presently has standard 12-foot lanes, with shoulder widths less than 8 feet in most areas. There are currently left-turn lanes at county road intersections. This portion of SR 70 runs through what is commonly called District 10, which is short for Reclamation District 10. This area encompasses approximately 12,000 acres and includes 23 miles of levees. Forming the District's boundaries are Honcut Creek to the north, the Marysville Levee to the south, the Feather River to the west, and the Union Pacific Railroad tracks to the east. The area includes 50 businesses (31 farms, 13 agriculture-related businesses, and 6 other) and over 450 residences. Since extensive farming activities take place throughout the project limits, farming and harvesting equipment share the road with the traveling public. Clusters of houses share frontage with the highway throughout the project limits.

The project limits include a section of SR 70 north of Marysville with a cross section that does not meet current standards for shoulder width and clear recovery zone (CRZ). In 2007, between PM 18.9/20.0, the highway was widened, and a two-way left-turn lane (TWLTL) was installed under Contract 03-4A570. In 2009, centerline ground-in rumble strips were also installed through the project limits, but cross-centerline collisions have continued to occur.

On March 30, 2015, a Project Study Report (PSR) was approved for proposed safety improvements on SR 70. Improvements consisted of two standard 12-foot lanes, 8-foot shoulders a TWLTL where feasible, left-turn pockets at all county-maintained roads, and a 20-ft CRZ. This proposed safety project included two alternatives, a 3-lane and 5-lane

widening with standard 8-foot shoulders and a TWLTL where feasible, as well as providing for a 20-foot CRZ.

Subsequently, Caltrans approved a Project Study Report (PSR) for the Yuba 70 Safety Project (EA: 03-4F380) on June 20, 2019. Initially, this project was a combined Safety/State Transportation Improvement Project or STIP job. The scope of work included capacity increasing features, resulting in a five-lane design. After feedback from a series of public meetings and due to lack of funding for the STIP portion, the project was rescoped as a Safety-only project providing signed slow-moving vehicles lanes less than 1 mile long at up to three locations in each direction.

On February 27 and 28, 2019, a State Route (SR) 70 Safety Audit Workshop was held as a collaborative effort of Caltrans District 3, the California Transportation Commission (CTC), the Sacramento Area Council of Governments (SACOG) and the Butte County Association of Governments (BCAG). One of the primary purposes of the study was to determine the net safety benefits of widening the corridor to the 5-lane ultimate concept facility on State Route 70 from Laurellen Road, north of Marysville, to the Butte/Yuba County Line (Post Mile 16.2 to 25.8). The SR 70 Safety Assessment Report concludes that an additional reduction of approximately 34 percent (from 4.06 to 2.68 collisions per MVM) for fatality and injury collisions could be expected with the conversion from a 3-lane to a 5-lane cross section based on the comparison of similar sites.

EA 03-1E060, The Simmerly Slough Bride Replacement Project, EA 03-1E060, began construction in summer of 2019 and will construct a three-lane facility which this project will tie-in to at its southern end. In 2022, EA 03-3H930, the Butte 70- Safety Project, will construct a five-lane facility that will tie-in to the north end of this project.

Project Description

The project involves widening SR 70 between Laurellen Road and the Butte/Yuba County line to provide a five-lane cross-section within the full postmile limits; PM 16.2 - 25.8. Two 12-foot travel lanes and 8-foot shoulder would be provided in each direction with a 14-foot wide continuous center Two Way Left Turn Lane (TWLTL) bounded by a minimum 20-foot Clear Recovery Zone (CRZ). The CRZ will incorporate side slopes of 4:1 or flatter and necessitate removal of any physical obstructions such as trees, utility poles, and other fixed objects.

Additional project elements include the following:

- Construction of roadside ditches outside the CRZ.
- Construction of County-maintained road intersections to facilitate the movement of tractor trailers and farming equipment.
- Extension or replacement of existing cross culverts as needed.
- Replacement of driveway culverts to convey drainage flows to the roadside ditches, as warranted.

- Minor shifting of the vertical profile and horizontal alignment as needed.
- Modification of existing driveways along the corridor, where needed, to conform to the widened highway.
- Relocation of utilities.

Alternatives

Under evaluation for this project are two build alternatives - Alternative 1 and Alternative 2, as described in the subsection below, as well as a No-Build (or No-Action) Alternative.

Regardless of the build alternative, the proposed project would contain standardized project measures that are employed on most, if not all, Caltrans projects and were not developed in response to any specific environmental impact that could potentially result from the proposed project. These measures are detailed in the *Environmental Consequences* subsections of Chapter 2, *Affected Environment, Environmental Consequences, and Avoidance, Minimization and/or Mitigation Measures.*

Common Design Features of the Build Alternatives

The construction approach would be the same for both alternatives. Both build alternatives contain the following design features:

- Two 12-foot travel lanes and 8-foot shoulder would be provided in each direction.
- A minimum 20-foot Clear Recovery Zone (CRZ). The CRZ will incorporate side slopes of 4:1 or flatter and necessitate removal of any physical obstructions such as trees, utility poles, and other fixed objects.
- Construction of roadside ditches outside the CRZ.
- Construction of County-maintained road intersections to facilitate the movement of tractor trailers and farming equipment.
- Extension or replacement of existing cross culverts as needed.
- Replacement of driveway culverts to convey drainage flows to the roadside ditches, as warranted.
- Minor shifting of the vertical profile and horizontal alignment as needed.
- Modification of existing driveways along the corridor, where needed, to conform to the widened highway.

- Relocation of utilities.

Unique Features of Build Alternatives

Alternative 1

Alternative 1 proposes the addition of a 14-foot-wide paved median, striped as a continuous TWLTL. This TWLTL would create a refuge for drivers turning left in and out of traffic. At county-maintained roads and certain agriculture-related businesses, the TWLTL would be striped as a left-turn lane.

Alternative 2

Alternative 2 would separate traffic with a paved 14-foot wide median containing a concrete barrier. Vehicles entering the highway from homes and businesses could only turn right onto SR 70. There would be median openings at major county road intersections with left- and U-turn lanes.

Probable Environmental Effects

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

Aesthetics

The proposed project could degrade the existing visual character or quality of the site and its surroundings, however the impacts are not expected to be substantial.

During the environmental phase of the project, Caltrans will identify all feasible measures to avoid and minimize impacts to visual resources.

Agricultural and Forest Resources

The proposed project is expected to require conversion of prime farmland, unique farmland and/or farmland of statewide importance to non-agriculture use pursuant to the Farmland Mapping and Monitoring Program of the California Department of Conservation. During the environmental phase of the project, Caltrans will identify all feasible measure to avoid impacts to farmlands.

Air Quality

The proposed project is expected to result in temporary short-term air quality impacts from construction activities; however, these impacts will be minimized with incorporation of minimization measures. During the environmental phase, Caltrans will analyze project impacts to air quality including criteria pollutants and operational air quality.

Biological Resources

The proposed project may result in impacts to biological resources. During the environmental phase of the project, potential impacts on special-status plant and animal species and associated

critical habitat will be conducted as well as analysis of potential effects on riparian vegetation and Waters of the State/United States.

Cultural and Paleontological Resources

There is potential for Cultural Resources to be located within the project area. Analysis of the design will be conducted during the environmental phase to determine the potential impacts to these resources.

There is potential for Paleontological resources to be located within the project area. Analysis of the design will be conducted during the environmental phase to determine the potential impacts to Paleontological resources.

Geology and Soils

No impacts anticipated.

Hazards/Hazardous Materials

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

Hydrology and Water Quality

Due to the anticipated quantity of soil disturbance during construction, the project will be regulated under the Construction General Permit (CGP). The CGP contains specific requirements meant to address potential erosion, sedimentation, and the transportation of potential pollutants to receiving waters. In accordance with the CGP, it is anticipated that field Best Management Practices (BMPs) will be implemented, monitored, and evaluated to the maximum extent practicable to reduce or prevent potential impacts to water bodies within the project limits.

Analysis will be conducted during the environmental phase to evaluate water quality impacts or degradation to receiving waters to occur as a result of project activities.

Land Use/Planning

The proposed project would not conflict with any applicable land use plan, policy, or regulation of any agencies with jurisdiction over the project (including, but not limited to the general plan, specific plan, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.

Mineral Resources

No impacts anticipated.

Noise

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

Population/Housing

The proposed project could displace existing housing. During the environmental phase of the project, Caltrans will identify all feasible measures to avoid and minimize impacts to housing.

Greenhouse Gases

The project may contribute to CO2 emissions. During the environmental phase of the project, analysis will be conducted to evaluate impacts to CO2 emissions.

Public Services

No Impacts Anticipated.

Recreation

No Impacts Anticipated.

Transportation/Traffic

The project is not anticipated to conflict with any applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, or conflict with an applicable congestion management program or conflict with adopted policies, plans or programs regarding public transit, bicycle or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

Utilities/Service Systems

The proposed project could require the relocation of existing facilities; including, but not limited to gas, electric and fiber optic. Through the design of the project, Caltrans will identify feasible measures to avoid and minimize impacts to utilities and service systems.

Tribal Cultural Resources No

impacts anticipated. Wildfire

No impacts anticipated.

Energy

The project may result in impacts to energy resources during project construction and/or operation. Analysis will be conducted during the environmental phase of the project to evaluate impacts to Energy.

Appendix E – Special Status Species Lists

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Sacramento Fish And Wildlife Office
Federal Building
2800 Cottage Way, Room W-2605
Sacramento, CA 95825-1846
Phone: (916) 414-6600 Fax: (916) 414-6713

In Reply Refer To:
Consultation Code: 08ESMF00-2020-SLI-2310
Event Code: 08ESMF00-2020-E-07114
Project Name: Yuba 70, Segment 4/5

July 02, 2020

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, under the jurisdiction of the U.S. Fish and Wildlife Service (Service) that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the Service under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

Please follow the link below to see if your proposed project has the potential to affect other species or their habitats under the jurisdiction of the National Marine Fisheries Service:

http://www.nwr.noaa.gov/protected_species/species_list/species_lists.html

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*), and projects affecting these species may require development of an eagle conservation plan (http://www.fws.gov/windenergy/eagle_guidance.html). Additionally, wind energy projects should follow the wind energy guidelines (http://www.fws.gov/windenergy/) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm; http://www.towerkill.com; and http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Sacramento Fish And Wildlife Office
Federal Building
2800 Cottage Way, Room W-2605
Sacramento, CA 95825-1846
(916) 414-6600

Project Summary

Consultation Code: 08ESMF00-2020-SLI-2310

Event Code: 08ESMF00-2020-E-07114

Project Name: Yuba 70, Segment 4/5

Project Type: TRANSPORTATION

Project Description: road widening and construction

Project Location:

Approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/place/39.23730649493942N121.60025977314145W

Counties: Yuba, CA

Endangered Species Act Species

There is a total of 9 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries[1], as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

---

1. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Birds

NAME	STATUS
Yellow-billed Cuckoo *Coccyzus americanus* Population: Western U.S. DPS There is **proposed** critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/3911	Threatened

Reptiles

NAME	STATUS
Giant Garter Snake *Thamnophis gigas* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/4482	Threatened

Amphibians

NAME	STATUS
California Red-legged Frog *Rana draytonii* There is **final** critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/2891 Species survey guidelines: https://ecos.fws.gov/ipac/guideline/survey/population/205/office/11420.pdf	Threatened

Fishes

NAME	STATUS
Delta Smelt *Hypomesus transpacificus* There is **final** critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/321	Threatened

Insects

NAME	STATUS
Valley Elderberry Longhorn Beetle *Desmocerus californicus dimorphus* There is **final** critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/7850 Habitat assessment guidelines: https://ecos.fws.gov/ipac/guideline/assessment/population/436/office/11420.pdf	Threatened

Crustaceans

NAME	STATUS
Conservancy Fairy Shrimp *Branchinecta conservatio* There is **final** critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/8246	Endangered
Vernal Pool Fairy Shrimp *Branchinecta lynchi* There is **final** critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/498	Threatened
Vernal Pool Tadpole Shrimp *Lepidurus packardi* There is **final** critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/2246	Endangered

Flowering Plants

NAME	STATUS
Hartweg's Golden Sunburst *Pseudobahia bahiifolia* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/1704	Endangered

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

Selected Elements by Common Name

California Department of Fish and Wildlife

California Natural Diversity Database

Query Criteria: Quad IS (Honcut (3912135) OR Yuba City (3912125))

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Ahart's dwarf rush *Juncus leiospermus var. ahartii*	PMJUN011L1	None	None	G2T1	S1	1B.2
Ahart's paronychia *Paronychia ahartii*	PDCAR0L0V0	None	None	G3	S3	1B.1
bank swallow *Riparia riparia*	ABPAU08010	None	Threatened	G5	S2	
California linderiella *Linderiella occidentalis*	ICBRA06010	None	None	G2G3	S2S3	
chinook salmon - Central Valley spring-run ESU *Oncorhynchus tshawytscha pop. 6*	AFCHA0205A	Threatened	Threatened	G5	S1	
Ferris' milk-vetch *Astragalus tener var. ferrisiae*	PDFAB0F8R3	None	None	G2T1	S1	1B.1
Great Valley Cottonwood Riparian Forest *Great Valley Cottonwood Riparian Forest*	CTT61410CA	None	None	G2	S2.1	
Great Valley Mixed Riparian Forest *Great Valley Mixed Riparian Forest*	CTT61420CA	None	None	G2	S2.2	
Great Valley Valley Oak Riparian Forest *Great Valley Valley Oak Riparian Forest*	CTT61430CA	None	None	G1	S1.1	
Hartweg's golden sunburst *Pseudobahia bahiifolia*	PDAST7P010	Endangered	Endangered	G1	S1	1B.1
least Bell's vireo *Vireo bellii pusillus*	ABPBW01114	Endangered	Endangered	G5T2	S2	
Northern Hardpan Vernal Pool *Northern Hardpan Vernal Pool*	CTT44110CA	None	None	G3	S3.1	
recurved larkspur *Delphinium recurvatum*	PDRAN0B1J0	None	None	G2?	S2?	1B.2
song sparrow ("Modesto" population) *Melospiza melodia*	ABPBXA3010	None	None	G5	S3?	SSC
steelhead - Central Valley DPS *Oncorhynchus mykiss irideus pop. 11*	AFCHA0209K	Threatened	None	G5T2Q	S2	
Swainson's hawk *Buteo swainsoni*	ABNKC19070	None	Threatened	G5	S3	
tricolored blackbird *Agelaius tricolor*	ABPBXB0020	None	Threatened	G2G3	S1S2	SSC
valley elderberry longhorn beetle *Desmocerus californicus dimorphus*	IICOL48011	Threatened	None	G3T2	S2	
veiny monardella *Monardella venosa*	PDLAM18082	None	None	G1	S1	1B.1
vernal pool tadpole shrimp *Lepidurus packardi*	ICBRA10010	Endangered	None	G4	S3S4	

Selected Elements by Common Name

California Department of Fish and Wildlife

California Natural Diversity Database

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
western spadefoot *Spea hammondii*	AAABF02020	None	None	G3	S3	SSC
western yellow-billed cuckoo *Coccyzus americanus occidentalis*	ABNRB02022	Threatened	Endangered	G5T2T3	S1	

Record Count: 22

CNPS California Native Plant Society Inventory of Rare and Endangered Plants

*The database used to provide updates to the Online Inventory is under construction. View updates and changes made since May 2019 here.

Plant List

10 matches found. *Click on scientific name for details*

Search Criteria

Found in Quads 3912135 and 3912125;

Modify Search Criteria | Export to Excel | Modify Columns | Modify Sort | Display Photos

Scientific Name	Common Name	Family	Lifeform	Blooming Period	CA Rare Plant Rank	State Rank	Global Rank
Astragalus tener var. ferrisiae	Ferris' milk-vetch	Fabaceae	annual herb	Apr-May	1B.1	S1	G2T1
Brodiaea rosea ssp. vallicola	valley brodiaea	Themidaceae	perennial bulbiferous herb	Apr-May(Jun)	4.2	S3	G5T3
Cryptantha rostellata	red-stemmed cryptantha	Boraginaceae	annual herb	Apr-Jun	4.2	S3	G4
Delphinium recurvatum	recurved larkspur	Ranunculaceae	perennial herb	Mar-Jun	1B.2	S2?	G2?
Erythranthe glaucescens	shield-bracted monkeyflower	Phrymaceae	annual herb	Feb-Aug(Sep)	4.3	S3S4	G3G4
Juncus leiospermus var. ahartii	Ahart's dwarf rush	Juncaceae	annual herb	Mar-May	1B.2	S1	G2T1
Juncus leiospermus var. leiospermus	Red Bluff dwarf rush	Juncaceae	annual herb	Mar-Jun	1B.1	S2	G2T2
Monardella venosa	veiny monardella	Lamiaceae	annual herb	May,Jul	1B.1	S1	G1
Paronychia ahartii	Ahart's paronychia	Caryophyllaceae	annual herb	Feb-Jun	1B.1	S3	G3
Pseudobahia bahiifolia	Hartweg's golden sunburst	Asteraceae	annual herb	Mar-Apr	1B.1	S2	G2

Suggested Citation

California Native Plant Society, Rare Plant Program. 2020. Inventory of Rare and Endangered Plants of California (online edition, v8-03 0.39). Website http://www.rareplants.cnps.org [accessed 02 July 2020].

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Contributors
The Calflora Database
The California Lichen Society
California Natural Diversity Database
The Jepson Flora Project
The Consortium of California Herbaria
CalPhotos

Questions and Comments
rareplants@cnps.org

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NMFS Species List

Quad Name **Yuba City**
Quad Number **39121-B5**

ESA Anadromous Fish

SONCC Coho ESU (T) -
CCC Coho ESU (E) -
CC Chinook Salmon ESU (T) -
CVSR Chinook Salmon ESU (T) - **X**
SRWR Chinook Salmon ESU (E) - **X**
NC Steelhead DPS (T) -
CCC Steelhead DPS (T) -
SCCC Steelhead DPS (T) -
SC Steelhead DPS (E) -
CCV Steelhead DPS (T) - **X**
Eulachon (T) -
sDPS Green Sturgeon (T) - **X**

ESA Anadromous Fish Critical Habitat

SONCC Coho Critical Habitat -
CCC Coho Critical Habitat -
CC Chinook Salmon Critical Habitat -
CVSR Chinook Salmon Critical Habitat - **X**
SRWR Chinook Salmon Critical Habitat -
NC Steelhead Critical Habitat -
CCC Steelhead Critical Habitat -
SCCC Steelhead Critical Habitat -
SC Steelhead Critical Habitat -
CCV Steelhead Critical Habitat - **X**
Eulachon Critical Habitat -
sDPS Green Sturgeon Critical Habitat - **X**

ESA Marine Invertebrates

Range Black Abalone (E) -

Range White Abalone (E) -

ESA Marine Invertebrates Critical Habitat

Black Abalone Critical Habitat -

ESA Sea Turtles

East Pacific Green Sea Turtle (T) -
Olive Ridley Sea Turtle (T/E) -
Leatherback Sea Turtle (E) -
North Pacific Loggerhead Sea Turtle (E) -

ESA Whales

Blue Whale (E) -
Fin Whale (E) -
Humpback Whale (E) -
Southern Resident Killer Whale (E) -
North Pacific Right Whale (E) -
Sei Whale (E) -
Sperm Whale (E) -

ESA Pinnipeds

Guadalupe Fur Seal (T) -

Essential Fish Habitat

Coho EFH -
Chinook Salmon EFH - **X**
Groundfish EFH -
Coastal Pelagics EFH -
Highly Migratory Species EFH -

Quad Name **Honcut**
Quad Number **39121-C5**

ESA Anadromous Fish

SONCC Coho ESU (T) -
CCC Coho ESU (E) -
CC Chinook Salmon ESU (T) -
CVSR Chinook Salmon ESU (T) - X
SRWR Chinook Salmon ESU (E) -
NC Steelhead DPS (T) -
CCC Steelhead DPS (T) -
SCCC Steelhead DPS (T) -
SC Steelhead DPS (E) -
CCV Steelhead DPS (T) - X
Eulachon (T) -
sDPS Green Sturgeon (T) - X

ESA Anadromous Fish Critical Habitat

SONCC Coho Critical Habitat -
CCC Coho Critical Habitat -
CC Chinook Salmon Critical Habitat -
CVSR Chinook Salmon Critical Habitat - X
SRWR Chinook Salmon Critical Habitat -
NC Steelhead Critical Habitat -
CCC Steelhead Critical Habitat -
SCCC Steelhead Critical Habitat -
SC Steelhead Critical Habitat -
CCV Steelhead Critical Habitat - X
Eulachon Critical Habitat -
sDPS Green Sturgeon Critical Habitat - X

ESA Marine Invertebrates

Range Black Abalone (E) -
Range White Abalone (E) -

ESA Marine Invertebrates Critical Habitat

Black Abalone Critical Habitat -

ESA Sea Turtles

East Pacific Green Sea Turtle (T) -
Olive Ridley Sea Turtle (T/E) -
Leatherback Sea Turtle (E) -
North Pacific Loggerhead Sea Turtle (E) -

ESA Whales

Blue Whale (E) -
Fin Whale (E) -
Humpback Whale (E) -
Southern Resident Killer Whale (E) -
North Pacific Right Whale (E) -
Sei Whale (E) -
Sperm Whale (E) -

ESA Pinnipeds

Guadalupe Fur Seal (T) -

Essential Fish Habitat

Coho EFH -
Chinook Salmon EFH - X
Groundfish EFH -
Coastal Pelagics EFH -
Highly Migratory Species EFH -

Appendix F - NRCS Consultation

U.S. DEPARTMENT OF AGRICULTURE
Natural Resources Conservation Service

NRCS-CPA-106
(Rev. 1-91)

FARMLAND CONVERSION IMPACT RATING FOR CORRIDOR TYPE PROJECTS

PART I *(To be completed by Federal Agency)*	3. Date of Land Evaluation Request 2/5/20	4. Sheet 1 of 1
1. Name of Project Segments 4&5 SR70 Continuous Passing Lane Project-	5. Federal Agency Involved Caltrans for FHWA - NEPA Assignment	
2. Type of Project Safety Improvement and Capacity Increase	6. County and State Yuba County, California	
PART II *(To be completed by NRCS)*	1. Date Request Received by NRCS 2/28/20	2. Person Completing Form Liza Y. Lopez Ramos
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES ☒ NO ☐		4. Acres Irrigated 82,475 | Average Farm Size 2.36
5. Major Crop(s) Walnuts, Prunes & Peaches	6. Farmable Land in Government Jurisdiction Acres: 89,761 % 21.8%	7. Amount of Farmland As Defined in FPPA Acres: 107,315 % 26.1%
8. Name Of Land Evaluation System Used CA - Storie Index	9. Name of Local Site Assessment System None	10. Date Land Evaluation Returned by NRCS 3/18/20

PART III *(To be completed by Federal Agency)*	Alternative Corridor For Segment - SR70 - Segs. 4&5			
	Corridor A	Corridor B	Corridor C	Corridor D
A. Total Acres To Be Converted Directly	6.34			
B. Total Acres To Be Converted Indirectly, Or To Receive Services	0			
C. Total Acres In Corridor	6.34			
PART IV *(To be completed by NRCS) Land Evaluation Information*				
A. Total Acres Prime And Unique Farmland	4.2			
B. Total Acres Statewide And Local Important Farmland	0.7			
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted	0.00006			
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value	N/A			
PART V *(To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)*	56.6			
PART VI *(To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))* — Maximum Points				
1. Area in Nonurban Use (15)	15			
2. Perimeter in Nonurban Use (10)	10			
3. Percent Of Corridor Being Farmed (20)	20			
4. Protection Provided By State And Local Government (20)	0			
5. Size of Present Farm Unit Compared To Average (10)	10			
6. Creation Of Nonfarmable Farmland (25)	0			
7. Availablility Of Farm Support Services (5)	4			
8. On-Farm Investments (20)	20			
9. Effects Of Conversion On Farm Support Services (25)	0	0		
10. Compatibility With Existing Agricultural Use (10)	0	0		
TOTAL CORRIDOR ASSESSMENT POINTS (160)	79	0	0	0
PART VII *(To be completed by Federal Agency)*				
Relative Value Of Farmland (From Part V) (100)	0	0	0	0
Total Corridor Assessment (From Part VI above or a local site assessment) (160)	79	0	0	0
TOTAL POINTS *(Total of above 2 lines)* (260)	79	0	0	0

1. Corridor Selected:	2. Total Acres of Farmlands to be Converted by Project:	3. Date Of Selection:	4. Was A Local Site Assessment Used?
SR70 - Yuba County PM 16.2/25.8	Alternative 1: 6.34 acres	2/6/20	YES ☑ NO ☐

5. Reason For Selection:

Signature of Person Completing this Part: Cara Lambirth — DATE 2/6/20

NOTE: Complete a form for each segment with more than one Alternate Corridor

U.S. DEPARTMENT OF AGRICULTURE
Natural Resources Conservation Service

NRCS-CPA-106
(Rev. 1-91)

FARMLAND CONVERSION IMPACT RATING FOR CORRIDOR TYPE PROJECTS

PART I *(To be completed by Federal Agency)*	3. Date of Land Evaluation Request 2/5/20	4. Sheet 1 of 1
1. Name of Project Segments 4&5 SR70 Continuous Passing Lane Project-	5. Federal Agency Involved Caltrans for FHWA - NEPA Assignment	
2. Type of Project Safety Improvement and Capacity Increase	6. County and State Yuba County, California	
PART II *(To be completed by NRCS)*	1. Date Request Received by NRCS 2/28/20	2. Person Completing Form Liza Y. Lopez Ramos
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES ☒ NO ☐		4. Acres Irrigated 82,475 | Average Farm Size 236
5. Major Crop(s) Walnuts, Prunes & Peaches	6. Farmable Land in Government Jurisdiction Acres: 89,761 % 21.8%	7. Amount of Farmland As Defined in FPPA Acres: 107,315 % 26.1%
8. Name Of Land Evaluation System Used CA - Storie Index	9. Name of Local Site Assessment System None	10. Date Land Evaluation Returned by NRCS 3/18/20

PART III *(To be completed by Federal Agency)*	Alternative Corridor For Segment 3 - SR70			
	Corridor A	Corridor B	Corridor C	Corridor D
A. Total Acres To Be Converted Directly	10.43			
B. Total Acres To Be Converted Indirectly, Or To Receive Services	0			
C. Total Acres In Corridor	10.43			
PART IV *(To be completed by NRCS) Land Evaluation Information*				
A. Total Acres Prime And Unique Farmland	8.8			
B. Total Acres Statewide And Local Important Farmland	2.6			
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted	0.00009			
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value	N/A			
PART V *(To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)*	56.6			
PART VI *(To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))* — Maximum Points				
1. Area in Nonurban Use — 15	15			
2. Perimeter in Nonurban Use — 10	10			
3. Percent Of Corridor Being Farmed — 20	20			
4. Protection Provided By State And Local Government — 20	0			
5. Size of Present Farm Unit Compared To Average — 10	10			
6. Creation Of Nonfarmable Farmland — 25	0			
7. Availablility Of Farm Support Services — 5	4			
8. On-Farm Investments — 20	20			
9. Effects Of Conversion On Farm Support Services — 25	0			
10. Compatibility With Existing Agricultural Use — 10	0			
TOTAL CORRIDOR ASSESSMENT POINTS — 160	79	0	0	0
PART VII *(To be completed by Federal Agency)*				
Relative Value Of Farmland (From Part V) — 100	0	0	0	0
Total Corridor Assessment (From Part VI above or a local site assessment) — 160	79	0	0	0
TOTAL POINTS *(Total of above 2 lines)* — 260	79	0	0	0

1. Corridor Selected:	2. Total Acres of Farmlands to be Converted by Project:	3. Date Of Selection:	4. Was A Local Site Assessment Used?
SR70 - Yuba County PM 16.2/25.8	Alternative 2: 10.43 acres	2/6/20	YES ☑ NO ☐

5. Reason For Selection:

Signature of Person Completing this Part: Cara Lambiath — DATE 2/6/20

NOTE: Complete a form for each segment with more than one Alternate Corridor

Appendix G – FHWA Air Quality Conformity Determination

U.S. Department of Transportation
Federal Highway Administration

California Division

650 Capitol Mall, Suite 4-100
Sacramento, CA 95814
(916) 498-5001
(916) 498-5008 (FAX)

June 19, 2020

In Reply, Refer To:
HDA-CA

Mr. Amarjeet Benipal, District Director
California Department of Transportation
District 3
703 B Street
Marysville, CA 95901

Attention: Youngil Cho

Dear Mr. Benipal:

SUBJECT: Project Level Conformity Determination for the SR 70 Passing Lanes, Segments 4 & 5 Project (CTIPS ID# 107-0000-1142)

On May 21, 2020, the California Department of Transportation (Caltrans) submitted to the Federal Highway Administration (FHWA) a complete request for a project level conformity determination for the SR 70 Passing Lanes, Segments 4 & 5 Project. The project is in an area that is designated Non-Attainment or Maintenance for Ozone, and Particulate Matter (PM 2.5, PM10).

The project level conformity analysis submitted by Caltrans indicates that the project-level transportation conformity requirements of 40 CFR Part 93 have been met. The project is included in the Sacramento Area Council of Governments' (SACOG) current Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP), as amended. The design concept and scope of the preferred alternative have not changed significantly from those assumed in the regional emissions analysis.

As required by 40 CFR 93.116 and 93.123, the localized $PM_{2.5}$ and PM_{10} analyses are included in the documentation. The analyses demonstrate that the project will not create any new violations of the standards or increase the severity or number of existing violations.

Based on the information provided, FHWA finds that the SR 70 Passing Lanes, Segments 4 & 5 Project conforms with the State Implementation Plan (SIP) in accordance with 40 CFR Part 93.

If you have any questions pertaining to this conformity finding, please contact Joseph Vaughn at (916) 498-5346 or by email at Joseph.Vaughn@dot.gov.

Sincerely,

TASHIA J CLEMONS

Digitally signed by TASHIA J CLEMONS
Date: 2020.06.22 15:32:33 -07'00'

Tashia J. Clemons
Director, Planning and Environment

Appendix H - Public Comments and Responses

1. Harvey Tran – Environmental Scientist, California Dept of Fish and Wildlife

From: Tran, Harvey@Wildlife
To:
Cc: Wildlife R2 LSA
Subject: Caltrans 03-3F283 Yuba 70 Continuous Passing Lanes SCH 2020029036 - CDFW CEQA comments 2020-0078-0000-R2
Date: Friday, April 10, 2020 5:11:35 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

To Caltrans District 3 Environmental:

Here are CDFW comments for the Yuba 70 Continuous Passing Lane Project's Draft EIR. The uba.70.passing.lanes.project@dot.ca.gov email did not work.

The California Department of Fish and Wildlife (CDFW) appreciates the opportunity to comment on the proposed draft Environmental Impact Report (EIR) for the Yuba 70 Continuous Passing Lanes (Project). CDFW is responding to the draft EIR as a Trustee Agency for fish and wildlife resources (California Fish and Game Code Sections 711.7 and 1802, and the California Environmental Quality Act [CEQA] Guidelines Section 15386), and as a Responsible Agency regarding any discretionary actions (CEQA Guidelines Section 15381), such as the issuance of a Lake or Streambed Alteration Agreement (California Fish and Game Code Sections 1600 et seq.) and/or a California Endangered Species Act (CESA) Permit for incidental take of Endangered, Threatened, and/or Candidate species (California Fish and Game Code Sections 2080 and 2080.1).
This project will construct an additional 12-ft lane with an 8-ft shoulder to achieve a continuous passing lane in each direction throughout the project limits. The Clear Recovery Zone (CRZ) constructed under another safety project, EA 03-4F380, will be perpetuated in this project and having minimum width of 20-ft. The CRZ will incorporate side slopes 4:1 or flatter and remove any physical obstructions such as trees, utility poles, and other fixed objects. Roadside ditches will be constructed outside the CRZ. There are numerous school bus stops throughout the project limits; therefore, in designated locations the shoulder width will be increased to 14-ft to provide areas for school buses to pull over and give students safer access on and off the bus. Where needed, existing driveways along the corridor will be modified to conform to the widened highway. As warranted, driveway culverts will be replaced to convey drainage flows in the roadside ditches. In addition, there will be shifts in the horizontal alignment and adjustments to the vertical profile to minimize impacts on residences and utilities. Existing cross culverts will be replaced or extended as needed.

CDFW recommends the following items be addressed in the CEQA document:

1. Page 103 **Regulatory Setting**
Fish and Game Code section 1602 requires an entity to notify CDFW prior to commencing any activity that may do one or more of the following: substantially divert or obstruct the natural flow of any river, stream or lake; substantially change or use any material from the bed, channel or bank of any river, stream, or lake; or, deposit debris, waste, or other materials that may pass into any river, stream or lake. Therefore, please note that the activity of depositing or disposing of material where it may pass into any river, stream, or lake does not need to be located in the bed, bank, or channel to be subject to LSA notification.

2. Page 106 **Environment Consequences – Build Alternatives**

When Caltrans applies for a 1602 LSAA, there can only be one build proposal used during consultation. CDFW recommends the build alternative that results in the least amount of impacts to biological resources. CDFW recommends that Caltrans select Build Alternative 1 due to the lack of concrete barrier in the design which would not impede wildlife movement across the highway.

3. Page 108 **BIO-2 Compensate for Impacts on Riparian Wetland**
CDFW does not accept USACE's In-Lieu fee as mitigation to areas under 1602 authority. CDFW may ask for greater than 1:1 mitigation depending on the quality of the habitat impacted. Mitigation credit purchase should be done at a CDFW-approved mitigation bank.

4. Page 114 **Animal Species - Birds**
Tricolored blackbird is currently listed as state-threatened as of April 18, 2018. CDFW recommends updating the draft EIR to reflect the change in status.

5. Pages 117 and 120 **Plant Species – Affected Environment**
CDFW recommends that special-status plant surveys be done according to the CDFW's "Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Sensitive Natural Communities" dated March 20, 2018. Specifically, the plant surveys should be done when the plants will be both evident and identifiable (flowering or fruiting). For this project, CDFW recommends extra attention be focused on Veiny monardella (*Monardella venosa*) because suitable habitat (riparian areas) is present in the study area and the nearest recorded occurrence is also within the study area.

CDFW also recommends that prior to initiating ground-disturbing or vegetation removing activities, Caltrans survey the project site for special-status plant species (if surveys have not already been completed that year). If a special-status plant or plants are found, Caltrans should prepare a plan to avoid or minimize and mitigate impacts to the species and submit it for review and approval by CDFW. Caltrans should not initiate project activities until the avoidance, minimization, and/or mitigation plan has been approved in writing by CDFW or can demonstrate compliance with the California Endangered Species Act (CESA) (as applicable).

6. Pages 122-123 **Threatened and Endangered Species – Affected Environment**
Inferences from Incomplete Data. Please note the California Natural Diversity Database is only a positive occurrence database that is maintained through voluntary reporting. Therefore, extrapolation of CNDDB data to make conclusions regarding sensitive habitat types, species' distribution, numbers or density is likely not correct representation. Conclusions regarding the extent of a species' potentially present should only be made if supported by current and comprehensive survey information. Where field surveys have been completed, the EIR should specify the protocols used and dates of surveys performed.

7. Page 125 **Threatened and Endangered Species – Avoidance, Minimization, and/or Mitigation Measures**
CDFW recommends that SWHA surveys be included as an AMM and conducted using the "Recommended Timing and Methodology For Swainson's Hawk Nesting Surveys in California Central Valley" written by the Swainson's Hawk Technical Advisory Committee in May 31, 2000.

8. Page 128 **Invasive Species - Avoidance, Minimization, and/or Mitigation Measures**
CDFW recommends that construction activities be done in a manner that prevents the introduction, transfer, and spread of aquatic, riparian, and terrestrial invasive species from one work site and/or water body to another. Prior to entering the project area, equipment should be inspected for invasive species and, if any signs of invasive species are found, the equipment should be cleaned to remove those species. All visible soil/mud, plant materials, and animal remnants on equipment should be removed prior to entering and exiting the work site and/or between each use in different water bodies. CDFW should be notified immediately if an invasive species not previously known to occur within the work site is discovered during work activities by contacting CDFW's Invasive Species Program by email at Invasives@wildlife.ca.gov. CDFW also recommends vehicle wash stations be used to control spread of invasive plant species.

9. Page 142 **CEQA Significance Determination for Biological Resources – D)**
CDFW believes that the proposed concrete barriers on the median for Build Alternative 2 may impede terrestrial wildlife movement from habitat on one side of the highway to habitat on the other side. CDFW recommends Caltrans select Build Alternative 1 which does not contain the concrete barrier. If Caltrans chooses to select Build Alternative 2, then CDFW recommends Caltrans considers design modifications that would improve wildlife movement through the project area. Wildlife movement is known to promote genetic exchange, allow response to habitat loss or stressors, and provide access to critical resources. Wildlife species require safe passages, protective cover, visibility, and sensory cues to move safely from one habitat area to another. Therefore, connectivity which allows for wildlife movement is important for the long-term viability of the state's biodiversity.
CDFW recommends Caltrans designs the project structures, consistent with other regional projects, where location appropriate under crossings, exclusionary fencing, and jumpouts are constructed and maintained to mitigate impacts to wildlife movement. Structures such as underpasses, high ground passes for flood stage and/or increased culvert diameters or box culverts are potential mitigation measures where feasible. CDFW recommends culvert replacements or retrofits be designed to allow for movement of native resident and migratory species that could potentially occur in the area. CDFW recommends utilizing the "Highway Crossings for Herptiles (Reptiles and Amphibians)" (CTC & Associates LLC., 2012) and "California Amphibian and Reptile Crossing Preliminary Investigation" (Levine, 2013). The design options allow for wildlife to move from one side of the highway to the other safely without using the actual road. This would also improve public safety by reducing wildlife/vehicle collisions.

Please note that when acting as a responsible agency, CEQA guidelines section 15096, subdivision (f) requires CDFW to consider the CEQA environmental document prepared by the lead agency prior to reaching a decision on the project. Addressing CDFW's comments and disclosing potential Project impacts on CESA-listed species and any river, lake, or stream, and provide adequate avoidance, minimization, mitigation, monitoring and reporting measures; will assist CDFW with the consideration of the EIR.

If you should have any questions pertaining to these comments, please feel free to contact me.

Thank you.

Harvey Tran
Environmental Scientist
California Department of Fish and Wildlife
Region 2 - North Central Region
Habitat Conservation Program
(916) 358-4035

Response to Comment 1:

Thank you for your comment Mr. Tran.

1. Caltrans will adhere to all standard practices and notify CDFW prior to commencing any activity that may substantially divert or obstruct the natural flow of any river, stream or lake; substantially change or use any material from the bed, channel or bank of any river, stream, or lake; or, deposit debris, waste, or other materials that may pass into any river, stream or lake.
2. Thank you for your recommendation. Caltrans is proposing to select Build Alternative 1 as the preferred alternative.
3. Caltrans will purchase mitigation credits for any mitigation required under the 1602 authority.
4. Caltrans has implemented CDFW's recommendation and has updated the EIR to reflect the change in status for the tricolored blackbird.
5. Caltrans will note this recommendation and will survey prior to initiation ground-disturbing or vegetation removing activities.
6. Field surveys were completed January 25-27 and February 4, 2016; December 28, 2016; January 19, 26-27, 2017; December 26, 2019; and March 3, 2020. The document has been updated to specify protocols used and dates of surveys performed.
7. Caltrans will note this recommendation regarding Swainson's Hawk surveys. Nesting surveys will be conducted prior to the start of construction activities.
8. Caltrans will follow all appropriate protocol in order to prevent introduction, transfer, and spread of aquatic, riparian, and terrestrial invasive species.
9. Caltrans will note the recommendation regarding Alternative 2. Caltrans is currently proposing build alternative 1 as the preferred alternative to move forward with project approval.

2. Bruce Ray

From: Bruce Ray
To: Yuba 70 Passing Lanes Project@DOT
Subject: Highway 70 continuous passing lanes
Date: Tuesday, May 5, 2020 3:34:42 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Hi, I live at 8973 State Highway 70 , Next to Woodruff lane. I need to know how this is going to affect my home and fence line. Can I please see a specific to my home and shop as to where the right of way lands and if it seems I'm already encroaching in it. I was last told that I'm not affected, but if you're adding a lane, I don't see how that's possible. Please let me know how I can view the right of way and footprint of new roadway as it pertains to our home and existing fenceline.

Thank you.,

Bruce Ray
916-343-1711
bruceray01@gmail.com

Response to Comment 2:

Thank you for your comment Mr.Ray. Based on review from Right of Way and Design, alternative (Alt) 1 does not appear to require additional right-of-way beyond what Caltrans already owns, Alternative 2 has potential to impact the shop and will likely include a strip acquisition from the front of the property. Please contact Caltrans Right of Way staff if you have any additional questions regarding your property.

This comment does not refer to the environmental DEIR/EA. No changes to the document are necessary.

3. Joseph Klaker

From: Joseph Klaker <jrklaker@gmail.com>
Sent: Tuesday, May 5, 2020 7:27 AM
To: Mohtes-Chan, Gilbert K@DOT <gilbert.mohtes-chan@dot.ca.gov>
Subject: hwy 70 passing lane

EXTERNAL EMAIL. Links/attachments may not be safe.

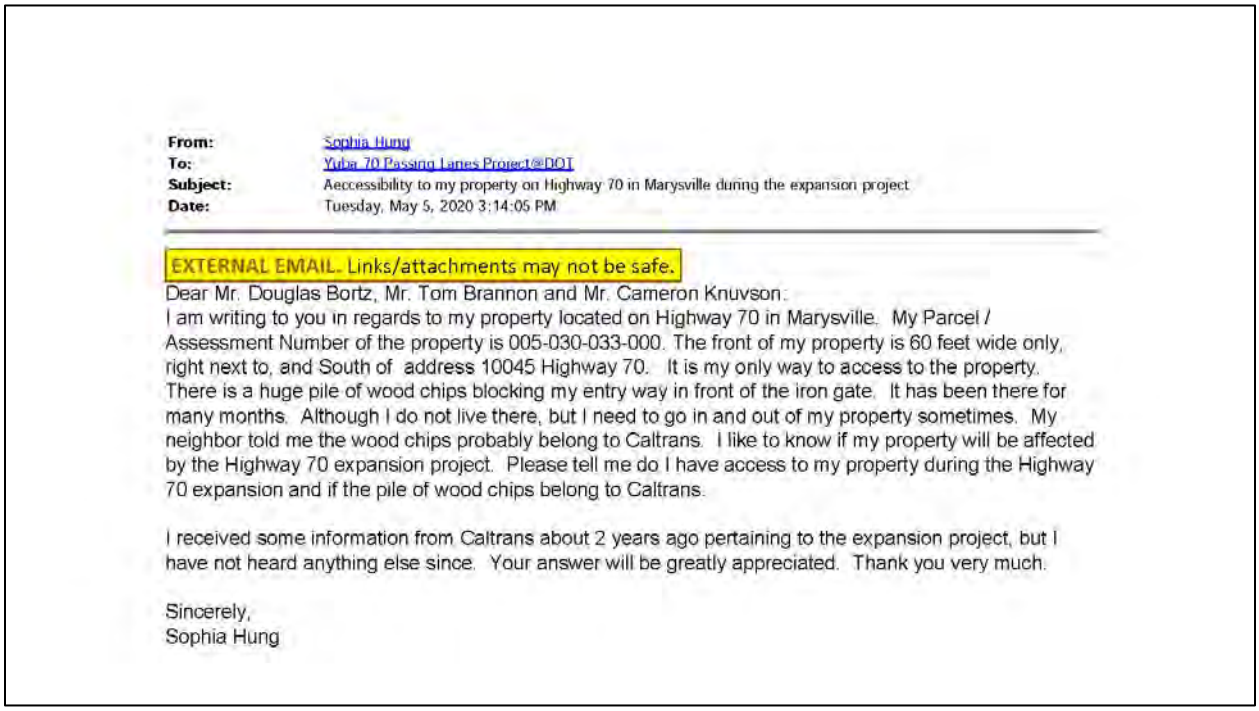
Sent from Mail for Windows 10
Wanted to send a e mail to support the project and went to the email address provided by the appeal democrat in the arcticle on may 5th. The only thing I found when using that address was your's and knudson address for comments or questions. Don't know why!? Anyway I fully support the project of 5 lanes plus shoulders through the project area. If you need to contact me please do so I can submit my support.

Thanks
Joseph Klaker
530-743-6054

Response to Comment 3:

Thank you for your comment Mr. Klaker. We appreciate your support on this proposed project.

4. Sophia Hung



From: Sophia Hung
To: Yuba 70 Passing Lanes Project@DOT
Subject: Aeccessibility to my property on Highway 70 in Marysville during the expansion project
Date: Tuesday, May 5, 2020 3:14:05 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Dear Mr. Douglas Bortz, Mr. Tom Brannon and Mr. Cameron Knuvson:
I am writing to you in regards to my property located on Highway 70 in Marysville. My Parcel / Assessment Number of the property is 005-030-033-000. The front of my property is 60 feet wide only, right next to, and South of address 10045 Highway 70. It is my only way to access to the property. There is a huge pile of wood chips blocking my entry way in front of the iron gate. It has been there for many months. Although I do not live there, but I need to go in and out of my property sometimes. My neighbor told me the wood chips probably belong to Caltrans. I like to know if my property will be affected by the Highway 70 expansion project. Please tell me do I have access to my property during the Highway 70 expansion and if the pile of wood chips belong to Caltrans.

I received some information from Caltrans about 2 years ago pertaining to the expansion project, but I have not heard anything else since. Your answer will be greatly appreciated. Thank you very much.

Sincerely,
Sophia Hung

Response to Comment 4:

Thank you for your comment Ms. Hung. Caltrans maintenance and right-of-way staff has reviewed your comment and determined the wood chip pile was not placed by Caltrans nor is it Caltrans property. Caltrans does not dump material of any sorts on private property, or block access to residents. Your property will remain accessible during construction. The project is not proposing any acquisition of your property.

This comment does not refer to the environmental DEIR/EA. No changes to the document are necessary.

5. Paula Aguirre

From: Paula Aguirre
To: Yuba 70 Passing Lanes Project@DOT
Subject: Comments on Hwy 70 project
Date: Wednesday, May 6, 2020 2:14:40 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

I live at 8349 State Hwy 70 in Marysville. My name is Paula Aguirre and my Husbands name is Daniel. We have some concerns on the Hwy 70 project. My concern is that
More traffic will create more toxic exhaust and we will fall ill with cancer. We already have asthma related problems. I am requesting that a wall be put up along the hwy to prevent exhaust and road noise and also to prevent a car from speeding into our front yard. You are creating a dangerous situation by widening the hwy. I was told by you at Caltrans that none of my property to be used to widen the road. You said all the property will be taken from across the street. It this still the plan. I have heard that you will be still taking some of my front strip? No one has contacted me about this or was I sent any letter. Please call me to let me know what the plan is.

I understand this is a dangerous road and I think that there should be a bypass road bringing traffic around downtown Marysville. Our little town is turning out to be a nightmare because of all the traffic bottlenecking into town. Lincoln put in a bypass and it has made it very successful. Marysville should do the bypass instead of the widening of Hwy 70. I feel that the bypass road will have to be built in the future anyway. Why not waste time and do it now.

Paula Aguirre
408-506-2996

Response to Comment 5:

Thank you for your comment Mrs.Aguirre.

5-1. Based on the analysis discussed in the Air Quality section of the environmental document (*Air Quality 2.2.6*), there are no substantial changes in particulate matters between the build and no-build alternatives. The US EPA and FHWA have concurred that this is not a project of air quality concern. Additionally, other criteria pollutants in the build alternatives would decrease in future years. The proposed project anticipates temporary short-term (construction) air quality impacts; however, these impacts will be minimized with incorporation of minimization measures discussed in the Air Quality section.

5-2. A noise barrier would not be feasible along SR 70 northbound or SR 70 southbound under any of the build alternatives due to driveway access requirements to residences along the entire corridor, all of which are preserved and improved as part of the project. For a wall to be acoustically feasible, it would need to be continuous along residential frontage, and maintain access, required sight lines and safety requirement for driveway access along SR 70. (*Noise 2.2.7)*

5-3. Improving this segment of SR 70 has been studied for several years, and numerous reports have been prepared. These studies include the *State Routes 70 and 99 Corridor Study* (1990), the *State Routes 70 and 99 Major Investment Study* (California Department of Transportation 1995), the *Draft Marysville By-Pass Value Analysis Study* (Value Management Strategies 2001), the *Marysville By-pass to Oroville Freeway Project* (California Department of Transportation 1993), and the *State Route 70 Transportation Concept Report* (California Department of Transportation 2014). Several alternatives have been considered through the course of these studies, including highway widening, highway realignment, and new freeway construction. While the various studies mentioned above considered various ways to improve SR 70 between Marysville and Oroville, the generally accepted vision was to construct a four-lane "Marysville By-Pass to Oroville Freeway" beginning at the SR 65/SR 70 split and extending to the southern limits of Oroville. This freeway was to provide regional connectivity between Sacramento, Marysville, Oroville, and Chico. Due to lack of funding and significant environmental impacts identified in the *Draft Marysville By-Pass Value Analysis Study* (Value Management Strategies 2001), the proposed by-pass and freeway were determined to be unviable and were not carried forward into the final stages of project development. In addition to lack of funding, the environmental impacts that would typically result from construction of a new bypass would include a much higher amount of ROW acquisition, potential socioeconomic impacts, air quality and greenhouse gas impacts, impacts on biological resources (habitat), and potential impacts on cultural and paleontological resources. If Yuba County chooses to evaluate a bypass in the upcoming future, Caltrans will assist the county in evaluations and analysis necessary to study that option.

5-4. Additionally, Caltrans right of way has reviewed your comment and the property in concern. Based on the review, for project alternatives 1 & 2, no proposed acquisitions of your property appear to be required for this transportation project. Acquisitions are being pursued on the west side of the highway at this location.

6. Mitchell M. Tsai, Attorney for Keep 70 Safe Committee

P: (626) 381-9248
F: (626) 389-5414
E: mitch@mitchtsailaw.com

Mitchell M. Tsai
Attorney At Law

155 South El Molino Avenue
Suite 104
Pasadena, California 91101

VIA U.S. MAIL & E-MAIL

May 7, 2020

California Department of Transportation
Environmental Management M3 Branch
703 B Street I Marysville, CA 95901
Attn: Yuba 70 Passing Lanes Project
Em: yuba.70.passing.lanes.project@dot.ca.gov

RE: **SR 70 Passing Lane Project Draft EIR / EA**

Dear Mr. Knudson,

On behalf of Keep 70 Safe, my Office requests that the California Department of Transportation ("CalTrans") extend the public comment period on the SR 70 Passing Lane Project extend the public comment period by another 45 days from May 15, 2020, to June 29, 2020. An extension is necessary to facilitate public comment under the emergency orders issued by Yuba County and the State of California in response to the current COVID-19 public health crisis.

Due to the closure of many public facilities, the general public has not been able to receive public notice of this Project as required under the California Environmental Quality Act, Cal. Public Resources Code § 21100 *et seq* ("CEQA"). CEQA requires that the Notice of Availability for the Project's Draft EIR / EA "be posted in the Office of the County Clerk for a period of at least 30 days." 14 Cal. Code of Regulations ("CEQA Guidelines") § 15087(d). However, the Yuba County Clerk-Recorder has been closed to the public since Friday, March 20. Since the Notice of Availability for the Project's Draft EIR / EA was released on April 1, 2020, the general public has not had an opportunity to see any public notices concerning this Project as required by CEQA.

In addition, CEQA requires that a lead agency "furnish copies of draft EIRs to public library systems serving the area involved." CEQA Guidelines § 15087(g). However, the Yuba County Library in Marysville is also closed to the public and only offers curbside pickup. The Project's Draft EIR / EA does not appear to be among the materials available for curbside pickup from the Yuba County library.

Finally, the Project's Notice of Availability states that in lieu of open house events, Caltrans would produce a video presentation of the Project to inform the public. However, the Project's virtual open house was only made available on May 2, 2020, with only 14 days left in the public review period. As a result, the public has not had the benefit of the information conveyed in the Project's virtual town hall for the full 45-day public comment period or even minimal 30 day period required by CEQA. CEQA Guidelines § 15105.

CalTrans should make additional efforts to facilitate public participation. The Project's Draft EIR / EA was released for public review and comment on April 1, 2020, almost immediately after Yuba County and the State of California COVID-19 emergency orders were put into effect. Extending the public comment period, especially since the State of California and Yuba County appear to be set to begin loosening COVID-19 emergency orders, would be an appropriate and reasonable step to facilitate public participation on a Project that will have a significant impact on this region.

Sincerely,

Mitchell M. Tsai
Attorneys for Keep 70 Safe

Response to Comment 6:

Thank you for your comment. Due to the closure of public facilities, Caltrans was unable to post the document at the Yuba County Clerks office. Additionally, at the beginning of the public comment period, the Yuba County library was closed until further notice. However, in order to provide access to the environmental document and adhere to Governor Newsom's Executive Order (N-54-20), the document was available on the Caltrans District 3 website, hardcopies were available upon request, the document was posted electronically at the State Clearinghouse, and outreach was engaged regarding the public comment period.
The referenced CEQA guideline § 15105 does not discuss if or when a public open house should occur during a draft EIR circulation period, however a virtual open house was posted online on May 4, 2020, approximately one week after the original public open house was scheduled to occur. Understanding of the difficulties surrounding closures related to COVID-19 and limited accessibility of the document, Caltrans has extended the comment closing period from May 15th to the new deadline of June 5th. A copy has been posted at the County Clerk's office and CDs have been made available at the Yuba County Library for curbside pickup. The public was also encouraged to reserve a 30-minute appointment with Caltrans staff in order to discuss questions and concerns regarding the project.

7. Floyd Pederson

Floyd Pedersen
P.O. Box 871
Marysville, CA 95901
530-742-3500

May 8, 2020

California Department of Transportation
Environmental Management M3 Branch
703 B Street
Marysville, CA 95901
Attn: Yuba 70 Passing Lanes Project
Cameron Knudson, Project Manager

Email: yuba.70.passing.lanes.project@dot.ca.gov

RE: **SR 70 Passing Lane Project Draft EIR / EA**

Dear Mr. Knudson,

I respectfully request the California Department of Transportation ("Caltrans") extend the public comment period on the SR 70 Passing Lane Project another 45 days from May 15, 2020 to June 29, 2020. An extension is necessary to facilitate public comment under the emergency orders issued by Yuba County and the State of California in response to the current COVID-19 public health crisis.

Due to the closure of many public facilities we, the general public, have not been able to receive public notice of this Project as required under the California Environmental Quality Act, Cal. Public Resources Code § 21100 *et seq* ("CEQA"). CEQA requires that the Notice of Availability for the Project's Draft EIR/EA "be posted in the Office of the County Clerk for a period of at least 30 days." 14 Cal. Code of Regulations ("CEQA Guidelines") § 15087(d). However, the Yuba County Clerk Recorder has been closed to the public since Friday, March 20, 2020. Since the Notice of Availability for the Project's Draft EIR/EA was released on April 1, 2020, the general public has not had an opportunity to see any public notices concerning this Project as required by CEQA.

In addition, CEQA requires that a lead agency "furnish copies of draft EIRs to public library systems serving the area involved," CEQA Guidelines § 15087(g). However, the Yuba County Library in Marysville is also closed to the public and is

only offering curbside pickup. The Project's Draft EIR/EA does not appear to be among the materials available for curbside pickup from the Yuba County library.

Finally, the Project's Notice of Availability states that in lieu of open house events, Caltrans would produce a video presentation of the Project to inform the public. However, the Project's virtual open house was only made available on May 2, 2020, with only 14 days left in the public review period. As a result, the public has not had the benefit of the information conveyed in the Project's virtual town hall for the full 45-day public comment period or even minimal 30 day period as required by CEQA, CEQA Guidelines § 15105.

CalTrans should make additional efforts to facilitate public participation. The Project's Draft EIR /EA was released for public review and comment on April 1, 2020, almost immediately after the State of California and Yuba County COVID-19 emergency orders were put into effect. Extending the public comment period, especially since the State of California and Yuba County appear to be set to begin loosening COVID-19 emergency orders, would be an appropriate and reasonable step to facilitate public participation on a Project that will have a significant impact on this region.

Sincerely,

Floyd Pedersen
PO Box 871
Marysville, CA 95901

Response to Comment 7:

Thank you for your comment. Please see the response to comment 6.

8. Robert and Janessa Payne

From: Robert Payne
To: Yuba 70 Passing Lanes Project@DOT
Subject: SR 70 Passing Lane Project Draft EIR / EA
Date: Friday, May 8, 2020 7:05:53 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

May 8, 2020
California Department of Transportation
Environmental Management M3 Branch
703 B Street
Marysville, CA 95901
Attn: Yuba 70 Passing Lanes Project
Cameron Knudson, Project Manager
Email: yuba.70.passing.lanes.project@dot.ca.gov

RE: SR 70 Passing Lane Project Draft EIR / EA

Dear Mr. Knudson,

I respectfully request the California Department of Transportation ("Caltrans") extend the public comment period on the SR 70 Passing Lane Project another 45 days from May 15, 2020 to June 29, 2020. An extension is necessary to facilitate public comment under the emergency orders issued by Yuba County and the State of California in response to the current COVID-19 public health crisis.

Due to the closure of many public facilities we, the general public, have not been able to receive public notice of this Project as required under the California Environmental Quality Act, Cal. Public Resources Code § 21100 et seq ("CEQA"). CEQA requires that the Notice of Availability for the Project's Draft EIR/EA "be posted in the Office of the County Clerk for a period of at least 30 days." 14 Cal. Code of Regulations ("CEQA Guidelines") § 15087(d). However, the Yuba County Clerk Recorder has been closed to the public since Friday, March 20, 2020. Since the Notice of Availability for the Project's Draft EIR/EA was released on April 1, 2020, the general public has not had an opportunity to see any public notices concerning this Project as required by CEQA.

In addition, CEQA requires that a lead agency "furnish copies of draft EIRs to public library systems serving the area involved," CEQA Guidelines § 15087(g). However, the Yuba County Library in Marysville is also closed to the public and is only offering curbside pickup. The Project's Draft EIR/EA does not appear to be among the materials available for curbside pickup from the Yuba County library.

Finally, the Project's Notice of Availability states that in lieu of open house events, Caltrans would produce a video presentation of the Project to inform the public. However, the Project's virtual open house was only made available on May 2, 2020, with only 14 days left in the public review period. As a result, the public has not had the benefit of the information conveyed in the Project's virtual town hall for the full 45-day public comment period or even minimal 30 day period as required by CEQA, CEQA Guidelines § 15105.

CalTrans should make additional efforts to facilitate public participation. The Project's Draft EIR /EA was released for public review and comment on April 1, 2020, almost immediately after the State of California and Yuba County COVID-19 emergency orders were put into effect. Extending the public comment period, especially since the State of California and Yuba County appear to be set to begin loosening COVID-19 emergency orders, would be an appropriate and reasonable step to facilitate public participation on a Project that will have a significant impact on this region.

Sincerely,
Robert and Janessa Payne
7622 State Highway 70
Marysville, CA 95901

Response to Comment 8:

Thank you for your comment. Please see the response to comment 6.

9. Chris Haile

From: Chris Haile
To: Yuba 70 Passing Lanes Project@DOT
Subject: Request for extension
Date: Friday, May 8, 2020 8:01:23 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

May 8, 2020

California Department of Transportation
Environmental Management M3 Branch
703 B Street
Marysville, CA 95901
Attn: Yuba 70 Passing Lanes Project
Cameron Knudson, Project Manager
Email: yuba.70.passing.lanes.project@dot.ca.gov

RE: SR 70 Passing Lane Project Draft EIR / EA

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I respectfully request the California Department of Transportation ("Caltrans") extend the public comment period on the SR 70 Passing Lane Project another 45 days from May 15, 2020 to June 29, 2020. An extension is necessary to facilitate public comment under the emergency orders issued by Yuba County and the State of California in response to the current COVID-19 public health crisis.

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Sincerely,

Chris Haile
9917 Hwy 70
Marysville, CA 95901

Response to Comment 9:

Thank you for your comment Mr. Haile. Please see the response to comment 6.

10. Jeanna Arnold

May 8, 2020

California Department of Transportation
Environmental Management M3 Branch
703 B Street
Marysville, CA 95901
Attn: Yuba 70 Passing Lanes Project
Cameron Knudson, Project Manager

Email: yuba.70.passing.lanes.project@dot.ca.gov

RE: **SR 70 Passing Lane Project Draft EIR / EA**

Dear Mr. Knudson,

I respectfully request the California Department of Transportation ("Caltrans") extend the public comment period on the SR 70 Passing Lane Project another 45 days from May 15, 2020 to June 29, 2020. An extension is necessary to facilitate public comment under the emergency orders issued by Yuba County and the State of California in response to the current COVID-19 public health crisis.

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In addition, CEQA requires that a lead agency "furnish copies of draft EIRs to public library systems serving the area involved," CEQA Guidelines § 15087(g). However, the Yuba County Library in Marysville is also closed to the public and is

only offering curbside pickup. The Project's Draft EIR/EA does not appear to be among the materials available for curbside pickup from the Yuba County library.

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Sincerely,

Jeanna Arnold
7751 State Highway 70
Marysville CA 95901

Response to Comment 10:

Thank you for your comment. Please see the response to comment 6.

11. Pam Shaver

May 12, 2020

California Department of Transportation
Environmental Management M3 Branch
703 B Street Marysville, CA 95901
Attn: Yuba70 Passing Lanes Project
EM: yuba.70.passing.lanes.project@dot.ca.gov

Dear Cameron,

I would like to request that the public comment period on Highway 70 passing lanes be extended for another 45 days from May 15 to June 29. The rationale for this request is because the Covid 19 pandemic and all of the subsequent closures made public access to the Draft EIR document inaccessible for the general public perusal as required in California Environmental Quality Act, Cal. Public Resources Code. This Ceqa Code requires the Draft EIR to be available for posting in County Clerk's office for at least 30 days. The County offices were closed due to Covid-19 since March 20. Your Office released the Notice for Availability of the Draft document was released on April 1, eliminating the public's opportunity to see the public notice. Also, CEQA requires that a lead agency furnish copies of draft EIR to a public library system. Again, our Yuba County public library was closed to the public, making it evident that the general public had NO ACCESS to this document. The final requirement for CEQA is to have a public information meeting or, in lieu of a physical meeting, a video presentation. This"virtual open house" was made available on May 2, just 14 days before the deadline for public comment. This is far short of the 45 days of public comment period required by CEQA, and is not acceptable. It does not even meet the 30 days minimum period required by CEQA! Because of the Covid-19 pandemic, one of the many things which have affected public access, including having the Draft EIR, Caltrans should be more than willing to extend the public comment period from May 15 to June 29, 2020 in order to remedy the draft EIR being available for public review as required by CEQA.

Sincerely, Pam Shaver community member,
Keep 70 Safe
7992 Highway 70
Marysville, CA 95901

Response to Comment 11:

Thank you for your comment. Please see the response to comment 6.

12. Pamela Warmack

May 8, 2020

California Department of Transportation
Environmental Management M3 Branch
703 B Street
Marysville, CA 95901
Attn: Yuba 70 Passing Lanes Project
Cameron Knudson, Project Manager

Email: yuba.70.passing.lanes.project@dot.ca.gov

RE: **SR 70 Passing Lane Project Draft EIR / EA**

Dear Mr. Knudson,

I respectfully request the California Department of Transportation ("Caltrans") to extend the public comment period on the SR 70 Passing Lane Project another 45 days from May 15, 2020 to June 29, 2020. An extension is necessary to facilitate public comment under the emergency orders issued by Yuba County and the State of California in response to the current COVID-19 public health crisis.

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In addition, CEQA requires that a lead agency "furnish copies of draft EIRs to public library systems serving the area involved," CEQA Guidelines § 15087(g). However, the Yuba County Library in Marysville is also closed to the public and is only offering curbside pickup. The Project's Draft EIR/EA does not appear to be among the materials available for curbside pickup from the Yuba County library.

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Caltrans should make additional efforts to facilitate public participation. The Project's Draft EIR /EA was released for public review and comment on April 1, 2020, almost immediately after the State of California and Yuba County COVID-19 emergency orders were put into effect. Extending the public comment period, especially since the State of California and Yuba County appear to be set to begin loosening COVID-19 emergency orders, would be an appropriate and reasonable step to facilitate public participation on a Project that will have a significant impact on this region.

Sincerely,

Pamela Warmack, Chair
Keep 70 Safe
10137 State Highway 70
Marysville, CA 95901

Response to Comment 12:

Thank you for your comment. Please see the response to comment 6.

13. Ron Shaver

May 12, 2020

California Department of Transportation
Environmental Management M3 Branch
703 B Street Marysville, CA 95901
Attn: Yuba70 Passing Lanes Project
EM: yuba.70.passing.lanes.project@dot.ca.gov

Dear Cameron Knudson

I would like to request that the public comment period on Highway 70 passing lanes be extended for another 45 days from May 15 to June 29. The rationale for this request is because the Covid 19 pandemic and all of the subsequent closures made public access to the Draft EIR document inaccessible for the general public perusal as required in California Environmental Quality Act, Cal. Public Resources Code. This Ceqa Code requires the Draft EIR to be available for posting in County Clerk's office for at least 30 days. The County offices were closed due to Covid-19 since March 20. Your Office released the Notice for Availability of the Draft document was released on April 1, eliminating the public's opportunity to see the public notice. Also, CEQA requires that a lead agency furnish copies of draft EIR to a public library system. Again, our Yuba County public library was closed to the public, making it evident that the general public had NO ACCESS to this document. The final requirement for CEQA is to have a public information meeting or, in lieu of a physical meeting, a video presentation. This"virtual open house" was made available on May 2, just 14 days before the deadline for public comment. This is far short of the 45 days of public comment period required by CEQA, and is not acceptable. It does not even meet the 30 days minimum period required by CEQA! Because of the Covid-19 pandemic, one of the many things which have affected public access, including having the Draft EIR, Caltrans should be more than willing to extend the public comment period from May 15 to June 29, 2020 in order to remedy the draft EIR being available for public review as required by CEQA.

Sincerely, Ron Shaver community member,
Keep 70 Safe
7992 Highway 70
Marysville, CA 95901

Response to Comment 13:

Thank you for your comment. Please see the response to comment 6.

14. Wyatt Howell

May 11, 2020

California Department of Transportation
Environmental Management M3 Branch
703 B Street
Marysville, CA 95901
Attn: Cameron Knudson, Project Manager

Email: yuba.70.passing.lanes.project@dot.ca.gov

RE: **SR 70 Passing Lane Project Draft EIR / EA**

Mr. Knudson,
I am requesting that the California Department of Transportation ("Caltrans") extend the public comment period on the SR 70 Passing Lane Project another 45 days from May 15, 2020 to June 29, 2020. This extension is necessary for public comment under the emergency orders issued in Yuba County and by the State of California's response to the COVID-19 public health crisis.

Due to the closure of public facilities, the public has been unable to receive notices of this Project as required. California Environmental Quality Act, Cal. Public Resources Code § 21100 et seq ("CEQA"). CEQA requires that the Notice of Availability for the Project's Draft EIR/EA "be posted in the Office of the County Clerk for a period of at least 30 days." 14 Cal. Code of Regulations ("CEQA Guidelines") § 15087(d). Yuba County Clerk Recorder, closed to the public since Friday, March 20, 2020. CEQA also requires that a lead agency "furnish copies of draft EIRs to public library systems serving the area involved," CEQA Guidelines § 15087(g). Again, the Yuba County Library in Marysville is also closed to the public and is offering curbside pickup. The Project's Draft EIR/EA does not appear to be among the materials available for curbside pickup from the Yuba County library.

Project's Notice of Availability states that in lieu of open house events, Caltrans will produce a video presentation of the Project to inform the public. However, the Project's virtual open house was only made available on May 2, 2020, with only 14 days left in the public review period. This appears to be a failure to adhere, and as a result, the public has not been afforded the benefit of the information conveyed in the Project's virtual town hall for the full 45-day public comment period. (CEQA Guidelines § 15105 minimal 30 day's) Caltrans must make additional efforts to facilitate public participation in this project. Extending the public comment period, would be an appropriate and reasonable step to facilitate public participation on a Project that has significant impacts on this District.

Sincerely,

Wyatt Howell

12760 Lone Tree Way
Marysville, Ca. 95901

Response to Comment 14:

Thank you for your comment. Please see the response to comment 6.

15. Rachel Warmack

From: Rachael Warmack
To: Yuba 70 Passing Lanes Project@DOT
Subject: RE: SR 70 Passing Lane Project Draft EIR / EA
Date: Wednesday, May 13, 2020 8:06:13 PM
Attachments: Request for Extension Letter-RW.docx

EXTERNAL EMAIL. Links/attachments may not be safe.

Dear Mr. Knudson,

I respectfully request the California Department of Transportation ("Caltrans") to extend the public comment period on the SR 70 Passing Lane Project another 45 days from May 15, 2020 to June 29, 2020. An extension is necessary to facilitate public comment under the emergency orders issued by Yuba County and the State of California in response to the current COVID-19 public health crisis.

Due to the closure of many public facilities we, the general public, have not been able to receive public notice of this Project as required under the California Environmental Quality Act, Cal. Public Resources Code § 21100 *et seq* ("CEQA"). CEQA requires that the Notice of Availability for the Project's Draft EIR/EA "be posted in the Office of the County Clerk for a period of at least 30 days." 14 Cal. Code of Regulations ("CEQA Guidelines") § 15087(d). However, the Yuba County Clerk Recorder has been closed to the public since Friday, March 20, 2020. Since the Notice of Availability for the Project's Draft EIR/EA was released on April 1, 2020, the general public has not had an opportunity to see any public notices concerning this Project as required by CEQA.

In addition, CEQA requires that a lead agency "furnish copies of draft EIRs to public library systems serving the area involved," CEQA Guidelines § 15087(g). However, the Yuba County Library in Marysville is also closed to the public and is only offering curbside pickup. The Project's Draft EIR/EA does not appear to be among the materials available for curbside pickup from the Yuba County library.

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Caltrans should make additional efforts to facilitate public participation. The Project's Draft EIR /EA was released for public review and comment on April 1, 2020, almost immediately after the State of California and Yuba County COVID-19 emergency orders were put into effect. Extending the public comment period, especially since the State of California and Yuba County appear to be set to begin loosening COVID-19 emergency orders, would be an appropriate and reasonable step to facilitate public participation on a Project that will have a significant impact on this region.

Sincerely,

Rachael Warmack
10137 State Highway 70
Marysville, CA 95901

Response to Comment 15:

Thank you for your comment. Please see the response to comment 6.

16. Stuart Gilchrist

From: Stuart Gilchrist
To: Yuba 70 Passing Lanes Project@DOT
Cc: Stuart Gilchrist
Subject: SR 70 Passing Lane Project Draft EIR / EA
Date: Wednesday, May 13, 2020 4:53:32 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Dear Mr. Knudson,

Pleasure to meet you via email. I wish it could be in person. However as you know, Covid-19 challenges how we operate. Challenges we were not anticipating. I expect to meet in person and with functioning technology to back up my interest/input/involvement. Unfortunately clear dates for appropriate participation have NOT been available in which to participate. Let me know if you have any questions. I appreciate it. I'll include this as well:

I respectfully request the California Department of Transportation ("Caltrans") extend the public comment period on the SR 70 Passing Lane Project another 45 days from May 15, 2020 to June 29, 2020. An extension is necessary to facilitate public comment under the emergency orders issued by Yuba County and the State of California in response to the current COVID-19 public health crisis.

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Sincerely,

Stuart Gilchrist

Resident and Business Owner

101 C Street

Marysville CA 95901

323 708 9330

Response to Comment 16:

Thank you for your comment. Please see the response to comment 6.

17. Sarb Johl

From: Sarb Johl
To: Yuba 70 Passing Lanes Project@DOT
Subject: R 70 Passing Lane Project Draft EIR / EA
Date: Wednesday, May 13, 2020 10:31:03 AM

EXTERNAL EMAIL. Links/attachments may not be safe.

May 13, 2020

California Department of Transportation
Environmental Management M3 Branch
703 B Street
Marysville, CA 95901
Attn: Yuba 70 Passing Lanes Project
Cameron Knudson, Project Manager

RE: **SR 70 Passing Lane Project Draft EIR / EA**

Dear Mr. Knudson,

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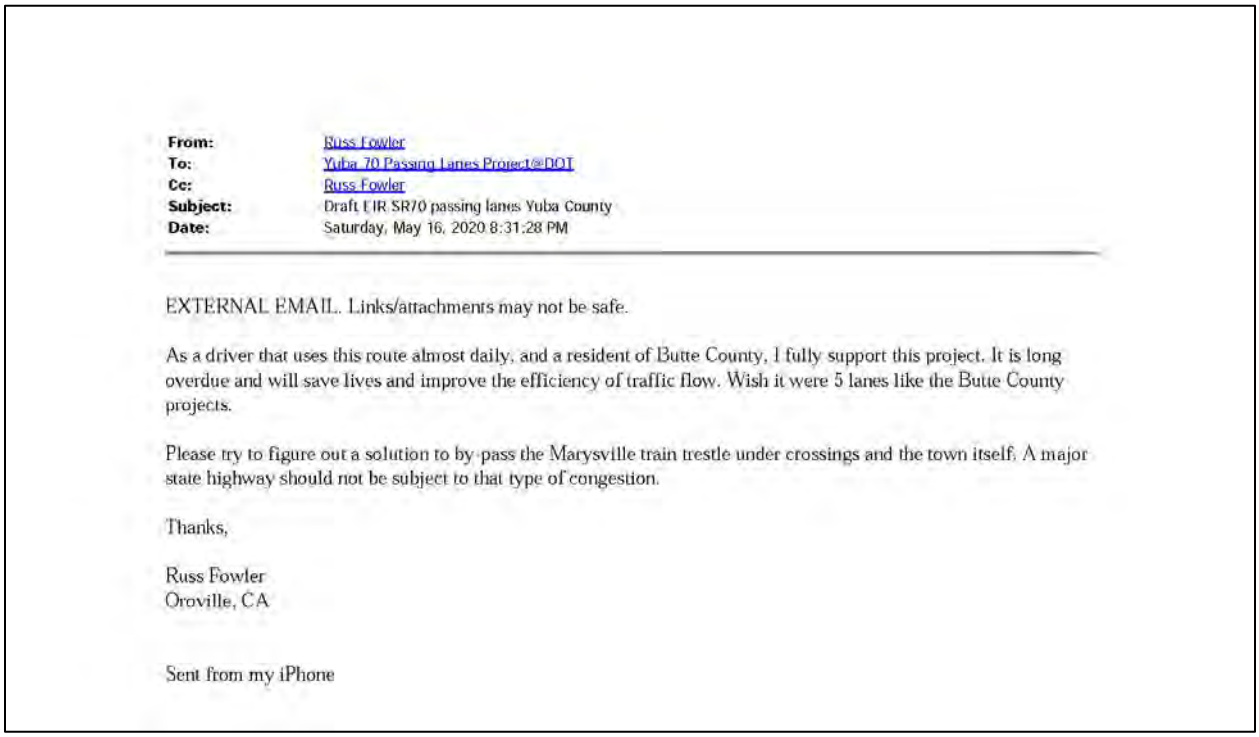
Sincerely,

Sarbjit Johl
9244 State Highway 70
Marysville, CA 95901

Response to Comment 17:

Thank you for your comment. Please see the response to comment 6.

18. Russ Fowler



From: Russ Fowler
To: Yuba 70 Passing Lanes Project@DOT
Cc: Russ Fowler
Subject: Draft EIR SR70 passing lanes Yuba County
Date: Saturday, May 16, 2020 8:31:28 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

As a driver that uses this route almost daily, and a resident of Butte County, I fully support this project. It is long overdue and will save lives and improve the efficiency of traffic flow. Wish it were 5 lanes like the Butte County projects.

Please try to figure out a solution to by-pass the Marysville train trestle under crossings and the town itself. A major state highway should not be subject to that type of congestion.

Thanks,

Russ Fowler
Oroville, CA

Sent from my iPhone

Response to Comment 18:

Thank you for your support Mr.Fowler. We appreciate your support on this proposed project.

Please see response 5-3 regarding the discussion on a *bypass alternative*.

19. Mitchell M. Tsai – Attorney for Keep 70 Safe

P: (626) 381-9248
F: (626) 389-5414
E: mitch@mitchtsailaw.com

Mitchell M. Tsai
Attorney At Law

155 South El Molino Avenue
Suite 104
Pasadena, California 91101

VIA U.S. MAIL & E-MAIL

May 18, 2020

California Department of Transportation
Environmental Management M3 Branch
703 B Street I Marysville, CA 95901
Attn: Yuba 70 Passing Lanes Project
Em: yuba.70.passing.lanes.project@dot.ca.gov

RE: **SR 70 Passing Lane Project Draft EIR / EA Request for Extension and Public Records Act Request**

Dear Mr. Knudson,

On behalf of Keep 70 Safe, my Office would like to thank the California Department of Transportation ("Caltrans") for extending the public comment period on this Project for another 21 days from May 15, 2020, to June 5, 2020. However, after conducting an initial review of the Yuba 70 Continuous Passing Lane Project ("Project") Draft Environmental Impact Report / Environmental Assessment ("Draft EIR / EA" or "EIR / EA"), my Client believes that Caltrans should take additional steps to make the EIR / EA publicly accessible online, revise and recirculate the EIR / EA with additional documents that are referred in the EIR / EA and extend the public comment period to allow the public a full review period.

In particular, the EIR / EA is not available on Caltrans' website for the Project in violation of the requirements of the California Environmental Quality Act, Cal. Public Resources Code ("PRC") sections 21100 *et seq* ("CEQA").[1] Title 14 of the California Code of Regulations ("CEQA Guidelines") section 15201 specifically provides that public agencies should make "environmental information available in electronic format on the Internet, on a web site maintained or utilized by the public agency." However, the EIR / EA is not available on Caltrans website, and is only available online at the State Clearinghouse, a separate website maintained by the Governor's Office of

[1] Caltrans, State Route 70 Passing Lanes Project, *available at* https://dot.ca.gov/caltrans-near-me/district-3/d3-projects/d3-sr-70-yuba-passing-lanes, accessed May 15, 2020.

Planning and Research[2].

In addition the Draft EIR / EA does not include a copy of the 2014 Route 70 Transportation Concept Report ("Report"), which the Draft EIR / EA describes as outlining the ultimate purpose for the Project for an "ultimate facility" that will "result in greater reliability and efficiency for the movement of goods, provide better connectivity between Yuba County and the Sacramento Valley and support the overall economic viability of the Yuba County region." (DEIR at 6.) The 2014 Route 70 Transportation Concept Report is not included as part of the Draft EIR/EA and are not readily available to be downloaded online.[3] Without a copy of the Report which describes the basic purpose of the proposed Project, the public cannot effectively participate in the public review process. Caltrans should revise and recirculate the EIR / EA with a copy of the Report.

Section 21092.1 of the California Public Resources Code requires that "[w]hen significant new information is added to an environmental impact report after notice has been given pursuant to Section 21092 … but prior to certification, the public agency shall give notice again pursuant to Section 21092, and consult again pursuant to Sections 21104 and 21153 before certifying the environmental impact report" in order to give the public a chance to review and comment upon the information. (CEQA Guidelines § 15088.5.)

Significant new information includes "changes in the project or environmental setting as well as additional data or other information" that "deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative)." (CEQA Guidelines § 15088.5(a).) Examples of significant new information requiring recirculation include "new significant environmental impacts from the project or from a new mitigation measure," "substantial increase in the severity of an environmental impact," "feasible project alternative or mitigation measure considerably different from others previously analyzed" as well as when "the draft EIR was so fundamentally and basically

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[2] Governor's Office of Planning and Research CEQAnet Web Portal, Yuba 70 Continuous Passing Lanes, *available at* https://ceqanet.opr.ca.gov/2020029036/3, accessed May 15, 2020.

[3] As of May 15, 2020, the Caltrans website lists the Transportation Concepts Report for State Route 70 in Caltrans District 3 as unavailable since the file is being "remediated." Caltrans, System Planning *available at* https://dot.ca.gov/programs/transportation-planning/multi-modal-system-planning/system-planning#district2, accessed May 15, 2020.

inadequate and conclusory in nature that meaningful public review and comment were precluded." (*Id.*)

An agency has an obligation to recirculate an environmental impact report for public notice and comment due to "significant new information" regardless of whether the agency opts to include it in a project's environmental impact report. (*Cadiz Land Co. v. Rail Cycle* (2000) 83 Cal.App.4th 74, 95 [finding that in light of a new expert report disclosing potentially significant impacts to groundwater supply "the EIR should have been revised and recirculated for purposes of informing the public and governmental agencies of the volume of groundwater at risk and to allow the public and governmental agencies to respond to such information."].) If significant new information was brought to the attention of an agency prior to certification, an agency is required to revise and recirculate that information as part of the environmental impact report.

Recirculation is required since the EIR / EA omission of the Report renders the EIR / EA fundamentally and basically inadequate since the public is not able to review or otherwise able to comment upon the fundamental purpose for the proposed project.

I. PUBLIC RECORDS ACT REQUEST

Finally, Keep 70 Safe requests pursuant to the California Public Records Act ("**PRA**"), Cal. Government ("**Gov't**") Code §§ 6250 Commenter requests that Caltrans provide a copy of the 2014 Route 70 Transportation Concept Report.

If any of the above requested documents are available online, please provide us with the URL web address at which the documents may be downloaded. If any of the requested documents are retained by the City in electronic computer-readable format such as PDF (portable document format), please provide us with pdf copies of the documents via email, or inform us of the location at which we can copy these documents electronically.

In preparing your response, please bear in mind that you have an obligation under Government Code section 6253.1 to (1) identify all records and information responsive to our request or the purpose of our request; (2) describe the information technology and physical location in which the records exist; and (3) provide suggestions for overcoming any practical basis for denying access to the records or information sought.

In responding to this request, please bear in mind that any exemptions from disclosure you may believe to be applicable are to be narrowly construed. *Marken v. Santa Monica-Malibu Unif. Sch. Dist.* (2012) 202 Cal. App. 4th 1250,1262; and may be further narrowed or eliminated by the adoption of Proposition 59, which amended article I, section 3(b)(2) of the California Constitution to direct that any "statute ... or other authority ... [that] limits the right of access" to "information concerning the conduct of the people's business" must be "narrowly construed."

As for any records that you nonetheless decline to produce on the grounds of an exemption, please bear in mind that the case law under the Public Records Act imposes a duty on you to distinguish between the exempt and the non-exempt portion of any such records, and to attempt in good faith to redact the exempt portion and to disclose the balance of such documents.

Please bear in mind further that should you choose to withhold any document from disclosure, you have a duty under Government Code section 6255, subd. (a) to "justify withholding any record by demonstrating that the record in question is exempt under express provisions" of the Public Records Act or that "the public interest served by not disclosing the record clearly outweighs the public interest served by disclosure of the record."

II. NOTICE LIST REQUEST

Moreover, Keep 70 Safe requests that Caltrans provide notice for any and all notices referring or related to the Project issued under the California Environmental Quality Act ("**CEQA**"), Cal Public Resources Code ("**PRC**") § 21000 *et seq.* California Public Resources Code Sections 21092.2, and 21167(f) and Government Code Section 65092 require agencies to mail such notices to any person who has filed a written request for them with the clerk of the agency's governing body.

In particular, we request that Caltrans send by mail or electronic mail notice of any and all actions or hearings related to activities undertaken, authorized, approved, permitted, licensed, or certified by the City and any of its subdivision for the Project, or supported, in whole or in part, through permits, contracts, grants, subsidies, loans, or other forms of approvals, actions or assistance, including but not limited to the following:

- Notices of any public hearing held in connection with the Project; as well as
- Any and all notices prepared pursuant to CEQA, including but not limited to:
- Notices of determination that an Environmental Impact Report ("EIR") or supplemental EIR is required for a project, prepared pursuant to Public Resources Code Section 21080.4;
- Notices of availability of an EIR or a negative declaration for a project prepared pursuant to Public Resources Code Section 21152 and Section 15087 of Title 14 of the California Code of Regulations;
- Notices of approval or determination to carry out a project, prepared pursuant to Public Resources Code Section 21152 or any other provision of law;
- Notice of approval or certification of any EIR or negative declaration prepared pursuant to Public Resources Code Section 21152 or any other provision of law;
- Notice of exemption from CEQA prepared pursuant to Public Resources Code section 21152 or any other provision of law; and
- Notice of any Final EIR prepared pursuant to CEQA.

This Office is requesting notices of any approvals or public hearings under CEQA. This request is filed pursuant to California Public Resources Code Sections 21092.2, and 21167(f) and Government Code Section 65092 requiring agencies to mail such notices to any person who has filed a written request for them with the clerk of the agency's governing body.

Please send notice by regular and electronic mail to:

Mitchell M. Tsai, Attorney At Law
155 South El Molino Avenue
Suite 104
Pasadena, California 91101
E-MAIL: mitch@mitchtsailaw.com
E-MAIL: leon@mitchtsailaw.com

We look forward to working with you. If you have any questions or concerns, please do not hesitate to contact our Office.

Sincerely,

Mitchell M. Tsai
Attorneys for Keep 70 Safe

Response to Comment 19:

Thank you for your comment.
The Draft Environmental Impact Report has been available on the State Clearinghouse's website since March 31, 2020 and it has been posted on the Caltrans District 3 website at: https://dot.ca.gov/caltrans-near-me/district-3/d3-programs/d3-environmental-planning/d3-environmental-docs since April 1, 2020.

The 2014 Transportation Concept Report and any other studies mentioned in the environmental document are available upon request. The requested documents and notices have been sent to you via postal mail and electronically.

20. Mitchell M. Tsai – Attorney for Keep 70 Safe

P: (626) 381-9248
F: (626) 389-5414
E: mitch@mitchtsailaw.com

Mitchell M. Tsai
Attorney At Law

155 South El Molino Avenue
Suite 104
Pasadena, California 91101

VIA U.S. MAIL & E-MAIL

May 21, 2020

California Department of Transportation
Environmental Management M3 Branch
703 B Street I Marysville, CA 95901
Attn: Yuba 70 Passing Lanes Project
Em: yuba.70.passing.lanes.project@dot.ca.gov

RE: **SR 70 Passing Lane Project Draft EIR / EA Request for Extension and Public Records Act Request**

Dear Mr. Knudson,

After conducting an initial review of the Yuba 70 Continuous Passing Lane Project ("Project") Draft Environmental Impact Report / Environmental Assessment ("Draft EIR / EA" or "EIR / EA"), my Client believes that Caltrans revise and recirculate the EIR / EA with additional documents that are referred in the EIR / EA and extend the public comment period to allow the public a full review period.

The Draft EIR / EA lists as a reference and cites to Fehr and Peers, March 2019 "State Route 70 Segments 4 & 5 Safety Improvements in Yuba County Transportation Analysis Report." ("Fehr and Peers Report") (DEIR at 29, 37, 42, 143, 155.) However, the Fehr and Peers' report is not included as an Appendix to the Draft EIR / EA. Without a copy of this report which the entirety of the Draft EIR / EA's transportation analysis relies on, and which in essence is the Draft EIR / EA's transportation analysis, the public cannot meaningfully participate and comment on the Draft EIR / EA and the Project. Thus, Caltrans should revise and recirculate the Draft EIR / EA with a copy of the Fehr & Peers Report.

Section 21092.1 of the California Public Resources Code requires that "[w]hen significant new information is added to an environmental impact report after notice has been given pursuant to Section 21092 … but prior to certification, the public agency shall give notice again pursuant to Section 21092, and consult again pursuant to Sections 21104 and 21153 before certifying the environmental impact report" in order to give the public a chance to review and comment upon the information. (CEQA Guidelines § 15088.5.)

Significant new information includes "changes in the project or environmental setting as well as additional data or other information" that "deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative)." (CEQA Guidelines § 15088.5(a).) Examples of significant new information requiring recirculation include "new significant environmental impacts from the project or from a new mitigation measure," "substantial increase in the severity of an environmental impact," "feasible project alternative or mitigation measure considerably different from others previously analyzed" as well as when "the draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded." (*Id.*)

An agency has an obligation to recirculate an environmental impact report for public notice and comment due to "significant new information" regardless of whether the agency opts to include it in a project's environmental impact report. (*Cadiz Land Co. v. Rail Cycle* (2000) 83 Cal.App.4th 74, 95 [finding that in light of a new expert report disclosing potentially significant impacts to groundwater supply "the EIR should have been revised and recirculated for purposes of informing the public and governmental agencies of the volume of groundwater at risk and to allow the public and governmental agencies to respond to such information."].) If significant new information was brought to the attention of an agency prior to certification, an agency is required to revise and recirculate that information as part of the environmental impact report.

Recirculation is required since the EIR / EA omission of the Report renders the EIR / EA fundamentally and basically inadequate since the public is not able to review or otherwise able to comment upon the fundamental purpose for the proposed project.

I. PUBLIC RECORDS ACT REQUEST

Finally, Keep 70 Safe requests pursuant to the California Public Records Act ("**PRA**"), Cal. Government ("**Gov't**") Code §§ 6250 Commenter requests that Caltrans provide a copy of the Fehr and Peers Report.

If any of the above requested documents are available online, please provide us with the URL web address at which the documents may be downloaded. If any of the requested documents are retained by the City in electronic computer-readable format

such as PDF (portable document format), please provide us with pdf copies of the documents via email, or inform us of the location at which we can copy these documents electronically.

In preparing your response, please bear in mind that you have an obligation under Government Code section 6253.1 to (1) identify all records and information responsive to our request or the purpose of our request; (2) describe the information technology and physical location in which the records exist; and (3) provide suggestions for overcoming any practical basis for denying access to the records or information sought.

In responding to this request, please bear in mind that any exemptions from disclosure you may believe to be applicable are to be narrowly construed. *Marken v. Santa Monica-Malibu Unif. Sch. Dist.* (2012) 202 Cal. App. 4th 1250,1262; and may be further narrowed or eliminated by the adoption of Proposition 59, which amended article I, section 3(b)(2) of the California Constitution to direct that any "statute ... or other authority ... [that] limits the right of access" to "information concerning the conduct of the people's business" must be "narrowly construed."

As for any records that you nonetheless decline to produce on the grounds of an exemption, please bear in mind that the case law under the Public Records Act imposes a duty on you to distinguish between the exempt and the non-exempt portion of any such records, and to attempt in good faith to redact the exempt portion and to disclose the balance of such documents.

Please bear in mind further that should you choose to withhold any document from disclosure, you have a duty under Government Code section 6255, subd. (a) to "justify withholding any record by demonstrating that the record in question is exempt under express provisions" of the Public Records Act or that "the public interest served by not disclosing the record clearly outweighs the public interest served by disclosure of the record."

II. NOTICE LIST REQUEST

Moreover, Keep 70 Safe requests that Caltrans provide notice for any and all notices referring or related to the Project issued under the California Environmental Quality Act ("**CEQA**"), Cal Public Resources Code ("**PRC**") § 21000 *et seq.* California Public Resources Code Sections 21092.2, and 21167(f) and Government Code Section 65092

require agencies to mail such notices to any person who has filed a written request for them with the clerk of the agency's governing body.

In particular, we request that Caltrans send by mail or electronic mail notice of any and all actions or hearings related to activities undertaken, authorized, approved, permitted, licensed, or certified by the City and any of its subdivision for the Project, or supported, in whole or in part, through permits, contracts, grants, subsidies, loans, or other forms of approvals, actions or assistance, including but not limited to the following:

- Notices of any public hearing held in connection with the Project; as well as
- Any and all notices prepared pursuant to CEQA, including but not limited to:
- Notices of determination that an Environmental Impact Report ("EIR") or supplemental EIR is required for a project, prepared pursuant to Public Resources Code Section 21080.4;
- Notices of availability of an EIR or a negative declaration for a project prepared pursuant to Public Resources Code Section 21152 and Section 15087 of Title 14 of the California Code of Regulations;
- Notices of approval or determination to carry out a project, prepared pursuant to Public Resources Code Section 21152 or any other provision of law;
- Notice of approval or certification of any EIR or negative declaration prepared pursuant to Public Resources Code Section 21152 or any other provision of law;
- Notice of exemption from CEQA prepared pursuant to Public Resources Code section 21152 or any other provision of law; and
- Notice of any Final EIR prepared pursuant to CEQA.

This Office is requesting notices of any approvals or public hearings under CEQA. This request is filed pursuant to California Public Resources Code Sections 21092.2, and 21167(f) and Government Code Section 65092 requiring agencies to mail such

notices to any person who has filed a written request for them with the clerk of the agency's governing body.

Please send notice by regular and electronic mail to:

Mitchell M. Tsai, Attorney At Law
155 South El Molino Avenue
Suite 104
Pasadena, California 91101
E-MAIL: mitch@mitchtsailaw.com
E-MAIL: leon@mitchtsailaw.com

We look forward to working with you. If you have any questions or concerns, please do not hesitate to contact our Office.

Sincerely,

Mitchell M. Tsai
Attorneys for Keep 70 Safe

Response to Comment 20:

Thank you for your comment. The Fehr and Peers report and all other studies mentioned in the environmental document are available upon request. The requested documents and notices have been sent to the commenter via postal mail and electronically.

21. Chris Haile

June 1, 2020

California Department of Transportation
Environmental Management M3 Branch
703 B Street, Marysville, CA 95901
Attn.: Yuba 70 Passing Lanes Project

Email Delivery to: yuba.70.passing.lanes.project@dot.ca.gov

RE: Comments on Draft Environmental Impact Report/ Environmental Assessment for Yuba-70 Continuous Passing Lanes Project (SCH No. 2020029036; EA 03-3F283)

To Whom It May Concern:

As a resident of District Ten, I am expressing Opposition to the State of California Department of Transportation's ("Caltrans") Draft Environmental Impact Report/Environmental Assessment ("Draft EIR/EA" or "DEIR/EA") for the Yuba-70 Continuous Passing Lanes Project ("Project"). The Draft EIR needs to be revised and recirculated for comment.

1. It is my understanding that the project would be approved in violation of the California Environmental Quality Act (CEQA), because it improperly segments the project and fails to consider it as a whole. As a result, the Project's DEIR/EA, environmental review, improperly minimized the actual impacts that would occur if all seven segments were analyzed as the one single project they actually comprise.

2. The DEIR/EA fails to look at whether this is a viable evacuation route or analyze a reasonable range of alternatives. The project still forces evacuees to attempt to proceed through the town of Marysville on SR70, which is already a choke point. During the 2017 Spillway Incident at Oroville Dam, I was the Southern Butte County Operations Division Chief for Cal Fire, and the Duty Chief of the day when the evacuation of Southern Butte County and the District Ten area was announced. To say that it was bedlam is an understatement. People fled south on Hwy 70 only to be confronted with gridlock from Oroville to Marysville. There were thousands of people trapped on a roadway that bisects a flood plain, which the planned roadway follows exactly to this day. Only now it is purposed to be wider and introducing many more vehicles than that day in 2017.

3. The DEIR/EA fails to recognize the safety issues of placing a 5-lane "expressway" with a design speed of 75+ mph in a 9-mile stretch with almost 200 driveways and farm access points with continuous on/off traffic, and slow-moving agricultural equipment. As a resident the idea of crossing five lanes of 75 mph traffic is daunting, if not downright

terrifying! And that's in clear weather. Add thick fog and inclement conditions that the area in known for during the winter months and you have a recipe for a multi causality incident of great proportions. The incidents of high speed accidents will increase in my professional opinion, which spans 32 years of career firefighting experience in several counties and cities in Northern California.

4. The Project's DEIR/EA doesn't properly take into account the growth inducing impacts of this particular Project or the cumulative SR70 expansion. Population growth, increased traffic and higher speeds are all of concern for those who live and/or work in, or use, the Project corridor. As a resident, I've already given my thoughts on how this project will add more accidents instead of lessening accidents due to the influx of vehicles and higher speeds. The highway is already an area plagued by excessive noise pollution. Add more lanes and traffic and the noise pollution will be untenable to myself and the other residents that will suffer at the hands of your organization.

   I fear the water contamination in my and others water wells from the runoff of oils and other hazards during the rainy season. Our soil is the best in the world, hence the acres of agriculture. Our soils perc well, so the oils and hazards from roadway run off will indeed find there way in to our water wells. Also, these five lanes of traffic will drop into Marysville, which of course isn't designed for the influx of additional traffic. We have gridlock now at certain times of the day. This proposed project will make driving in Marysville virtually impossible. The need of a By-Pass is a must!

As a resident I strongly urge Caltrans to revise the Project's Draft EIR to include all the mitigating factors and viable alternatives. As substantial changes or new information comes to light, the revised EIR should be recirculated for review and comment.

Sincerely,

Chris Haile
9917 Hwy 70
Marysville CA 95901

cc: assemblymember.gallagher@assembly.ca.gov

Response to Comment 21:

Thank you for your comment.
21-1. Per CEQA, "The term "project" refers to the whole of an action and to the underlying activity being approved, not to each governmental approval. This definition ensures that the action reviewed under CEQA is not the approval itself but the development or other activities that will result from the approval. By referring to the underlying activity, 14 Cal Code Regs §15378(c) 'focuses attention on that which has impact on the environment.'" Further, "activities that will operate independently of one another and can be implemented separately may, however, be treated as separate projects under CEQA if one activity is not a foreseeable consequence of the other."

While the proposed project connects to other proposed projects to the south and north of the alignment, each of the projects operate independently of one another and can be implemented separately since each project was not a foreseeable consequence of the other. Caltrans is free to develop separate projects even if they have a relationship to each other if one project does not cause another. For example, Simmerly Slough is a project that is immediately adjacent to the South of this current proposed project. It fulfills its purpose and need and functions properly without requiring additional improvements elsewhere. The need of the Simmerly Slough project was due to structural deficiency including critical scour, seismic deficiencies and current geometric standard deficiency. Thus, the purpose of the project was to replace and widen the bridge structure to correct the critical scour, address seismic and geometric deficiencies. Therefore, it is evident that the purpose and need of the Simmerly Slough project is unique to the location, and separate and distinct from this proposed project. Further details are available in the Simmerly Slough final environmental document (03-1E060). Moreover, the Simmerly Slough project does not restrict consideration of alternatives for other reasonably foreseeable transportation improvement. Likewise, this proposed project can both function properly without an additional project and does not restrict consideration of alternatives for other reasonably foreseeable transportation projects.

Per FHWA guidelines on "Independent Utility and Logical Termini," This project should satisfy an identified need, such as safety, rehabilitation, economic development, or capacity improvements, and should be considered in the context of the local area socioeconomics and topography, the future travel demand, and other infrastructure improvements in the area. The project alternatives will address the purpose and need even without additional improvements; therefore, the project has independent utility. The project also connects logical termini in that the area studied encompasses a broad enough area to fully address environmental issues. (Please refer to section - 1.2.3 *Independent Utility and Logical Termini*).The purpose of this project is to achieve the ultimate facility as outlined in the 2014 State Route 70 Transportation Concept Report (TCR). Improve travel times along the corridor will result in greater reliability and efficiency for the movement of goods, provide better connectivity between Yuba County and the Sacramento Valley, and support the overall economic viability of the Yuba County region. This project will address operational deficiencies in the corridor, but these improvements improve the overall safety of travelers within the corridor. Please see section 1.2.3 – *Independent Utility and Logical Termini* for more information.

21-2. SR 70 is a State highway designed to applicable and recognized engineering standards. It is not a “designated” evacuation route. Local and State Offices of Emergency Services (OES) are responsible for developing evacuation plans and may seek input from Caltrans if they anticipate the need to use the State Highway System in support of an emergency evacuation. If the need for evacuation arises, it would be up to the Incident Commander—whether that be the California Department of Forestry and Fire Protection (CALFIRE), the local sheriff, or other emergency services personnel—to start the process, and it would be expected that either the Incident Commander or one of his/her representatives and the local or State OES would work with Caltrans to provide necessary support for use of the State Highway System in support of evacuation efforts.

The Yuba County Emergency Information page website states,
“While the County has identified general evacuation routes, these routes are not posted since each emergency is unique. Only safe routes will be posted and announced.”
Most State Routes are identified as general evacuation routes. The Yuba County Emergency Information page will identify SR 70 as an evacuation route when it is safe to be used as such.

21-3. Although the proposal is for a five-lane section, drivers will not have to cross more than 2 lanes at any one time for cross traffic turning movements. For drivers turning onto SR 70, they will be able to cross the two lanes of opposing traffic into the Two Way Left Turn Lane (TWLTL) and stage from that point to find a gap in traffic sufficient for them to enter the traffic flow safely. For drivers turning off SR 70 onto a private/commercial driveway or secondary road, the same basic concepts apply of moving into the TWLTL and coming to a stop and then wait for a sufficient gap to make the turning movement safely. Vehicles of husbandry (agricultural equipment) will be able to travel by using the shoulder area and possibly part of the right lane, but having the 5 lane section means that traffic will still be allowed to flow freely in the left lane, thereby reducing the potential for rear end/run off road/illegal passing type collisions that can occur if drivers are not paying sufficient attention or are impatient. If the vehicles of husbandry need to make turning movements onto or off of SR 70, then the operators will have to use the same discretion to be patient and wait for a sufficient gap in traffic to make their turning movements.

The safety project was specifically designed to reduce the number and severity of collisions occurring in this corridor and all the key design features from that project are incorporated in the 5-lane project. The project will bring the roadway up to current Design standards, to include: providing 8 foot shoulders and a 20 foot clear recovery zone from the edge of traveled way, which should reduce the incidence of run off road collisions and with gentle slopes off the roadway, reduce the severity of the current collision pattern along this segment whereby drivers strike trees or power poles or hit the current drainage ditches and potentially roll their vehicles; a continuous TWLTL to allow traffic to move from the through lanes to make their turning movements or to stage when making a turning movement from off SR 70, which should reduce cross centerline, rear end and sideswipe collisions and this also provides a buffer for drivers who drift out of lane; rumble strips on both the outside shoulders and on both sides of the TWLTL, to alert drivers that they are leaving their lane of travel and with the inclusion of 8 foot shoulders and the TWLTL this will provide a recovery area for the driver to return to their lane of travel; enhanced and wider striping with improved retro reflectivity and which is specifically designed for wet night visibility; and signs, many of which have their size increased to the maximum sign size per the CA MUTCD and with the newest retroreflective sheeting for enhanced visibility. The 5-lane section also provides a benefit of continuous passing over the 3-lane section.

21-4. To further assess trip patterns, the Traffic Study determined the potential for diversion of traffic from the parallel SR 99 for longer distance trips; for example, between Linda or Olivehurst and Chico is negligible. (*Section 2.1.4 – Growth).*

While the proposed project would create additional capacity on SR 70, since the project would widen an existing roadway alignment it is not anticipated to provide access to new areas or change accessibility. Project-related growth is not anticipated to occur. ~~A~~dditionally, the City of Marysville, in partnership with Yuba County, is looking for solutions to address the current congestion through town.

21-5. As discussed in Section 2.2.2 - *Water Quality*, the proposed project would likely result in more than 1 acre of new impervious surfaces. An increase in impervious surface (pavement) would result in the potential for additional roadway contaminants to affect water quality.

Potential sources of pollutants from the roadway include total suspended sediments, nutrients, volatile and semi volatile organics, hydrocarbons, pesticides, particulate metals, dissolved metals, pathogens, litter, biochemical oxygen demand, total dissolved solids, and targeted design constituents. Potential impacts of the proposed project on existing water quality conditions in Honcut Creek and Lower Feather River would consist of short-term discharges of sediments, oil, grease, and chemical pollutants into nearby storm drains or surface waters generated during construction.

Land-disturbing activities (e.g., vegetation clearing, excavation, and grading) could result in erosion and subsequent soil deposition to surface waters, which would temporarily increase turbidity. Contaminated soil on construction sites would be managed to prevent any pollutants from entering storm drain systems or receiving waters. Soil from areas with aerially deposited lead (ADL) may be reused as indicated by the Department of Toxic Substance Control. Generally, this would include placing contaminated soil under pavement or clean soil. If contaminated soil cannot be reused safely, it will be transported to a licensed landfill or other disposal site. At all times, stormwater and groundwater would be prevented from mixing with and transporting contamination. If any water does come in contact with contaminated soil, it will be collected and safely disposed of.

Long-term impacts on water quality could occur from increased impervious area (pavement), operation and maintenance activities, such as road and bridge maintenance and inspections, and discharges of sediments and other pollutants collected in stormwater runoff. However, surface runoff drainage patterns would remain similar to existing conditions. It is anticipated that the addition of new impervious area will have insignificant impacts to regional aquifer levels and groundwater levels (in general).

Biofiltration Swales and Biofiltration Strips will be constructed in various locations along SR-70 for permanent stormwater treatment of impervious surfaces. A Biofiltration Swale is a channel that receive and directs concentrated stormwater flows, which treats runoff as it flows through vegetation at a shallow depth and relatively slow velocity. A Biofiltration Strip is a vegetated area over which runoff sheet flows at a very shallow depth in a dispersed manner.

Biofiltration Strips and Swales use plants, including grasses, forbs, and ground cover, to capture and biologically degrade pollutants carried by stormwater runoff. They are aesthetically pleasing look like a landscaped roadside, which makes these devices more acceptable than Treatment BMPs that make use of concrete-lined vaults. As an additional benefit they also reduce the velocity and volume of stormwater runoff. Biofiltration is provided by both Biofiltration Strips and Biofiltration Swales.

Per the BMP Retrofit Pilot Program Final Report (Caltrans, 2004) Biofiltration Strips and Swales were determined to be highly effective Treatment BMPs in reducing sediment and heavy metals and stormwater runoff volumes. They were also determined to be very cost effective and among the least expensive Treatment BMP per volume of runoff treated. The Roadside Vegetated Treatment Sites (RVTS) Study (Caltrans, 2008) was a water quality monitoring project conducted by Caltrans from 2000 to 2008 to evaluate the pollutant removal efficiency of roadside slopes planted with forbs and grass vegetation. The RVTS Study results showed that roadside slopes planted with standard grasses and forbs resulted in large concentration and load reductions for several constituents of concern for highway runoff

21-6. Please see response 5-3 regarding the discussion on a bypass alternative.

22. Diana Garcia

June 1, 2020

California Department of Transportation
Environmental Management M3 Branch
703 B Street, Marysville, CA 95901

SCH# 2020029036
03-Yub-70-PM 16.2/25.8
03-3F283/0318000186

Attn.: Yuba 70 Passing Lanes Project

Please accept this letter for support for the Draft Environmental Report / Environmental Assessment and for the rest of the highway 70 corridor improvements between Marysville and Oroville. Please accept this letter as confirmation of support for the Yuba 70 Continuous Passing Lanes Project.

I live at 6617 Sawtelle Avenue in Yuba City. I can confirm that the same issues of collisions and fatalities were occurring on highway 99 in front of my house. I live alongside highway 99 and can attest to the fact that traffic for the most part did not increase. The traffic is here. What the project accomplished on highway 99 was:

- Easier for me and my family to get on and off of the highway
- Provided more room for all of the agriculture equipment
- Overall safer by providing adequate much needed capacity

These same benefits will occur on highway 70. I would also like to point out that I am a retired farm laborer contractor with extensive experience sending my workers to the many prune and peach orchards in District 10 for many years. These employees were mainly Mexican farm laborers. We all have experience and stories of how dangerous highway 70 is currently. Widening to 4 continuous lanes with a center turn lane (no different from highway 99 in front of my home) is a blessing and long overdue.

Sincerely,

Diana Garcia
6617 Sawtelle Ave
Yuba City CA 95991

Response to Comment 22:

Thank you for your comment. We appreciate your support on this proposed project.

23. Osvaldo Garcia

June 1, 2020

California Department of Transportation
Environmental Management M3 Branch
703 B Street, Marysville, CA 95901

SCH# 2020029036
03-Yub-70-PM 16.2/25.8
03-3F283/0318000186

Attn.: Yuba 70 Passing Lanes Project

Please accept this letter for support for the Draft Environmental Report / Environmental Assessment and for the rest of the highway 70 corridor improvements between Marysville and Oroville. Please accept this letter as confirmation of support for the Yuba 70 Continuous Passing Lanes Project.

I am a former resident of Yuba City and now live in Chico, California. For several years I worked for the Hatamiya's who owned various prune orchards along highway 70 in District 10. It was and still is very dangerous to travel along the corridor. A friend of mine, Luis Bettancourt's father was killed as he was trying to make a left turn into one of the orchards.

Caltrans did a great job preparing the draft EIR and have provided many opportunities to be involved and provide input in the process.

The project is long overdue. As a resident of Chico, I frequently drive on Highway 70. The Paradise Camp Fire and the Oroville Dam crisis brought much attention to the lack of highway capacity and options we have in the north state.

Thank you.

Osvaldo Garcia
1404 Half Dome Way
Chico CA 95928

Response to Comment 23:

Thank you for your comment. We appreciate your support on this proposed project.

24. Sarb Johl

June 1, 2020

California Department of Transportation
Environmental Management M3 Branch
703 B Street, Marysville, CA 95901
Attn.: Yuba 70 Passing Lanes Project

RE: Comments on Draft Environmental Impact Report/ Environmental Assessment for Yuba-70 Continuous Passing Lanes Project (SCH No. 2020029036; EA 03-3F283)

To Whom It May Concern:

As a resident of and businessman of District 10, I am expressing concern about and opposition of the State of California Department of Transportation's ("Caltrans") Draft Environmental Impact Report/Environmental Assessment ("Draft EIR/EA" or "DEIR/EA") for the Yuba-70 Continuous Passing Lanes Project ("Project"). The Draft EIR needs to be revised and recirculated for comment.

It is my understanding that the project would be approved in violation of the California Environmental Quality Act (CEQA), because it improperly segments the project and fails to consider it as a whole. As a result, the Project's DEIR/EA, environmental review, improperly minimized the actual impacts that would occur if all seven segments were analyzed as the one single project they actually comprise.

The DEIR/EA fails to look at whether this is a viable evacuation route or analyze a reasonable range of alternatives. The project still forces evacuees to attempt to proceed through the town of Marysville on SR70, which is already a choke point. During the Oroville spillway incident, I personally found myself trapped on Highway 70 trying to evacuate my own home. It took me nearly an hour to travel 5.8 miles. During this time, it did cross my mind that if the dam did break, I was in a floodplain and would be immersed with water along with the hundreds of other evacuees. This only strengthened my opinion that we need a bypass for Highway 70 that is not in the floodplain and can provide a safe evacuation route.

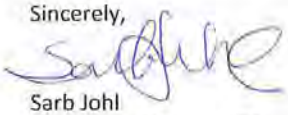
The DEIR/EA does not adequately evaluate, disclose or mitigate the Project's significant impacts on agricultural activity. By taking a segmented approach of the single project rather than the cumulative impacts of the whole Yuba-70 Safety Project, Caltrans ignores the permanent conversion and acquisition of 69 acres of farmland. The remaining farming operations in the Project area will also be negatively impacted. As a farmer in District 10, I am concerned for the safety of my employees, vendors, and family, reduced crop output due to an increase in pollution, lost crop income due to decreased acreage, and an increase in expense due to decreased efficiency caused by this project.

The Project's DEIR/EA doesn't properly take into account the growth inducing impacts of this particular Project or the cumulative SR70 expansion. Population growth, increased traffic and

higher speeds are all of concern for those who currently live and work in the Project corridor. It is already difficult to turn in and out of our driveways and I cannot imagine having to cross multiple lanes with vehicles traveling at higher speeds.

As a resident, community member, business owner, and family man I strongly urge Caltrans to revise the Project's Draft EIR to include all the mitigating factors and viable alternatives. As substantial changes or new information comes to light, the revised EIR should be recirculated for review and comment.

Sincerely,



Sarb Johl
9244 State Highway 70
Marysville, CA 95901

cc: Assembly Member James Gallagher, Supervisor Fletcher, Mayor Samayoa, Toks Omishakin, Vice Mayor Buttacavoli, Councilmember Simmons, and Councilmember Hudson

Response to Comment 24:

Thank you for your comment.

Please see response 21-1 regarding the discussion on *segmentation*; 21-2 regarding *evacuation route*s, 21-3 regarding *safety* and the *5-lane facility*, and 21-4 regarding *traffic* and *growth inducing impacts*.

24-1. The proposed project is not anticipated to increase pollution. Please see response 5-1 regarding the discussion on *air quality*. The proposed project is intended to further improve safety along the corridor and has been designed to reduce right-of-way requirements based on the original design scope.

Agricultural resources are analyzed in Section 2.1.3, *Farmlands*. As described in Section 2.1.3 of the Draft EIR/EA, build Alternative 1 would require permanent conversion of the 2.28 acres of Prime Farmland, 0.49 acres of Farmland of Statewide Importance, 0.39 acres of Unique Farmland, 2.48 acres of Urban and Build Up Land for a total of 5.64 total important farmland. This is approximately 0.00007 percent of the County's total important farmland. Build Alternative 2 would require permanent conversion of 3.82 acres of Prime Farmland, 0.95 acres of Farmland of Statewide Importance, 1.43 acres of Unique Farmland and 3.52 acres of Urban and Built Up Land for a total of 9.72 total important farmland. This is approximately 0.00012 percent of the County's total important farmland. Please refer back to Section 2.4.2 – *Cumulative Impacts: Farmland* for the cumulative analysis on farmland impacts on SR 70.

25. Brad Clark

VIA U.S. MAIL & E-MAIL

June 2, 2020

California Department of Transportation
Environmental Management M3 Branch
703 B Street, Marysville, CA 95901
Attn.: Yuba 70 Passing Lanes Project

Email Delivery to: yuba.70.passing.lanes.project@dot.ca.gov

RE: Comments on Draft Environmental Impact Report/ Environmental Assessment for Yuba-70 Continuous Passing Lanes Project (SCH No. 2020029036; EA 03-3F283)

To Whom It May Concern:

As a resident of District 10, I am expressing opposition to the State of California Department of Transportation's ("Caltrans") Draft Environmental Impact Report/Environmental Assessment ("Draft EIR/EA" or "DEIR/EA") for the Yuba-70 Continuous Passing Lanes Project ("Project"). The Draft EIR needs to be revised and recirculated for comment.

1. It is my understanding that the project would be approved in violation of the California Environmental Quality Act (CEQA), because it improperly segments the project and fails to consider it as a whole. As a result, the Project's DEIR/EA, environmental review, improperly minimized the actual impacts that would occur if all seven segments were analyzed as the one single project they actually comprise.

2. The DEIR/EA fails to look at whether this is a viable evacuation route or analyze a reasonable range of alternatives. The project still forces evacuees to attempt to proceed through the town of Marysville on SR70, which is already a choke point. During the spillway crisis and evacuation of 2017, it took us nearly three hours to go seven miles. Had the emergency spillway failed as predicted, we would have certainly perished. Dealing with the Marysville bottleneck when you come into town from Highway 70 already takes an unacceptable amount of time and traffic on a daily basis.

3. The DEIR/EA does not adequately evaluate, disclose or mitigate the Project's significant impacts on agricultural activity. By taking a segmented approach of the single project rather than the cumulative impacts of the whole Yuba-70 Safety Project, Caltrans ignores the permanent conversion and acquisition of 69 acres of farmland. The remaining farming operations in the Project area will also be negatively impacted. Our family farms in District 10 and we are very concerned with the safety issues associated with transporting our crop and equipment on a high speed five lane road.

4. The Project's DEIR/EA doesn't properly take into account the growth inducing impacts of this particular Project or the cumulative SR70 expansion. Population growth, increased

traffic and higher speeds are all of concern for those who currently live and work in the Project corridor.

As a resident and business owner, I strongly urge Caltrans to revise the Project's Draft EIR to include all the mitigating factors and viable alternatives. As substantial changes or new information comes to light, the revised EIR should be recirculated for review and comment.

Sincerely,

Brad Clark
Waller Ranch
9725 State Highway 70
Marysville, CA 95901

cc: assemblymember.gallagher@assembly.ca.gov,

Response to Comment 25:

Thank you for your comment.

Please see the response 21-1 regarding the discussion on *segmentation,* 21-2 regarding *evacuation routes*, 21-4 regarding *traffic* and *growth inducing impacts*, and 24-1 regarding *agricultural impacts*.

26. Sarb Johl

From: Sarb Johl
To: Yuba 70 Passing Lanes Project@DOT
Cc: assemblymember.gallagher@assembly.ca.gov; rfletcher@co.yuba.ca.us; csamayoa@marysville.ca.us; Omishakin, Toks@DOT; bsimmons@marysville.ca.us; bhudson@marysville.ca.us; bbuttacavoli@marysville.ca.us
Subject: Comments on Draft Environmental Impact Report/ Environmental Assessment for Yuba-70 Continuous Passing Lanes Project (SCH No. 2020029036; EA 03-3F283)
Date: Wednesday, June 3, 2020 10:33:24 AM
Attachments: SJohl_Hwy70_Comments_6.3.20.PDF

EXTERNAL EMAIL. Links/attachments may not be safe.

Hello,

Attached are my comments regarding the Draft Environmental Impact Report/ Environmental Assessment for Yuba-70 Continuous Passing Lanes Project (SCH No. 2020029036; EA 03-3F283).

I want to be very clear - I support improving the safety of Highway 70 because as a resident I drive on this highway every day and worry for my family and employees. This is not something that I take lightly. I truly believe that turning Highway 70 into 5-Lane's is not the safest option and I have been disappointed in your efforts in not prioritizing agriculture, which is the foundation of Yuba County.

Questions for you all to consider:

1. How can Caltrans justify placing a designated evacuation route in a known floodplain bounded by unimproved levees?
2. "With 136 driveways, 11 county roads, 7 private roads, 22 farms/businesses, and at least 26 school bus stops" constantly using the Highway how can Caltrans justify adding "continuous passing lanes" on top of a 3-lane "safety project"?
3. Why does the DEIR only address the number of acres of "farmland of Statewide importance" that will be permanently converted but not the other long-term impacts upon farming and agriculture?
4. Why does the DEIR leave out the mitigating circumstances of population growth in all adjoining areas which will affect this project?
5. It's been said multiple times that a bypass will eventually come, why are we not utilizing the current funding to accomplish the long term goal?

I look forward to your response to my questions and comments.

--
Sarb Johl
Owner
Johl Family Farms
530-682-9916

Response to Comment 26:

1. Please see response 21-2 regarding *evacuation routes*.
2. Please see response 21-3 regarding *safety* and *5-lane facility* discussion.
3. Please see response 24-1 regarding *agricultural* impacts.
4. Project-related growth is not reasonably foreseeable. The project would not result in changes in accessibility because no new access points are being created. The only land use changes would be the incorporation of ROW for the widening. Project-related growth is not anticipated to

occur (*Section 2.1.4 – Growth)*
5. Please see response 5-3 regarding the *bypass* alternative.

27. Kathy Messick

June 3, 2020

California Department of Transportation
Environmental Management M3 Branch
703 B Street, Marysville, CA 95901
Attn.: Yuba 70 Passing Lanes Project

Email Delivery to: yuba.70.passing.lanes.project@dot.ca.gov

RE: Comments on Draft Environmental Impact Report/ Environmental Assessment for Yuba-70 Continuous Passing Lanes Project (SCH No. 2020029036; EA 03-3F283)

To Whom It May Concern:

As a resident of District 10, Marysville, Ca I am expressing my opposition State of California Department of Transportation's ("Caltrans") Draft Environmental Impact Report/Environmental Assessment ("Draft EIR/EA" or "DEIR/EA") for the Yuba-70 Continuous Passing Lanes Project ("Project"). The Draft EIR needs to be revised and recirculated for comment.

- It is my understanding that the project would be approved in violation of the California Environmental Quality Act (CEQA), because it improperly segments the project and fails to consider it as a whole. As a result, the Project's DEIR/EA, environmental review, improperly minimized the actual impacts that would occur if all seven segments were analyzed as the one single project they actually comprise.

- The DEIR/EA fails to look at whether this is a viable evacuation route or analyze a reasonable range of alternatives. The project still forces evacuees to attempt to proceed through the town of Marysville on SR70, which is already a choke point. I live on 70 and Ellis Rd. which is 3 miles out of Marysville. During the summer season, traffic going into Marysville is backed up to Ellis Rd.!! I do not go back into town for anything. **You need to consider Lincoln California and the bypass that they approved. It brought their town BACK to life!!!**

- The DEIR/EA does not adequately evaluate, disclose or mitigate the Project's significant impacts on agricultural activity. By taking a segmented approach of the single project rather than the cumulative impacts of the whole Yuba-70 Safety Project, Caltrans ignores the permanent conversion and acquisition of 69 acres of farmland. The remaining farming operations in the Project area will also be negatively impacted. **You will be taking away people's livings for a lifetime.**
-
- The Project's DEIR/EA doesn't properly take into account the growth inducing impacts of this particular Project or the cumulative SR70 expansion. Population growth, increased traffic and higher speeds are all of concern for those who currently live and

work in the Project corridor. There is at least an accident a month in the stretch in front of my home. The "suicide lane" you are proposing will be just that. This middle lane will be used for passing residents and farm equipment increasing the number of deaths.

You are looking at funneling all of the traffic into town. There are 2 MAJOR highways 70 and 20 that converge into Marysville by the high school. This isn't going to decrease because there will be more lanes into town. It will mean they sit in traffic longer. You are taking away my yard and making the already loud noise created by the rumble strips that were recently added even louder at the highway will be closer to my front door!

As a Resident of District 10, Marysville, I strongly urge Caltrans to revise the Project's Draft EIR to include all the mitigating factors and viable alternatives. As substantial changes or new information comes to light, the revised EIR should be recirculated for review and comment.

Sincerely,

Kathy Messick
645 Ellis Rd (corner of Ellis and 20)
Marysville Ca 95901

cc: assemblymember.gallagher@assembly.ca.gov,

Response to Comment 27:
Thank you for your comment.

Please see response 21-1 regarding the discussion on *segmentation*; 21-2 regarding *evacuation route*s, 21-4 regarding *traffic* and *growth inducing impacts*, 24-1 regarding *agricultural impacts*, 5-2 regarding *noise, and* 5-3 regarding a *bypass alternative.*

The rumble strips are currently located on the centerline and edge of traveled way, fog line, of the roadway. The project rumble strips will be located 1 foot inside the Two Way Left Turn Lane striping and 1 foot outside the edge of traveled way. This will help reduce the number of inadvertent hits from passing traffic, especially trucks, and still allows a substantial width of the shoulder and median available for their intended use.

28. Sureena Johl

From: Sureena Johl
To: Yuba 70 Passing Lanes Project@DOT
Cc: assemblymember.gallagher@assembly.ca.gov; rfletcher@co.yuba.ca.us; rsamayoa@marysville.ca.us; Omishakin, Toks@DOT; bsimmons@marysville.ca.us; bhudson@marysville.ca.us
Subject: Comments on Draft Environmental Impact Report/ Environmental Assessment for Yuba-70 Continuous Passing Lanes Project (SCH No. 2020029036; EA 03-3F283)
Date: Wednesday, June 3, 2020 12:30:23 PM
Attachments: SKJohl_Hwy70_Comments6.3.20.PDF

EXTERNAL EMAIL. Links/attachments may not be safe.

Hello,

Attached are my comments on the Draft Environmental Impact Report/ Environmental Assessment for Yuba-70 Continuous Passing Lanes Project (SCH No. 2020029036; EA 03-3F283).

I grew up in District 10 and have watched my family work hard to grow our family business. Over the past few weeks, I've had the opportunity to chat with other District 10 Residents and I consistently asked them why did you move to District 10, why do you stay, and what are you afraid of. The answers are fairly consistent: Moved here for farming, affordable cost of living, and to be on the outskirts of the city). These families **chose** to move here for a lifestyle and **choose to** stay here because of long family history and ties to the community. When I asked what they are afraid of, I consistently, I heard **fear**. Fear of losing family homes. Fear of losing decades and years worth of hard work. Fear of farming. Fear of moving farm equipment. Fear of the levee breaking. Fear of another Oroville Dam incident. Fear of being forgotten by city leaders. Fear of deception. The 3 lane project says you cared about passersby **and** residents. The 5 lane project says you don't care about the constituents in District 10.

It is time for City Council and Caltrans to do their due diligence and include a bypass around District 10 as an alternative option in the EIR.

Another way to look at it is - would you choose to purchase property or continue living in District 10 with 5 lanes of traffic? If your answer is no then there has to be a better option.

Sureena

Response to Comment 28:
Thank you for your comment.
Please see response 5-3 regarding the discussion on a *bypass alternative,* 24-1 regarding *agricultural impacts,* and 21-3 regarding *safety* and the *5-lane facility*.

29. Sureena Johl

June 3, 2020

California Department of Transportation
Environmental Management M3 Branch
703 B Street, Marysville, CA 95901
Attn.: Yuba 70 Passing Lanes Project

RE: Comments on Draft Environmental Impact Report/ Environmental Assessment for Yuba-70 Continuous Passing Lanes Project (SCH No. 2020029036; EA 03-3F283)

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It is my understanding that the project would be approved in violation of the California Environmental Quality Act (CEQA), because it improperly segments the project and fails to consider it as a whole. As a result, the Project's DEIR/EA, environmental review, improperly minimized the actual impacts that would occur if all seven segments were analyzed as the one single project they actually comprise.

The DEIR/EA fails to look at whether this is a viable evacuation route or analyze a reasonable range of alternatives. The project still forces evacuees to attempt to proceed through the town of Marysville on SR70, which is already a choke point. During the time of Oroville Damn spillway incident, I was living in Sacramento. I will never forget the fear I had for my parents. They had left our home only to be trapped in traffic. To make matters worse, cell phone reception is spotty and I had no idea if my parents would make it out before the water would gush into the Feather River and flow downstream towards Marysville. How can Caltrans justify placing a designated evacuation route in a known floodplain bounded by unimproved levees?

The DEIR/EA fails to recognize the safety issues of placing a 5-lane "expressway" with a design speed of 75+ mph in a 9.6-mile stretch with almost 200 driveways, county roads, and farm access points with continuous on/off traffic, and slow-moving agricultural equipment. My parents moved to District 10 from the City of Marysville to raise their family on property they worked hard to purchase. This wasn't a decision made lightly. They built a home and continued to purchase property off of a rural Highway 70 for the top tier soil and proximity to Marysville. While leaving off of Highway 70, I learned to drive. My first experience was turning onto Highway 70 and while it was scary then it has only gotten worse as traffic has increased. Other vehicles attempt to pass us while we are turning into our driveway, honk heavily for us sitting in the highway waiting to turn, and get even more annoyed when there are multiple vehicles turning at the same time. It is for this reason I DO support the 3 lanes (with the center turn lane) but it also for these reasons that I find 5 lanes daunting. I cannot imagine having to cross multiple lanes of oncoming traffic simply to go home. The five lane project feels like Caltrans has stated that

the lives of the residents and employees who use the Highway DAILY and chose to live here is of less value than the lives of the passerby's. I support a bypass around District 10 and encourage Caltrans to utilize the current funding for a more long-term project, one with less residents and businesses impacted. Given this environment, how can Caltrans justify adding "continuous passing lanes" on top of a 3-lane "safety project"?

The DEIR/EA does not adequately evaluate, disclose or mitigate the Project's significant impacts on agricultural activity. By taking a segmented approach of the single project rather than the cumulative impacts of the whole Yuba-70 Safety Project, Caltrans ignores the permanent conversion and acquisition of at least 69 acres of farmland. The remaining farming operations in the Project area will also be negatively impacted. While I am the daughter of the farmer, I also grew up working at the D-10 Peach Receiving station. It is here that I would hear horrible stories of truck driver's experiences on Highway 70. Turning left into the driveway then was already a gamble but I cannot imagine turning left with a 40 foot trailer across 2 lanes. Similarly, I see FedEx, UPS, and fertilizer delivery drivers all struggle with cross the highway as is and having additional lanes only worries me.

The Project's DEIR/EA does not properly take into account the growth inducing impacts of this particular Project or the cumulative SR70 expansion. Population growth, increased traffic and higher speeds are all of concern for those who live and/or work in, or use, the Project corridor. As a resident and highway user, I do believe adding more lanes will equate to more traffic. More traffic means more opportunities for accidents, which seems counterproductive to your goal. The document does not take into account the fact that 5 lanes of traffic will still have to bottleneck into and through the town of Marysville—this is not a true "expressway." We have heard the benefits that Lincoln businesses have experienced from their bypass. Why does the DEIR leave out the mitigating circumstances of population growth in all adjoining areas which will affect this project?

As a resident I strongly urge Caltrans to revise the Project's Draft EIR to include all the mitigating factors and viable alternatives. As substantial changes or new information comes to light, the revised EIR should be recirculated for review and comment.

Sincerely,

Sureena Johl

Sureena Johl
9244 Highway 70
Marysville, CA 95901

Response to Comment 29:

Thank you for your comment. Please see response 21-1 regarding the discussion on *segmentation*; 21-2 regarding *evacuation route*s, 21-3 regarding *safety* and the *5-lane facility*, 21-4 regarding *traffic* and *growth inducing impacts*, 24-1 regarding *agricultural impacts*, and 5-3 regarding the discussion on a *bypass alternative*.

30. Amon Fairey

06/03/2020

California Department of Transportation
Environmental Management M3 Branch
703 B Street, Marysville, CA 95901
Attn.: Yuba 70 Passing Lanes Project

Email Delivery to: yuba.70.passing.lanes.project@dot.ca.gov

RE: Comments on Draft Environmental Impact Report/ Environmental Assessment for Yuba 70 Continuous Passing Lanes Project (SCH No. 2020029036; EA 03-3F283)

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It is my understanding that the project would be approved in violation of the California Environmental Quality Act (CEQA), because it improperly segments the project and fails to consider it. As a result, the Project's DEIR/EA, environmental review, improperly minimized the actual impacts that would occur if all seven segments were analyzed as the one single project they actually comprise.

The DEIR/EA fails to look at whether this is a viable evacuation route or analyze a reasonable range of alternatives. The project still forces evacuees to attempt to proceed through the town of Marysville on SR70, which is already a choke point. During the 2017 Oroville Dam evacuation, myself and family had trouble getting onto the highway to evacuate to a safe location. The amount of traffic was significant making the trip to safety long and dangerous. The fact there was and still is only one exit route, put myself, my family and hundreds of others in danger of being flooded out or worse yet, drowning because of the significant bottleneck of traffic in Marysville.

The DEIR/EA does not adequately evaluate, disclose or mitigate the Project's significant impacts on agricultural activity. By taking a segmented approach of the single project rather than the cumulative impacts of the whole Yuba-70 Safety Project, Caltrans ignores the permanent conversion and acquisition of 69 acres of farmland. The remaining farming operations in the Project area will also be negatively impacted. My family has been a resident and farmer in District 10 for over 100 years. The loss of property created by the road expansion would impact the people in the community significantly. In addition, the current proposal does not consider the safety risk created when farm equipment is being moved. The residents would be forced to cross two lanes to enter the highway and in addition would create a "speedway" for traffic coming from the North. A recipe for disaster and further deaths on this stretch of road. Comments have been made inferring this expansion is no different than the expansion that occurred on Hwy 99. I

beg to differ, there are not the homes and community activities on that stretch of road compared to the proposed Hwy 70 expansion.

The Project's DEIR/EA does not properly consider the growth inducing impacts of this Project or the cumulative SR70 expansion. Population growth, increased traffic and higher speeds are all of concern for those who currently live and work in the Project corridor. As a resident of District 10, I am concerned about the noise pollution and air quality the additional traffic will cause. In a report produced by UCD environmental division, suggests any expansion to a highway will increase traffic in direct proportion to the expansion. When this concern was expressed in one of the community meetings, the Caltrans representative suggested this report did not apply to the Hwy 70 expansion and offered no explanation as to why.

Finally, while researching the overall project and subsequent impact to our neighborhood it was discovered the EIR only addressed the small portion of the expansion that is taking place today, when in reality, the project should incorporate the impact throughout the entire Hwy 70 corridor.

As a resident, community member and business owner I strongly urge Caltrans to revise the Project's Draft EIR to include all the mitigating factors and viable alternatives. As substantial changes or new information comes to light, the revised EIR should be recirculated for review and comment.

Sincerely,

Amon Fairey
9198 Hwy 70
Marysville, CA 95901

cc: assemblymember.gallagher@assembly.ca.gov,

Response to Comment 30:

Thank you for your comment. Please see response 21-1 regarding the discussion on *segmentation*; 21-2 regarding *evacuation route*s, 21-4 regarding *traffic* and *growth inducing impacts*, and 24-1 regarding *agricultural impacts.*

31. Jon Clark – Executive Director, Butte County Association of Governments (BCAG)

BCAG
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

Butte County Association of Governments
326 Huss Drive, Suite 150
Chico CA 95928

June 4, 2020

California Department of Transportation
Environmental Management M3 Branch
703 B Street, Marysville, CA 95901

SCH# 2020029036
03-Yub-70-PM 16.2/25.8
03-3F283/0318000186

Attn.: Yuba 70 Passing Lanes Project

Thank you for the opportunity to provide comments on the Draft Environmental Impact Report / Environmental Assessment. Please accept this letter as confirmation of support for the Yuba 70 Continuous Passing Lanes Project from the Butte County Association of Governments (BCAG). BCAG is the federally designated Metropolitan Planning Organization (MPO), state designated Regional Transportation Planning Agency (RTPA) and Regional Transit Operator for Butte County.

The purpose of this project is to achieve the ultimate facility as outlined in the 2014 Route 70 Transportation Concept Report (TCR). Improved travel times along the corridor will result in greater reliability and efficiency for the movement of goods, provide better connectivity between Butte County and the Sacramento Valley, and support the overall economic viability of the Butte County region. This project will address operational deficiencies in the corridor, but these alterations also improve the overall safety of travelers within the corridor. In fact, the SR 70 Safety Assessment Report concludes that an additional reduction of approximately 34 percent (from 4.06 to 2.68 collisions per MVM) for fatality and injury collisions could be expected with the conversion from a 3-lane to a 5-lane cross section based on the comparison of similar sites.

BCAG offers this letter of support as part of the EIR process for the Yuba County portion of State Route 70. In addition, we offer this letter and documentation to provide a history of project support and public involvement for this project and for the completion of the entire SR 70 Corridor between Marysville and Oroville.

Background

BCAG, Caltrans and the Sacramento Area Council of Governments (SACOG) have been working towards the widening of highway 70 since 1988. In 1988 the California Transportation Commission (CTC) placed the State Routes 70 and 99 Corridor on their "Special Studies List" asking for a corridor study to be prepared to determine which of the two routes should be the focus for future highway investments to provide an expressway for ultimate conversion to freeway, to connect Sacramento and Chico.

In 1989, the State Routes 70/99 Corridor Study was prepared by the Butte County Association of Governments (BCAG), the Sacramento Area Association of Governments (SACOG), and Caltrans District 3 over a two-year period. In 1990, BCAG and SACOG adopted the SR 70/99 Corridor which identified the State Route 70 Corridor as the preferred alignment for future improvement to a four-lane highway. This study was developed with public participation.

Since completion of the State Route 70/99 Corridor Study in 1990, fifteen major highway improvements have been completed between Sacramento and Chico with a total transportation investment of over $1 billion, each project representing a segment of the overall goal to provide for a continuous 4-lane highway connecting Chico to Sacramento.

Completed Studies:

1. 1989 **SACOG/BCAG State Routes 70 and 99 Corridor Study** (Proposal by SACOG)
2. 1990 **State Routes 70 and 99 Corridor Study** (Prepared by DKS for SACOG and BCAG)
3. 1990 **State Routes 70 and 99 Corridor Study** – Environmental Resources Matrix Analysis (Prepared by EIP Associates for SACOG and BCAG)
4. 1992 **Marysville to Oroville Freeway Project Study Report** – Construct Four-Lane Freeway in Yuba and Butte Counties from proposed Marysville Bypass on Route 20 to 0.4 mile south of Route 162 in Oroville (Prepared by Caltrans District 03)
5. 1993 **Marysville to Oroville Freeway Project Study Report** – Construct Four-Lane Freeway on new alignment in Yuba and Butte Counties from Jct. Routes 65/70 south of Marysville to Route 70 south of Route 162 in Oroville (Prepared by Caltrans District 03)
6. 1995 **Major Investment Study** – State Routes 70 & 99 Corridor "Pipeline Projects" (Prepared by Caltrans District 03 in consultation with SACOG, BCAG, Yuba Sutter Transit, Bute County Transit)
7. 2001 **Value Analysis Report** – Marysville Bypass to Oroville Freeway (Prepared by Value Management Strategies, Inc. and Caltrans District 03)
8. 2006 **Route 70/99 Corridor Business Plan** – A Guide to Improving Mobility on the State Route 70 and 99 Corridor Through Strategic Investment Decision (Prepared by Caltrans District 03)
9. 2013 **SR 70 Economic Transportation Study** – Existing Conditions Report (Prepared by ICF)
10. 2019 **SR 70 Safety Assessment Report**

It is important to note that a Marysville Bypass was studied with extensive alternatives. Unfortunately, the bypass was too costly and the impacts to prime farmland and the environment were extensive. In addition, the BCAG traffic model and the SACOG traffic model are consistent in which both models reflect that the widening of SR 70 to a 4-lane highway does not significantly increase traffic.

Throughout the years, BCAG and Caltrans have pursued federal stimulus / grant funding for various segments along SR 70 between Marysville and Oroville. All segmented projects were working towards the goal of providing for a continuous 4 lane highway system. These letters of support remain relevant for the Yuba 70 Draft EIR project and are provided for the record. Following the letters of support are 303 signatures obtained from the public supporting the widening of SR 70.

If you have any questions, please give me a call directly at 530-809-4603.

Sincerely,

Jon Clark
Executive Director

Enclosures:

SR 70 Grant Funding Support Letters From:

- Diane Feinstein, United States Senate
- Congressman Doug LaMalfa, 1st District of California
- Congressman John Garamendi, 3rd District of California
- Senator Jim Nielsen, 4th Senate District of California
- James Gallagher, 3rd Assembly District of California
- Chico Chamber of Commerce
- Sacramento Area Council of Governments (SACOG)
- City of Chico
- Butte County Board of Supervisors
- California Transportation Commission
- Lundburg Farms
- City of Marysville
- MetalWorks
- Mooretown Rancheria
- City of Oroville
- Sierra Nevada Brewery
- Oroville Area Chamber of Commerce
- Orville Economic Alliance
- Surplus City

- Highway 70 Industrial Park
- Butte County Fire Department
- North State Super Region
- Butte County Public Health
- Robplast Industries
- Town of Paradise
- City of Oroville Public Safety Department
- Mechoopda Indian Tribe of Chico Rancheria
- City of Biggs
- City of Chico Public Works Department

Signatures Received for SR 70 Corridor

Response to Comment 31:

Thank you for your comment. We appreciate your support on this proposed project. The additional support letters are in Appendix I of the environmental document.

32. Ricky Samayoa - Mayor, City of Marysville

City of Marysville
526 C Street
Marysville, CA 95901
(530) 749-3901

June 4, 2020

California Department of Transportation
Environmental Management M3 Branch
703 B Street, Marysville, CA 95901

SCH# 2020029036
03-Yub-70-PM 16.2/25.8
03-3F283/0318000186

Attn.: Yuba 70 Passing Lanes Project

Thank you for the opportunity to provide comments on the Draft Environmental Report/ Environmental Assessment. Please accept this letter as confirmation of support for the Yuba 70 Continuous Passing Lanes Project. The City of Marysville remains California's largest urbanized area not connected by the State 's four-lane highway system. The regional evacuations associated with the Paradise Camp Fire and the Oroville Dam Crisis highlighted how vulnerable the north state remains with inadequate highway infrastructure. Completion of the project would enhance public safety and improve the City 's ability to remain resilient and prepared in the region.

Sincerely,

Ricky Samayoa
Mayor, City of Marysville

Response to Comment 32:

Thank you for your comment. We appreciate your support on this proposed project.

33. Danielle Nuzum – Assistant Director, Butte County Public Health

Public Health Administration

Danette York, M.P.H., Director
Andy Miller, M.D., Health Officer

202 Mira Loma Drive
Oroville, California 95965

T: 530.552.4000
F: 530.538.2164

buttecounty.net/publichealth

6/4/2020

California Department of Transportation
Environmental Management M3 Branch
703 B Street, Marysville, CA 95901

SCH# 2020029036
03-Yub-70-PM 16.2/25.8
03-3F283/0318000186

Attn.: Yuba 70 Passing Lanes Project

Thank you for the opportunity to provide comments on the Draft Environmental Report / Environmental Assessment. One of Public Health's main focuses is safety. The Regional evacuations associated with the Paradise Camp Fire and the Oroville Dam Crisis highlighted how vulnerable the north state remains with inadequate highway infrastructure. Wider roads and passing lanes increase safety by improving operational conditions, increasing perceived safety/use by motorists and reducing crashes. Butte County Public Health strongly supports the Yuba 70 Continuous Passing Lanes Project to reduce death and injury along one of the County's main, highly used corridors.

Sincerely,

Danielle Nuzum, MA
Assistant Director
BUTTE COUNTY PUBLIC HEALTH
202 Mira Loma Drive | Oroville, CA 95965
T: 530.552.4000

Response to Comment 33:

Thank you for your comment. We appreciate your support on this proposed project.

34. Chris Branscum

VIA U.S. MAIL & E-MAIL

3 June 2020

California Department of Transportation
Environmental Management M3 Branch
703 B Street, Marysville, CA 95901
Attn.: Yuba 70 Passing Lanes Project

Email Delivery to: yuba.70.passing.lanes.project@dot.ca.gov

RE: Comments on Draft Environmental Impact Report/ Environmental Assessment for Yuba-70 Continuous Passing Lanes Project (SCH No. 2020029036; EA 03-3F283)

To Whom It May Concern:

As a resident of Marysville who is also planning to run for Mayor of Marysville in 2020 I am expressing opposition to the State of California Department of Transportation's ("Caltrans") Draft Environmental Impact Report/Environmental Assessment ("Draft EIR/EA" or "DEIR/EA") for the Yuba-70 Continuous Passing Lanes Project ("Project"). The Draft EIR needs to be revised and re-circulated for comment.

Please consider the following:

1. It is my understanding that the project would be approved in violation of the California Environmental Quality Act (CEQA), because it improperly segments the project and fails to consider it as a whole. As a result, the Project's DEIR/EA, environmental review, improperly minimized the actual impacts that would occur if all seven segments were analyzed as the one single project they actually comprise.

2. **I'm old enough to clearly remember evacuating Marysville in December 1955. Though I was two months shy of my 6th birthday at the time I have memories of specific moments during the evacuation. Marysville is surrounded by levees for very good reasons. Thankfully those levees protect Marysville but they also have a hand in limiting egress points. The dramatic increase in population has not been matched with upgrades in evacuation routing.** The DEIR/EA fails to look at whether this is a viable evacuation route or analyze a reasonable range of alternatives. The project still forces evacuees to attempt to proceed through the town of Marysville on SR70, which is already a choke point.

3. The DEIR/EA fails to recognize the safety issues of placing a 5-lane "expressway" with a design speed of 75+ mph in a 9-mile stretch with almost 200 driveways and farm access points with continuous on/off traffic, and slow-moving agricultural equipment. **I am a partner in a rice farm in District 10. Magnolia Road provides access to and from that farm. My driving skills and reaction times are excellent and I am far from the faint of heart when it comes to driving. That said, access to and from SR70 presents**

multiple safety challenges due to the volume and speed (the 55 mph limit is clearly viewed by most motorists on SR70 as purely "advisory") of traffic. Some drivers will always push the speed limit a bit – it is the volume of traffic that appears to compound the safety issues and is the focus of my concerns.

4. The DEIR/EA does not adequately evaluate, disclose or mitigate the Project's significant impacts on agricultural activity. By taking a segmented approach of the single project rather than the cumulative impacts of the whole Yuba-70 Safety Project, Caltrans ignores the permanent conversion and acquisition of 69 acres of farmland. The remaining farming operations in the Project area will also be negatively impacted. **SR70 in Yuba County is an essential element in "Farm to Market" transportation as well as for moving farm equipment around the region. A substantial amount of cultivation in the region is by "Custom Farming" wherein one farmer provides services to other farmers – the served farms usually being smaller and therefore making it uneconomic for them to invest in the equipment and staffing provided by the Custom Farmer. Custom Farmers as well as well as farmers with their own equipment and staffing need to move equipment and SR70 is a key element in their transport network. Safety issues as well as economic issues argue against the proposed project.**

5. The Project's DEIR/EA doesn't properly take into account the growth inducing impacts of this particular Project or the cumulative SR70 expansion. Population growth, increased traffic and higher speeds are all of concern for those who live and/or work in, or use, the Project corridor. **As noted above, Marysville is an island bordered by levees. I am a resident of Marysville. Marysville does not have the real estate or the means to "work around" the negative impacts of the proposed project. Rather, we in Marysville are very much in the bullseye of those negative safety, environmental and quality of life impacts of the project.**

As a resident of Marysville who is also preparing to run for Mayor of Marysville in 2020, I strongly urge Caltrans to revise the Project's Draft EIR to include all the mitigating factors and viable alternatives. As substantial changes or new information comes to light, the revised EIR should be recirculated for review and comment.

Sincerely,

Chris L. Branscum
1123 D Street
Marysville, California 95901

cc: assemblymember.gallagher@assembly.ca.gov

Response to Comment 34:
Thank you for your comment. Please see response 21-1 regarding the discussion on *segmentation*; 21-2 regarding *evacuation route*s, 21-3 regarding *safety* and the *5-lane facility*, 21-4 regarding *traffic* and *growth inducing impacts*, and 24-1 regarding *agricultural impacts*

35. Chris Branscum

VIA U.S. MAIL & E-MAIL

3 June 2020

California Department of Transportation
Environmental Management M3 Branch
703 B Street, Marysville, CA 95901
Attn.: Yuba 70 Passing Lanes Project

Email Delivery to: yuba.70.passing.lanes.project@dot.ca.gov

RE: Comments on Draft Environmental Impact Report/ Environmental Assessment for Yuba-70 Continuous Passing Lanes Project (SCH No. 2020029036; EA 03-3F283) – **Focus on Threats to Public Safety and Quality of Life in Marysville**

To Whom It May Concern:

I am following up on my earlier letter of even date on this topic (copy enclosed). In that letter I stated that I am a resident of Marysville and that I am planning to run for Mayor of Marysville in 2020. I am again expressing opposition to the State of California Department of Transportation's ("Caltrans") Draft Environmental Impact Report/Environmental Assessment ("Draft EIR/EA" or "DEIR/EA") for the Yuba-70 Continuous Passing Lanes Project ("Project"). The Draft EIR needs to be revised and recirculated for comment.

Negative Impact on Public Safety and Quality of Life in Marysville. Public safety and quality of life are core responsibilities of all government. The Draft EIR/EA not only falls short with respect to considerations of public safety and quality of life in Marysville, the underlying plan is a significant threat to both. Thus, I strongly object.

Within the City of Marysville SR70 wends its way through turns and more than two handfuls of stoplights. One need not be an expert in traffic to see that the current press of through automobile and heavy truck traffic together with local traffic is pushing traffic off of SR70 and on to purely city streets, most of which are residential. I can bear personal witness because I live on one of those streets. Across the street from me is a child day care center. The volume and speed of traffic escaping SR70 for time and not distance shortcuts is less than tolerable now and will only get worse. Safety and quality of life in Marysville will suffer further harm from SR70. Marysville has an terrific Chief of Police and police force but is stretched for resources to deal with this extra burden placed on it by the crush of traffic on and related to SR70. Further, even if additional patrol resources were available no one wants to live in neighborhoods where the police have to essentially escort masses of excess traffic escaping a nearby state route.

Please indulge me while I go slightly afield of the specifics of the Draft EIR/AE. A dear friend ands partner of mine in the venture capital business was fond of observing, "you cannot judge the demand for a bridge by the number of people swimming across the river." He, Edward F.

Tuck, was a true visionary. His kind of creative vision, he founded the company that developed the first handheld GPS, can be applied here. An example of such might be plans that I've seen for an alternative that passes around the west side of the city. I am virtually certain that kind of vision and creativity will be required to protect the public safety and quality of life in Marysville.

As a resident of Marysville who plans on running for Mayor of Marysville in 2020 and will make public safety and quality of life as it relates to SR70 important issues in my campaign, I strongly urge Caltrans to revise the Project's Draft EIR to include all the mitigating factors and viable alternatives. As substantial changes or new information comes to light, the revised EIR should be recirculated for review and comment.

Sincerely,

Chris L. Branscum
1123 D Street
Marysville, California 95901

Enclosure: Letter to addressee of even date

cc: assemblymember.gallagher@assembly.ca.gov

Response to Comment 35:

Thank you for your comment. Please refer to response 21-4 regarding the discussion on *traffic* and *growth inducing impacts*, and response 5-3 regarding a *bypass alternative*.

36. Shannon L. Newlove

June 4,202

To Whom It May Concern: June 4, 2020

California Department of Transportation
Environmental Management M3 Branch
703 B Street, Marysville, CA 95901
Attn.: Yuba 70 Passing Lanes Project

RE: Comments on Draft Environmental Impact Report/ Environmental Assessment for Yuba-70 Continuous Passing Lanes Project (SCH No. 2020029036; EA 03-3F283)

As a resident of District 10, I am expressing my concern to the State of California Department of Transportation's ("Caltrans") Draft Environmental Impact Report/Environmental Assessment ("Draft EIR/EA" or "DEIR/EA") for the Yuba-70 Continuous Passing Lanes Project ("Project"). The Draft EIR needs to be revised and recirculated for comment.

It is my understanding that the project would be approved in violation of the California Environmental Quality Act (CEQA), because it improperly segments the project and fails to consider it as a whole. As a result, the Project's DEIR/EA, environmental review, improperly minimized the actual impacts that would occur if all seven segments were analyzed as the one single project they actually comprise.

The DEIR/EA fails to look at whether this is a viable evacuation route or analyze a reasonable range of alternatives. The project still forces evacuees to attempt to proceed through the town of Marysville on SR70, which is already a choke point. When the Oroville Dam situation occurred. I planned on heading through Marysville to go to Roseville. When I got about to Laurellen Road I was told to turn around to go North on 70. I then proceeded north with many others trying to leave, and then directed to turn onto Woodruff Lane to proceed to Highway 20. I was thankfully in contact with a friend who also lived in District 10 and given instructions to their Son's home off of Highway 20. We were able to stay there overnight. It took almost an hour to get to a place that was only, under normal circumstances, about a 15 min drive. We were luckier than most as I hear of people in gridlock for hours. I keep hearing that the escape route would be through Marysville but it sure wasn't during the Oroville Dam event. How can Caltrans justify placing a designated evacuation route in a known floodplain bounded by unimproved levees?

The DEIR/EA fails to recognize the safety issues of placing a 5-lane "expressway" with a design speed of 75+ mph in a 9.6-mile stretch with almost 200 driveways, county roads, and farm access points with continuous on/off traffic, and slow-moving agricultural equipment. I live off Highway 70 and see lots of farm equipment trying to enter SR70 with just two lanes, as it is right now, and a speed limit of 55, they have a difficult time getting into traffic. The big trucks and tractors would have an even more difficult time with potentially 5 lanes to deal with and higher speed limits. I watched a farmer needing to go to another field and trying as best as he could to not block and slow traffic but it was difficult. This is a farming area, not a place for a freeway, oh, I mean a 5 lane road w higher speed limits. Given this environment, how can Caltrans justify added "continuous passing lanes" on top of a 3-lane "safety project"?

The DEIR/EA does not adequately evaluate, disclose or mitigate the Project's significant impacts on agricultural activity. By taking a segmented approach of the single project rather than the cumulative impacts of the whole Yuba-70 Safety Project, Caltrans ignores the permanent conversion and acquisition of at least 69 acres of farmland. The remaining farming operations in the Project area will also be negatively impacted. I am not a farmer but how do you justify taking prime farmland for a band-aid fix? The best thing would be a bypass and save as much of the farmland as possible. The increase in traffic could have a detrimental impact on orchards due to vehicle fumes and impacts on crop production. Why does the DEIR only address the number of acres of "farmland of Statewide importance" that will be permanently converted but not the other long-term impacts upon farming and agriculture?

The Project's DEIR/EA does not properly take into account the growth inducing impacts of this particular Project or the cumulative SR70 expansion. Population growth, increased traffic and higher speeds are all of concern for those who live and/or work in, or use, the Project corridor. As a resident of District 10 I have many concerns. With a tremendous increase in traffic it will be much harder to get onto SR70, it can be difficult now. This would not be conducive to safety. With the vast increase in traffic there is a concern regarding pollution, the air we breathe, the orchards affected by the pollution and affecting production of crops, not to mention the ground water and our wells. I've heard it said that this is merely a band-aid fix so why isn't the real problem being addressed. There needs to be a bi-pass. That would make SR70 safer if safety is your concern. The traffic on 70 into Marysville would decrease and there wouldn't be the gridlock in town. Farmers wouldn't have to struggle to get onto SR70 to move equipment and produce. Why does the DEIR leave out the mitigating circumstances of population growth in all adjoining areas, which will affect this project?

As a resident of District 10 I strongly urge Caltrans to revise the Project's Draft EIR to include all the mitigating factors and viable alternatives. As substantial changes or new information comes to light, the revised EIR should be recirculated for review and comment.

Sincerely,

Shannon L Newlove
504 Silva Ave
Marysville, CA 95901

cc: assemblymember.gallagher@assembly.ca.gov toks.omishakin@dot.ca.gov, rfletcher@co.yuba.ca.us, rsamayoa@marysville.ca.us, bsimmons@marysville.ca.us., bhudson@marysville.ca.us, bbuttacavoli@marysville.ca.us

Response to Comment 36:

Thank you for your comment. Please see response 5-1 regarding *air quality impacts,* 5-*3* regarding a *bypass alternative*, 21-1 regarding the discussion on *segmentation*; 21-2 regarding *evacuation route*s, 21-3 regarding *safety* and the *5-lane facility,* 21-4 regarding *traffic* and *growth inducing impacts*, 21-5 regarding *water pollution*, and 24-1 regarding *agricultural impacts.*

37. Eugene Davis

VIA U.S. MAIL & E-MAIL

June 4, 2020

California Department of Transportation
Environmental Management M3 Branch
703 B Street, Marysville, CA 95901
Attn.: Yuba 70 Passing Lanes Project

Email Delivery to: yuba.70.passing.lanes.project@dot.ca.gov

RE: Comments on Draft Environmental Impact Report/ Environmental Assessment for Yuba-70 Continuous Passing Lanes Project (SCH No. 2020029036; EA 03-3F283)

To Whom It May Concern:

As a resident of Marysville, I am expressing opposition to the State of California Department of Transportation's ("Caltrans") Draft Environmental Impact Report/Environmental Assessment ("Draft EIR/EA" or "DEIR/EA") for the Yuba-70 Continuous Passing Lanes Project ("Project"). The Draft EIR needs to be revised and recirculated for comment.

1. It is my understanding that the project would be approved in violation of the California Environmental Quality Act (CEQA), because it improperly segments the project and fails to consider it as a whole. As a result, the Project's DEIR/EA, environmental review, improperly minimized the actual impacts that would occur if all seven segments were analyzed as the one single project they actually comprise.

2. The DEIR/EA fails to look at whether this is a viable evacuation route or analyze a reasonable range of alternatives. The project still forces evacuees to attempt to proceed through the town of Marysville on SR70, which is already a choke point.

   During the Oroville Dam Spillway Crisis, there was gridlock throughout Marysville complicating and stalling evacuation. If the worst had occurred, many would have been trapped in their cars, had there been a failure of the spillway. Unless there is a bypass created, such as was built in Lincoln, the threat remains.

3. The DEIR/EA fails to recognize the safety issues of placing a 5-lane "expressway" with a design speed of 75+ mph in a 9.6-mile stretch with almost 200 driveways, county roads, and farm access points with continuous on/off traffic, and slow-moving agricultural equipment.

   As an attorney, I personally handled 2 major accident cases south of the Butte County line, involving multiple injuries and one death. Unfortunately, these sorts of accidents occurred with unnerving frequency, usually involving cars entering upon Highway 70 from side roads or driveways or stopping to make left turns into driveways/side streets.

Speeds on 70 are a complicating factor. Widening may mitigate but not eliminate the danger – only a bypass will do that.

4. The DEIR/EA does not adequately evaluate, disclose or mitigate the Project's significant impacts on agricultural activity. By taking a segmented approach of the single project rather than the cumulative impacts of the whole Yuba-70 Safety Project, Caltrans ignores the permanent conversion and acquisition of at least 69 acres of farmland. The remaining farming operations in the Project area will also be negatively impacted.

5. The Project's DEIR/EA does not properly take into account the growth inducing impacts of this particular Project or the cumulative SR70 expansion. Population growth, increased traffic and higher speeds are all of concern for those who live and/or work in, or use, the Project corridor

   As a resident with a home on B Street in Marysville, I have to deal with an increasing volume of traffic as the main thoroughfare (E Street) is typically slow and choked with vehicles, including semi-trucks in large numbers. Locals and some out of towners have "discovered" B Street as an alternative route along with residential areas in the north of town. Expected increase of traffic volume will negatively impact these areas to a correspondingly high degree. Again, a bypass is the only realistic alternative.

As a resident and community member, I strongly urge Caltrans to revise the Project's Draft EIR to include all the mitigating factors and viable alternatives. As substantial changes or new information comes to light, the revised EIR should be recirculated for review and comment.

Sincerely,

Eugene Davis, Esq.
501 B Street
Marysville, CA 95901

cc: assemblymember.gallagher@assembly.ca.gov

Response to Comment 37:

Thank you for your comment. Please see response 21-1 regarding the discussion on *segmentation*; 21-2 regarding *evacuation route*s, 21-3 regarding *safety* and the *5-lane facility,* 21-4 regarding *traffic* and *growth inducing impacts*, 24-1 regarding *agricultural impacts,* and 5-3 regarding a and 5-3 regarding a *bypass alternative.*

38. Michael Lee - Public Works Director, Yuba County

The County of Yuba

Community Development & Services Agency

Kevin Mallen, Director
Phone – (530) 749-5430 • Fax – (530) 749-5434
915 8th Street, Suite 123
Marysville, California 95901

www.co.yuba.ca.us

BUILDING
749-5440 • Fax749-5616

CODE ENFORCEMENT
749-5455 • Fax 749-5464

ENVIRONMENTAL HEALTH • CUPA
749-5450 • Fax 749-5454

PLANNING
749-5470 • Fax 749-5434

PUBLIC WORKS • SURVEYOR
749-5420 • Fax 749-5424

FINANCE AND ADMINISTRATION
749-5430 • Fax 749-5434

June 4, 2020

California Department of Transportation
Environmental Management M3 Branch
703 B Street, Marysville, CA 95901

Subject: Yuba 70 Passing Lanes Project

To Whom It May Concern:

On behalf of the Yuba County Public Works Department, I am submitting this letter to express our full support of the California Department of Transportation (Caltrans) District 3's Yuba 70 Passing Lane Project.

The Highway 70 Corridor between Marysville and Oroville has experienced a higher than average accident and fatality rate. The proposed project will improve safety and operations by providing passing lanes, which will help prevent motorists from taking unnecessary risks attempting to pass slower vehicles, by pulling into the oncoming lane.

In 2017, nearly 200,000 Californians including the residents of Yuba County were forced to evacuate when they learned the Lake Oroville spillway was on the verge of failing. Thousands of drivers funneled onto a narrow two-lane highway, spending hours in bumper-to-bumper traffic to reach safety. In addition, our foothills areas faced a tremendous crisis, as the wind-whipped fires damaged almost 10,000 acres and destroyed property and vegetation. Nearly 200 structures including residential homes and outbuildings were destroyed, leaving a great number of displaced residents to seek shelter. The devastating impact resulted in four fatalities and the loss of numerous pets and livestock. These events highlight the limited evacuation capacity of our primary highway infrastructure serving the region. The proposed project will help alleviate this deficiency.

The Yuba County Board of Supervisors has previously expressed interest in improving the Highway 70 Corridor and has demonstrated that support by allocating $4 million in Yuba County's STIP shares toward improving the corridor.

If you have any questions, please feel free to contact me either by email or phone at your earliest convenience.

Sincerely,

Michael Lee, P.E., L.S.
Yuba County Public Works Director
mlee@co.yuba.ca.us
(530) 749-5420

Response to Comment 38:

Thank you for your comment. We appreciate your support on this proposed project.

39. Marc Mattox – Public Works Director, Town of Paradise

TOWN OF PARADISE
5555 Skyway
Paradise, CA 95969
(530) 872-6291

June 4, 2020

California Department of Transportation
Environmental Management M3 Branch
703 B Street, Marysville, CA 95901

SCH# 2020029036
03-Yub-70-PM 16.2/25.8
03-3F283/0318000186

Attn.: Yuba 70 Passing Lanes Project

Thank you for the opportunity to provide comments on the Draft Environmental Report / Environmental Assessment. Please accept this letter as confirmation of support for the Yuba 70 Continuous Passing Lanes Project.

As evidenced by the 2018 Camp Fire, regional capacity for emergency evacuations between communities is critical. The Yuba 70 Continuous Passing Lanes Project will enable future flexibility for emergency events which could impact either Yuba or Butte County, providing additional egress capacity for safer evacuations.

Should you have any questions relating to the Town of Paradise's support for this project, please do not hesitate to contact me.

Sincerely,

Marc Mattox, PE
Public Works Director/Town Engineer
(530) 872-6291 x125
mmattox@townofparadise.com

Response to Comment 39:

Thank you for your comment. We appreciate your support on this proposed project.

40. Kelly Kramer

6/4/2020

California Department of Transportation
Environmental Management M3 Branch
703 B Street, Marysville, CA 95901
Attn.: Yuba 70 Passing Lanes Project

Email Delivery to: yuba.70.passing.lanes.project@dot.ca.gov

RE: Comments on Draft Environmental Impact Report/ Environmental Assessment for Yuba-70 Continuous Passing Lanes Project (SCH No. 2020029036; EA 03-3F283)

To Whom It May Concern:

As a resident of *District 10, Marysville,* I am expressing *opposition to* the State of California Department of Transportation's ("Caltrans") Draft Environmental Impact Report/Environmental Assessment ("Draft EIR/EA" or "DEIR/EA") for the Yuba-70 Continuous Passing Lanes Project ("Project"). The Draft EIR needs to be revised and recirculated for comment.

- It is my understanding that the project would be approved in violation of the California Environmental Quality Act (CEQA), because it improperly segments the project and fails to consider it as a whole. As a result, the Project's DEIR/EA, environmental review, improperly minimized the actual impacts that would occur if all seven segments were analyzed as the one single project they actually comprise.

  The DEIR/EA fails to look at whether this is a viable evacuation route or analyze a reasonable range of alternatives. The project still forces evacuees to attempt to proceed through the town of Marysville on SR70, which is already a choke point. During the 2017 Oriville dam spillway failure we never made it out of the area. District 10 residents need a better evacuation route, not more traffic.

- The DEIR/EA does not adequately evaluate, disclose or mitigate the Project's significant impacts on agricultural activity. By taking a segmented approach of the single project rather than the cumulative impacts of the whole Yuba-70 Safety Project, Caltrans ignores the permanent conversion and acquisition of 69 acres of farmland. The remaining farming operations in the Project area will also be negatively impacted. The added pollutants will have an effect on my families health but also the health of my walnut trees. This is not a "Safety Project,(Caltrans own studies show that, they acknowledged this in the first meeting). Who will be held accountable when it is shown to be more dangerous, The victims that's who.

- The Project's DEIR/EA doesn't properly take into account the growth inducing impacts of this particular Project or the cumulative SR70 expansion. Population growth, increased traffic and higher speeds are all of concern for those who currently live and work in the Project corridor.
- This project desimates Marysville, and places the children of the area on a fast track to

respitory problems.

- your agency has continued to lie about this project from funding sources not mentioned to actual environmental impact.

As a *Highway 70 community resident* I strongly urge Caltrans to find a viable alternative

I further urge all agencies involved to investigate the truth and hold Catrans responsible for its blaitant disregard for the community,the environment, and the truth! Nothing they say can be trusted.

Sincerely,

Kelly Kramer
8369 State Hwy 70
Marysville, Ca, 95901

cc: assemblymember.gallagher@assembly.ca.gov

Response to Comment 40:
Thank you for your comment. Please see response 5-1 regarding *air quality*, 21-1 regarding *segmentation*; 21-2 regarding *evacuation route*s, 21-4 regarding *traffic* and *growth inducing impacts*, and 24-1 regarding *agricultural impacts*.

If the commenter is asking about funding sources for this project, the information below is a quick summary regarding funding for this project:

This project is funded through the State Transportation Improvement Program (STIP). This program is used for state highway improvements, intercity rail, and regional highway and transit improvements including adding additional lanes to a roadway.

41. Save Marysville Neighborhoods

DATE: June 5, 2020

TO: California Department of Transportation
Environmental Division
703 B Street, Marysville, CA 95901
Attn.: Yuba 70 Passing Lanes Project
yuba.70.passing.lanes.project@dot.ca.gov

FROM: Save Marysville Neighborhoods

RE: Comments on Draft Environmental Impact Report/ Environmental Assessment for Yuba-70 Continuous Passing Lanes Project (SCH No. 2020029036; EA 03-3F283)

Under the ***Purpose and Need*** heading, the purpose of the project is defined as follows: *"The purpose of this project is to* ***"achieve the ultimate facility as outlined in the 2014 Route70 Transportation Concept Report TCR)."*** There is no appendix including the TCR report. We had to submit a CPRC request to obtain it. Had we not, Caltrans would have slipped this project through the cracks**. After reading it, it becomes clear the entire corridor was planned for expansion in collusion with BCAG and that these "segments" are misleading the public into believing these are separate projects, but they are not. It is our understanding that by law, Caltrans cannot piecemeal projects that are intended as a whole.**

1) Knowing that a Bypass around D10 and Marysville is not viable as evidence by the numerous studies conducted over the last 30 years, WHY did Caltrans continue to pursue the SR70 corridor for expansion?
2) If and when the entire SR70 corridor is ultimately a 5 lane freeway as this report alludes to but does not adequately address, how does Caltrans intend to "***achieve the ultimate facility***" without a plan to route all of that traffic around Marysville?
3) Does the impossibility of a bypass frustrate the purpose of the freeway corridor? If so, then why would you continue to build a freeway? If not, can you please explain how the traffic will be routed through Marysville?
4) What will be the total expenditure of all the segmented projects between 14th Street in Marysville and Ophir Road in Oroville (the Corridor)? (please include Simmerly Slough and Honcut Creek Bridges as well as the upcoming Railroad bridge projects and Marysville improvement projects)

Sincerely,

Save Marysville Neighborhoods.

cc: California Senate, 4th District, Senator Jim Nielsen: senator.nielsen@senate.ca.gov
California Assembly, 3rd Assembly District, James Gallagher:
assemblymember.gallagher@assembly.ca.gov
Yuba County Distirct 2 Supervisor, Michael Leahy: mleahy@co.yuba.ca.us
City of Marysville, Community Development, Director, Jonathan Wright: jwright@marysville.ca.us
City of Marysville Mayor and SACOG Board Vice Chair, Ricky Samayoa: rsamayoa@marysville.ca.us
SACOG Board Chair, Lucas Frerichs: lucasf@cityofdavis.org
Butte County Board of Supervisors District 1 Supervisor, BCAG Board Chair,Bill Connelly:
BConnelly@ButteCounty.net
City of Paradise Councilmember, BCAG Vice-Chair, Jody Jones: jjones@townofparadise.com

Response to Comment 41:

Expansion of the SR 70 Corridor was pursued to reduce fatalities and improve safety along the corridor as a whole. The proposed project's purpose, need, and scope do not intend or implicate that this project is being constructed into a freeway. If the commenter is asking specifically about the purpose and need of this project, please refer to *Section 1.2 – Purpose and Need.*

Additionally, please refer to response 5-3 regarding a *bypass* alternative, 21-1 regarding *segmentation,* and 21-4 regarding *traffic* and *growth inducing impacts*

Programmed project costs for SR 70 corridor is a combination of State Highway Operation and Protection Program - Safety (SHOPP) and State Transportation Improvement Program (STIP). SHOPP Safety funding is designated to make safety improvements for each of the separate projects listed below.

- In Butte Co. from Palermo Road to Opher Rd Project – $48.6 Million ($32.7 Million – SHOPP Safety & $15.9 Million – STIP)
- In Butte Co. from Cox Lane to Palermo Rd Project – $50.9 Million ($36.9 Million – SHOPP Safety & $14.0 Million STIP)
- From just south of the Yuba/Butte Co Line to E. Gridley Rd Project – $65.9 Million ($44.1 Million – SHOPP Safety & $21.8 Million – STIP)
- In Yuba Co. from Laurellen Rd to the Yuba/Butte Co. Line Safety Project - $104.7 Million – SHOPP Safety
- In Yuba Co. from Laurellen Rd to the Yuba/Butte Co. Line Passing Lanes Project – $36 Million - STIP
- In Yuba Co Simmerly Slough Bridge Project – $83.2 Million - SHOPP
- In Yuba Co from 14th St to just north of Marysville Cemetery Rd State Route 70 Binney Junction Roadway Rehab & Complete Streets Project - $111 Million - SHOPP

42. Jeff Schwein – President, Green DOT Transportation Solutions

GREEN DOT
transportation solutions

June 4, 2020

California Department of Transportation
Environmental Management M3 Branch
703 B Street, Marysville, CA 95901

SCH# 2020029036
03-Yub-70-PM 16.2/25.8
03-3F283/0318000186

RE: SUPPORT FOR SAFETY ON STATE ROUTE 70

State Route 70 is a critical north-south link on the east side of the northern central valley. The route provides critical commercial, utilitarian, recreation and social connectivity between Sacramento, Butte County, and destinations north. Consequently, the outdated road design, truck volumes, and operations of the roadway make it extremely dangerous. So many lives have been lost; so many families affected, by this dangerous, high speed corridor.

Thank you for the opportunity to provide comments on the Draft Environmental Report / Environmental Assessment. Please accept this letter as confirmation of support for the Yuba 70 Continuous Passing Lanes Project. The corridor not only needs to be safe for regional and interregional travelers, but the corridor is a critical evacuation route during times of disaster. This was, unfortunately highlighted by the 2018 Camp Fire in Paradise and the flooding and Oroville Dam failure scare.

Please consider this a priority project for the North State and the State of California.

Sincerely,

Jeff Schwein, AICP CTP
President, Green DOT Transportation Solutions

627 Broadway, Suite 220, Chico, CA 95928
530-895-1109

Response to Comment 42:

Thank you for your comment. We appreciate your support on this proposed project.

43. Lori Stone

Lori Stone Marysville, CA 95901

yuba.70.passing.lanes.project@dot.ca.gov

June 5, 2020

Dear Caltrans: I am a lifelong resident of the Yuba-Sutter area, a property owner in Yuba County, a voter and concerned citizen. I am writing this letter in opposition of the highway 70 expansion for several reasons.

First and foremost, $4 million dollars of local taxpayer money was misappropriated by the Board of Supervisors and given to Caltrans at an ad-hoc meeting between Caltrans District executive staff and the Board. This money was earmarked for local street improvement projects that are sorely needed in the south county, particularly in Olivehurst and Linda. These communities have very bad roads, no sidewalks, few traffic control devices, and heavy commercial truck traffic. South county continues to experience housing expansion which puts more pressure on local roads and now Caltrans doesn't have the money to address these issues, which will only continue to negatively impacts local residents.

Caltrans executive staff personally went to the Board of Supervisors in the final hour during a weekday when most folks can't attend a public presentation, and presented a power point slideshow touting the project as a "safety" project when in fact it was a federally funded infrastructure project (this I later learned) to build a freeway in the north county region, District10.

Why did Caltrans present this project to the Board of Supervisors as primarily a "safety" project" when in fact it was a freeway project funded by federal money as infrastructure?

Why was there no safety analysis to justify the $4million if this was a safety project?

Why did Caltrans change the purpose of the project from safety to infrastructure?

How will local taxpayers be reimbursed for money used for this infrastructure project?

Sincerely,

Lori Stone Marysville Resident

Response to Comment 43:

At the January 14, 2020 Board of Supervisor's (BOS) Meeting, Resolution No 2020-08 Supporting Caltrans Request for Yuba County to Commit $4 million local funds for the Highway 70 Widening Project. The resolution was presented to the BOS by Yuba County Staff. There was no powerpoint presentation at the meeting. There were questions from the BOS's and the County Staff and Caltrans Project

Manager, Cameron Knudson, answered their questions. The BOS unanimously passed the resolution. A copy of the resolution and meeting minutes are available by request at the Yuba County Government Office.

44. Marcella Shaver-Adams

4 June 2020

California Department of Transportation
Environmental Management M3 Branch
703 B Street, Marysville, CA 95901
Attn.: Yuba 70 Passing Lanes Project

Email Delivery to: yuba.70.passing.lanes.project@dot.ca.gov

RE: Comments on Draft Environmental Impact Report/ Environmental Assessment for Yuba 70 Continuous Passing Lanes Project (SCH No. 2020029036; EA 03-3F283)

To Whom It May Concern:

As a past resident of *7992 Oroville Hwy,* I am expressing *concern about and opposition to* the State of California Department of Transportation's ("Caltrans") Draft Environmental Impact Report/Environmental Assessment ("Draft EIR/EA" or "DEIR/EA") for the Yuba-70 Continuous Passing Lanes Project ("Project"). The Draft EIR needs to be revised and recirculated for comment.

It is my understanding that the project would be approved in violation of the California Environmental Quality Act (CEQA), because it improperly segments the project and fails to consider it as a whole. As a result, the Project's DEIR/EA, environmental review, improperly minimized the actual impacts that would occur if all seven segments were analyzed as the one single project they actually comprise. Not only is this illogical and not evidenced by best practices, but also disingenuous to recent discussions between Caltrans and local residents and ignores significant impacts to residents' livelihoods and lifestyles.

The DEIR/EA fails to look at whether this is a viable evacuation route or analyze a reasonable range of alternatives. The project still forces evacuees to attempt to proceed through the town of Marysville on SR70, which is already a choke point. My extended family have lived on the highway since 1911 and my parents have lived at the homestead since 1971. And, although I do not reside on Oroville Hwy now, during the 2017 Oroville Dam Spillway Crisis I worried about my elderly parents and listened to their stress via cell phone as they endured insane traffic backing up North of Marysville. This is in a corridor that runs adjacent to a levee system holding back the Feather River that has yet to be certified. If the Oroville Dam should fail again, increasing lanes, and hence increasing traffic on a road near a river that would see potentially catastrophic flow increases seems irrational. In addition, when I visit my parents and hometown of Marysville, I'm stunned at the normal traffic congestion in town and marvel at the how far north of town that congestion stretches. My parents live about 3 miles north of town and the cars and semi-trucks are backed up to their driveway. I find it ironic that as the vehicles make their slow crawl around Ellis Lake, the traffic gets to view the Caltrans monument on B Street. As Cameron Knudsen, Caltrans project manager for the Hwy. 70 Safety Project, has mentioned in meetings with residents, the project "**will cost $400-$500 million, if not more, and when completed**

we'll still need a Bypass." Caltrans own employees admit that this "safety" project will not alleviate existing traffic and evacuation impacts.

The DEIR/EA does not adequately evaluate, disclose or mitigate the Project's significant impacts on agricultural activity. By taking a segmented approach of the single project rather than the cumulative impacts of the whole Yuba-70 Safety Project, Caltrans ignores the permanent conversion and acquisition of 69 acres of farmland. The remaining farming operations in the Project area will also be negatively impacted. Although my family no longer farms along this corridor, I have several friends that do and share their concern for disrupting successful production and transport of important agricultural commodities. The area has some of the best soil in the country and enjoys the positive economic impacts of that production. Any conversion of that land to arid pavement will not only negatively impact those family and corporate farms, but negatively impact the local economic environment.

Increased pollution of harmful exhaust from increased traffic will further harm the agricultural landscape as hundreds of ecological studies have shown. The State of California has made pioneering efforts to address harmful environmental impacts from humans, specifically air pollution and its effects on financially challenged communities and groups like the City of Marysville. This project and its broken-up segments seem a step backward and antithetical to those state-wide efforts.

The Project's DEIR/EA does not properly take into account the growth inducing impacts of this particular Project or the cumulative SR70 expansion. Population growth, increased traffic and higher speeds are all of concern for those who currently live and work in the Project corridor. Again, my parents live on the highway and their well is located about 60 feet from the current center-line of the road. I challenge Caltrans to guarantee that that well will not experience contamination from the pavement run-off of increased lanes of traffic. This will put the viability of my parents continuing to live at the family homestead at significant risk and they certainly are not the only residents in this circumstance. My great grandparents built the homestead when the road was nothing but dirt and our family has been witness to the harmful changes brought on with road and speed expansion. It is abhorrent that Caltrans will be the agency that wipes out that legacy.

Although I am not a current resident, as a citizen with a vested interest in the family homestead and a daughter with significant concern for my family, I strongly urge Caltrans to revise the Project's Draft EIR to include all the mitigating factors and suggested viable alternatives. As substantial changes or new information comes to light, the revised EIR should be recirculated for review and comment.

Sincerely,

Marcella M. Shaver-Adams
850 S Skylake Dr.
Woodland Hills, UT 84653

cc: assemblymember.gallagher@assembly.ca.gov,

Response to Comment 44:

Thank you for your comment. Please see response 5-1 regarding *air* quality, 5-3 regarding a *bypass alternative,* 21-1 regarding *segmentation*, 21-2 regarding *evacuation route*s, 21-4 regarding *growth inducing impacts*, 21-5 regarding *water pollution*, and 24-1 regarding *agricultural impacts*

45. Robert Payne

From: Robert Payne
To: Yuba 70 Passing Lanes Project@DOT
Cc: assemblymember.gallagher@assembly.ca.gov
Subject: RE: Comments on Draft Environmental Impact Report/ Environmental Assessment for Yuba-70 Continuous Passing Lanes Project (SCH No. 2020029036; EA 03-3F283)
Date: Monday, June 1, 2020 2:49:05 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

To Whom It May Concern:

As a resident of District 10, I am expressing opposition to the State of California Department of Transportation's ("Caltrans") Draft Environmental Impact Report/Environmental Assessment ("Draft EIR/EA" or "DEIR/EA") for the Yuba-70 Continuous Passing Lanes Project ("Project"). The Draft EIR needs to be revised and recirculated for comment.

1. It is my understanding that the project would be approved in violation of the California Environmental Quality Act (CEQA), because it improperly segments the project and fails to consider it as a whole. As a result, the Project's DEIR/EA, environmental review, improperly minimized the actual impacts that would occur if all seven segments were analyzed as the one single project they actually comprise.

2. The DEIR/EA fails to look at whether this is a viable evacuation route or analyze a reasonable range of alternatives. The project still forces evacuees to attempt to proceed through the town of Marysville on SR70, which is already a choke point. When we had to evacuate during the flood scare from the Oroville dam the line on SR70 to go through Marysville was backed up beyond our home to the north of town.

3. The Project's DEIR/EA doesn't properly take into account the growth inducing impacts of this particular Project or the cumulative SR70 expansion. Population growth, increased traffic and higher speeds are all of concern for those who currently live and work in the Project corridor. The additional lanes going by our home will create a consistent noise level that is more than we currently have from traffic currently. The traffic noise now is usually unnoticed until someone is passing or hits the rumble strips on the edges of the lanes. With cars able to pass constantly and a larger volume of travelers choosing to use SR70 instead of 99, the level of noise pollution we will have to deal with will be much greater

4. By splitting this project off from the original safety project you have unnecessarily increased the amount of time that the residents in District 10 will be dealing with the stress, noise and inconvenience of the construction of the road. It will also require a second acquisition of land from many of us, or using up the safety project's clear recovery zone, which would negate one of the main points of the first project.

As a resident I strongly urge Caltrans to revise the Project's Draft EIR to include all the mitigating factors and viable alternatives. As substantial changes or new information comes to light, the revised EIR should be recirculated for review and comment.

Sincerely,

Robert Payne
7622 SR70
Marysville, CA 95901

Response to Comment 45:

Thank you for your comment. Please see response 5-2 regarding the discussion on *noise impacts,* 21-1 regarding the discussion on *segmentation*; 21-2 regarding *evacuation route*s, 21-3 regarding *safety* and the *5-lane facility,* and 21-4 regarding *traffic* and *growth inducing impacts.*

46. Gay Galvin

VIA U.S. MAIL & E-MAIL

June 4, 2020

California Department of Transportation
Environmental Management M3 Branch
703 B Street, Marysville, CA 95901
Attn.: Yuba 70 Passing Lanes Project

Email Delivery to: yuba.70.passing.lanes.project@dot.ca.gov

RE: Comments on Draft Environmental Impact Report/ Environmental Assessment for Yuba-70 Continuous Passing Lanes Project (SCH No. 2020029036; EA 03-3F283)

To Whom It May Concern:

As a resident of Marysville, I am expressing opposition to the State of California Department of Transportation's ("Caltrans") Draft Environmental Impact Report/Environmental Assessment ("Draft EIR/EA" or "DEIR/EA") for the Yuba-70 Continuous Passing Lanes Project ("Project"). The Draft EIR needs to be revised and recirculated for comment.

1. It is my understanding that the project would be approved in violation of the California Environmental Quality Act (CEQA), because it improperly segments the project and fails to consider it as a whole. As a result, the Project's DEIR/EA, environmental review, improperly minimized the actual impacts that would occur if all seven segments were analyzed as the one single project they actually comprise.

2. The DEIR/EA fails to look at whether this is a viable evacuation route or analyze a reasonable range of alternatives. The project still forces evacuees to attempt to proceed through the town of Marysville on SR70, which is already a choke point. During the evacuation for the Oroville Dam it took us an hour just to get over the E Street bridge on 70 which is normally 5 minutes away. Should the dam have broken, we would not have made it out of town safely. If all of the highways are converging into Marysville, how can we possibly expect to evacuate during an emergency?

3. The DEIR/EA fails to recognize the safety issues of placing a 5-lane "expressway" with a design speed of 75+ mph in a 9.6-mile stretch with almost 200 driveways, county roads, and farm access points with continuous on/off traffic, and slow-moving agricultural equipment. I often travel to Chico on Highway 70 and find traffic moving at a high rate of speed encountering slow moving farm vehicles which causes very dangerous situations. The thought of traffic being able to travel even more quickly is, frankly, terrifying. Coming down to 2 lanes by the high school is a certain recipe for disaster.

4. The DEIR/EA does not adequately evaluate, disclose or mitigate the Project's significant impacts on agricultural activity. By taking a segmented approach of the single project

rather than the cumulative impacts of the whole Yuba-70 Safety Project, Caltrans ignores the permanent conversion and acquisition of at least 69 acres of farmland. The remaining farming operations in the Project area will also be negatively impacted.

5. The Project's DEIR/EA does not properly take into account the growth inducing impacts of this particular Project or the cumulative SR70 expansion. Population growth, increased traffic and higher speeds are all of concern for those who live and/or work in, or use, the Project corridor. Living at 1302 D Street for the last 5 years, I have been amazed at the traffic cutting through our neighborhood. I often see large commercial trucks, cars passing each other as I attempt to cross the street, motorcycles doing wheelies and a tremendous amount of speeding. Traffic has definitely increased in the last few years and I can't imagine what it will be like with more fast lanes coming into our town.

As a resident and community member of Marysville, I strongly urge Caltrans to revise the Project's Draft EIR to include all the mitigating factors and viable alternatives. **There's no reason why our small town should be burdened with 2 major highways converging in our small community destroying our neighborhoods, creating danger for pedestrians, damaging our streets and increasing pollution. WE NEED A BYPASS!** As substantial changes or new information comes to light, the revised EIR should be recirculated for review and comment.

Sincerely,

Gay Galvin
1302 D Street
Marysville, CA 95901

cc: assemblymember.gallagher@assembly.ca.gov

Response to Comment 46:
Thank you for your comment. Please see response 21-1 regarding the discussion on *segmentation*; 21-2 regarding *evacuation route*s, 21-3 regarding *safety* and the *5-lane facility,* 21-4 regarding *traffic* and *growth inducing impacts*, 24-1 regarding *agricultural impacts,* 5-3 regarding a *bypass alternative*.

47. Tom Galvin

VIA U.S. MAIL & E-MAIL

June 4, 2020

California Department of Transportation
Environmental Management M3 Branch
703 B Street, Marysville, CA 95901
Attn.: Yuba 70 Passing Lanes Project

Email Delivery to: yuba.70.passing.lanes.project@dot.ca.gov

RE: Comments on Draft Environmental Impact Report/ Environmental Assessment for Yuba-70 Continuous Passing Lanes Project (SCH No. 2020029036; EA 03-3F283)

To Whom It May Concern:

As a resident of Marysville, I am expressing opposition to the State of California Department of Transportation's ("Caltrans") Draft Environmental Impact Report/Environmental Assessment ("Draft EIR/EA" or "DEIR/EA") for the Yuba-70 Continuous Passing Lanes Project ("Project"). The Draft EIR needs to be revised and recirculated for comment.

1. It is my understanding that the project would be approved in violation of the California Environmental Quality Act (CEQA), because it improperly segments the project and fails to consider it as a whole. As a result, the Project's DEIR/EA, environmental review, improperly minimized the actual impacts that would occur if all seven segments were analyzed as the one single project they actually comprise.

2. The DEIR/EA fails to look at whether this is a viable evacuation route or analyze a reasonable range of alternatives. The project still forces evacuees to attempt to proceed through the town of Marysville on SR70, which is already a choke point. During the evacuation for the Oroville Dam it took us an hour just to get over the E Street bridge on 70 which is normally 5 minutes away. Should the dam have broken, we would not have made it out of town safely. If all of the highways are converging into Marysville, how can we possibly expect to evacuate during an emergency?

3. The DEIR/EA fails to recognize the safety issues of placing a 5-lane "expressway" with a design speed of 75+ mph in a 9.6-mile stretch with almost 200 driveways, county roads, and farm access points with continuous on/off traffic, and slow-moving agricultural equipment. I often travel to Chico on Highway 70 and find traffic moving at a high rate of speed encountering slow moving farm vehicles which causes very dangerous situations. The thought of traffic being able to travel even more quickly is, frankly, terrifying. Coming down to 2 lanes by the high school is a certain recipe for disaster.

4. The DEIR/EA does not adequately evaluate, disclose or mitigate the Project's significant impacts on agricultural activity. By taking a segmented approach of the single project

rather than the cumulative impacts of the whole Yuba-70 Safety Project, Caltrans ignores the permanent conversion and acquisition of at least 69 acres of farmland. The remaining farming operations in the Project area will also be negatively impacted.

5. The Project's DEIR/EA does not properly take into account the growth inducing impacts of this particular Project or the cumulative SR70 expansion. Population growth, increased traffic and higher speeds are all of concern for those who live and/or work in, or use, the Project corridor. Living at 1302 D Street for the last 5 years, I have been amazed at the traffic cutting through our neighborhood. I often see large commercial trucks, cars passing each other as I attempt to cross the street, motorcycles doing wheelies and a tremendous amount of speeding. Traffic has definitely increased in the last few years and I can't imagine what it will be like with more fast lanes coming into our town.

As a resident and community member of Marysville, I strongly urge Caltrans to revise the Project's Draft EIR to include all the mitigating factors and viable alternatives. **There's no reason why our small town should be burdened with 2 major highways converging in our small community destroying our neighborhoods, creating danger for pedestrians, damaging our streets and increasing pollution. WE NEED A BYPASS!** As substantial changes or new information comes to light, the revised EIR should be recirculated for review and comment.

Sincerely,

Tom Galvin
1302 D Street
Marysville, CA 95901

cc: assemblymember.gallagher@assembly.ca.gov

Response to Comment 47:
Thank you for your comment. Please see response 21-1 regarding the discussion on *segmentation*; 21-2 regarding *evacuation route*s, 21-3 regarding *safety* and the *5-lane facility,* 21-4 regarding *traffic* and *growth inducing impacts*, 24-1 regarding *agricultural impacts,* and 5-3 regarding a *bypass alternative*.

48. Jennifer Bauman

From: Jen
To: assemblymember.gallagher@assembly.ca.gov ; Yuba 70 Passing Lanes Project@DOT
Subject: Hwy 70 Project
Date: Friday, June 5, 2020 2:50:18 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

RE: Comments on Draft Environment Impact Report/Environment Assessment for Yuba-70 Continuous Passing Lanes Project SCH NO.2020029036: EA 03-3F283

To Whom it May Concern:

As a resident of Oroville, I am expressing concern about the State of California Department of Transportation's Draft Environmental Impart Report/Environmental Assessment for the Yuba-70 Continuous Passing Lanes Porject. The Draft EIR needs to be revised and recirculated for comment.

The DEIR/EA fails to recognize the safety issues of placing a 5-lane "expressway" with a design speed of 75+ mph in a 9.6-mile stretch with almost 200 driveways, county roads, and farm access points with continuous on/off traffic, and slow-moving agricultural equipment. We have to drive on Hwy 70 several times a month on our way through Marysville to Roseville. Our experience has been with the road as it is, the vehicles and tractors, and farm equipment that need to pull out and get on the same road can be very hazardas especially in the winter with foggy weather. They are extremely difficult to see. Given this environment, how can Caltrans justify added continuous passing lanes on top of a 3-lane "safety project"?

The Project does not properly take into account the growth inducing impact of this particular Project or the cumulative SH70 expansion. Population growth, increased traffic and higher speeds are all of concern for those who live and/or work in or use, the Project corridor. As a highway user, expand on your traffic safety, the document does it take into account the fact that 5 lanes of traffic will still have to bottleneck into and through the town of Marysville----this is not a true "expressway". I believe a need for a by-pass alternative must be looked at. It can take us up to 45-minutes to make it through Marysville now, not to mention the mess and huge bottleneck this is going to cause without a possible bypass.

As a highway user, I strongly urge Caltrans to revise the Project's Draft EIR to include all the mitigating factors and viable alternatives.

Sincerely,
Jennifer Bauman
3542 Argonaut Ave.
Oroville, CA 95966

Response to Comment 48:
Thank you for your comment. Please see response 21-1 regarding the discussion on *segmentation,* 21-3 regarding *safety* and the *5-lane facility,* and 21-4 regarding *traffic* and *growth inducing impacts.*

49. Dennis Ramirez – Tribal Chairman, Mechoopda Indian Tribe of Chico Rancheria

Mechoopda Indian Tribe of Chico Rancheria

June 4, 2020

California Department of Transportation
Environmental Management M3 Branch
703 B Street, Marysville, CA 95901

SCH# 2020029036
03-Yub-70-PM 16.2/25.8
03-3F283/0318000186

Attn.: Yuba 70 Passing Lanes Project

Thank you for the opportunity to provide comments on the Draft Environmental Report / Environmental Assessment. Please accept this letter as confirmation of support for the Yuba 70 Continuous Passing Lanes Project. The regional evacuations associated with the Paradise Camp Fire and the Oroville Dam Crisis highlighted how vulnerable the north state remains with inadequate highway infrastructure.

Sincerely,

Dennis Ramirez

Dennis Ramirez
Tribal Chairman

125 Mission Ranch Blvd. Chico, CA 95926 ph. (530) 899-8922 fx. (503) 899-8517

Response to Comment 49:

Thank you for your comment. We appreciate your support on this proposed project.

50. Carl Warmack

VIA U.S. MAIL & E-MAIL

June 5, 2020

California Department of Transportation
Environmental Management M3 Branch
703 B Street, Marysville, CA 95901
Attn.: Yuba 70 Passing Lanes Project

Email Delivery to: yuba.70.passing.lanes.project@dot.ca.gov

RE: Comments on Draft Environmental Impact Report/ Environmental Assessment for Yuba-70 Continuous Passing Lanes Project (SCH No. 2020029036; EA 03-3F283)

To Whom It May Concern:

As a resident of District 10, Marysville, California, I am expressing concern about and opposition to the State of California Department of Transportation's ("Caltrans") Draft Environmental Impact Report/Environmental Assessment ("Draft EIR/EA" or "DEIR/EA") for the Yuba-70 Continuous Passing Lanes Project ("Project"). The Draft EIR needs to be revised and recirculated for comment.

1. It is my understanding that the project would be approved in violation of the California Environmental Quality Act (CEQA), because it improperly segments the project and fails to consider it as a whole. As a result, the Project's DEIR/EA, environmental review, improperly minimized the actual impacts that would occur if all seven segments were analyzed as the one single project they actually comprise.

2. The DEIR/EA fails to look at whether this is a viable evacuation route or analyze a reasonable range of alternatives. The project still forces evacuees to attempt to proceed through the town of Marysville on SR70, which is already a choke point. At the time of the evacuation order during the 2017 Oroville Dam Spillway my family was unable to safely evacuate from our residence, traffic flow was unable to move through the District 10 corridor and through Marysville. The frustration and fear during this event was incredible - we were fortunate that the flooding event did not occur, else if it had, we would have drowned. How can Caltrans justify placing a designated evacuation route in a known floodplain bounded by unimproved levees?

3. The DEIR/EA fails to recognize the safety issues of placing a 5-lane "expressway" with a design speed of 75+ mph in a 9.6-mile stretch with almost 200 driveways, county roads, and farm access points with continuous on/off traffic, and slow-moving agricultural equipment. Based on our many years living on this corridor and observing driver's behaviour, we can expect an increase in horrific accidents as a result of the higher speeds combined with the cross-highway flow of large freight trucks, agricultural workers and residents. Given this environment, how can Caltrans justify added "continuous passing lanes" on top of a 3-lane "safety project"?

4. The DEIR/EA does not adequately evaluate, disclose or mitigate the Project's significant impacts on agricultural activity. By taking a segmented approach of the single project rather than the cumulative impacts of the whole Yuba-70 Safety Project, Caltrans ignores the permanent conversion and acquisition of at least 69 acres of farmland. The remaining farming operations in the Project area will also be negatively impacted. Why does the DEIR only address the number of acres of "farmland of Statewide importance" that will be permanently converted but not the other long-term impacts upon farming and agriculture?

5. The Project's DEIR/EA does not properly take into account the growth inducing impacts of this particular Project or the cumulative SR70 expansion. Population growth, increased traffic and higher speeds are all of concern for those who live and/or work in, or use, the Project corridor. Why does the DEIR leave out the mitigating circumstances of population growth in all adjoining areas which will affect this project?

As a local resident and highway user, I strongly urge Caltrans to revise the Project's Draft EIR to include all the mitigating factors and viable alternatives. As substantial changes or new information comes to light, the revised EIR should be recirculated for review and comment.

Sincerely,

Carl Warmack
724 Boyer Road
Marysville, CA 95901

cc: assemblymember.gallagher@assembly.ca.gov
toks.omishakin@dot.ca.gov
rfletcher@co.yuba.ca.us
rsamayoa@marysville.ca.us
bsimmons@marysville.ca.us,
bhudson@marysville.ca.us,
bbuttacavoli@marysville.ca.us

Response to Comment 50:

Thank you for your comment. Please see response 21-1 regarding the discussion on *segmentation*; 21-2 regarding *evacuation route*s, 21-3 regarding *safety* and the *5-lane facility,* 21-4 regarding *traffic* and *growth inducing impacts*, and 24-1 regarding *agricultural impacts.*

51. Matt Carpenter – Director of Transportation Services, SACOG

Sacramento Area Council of Governments

1415 L Street,
Suite 300
Sacramento, CA
95814

tel: 916.321.9000
fax: 916.321.9551
tdd: 916.321.9550
www.sacog.org

June 5, 2020

California Department of Transportation
Environmental Management M3 Branch
703 B Street, Marysville, CA 95901
Attn.: Cameron Knudson, Project Manager

RE: Draft Environmental Impact Report/Environmental Assessment: Yuba-70 Continuous Passing Lanes Project

Mr. Knudson:

The Sacramento Area Council of Governments (SACOG) values our partnership with the California Transportation Commission (CTC), Caltrans, the Butte Association of Governments (BCAG) and local agencies along the State Route 70 (SR-70) corridor to plan and implement safety improvements.

SR-70 has been experiencing higher-than-average collision and fatality rates than a peer group of corridors studied for ongoing project development efforts. Collaborations among our agencies through a road safety audit in 2019 identified safety countermeasures that promise cost-effective and near-term improvements to the corridor.

The EIR/EA project scope will help ensure all necessary safety improvements are made to SR-70, while at the same time strengthening the corridor's role in emergency evacuations and to access economic opportunities. The northern portion of the region nearly faced a disastrous outcome in 2017 when the Oroville Dam's main and emergency spillways were damaged, prompting the evacuation of more than 180,000 people living downstream. As one of a very limited number of evacuation routes, SR-70 served a critical role during the Oroville crisis.

In 2018, the SR-70 corridor served again as an evacuation route and has now become a vital access link to the Butte County communities ravaged by the Camp Wildfire – the deadliest and most destructive one in California's history. As the region struggles to rebuild, the large increase in heavy truck traffic along SR-70 is deteriorating pavement conditions and creating new safety risks. Recovery from the Camp Fire disaster and employment impacts from the current COVID-19 crisis are only adding to the long-standing economic challenges facing southern Butte County and northern Yuba County. Substantial state investments to implement the project scope in the Yuba 70 EIR/EA will help the region recover and offer a safe and well-maintained economic lifeline that provides reliable access to employment centers and supports agricultural goods movement.

Sincerely,

Matt Carpenter

Matt Carpenter
Director of Transportation Services

Auburn
Citrus Heights
Colfax
Davis
El Dorado County
Elk Grove
Folsom
Galt
Isleton
Lincoln
Live Oak
Loomis
Marysville
Placer County
Placerville
Rancho Cordova
Rocklin
Roseville
Sacramento
Sacramento County
Sutter County
West Sacramento
Wheatland
Winters
Woodland
Yolo County
Yuba City
Yuba County

Response to Comment 51:

Thank you for your comment. We appreciate your support on this proposed project.

52. Pamela Warmack

June 5, 2020

California Department of Transportation
Environmental Management M3 Branch
703 B Street
Marysville, CA 95901
Attn: Yuba 70 Passing Lanes Project
Cameron Knudson, Project Manager
Email: yuba.70.passing.lanes.project@dot.ca.gov

cc: toks.omishakin@dot.ca.gov

RE: **SR 70 Passing Lane Project Draft EIR / EA**

To Whom It May Concern,

Enclosed are comments on the comments on the Yuba-70 Continuous Passing Lanes Project Draft Environmental Impact Report/Environmental Assessment. These comments are submitted to your agency as part of the public review process. My comments are based upon my experience of having grown up deeply involved in the agricultural field, raising livestock, operating heavy farm equipment, driving 18-wheeler semi-trucks, and now returning (after several years in Los Angeles and the San Francisco Bay Area) to once again live and participate in agriculture in the area directly affected by the Yuba-70 Continuous Passing Lanes Project.

Also, as chairperson for the committee Keep 70 Safe, I represent residents and farmers who live and work in this area, as well as the residents of Marysville who will be adversely impacted by the Yuba-70 Continuous Passing Lanes Project. My purpose in these comments is to underscore the significant impacts of this Project when taken as a whole in the SR 70 Corridor Improvement Project, of which this Project is only a section, and to implore the Yuba-70 Continuous Passing Lanes Project, SR 70 Segments 4 and 5, Post Mile 16.2 to Post Mile 25.8, be viewed in the context of all its adjoining segments. Only then, can the public, other agencies, and decision-makers understand the full spectrum of impacts, alternatives, and mitigation for the overall improvements to SR 70 and the possibility of other options for a sound investment in an efficient and safe north state transportation corridor.

Thank you for this opportunity to comment on the proposed project. Please send me your responses to my comments on the Yuba-70 Continuous Passing Lanes Project Draft Environmental Impact Report/Environmental Assessment, along with any further information on the environmental review of this project.

Yuba-70 Continuous Passing Lanes Project
Yuba County, Postmiles 16.2/25.8 - Segments 4 & 5

THE PROJECT WOULD BE APPROVED IN VIOLATION OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

A. Background Concerning the California Environmental Quality Act (CEQA)

CEQA has two basic purposes. First, CEQA is designed to inform decision-makers and the public about the potential, significant environmental effects of a project. 14 California Code of Regulations ("CCR" or "CEQA Guidelines") § 15002(a)(1). "Its purpose is to inform the public and its responsible officials of the environmental consequences of their decisions *before* they are made. Thus, the EIR "protects not only the environment but also informed self-government." *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal. 3d 553, 564. The EIR has been described as "an environmental 'alarm bell' whose purpose it is to alert the public and its responsible officials to environmental changes before they have reached ecological points of no return." *Berkeley Keep Jets Over the Bay v. Bd. of Port Comm'rs.* (2001) 91 Cal. App. 4th 1344, 1354 ("*Berkeley Jets*"); *County of Inyo v. Yorty* (1973) 32 Cal.App.3d 795, 810.

While the courts review an EIR using an "abuse of discretion" standard, "the reviewing court is not to 'uncritically rely on every study or analysis presented by a project proponent in support of its position.' A 'clearly inadequate or unsupported study is entitled to no judicial deference.'" *Berkeley Jets*, 91 Cal.App.4th 1344, 1355 (emphasis added) (quoting *Laurel Heights*, 47 Cal.3d at 391, 409 fn. 12). Drawing this line and determining whether the EIR complies with CEQA's information disclosure requirements presents a question of law subject to independent review by the courts. (*Sierra Club v. Cnty. of Fresno* (2018) 6 Cal.5th 502, 515; *Madera Oversight Coalition, Inc. v. County of Madera* (2011) 199 Cal.App.4th 48, 102, 131.) As the court stated in *Berkeley Jets*, 91 Cal. App. 4th at 1355:

> A prejudicial abuse of discretion occurs "if the failure to include relevant information precludes informed decision-making and informed public participation, thereby thwarting the statutory goals of the EIR process."

The preparation and circulation of an EIR are more than a set of technical hurdles for agencies and developers to overcome. The EIR's function is to ensure that government officials who decide to build or approve a project do so with a full understanding of the environmental consequences and, equally important, that the public is assured those consequences have been considered. For the EIR to serve these goals it must present information so that the foreseeable impacts of pursuing the project can be understood and weighed, and the public must be given an adequate opportunity to comment on that presentation before the decision to go forward is made. *Communities for a Better Environment v. Richmond* (2010) 184 Cal.App.4th 70, 80 (quoting *Vineyard Area Citizens for Responsible Growth, Inc. v. City of Rancho Cordova* (2007) 40 Cal.4th 412, 449 – 450)

The Conformity Determination for the 2020 Metropolitan Transportation Plan and Sustainable Communities strategy and Amendment #18 to the 2019-22 Metropolitan Transportation Improvement Program requires "the inclusion of all federal and regionally significant projects." To accurately assess the full impacts of the SR 70 Passing Lanes for Segments 4 and 5, the history behind the project and the adjoining programmed and planned projects must be taken into consideration as a whole.

B. Background Concerning National Environmental Policy Act (NEPA)

NEPA is the federal counterpart of CEQA. NEPA is our "basic national charter for protection of the environment." 40 Code of Fed Reg. ("CFR") § 1500.1. NEPA requires all agencies of the federal government to prepare a "detailed statement" regarding all "major federal actions significantly affecting the quality of the human environment." 42 U.S.C. § 4332(C). This statement, known as an Environmental Impact Statement, must describe (1) the "environmental impact of the proposed action," (2) any "adverse environmental effects which cannot be avoided should the proposal be implemented," (3) alternatives to the proposed action, (4) "the relationship between local short-term uses of man's environment and the maintenance and enhancement of long-term productivity," and (5) any "irreversible or irretrievable commitment of resources which would be involved in the proposed action should it be implemented." 42 U.S.C. § 4332.

The Council on Environmental Quality ("CEQ") – an agency within the Executive Office of the President – has promulgated regulations implementing NEPA which are "binding on all federal agencies." 40 C.F.R. § 1500.3.

The NEPA regulations provide that, among other relevant factors, the severity of the impact must be judged based on whether "[t]he degree to which the action may adversely affect an endangered species" and "the degree to which the action is related to other actions with... cumulatively significant impacts." *Id.* § 1508.27(b). With regard to the last factor, such cumulative impacts include "the incremental impact of the action when added to other past, present and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) undertakes such other actions." *Id.* § 1508.7.

Once a Final EIS is complete, NEPA regulations require a minimum 30-day waiting period before an agency makes a decision on a proposed action. 40 CFR § 1503.1(b). After the minimum 30-day period, the agency issues a Record of Decision informing the public of the final decision and identifying all alternatives considered in reaching the decision. *Id.* § 1505.2. Environmental reviews should not justify or rationalize decisions already made. 40 C.F.R. § 1502.5. Until an agency issues a Record of Decision, regulatory limitations preclude the agency from taking actions during the NEPA process which would (1) have an adverse environmental impact; or (2) limit the choice of reasonable alternatives. *Id.* § 1506.1.

1 C. The DEIR/EA Improperly Segments the Project and Fails to Consider the Whole of an Action

CEQA provides that a public agency may not divide a single project into smaller individual subprojects to avoid responsibility for considering the environmental impact of the project as a whole. (*Orinda Ass'n v Board of Supervisors* (1986) 182 CA3d 1145, 1171.) CEQA "cannot be avoided by chopping up proposed projects into bite-sized pieces which, individually considered, might be found to have no significant effect on the environment or to be only ministerial." (*Tuolumne County Citizens for Responsible Growth, Inc. v City of Sonora* (2007) 155 CA4th 1214; *Association for a Cleaner Env't v Yosemite Community College Dist.* (2004) 116 CA4th 629, 638; *Plan for Arcadia, Inc. v City Council* (1974) 42 CA3d 712, 726.)

NEPA similarly bars project segmentation of connected actions. Under 40 C.F.R. § 1508.25(a)(1), connected actions are those that (i) automatically trigger other actions which may require an Environmental Impact Statement ; (ii) cannot or will not proceed unless other actions are taken previously or simultaneously; or (iii) are interdependent parts of a larger action and depend on the larger action for their justification. Agencies may not divide a project into multiple actions, each of which individually has an insignificant environmental impact, but which collectively have a substantial impact. See *Kleppe v. Sierra Club*, 427 U.S. 390, 410 (1976) (proposals that have a "synergistic environmental impact upon a region . . . must be considered together.")

BACKGROUND

District 10 encompasses approximately 12,000 acres and includes 23 miles of levees. Bounded by Honcut Creek to the North, the Marysville levee to the South, the Feather River to the West and the Union Pacific Railroad tracks to the East. The area includes 50 businesses (31 farms, 13 agriculture related businesses, and six other) and over 450 residences. Since extensive farming activities take place throughout the project limits, farming and harvesting equipment share the road with the traveling public. Clusters of home share frontage with the highway throughout the project limits (1).

The eventually abandoned "Marysville By-Pass to Oroville Freeway" "was to provide regional connectivity between Sacramento, Marysville, Oroville, and Chico." The purpose of this Project is to achieve the "ultimate facility" as outlined in the 2014 route 70 Transportation Concept Report (TCR). Its purpose is to 'improve travel times along the corridor which will result in greater reliability and efficiency for the movement of goods, provide better connectivity between Yuba County and the Sacramento Valley, and support the overall economic viability of the Yuba County region this project will address operational deficiencies in the corridor, but these improvements improve the overall safety of travelers within the corridor" (3).

GOALS

"SR-70 is an Interregional Road System (IRRS) route. This route primarily serves to move people or goods from outside the immediate region through Yuba County. Transporting agricultural commodities to markets has made SR-70 a vital economic link to local farmers and

agriculture-related businesses. Additionally, SR-70 has become a "gateway" route used to access multiple recreational destinations in the Sierra Nevada and serves as an alternative route to and from Nevada when Interstate 80 is closed due to accident or weather conditions or weather conditions" (1)

The DEIR states "the project is needed because there are operational concerns along the corridor. Improved reliability of the SR-70 corridor is needed to prevent lost revenues of local industries due to accidents or operational deficiencies. Furthermore, improved travel times are needed to improve regional connectivity and the overall economic viability of the Yuba County region. An additional project need is based upon economic viability and goods movement along the corridor. The largest industries in the Yuba County area are "highway dependent" and require reliable access to and from SR-70. It has been observed that goods movement within the regional and local supply chain can be heavily affected by the highway conditions. With the conversion from a 3-lane to a 5-lane cross section a reduction of fatality and injury collisions would be expected" (3,4).

2 Where is the documentation of, or online link for, the 2014 Route 70 Transportation Concept Report (TCR) that should be included with this DEIR?

3 Wouldn't an "ultimate facility" that seeks to have "improved travel times, greater reliability and efficiency for the movement of goods," that will "address operational deficiencies," and provide for "the overall safety of travelers," be best located in an area without "dense clusters of homes" and businesses, with continuous on/off traffic throughout (5)?

"The build alternatives would widen to provide a multilane highway for SR 70" (36)

"The District 3 Goods Movement Study identified SR 70 in the study area as the highest priority for improving truck mobility under the base year conditions" (39).

"improved travel times along the corridor will result in greater reliability and efficiencies for goods movement..." (Segment 3 IS/EA, p.6)

"a widened facility will decrease travel times between Oroville and Marysville and provide improved reliability for regional and local users" (Segment 3 IS/EA, p.6)

"According to the November 2014 County long-term regional growth forecast 2014 to 2040 repaired by the Butte County Association of governments slight growth is expected to occur in Butte County. A low, medium, and high scenario was developed for each forecast of housing, population, and growth... Population forecast for the county or 2014 to 2040 show a 1.2%, 1.4%, and 1.6% increase in population per year for the low, medium, and high scenarios, respectively. This compound annual growth rate for 2014 to 2040 will result in the population increasing 36%, 44%, and 51% countywide in the low, and, and high scenarios, in addition to the population growth anticipated to occur by 2040, population forecast for the county for 2014 to 2040 show a 1.2%, 1.4%, and 1.6% increase in population per year for the low,

medium, and high scenarios, respectively. This compound annual growth rate for 2014 to 2040 will result in the population increasing 36%, 44%, and 51% countywide in the low, and high scenarios, respectively in addition to the population growth anticipated to occur by 2040, Butte county is expected to experience employment growth. Employment is projected to rise by 39%, 46%, and 54% by 2040 in the low, medium, and high scenarios, respectively" "Due to the increase of highway capacity there is an expected greenhouse gas impact which will be mitigated/offset by Caltrans as part of the project scope" (Segment 3 IS/EA, p.14).

" The build alternative would widen to provide a multilane highway for SR70" (Segment 3 IS/EA, p.77)

SEGMENTATION

Table S-1 lists the Planned Projects in the Vicinity of SR 70, and indicates these "are within 2 miles of SR 70," yet the whole of the DEIR appears to exist within a vacuum not taking into account these projects and their impacts on Segments 4 & 5.

4 Why were these projects and developments, especially the Rio d'Oro project, not taken into account when assessing all the impacts they would have on Segments 4 and 5?

5 Why is the Hard Rock Casino listed as a project in the project vicinity when it is located 13 miles from the south end of Segment 5 and on SR 65?

Under Independent Utility and Logical Termini, the DEIR states "the need of the project is safety and operational concerns along the corridor. The purpose of the project is to further improve safety, goods movement and emergency evacuation along the corridor and will not require additional future improvements, therefore the project has independent utility. The project also connects logical termini in that the area studied encompasses a broad enough area to fully address environmental issues. The Office of Traffic Safety has established the project limits based on traffic collision data that show higher-than-statewide average-fatalities between PM 16.2 and PM 25.8" (4).

6 If this Project, segments 4 and 5, has independent utility, how can there be a need for expansion of the roadway given the population and enterprises in the Project area? How can there be logical termini between Laurellen Road and the Butte /Yuba County line, PM 16.2 and PM 25.8?

7 Since the Corridor project is segmented, it fails to recognize the sensitive receptors of Marysville High School and the Allyn Scott Youth Center which are located 0.7 miles south of the Project area, right alongside SR70 in Segment 7 of the Corridor project.

Project Description matches Segments 4 and 5: "the project further proposes to construct a 14-foot two- way-left turn lane...with two additional 12-foot passing lanes in both directions

and bringing all shoulders to a minimum 8-foot standard width with a 20-foot clear recovery zone constructed on both sides of the highway..." (Segment 3 IS/EA, p.9)

"This project is the third segment of the greater SR 70 Safety Corridor Improvement effort in Yuba and Butte County" (Segment 3 IS/EA, p.9).

"this segment is part of a transportation corridor between Oroville and Marysville and a throughput for both passenger and commercial vehicles" (Segment 3 IS/EA, p.85)

INDUCED DEMAND / VMT

8 Given the list of "projects within 2 miles of SR 70" noted on page 17 of the DEIR, how could the "Build Alternative" on page 18 state that "other planned transportation projects would not result in additional traffic," given the DEIR for Segments 4 and 5 is part of an overall corridor widening project of SR 70 in Segments 1 through 7, especially in light of Oroville's projected population growth of 93% between 2014-2040, with a corresponding 93% growth in housing (using their "medium scenario") , and the 689-acres Rio d'Oro planned development just south of Oroville, with 2,700 proposed residential units as well as 289,000 square feet of commercial space?

The State Route 70—Segment 3 Corridor Improvement Project Initial Study/Environmental Assessment states that the adjoining project is needed because of "anticipated population growth and development along the corridor is anticipated to increase traffic levels" (7).

The DEIR states, "While additional lanes are included in the project scope, these lanes are not included to address a need for additional capacity but rather designed to improve safety" (18).

9 Why are the additional lanes, lanes 4 and 5, in this Project "are not included to address a need for additional capacity" when adjoining the State Route 70—Segment 3 Corridor Improvement Project Initial Study/Environmental Assessment states its Project Purpose is to "provide additional capacity that will support approved and planned development in Butte County and will support the growing economic sectors along the SR-70 corridor"? (6)

"While the proposed project would create additional capacity an SR-70..." (24)

"the project would increase capacity" (29)

"The average daily traffic count through the project area is approximately 10,110 vehicles per day with an average peak hour count of approximately 835 per day. Daily truck volume on SR 70 are estimated at about 960 trucks per day making up roughly 6.5% of the total vehicle volume" (36)

"The average daily traffic count through the project area is approximately 14,600 vehicles per day with the average peak hour count of approximately 1000 vehicles per hour through the

project area. Daily truck volume an SR-70 are estimated at about 960 trucks per day at the Butte/Yuba County line making up roughly 6.5% of the total vehicle volume" (Segment 3 IS/EA, p. 76)

"The build alternatives would widen to provide a multilane highway for SR 70" (36)

"Operations under the horizon year (2043) would worsen under the no-build alternative due to increasing traffic volumes" (37).

This Project DEIR predicts, "estimated VMT under the build alternatives is the same or would be reduced," (85) yet the State Route 70-Segment 3 Corridor Improvement Project IS/EA states, "compared to existing (2018) conditions, horizon year (2043) conditions would have 41 percent more of VMT" (91).

10 How can Segments 4 and 5 Project document claim VMT would be the same or reduced, while Segment 3 of the same SR 70 Corridor project state there would be a 41% increase in VMT?

11 How can the DEIR claim VMT would be the same or reduced (85), while at the same time explaining, "fuel consumption for the alternatives is higher than the no-build scenario for the 2043 design year due to increase in traffic volumes" (98)?

The DEIR states, "based on existing studies, the Transportation Analysis Report (Fehr & Peers March 2019) estimated the short-term response for induced travel to range from 1,500 to 9,280 vehicle miles traveled (VMT) per day" (152).

12 If that is the estimated short-term response, what is the estimated horizon year (2043) VMT in response to induced travel in the Project area?

"... Anticipated population growth and development along the corridor is anticipated to increase traffic levels..." (Segment 3 IS/EA, p.7)

"The proposed project would create additional capacity on SR 70..." (Segment 3 IS/EA, p.15).

"...under the horizon year (2043)... Due to increase in traffic volumes... This takes into account a 41% increase in vehicle miles traveled (VMT)" (Segment 3 IS/EA, p.77, 78)

GHG

As noted in the DEIR, "The highest levels of CO_2 from mobile sources such as automobiles occur at stop-and-go speeds (0-25 mph) and speeds over 55 mph; The most severe emissions occur from 0-25 mph. To the extent that a project relieves congestion by enhancing operations and improving travel times in high congestion travel corridors, GHG emissions, particularly CO_2 may be reduced" (167). "the additional VMT and the increase in speeds at the higher end

of the range (from 60 to 65 mph) to (65 to 70 mph) would lead to the higher GHG emissions" (170).

In segmenting the Corridor project, the DEIR omits the contributing impacts of the other segments (1,2,3, 6, 7) on Segments 4 and 5, in the areas of increased capacity, resulting in induced demand, and increased speeds resulting from expanding a 2-lane roadway to a 5-lane expressway, and the ongoing congestion into and through Marysville which limits travel speeds to 0-25, all greatly impacting the GHG/CO_2 estimates.

It goes on to say, "Four primary strategies can reduce GHG emissions from transportation sources: (1) improving the transportation system and operational efficiencies, (2) reducing travel activity, (3) transitioning to lower GHG emitting fuels, and (4) improving vehicle technologies/efficiency. To be most effective, all four strategies should be pursued concurrently" (167).

13 Given the segmentation of the Corridor project and addressing only Segments 4 and 5 in this DEIR, how can an accurate estimate of CO_2 be done which would fully inform the public and commenting agencies, when the factor of congestion into and through Marysville is omitted from the information?

If the four primary strategies to reduce GHG emissions from transportation sources should be pursued concurrently to be most effective, the overall Corridor project must be considered to address each aspect, and thus:

14 1) If the first strategy is to improve the transportation system and operational efficiencies, why would a 5-lane expressway (Segments 1-7) be routed to zigzag through the middle of a town (Marysville), through fifteen (15) stoplights?

15 2) If the second strategy is to reduce travel activity, why would Caltrans expand a roadway by 100% which has been proven to result in induced demand to a corresponding percentage?

Under 3.4.4, Environmental Consequences, the DEIR claims "Vehicle Miles Traveled (VMT) was measured over the entire model area." That "the separate projects to widen SR-70 were assumed to be in place," which alludes to Segments 4-5, Segment 3, and Segment 6 and 7, as sufficient to estimate model-wide VMT as they have the same lane configurations (169).

16 Why were Segments 1 and 2 omitted from inclusion in this calculation of VMT, considering all 7 segments are part of the "entire model area" of the SR 70 Corridor Improvement Project?

17 Given all the above information, which should be included for the public to make a full assessment of the impacts of the Project, and the fact that the DEIR states, "future GHG emissions under the build alternatives—just Segments 4 and 5—would be higher than the no-build alternative, how can the DEIR make a finding that the "impact is considered less than significant"? (172)

"Due to the increase of highway capacity there is an expected greenhouse gas impact which will be mitigated/offset by Caltrans as part of the project scope" ((Segment 3 IS/EA, p.9).

"According to the November 2014 County long-term regional growth forecast 2014 to 2040 repaired by the Butte County Association of governments slight growth is expected to occur in Butte County. A low, medium, and high scenario was developed for each forecast of housing, population, and growth... Population forecast for the county or 2014 to 2040 show a 1.2%, 1.4%, and 1.6% increase in population per year for the low, medium, and high scenarios, respectively. This compound annual growth rate for 2014 to 2040 will result in the population increasing 36%, 44%, and 51% countywide in the low, and, and high scenarios, in addition to the population growth anticipated to occur by 2040, population forecast for the county for 2014 to 2040 show a 1.2%, 1.4%, and 1.6% increase in population per year for the low, medium, and high scenarios, respectively. This compound annual growth rate for 2014 to 2040 will result in the population increasing 36%, 44%, and 51% countywide in the low,, and high scenarios, respectively in addition to the population growth anticipated to occur by 2040, Butte county is expected to experience employment growth. Employment is projected to rise by 39%, 46%, and 54% by 2040 in the low, medium, and high scenarios, respectively" "Due to the increase of highway capacity there is an expected greenhouse gas impact which will be mitigated/offset by Caltrans as part of the project scope" (Segment 3 IS/EA, p.14).

"Reducing the speed on SR 70 from 65 to 55 mph would reduce GHG emissions by about 95 tons per day, or 28,500 tons per year. Given the magnitude of the change in GHG omissions with a reduction in speed from 65 to 55 mph, reducing the speed from 65 to 60 mph would likely also offset 5,700 ton per year increase in GHG emissions with [the four-lane project]," but a reduction in speed is unlikely to be promoted due to a wider, straighter, and therefore, faster highway. (Segment 3 IS/EA, p. 94)

SAFETY

"Higher accident densities have been observed at major intersections" (Segment 3 IS/EA, p.7)

18 The DEIR states the "SR-70 Safety Assessment Report concludes that an additional reduction of approximately 34% for fatality and injury collisions could be expected with the conversion from a three Lane to a 5-Lane cross section based on the comparison of similar sites" (2). Yet, the report does not indicate the location of these similar sites or how they are similar.

Because if Caltrans is comparing it to Butte County, such as Segment 3, the segments are not similar at all.
In this 4-mile section, there are 22 driveways along the highway which serve residential and agricultural access to properties (Segment 3 IS/EA, p.8). "The project study area consists mainly of large agriculture zoned parcels averaging 183 acres in size" (Segment 3 IS/EA, p.12). "A total of seven (7) single-family residences are widely interspersed on either side of the highway with all but one situated on the east side of the highway" (Segment 3 IS/EA,

p.16). "No housing would be displaced as a result of project implementation" (Segment 3 IS/EA, p.17).

19 Where are the similar sites?
How are they similar?
Do they contain similar clusters of houses as throughout the Project limits?
Do they have similar extensive farming activities that take place throughout the project limits?
Do they have a similar number of residences and businesses as throughout the project area?
Do they have a similar number of driveways, orchard access points, and county roads?

20 Considering the numbers of driveways, county roads, residences and businesses, and the number of large trucks and farm equipment operating throughout this project, would requiring U-turns at intersections not actually create a more hazardous roadway and increase VMT and thus, GHG?

The DEIR indicates "a noise barrier would not be feasible due to driveway access requirements to residences along the entire corridor" (xvii).

21 If it is not feasible to install sound barriers due to the number of driveways in the Project Area, how can it be safe to install an Expressway with a design speed of 75+ mph?

22 How can the DEIR claim there is "No Impact" or "NA" under the Alternative 2 proposal when a continuous concrete barrier would "substantially increase hazards due to a geometric design feature" and is an "incompatible" use with farm equipment and large semi-trucks? (xli)

23 Where is the documentation in this DEIR for current traffic collision data, not 2010-2013, that indicates higher-than-statewide average-fatalities between PM 16.2 and PM 25.8?

Within the project description, this DEIR states a 14-ft. median will be used "to separate opposing traffic flows," and will serve as a two-way left turn lane (TWLTL) "where dense clusters of homes occur" (5).

"The total collision rate is less than the statewide average for similar facilities, and the actual collision rate is about 65% of the corresponding statewide average. However, the study area has a higher than average rate of fatality collisions; more than 4.5 times higher than the statewide average for similar facilities" (35)

24 Could it be that the reason for higher fatality rates is the fact that the 9.6-mile stretch is lined with driveways and orchard access points, and would be made even more unsafe with more lanes and vehicles traveling at faster speeds?

Although the report states that Ramirez Road is an east-west rural highway that connects SR-70 with Lower Honcut Rd, why does it neglect to mention that Ramirez Road also connects to

25 Matthews Lane, then to Woodruff Lane and SR 20, making this a critical alternative route to Woodruff Lane, and also serves as an evacuation route? (35)

Although it is noted that Woodruff Lane serves as a connector between SR-70 and SR20, the Report neglects to mention this is a major route between the two highways, and also serves as an important evacuation route (36).

"The average daily traffic count through the project area is approximately 10,110 vehicles per day with an average peak hour count of approximately 835 per day. Daily truck volume on SR 70 are estimated at about 960 trucks per day making up roughly 6.5% of the total vehicle volume" (36)

"With the additional lane provided by the build alternatives, average speed would increase from 61 to 62 mph. As a result, travel times would be reduced by up to 2.2 to 2.8 minutes compared to the no build alternative" (37). "With the additional lanes provided by the build alternatives, travel time would be reduced by 2.5 to 3.3 minutes compared to the no-built alternative" (38). "Compared to the no-build alternatives, the build alternatives would provide a lower average travel time in in both directions; 9.0 minutes for the build alternative and 12.3 minutes for the no-build alternatives. Thus, the travel time savings for the build alternatives would be 3 minutes and 15 seconds" (40).

26 How can the increase in travel speed be this low (1 mph) when vehicle speeds on the already widened segments of SR 70 in Butte County regularly display speeds of 70+ mph?

The Freight System section states, "SR-70 is a Terminal Access route for truck traffic in the study area. Terminal Access routes accommodate STAA trucks. Daily truck volume on SR 70 is estimated at about 960 trucks per day at the Butte/Yuba County line, which is about 6.5% of the total daily volume. The truck volume is divided among 24% 2-axle trucks, 17% 3 or 4-axle trucks, and 59% truck with 5 or more axles" (38, 39).

"Traffic moves at an average of 65 mph" (Segment 3 IS/EA, p.85)

"Compared to existing 2018 conditions, horizon year (2043) conditions would have 41% more VMT. This increase is due to the growth in population, employment, students and external travel. With the improved travel time provided by four lanes on SR 70 compared to the current configuration, horizon year (2043) VMT is projected to increase slightly since some travelers would take advantage of the higher travel speeds on SR 70 and use a longer route to travel more quickly" (Segment 3 IS/EA, p. 91, 92)

"The four-lane alternative would have more travel in the 65-70 mph speed bin and less in the 60 to 65 mph speed bin compared to the two-lane alternative" (Segment 3 IS/EA, p. 92)

ENVIRONMENTAL JUSTICE / HEALTH

The DEIR claims there will be "no effect due to lack of environmental justice populations residing in the study area" (ix).

27 What about downstream effects, such as in Marysville?

28 What about on low income farm worker residents in the project area?

Under the heading of Environmental Justice, the DEIR states, "No minority or low-income populations that would be adversely affected by the proposed project have been identified" (11).

29 Did the Report consider the numbers of farmworkers who live in the area who may be illegal immigrants, almost certainly low-income, who would certainly not participate in a U.S. Census, and what impacts this Project might have on them?

30 Did the Report consider the downstream effects of the Project on the town of Marysville which has a poverty level of 26% (undoubtedly now greater due to the Coronavirus pandemic and its fallout) compared with the national average of 13.4%?

As the DEIR points out, "The mountains surrounding the Sacramento Valley air basin create a barrier to air flow, which can trap air pollutants under certain meteorological conditions. ... the lack of surface wind during these periods [autumn and early winter] and the reduced vertical flow caused by less surface heating reduces the influx of outside air and allows air pollutants to become concentrated in a stable volume of air. The surface concentrations of pollutants are highest when these conditions are combined with temperature inversions that trap pollutants near the ground. The ozone season in the Sacramento Valley is characterized by stagnant morning air or light winds with the Delta sea breeze arriving in the afternoon out of the Southwest. During about half of the days from July to September, however a phenomenon called the 'Schultz Eddy' prevents this from occurring...and causes the wind pattern to circle back to the South, preventing pollutants from cycling out of the air basin... exacerbating the pollution levels in the area..." (77).

"sensitive receptors include residential areas, schools, hospitals, other health care facilities, child daycare facilities, parks and playgrounds. On the basis of research showing that the zone of greatest concern near roadways is within 500 feet, a sensitive receptor within 500 feet have been identified except a few agricultural residential properties. Little Orchards Preschool n' Daycare is [one of them]. No other sensitive receptors such as hospitals, or schools occur within the 500 feet buffer of the proposed project area" (79).

31 How can the DEIR claim there are no sensitive receptors such as residences--"clusters of homes"--in the zone of greatest concern when a great many homes in the Project area are within 500 feet of the proposed roadway?

Currently north and southbound traffic (locals, commuters, through-traffic, freight, buses) on SR 70 traverse these segments, then to reach the other side of Marysville must pass circuitously through the town and 13 stoplights (plus 2 proposed stoplights), which routinely

32 results in congestion and gridlock. Adding 2 additional travel lanes on Segments 4 and 5, which increases the road capacity by 100%, could result in "induced travel,[1]" resulting in an even greater number of vehicles using the roadway into and through Marysville, further exacerbating congestion and gridlock, resulting in greater pollution, and negative impacts to health.

For Marysville/Yuba County residents, the life expectancy for both male and female falls below the California averages by approximately 5 years, and national averages by approximately 3 years.

Ischemic Heart Disease is higher compared to California and national rates, especially for males:
(Rate per 100,000) Marysville/Yuba: 256.4 California: 167.9 National: 191.5

Strokes rates are significantly higher, especially for females:
Marysville/Yuba: 69.7 California: 43 National: 47.4.
But, area also higher for males:
Marysville/Yuba: 56.5 California: 45 National: 48.8

Tracheal, Bronchus, and Lung Cancer rates are especially high:
Female: Marysville/Yuba: 63.4 California: 32.5 National: 43.8
Male: Marysville/Yuba: 83.3 California: 45.5 National: 67.6[2]

The poverty level for Marysville is 26% (undoubtedly now worsened by the COVID-19 pandemic), compared with the national average of 13.4%.[3] The town experiences a "severe problem with the homeless, homeless encampments and the attendant problems with this issue, generational poverty, and high unemployment."[4] The aforementioned health issues, coupled with the socioeconomic situation, is amplified by the constant flow of passenger and truck-traffic through the town, as noted in the Yuba Sutter Economic Development SWOT Analysis, "Highways into the towns and cities often create choke areas which often cause travel within the city limit areas long, congested and frustrating.[5]" This traffic congestion, coupled with stop-and-go driving necessitated by multiple stoplights, especially on SR 70 (Marysville's B St., 9th St., and E St.) contributes the greatest amount of auto emissions/GHG per mile.[6]

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[1] National Center for Sustainable Transportation, *Increasing Highway Capacity Unlikely to Relieve Traffic Congestion*, Susan Handy, October 2015.
[2] Institute for Health Metrics and Evaluation (IHME), US County Profile: Yuba County, California. http://www.healthdata.org/sites/default/files/files/county_profiles/US/2015/County_Report_Yuba_County_California.pdf
[3] DataUSA, Marysville, CA, November 4, 2019. https://datausa.io/profile/geo/marysville-ca/
[4] Yuba Sutter Economic Development District, *2018 Comprehensive Economic Development Strategy*, SWOT Analysis: Health, Public, Education, Safety, Page 50.
[5] Yuba Sutter Economic Development District, *2018 Comprehensive Economic Development Strategy*, SWOT Analysis: Transportation, Page 53.
[6] "Traffic congestion and Greenhouse Gases," Matthew Barth and Kanok Boriboonsomsin, http://www.accessmagazine.org/wp-content/uploads/sites/7/2016/02/access35_TrafFic_Congestion_and_Greenhouse_Gases.pdf

33 Since the Corridor project is segmented, it fails to recognize the sensitive receptors of Marysville High School and the Allyn Scott Youth Center which are located 0.7 miles south of the Project area, right alongside SR70 in Segment 7 of the Corridor project.

"All projects involving a federal action (funding, permit, or land) must comply with EO 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations... This EO directs federal agencies to take the appropriate and necessary steps to identify and address disproportionately high and adverse effects of federal projects on the health or environment of minority and low-income populations to the greatest extent practicable and permitted by law" (Segment 3 IS/EA, p. 19, 20)

HYDROLOGY

"Water services in the project area are provided by private wells" (32)

34 The DEIR states that "new impervious surfaces would increase post-project flows compared to pre project flows" and there will be "increased runoff from added impervious surfaces" (xiii). Considering the existing ditches throughout the project area currently become deeper from North to South to promote drainage flow in the district, how are the proposed 4H: 1V drainage swales throughout the project going to adequately facilitate increased runoff and not flood adjacent homes and businesses?

As pointed out, water is obtained through wells throughout the project area. The DEIR indicates there are "potential long-term impacts from increased impervious areas," and there can be "discharges of sediments, oil, grease, and chemical pollutants" (xiv).

35 For those whose wells are located near the roadway, how can they be assured their water is safe to use and drink?

"Water services in the project area are provided by private wells" (32)

"The terrain, within the project area and vicinity, is generally flat, with elevations ranging from approximately 75 to 90 feet above mean sea level" (49). "Drainage and stormwater runoff from the highway are primarily conveyed through existing roadside ditches." "However, these stitches do not connect a natural drainage to a downstream tributary" (50). "Roadside ditches will be constructed outside the CRZ, which will incorporate side slopes of 4:1 or less" (51). "With new impervious surfaces, post-project flows will exceed/increase pre-project flows and could result in downstream erosion or flooding" (51).

The DEIR claims the "proposed project would likely exceed 1 acre of new impervious area" (51)

36 What is the actual amount of estimated acreage of new impervious area?

As the DEIR states, the "total length of the project is 9.6 miles" (51). Given this distance, the following calculations would result:

9.6 miles x 2 (additional 12-ft. lanes) = 19.2
19.2 miles x 5,280 ft (length of 1 mile) = 101,376
101, 376 x 12 ft. (width of driving lane) = 1,216,512 sq. Ft.
1,216,512 / 43,560 (square feet per acre) = 27.93 acres for 2-12 ft. Lanes
9.6 miles – 1.6 (Noble Rd. To Woodruff Ln.) = 8
8 miles x 5,280 ft (length of 1 mile) = 42,240
42,240 x 14 ft. (width of TWLTL) = 591,360 sq. Ft.
591,360 / 43,560 (square feet per acre) = 13.58 acres for 1-14 ft. TWLTL
27.93 + 13.58 = 41.51 acres in increased impervious area in the Project area.
The public and commenting agencies should be made aware of the total number of acres of increased impervious area this Project will create so they are able to fully assess the impacts of possible flooding and drainage issues of this Project.

In response to increased runoff from impervious surfaces, the DEIR states Caltrans will, "address the additional flows and ensure that the proposed project does not exceed existing flow conditions, the project would include stormwater runoff best management practices (BMPs) to collect and retain or detain the additional flows within the project limits" (51).

37 By what method(s) and in which location(s) would BMPs be installed to collect and retain or detain the additional flows within the project limits?

"The proposed project design includes side slopes of 4H: one V or less for the CRC, which would maintain pre project sheet flow drainage patterns (I.e., flow and rates) and improve storm drainage facilities" (51).

38 Given the existing ditch design throughout the Project area is non-existent to shallow swales in the north end of the Project area and becomes progressively deeper as it moves south to facilitate drainage, how can project drainage with a 4H:1V or less throughout the Project area maintain pre-project sheet-flow drainage patterns and prevent flooding of roadside homes and farms?

"Impacts associated with metal in storm water include...potential contamination of drinking supplies" (57).

"The proposed project would likely result in more than one acre of new impervious surfaces. An increase in an impervious surface (pavement) would result in the potential for additional roadway contaminants to affect water quality" (57).

39 Given the fact that the DEIR states an increase in impervious surface (pavement) would result in the potential for additional roadway contaminants to affect water quality, metals in storm water pose the potential for contamination of drinking supplies, and some homeowners have their drinking water wells located near the roadway, what protections will be put in place to prevent drinking water contamination?

40 Although the DEIR anticipates "that drainage system design will focus on perpetuating existing highway drainage conditions to the greatest extent feasible," and thus finds "the impact less than significant," what recourse do residents and businesses have if the drainage system leads to flooding and destruction of property? (155)

AGRICULTURE/COMMUNITY CHARACTER

41 "no change to the local housing market would occur" (p. 29)
Would not a 5-lane expressway through a quiet rural area, with some homes remaining right next to the roadway, devalue home prices in the area?

"there is adequate replacement housing within the replacement area (i.e., Yuba County) for those displace, and the relocation of residents would not pose an impact on the community" (29).

42 85.2% are owner-occupied housing units, compared to 58.2% in Yuba County (28)
Many are long-term residents. In fact, the oldest home in the District, built in 1910, is still occupied by the original family. Although the EIR indicates there is adequate replacement housing in Yuba County (29-31), what homes are available in District 10 for those forced to relocate who do not wish to leave the area?

43 Under 3.2.11 – Land Use and Planning, how can the DEIR claim there will be "No Impact" and mitigation measures are not applicable, as the 5-lane Project and/or concrete barrier physically **divides this established community as farmers grow crops on both sides of the highway**, neighbors check on each other across the highway?

The DEIR claims it is consistent with the Yuba County General Plan, in regard to Policy NR3.1, wherein development standards..."will be designed to support agriculture-related economic activities and avoid conflict with ongoing viable agricultural operations" (18).

44 How can the development of a 5-lane expressway, and especially Alternative 2 with a concrete barrier, not interrupt agriculture-related economic activities and avoid conflict with ongoing viable agricultural operations when "extensive farming activities take place throughout the project limits, farming and harvesting equipment share the road with the traveling public," as indicated in the Report's Overview of SR 70 in the Project limits? (1)

Under Environmental Consequences, the DEIR claims the Build Alternatives for the proposed project are consistent under the Yuba County General Plan Policy CD9.5, as the Project "would not interfere with opportunities for agriculture, agricultural tourism..." "These activities would continue after implementation of the Build Alternatives" (19).

How can the Report state there would be no interference, and agricultural activities would continue, when roadside fruit stands (which dot the 9.6-mile length of the Project) are small, seasonal businesses which depend greatly on non-local travelers who may be unfamiliar with the road, and where a 5- lane corridor with a highway speed of 65 mph would deter travelers

45 from making an unplanned stop, thus eliminating a great deal of income for these small agricultural businesses?

46 Put forth as a stand-alone document, the DEIR reads as if very little land within the Project area classified as "Prime Farmland, Farmland of Statewide Importance, Unique Farmland, Farmland of local importance, and Grazing Land" (as designated by the Farmland Protection Policy Act) were to be acquired for the Project. The Report indicates a total of 5.64 to 9.72 of these types of farmland would require permanent conversion. This leaves out the farmland acreage already acquired, or in the process of being acquired, under the Yuba –70 Safety Project.

47 Given the requirements by both CEQA and NEPA for the public and commenting agencies to be able to assess the full impacts before permanent damage has been done, and considering this Project would be done in conjunction with the Yuba-70 Safety Project, why is the full acreage of farmland to be permanently converted not disclosed in this DEIR?

Under the Build Alternative, the DEIR claims "there is adequate replacement housing within the replacement area (I.e., Yuba County) for those displaced, and
the relocation of residents would not pose an impact on the community" (29)
Yet "this [housing] data could indicate more long-term residents in the study area compared to Yuba County" (28)

What about those who wish to remain living in the Project area? There is no data presented on housing availability in the Project area.

Claims because there is no foreseeable growth in the Project area, and no development is anticipated to result from the Project, there will be "no change to the local housing market would occur" (29)

48 Foresee home prices plummeting due to location next to a 5-lane expressway!

49 Although the proposed Project would "remove as many as 74 mature Oak trees that grow in landscaped areas or in ruderal habitat along the ROW," and many of these Oak trees were planted by the District 10 Farm Bureau in 1919, why is there "no required mitigation for these individual" 100-year old trees (115), especially when these "mature oak trees are considered a scenic resource which are protected by the Yuba County General Plan" and their removal "would affect visual quality" (126)?

EVACUATION

50 Under a regulatory setting, "Executive Order (EO) 11988 directs all federal agencies to refrain from conducting, supporting, or allowing actions in floodplains unless it is the only practicable alternative" (48). The DEIR accurately states, "The project segment has experienced numerous localized flood events over the past 50 years." "...during very wet rainfall years, when the water surface elevation within the Feather River leveed area is elevated, much of the basin, including

the project area, can become inundated with water." Upon reaching that surface elevation, flap gates for discharge of water from the Project area back into the Feather River are closed, while at the same time, discharge of water into Jack-Simmerly Slough is impeded. These events result in flooding of the Project area basin (50).

51 Considering the Project area is bordered entirely on one side by the Feather River with an unimproved levee, and receives fluctuating water releases from the Oroville Dam, while SR 70 in the Project area is within flood zone A, a FEMA 100-year floodplain, would it not be prudent to analyze the "risks of the action" of placing an evacuation route in this location in order to comply with EO 11988 of the FHWA? (49, 50)

As the DEIR points out, "[t]he current alignment of Yub-70 within the project limits is representative of a longitudinal floodplain encroachment" (50).

52 Taking into consideration the history of the Project area, the state of its surrounding levee system, the safeguards in place to prevent the inundation of the Feather River, the difficulty of proceeding expediently through 15 stoplights (13 existing, 2 proposed) on SR 70 in Marysville, why has the "practicability of alternatives to any longitudinal encroachments not been done" (49) to create a safe emergency evacuation route as required by the FHWA?

NO VALID ALTERNATIVE

"Alternative 2 would separate traffic with a paved 14-foot median and concrete barrier. Vehicles entering the roadway from homes and businesses could only turn right into SR 70 and signalized intersections will be placed periodically throughout the project to allow U-turns for change in direction of travel" (S.5).

53 Would not signalized intersections defeat the goal of an efficient Corridor?

The DEIR indicates "operations under the horizon year (2043) would worsen under the no-build alternative due to increasing traffic volumes" and indicates during certain peak hours LOS would decline (xi).

54 How can the build alternatives claim to have LOS A conditions throughout when the no-build alternative indicates there will be worsening LOS from increasing traffic volumes when the same environment of a choke point in Marysville will continue to exist under all alternatives?

Under the heading of Environmental Consequences, the DEIR claims, "There are no feasible alternative locations" (20).

55 Why has Caltrans not fully explored local developer Floyd Pederson's bypass plan, as it circumnavigates the town of Marysville, providing a safe and efficient expressway with no interference from driveways, residences, and businesses, and is elevated above the floodplain for a safe emergency evacuation route?

The DEIR claims "the study area does not experience peak hour congestion," "no bottlenecks occur in the study area," and that "[s]ince congestion does not exist and will likely not occur, the need for transportation system and/or demand management is low" (39).

Clearly, observations of the daily congestion through Marysville that routinely backed up onto SR 70 (before the Coronavirus pandemic)—often for 2 miles, and sometimes for 5 miles—was not done. When approximately 1,000 Paradise Camp Fire debris dump trucks a day were traveling SR 70 from Paradise to the Recology facility in Wheatland (and back), traffic through Marysville was often at a standstill, resulting in congestion extending southbound into Segment 5, and sometimes Segment 4.

Daily congestion and gridlock is also a daily occurrence on SR 70 northbound into Marysville for several miles south of town.

56 If the highest priority for SR 70 is improving truck mobility according to the District 3 Goods Movement Study, why would the decision be to continue to route truck traffic—a majority of which is 5-axles or more—through Marysville, creating ever-increasing congestion on roadways feeding into the town, and creating gridlock in the town itself?

As of February 2018, when the State Route 70-Segment 3 Corridor Improvement Project IS/EA was produced "... approximately 3,086 residents in Butte County commute daily to jobs in Sacramento County..." (Segment 3 IS/EA, p.78).

DISCREPANCIES / MISSING INFO.

57 Where is the documentation or link for CAL 18815 where the proposed project is listed in the Sacramento Area Council of Governments 2020 MTP/SCS?

58 Where is the SR 70 Safety Assessment Report mentioned in the DEIR (as it is not provided in the documentation, nor is there an online link to access it)? (2)

59 How was a travel time savings of "3 minutes and 15 seconds" through the project limits under normal conditions calculated considering the project limits comprise 9.6 miles (23)?

"With the additional lane provided by the build alternatives, average speed would increase from 61 to 62 mph. As a result, travel times would be reduced by up to 2.2 to 2.8 minutes compared to the no build alternative" (37). "With the additional lanes provided by the build alternatives, travel time would be reduced by 2.5 to 3.3 minutes compared to the no-built alternative" (38). "Compared to the no-build alternatives, the build alternatives would provide a lower average travel time in in both directions; 9.0 minutes for the build alternative and 12.3 minutes for the no-build alternatives. Thus, the travel time savings for the build alternatives would be 3 minutes and 15 seconds" (40).

60 If this DEIR is addressing only Segments 4 and 5, how can travel times be reduced from 2.2 to 3.3 minutes across this 9.6-mile Project?

The DEIR claims "the study area does not experience peak hour congestion," "no bottlenecks occur in the study area," and that "[s]ince congestion does not exist and will likely not occur, the need for transportation system and/or demand management is low" (39).

Clearly, observations of the daily congestion through Marysville that routinely backed up onto SR 70 (before the Coronavirus pandemic)—often for 2 miles, and sometimes for 5 miles—was not done. When approximately 1,000 Paradise Camp Fire debris dump trucks a day were traveling SR 70 from Paradise to the Recology facility in Wheatland (and back), traffic through Marysville was often at a standstill, resulting in congestion extending southbound into Segment 5, and sometimes Segment 4.

Daily congestion and gridlock is also a daily occurrence on SR 70 northbound into Marysville for several miles south of town.

The DEIR admits, "[t]he proposed project, which would widen SR-70 to provide four travel lanes in Yuba County, is expected to have higher traffic volumes under horizon year (2043) conditions compared to the no-build alternative that maintains two travel lanes. The phenomenon where additional capacity leads to additional travel demand is called induced travel" (39).

Although the section of the DEIR discussing induced demand refers a Transportation Analysis Report (Fehr & Peers March 2019), no report is included, nor is there an online link to the report for review by the public or commenting agencies to be fully informed of the ramifications.

61 Why did the Fehr & Peers March 2019 Transportation Analysis Report use "a method to estimate induced travel of EMT from a roadway increasing project,...that may not be suitable for rural locations "which are neither congested nor projected to become congested,"" when as previously pointed out, this is, in fact, a rural location and does routinely experience congestion? (40)

62 If this Project DEIR is only addressing Segments 4 and 5, why would the document suggest, "existing and future employers dependent on reliable travel in the corridor may be more likely to retain or expand businesses at either end of the corridor...," when there are currently no businesses at PM 16.2 or PM 25.8, nor are there expected to be—unless the "corridor" refers to a different termini?

63 The DEIR claims, "the project is consistent with the policies in the [Yuba County] General plan and would help the County achieve its goals of providing a safe and efficient transportation system" (156), yet this Project forces Yuba County residents to deal with greater congestion on roadways into and through Marysville leading to an inefficient transportation system—for themselves and all who must travel SR 70, and creates a less safe roadway in Yuba County

given the resulting roadway speeds on a multi-lane roadway attempting to navigate past the plethora of driveways and agricultural operations in the Project area.

64 The DEIR claims, "the proposed project would not result in environmental effects that would cause substantial adverse effect on human beings in terms of aesthetics, agriculture, air quality,...hazards, GHGs, noise, traffic..." (157), yet the Report clearly did not thoroughly examine all aspects while addressing the requirements in light of its improper segmentation and failing to consider the whole of the action.

Sincerely,

Pamela Warmack
10137 State Highway 70
Marysville, CA 95901

Response to Comment 52:

Thank you for your comment.

1. Per CEQA, "The term "project" refers to the whole of an action and to the underlying activity being approved, not to each governmental approval. This definition ensures that the action reviewed under CEQA is not the approval itself but the development or other activities that will result from the approval. By referring to the underlying activity, 14 Cal Code Regs §15378(c) 'focuses attention on that which has impact on the environment.'" Further, "activities that will operate independently of one another and can be implemented separately may, however, be treated as separate projects under CEQA if one activity is not a foreseeable consequence of the other."

While the proposed project connects to other proposed projects to the south and north of the alignment, each of the projects operate independently of one another and can be implemented separately since each project was not a foreseeable consequence of the other. Caltrans is free to develop separate projects even if they have a relationship to each other if one project does not cause another. For example, Simmerly Slough is a project that is immediately adjacent to the South of this current proposed project. It fulfills its purpose and need and functions properly without requiring additional improvements elsewhere. The need of the Simmerly Slough project was due to structural deficiency including critical scour, seismic deficiencies and current geometric standard deficiency. Thus, the purpose of the project was to replace and widen the bridge structure to correct the critical scour, address seismic and geometric deficiencies. Therefore, it is evident that the purpose and need of the Simmerly Slough project is unique to the location, and separate and distinct from this proposed project. Further details are available in the Simmerly Slough final environmental document (03-1E060). Moreover, the Simmerly Slough project does not restrict consideration of alternatives for other reasonably foreseeable transportation improvement. Likewise, this proposed project can both function properly without

an additional project and does not restrict consideration of alternatives for other reasonably foreseeable transportation projects.

Per FHWA guidelines on "Independent Utility and Logical Termini," This project should satisfy an identified need, such as safety, rehabilitation, economic development, or capacity improvements, and should be considered in the context of the local area socioeconomics and topography, the future travel demand, and other infrastructure improvements in the area. The project alternatives will address the purpose and need even without additional improvements; therefore, the project has independent utility. The project also connects logical termini in that the area studied encompasses a broad enough area to fully address environmental issues. (Please refer to section - 1.2.3 *Independent Utility and Logical Termini*).

2. The 2014 SR 70 Transportation Concept Report and all other studies referenced in this document are available upon request.

3. Other alternatives have been studied including the Marysville Bypass alternative and it has been determined that expansion of SR 70 will meet the need to reduce fatalities and increase safety along the corridor.

Segmentation

4. The Rio d' Oro project was included during the analysis for traffic studies.

5. The Hard Rock Casino was listed because it is in the general vicinity of the proposed project.

6. If the commenter is referring to "Independent Utility and Logical Termini", please refer to response 21-1 regarding the discussion on *segmentation* and Section 1.2.3 - *Independent Utility and Logical Termini* for a detailed discussion.

7. If the commenter is referring to noise and/or air quality impacts on sensitive receptors, please refer to response 5-1 regarding *air quality impacts* and 5-2 regarding *noise impacts*. For further discussion on both subjects, please refer to Section 2.2.6 - *Air Quality* and 2.2.7 - *Noise.*

Induced Demand/VMT

8. If the commenter is referring to growth inducing impacts, please refer to response 21-4 regarding the discussion on *traffic* and *induced growth* and response 26-4 regarding the discussion on *project related growth*.

9. If the commenter is referring to the justification of a 5-lane facility and induced growth, please refer to response 21-3 regarding the discussion on the *5-lane facility* and 21-4 regarding the discussion on *traffic* and *induced growth*.

10. The VMT estimates for Segment 3 and Segments 4 & 5 were calculated using the same process. The Transportation Analysis Reports show that regional daily VMT would increase by 41 percent between existing conditions (2018) and the horizon year of (2043). Under horizon year (2043) conditions, the Build Alternative would have about the same VMT as the No Build Alternative. Based on the traffic model's calculations, the difference is 100 VMT less with the Build Alternative, which is a 0.002% decrease.

11. Using the daily volume from existing conditions, the annual VMT on SR 70 is approximately 83.5 million per year and the induced travel is expected to be only as much as 9,200 VMT per day. Little to no long-term induced travel is expected with this proposed project.

As previously noted, the increase in traffic volume would require more travel per day for residents that are already traveling at full demand levels. For further discussion, please refer to Section 2.1.8 – *Traffic and Transportation.*

12. The estimated horizon year (2043) daily VMT is 8,015,400 for the 5-lane facility and 8,015,500 for the no-build alternative.

GHG

13. If the commenter is referring to congestion through the City of Marysville, the City of Marysville in partnership with Yuba County are looking for a solution to address congestion through town.

14. The City of Marysville, in partnership with Yuba County, are looking for solutions to address the current congestion through town.

15. Please refer to response 21-4 regarding the discussion on *traffic* and *induced growth.*

16. The SR 70 Corridor Improvements Project was finalized before the implementation of VMT analysis.

17. Although future GHG emissions under the build alternatives would be higher than the no-build alternative, there is evidence of substantial progress in reducing emissions with the build alternatives, and the impact is considered less than significant.
Please refer to Section 3.4 - *Climate Change* for further discussion.

Safety

18. The exact location of sites are not material to the analysis. Increased safety is not based on location, rather the configuration of the facility.

19. Please see response 18 above.

20. For Alternative 1, the VMT modeling does not account for u-tuns. However, please see response 21-3 regarding the discussion of *safety* and the *5-lane facility*.
For Alternative 2, there would be opportunities throughout the project limits to safety conduct a u-turn.

21. Please see response 21-3 regarding *safety* and the *5-lane facility.*

22. As discussed in Section 1.3 – *Alternatives*, “Alternative 2 would separate traffic with a paved 14-foot wide median containing a concrete barrier. Vehicles entering the highway from homes and businesses could only turn right onto SR 70. There would be median openings at major county road intersections with left- and U-turn lanes. Appendix C of this EIR/EA contains a typical cross section and layout of Alternative 2.

23. The Traffic Analysis Report was prepared based on traffic collision data from 2010-2013. However, the SR 70 Safety Assessment Report (2019) has studied the trends of the corridor over a 10-year period dating back from 2008, a 5-year period (2013-2017), and a 3-year period (2015-2017). In the past 10 years, collisions have increased by 47% as daily volume increased by 11%. However, collisions and daily volume vary from year to year. The fatality and injury

collision rate has been trending up since 2011, and daily volume has been trending up since 2014. Fatality and injury collisions are about 50% of all collisions over a 10-year period and vary from 40 to 60% from year to year. On a statewide basis, fatality and injury collisions are about 43% of all collisions for similar facilities.

24. Based on the SR 70 Safety Assessment Report (2019), the most common primary collision factors are improper turn and speeding. Alcohol is involved in 11% of fatality and injury collisions. Most collisions occur during clear weather (83%), in daylight (65%), on a dry road surface (92%). Of vehicles involved in collisions, 79% are passenger cars or pickups. Heavy trucks are about 8% of vehicles.

25. Local and State Offices of Emergency Services (OES) are responsible for developing evacuation plans and may seek input from Caltrans if they anticipate the need to use the State Highway System in support of an emergency evacuation. If the need for evacuation arises, it would be up to the Incident Commander—whether that be the California Department of Forestry and Fire Protection (CALFIRE), the local sheriff, or other emergency services personnel—to start the process, and it would be expected that either the Incident Commander or one of his/her representatives and the local or State OES would work with Caltrans to provide necessary support for use of the State Highway System in support of evacuation efforts.

26. The posted speed limit was set at 55 mph for both alternatives. The posted speed for a widened highway is determined by a speed study of the new facility. Using the Highway Capacity Manual procedures, the average travel speed was estimated to be higher than 55 mph. The calculated speed depends on the traffic volume for each segment that was analyzed. The analysis is for the peak hours during horizon year conditions, which will have higher volumes, and therefore lower speeds, than current conditions.

Environmental Justice/Health

27. If the commenter is referring to induced growth impacting the residents of Marysville, please refer to response 21-4 regarding *traffic* and *induced growth* as well as response 21-3 regarding *safety and the 5-lane facility.*

28. If the commenter is referring to the proposed project impacting farm worker residents in the project area due to safety, please refer to response 21-3.

29. Please refer to the comment 28 above.

30. Please refer to comment 27 above.

31. If the commenter is referring to air quality impacts, please refer to response 5-1 and section 2.2.6 – *Air Quality.* The operational emissions analysis compares forecasted emissions for existing/baseline, No-Build, and all Build alternatives. Table 5 in the *Air Quality* section of the document contains a summary of all long-term operational emissions associated with the proposed project. CO and NO_x emissions from the traffic operation in the opening year (2023) would not be changed between no-build and build alternatives.

32. Please refer to response 21-4 regarding *traffic* and *induced growth* as well as response 26-4 *project related growth.* For a discussion on air quality impacts, please see response 5-1.

33. If the commenter is referring to noise and air quality impacts, please refer to responses 5-1 and 5-2.

Hydrology

34. As discussed in Section 2.2.2 - *Water Quality and Storm Water Runoff*, "surface runoff drainage patterns would remain similar to existing conditions. It is anticipated that the addition of new impervious area will have insignificant impacts to regional aquifer levels and groundwater levels (in general). "

35. Please refer to response 21-5 regarding the discussion on *water quality*.

36. The actual amount of acreage will be determined during final design.

37. The design and location of any treatment BMPs to address the addition of impervious area will addressed in the design phase of the project.

38. Caltrans highway design manual provides the following drainage design guidance, “A goal in highway drainage design should be to perpetuate natural drainage, insofar as practical.” Reclamation District 10 does not have many natural drainage features remaining, but in cases like this one, Caltrans’ drainage design approach has been to perpetuate existing drainage conditions, as practical. As noted above, there is no drainage district in this area and because of existing zoning, the County has not interfered with matters among neighbors. Caltrans has no control over actions taken outside of the State’s ROW unless they directly affect the safe operation of SR 70. Therefore, Caltrans has retained existing ditch capacity and drainage patterns wherever possible for this project.

The project would leave ditches unchanged as much as possible, and existing drainage patterns would be maintained. When an existing ditch is impacted, the project proposes to replace the ditch in kind. The nature of the project does make it possible to address the slope between the roadway and ditch flowline. This would be flattened as much as possible to provide a recoverable slope. This also increases the capacity of the ditch to hold water.

39. As discussed in Section 2.2.2, "Long-term impacts on water quality could occur from increased impervious area, operation and maintenance activities, such as road and bridge maintenance and inspections, and discharges of sediments and other pollutants collected in stormwater runoff. However, surface runoff drainage patterns would remain similar to existing conditions. It is anticipated that the addition of new impervious area will have insignificant impacts to regional aquifer levels and groundwater levels (in general). Furthermore, at this time, groundwater dewatering will most likely not be necessary for project operations and maintenance activities. The project does not pass through areas where spills from Caltrans activities could discharge directly to municipal or domestic water supply reservoirs or ground water percolation facilities. In addition, standard facilities used to handle stormwater on site would include an array of structural elements or facilities that would serve to manage, direct, and convey stormwater, as described in the Avoidance, Minimization and/or Mitigation Measures that follow."

40. Please refer to the Avoidance and Minimization Measures listed in section 2.2.2.

Agriculture/Community Character

41. If the commenter is referring to current noise levels in the area, the proposed project includes a plan to relocate rumble strips from their current location. For further discussion on noise related impacts, please see section 2.2.7 - *Noise* as well as response 5-2.

42. The DEIR/EA discusses adequate housing is available for relocation. Please see section 2.1.6 - *Relocations and Real Property Acquisition.*

43. Since the proposed project is on an existing alignment, a new barrier will not be created. A new roadway alignment is not being proposed.

44. Please see response 21-3 regarding a discussion on *safety* and the *5-lane facility*.

45. Roadside fruitstands would potentially benefit from the added safety of wider shoulders, clear-recovery zone, and a safer opportunity for travelers to pull over.

46. Please refer to response 24-1 regarding the discussion on *agricultural impacts* as well as Section 2.4.1 *Cumulative Impacts on Farmlands.*

47. Please refer to Section 2.1.3 and 2.1.4 for discussions on Farmland Impacts and Cumulative Farmland Impacts respectively.

48. If the commenter is referring to induced growth, please see response 21-4 and 26-4

49. As discussed in Section 2.1.9 - *Visual Resources*, "The trees to be removed are outside of their biological range, do not provide optimum habitat, and do not support oak populations; however, they are considered aesthetic resources...After the mitigation and replanting of trees and vegetation, the impact should begin to lessen and at that time the project will not degrade existing visual character of quality of the site and its surrounding community"

Evacuation

50. Please refer to section 2.3.2 for the discussion on *Wetlands Only Practicable Finding*.

51. Please refer to response 21-2 regarding the discussion on *evacuation routes*.

52. Please refer to response 21-2 regarding the discussion on *evacuation routes* and section 2.3.3 regarding the discussion on *Wetlands Only Practicable Finding*

No Valid Alternative

53. If the commenter referring to LOS, the project would improve LOS and corridor efficiency for both alternatives.

54. Please refer to response 21-4 and 26-4.

55. Please refer to response 5-3 regarding evacuation routes. A bypass alternative would include a much higher amount of ROW acquisition, potential socioeconomic impacts, air quality and greenhouse gas impacts, impacts on biological resources (habitat), and potential impacts on cultural and paleontological resources.

56. The City of Marysville, in partnership with Yuba County, is looking for solutions to address congestion in town.

Discrepancies/Missing Info

57. Below is the link to the RTP/SCS: https://www.sacog.org/sites/main/files/file-attachments/appendix_a-_project_list.pdf?1573842738. The project is sited under CAL18815.

58. All studies referenced in the environmental document are available upon request

59. The Highway Capacity Manual method for two-lane and multilane highways was applied using the forecasted traffic volumes under horizon year conditions. The method provides an estimate of average speed for each analysis segment. The average travel time was calculated from the average speed and the segment length.

60. The Highway Capacity Manual method was applied using the forecasted traffic volumes under horizon year conditions to the analysis segments in the study area. The No Build Alternative average speed would be lower due to the high volume of traffic, which makes it more likely that drivers are following behind a slower moving vehicle. And, the opposing traffic volume is also high, so there would be fewer passing opportunities. With the Build Alternative, a continuous passing lane would be provided in each direction to allow vehicles to pass slower ones so that the average speed of all vehicles would be higher.

61. The NCST tool to calculate induced travel was considered for use on the SR 70 project, however, it was considered to be unreasonable as elasticity values were largely derived from research conducted on urban and suburban freeways where travel delays are more severe than on SR 70, which is a rural highway.

62. The corridor is not limited to the postmiles within the project limits. Aside from the improvements this project provides, this project will enhance mobility along the corridor from Marysville to Oroville.

63. Please refer to response 21-3 and 21-4

64. Please refer to Section 2.4 - *Cumulative Impacts*

53. Rachel Warmack

6/5/2020

California Department of Transportation
Environmental Management M3 Branch
703 B Street, Marysville, CA 95901
Attn.: Yuba 70 Passing Lanes Project

RE: Comments on Draft Environmental Impact Report/ Environmental Assessment for Yuba-70 Continuous Passing Lanes Project (SCH No. 2020029036; EA 03-3F283)

To Whom It May Concern:

As a resident of District 10, I am expressing opposition to the State of California Department of Transportation's Draft Environmental Impact Report/Environmental Assessment for the Yuba-70 Continuous Passing Lanes Project. The Draft EIR needs to be revised and recirculated for comment.

1. It is my understanding that the project would be approved in violation of the California Environmental Quality Act (CEQA), because it improperly segments the project and fails to consider it as a whole. As a result, the Project's DEIR/EA, environmental review, improperly minimized the actual impacts that would occur if all seven segments were analyzed as the one single project they actually comprise.

2. The DEIR/EA fails to look at whether this is a viable evacuation route or analyze a reasonable range of alternatives. The project still forces evacuees to attempt to proceed through the town of Marysville on SR70, which is already a chokehold. During the 2017 Oroville Dam Spillway Crisis, I was forced to evacuate and sat with a truck and trailer full of animals for 4 hours trying to get 2 blocks through the town of Marysville. I have also experienced daily frustrations with existing back-ups during the course of my normal work commute. A commute that would normally take 20 minutes takes an hour in the evening. I must emphasize the need for a by-pass alternative. How can Caltrans justify placing a designated evacuation route in a known floodplain bounded by unimproved levees?

3. The DEIR/EA fails to recognize the safety issues of placing a 5-lane "expressway" with a design speed of 75+ mph in a 9.6-mile stretch with almost 200 driveways, county roads, and farm access points with continuous on/off traffic, and slow-moving agricultural equipment. I foresee more accidents with greater destruction. I firmly believe a bypass around District 10, with no driveways to deal with, would be a safer route. Given this environment, how can Caltrans justify added "continuous passing lanes" on top of a 3-lane "safety project"?

4. The DEIR/EA does not adequately evaluate, disclose or mitigate the Project's significant impacts on agricultural activity. By taking a segmented approach of the single project rather than the cumulative impacts of the whole Yuba-70 Safety Project, Caltrans ignores the permanent conversion and acquisition of at least 69 acres of farmland. The remaining farming operations in the Project area will also be negatively impacted. Why does the DEIR only address the number of acres of "farmland of Statewide importance" that will be permanently converted but not the other long-term impacts upon farming and agriculture?

5. The Project's DEIR/EA does not properly take into account the growth inducing impacts of this particular Project or the cumulative SR70 expansion. Population growth, increased traffic and higher speeds are all of concern for those who live and/or work in, or use, the Project corridor. As a resident,the noise and pollution from the existing two lanes is already disruptive to daily life. The document does not take into account the fact that 5 lanes of traffic will still have to bottleneck into and through the town of Marysville—this is not a true "expressway." Why does the DEIR leave out the mitigating circumstances of population growth in all adjoining areas which will affect this project?

As a resident, I strongly urge Caltrans to revise the Project's Draft EIR to include all the mitigating factors and viable alternatives. As substantial changes or new information comes to light, the revised EIR should be recirculated for review and comment.

Sincerely,

Rachael Warmack
10137 State Highway 70
Marysville CA 95901

Response to Comment 53:

Thank you for your comment. Please see response 21-1 regarding the discussion on *segmentation*; 21-2 regarding *evacuation route*s, 21-3 regarding *safety* and the *5-lane facility,* 21-4 regarding *traffic* and *growth inducing impacts*, 24-1 regarding *agricultural impacts,* and 26-4 regarding *project related growth*.

54. Sarbjit Thiara

June 4, 2020

California Department of Transportation
Environmental Management M3 Branch
703 B Street, Marysville, CA 95901

SCH# 2020029036
03-Yub-70-PM 16.2/25.8
03-3F283/0318000186

Attn: Yuba 70 Passing Lanes Project

Thank you for the opportunity to provide comments on the Draft Environmental Report / Environmental Assessment. Please accept this letter as confirmation of support for the Yuba 70 Continuous Passing Lanes Project.

I am a long-time business owner along SR 70 and a concerned citizen. This project is needed to aid in regional evacuations as highlighted during the Paradise Camp Fire and the Oroville Dam Crisis. These disasters highlighted how vulnerable the north state remains with inadequate highway infrastructure. Secondly, egress and ingress from my property and others along this corridor is proven to be extremely dangerous for my employees, clients, and my family. It is heart breaking to hear about the fatalities linked to transportation along this corridor.

Please complete this project for the safety and will being of all who utilize it.

Sincerely,

Sarbjit Thiara, Owner Thiara Company

Po Box 3695

Yuba City, CA 95992

Response to Comment 54:

Thank you for your comment. We appreciate your support on this proposed project.

55. Sandra and Finlay Williams

June 2, 2020

California Department of Transportation
Environmental Management M3 Branch
703 B Street
Marysville, CA 95901

Attn: Yuba 70 Passing Lanes Project

Re: Comments on Draft Environmental Impact Report/
Environmental Assessment for Yuba 70
Continuous Passing Lanes Project (SCH # 2020029036;
EA 03-3F283).

To Whom It May Concern:

As residents of District 10, we are expressing
opposition to the State of California Department
of Transportation's Draft Environmental Impact
Report / Environmental Assessment for the
Yuba-70 Continuous Passing Lanes Project.
The Draft EIR needs to be revised and
recirculated for comment.

It is our understanding that the project

would be approved in violation of the California Environmental Quality Act (CEQA), because it improperly segments the project and fails to consider it as a whole. As a result, the Project's DEIR/EA, environmental review, improperly minimized the actual impacts that would occur if all seven segments were analyzed as the one single project they actually comprise.

The DEIR/EA fails to look at whether there is a viable evacuation route or analyze a reasonable range of alternatives. The project still forces evacuees to attempt to proceed through the town of Marysville on SR70, which is already a choke point. During the 2017 Oroville Dam Spillway Crisis we experienced sitting in a line of traffic for hours attempting to get out of the flood zone

and to safety only to end up in another traffic jam as we all come together to another delay at the railroad trestles in Marysville.
We have voiced our support for a bypass alternative several times to Caltrans and cannot understand why no one is listening or concerned.

As residents of District 10 we strongly urge Caltrans to revise the Project's Draft EIR to include all the mitigating factors and viable alternatives. As substantial changes or new information comes to light, the revised EIR should be recirculated for review and comment.

Respectfully,
Finley Williams
Sandra Williams
9670 Hwy 70
Marysville, CA 95901

Response to Comment 55:

Thank you for your comment. Please see response 21-1 regarding the discussion on *segmentation*; 21-2 regarding *evacuation route*s, 21-3 regarding *safety* and the *5-lane facility*, 21-4 regarding *traffic impacts* and *growth inducing impacts*, and 5-3 regarding a *bypass alternative*.

56. Sondra Spaethe – Air Quality Planner, Feather River Air Quality Management District

From: Ward-Waller, Jeanie@DOT <Jeanie.Ward-Waller@dot.ca.gov>
Sent: Wednesday, May 27, 2020 4:53 PM
To: Benipal, Amarjeet S@DOT <amarjeet.benipal@dot.ca.gov>
Subject: FW: Caltrans GHG analysis

Hi Amarjeet-

FYI - I received the concern below from an air district partner reviewing the Yuba 70 Passing Lanes project EIR. I invited her to submit her comments directly to the district but also said I'd follow up with you.

From my read this document does need an update based on the DEA Interim Guidance on GHG Analysis, but would defer to our colleagues in DEA on what's required.

Let me know if I can help in any way.
Jeanie

Jeanie Ward-Waller, PE
Deputy Director for Planning & Modal Programs
(916) 654-5368 office
(916) 275-2954 cell

From: Sondra Spaethe <sspaethe@fraqmd.org>
Sent: Wednesday, May 27, 2020 11:43 AM
To: Ward-Waller, Jeanie@DOT <Jeanie.Ward-Waller@dot.ca.gov>
Subject: Caltrans GHG analysis

EXTERNAL EMAIL: Links/attachments may not be safe.

Hi Jeanie,

I am a member of the CAPCOA Planning Manager's committee and met you last May during the meeting at the Sac Metro air district. I believe you suggested if we came across a District CalTrans environmental review that considers GHG analysis too speculative to forward it to you. I am reviewing the Yuba 70 Continuous Passing Lanes and would like to bring the GHG analysis and the significance determination on page xxxi (page 35 out of 357) to your attention.

https://dot.ca.gov/caltrans-near-me/district-3/d3-programs/d3-environmental-planning#/d3-environmental-docs/d3-yuba-county

Yuba County | Caltrans

State of California. Yuba 70 Continuous Passing Lanes: Yuba 70/20 Marysville Traffic Operations Improvement Project

Thank you,

Sondra Spaethe
Air Quality Planner

Response to Comment 56:

Thank you for your comment. Although the DEIR/EA had the correct analysis presented in the body of the document (section 3.4 – *Climate Change*), the summary table included outdated information. This section of the summary table has been updated with the correct language and information discussed in the body of the document.

57. Mitchell M. Tsai – Attorney for Keep 70 Safe Committee

P: (626) 381-9248
F: (626) 389-5414
E: mitch@mitchtsailaw.com

Mitchell M. Tsai
Attorney At Law

155 South El Molino Avenue
Suite 104
Pasadena, California 91101

VIA U.S. MAIL & E-MAIL

June 5, 2020

California Department of Transportation
Environmental Management M3 Branch
703 B Street, Marysville, CA 95901
Attn.: Yuba 70 Passing Lanes Project

Email Delivery to: yuba.70.passing.lanes.project@dot.ca.gov (as stated in DEIR/EA)

RE: Comments on Draft Environmental Impact Report/ Environmental Assessment for Yuba-70 Continuous Passing Lanes Project (SCH No. 2020029036; EA 03-3F283)

To Whom It May Concern:

On behalf of Keep 70 Safe ("**Commenters**"), my Office is submitting these comments on the State of California Department of Transportation's ("**Caltrans**" or "**Lead Agency**") Draft Environmental Impact Report/Environmental Assessment ("**Draft EIR/EA**" or "**DEIR/EA**") (SCH No. 2020029036) for the Yuba-70 Continuous Passing Lanes Project ("**Project**").

The Project proposes to widen SR 70 between Laurellen Road and the Butte/Yuba County line to provide a five-lane cross-section within the full postmile limits; PM 16.2-25.8. DEIR/EA, pdf p. 8. Two 12-foot travel lanes and 8-foot shoulder would be provided in each direction with a 14-foot wide continuous center Two Way Left Turn lane (TWLTL) bounded by a minimum 20-foot Clear Recovery Zone (CRZ). *Id.* The CRZ will incorporate side slopes of 4:1 or flatter and necessitate removal of any physical obstructions such as trees, utility poles, and other fixed objects. *Id.*

Keep 70 Safe is an unincorporated association with a strong interest in preserving the integrity, safety and responsible planning along the SR 70 and the surrounding areas. Commenters are also interested in preserving farmlands, promoting well-ordered land use planning and addressing the environmental impacts of development projects.

Individual members of Keep 70 Safe live, work, and recreate in the Project area and surrounding communities and would be directly affected by the Project's environmental impacts. Commenters expressly reserve the right to supplement these comments at or prior to hearings on the Project, and at any later hearings and proceedings related to this Project. Cal. Gov. Code § 65009(b); Cal. Pub. Res. Code § 21177(a); *Bakersfield Citizens for Local Control v. Bakersfield* (2004) 124 Cal. App. 4th 1184, 1199-1203; see *Galante Vineyards v. Monterey Water Dist.* (1997) 60 Cal. App. 4th 1109, 1121.

Commenters incorporate by reference all comments raising issues regarding the EIR submitted prior to certification of the EIR for the Project. *Citizens for Clean Energy v City of Woodland* (2014) 225 Cal.App.4th 173, 191 (finding that any party who has objected to the Project's environmental documentation may assert any issue timely raised by other parties).

Moreover, Commenter requests that the Lead Agency provide notice for any and all notices referring or related to the Project issued under the California Environmental Quality Act ("**CEQA**"), Cal Public Resources Code ("**PRC**") § 21000 *et seq*, and the California Planning and Zoning Law ("**Planning and Zoning Law**"), Cal. Gov't Code §§ 65000–65010. California Public Resources Code Sections 21092.2, and 21167(f) and Government Code Section 65092 require agencies to mail such notices to any person who has filed a written request for them with the clerk of the agency's governing body.

I. EXPERTS

A. Norman Marshall / Smart Mobility, Inc.

Norman Marshall, President of Smart Mobility, Inc., is a transportation planning and modeling expert who specializes in analyzing the relationships between the built environment and travel behavior, and doing planning that coordinates multi-modal transportation with land use and community needs.

Mr. Marshall helped found Smart Mobility, Inc. in 2001. Prior to this, he was at RSG for 14 years where he developed a national practice in travel demand modeling. He specializes in analyzing the relationships between the built environment and travel behavior, and doing planning that coordinates multi-modal transportation with land use and community needs.

Mr. Marshall's company, Smart Mobility, has completed transportation projects in over 30 states for a wide range of clients including state Departments of Transportation, Metropolitan Planning Organizations, Cities, transit agencies, and public interest groups.

Mr. Marshall graduated from Worcester Polytechnic Institute in 1977 with a B.S. in Mathematics and from Dartmouth College in 1982 with a M.S. in Engineering Sciences. He has many peer-reviewed publications and presentations. Mr. Marshall is co-leader of the Congress for the New Urbanism project for Transportation Modeling Reform.

B. Matt Hagemann, P.G., C.Hg. and Paul Rosenfeld, Ph.D. of SWAPE

This comment letter includes comments from air quality and greenhouse gas experts Matt Hagemann, P.G., C.Hg. and Paul Rosenfeld, Ph.D. concerning the DEIR. Their comments, attachments, and Curriculum Vitae ("CV") are attached hereto and are incorporated herein by reference.

Matt Hagemann, P.G., C.Hg. ("Mr. Hagemann") has over 30 years of experience in environmental policy, contaminant assessment and remediation, stormwater compliance, and CEQA review. He spent nine years with the U.S. EPA in the RCRA and Superfund programs and served as EPA's Senior Science Policy Advisor in the Western Regional Office where he identified emerging threats to groundwater from perchlorate and MTBE. While with EPA, Mr. Hagemann also served as Senior Hydrogeologist in the oversight of the assessment of seven major military facilities undergoing base closer. He led numerous enforcement actions under provisions of the Resource Conservation and Recovery Act (RCRA) and directed efforts to improve hydrogeologic characterization and water quality monitoring.

For the past 15 years, Mr. Hagemann has worked as a founding partner with SWAPE (Soil/Water/Air Protection Enterprise). At SWAPE, Mr. Hagemann has developed extensive client relationships and has managed complex projects that include consultation as an expert witness and a regulatory specialist, and a manager of projects ranging from industrial stormwater compliance to CEQA review of impacts from hazardous waste, air quality, and greenhouse gas emissions.

Mr. Hagemann has a Bachelor of Arts degree in geology from Humboldt State University in California and a Masters in Science degree from California State University Los Angeles in California.

Paul Rosenfeld, Ph.D. ("Dr. Rosenfeld") is a principal environmental chemist at SWAPE. Dr. Rosenfeld has over 25 years' experience conducting environmental investigations and risk assessments for evaluating impacts on human health, property, and ecological receptors. His expertise focuses on the fate and transport of environmental contaminants, human health risks, exposure assessment, and ecological restoration. Dr. Rosenfeld has evaluated and modeled emissions from unconventional oil drilling operations, oil spills, landfills, boilers and incinerators, process stacks, storage tanks, confined animal feeding operations, and many other industrial and agricultural sources. His project experience ranges from monitoring and modeling of pollution sources to evaluating impacts of pollution on workers at industrial facilities and residents in surrounding communities.

Dr. Rosenfeld has investigated and designed remediation programs and risk assessments for contaminated sites containing lead, heavy metals, mold, bacteria, particular matter, petroleum hydrocarbons, chlorinated solvents, pesticides, radioactive waste, dioxins and furans, semi- and volatile organic compounds, PCBs, PAHs, perchlorate, asbestos, per- and poly-fluoroalkyl substances (PFOA/PFOS), unusual polymers, fuel oxygenates (MTBE), among other pollutants, Dr. Rosenfeld also has experience evaluating greenhouse gas emissions from various projects and is an expert on the assessment of odors from industrial and agricultural sites, as well as the evaluation of odor nuisance impacts and technologies for abatement of odorous emissions. As a principal scientist at SWAPE, Dr. Rosenfeld directs air dispersion modeling and exposure assessments. He has served as an expert witness and testified about pollution sources causing nuisance and/or personal injury at dozens of sites and has testified as an expert witness on more than ten cases involving exposure to air contaminants from industrial sources.

Dr. Rosenfeld has a Ph.D. in soil chemistry from the University of Washington, M.S. in environmental science from U.C. Berkeley, and B.A. in environmental studies from U.C. Santa Barbara.

II. THE PROJECT WOULD BE APPROVED IN VIOLATION OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT AND THE NATIONAL ENVIRONMENTAL POLICY ACT

A. Background Concerning the California Environmental Quality Act

CEQA has two basic purposes. First, CEQA is designed to inform decision-makers and the public about the potential, significant environmental effects of a project. CEQA Guidelines § 15002(a)(1). "Its purpose is to inform the public and its responsible officials of the environmental consequences of their decisions *before* they are made. Thus, the EIR 'protects not only the environment but also informed self-government.' [Citation.]" *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal. 3d 553, 564. The EIR has been described as "an environmental 'alarm bell' whose purpose it is to alert the public and its responsible officials to environmental changes before they have reached ecological points of no return." *Berkeley Keep Jets Over the Bay v. Bd. of Port Comm'rs.* (2001) 91 Cal. App. 4th 1344, 1354 (*"Berkeley Jets"*); *County of Inyo v. Yorty* (1973) 32 Cal.App.3d 795, 810.

Second, CEQA directs public agencies to avoid or reduce environmental damage when possible by requiring alternatives or mitigation measures. CEQA Guidelines § 15002(a)(2) and (3). *See also, Berkeley Jets,* 91 Cal. App. 4th 1344, 1354; *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553; *Laurel Heights Improvement Ass'n v. Regents of the University of California* (1988) 47 Cal.3d 376, 400. The EIR serves to provide public agencies and the public in general with information about the effect that a proposed project is likely to have on the environment and to "identify ways that environmental damage can be avoided or significantly reduced." CEQA Guidelines § 15002(a)(2). If the project has a significant effect on the environment, the agency may approve the project only upon finding that it has "eliminated or substantially lessened all significant effects on the environment where feasible" and that any unavoidable significant effects on the environment are "acceptable due to overriding concerns" specified in CEQA section 21081. CEQA Guidelines § 15092(b)(2)(A–B).

While the courts review an EIR using an "abuse of discretion" standard, "the reviewing court is not to 'uncritically rely on every study or analysis presented by a project proponent in support of its position.' A 'clearly inadequate or unsupported study is entitled to no judicial deference.'" *Berkeley Jets*, 91 Cal.App.4th 1344, 1355 (emphasis added) (quoting *Laurel Heights,* 47 Cal.3d at 391, 409 fn. 12). Drawing this line and determining whether the EIR complies with CEQA's information disclosure

requirements presents a question of law subject to independent review by the courts. (*Sierra Club v. Cnty. of Fresno* (2018) 6 Cal.5th 502, 515; *Madera Oversight Coalition, Inc. v. County of Madera* (2011) 199 Cal.App.4th 48, 102, 131.) As the court stated in *Berkeley Jets*, 91 Cal. App. 4th at 1355:

> A prejudicial abuse of discretion occurs "if the failure to include relevant information precludes informed decision-making and informed public participation, thereby thwarting the statutory goals of the EIR process.

The preparation and circulation of an EIR are more than a set of technical hurdles for agencies and developers to overcome. The EIR's function is to ensure that government officials who decide to build or approve a project do so with a full understanding of the environmental consequences and, equally important, that the public is assured those consequences have been considered. For the EIR to serve these goals it must present information so that the foreseeable impacts of pursuing the project can be understood and weighed, and the public must be given an adequate opportunity to comment on that presentation before the decision to go forward is made. *Communities for a Better Environment v. Richmond* (2010) 184 Cal.App.4th 70, 80 (quoting *Vineyard Area Citizens for Responsible Growth, Inc. v. City of Rancho Cordova* (2007) 40 Cal.4th 412, 449 – 450)

B. Background Concerning National Environmental Policy Act

NEPA is the federal counterpart of CEQA. NEPA is our "basic national charter for protection of the environment." 40 Code of Fed Reg. ("CFR") § 1500.1. NEPA requires all agencies of the federal government to prepare a "detailed statement" regarding all "major federal actions significantly affecting the quality of the human environment." 42 U.S.C. § 4332(C). This statement, known as an Environmental Impact Statement, must describe (1) the "environmental impact of the proposed action," (2) any "adverse environmental effects which cannot be avoided should the proposal be implemented," (3) alternatives to the proposed action, (4) "the relationship between local short-term uses of man's environment and the maintenance and enhancement of long-term productivity," and (5) any "irreversible or irretrievable commitment of resources which would be involved in the proposed action should it be implemented." 42 U.S.C. § 4332.

The Council on Environmental Quality ("CEQ") – an agency within the Executive Office of the President – has promulgated regulations implementing NEPA which are

"binding on all federal agencies." 40 C.F.R. § 1500.3.

The NEPA regulations provide that, among other relevant factors, the severity of the impact must be judged based on whether "[t]he degree to which the action may adversely affect an endangered species" and "the degree to which the action is related to other actions with... cumulatively significant impacts." *Id.* § 1508.27(b). With regard to the last factor, such cumulative impacts include "the incremental impact of the action when added to other past, present and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) undertakes such other actions." *Id.* § 1508.7.

Once a Final EIS is complete, NEPA regulations require a minimum 30-day waiting period before an agency makes a decision on a proposed action. 40 CFR § 1503.1(b). After the minimum 30-day period, the agency issues a Record of Decision informing the public of the final decision and identifying all alternatives considered in reaching the decision. *Id.* § 1505.2. Environmental reviews should not justify or rationalize decisions already made. 40 C.F.R. § 1502.5. Until an agency issues a Record of Decision, regulatory limitations preclude the agency from taking actions during the NEPA process which would (1) have an adverse environmental impact; or (2) limit the choice of reasonable alternatives. *Id.* § 1506.1.

C. The DEIR/EA Improperly Segments the Project and Fails to Consider the Whole of an Action

CEQA provides that a public agency may not divide a single project into smaller individual subprojects to avoid responsibility for considering the environmental impact of the project as a whole. (*Orinda Ass'n v Board of Supervisors* (1986) 182 CA3d 1145, 1171.) CEQA "cannot be avoided by chopping up proposed projects into bite-sized pieces which, individually considered, might be found to have no significant effect on the environment or to be only ministerial." (*Tuolumne County Citizens for Responsible Growth, Inc. v City of Sonora* (2007) 155 CA4th 1214; *Association for a Cleaner Env't v Yosemite Community College Dist.* (2004) 116 CA4th 629, 638; *Plan for Arcadia, Inc. v City Council* (1974) 42 CA3d 712, 726.)

NEPA similarly bars project segmentation of connected actions. Under 40 C.F.R. § 1508.25(a)(1), connected actions are those that (i) automatically trigger other actions which may require an Environmental Impact Statement ; (ii) cannot or will not proceed unless other actions are taken previously or simultaneously; or (iii) are interdependent parts of a larger action and depend on the larger action for their

justification. Agencies may not divide a project into multiple actions, each of which individually has an insignificant environmental impact, but which collectively have a substantial impact. See *Kleppe v. Sierra Club*, 427 U.S. 390, 410 (1976) (proposals that have a "synergistic environmental impact upon a region . . . must be considered together.")

1. The Proposed Project is a Segment of Larger Project Expanding the SR 70 from Marysville to Oroville.

The Proposed Project was conceived as a segment of a much larger project by Caltrans and Butte County Association of Governments ("BCAG") for decades. The Draft EIR/EA acknowledges the "generally accepted vision" to construct a four-lane "Marysville By-Pass to Oroville Freeway" beginning at the SR 65/SR 70 split and extending to the southern limits of Oroville. DEIR/EA, p. 6. The "Marysville By-Pass to Oroville Freeway" was "to provide regional connectivity between Sacramento, Marysville, Oroville, and Chico." *Id.* The Draft EIR/EA then admits that due to the lack of funding and significant environmental impacts identified in the Draft Marysville By-Pass Analysis Study (Value Management Strategies 2001), the project was deemed unviable and scrapped. *Id.*

The purpose of this Proposed Project is exactly the same as the ill-fated "Marysville By-Pass to Oroville Freeway" which was officially referred to as "Upgrade Route 70 in Sutter and Yuba Counties to Four-lane Expressway/Freeway" (SCH 1995103063, Final EIR dated 1/17/2002) project from before, to improve safety, reduce existing traffic congestion, to improve interregional transportation, and to help accommodate projected traffic increases. (See Exhibit E, pp. 1-1~10, 2002 FEIR for "Upgrade Route 70 in Sutter and Yuba Counties to Four-lane Expressway/Freeway" SCH 1995103063.) The only difference is that the Proposed Project covers a small segment of the previously conceived, much longer stretch of the SR 70.

Improving the SR 70 Corridor has been in conception for decades. BCAG's website admits that "[t]he Butte County Association of Governments, Butte County, and the California Department of Transportation (CalTrans) have worked for over two decades to provide safe and reliable four-lane access on State Route 70 between the cities of Sacramento and Chico. Widening this rural highway will enhance public safety and positively impact the local, regional, and state economies." Exhibit F, p. 3-4, printed on 5/1/2020 from www.bcag.org regarding the State Route 70 corridor project (also confirming that this "vision" of improving and widening a long stretch

of the SR 70 goes back to 1988). BCAG's website shows the Proposed Project, covering PM 16.2 to 25.8 covers Segment 4 and 5 of the Route 70 Corridor, which stretches from Marysville to Oroville. *Id.* at p. 5.

BCAG describes Segments 1 through 5 of the Route 70 Corridor as follow:

(1) Segments 1and 2 – State Route 70 Corridor Improvement Project - SR 70 from Ophir Rd to Cox Lane (Passing Lane) – widen from 2 lanes to 4 lanes. (Exhibit G, State Route 70 Corridor Improvements Project IS/MND/EA - EA 03-3F280; Exhibit I, State Route 70 Improvements, Segment 1 & 2, Project Report, October 2018.)

(2) Segment 3 – SR 70 from near East Gridley Rd. to South Butte/Yuba County Line – Widen to 4 lanes

(3) Segments 4 and 5 – Proposed Project – North of Laurellen Rd to Butte/Yuba County Line – Widen to 4 lanes with a continuous left turn lane

Exhibit F, p. 5.

Other widening projects along the Route 70 Corridor include SR 70 Passing Lanes Project (addition of 2 lanes on SR 70 to serve as passing lanes from South of Oroville to near East Gridley), SR 70 Ophir Road Project (additional 2 miles of 4-lanes from SR 162 to Ophir Rd in Oroville), SR 70 Safety Project (which covers the same stretch of the SR 70 as the Proposed Project), SR 70 Simmerly Slough Bridge Replacement (EA O3-1E060) just south of the Proposed Project), SR 70 – 14th St. in Marysville to Marysville Cemetery Rd widening and bridge replacement project, SR 70 Marysville Downtown Improvement including widening. Exhibit F, p. 5.

Moreover, regional agencies including the Sacramento Area Council of Governments (SACOG), BCAG, Tehama County Transportation Commission (TCTC) and Caltrans have planned to improve the SR 70 and SR 99 corridor spanning Sacramento, Sutter, Yuba, Butte and Tehama counties. In 2006, Sacramento Valley Route 70 / 99 Corridor Business Plan was prepared to guide decision-makers in making strategic investment decisions for improving mobility and accessibility in the corridor, spanning the length of SR 99 and SR 70 from Sacramento, Sutter, Yuba, Butte and Tehama counties. Exhibit H, Sacramento Valley Route 70 / 99 Corridor Business Plan (2006), p. iv.

The Draft EIR/EA admits "[t]he proposed project would connect to two projects; one presently in construction and one planned for future construction," including:

- EA 03-1E060 – At the southern end of the proposed project, construction was initiated for EA 03-1E060, the Simmerly Slough Bridge Replacement project. DEIR/EA, p. 5.
- EA 03-3H930 – "In 2022, at the northern end of the proposed project, the Butte 70 Safety and Capacity Project (EA 03-3H930) will construct a five-lane facility. The proposed project does not conflict with other reasonably foreseeable transportation projects in this segment of SR 70." DEIR/EA, p. 5.

As noted above, the Draft EIR/EA also acknowledges that "a safety project" (Exhibit J, Draft EIR/EA for EA 03-4F380) which covers the same project boundary was previously approved in June 2019 and will be carried out simultaneously with the Proposed Project. DEIR/EA, p. 5-6.

> "Moreover, there is a safety project, EA 03-4F380 programmed in 2018 and approved in June 2019 that has identical project limits as this proposed project. The approved safety project (03-4F380) will construct a roadway prism with 12-foot lanes as well as a Two Way Left Turn Lane (TWLTL) with rumble strips and include designated turn pockets at county roads, Additionally, signed, slow moving vehicles lanes less than mile in length will be constructed for up to three locations in each direction to allow slow moving vehicles to pull over. Within the project limits of the safety project, EA 03-4F380, where one lane of through traffic is constructed in a given direction, this proposed project, EA 03-3F283, will construction an additional 12-foot lane with an 8 foot shoulder to achieve a continuous passing lane in each direction."

DEIR/EA, p. 5-6.

There is ample evidence that these projects were intended to be carried out together, rather than separately, to serve a singular goal of making SR 70 more efficient and safe. However, after the earlier efforts to convert the entirety of the Route 70 Corridor to 4 lanes, Caltrans and BCAG decided to segment the Corridor into small sections, which improperly fails to take into account the "whole of an action." Regardless of how Caltrans characterizes these segmented projects, e.g. as adding "passing lanes," rather than converting the Corridor into a "freeway," Caltrans is

effectively trying to achieve the same goal of improving the entire stretch of the Route 70 Corridor but now in small, chopped pieces.

Mr. Marshall, Transportation expert, agrees that the Project is only one segment of a larger whole of an action. Exhibit B, p. 17. The 2014 Route 70 TCR identified an "ultimate facility concept" for each of the 13 segments which would collectively substitute for the increased capacity and higher speeds that were the goal of the previously-conceived Freeway concept. The widening of the entire Route 70 Corridor was really one project that should have been considered in a single EIR/EA (particularly Segments 4, 5, 6, 7, 9 and 10 in addition to the Project). *Id.*

Moreover, as highlighted by Mr. Marshall, the Draft EIR/EA admits that "[t]he purpose of this project is to achieve the ultimate facility as outlined in the 2014 Route 70 Transportation Concept Report (TCR)," which confirms that the goal of this Project is to facilitate the entire SR 70 Corridor especially from Oroville and Marysville in conjunction with similar improvements along the Corridor. DEIR/EA, p. 6. However, the 2014 Route 70 Transportation Concept Report is not included as part of the Draft EIR/EA and is not readily available to be downloaded online.[1]

By segmenting the what should have been one single project into several separate ones, Caltrans violated CEQA by failing to consider the "whole of an action." As a result, the Project's DEIR/EA, along with the other Projects' environmental review documentations, improperly minimized the actual impacts that would occur if these projects were analyzed as one single project that they actually are.

2. The Project Has No Independent Utility

The DEIR/EA, citing to 23 CFR 771.111(f) claims that the Project (1) connects to logical termini and is of sufficient length to address environmental matters on a broad scope, (2) has independent utility or independent significance (be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made), and (3) does not restrict consideration of alternatives for other reasonably foreseeable transportation improvements. DEIR/EA, p. 7.

First, as fully explained above, the Project does not connect to logical termini and is not of sufficient length to address environmental matters on a broad scope because it

[1] As of May 15, 2020, the Caltrans website lists the Transportation Concepts Report for State Route 70 in Caltrans District 3 as unavailable since the file is being "remediated." Caltrans, System Planning *available at* https://dot.ca.gov/programs/transportation-planning/multi-modal-system-planning/system-planning#district2, accessed May 15, 2020.

separates out a small segment of the SR 70 Corridor, PM 16.2 to PM 25.8 and only focuses on the purported impacts of the Project within the small segment.

Next, as fully explained above, this Project is not "usable" and is not a "reasonable expenditure even if no additional transportation improvements in the area are made" because the main purpose of this Project "is to achieve the ultimate facility as outlined in the 2014 Route 70 Transportation Concept Report (TCR)," with the 2014 Route 70 TCR laying out the vision of improved travel times and reliability of the SR 70 corridor to connect Yuba County and the Sacramento Valley. DEIR/EA, p. 6.

Moreover, Mr. Marshall, a transportation expert, states that the purpose and need of the Project as stated in the DEIR/EA actually negates whatever independent utility this Project could have. Exhibit B, pp. 2-5. Mr. Marshall analyzes that the DEIR/EA focuses mostly on non-safety reasons, including connectivity, reliability, operational deficiencies, economic viability, rather than the safety needs of the Project. *Id.* at p. 3. In fact, Mr. Marshall states that the Project's focus on improving the LOS and efficiency is really irrelevant since DEIR/EA admits that traffic congestion is actually not a problem the Project area. *Id.* In fact, the only and primary reason for this Project is to improve regional connectivity, by expanding the entire SR 70 Corridor from Marysville to Oroville. Thus, DEIR/EA fails to establish the independent utility of this Project segment PM 16.2 and PM 25.8.

Even as to the safety aspect of the Project, Mr. Marshall analyzes that the Project area's traffic fatality rate is not as extreme as DEIR/EA makes it seem. Exhibit B, pp. 3-5. The DEIR/EA and the Transportation Study overly focuses on older traffic data from 2010-2013 (the very same information relied on by the Safety Project's DEIR/EA, Exhibit J) despite more recent data being available. *Id.* Actually, when considering the fatalities in the recent years, the traffic fatality rate is actually closer to 0.325, which is almost identical to the 10-year average for State Route 70 in the project area. *Id.* at p. 5. Thus, even the purported safety-based independent utility of this Project is unsupported by substantial evidence.

Finally, the Project does restrict consideration of alternatives for other reasonably foreseeable transportation improvements because Caltrans, along with BCAG, have already planned out the expansion of the SR 70 Corridor, foreclosing a meaningful analysis of alternatives that deviate from the Project's impermissibly narrow discussion of Alternatives 1 and 2, which is discussed in more detail below.

3. The Purpose and Need of this Project Can Be Achieved with the Already Approved Safety Project

As acknowledged by the Draft EIR/EA, "a safety project" which covers the same project boundary was previously approved in June 2019 and will purportedly be carried out simultaneously with the Proposed Project. DEIR/EA, p. 5-6; Exhibit J, Draft EIR/EA for EA 03-4F380.

However, the already approved Safety Project has identical project limits and is intended to achieve the same purpose and need of the current Project. The DEIR/EA for the Safety Project states:

> The purpose of the proposed project is to significantly reduce traffic fatalities, reduce injury-type collisions, address operational needs by bringing SR70 up to current design standards and improve overall safety within the project limit.
>
> The project is needed because there are operational and safety concerns along the corridor.

Exhibit J, p. S-4.

Despite having similar, if not the same purpose and need, the DEIR/EA fails to explain why this current Project is needed despite the existence of the approved Safety Project.

More specifically, Mr. Marshall states that the Safety Project is designed to address the same safety issues as the current Project with the five lanes. Exhibit B, p. 9. In fact, Mr. Marshall believes that the current Project's five lane alternative, as compared to the three lanes of the Safety Project, would actually increase accident rates for vehicles exiting and entering driveways. *Id.* at pp. 9-10. Moreover, the proposed TWLTL in Alternative 1 of the Project are unsafe and called "suicide lanes," which wouldn't improve the safety of the Project compared to the Safety Project. *Id.* Mr. Marshall also states that Alternative 2 would not really benefit the economic vitality of the region by inconveniencing residents and businesses along the corridor. *Id.* at p. 10.

Thus, the DEIR/EA fails to establish that this Project is needed especially to improve the safety of the SR 70 segment at issue, especially with the Safety Project already approved.

B. The DEIR/EA Fails to Establish an Accurate Existing Condition

The CEQA Guidelines call for the environmental baseline to reflect conditions as they exist early in the CEQA process. They specify that the physical environmental conditions **at the time** the notice of preparation is published or, if there is no notice of preparation, at the time environmental review begins "will normally constitute the baseline physical conditions by which a lead agency determines whether an impact is significant." 14 Cal Code Regs §15125(a) (emphasis added).

The Notice of Preparation for the Project was released on February 5, 2020. According to Mr. Marshall, the DEIR/EA analyzes the Project's two build alternatives, Alternatives 1 and 2, to a No Build Condition which assumes that the Safety Project is built although it hasn't been. Exhibit B, p. 5. Mr. Marshall explains in detail in his letter how the DEIR/EA describes an ambiguous No Build alternative. *Id.*, pp. 5-9. While in some instances the DEIR/EA appears to describe the No Build Alternative as being the same as if the Safety Project were built already, in other parts the DEIR/EA appears to describe the actual current existing condition, without the Safety Project built. *Id.* Due to this ambiguity, it is unclear what baseline or existing condition the DEIR/EA used for its impacts analysis at all.

As a result, the DEIR/EA fails to accurately and adequately establish the Project site's actual and current existing condition or baseline.

C. The DEIR/EA Fails to Analyze a Reasonable Range of Alternatives

An EIR must discuss a reasonable range of alternatives to the project. 14 Cal Code Regs §15126.6(a). Specifically, an EIR is required to consider those alternatives that will "attain most of the basic objectives" while avoiding or substantially reducing the environmental impacts of the project. *Id.* NEPA similarly requires that an environmental document include all reasonable alternatives, which must be explored and objectively evaluated. 40 CFR § 1505.1(e).

To that end, an EIR will be found legally inadequate if it contains an overly narrow range of alternatives. *Watsonville Pilots Ass'n v City of Watsonville* (2010) 183 CA4th 1059, 1087 (considering only two alternatives with the same level of increased development but did not consider any reduced development alternatives was flawed).

Here, the Draft EIR/EA purports to propose three narrow alternatives, but one of them, Alternative 1, is the Proposed Project. While there is a No Build Alternative,

Alternative 2 is essentially the same as Alternative 1 except for a concrete barrier and median. Otherwise, the footprint of Alternative 1 and Alternative 2 are the same.

Moreover, according to Mr. Marshall, it is puzzling that the DEIR/EA excluded the Safety Project as an alternative especially when it is already approved and thus viable and meets most of the basic objectives of this Project. Exhibit B, pp. 8-9.

The *Watsonville* court pointed out that "[s]ince the purpose of an alternatives analysis is to allow the decision maker to determine whether there is an environmentally superior alternative that will meet most of the project's objectives, the key to the selection of the range of alternatives is to identify alternatives that meet most of the project's objectives but have a reduced level of environmental impacts," *Watsonville Pilots Ass'n, supra,* 183 CA4th at p. 1089. There is no question that except for the No Build Alternative, the Draft EIR/EA fails to consider any alternative that meets most of the Proposed Project's objectives but have a reduced level of impacts. For example, the Draft EIR/EA should have considered whether widening the entire length of the Proposed Project's area (PM 16.2 to 25.8) is needed, or whether the full 8 foot shoulder and CRZ are necessary along the entire length of the Proposed Project's area, especially in light of the fact that Caltrans decided that the Proposed Project only needed to cover 9.6 miles on SR 70, not more and not less. DEIR/EA, p. 4.

The DEIR/EA must be revised to analyze a reasonable range of alternatives that could have a reduced level of environmental impacts as compared to the Proposed Project.

D. The DEIR/EA Fails to Adequately Disclose, Analyze and Mitigate the Project's Significant Transportation Impacts

According to Mr. Marshall, the DEIR/EA failed to adequately account for the induced travel, which in effect failed to properly account for induced traffic impacts of the Project. Exhibit B, p. 15. Mr. Marshall states that the magnitude of the Project's induced traffic impacts include:

1) would induce 93,000 VMT per day.
2) As a first approximation, it can be assumed that half of the induced VMT would be on State Route 70 in the study area and half will be on other roads.

3) Distributed over the 9.6-mile length of the Yuba-70 project, half of the induced VMT represents an increase in the average daily traffic volume of about 5,000 vehicles per day throughout the study area.

4) Given the lack of significant intersecting roads in the study area, this also indicates an increase of about 5,000 vehicles per day on State Route 70 at the north and south ends of the project.

Exhibit B, p. 15.

According to Mr. Marshall, the Project would induce a worse traffic congestion in Segments 5, 6, 7 of the SR 70 Corridor. Exhibit B, p. 15-16. Moreover, the Project would induce the construction of a new roadway, the Feather River Expressway, which would divert through traffic from Segments 5, 6, 7 in the City of Marysville as "the ultimate facility concept" as envisioned by the 2014 Concept Report. *Id.* Thus, even the DEIR/EA's contention that the current Project has independent utility because it "will not require additional future improvements" (DEIR/EA, p. 8) is patently false and fails to analyze the entire transportation impacts of the Project. *Id.*

In conclusion, the DEIR/EA fails to adequately disclose, analyze and mitigate the potentially significant transportation impacts of the Project.

E. The DEIR/EA Fails to Adequately Disclose, Analyze and Mitigate the Project's Significant Greenhouse Gas Impacts

1. The DEIR/EA's Reliance on a Qualitative Analysis Regarding the Project's Impacts Pertaining to Vehicle Miles Traveled (VMT) is Inadequate and Unsupported.

The DEIR/EA relies upon CEQA Guidelines section 15064.3(b) to rely on a qualitative analysis to conclude that the Project will have less than significant impacts with regard to the vehicle miles traveled (VMT). DEIR/EA, p. 155. Specifically, the DEIR/EA claims that the Project would be consistent with SACOG's 2019-2022 Metropolitan Transportation Plan/Sustainable Communities Strategy and Caltrans' Interregional Transportation Strategic Plan in order to claim that the Project would have a less than significant VMT impact. *Id.* at p. 154.

However, according to Mr. Hagemann and Mr. Rosenfeld, the DEIR's qualitative analysis and conclusion of less than significant impact are incorrect for the following three reasons:

(1) The DEIR/EA's Qualitative VMT Analysis is Unsupported and Erroneous

The DEIR fails to quantitatively evaluate the Project's cumulative VMT impacts and concludes that "significant cumulative impacts related to traffic delays and detours for travel in the region could occur." DEIR/EA, p. 130; Exhibit D, p. 4-5.

CEQA Guidelines section 15064.3(b)(3) requires a lead agency to provide a quantitative analysis of VMT unless existing models or methods are not available to estimate the VMT for the particular project CEQA. CEQA Guidelines § 15064.3(b)(3 – 4).)

However, the DEIR fails to quantitatively evaluate the Project's cumulative VMT impacts, merely concluding without any supporting evidence that significant cumulative impacts "could occur." DEIR p. 130; Exhibit D p. 4 – 5. All while employing quantitative analysis to analyze the Project's own VMT impact. The DEIR provides no justification as to why the Project's cumulative VMT impact was not similarly modeled or even mitigated.

The DEIR/EA, without calculating what those cumulative impacts would be, reaches a curious conclusion of no significant impact which is unverifiable and unsubstantiated. Moreover, the DEIR/EA's conclusion of no cumulative transportation impacts erroneously relies on mitigation measures that are not proposed for this Project, nor described about the other planned development projects. DEIR/EA, p. 130; also see DEIR/EA, p. xli, Table 3.2-17 showing no mitigation measures for transportation impacts proposed for the Project; Exhibit D, pp. 4-5. Here, without proposing and requiring all feasible mitigation measures, the DEIR/EA cannot conclude that the Project will not have significant impacts. CEQA Guidelines § 15096(g)(2) (requiring all feasible mitigation measures to substantially lessen or avoid any significant effect the project would have on the environment.)

Next, the DEIR/EA's Fehr and Peers' March 2019 Transportation Analysis Report (which was not circulated with the DEIR/EA) estimates the induced travel to range from 1,500 to 9,280 vehicle miles traveled per day, which is a change of 0.03 to 0.15 percent on a regional basis. DEIR/EA, p. 155. However, neither DEIR/EA nor the Transportation Analysis provides the assumptions made to estimate the VMT and fails to document/explain in the DEIR/EA. Exhibit D p.4.

CEQA Guidelines section 15064.3(b)(4) specifically requires that "[a]ny assumptions used to estimate vehicle miles traveled and any revisions to model outputs should be documented and explained in the environmental document prepared for the project.

Not only is the DEIR's VMT analysis conclusory and unsupported, the DEIR unlawfully omits information that is required by law. CEQA requires that an environmental document identify and discuss the significant effects of a Project, alternatives and how those significant effects can be mitigated or avoided. (CEQA Guidelines § 15126.2; PRC §§ 21100(b)(1), 21002.1(a).) A Court "[w]hen reviewing whether a discussion is sufficient to satisfy CEQA, . . . the EIR (1) includes sufficient detail to enable those who did not participate in its preparation to understand and to consider meaningfully the issues the proposed project raises [citation omitted], and (2) makes a reasonable effort to substantively connect a project's air quality impacts to likely health consequences." (*Sierra Club v. County of Fresno* (2018) 6 Cal. 5th 502, 510 [citing *Laurel Heights Improvement Assn. v. Regents of University of California* (1988) 47 Cal.3d 376, 405.]; *see also* PRC §§ 21002.1(e), 21003(b).) The Court may determine whether a CEQA environmental document sufficiently discloses information required by CEQA *de novo* as "noncompliance with the information disclosure provisions" of CEQA is a failure to proceed in a manner required by law. (PRC § 21005(a); *see also Sierra Club v. County of Fresno* (2018) 6 Cal. 5th 502, 515.)

The DEIR's failure to include this information renders the EIR deficient as a matter of law and requires revision and recirculation since the DEIR is inadequate and conclusory such that meaningful public review and comment were precluded. (CEQA Guidelines 15088.5(a)(4).

(2) The DEIR/EA Fails to Demonstrate Consistency with SACOG's MTP/SCS

The DEIR/EA erroneously claims that the proposed Project is consistent with SACOG's Metropolitan Transportation Plan/Sustainable Communities Strategy ("SACOG's MTP/SCS"), and as a result, erroneously concludes that the Project would result in a less than significant impact regarding VMT. DEIR/EA, p. 154; Exhibit D, p. 6.

First, the Project fails to comply with the MTP/SCS plan's 19% per capita GHG reduction. SACOG's MTP/SCS, p. 16-17; Exhibit D, p. 6. The DEIR/EA fails to

establish its compliance with such a requirement and as a result, cannot support its conclusion of less than significant impact regarding VMT.

Next, the plan fails to provide any project-level measures that could apply to the Project, rather such measures focus entirely on City, County and SCOG region-level measures. Exhibit D, p. 6. As a result, the Project's purported consistency with SACOG's MTP/SCS has no significance or relevance. *Id.*, pp. 6-7. And even assuming such measures could be applied at the Project level, the DEIR/EA fails to establish its compliance or consistency with the factors, especially the GHG Reduction Target Factors pertaining to shortened vehicle trips, increasing transit/bike/walk trips, providing express lanes and pay-as-you-go fees, implementing Intelligent Transportation System (ITS) / Transportation System Management (TSM) and incentivizing electric vehicles. SACOG's MTP/SCS, Chapter 4; Exhibit D, pp. 7-8.

Finally, the DEIR/EA's consistency determination regarding SACOG's MTP/SCS and its goals related to AB 32 are inapplicable and outdated since AB 32 only sets emissions targets through 2020. Exhibit D, p. 7. As a result, the DEIR's GHG analysis and conclusion regarding the Project's purported consistency with SACOG's MTP/SCS are irrelevant to determine the significance of the Project's GHG impacts.

(3) The DEIR/EA fails to demonstrate consistency with Caltran's Interregional Transportation Strategic Plan ("ITSP")

The DEIR/EA claims that the proposed Project is consistent with the CalTrans' Interregional Transportation Strategic Plan ("ITSP"), and as a result, the Project would result in a less than significant impact regarding VMT. However, as with SACOG's MTP/SCS, the ITSP fails to provide any project-level measures that could apply to the Project in order to demonstrate Project-level consistency. Interregional Transportation Strategic Plan." Division of Transportation Planning, December 2015, p. 5; Exhibit D, p. 9. As a result, the DEIR/EA's less than significant impact conclusion's reliance on any purported consistency with the ITSP is irrelevant and inapplicable.

2. The DEIR/EA Fails to Adequately Evaluate the Project's GHG Impacts

According to Mr. Hagemann and Dr. Rosenfeld, the DEIR/EA's conclusion that the Project will have less than significant GHG impacts is incorrect and unsupported by substantial evidence, for several reasons.

First, the DEIR/EA's quantitative analysis of Project-related GHG emissions is incorrect. Exhibit D, p. 10. The DEIR/EA concludes that the Project would have less than significant GHG impacts because Segments 4-5 & 7 Build Alternative and Segment 4-5 No Build Alternative would have less GHG emissions during the future horizon year of 2043 as compared to the existing year of 2018. DEIR/EA, p. 172. However, Mr. Hagemann and Dr. Rosenfeld point out that such an overall decrease does not indicate that the Project would result in a decrease in GHG emissions. In fact, Mr. Hagemann and Dr. Rosenfeld found that the DEIR/EA indicates just the opposite, that the Project would actually result in an annual increase in GHG emissions of 3,989 metric tons of CO2 equivalents per year ("MT CO_2e/year"). Exhibit D, p. 10; DEIR/EA, p. 172. Moreover, the DEIR/EA's claim that improved intersection operations would offset the VMT increase (DEIR/EA, p. 220) is unsupported by substantial evidence because how such offset would occur is unverifiable. Exhibit D, p. 11. Finally, the DEIR/EA's claim that "there is evidence of substantial progress in reducing emissions with the build alternatives" to counter the higher GHG emissions with the build alternatives is unsupported. ; DEIR/EA, p. 174; *id.*

Next, the DEIR/EA incorrectly relies on SACOG'S MTP/SCS, as laid out in full above under the VMT section. Exhibit D, p. 11. The SACOG's MTP/SCS fails to apply to the proposed Project, and the DEIR fails to demonstrate consistency. As a result, the DEIR's GHG analysis regarding SACOG's MTP/SCS should not be relied upon to determine Project significance. *Id.*

Third, the DEIR/EA's improperly relies upon the Project's purported consistency with SACOG'S MTP/SCS, the Yuba County 2030 General Plan, and SB 743 to determine the significance of the Project's GHG impacts. DEIR/EA, p. 11. While CEQA Guidelines 15064.4(b)(3) may allow lead agencies to consider a project's consistency with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions, not all "plans" qualify. CEQA Guidelines section 15183.5(b) provide required features of

plans for the reduction of GHG emissions, which include quantified inventory of GHG emissions, established GHG reduction goal, identify and analyze the GHG emissions from project types or category of projects, craft performance based mitigation measures and monitoring. CEQA Guidelines §15183.5(b)(1); Exhibit D, pp. 11-12. However, the DEIR/EA fails to establish whether each of the plans, SACOG'S MTP/SCS, the Yuba County 2030 General Plan, and SB 743, comply with these CEQA requirements.

Fourth, the DEIR/EA fails to support its conclusion that the Project is consistent with the policies of the Yuba County 2030 General Plan. The Project is inconsistent with Policy CD16.10 of the General Plan which prohibits the use of traffic level of service policies to analyze and mitigate CEQA impacts of new developments. Yuba County 2035 General Plan, p. 72. However, the DEIR/EA does utilize LOS policies to analyze and conclude that the Project will have less than significant transportation impacts. DEIR, pp. 38-41.

Moreover, according to Mr. Hagemann and Dr. Rosenfeld, the Project is inconsistent with numerous rules and policies of the Yuba County 2030 General Plan because the DEIR/EA fails to provide sufficient information and analysis to demonstrate that the Project is consistent with the General Plan. Exhibit D, pp. 13-15. As such, the DEIR/EA's conclusion that the Project is consistent with the General Plan is unsupported.

Finally, the DEIR/EA's conclusion that the Project is consistent with the goal of SB 743 to reduce GHG emissions is also unsupported. DEIR/EA, p. 146. The DEIR/EA fails to comply with the recommendations contained in California "Governor's Office of Planning and Research's updated SB 743 Technical Advisory," which "recommends that a per capita or per employee VMT that is fifteen percent below that of existing development may be a reasonable threshold."[2] Exhibit D, p. 15. In order to comply with SB 743, the Project should have demonstrated a per capita VMT that is at least 15% below existing development. However, the DEIR/EA failed to do so. As a result, the DEIR's conclusion that the proposed Project is consistent with the goal of SB 743 is incorrect and unsubstantiated

[2] "Technical Advisory on Evaluating Transportation Impacts in CEQA" California Office of Planning and Research (OPR), December 2018, *available at:* http://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf, p. 10.

F. The DEIR/EA Fails to Adequately Disclose, Analyze and Mitigate the Project's Potentially Significant Hazards and Hazardous Materials Impacts

The DEIR/EA fails to adequately determine the extent of potential hazardous contaminations on the Project site. While the DEIR/EA relies on a regulatory website searches to disclose the presence of three sites which are included on the list of hazardous materials sites compiled pursuant to the Government Code Section 65962.5. (DEIR/EA, p. 147.)

However, according to Mr. Hagemann and Mr. Rosenfeld, the sole reliance on a regulatory website search to determine a Project's potentially significant hazards and hazardous materials impacts is inadequate and fails to comport with the minimal legal requirements. Exhibit D, p. 2. Mr. Hagemann and Mr. Rosenfeld states that a Phase I Environmental Site Assessment (ESA) is all the more important because all three sites at issue were either gasoline or diesel leaks, which could adversely affect the public, workers, and the environment. *Id.* Mr. Hagemann and Mr. Rosenfeld explains the importance of a Phase I ESA in detail. *Id.* pp. 1-3.

Simply put, the DEIR/EA does not have sufficient evidence to support its conclusion that the hazards impact will be less than significant, without conducting any Phase I ESA to determine the status of the gasoline or diesel leaks on the three sites the DEIR/EA listed from a regulatory website.

G. The DEIR/EA Fails to Adequately Disclose and Mitigate the Project's Significant Impacts on Agricultural Resources

1. *Caltrans Ignores the Project's Significant Impacts to Agricultural Resources Without Substantial Evidence*

According to Appendix G to the CEQA Guidelines, the Project would have a significant impact if it would: a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (DEIR/EA refers to these types of Farmland as Important Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use. CEQA Guidelines, Appendix G; DEIR/EA, p. 22.

The DEIR/EA admits that the Build Alternative 1 would require permanent conversion of 5.64 acres total of important farmland and Build Alternative 2 permanently convert 9.72 acres of important farmland. DEIR/EA, p. 22.

Regardless of what percentage of important farmland the Proposed Project would eliminate, the mere fact that the Proposed Project will convert Important Farmland to non-agricultural use supports a conclusion of a significant agricultural impact that requires mitigation pursuant to Appendix G.

Despite the clear evidence of significant impact to farmland, Caltrans chose to ignore the Project's significant agricultural impacts. As such, the DEIR/EA cannot adopt a finding of less than significant impact based on the evidence it relies on. The DEIR/EA attempts to use a highly discretionary and inconsistent "Farmland Conversion Impact Rating" form by providing arbitrary numbers to arrive at a less than significant impact conclusion. DEIR/EA, pdf pp. 356-357. None of the handwritten figures are supported by any justification or reasoning as to how such figures were calculated. As a result, the DEIR/EA's conclusion of no significant impact to agricultural resources is not supported by substantial evidence.

2. *The DEIR/EA Fails to Adequately Analyze and Mitigate the Project's Cumulative Agricultural Impacts.*

An EIR must discuss cumulative impacts when the project will make a "cumulatively considerable" incremental contribution to a significant cumulative effect. 14 Cal Code Regs §15130(a). A project's incremental contribution is cumulatively considerable if it is significant when viewed in connection with the effects of other past, current, and probable future projects. 14 Cal Code Regs §15065(a)(3). Under these provisions of the CEQA Guidelines, a lead agency may determine that the project will not have a significant cumulative impact because its incremental contribution to a cumulative effect is not cumulatively considerable. 14 Cal Code Regs §15130(a).

The DEIR/EA's cumulative agricultural impacts analysis is flawed because it merely reiterates the Project-specific impacts analysis and trivializes the loss of Important Farmland on the notion that they are a small percentage of farmland in the county. As explained above, despite the DEIR/EA's erroneous conclusion otherwise, the Project will eliminate Important Farmland and will have significant agricultural resources. However, regardless of the significance of the impacts at the project level, even an incremental impact, which may not be significant (for the sake of argument) at the project level, could still be cumulative considerable. CEQA requires the analysis of whether the Project will cause an incremental contribution to a cumulative effect.

Therefore, the DEIR must analyze how much Important Farmland has been converted near the Project area in related projects, *especially in light of the combination of losses of agricultural land along the entirety of the Route 70 Corridor which are being improved and widened in segments,* to adequately analyze the extent of cumulative impact the Project would have.

H. The DEIR/EA Fails to Adequately Analyze and Mitigate the Proposed Project's Significant Growth Inducing Impacts at Project and Cumulative Levels.

CEQA requires the analysis of a project's potential to induce growth, by discussing "the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment." CEQA Guidelines § 15126.2(d).

NEPA similarly requires evaluation of the potential environmental effects of all proposed federal activities and programs, including indirect effects, which may occur in areas beyond the immediate influence of a proposed action and at some time in the future. DEIR/EA, p. 23; 40 CFR § 1508.8.

Under either Alternative 1 or 2, the DEIR/EA concludes, with a cursory and conclusory analysis, that the Project related growth is not reasonably foreseeable and would be minimal. DEIR/EA, p. 23-29. The Transportation Analysis Report (Fehr & Peers March 2019) estimated that the short-term response for induced travel to range from 1,500 to 9,280 VMTs traveled per day. DEIR/EA, p. 42.

Specifically, Mr. Marshall provides that the DEIR/EA greatly underestimates the amount of induced travel that the Project would cause by relying on flawed regional travel demand models which fail to account for induced travel. Exhibit B, p. 12. According to Mr. Marshall, instead of flawed regional travel demand models, Caltrans itself uses calculator tool developed by the National Center for Sustainable Transportation (NCST) at the University of California Davis, which calculates miles and lanes for travel and results in 33.9 million induced VMT per year, which equals 93,000 VMT per day. *Id.* at pp. 12-13. Therefore, according to Mr. Marshall, the induced travel estimate is at least 10-60 times the VMT as estimated in the DEIR/EA. *Id.* In addition, Mr. Marshall states that the induced VMT also results in induced accidents, which would in fact negate the accident rate reduction the DEIR/EA estimates this Project would cause. *Id.* at p. 13.

Moreover, the DEIR/EA unreasonably and improperly considers the Project's potential growth inducement in a vacuum, completely ignoring that the Project is only one small segment of the improvement and widening project that has been and is in the process of being implemented along the entire Route 70 Corridor (see previous section about improper project segmentation). Moreover, the BACG and Caltran's vision to improve SR 70 and AR 99 actually span much longer, more than hundreds of miles from SR 99 to SR 70 to SR 149, which would significantly induce growth along the entire region. (Exhibit F, pdf p. 5.)

Furthermore, the DEIR/EA fails to analyze the Project's cumulatively considerable growth inducing impacts to the region, taking into account all of the improvements and widening projects along the SR 70, SR 99 and SR 149 as previously explained.

Therefore, the DEIR/EA must be revised to fully and accurately analyze the Project's significant growth inducing impacts.

I. The DEIR/EA Fails to Provide a Mitigation Monitoring Plan

CEQA requires lead agencies to adopt mitigation measures that are fully enforceable, and to adopt a monitoring program to ensure that the measures are implemented. Pub Res C §21081.6 and 14 Cal Code Regs §15091(d). "The purpose of these requirements is to ensure that feasible mitigation measures will actually be implemented as a condition of development, and not merely adopted and then neglected or disregarded." *Environmental Council of Sacramento v City of Sacramento* (2006) 142 CA4th 1018, 1035; *Federation of Hillside & Canyon Ass'ns v City of Los Angeles* (2000) 83 CA4th 1252, 1261.

The DEIR/EA fails to provide any mitigation monitoring plan to mitigate its significant impacts to hydrology, water quality, geology, hazards, traffic noise, biological resources (wetlands, plant species, animal species) and other impacts. In fact, the DEIR/EA lists avoidance, minimization and/or mitigation measures without analyzing them in detail or providing methods to enforce and monitor their compliance. See DEIR/EA, pp. viii – xxiii; DEIR/EA (examples of mitigation include, but aren't limited to, GEO-1 and GEO-2, PALEO-1 to 3, HAZ-1 to 6, AQ-1 to 3.)

J. CEQA Requires Revision and Recirculation of an Environmental Impact Report When Substantial Changes or New Information Comes to Light

Section 21092.1 of the California Public Resources Code requires that "[w]hen significant new information is added to an environmental impact report after notice has been given pursuant to Section 21092 … but prior to certification, the public agency shall give notice again pursuant to Section 21092, and consult again pursuant to Sections 21104 and 21153 before certifying the environmental impact report" in order to give the public a chance to review and comment upon the information. CEQA Guidelines § 15088.5.

Significant new information includes "changes in the project or environmental setting as well as additional data or other information" that "deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative)." CEQA Guidelines § 15088.5(a). Examples of significant new information requiring recirculation include "new significant environmental impacts from the project or from a new mitigation measure," "substantial increase in the severity of an environmental impact," "feasible project alternative or mitigation measure considerably different from others previously analyzed" as well as when "the draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded." *Id.*

An agency has an obligation to recirculate an environmental impact report for public notice and comment due to "significant new information" regardless of whether the agency opts to include it in a project's environmental impact report. *Cadiz Land Co. v. Rail Cycle* (2000) 83 Cal.App.4th 74, 95 [finding that in light of a new expert report disclosing potentially significant impacts to groundwater supply "the EIR should have been revised and recirculated for purposes of informing the public and governmental agencies of the volume of groundwater at risk and to allow the public and governmental agencies to respond to such information."]. If significant new information was brought to the attention of an agency prior to certification, an agency is required to revise and recirculate that information as part of the environmental impact report.

Commenters request that Caltrans make the required revisions to the DEIR/EA as specified in this letter. Upon revision, Caltrans must then recirculate the DEIR/EA for public review.

III. CONCLUSION

Commenters request that Caltrans revise and recirculate the Project's Draft EIR/EA to address the aforementioned concerns. If Caltrans has any questions or concerns, feel free to contact my office.

Sincerely,

Mitchell M. Tsai
Attorneys for Keep 70 Safe

List of Exhibits:

Exhibit A, Traffic and Transportation Consultant/Expert, Norman Marshall – C.V.

Exhibit B, Letter from Norman Marshall to Mitchell M. Tsai re Comments on the Draft Environmental Impact Report and Environmental Assessment for Yuba-70 Continuous Passing Lanes Project (June 4, 2020)

Exhibit C, Air Quality and GHG Expert, Matt Hagemann, P.G., C.Hg. – C.V. & Air Quality and GHG Expert, Paul Rosenfeld, Ph.D. – C.V.

Exhibit D, Letter from Hagemann and Rosenfeld to Mitchell M. Tsai re Comments on the Draft Environmental Impact Report and Environmental Assessment for Yuba-70 Continuous Passing Lanes Project (May 28, 2020)

Exhibit E, 2002 FEIR for "Upgrade Route 70 in Sutter and Yuba Counties to Four-lane Expressway/Freeway" SCH 1995103063.

Exhibit F, State Route 70 corridor project, retrieved 5/1/2020 <http://www.bcag.org/Projects/State-Route-70-corridor/index.html>

Exhibit G, State Route 70 Corridor Improvements Project IS/MND/EA - EA 03-3F280

Exhibit H, Sacramento Valley Route 70 / 99 Corridor Business Plan (2006)

Exhibit I, State Route 70 Improvements, Segment 1 & 2, Project Report, October 2018

Exhibit J, Yuba-70 Safety Project, Public Draft Environmental Impact Report/Environmental Assessment

Response to Comment 57:

Thank you for your comment.
Below are summarized responses to topics presented in the commenter's letter:

Improper Segmentation
Per CEQA, "The term "project" refers to the whole of an action and to the underlying activity being approved, not to each governmental approval. This definition ensures that the action reviewed under CEQA is not the approval itself but the development or other activities that will result from the approval. By referring to the underlying activity, 14 Cal Code Regs §15378(c) 'focuses attention on that which has impact on the environment.'" Further, "activities that will operate independently of one another and can be implemented separately may, however, be treated as separate projects under CEQA if one activity is not a foreseeable consequence of the other."

While the proposed project connects to other proposed projects to the south and north of the alignment, each of the projects operate independently of one another and can be implemented separately since each project was not a foreseeable consequence of the other. Caltrans is free to develop separate projects even if they have a relationship to each other if one project does not cause another. For example, Simmerly Slough is a project that is immediately adjacent to the South of this current proposed project. It fulfills its purpose and need and functions properly without requiring additional improvements elsewhere. The need of the Simmerly Slough project was due to structural deficiency including critical scour, seismic deficiencies and current geometric standard deficiency. Thus, the purpose of the project was to replace and widen the bridge structure to correct the critical scour, address seismic and geometric deficiencies. Therefore, it is evident that the purpose and need of the Simmerly Slough project is unique to the location, and separate and distinct from this proposed project. Further details are available in the Simmerly Slough final environmental document (03-1E060). Moreover, the Simmerly Slough project does not restrict consideration of alternatives for other reasonably foreseeable transportation improvement. Likewise, this proposed project can both function properly without an additional project and does not restrict consideration of alternatives for other reasonably foreseeable transportation projects.

Per FHWA guidelines on "Independent Utility and Logical Termini," This project should satisfy an identified need, such as safety, rehabilitation, economic development, or capacity improvements, and should be considered in the context of the local area socioeconomics and topography, the future travel demand, and other infrastructure improvements in the area. The project alternatives will address the purpose and need even without additional improvements;

therefore, the project has independent utility. The project also connects logical termini in that the area studied encompasses a broad enough area to fully address environmental issues. (Please refer to section - 1.2.3 *Independent Utility and Logical Termini*).

Reasonable Range of Alternatives

Section 15126.6 of the 2010 CEQA Guidelines states, “An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation. An EIR is not required to consider alternatives which are infeasible.”

Under NEPA, “reasonable” is generally understood to mean those technically and economically feasible project alternatives that would satisfy the primary objectives of the project defined in the Purpose and Need (P&N) statement.

This project proposes to add continuous passing lanes within the project limits. This will be done by connecting the “slow moving vehicle” lanes included in the safety project to create continuous passing lanes through the project limits. Other alternatives have been studied in the past including a bypass and were found to be infeasible due to lack of funding. In addition to lack of funding, the environmental impacts that would typically result from construction of a new bypass would include a much higher amount of ROW acquisition, potential socioeconomic impacts, air quality and greenhouse gas impacts, impacts on biological resources (habitat), and potential impacts on cultural and paleontological resources. For these reasons, this option was determined to be unviable. The alternatives discussing in the EIR attain the basic objectives of the project while avoiding significant environmental impacts.

Transportation Impacts

Mr. Marshall, President of Smart Mobility, Inc., claims that the traffic report bases its estimates on the regional travel demand model, however, the traffic report prepared by Fehr & Peers notes that travel demand models lack the ability to capture all of the effects of induced travel, therefore, empirical research data was used to estimate the induced CMT based on the change in lane miles.

The commenter also questioned why Caltrans/OPR recommended practice of using the NCST calculator was not used as a tool to calculate induced travel. The NCST tool to calculate induced travel was considered for use on the SR 70 project, however, it was considered to be unreasonable as elasticity values were largely derived from research conducted on urban and suburban freeways where travel delays are more severe than on SR 70, which is a rural highway.

The commenter also notes that there would be an increase of 93,000 VMT per day per calculations derived from the NCST calculator. This would mean about 11,340 new trips using the average trip length of 8.2 miles for trips in Yuba County from the California Household Travel Survey. There are about 14,400 households within 5 miles of the study corridor -

travelers who would most likely use the facility - according to the SACSIM base year 2016 model. To generate this level of VMT, the nearby households would have to take about 0.8 more trips per day on average. Since congestion levels are low, travel is not suppressed in the area. As a result, the level of increased trip making is not reasonable.

The commenter compares long term induced travel from the NCST calculator (shown as Caltrans/OPR recommended practice) to the short-term estimates in the DEIR/EA. These estimates are not comparable. Mr. Marshall also states that the annual VMT on SR 70 is about 50 million per year and that the collision forecast would increase 10% based on the VMT increasing 2/3rds of its original value. However, using the daily volume from existing conditions, the annual VMT on SR 70 is approximately 83.5 million per year and the induced travel is expected to be only as much as 9,200 VMT per day. Little to no long-term induced travel is expected with this proposed project. As previously noted, the increase in traffic volume would require more travel per day for residents that are already traveling at full demand levels. Therefore, there is no reason for their trip generation to increase.

The commenter also noted that it can be assumed that half of the induced VMT would be on SR 70 in the study and the other half would be on other roads, yet there was no evidence to support this estimation. As noted above, the level of induced travel estimated by the commenter is unreasonable, so the effect on facilities outside the study area would be less than the commenter indicates.

Greenhouse Gas Impacts

The argument presented by Dr. Paul Rosenfeld, SWAPE (Soil/Water/Air Protection Enterprise), states that the DEIR fails to address SACOG's MTP/SCS target of 19% GHG reduction, however the 19% target is for the entire MTP/SCS and not for individual projects. The MTP/SCS met this target based on the SACOG modeling, which included this project. https://www.sacog.org/sites/main/files/file-attachments/appendix_a-_project_list.pdf?1573842738

As noted above, the MTP/SCS complied with the GHG reduction targets associated with SB 375. The project is consistent with the MTP/SCS based on its inclusion in the plan and associated modeling. Further, the proposed project does not interfere with other actions in the plan related to GHG reduction. However, consistency with the MTP/SCS is only part of the substantial evidence considered in making the impact significance finding. Please refer to section 3.4 – *Climate Change* for further discussion on greenhouse gas

Additionally, there is no requirement to be consistent with SB 743. It is a statute that directed actions by OPR to update the CEQA guidelines and to change the transportation impact metric. OPR selected VMT and Caltrans used VMT in this analysis. As such, the project impact analysis complies with SB 743 through application of the appropriate CEQA Guideline changes.

Hazardous Impacts

Hazardous waste testing will be conducted prior to construction after environmental approval and final design. Additionally, avoidance and minimization measures for hazardous waste impacts are discussed in Section 2.2.5 of the environmental document.

Agricultural Impacts

Please refer to section 2.1.3-and 2.4.1 regarding impacts to Farmland as well as Cumulative Impacts to Farmlands.

Proposed project improvements would affect lands classified by the Farmland Protection Policy Act (FPPA) as Prime Farmland, Farmland of Statewide Importance, Unique Farmland, and Grazing Land. Approximately 5.64 acres total important farmland would be acquired for Alternative 1 and approximately 9.72 acres total important farmland would be acquired for Alternative 2.

The acquisitions consist of slivers of land adjacent to SR 70. Many of the affected parcels, while classified as important farmland, are not currently in agricultural production. Below is an analysis of farmland impacts from projects along the corridor. This analysis is included to document cumulative farmland impacts.

- SR 70 Simmerly Slough Bridge Replacement near Marysville. The project is located in Yuba County. The bridge will be replaced, and completion is scheduled for 2020. The project would require 7.38 acres of prime farmland and farmland of statewide importance. It was determined that the impacts were less than significant to farmlands.
- SR 70 Corridor Improvements Project (Ophir Road to Palermo Road). The project is located in Butte County. The project will improve safety on SR 70 corridor by providing continuous passing opportunities for vehicles from Ophir Road to Palermo Road. The project completed construction in 2019. The SR 70 Corridor Improvements Project (Ophir Road to Cox Lane) would require 8.05 acres of prime farmland and unique farmland. It was determined that the impacts were less than significant to farmlands.
- SR 70 Corridor Improvements Project (Palermo Road to Cox Lane). The project is located in Butte County. The project will improve safety on SR 70 corridor by providing continuous passing opportunities for vehicles from Palermo Road to just north of Cox Lane. Completion is scheduled for 2020. As mentioned above, the ST 70 Corridor Improvements Project (Ophir Road to Cox Lane) would require 8.05 acres of prime farmland and unique farmland. It was determined that the impacts were less than significant to farmlands.
- SR 70 Corridor Improvements Project (East Gridley Road to Yuba/Butte County Line). The project is located in Butte County. The project includes widening and other improvements. Completion is scheduled for 2023. The project would require 21.8 acres of prime farmland and farmland of statewide importance. It was determined that the impacts were less than significant to farmlands.
- Yuba 70 Safety Project (Laurellen Road to Honcutt Creek). This project is located in Yuba County. The project will construct a roadway prism with 12-foot lanes as well as a Two Way Left Turn Lane (TWLTL) with rumble strips and include designated turn pockets at county roads. The project would require 63.57 acres of prime farmland, farmland of statewide importance, and unique farmland. It was determined that the impacts were less than significant to farmlands.
- The total acreage of farmland converted from the above-mentioned projects in addition to this proposed project totals 103.96 acres of prime farmland, farmland of statewide importance, farmland of local importance, and unique farmland. This acreage in comparison to the 83,562 acres of farmland of statewide importance, local importance, and unique farmland is approximately 0.0012% of the total in Yuba County. Thus, it has been determined that the cumulative farmland impacts are less than significant.

Compensation to the individual landowners for property impacts would be addressed and negotiated through the right-of-way process, as warranted. Given the low rate of farmland conversion within this section of Yuba County, and the relatively numbers of farmland acres converted, the project's contribution to the conversion of farmland would not be cumulatively

considerable.

Growth Inducing Impacts.
Over the long term, planned transportation improvements of major roadways in the study area are anticipated to provide beneficial impacts on the existing highway network by widening existing highways, improving safety and reducing congestion. Taken together, these transportation projects would provide a cumulative regional benefit to transportation, improving circulation and access in the region.
While the proposed project would create additional capacity on SR 70, since the project would widen an existing roadway alignment it is not anticipated to provide access to new areas or change accessibility. Project-related growth is not anticipated to occur

For further discussion on growth and cumulative impacts, please refer to section 2.1.4 – *Growth* and 2.4 – *Cumulative Impacts.*

Mitigation Monitoring Plan
If a mitigation monitoring plan is deemed necessary by our agency partners, a mitigation monitoring plan will be prepared after final approval of the environmental document and final design. Moreover, an environmental commitments record has been prepared for this project under the supervision of our environmental construction liaison.

Substantial Changes to Document
There are no substantial changes or revisions to the draft environmental document.

58. Janessa Payne

6/1/2020

California Department of Transportation
Environmental Management M3 Branch
703 B Street, Marysville, CA 95901
Attn.: Yuba 70 Passing Lanes Project

RE: Comments on Draft Environmental Impact Report/ Environmental Assessment for Yuba-70 Continuous Passing Lanes Project (SCH No. 2020029036; EA 03-3F283)

To Whom It May Concern:

As a resident of District 10, I am expressing opposition to the State of California Department of Transportation's ("Caltrans") Draft Environmental Impact Report/Environmental Assessment ("Draft EIR/EA" or "DEIR/EA") for the Yuba-70 Continuous Passing Lanes Project ("Project"). The Draft EIR needs to be revised and recirculated for comment.

1. It is my understanding that the project would be approved in violation of the California Environmental Quality Act (CEQA), because it improperly segments the project and fails to consider it as a whole. As a result, the Project's DEIR/EA, environmental review, improperly minimized the actual impacts that would occur if all seven segments were analyzed as the one single project they actually comprise.

2. The DEIR/EA fails to look at whether this is a viable evacuation route or analyze a reasonable range of alternatives. The project still forces evacuees to attempt to proceed through the town of Marysville on SR70, which is already a choke point. When we had to evacuate during the flood scare from the Oroville dam traffic was backed up beyond our home on the north side of town.

3. The Project's DEIR/EA doesn't properly take into account the growth inducing impacts of this particular Project or the cumulative SR70 expansion. Population growth, increased traffic and higher speeds are all of concern for those who currently live and work in the Project corridor. The additional lanes going by our home will create a consistent noise level that is more than we currently have from traffic currently. The traffic noise now is usually unnoticed until someone is passing or hits the rumble strips on the edges of the lanes. With cars able to pass constantly and a larger volume of travelers choosing to use SR70 instead of 99, the level of noise pollution we will have to deal with will be much greater

4. By splitting this project off from the original safety project you have unnecessarily increased the amount of time that the residents in District 10 will be dealing with the stress, noise and inconvenience of the construction of the road. It will also require a

second acquisition of land from many of us, or using up the safety project's clear recovery zone, which would negate one of the main points of the first project.

As a resident I strongly urge Caltrans to revise the Project's Draft EIR to include all the mitigating factors and viable alternatives. As substantial changes or new information comes to light, the revised EIR should be recirculated for review and comment.

Sincerely,

Janessa Payne

Janessa Payne
7622 SR70
Marysville, CA 95901

Response to Comment 58:

Thank you for your comment. Please see response 5-1 regarding *air quality impacts,* 5-3 regarding *noise impacts,* 5-*3* regarding a *bypass alternative*, 21-1 regarding the discussion on *segmentation*; 21-2 regarding *evacuation route*s, 21-3 regarding *safety* and the *5-lane facility,* 21-4 regarding *traffic* and *growth inducing impacts,* and 26-4 *project related growth*.

60. Paula and Daniel Aguirre

June 1st 2020

California Department of Transportation
Environmental Management M3 Branch
703 B Street, Marysville, CA 95901
Attn.: Yuba 70 Passing Lanes Project

RE: Comments on Draft Environmental Impact Report/ Environmental Assessment for Yuba-70 Continuous Passing Lanes Project (SCH No. 2020029036: EA 03-3F283)

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- It is my understanding that the project would be approved in violation of the California Environmental Quality Act (CEQA), because it improperly segments the project and fails to consider it as a whole. As a result, the Project's DEIR/EA, environmental review, improperly minimized the actual impacts that would occur if all seven segments were analyzed as the one single project they actually comprise.

- The DEIR/EA fails to look at whether this is a viable evacuation route or analyze a reasonable range of alternatives. The project still forces evacuees to attempt to proceed through the town of Marysville on SR70, which is already a choke point. My Family and I were unable to get out during the 2017 Orville Dam Spillway Crisis. All roads leading out were blocked with traffic. We had to shelter in place staying in the up stars part of our house in case there was a burst of flood water. We were terrified. We definitely need a alternative route to escape. If a bypass were built taking all the traffic off of Hwy 70 then there would be an escape route for residents who live along hwy 70 Hwy.

- The DEIR/EA does not adequately evaluate, disclose or mitigate the Project's significant impacts on agricultural activity. By taking a segmented approach of the single project rather than the cumulative impacts of the whole Yuba-70 Safety Project, Caltrans ignores the permanent conversion and acquisition of 69 acres of farmland. The remaining farming operations in the Project area will also be negatively impacted.

- The Project's DEIR/EA doesn't properly take into account the growth inducing impacts of this particular Project or the cumulative SR70 expansion. Population growth, increased traffic and higher speeds are all of concern for those who currently live and work in the Project corridor. As a resident here along Hwy 70 my concerns fall on air pollution and noise pollution as well as traffic safety. This house will remain in my family for years into the future. I want to assure the safety of my children and their children. We purchased this house 5 years ago in 2015 and the person who sold me the house said there was going to be a bypass road and Hwy 70 will just become a country road. This is why I purchased the house. I feel that Caltrans will eventually have to build a bypass and the money going into this project is going to be wasted.

As a resident I strongly urge Caltrans to revise the Project's Draft EIR to include all the mitigating factors and viable alternatives. As substantial changes or new information comes to light, the revised EIR should be recirculated for review and comment.

Sincerely,

Paula and Daniel Aguirre
8349 State Hwy 70
Marysville, CA. 95901

Response to Comment 60:

Thank you for your comment. Please see response 5-1 regarding *air quality impacts,* 5-3 regarding *noise impacts,* 5-*3* regarding a *bypass alternative*, 21-1 regarding the discussion on *segmentation*; 21-2 regarding *evacuation route*s, 21-3 regarding *safety* and the *5-lane facility,* 21-4 regarding *traffic* and *growth inducing impacts*, 24-1 regarding *agricultural impacts,* and 26-4 *project related growth*.

61. Barbra Vardy

VIA U.S. MAIL & E-MAIL

June 2, 2020

California Department of Transportation
Environmental Management M3 Branch
703 B Street, Marysville, CA 95901
Attn.: Yuba 70 Passing Lanes Project

Email Delivery to: yuba.70.passing.lanes.project@dot.ca.gov

RE: Comments on Draft Environmental Impact Report/ Environmental Assessment for Yuba-70 Continuous Passing Lanes Project (SCH No. 2020029036; EA 03-3F283)

To Whom It May Concern:

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2. The DEIR/EA fails to look at whether this is a viable evacuation route or analyze a reasonable range of alternatives. The project still forces evacuees to attempt to proceed through the town of Marysville on SR70. If the town of Marysville flooded, there is no way out. Thousands would die. All exits from Marysville and the surrounding area is subject to flooding including the proposed Hwy 70 project. The only sane solution is a freeway bypass with access for the city and surrounding areas.

As a resident, I strongly urge Caltrans to revise the Project's Draft EIR to include all the mitigating factors and viable alternatives. As substantial changes or new information comes to light, the revised EIR should be recirculated for review and comment.

Sincerely,

Barbara Vardy
PO Box 871
Marysville, CA 95901

cc: assemblymember.gallagher@assembly.ca.gov,

Response to Comment 61:

Thank you for your comment. Please see response 21-1 regarding the discussion on *segmentation*, 21-2 regarding *evacuation route*s, and 5-3 regarding a *bypass alternative*.

62. Floyd Pedersen

VIA U.S. MAIL & E-MAIL

June 2, 2020

California Department of Transportation
Environmental Management M3 Branch
703 B Street, Marysville, CA 95901
Attn.: Yuba 70 Passing Lanes Project

Email Delivery to: yuba.70.passing.lanes.project@dot.ca.gov

RE: Comments on Draft Environmental Impact Report/ Environmental Assessment for Yuba-70 Continuous Passing Lanes Project (SCH No. 2020029036; EA 03-3F283)

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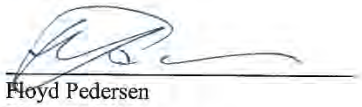
As a resident of District 10, Marysville, I am expressing my opposition to the State of California Department of Transportation's ("Caltrans") Draft Environmental Impact Report/Environmental Assessment ("Draft EIR/EA" or "DEIR/EA") for the Yuba-70 Continuous Passing Lanes Project ("Project"). The Draft EIR needs to be revised and recirculated for comment.

1. It is my understanding that the project would be approved in violation of the California Environmental Quality Act (CEQA), because it improperly segments the project and fails to consider it as a whole. As a result, the Project's DEIR/EA, environmental review, improperly minimized the actual impacts that would occur if all seven segments were analyzed as the one single project they actually comprise.

2. The DEIR/EA fails to look at whether this is a viable evacuation route or analyze a reasonable range of alternatives. The project still forces evacuees to attempt to proceed through the town of Marysville on SR70. If the town of Marysville flooded, there is no way out. Thousands would die. All exits from Marysville and the surrounding area is subject to flooding including the proposed Hwy 70 project. The only sane solution is a freeway bypass with access for the city and surrounding areas.

As a resident, I strongly urge Caltrans to revise the Project's Draft EIR to include all the mitigating factors and viable alternatives. As substantial changes or new information comes to light, the revised EIR should be recirculated for review and comment.

Sincerely,



Floyd Pedersen
PO Box 871
Marysville, CA 95901

cc: assemblymember.gallagher@assembly.ca.gov,

Response to Comment 62:

Thank you for your comment. Please see response 21-1 regarding the discussion on *segmentation*, 21-2 regarding *evacuation route*s, and 5-3 regarding a *bypass alternative*.

63. Judy Pringle

VIA U.S. MAIL & E-MAIL

June 2, 2020

California Department of Transportation
Environmental Management M3 Branch
703 B Street, Marysville, CA 95901
Attn.: Yuba 70 Passing Lanes Project

Email Delivery to: yuba.70.passing.lanes.project@dot.ca.gov

RE: Comments on Draft Environmental Impact Report/ Environmental Assessment for Yuba-70 Continuous Passing Lanes Project (SCH No. 2020029036; EA 03-3F283)

To Whom It May Concern:

As a resident of District 10, Marysville, I am expressing my opposition to the State of California Department of Transportation's ("Caltrans") Draft Environmental Impact Report/Environmental Assessment ("Draft EIR/EA" or "DEIR/EA") for the Yuba-70 Continuous Passing Lanes Project ("Project"). The Draft EIR needs to be revised and recirculated for comment.

1. It is my understanding that the project would be approved in violation of the California Environmental Quality Act (CEQA), because it improperly segments the project and fails to consider it as a whole. As a result, the Project's DEIR/EA, environmental review, improperly minimized the actual impacts that would occur if all seven segments were analyzed as the one single project they actually comprise.

2. The DEIR/EA fails to look at whether this is a viable evacuation route or analyze a reasonable range of alternatives. The project still forces evacuees to attempt to proceed through the town of Marysville on SR70. If the town of Marysville flooded, there is no way out. Thousands would die. All exits from Marysville and the surrounding area is subject to flooding including the proposed Hwy 70 project. The only sane solution is a freeway bypass with access for the city and surrounding areas.

As a resident, I strongly urge Caltrans to revise the Project's Draft EIR to include all the mitigating factors and viable alternatives. As substantial changes or new information comes to light, the revised EIR should be recirculated for review and comment.

Sincerely,

Judy Pringle

Judy Pringle
PO Box 871
Marysville, CA 95901

cc: assemblymember.gallagher@assembly.ca.gov,

Response to Comment 63:

Thank you for your comment. Please see response 21-1 regarding the discussion on *segmentation*, 21-2 regarding *evacuation route*s, and 5-3 regarding a *bypass alternative*.

64. Pamela Shaver

June 4, 2020

California Department of Transportation
Environmental Management M3 Branch
703 B Street, Marysville, CA 95901
Attn.: Yuba 70 Passing Lanes Project

Email Delivery to: yuba.70.passing.lanes.project@dot.ca.gov

RE: Comments on Draft Environmental Impact Report/ Environmental Assessment for Yuba-70 Continuous Passing Lanes Project (SCH No. 2020029036; EA 03-3F283)

To Whom It May Concern:

As a resident of *7992 Highway 70, in District 10, Marysville),* I am expressing my strong *opposition to* the State of California Department of Transportation's ("Caltrans") Draft Environmental Impact Report/Environmental Assessment ("Draft EIR/EA" or "DEIR/EA") for the Yuba-70 Continuous Passing Lanes Project ("Project"). The Draft EIR needs to be revised and recirculated for comment.

1. It is my understanding that the project would be approved in violation of the California Environmental Quality Act (CEQA), because it improperly segments the project and fails to consider it as a whole. As a result, the Project's DEIR/EA, environmental review, improperly minimized the actual impacts that would occur if all seven segments were analyzed as the one single project they actually comprise.

2. The DEIR/EA fails to look at whether this is a viable evacuation route or analyze a reasonable range of alternatives. The project still forces evacuees to attempt to proceed through the town of Marysville on SR70, which is already a choke point. During the recent Oroville Dam Spillway crisis, we were told to evacuate as we are just miles east of the Feather River, which would be impacted by the spillway floodwaters. Highway 70 was severely impacted by extra traffic of neighboring areas trying to evacuate, even Oroville residents southbound or Marysville residents northbound. Because we live between the two danger spots, not only was our entry onto the highway from our driveway impacted, but also the flow of traffic from our driveway to escape potential flooding was severly dimished. It took two hours to reach Marysville , (2 ½ miles) we were still in "danger". It is incredulous that with the only escape route through a "flood plain" and surrounded by the only "un-certified levee in all of Yuba County, District 10 residents along the Safety (?) Corridor will be put into even more danger with increased traffic!! I wholly support a bypass alternative.

3. The DEIR/EA does not adequately evaluate, disclose or mitigate the Project's significant impacts on agricultural activity. By taking a segmented approach of the single project rather than the cumulative impacts of the whole Yuba-70 Safety Project, Caltrans ignores the permanent conversion and acquisition of 69 acres of farmland. The remaining farming operations in the Project area will also be negatively impacted. As a 50 year

resident of District 10, and very frequent driver on Highway 70, I very often experience tractors driving in and out of farm locations on this highway as they move from one location to another. Also, there are many agricultural trucks trying to maneuver Highway 70 through District 10, who already have extreme difficulty with egress and ingress to farm properties. This is Class 1 soil, world famous and worthy of saving for feeding future generations, not paving over when there could be other locations considered. The added pollution alone will significantly reduce crop output unnecessarily. This is an economic fiasco in the making!!

4. The Project's DEIR/EA doesn't properly take into account the growth inducing impacts of this particular Project or the cumulative SR70 expansion. Population growth, increased traffic and higher speeds are all of concern for those who currently live and work in the Project corridor. We all know that change comes in the future, as communities increase in population, and movement to less-populated areas to commute to employment becomes a trend. My home has been in the family for 113 years and we have seen many changes. Traffic is but one. It is understandable that with change comes more population with the attendant traffic. But should the traffic be further increased through an area so rich in farmland? There have been times when Marysville traffic is backed up to our driveway and beyond (2 ½ miles) for exended periods of time. Marysville is constantly deadlocked in congested east-west traffic from Highway 20 and north-south traffic from Highway 70!! Widening Highway 70 to a 5 lane "corridor" will only allow north-south traffic to speed along at 75 mph only to come to a screeching halt through Marysville! A better solution is to seek a bypass alternative! There would be better traffic flow and safety for all-the commuting public, farmers, business owners, and residents! The increased roadbed size will add additional water pollutants in the run-off into drainage swales and consequently into the groundwater. Our private well supply is a scant 60 feet from highway centerline. We will receive run-off contamination into our well supply. So will neighboring orchards. The air pollution will increase naturally in an increased roadway with its additional traffic. Not only human oxygen consumption is affected with the roadway so close, so also is quality of agricultural crops affected by the additional air pollution. None of these have been given due diligence by the EIR. As a resident, business owner, or highway user, expand on your traffic safety, air/noise pollution, drainage and well water contamination, concerns, etc)

As a long-standing resident and community member, I strongly urge Caltrans to revise the Project's Draft EIR to include all the mitigating factors and viable alternatives. As substantial changes or new information comes to light, the revised EIR should be recirculated for review and comment.

Sincerely,

(Pamela Shaver Name)
(7992 Highway 70 address)
Marysville, CA 95901(city, state zip)

cc: assemblymember.gallagher@assembly.ca.gov

Response to Comment 64:

Thank you for your comment.
Please see response 5-1 regarding *air quality impacts,* 5-3 regarding *noise impacts,* 5-*3* regarding a *bypass alternative*, 21-1 regarding the discussion on *segmentation*; 21-2 regarding *evacuation route*s, 21-3 regarding *safety* and the *5-lane facility,* 21-4 regarding *traffic* and *growth inducing impacts*, 21-5 regarding *water pollution*, and 24-1 regarding *agricultural impacts.*

65. Kulwant Johl

June 2, 2020

California Department of Transportation
Environmental Management M3 Branch
703 B Street, Marysville, CA 95901
Attn.: Yuba 70 Passing Lanes Project

Email Delivery to: yuba.70.passing.lanes.project@dot.ca.gov

RE: Comments on Draft Environmental Impact Report/ Environmental Assessment for Yuba-70 Continuous Passing Lanes Project (SCH No. 2020029036; EA 03-3F283)

As a farmer of *District 10, Marysville,* I am expressing *concern about, opposition to* the State of California Department of Transportation's ("Caltrans") Draft Environmental Impact Report/Environmental Assessment ("Draft EIR/EA" or "DEIR/EA") for the Yuba-70 Continuous Passing Lanes Project ("Project"). The Draft EIR needs to be revised and recirculated for comment.

It is my understanding that the project would be approved in violation of the California Environmental Quality Act (CEQA), because it improperly segments the project and fails to consider it as a whole. As a result, the Project's DEIR/EA, environmental review, improperly minimized the actual impacts that would occur if all seven segments were analyzed as the one single project they actually comprise.

The DEIR/EA fails to look at whether this is a viable evacuation route or analyze a reasonable range of alternatives. The project still forces evacuees to attempt to proceed through the town of Marysville on SR70, which is already a choke point. *Describe your own evacuation experience during the 2017 Oroville Dam Spillway Crisis and frustrations with existing backups during the course of normal days. You can mention support for a by-pass alternative.*

The DEIR/EA does not adequately evaluate, disclose or mitigate the Project's significant impacts on agricultural activity. By taking a segmented approach of the single project rather than the cumulative impacts of the whole Yuba-70 Safety Project, Caltrans ignores the permanent conversion and acquisition of 69 acres of farmland. The remaining farming operations in the Project area will also be negatively impacted.

The Project's DEIR/EA doesn't properly take into account the growth inducing impacts of this particular Project or the cumulative SR70 expansion. Population growth, increased traffic and higher speeds are all of concern for those who currently live and work in the Project corridor.

As a *business owner* I strongly urge Caltrans to revise the Project's Draft EIR to include all the mitigating factors and viable alternatives. As substantial changes or new information comes to light, the revised EIR should be recirculated for review and comment.

Sincerely,

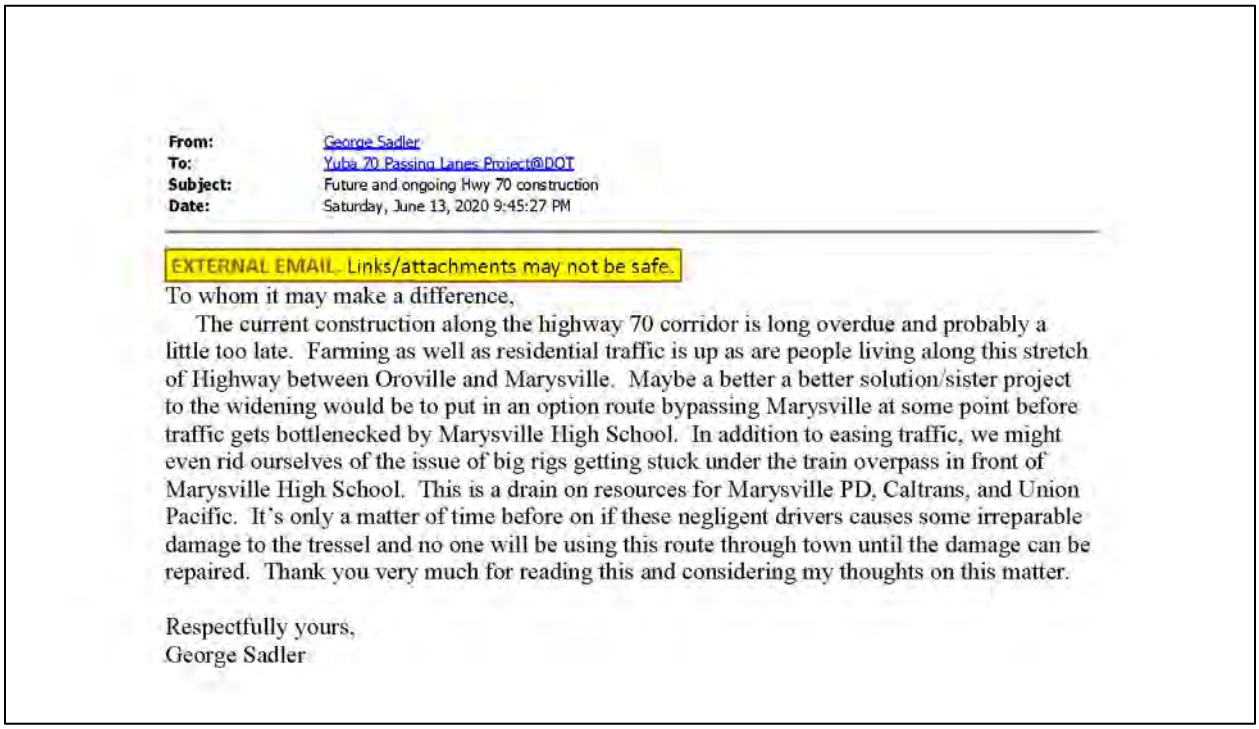
Kulwant Johl
PO Box 621
Yuba City, CA 95992

cc: assemblymember.gallagher@assembly.ca.gov,

Response to comment 65:

Thank you for your comment. Please see the response to comment 21-1 regarding the discussion on *segmentation,* 21-2 regarding *evacuation*, 21-4 regarding *traffic impacts* and *growth inducing impacts*, and 24-1 regarding *agricultural impacts*.

66. George Sadler



From: George Sadler
To: Yuba 70 Passing Lanes Project@DOT
Subject: Future and ongoing Hwy 70 construction
Date: Saturday, June 13, 2020 9:45:27 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

To whom it may make a difference,

The current construction along the highway 70 corridor is long overdue and probably a little too late. Farming as well as residential traffic is up as are people living along this stretch of Highway between Oroville and Marysville. Maybe a better a better solution/sister project to the widening would be to put in an option route bypassing Marysville at some point before traffic gets bottlenecked by Marysville High School. In addition to easing traffic, we might even rid ourselves of the issue of big rigs getting stuck under the train overpass in front of Marysville High School. This is a drain on resources for Marysville PD, Caltrans, and Union Pacific. It's only a matter of time before on if these negligent drivers causes some irreparable damage to the tressel and no one will be using this route through town until the damage can be repaired. Thank you very much for reading this and considering my thoughts on this matter.

Respectfully yours,
George Sadler

Response to Comment 66:

Thank you for your comment. Please see response 5-3 regarding the discussion for a *bypass alternative*.

67. Carolyn Sasaki

VIA U.S. MAIL & E-MAIL

June 4, 2020

California Department of Transportation
Environmental Management M3 Branch
703 B Street, Marysville, CA 95901
Attn.: Yuba 70 Passing Lanes Project

Email Delivery to: yuba.70.passing.lanes.project@dot.ca.gov

RE: Comments on Draft Environmental Impact Report/ Environmental Assessment for Yuba-70 Continuous Passing Lanes Project (SCH No. 2020029036; EA 03-3F283)

To Whom It May Concern:

As a resident of Marysville, I am expressing opposition to the State of California Department of Transportation's ("Caltrans") Draft Environmental Impact Report/Environmental Assessment ("Draft EIR/EA" or "DEIR/EA") for the Yuba-70 Continuous Passing Lanes Project ("Project"). The Draft EIR needs to be revised and recirculated for comment.

1. It is my understanding that the project would be approved in violation of the California Environmental Quality Act (CEQA), because it improperly segments the project and fails to consider it as a whole. As a result, the Project's DEIR/EA, environmental review, improperly minimized the actual impacts that would occur if all seven segments were analyzed as the one single project they actually comprise.

2. The DEIR/EA fails to look at whether this is a viable evacuation route or analyze a reasonable range of alternatives. The project still forces evacuees to attempt to proceed through the town of Marysville on SR70, which is already a choke point.

   During the 2017 Oroville Dam Spillway Crisis, I was traveling from my home on H Street in Marysville to the Loma Rica area. Traffic was jammed up through town, making my exit extremely slow. I had to travel down Highway 70 to get to Highway 20, and it was stop and go. I had friends who were not allowed to travel this route at all, and had to turn around. They then traveled over 4 hours to Colusa.
   I am an itinerant educator in Marysville. I daily see and hear collisions and near collisions in the town of Marysville and on Highway 70 in town. It takes an increasingly longer period of time to travel to my school sites.
   The quantity of traffic and traffic speeds have greatly increased since I moved here 5 years ago. Walking through the neighborhood is unsafe due to traffic congestion and speeds. It takes me 5 – 10 minutes to back out of my driveway during commute hours. Right turns onto Highway 70 from H Street back up down a full block during commute hours. The noise due to traffic makes it extremely unpleasant to open doors and windows.

The only safe, sane and reasonable alternative to the traffic, and to regain/retain what is left of our neighborhoods would be a bypass around Marysville.

3. The DEIR/EA fails to recognize the safety issues of placing a 5-lane "expressway" with a design speed of 75+ mph in a 9.6-mile stretch with almost 200 driveways, county roads, and farm access points with continuous on/off traffic, and slow-moving agricultural equipment.
   I commuted to Chico State from Marysville for one of my college degrees. The turns, agricultural equipment and orchards make travel on this highway particularly dangerous at 55 mph. Since most drivers exceed this speed limit, I cannot understand how increasing lanes and increasing speeds would be a safe alternative. A dedicated highway with off ramps would be safer for the residents and agricultural businesses along the highway and for those who commute or use the highway. I foresee agricultural equipment using the turn lanes and a passing vehicle rear-ending him on a blind turn. This design is not safe.

4. The DEIR/EA does not adequately evaluate, disclose or mitigate the Project's significant impacts on agricultural activity. By taking a segmented approach of the single project rather than the cumulative impacts of the whole Yuba-70 Safety Project, Caltrans ignores the permanent conversion and acquisition of at least 69 acres of farmland. The remaining farming operations in the Project area will also be negatively impacted.

5. The Project's DEIR/EA does not properly take into account the growth inducing impacts of this particular Project or the cumulative SR70 expansion. Population growth, increased traffic and higher speeds are all of concern for those who live and/or work in, or use, the Project corridor. Why does the DEIR leave out the mitigating circumstances of population growth in all adjoining areas which will affect this project?

As a resident and community member, I strongly urge Caltrans to revise the Project's Draft EIR to include all the mitigating factors and viable alternatives. As substantial changes or new information comes to light, the revised EIR should be recirculated for review and comment.

Sincerely,

Carolyn Sasaki
1220 H Street
Marysville, CA 95901

cc: assemblymember.gallagher@assembly.ca.gov

Response to Comment 67:

Thank you for your comment. Please see response 5-3 regarding *noise impacts,* 5-*3* regarding a *bypass alternative*, 21-1 regarding the discussion on *segmentation*; 21-2 regarding *evacuation route*s, 21-3 regarding *safety* and the *5-lane facility,* 21-4 regarding *traffic* and *growth inducing impacts*, and 24-1 regarding *agricultural impacts.*

68. Tracy Bettencourt, City of Chico Public Works

PUBLIC WORKS DEPARTMENT
ENGINEERING DIVISION
411 Main Street, 2nd Floor
P.O. Box 3420
Chico, CA 95927-3420
Phone: (530) 879-6900
Fax: (530) 895-4899
www.ci.chico.ca.us

June 4, 2020

California Department of Transportation
Environmental Management M3 Branch
703 B Street, Marysville, CA 95901

SCH# 2020029036
03-Yub-70-PM 16.2/25.8
03-3F283/0318000186

Attn.: Yuba 70 Passing Lanes Project

Thank you for the opportunity to provide comments on the Draft Environmental Report / Environmental Assessment. Please accept this letter as confirmation of support for the Yuba 70 Continuous Passing Lanes Project. The City of Chico remains California's largest urbanized area not connected by the State's four-lane highway system. The regional evacuations associated with the Paradise Camp Fire and the Oroville Dam Crisis highlighted how vulnerable the north state remains with inadequate highway infrastructure. Completion of the project would enhance public safety and improve the City's ability to remain resilient and prepared in the region.

If you have any questions, please feel free to contact me either by email or phone at your earliest convenience.

Sincerely,

Tracy R. Bettencourt – MPA, AICP
Regulatory and Grants Manager
City of Chico
Public Works – Engineering
tracy.bettencourt@chicoca.gov
(530) 879-6903

Response to Comment 68:

Thank you for your comment. We appreciate your support on this proposed project.

69. Steven Seidenglanz, Highway 70 Industrial Park Managing Partner

HIGHWAY 70
INDUSTRIAL PARK

June 4, 2020

California Department of Transportation
Environmental Management M3 Branch
703 B Street, Marysville, CA 95901

SCH# 2020029036
03-Yub-70-PM 16.2/25.8
03-3F283/0318000186

Attn.: Yuba 70 Passing Lanes Project

Thank you for the opportunity to provide comments on the Draft Environmental Report / Environmental Assessment. Please accept this letter as confirmation of support for the Yuba 70 Continuous Passing Lanes Project. The regional evacuations associated with the Paradise Camp Fire and the Oroville Dam Crisis highlighted how vulnerable the north state remains with inadequate highway infrastructure.

Sincerely,

Steven Seidenglanz

Steven Seidenglanz
HWY 70 Industrial Park – Managing Partner

4801 Feather River Blvd #29
Oroville, CA 95965
Phone 530.533.1221

Response to Comment 69:

Thank you for your comment. We appreciate your support on this proposed project.

70. Matthew Kramer

From: Martin Kramer
To: Yuba 70 Passing Lanes Project@DOT
Cc: assemblymember.gallagher@assembly.ca.gov
Subject: Comments on Draft Environmental Impact Report/ Environmental Assessment for Yuba-70 Continuous Passing Lanes Project (SCH No. 2020029036; EA 03-3F283
Date: Thursday, June 4, 2020 11:54:47 AM

EXTERNAL EMAIL. Links/attachments may not be safe.

Sent from Mail for Windows 10
VIA U.S. MAIL & E-MAIL

6/4/2020

California Department of Transportation
Environmental Management M3 Branch
703 B Street, Marysville, CA 95901
Attn.: Yuba 70 Passing Lanes Project

To Whom It May Concern:

As a resident of District 10, Marysville, I am expressing concern about and opposition to the State of California Department of Transportation's ("Caltrans") Draft Environmental Impact Report/Environmental Assessment ("Draft EIR/EA" or "DEIR/EA") for the Yuba-70 Continuous Passing Lanes Project ("Project"). The Draft EIR needs to be revised and recirculated for comment.

It is my understanding that the project would be approved in violation of the California Environmental Quality Act (CEQA), because it improperly segments the project and fails to consider it as a whole. As a result, the Project's DEIR/EA, environmental review, improperly minimized the actual impacts that would occur if all seven segments were analyzed as the one single project they actually comprise.

The DEIR/EA fails to look at whether this is a viable evacuation route or analyze a reasonable range of alternatives. The project still forces evacuees to attempt to proceed through the town of Marysville on SR70, which is already a choke point. During the 2017 Oroville dam spillway failure we were evacuated from our home, we made it to Marysville High School where we sat for over an hour waiting for traffic to move, all I could think about was this is not an evacuation, I'm the collateral damage.

The DEIR/EA does not adequately evaluate, disclose or mitigate the Project's significant impacts on agricultural activity. By taking a segmented approach of the single project rather than the cumulative impacts of the whole Yuba-70 Safety Project, Caltrans ignores the permanent conversion and acquisition of 69 acres of farmland. The remaining farming operations in the Project area will also be negatively impacted. The added pollutants will have an effect on my families health but also the health of my walnut trees. This is not a "Safety Project,(Caltrans own studies show that, they

acknowledged this in the first meeting). Who will be held accountable when it is shown to be more dangerous, The victims that's who.

The Project's DEIR/EA doesn't properly take into account the growth inducing impacts of this particular Project or the cumulative SR70 expansion. Population growth, increased traffic and higher speeds are all of concern for those who currently live and work in the Project corridor. Since moving here I have noticed an increased amount of traffic, Traffic was sporadic, Caltrans put in rumple strips on the sides and middle of the lanes, The amount of noise this generates is unbelievable and all night long. We have been told that we do not qualify for noise barriers. I definitely feel represented.

As a Highway 70 community resident I strongly urge Caltrans to revise the Project's Draft EIR to include all the mitigating factors and viable alternatives. As substantial changes or new information comes to light, the revised EIR should be recirculated for review and comment.

Sincerely,

Matthew Kramer
8369 State Hwy 70
Marysville, Ca, 95901

Response to Comment 70:

Thank you for your comment. Please see response 5-1 regarding *air quality impacts,* 5-3 regarding *noise impacts,* 5-*3* regarding a *bypass alternative*, 21-1 regarding the discussion on *segmentation*; 21-2 regarding *evacuation route*s, 21-3 regarding *safety* and the *5-lane facility,* 21-4 regarding *traffic* and *growth inducing impacts*, 21-5 regarding *water pollution*, and 24-1 regarding *agricultural impacts.*

71. Carolyn Sasaki

DATE: June 5, 2020

TO: California Department of Transportation
Environmental Division
703 B Street, Marysville, CA 95901
Attn.: Yuba 70 Passing Lanes Project
yuba.70.passing.lanes.project@dot.ca.gov

FROM: Save Marysville Neighborhoods

RE: Comments on Draft Environmental Impact Report/ Environmental Assessment for Yuba-70 Continuous Passing Lanes Project (SCH No. 2020029036; EA 03-3F283)

To Whom It May Concern:

We are the citizens of Save Marysville Neighborhoods, a group comprising business owners, property owners, residents, professionals, and civic minded individuals. We are presenting these comments in response to the Caltrans Draft Environmental Impact (DEIR) for the proposed "Passing Lanes" project that begins at the Marysville City limit at Laurellen Road.

We oppose this project without a bypass solution because it will bring more traffic into Marysville where we are surrounded by a ring levee prism and have nowhere to expand. The traffic is already encroaching on our streets and in our neighborhoods where drivers and commercial trucks routinely cut through to avoid the congestion, often times speeding or disregarding signs that prohibit truck traffic, etc. Our buses and ambulances are unable to use the state highway system because it is inefficient.

Marysville does not have the resources to respond to the multiple collisions created by the state highway traffic system. We don't appreciate all the problems the state highway brings with it, such as noise and pollution and degradation of quality of life. We cannot walk from downtown to our residential homes without taking our lives into our own hands by crossing the freeway that is E Street or 10th Street or even our own residential streets. Ellis Lake is not peaceful, it is noisy and stressful. We can't bicycle safely in our community because of all the traffic. There is nothing peaceful about Marysville - because of the traffic. This is all exacerbated by widening the Highway 70 corridor!

We ask that Caltrans and BCAG stop expanding the corridor between here and Oroville to build their development in RioD'Oro and that they stop using Marysville as their dumping ground for traffic. They can use highway 99 and highway 162 to get to Oroville. Most people use highway 99 to get to Chico which should have been the preferred route to Butte County and Chico the county seat, not Oroville. But their connectivity problem shouldn't become ours.

After reading the Traffic Concept Report from 2014 by Caltrans, and previous EIR's from BCAG it became clear that Caltrans has been working in concert with developers in Butte County to build a freeway from

Oroville to Marysville. It is also clear that calling this project "passing lanes" is very deceptive. Caltrans is being deceptive in this DEIR by not telling local taxpayers that this project is one of seven that are aimed at building a freeway from Oroville to Marysville when you become aware of all the other environmental reports that have come out in the last two years. Caltrans should be ashamed of trying to deceive the public.

Marysville is historic and a California treasure. This community has potential to be a thriving community if we can get your highway out of our community and divert traffic onto a bypass, like Lincoln and Wheatland, and Willits. Otherwise we do not believe Caltrans should be building ANYTHING that brings more traffic to Marysville UNTIL they can solve the problem of diverting it first. Please quit expanding the corridor. If a bypass is impossible, then you should expand highway 99 and highway 162 instead of destroying what remains of our city. No bypass - no project.

As to the DEIR:

- Under the ***Purpose and Need*** heading, Caltrans states *the primary purpose and need for the project is "economic viability."* There is no discussion in the environmental document, or reference to any current or prior analysis, supporting a finding of economic necessity for an expressway outside of the project area or how an expressway will facilitate economic improvement inside the project area. District 10 is one of the most productive farmland areas in California and a major contributor of revenue to Yuba County (one of the poorest counties in California) and is vital to its economy.

  1) How would an expressway improve property value, preserve farmland, and improve economic conditions for Yuba County, District 10?

  Marysville lies within a mile of the project area. Marysville has long been victimized by congestion, noise, Co2 pollution, traffic collisions (within Marysville residential due to cut through traffic) and general urban decay brought about from heavy traffic and an ever expanding state highway system.

  2) We ask Caltrans to honestly report the economic viability and urban decay brought to Marysville by an ever expanding state highway system. We ask Caltrans to explain why they continue to expand the state highways around the ring levee prism of Marysville knowing there is no viable plan to divert traffic around the ring levee?
  3) How is it economically viable to spend over a billion dollars expanding the SR70 corridor when you cannot effectively divert traffic around Marysville?
  4) We ask Caltrans to investigate or propose alternative routes (such as SR 99 which are primarily commercially traveled to Butte County and the North Sacramento Valley, I-5, and SR 162 to Butte City) as economically viable or eliminate as economically unsustainable. The DEIR proposes no alternative to meet the stated purpose and need of economic viability.
  5) We ask Caltrans to re-evaluate the need of this project and provide supporting analysis of the purpose of the corridor from Marysville to Oroville. To simply declare a project economically viable does not make it so.

Under the ***Purpose and Need*** heading, the purpose of the project is defined as follows: *"The purpose of this project is to* ***"achieve the ultimate facility as outlined in the 2014 Route70 Transportation Concept Report TCR)."*** There is no appendix including the TCR report. We had to submit a CPRC request to obtain it. Had we not, Caltrans would have slipped this project through the cracks**. After reading it, it becomes clear the entire corridor was planned for expansion in collusion with BCAG and that these "segments" are misleading the public into believing these are separate projects, but they are not. It is our understanding that by law, Caltrans cannot piecemeal projects that are intended as a whole.**

6) Will Caltrans issue a corridor DEIR that covers the City of Marysville to Ophir Rd in Oroville to provide proper analysis and show all of the potential impacts to the region as a whole?
7) Absent a bypass (which Caltrans deemed not viable in the TCR), will Caltrans to provide a corridor study which reflects the traffic impacts to Marysville within the ring levee prism and present viable alternatives and mitigation to offset those impacts?

Marysville is identified as a top 25% disadvantaged community of less than 15,000 (by population). The City of Marysville and its residents lack the resources to defend and mitigate state highway traffic encroachment through the neighborhoods due to state highway congestion. Roughly 15,000 state highway vehicles per day cut through residential neighborhoods creating traffic conflict, accidents, congestion, and pollution, bringing urban decay to business and property values and livelihood. This is an ***environmental justice issue*** which was not addressed in the DEIR.

8) Will Caltrans propose mitigation measures under environmental justice impacts to restore connectivity to the neighborhoods (that are broken by 100,000 vehicles per day), keep state highway traffic out of neighborhoods and on the state highway system, and provide the City of Marysville with substantial support to provide traffic enforcement, state highway investigations, and traffic devices to discourage cut through traffic?

We thank you in advance for your timely response and appreciate the opportunity to comment. We look forward to the response.

Sincerely,

Save Marysville Neighborhoods.

cc: assemblymember.gallagher@assembly.ca.gov

Response to Comment 71:

Thank you for your comment.

Please see response 5-3 regarding a *bypass alternative,* 21-1 regarding *segmentation*, 21-3 regarding *safety* and the *5-lane facility*, 21-4 regarding *traffic and induced growth*, and 26-4 regarding *project related growth*.

1. If the commenter is discussing agricultural impacts and cumulative agricultural impacts, please see section 2.1.3 – *Farmland* and 2.4.1 – *Cumulative Impacts on Farmland*. Additionally, please see response 24-1

2. If the commenter is discussing growth inducing impacts and population growth, please see responses 21-4 and 26-4 respectively. Additional information is discussed in Section 2.1.4 - *Growth*. Yuba County, in partnership with the City of Marysville, is looking to propose a solution to address the congestion in town.

3. The programmed project costs are listed in response to comment #41. The estimated cost for a bypass would be greater and would also have a much higher amount of ROW acquisition, potential socioeconomic impacts, air quality and greenhouse gas impacts, impacts on biological resources (habitat), and potential impacts on cultural and paleontological resources. For more information, please refer to response 5-3 regarding a *bypass alternative*. Additionally - Yuba County, in partnership with the City of Marysville, is looking to propose a solution to address the congestion in town.

4. Please refer to the discussion on *alternatives* in the response to comment 57.

5. SR 70 is an interregional Road System (IRRS) route. This route primarily serves to move people or goods from outside the immediate region through Yuba County. Transporting agricultural commodities to markets has made SR 70 a vital economic link to local farmers and agriculture-related businesses. Additionally, SR 70 has become a “gateway” route used to access multiple recreational destinations in the Sierra Nevada and serves as an alternative route to and from Nevada when Interstate 80 is closed due to an accident or weather conditions. Please refer to section 1.1.1 – *Overview of SR 70 in Project Limits* for more information. The purpose of the project is to improve travel times along the corridor which would in turn result in greater reliability and efficiency for the movement of goods, provide better connectivity between Yuba County and the Sacramento Valley. These improvements in addition to enhanced safety benefits would support the overall economic viability of the Yuba County region. It has been observed that goods movement within the regional and local supply chain can be heavily affected by the highway conditions. With the conversion from a 3-lane to a 5-lane cross section a reduction of fatality and injury collisions would be expected.

6. If the commenter is discussing cumulative impacts of this proposed project in addition to other projects in the vicinity, please refer to section 2.4 – *Cumulative Impacts*.

7. While the proposed project would create additional capacity on SR 70, since the project would widen an existing roadway alignment it is not anticipated to provide access to new areas or change accessibility. Project-related growth is not anticipated to occur. Additionally, the City of Marysville, in partnership with Yuba County, is looking for solutions to address the current congestion through town. For cumulative impacts related to traffic, please see section 2.4.2 – *Cumulative Impacts to Traffic and Transportation*. Additionally, please see response to comment 57 for a discussion on *viable alternatives*.

8. As stated in the EIR/EA, the proposed project would not change the rural character of the study area because it would neither alter the zoning within the area, nor provide access to areas that are currently undeveloped. Although transportation improvements are generally capable of having urbanizing effects in an area, the extent of the project improvements would improve the existing roadway for safety and goods movement purposes and is not anticipated to result in changes in land use patterns nor would it have urbanizing effects.

It was determined that this proposed project has no effect on environmental justice due to lack of environmental justice populations residing in the study area and available data No minority or low-income populations that would be adversely affected by the proposed project have been

identified. Demographic data for the study area indicates that the proportion of the population composed of minority populations is smaller than for Yuba County as a whole; 30.1% and 43.7%, respectively. No minority or low-income populations that would be adversely affected by the proposed project have been identified above. Therefore, this project is not subject to the provisions of Executive Order 12898

Cumulative impacts of this project in addition to the projects surrounding it on the corridor are addressed in section 2.4 of the environmental document. Additionally, Yuba County and the City of Marysville are looking for solutions to address the congestion in town.

Appendix H – Supplemental Support Letters from BCAG

DIANNE FEINSTEIN
CALIFORNIA

COMMITTEE ON THE JUDICIARY - RANKING MEMBER
SELECT COMMITTEE ON INTELLIGENCE
COMMITTEE ON APPROPRIATIONS
COMMITTEE ON RULES AND ADMINISTRATION

United States Senate

June 20, 2019

The Honorable Elaine Chao
Secretary
United States Department of Transportation
1200 New Jersey Ave SE
Washington, DC 20590

Dear Secretary Chao,

I write in support of the Butte County Association of Governments' application for funding from the Better Utilizing Investments to Leverage Development (BUILD) grant program, administered by the Department of Transportation.

The Butte County Association of Governments' is requesting funding for the State Route 70 (SR 70) Corridor Improvements Project, which will fulfill the connectivity of California's largest urbanized area not yet served by a minimum 4-lane highway. BUILD funding will support completion of the final segment of this project -- expanding SR 70 from two lanes to four from the Butte/Yuba County line to Laurellen Road in Marysville.

The completed project will increase public safety in a region that has recently seen multiple emergency evacuations due to natural disasters. Most notably, the 2018 Camp Fire led SR 70 to become an escape route for thousands of Californians. Widening SR 70 is critical to ensure residents have the transportation infrastructure to support mass evacuation at a moment's notice, as well as to prevent auto collisions and deadly accidents.

In addition to improving public safety, the SR 70 Corridor Improvements Project will benefit the local economy. SR 70 is a primary route for freight and agricultural goods movement, as well as commuter and passenger travel. The completed improvements will better connect the region to California's larger highway system, ensuring Butte and Yuba Counties have adequate access to jobs, markets, and ports.

I urge you to give the Association's application your full consideration. If you have any questions, please do not hesitate to contact my San Francisco office at (415) 393-0707.

Sincerely,

Dianne Feinstein
United States Senator

DF:ec/ab

WASHINGTON, DC 20510-0504
http://feinstein.senate.gov

DOUG LaMALFA
1st District, California

COMMITTEE ON
NATURAL RESOURCES

COMMITTEE ON AGRICULTURE

WASHINGTON OFFICE:
508 Cannon House Office Building
Washington, DC 20515
Tel: (202) 225-3076
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Congress of the United States
House of Representatives
Washington, DC 20515–0501

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13626 New Airport Road
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Tel: (530) 878-5035
Fax: (530) 878-5037

OROVILLE DISTRICT OFFICE:
1453 Downer Street
Suite A
Oroville, CA 95965
Tel: (530) 534-7100
Fax: (530) 534-7800

REDDING DISTRICT OFFICE:
2885 Cruen Creek Road
Suite C
Redding, CA 96002
Tel: (530) 223-5898
Fax: (530) 223-5897

http://lamalfa.house.gov

December 15, 2016

The Honorable Anthony Foxx
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Re: Butte County Association of Governments, California - FASTLANE Grant Project

Dear Secretary Foxx:

I am writing in support of the application submitted by the Butte County Association of Governments (BCAG) to the Fostering Advancements in Shipping and Transportation for Long-term Achievements of National Efficiencies (FASTLANE) grant program. BCAG, in partnership with the California Department of Transportation (CALTRANS) is developing the State Route 70 "Segment 1" from Ophir Road to Palermo Road Project. The project provides operational and safety improvements by reconstructing a rural two lane highway into a conventional 4-lane highway for a 3 mile stretch. SR 70 is part of the National Highway System (NHS) and Tier 3 California Highway Freight Network.

This portion of SR 70 provides access to the Northern California agricultural region which distributes products all over the world. In 2010, $1.66 billion of agricultural products were produced in Butte County. In addition, the region's economic competitiveness is at a severe disadvantage without adequate highway infrastructure as SR 70 provides vital access between the BCAG and the greater Sacramento regions.

The project is one of six remaining project segments to complete the widening of State Route 70 between Oroville and the Sacramento region fulfilling the original commitment from the 1988 California Transportation Blueprint to connect California's remaining urbanized areas with a continuous 4-lane highway system.

To date, over $700 million has been invested towards widening of SR 70 and SR 99 north of Sacramento to the Butte County region. An investment of $339 million is needed to widen the remaining 21 miles between Marysville and Oroville/Chico region. The remaining six segments include three segments within Butte County and three segments in Yuba County:

- **Segment 1 will widen SR 70 from Ophir Road to Palermo Road, with an estimated cost of $40 million (FASTLANE Proposal of $14 million);**

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- Segment 2 will widen SR 70 from Palermo Road to Cox Lane, with an estimated cost of $29.3 million;
- Segment 3 will widen SR 70 from near East Gridley Road to the Butte/Yuba County line, with an estimated cost of $50 million;
- Segment 4, will widen SR 70 from the Butte/Yuba County line to north of Woodruff Lane, with an estimated cost of $87 million;
- Segment 5 will widen SR 70 from north of Laurellen Road to north of Woodruff Lane, with an estimated cost of $53 million; and
- Segment 6 will widen SR 70 from 14th Street in Marysville to North of Laurellen Road, with an estimated cost of $80 million.

The SR 70 corridor improvements fulfills the mission and intent of the FASTLANE grant program by improving the safety, efficiency, and reliability of the movement of freight and people along SR 70, generating regional economic benefits to California, and reduces highway congestion by removing a significant bottleneck on the SR 70 corridor. This FASTLANE grant continues this long-term effort by bringing local, regional, state and federal resources together. BCAG and the California Department of Transportation have been working on this effort since 1990.

Federal investment in this vital transportation project would allow the state, local, and regional agencies to advance a critical infrastructure project needed for the economic sustainability and growth of the region. Furthermore, the investment would occur in a rural area and support the movement of important agricultural products throughout the state of California and the nation. The project presents a unique opportunity for the U.S. Department of Transportation to be a partner in developing infrastructure that will benefit rural America and the advance the country's agricultural industry.

I request that the BCAG's funding application for SR 70 Corridor improvements receive its full award under the FY 2017 FASTLANE grant program. Thank you for your consideration.

Sincerely,

Doug LaMalfa
Member of Congress

John Garamendi
Member of Congress

CAPITOL OFFICE
STATE CAPITOL
SACRAMENTO, CA 95814
(916) 651-4004

CHICO DISTRICT OFFICE
2635 FOREST AVE., STE. 110
CHICO, CA 95928
(530) 879-7424

ROSEVILLE DISTRICT OFFICE
2200A DOUGLAS BLVD., STE. 100
ROSEVILLE, CA 95765
(916) 772-0571

YUBA CITY DISTRICT OFFICE
1100 CIVIC CENTER BLVD., STE. 202-A
YUBA CITY, CA 95993
(530) 751-8657

California State Senate

SENATOR
JIM NIELSEN
FOURTH SENATE DISTRICT

COMMITTEES
APPROPRIATIONS
BUDGET & FISCAL REVIEW
VICE CHAIR
HEALTH
VETERANS AFFAIRS
CHAIR

December 12, 2016

The Honorable Anthony Foxx
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Re: Butte County Association of Governments, California - FASTLANE Grant Project

Dear Secretary Foxx:

We write in support of the application submitted by the Butte County Association of Governments (BCAG) to the Fostering Advancements in Shipping and Transportation for Long-term Achievements of National Efficiencies (FASTLANE) grant program.

BCAG, in partnership with the California Department of Transportation (CALTRANS) is developing the State Route 70 "Segment 1" from Ophir Road to Palermo Road Project. The project provides operational and safety improvements by reconstructing a rural two lane highway into a conventional 4-lane highway for a 3 mile stretch. SR 70 is part of the National Highway System (NHS) and Tier 3 California Highway Freight Network.

Improvement to this road provides vital access to Northern California's $1.66 billion industry. With this critical infrastructure, our region's economic competitiveness is at a severe disadvantage.

The project is one of six remaining segments to complete the widening of State Route 70 between Oroville and the Sacramento region. This portion fulfills the original commitment from the 1988 California Transportation Blueprint to connect California's remaining urbanized areas with a continuous 4-lane highway system.

To date, over $700 million has been invested towards widening of SR 70 and SR 99 north of Sacramento to the Butte County region. An investment of $339 million is needed to widen the remaining 21 miles between Marysville and Oroville/Chico region. The remaining six segments include three segments within Butte County and three segments in Yuba County:

- **Segment 1 will widen SR 70 from Ophir Road to Palermo Road, with an estimated cost of $40 million (FASTLANE Proposal of $14 million);**
- Segment 2 will widen SR 70 from Palermo Road to Cox Lane, with an estimated cost of $29.3 million;
- Segment 3 will widen SR 70 from near East Gridley Road to the Butte/Yuba County line, with an estimated cost of $50 million;
- Segment 4, will widen SR 70 from the Butte/Yuba County line to north of Woodruff Lane, with an estimated cost of $87 million;
- Segment 5 will widen SR 70 from north of Laurellen Road to north of Woodruff Lane, with an estimated cost of $53 million; and
- Segment 6 will widen SR 70 from 14th Street in Marysville to North of Laurellen Road, with an estimated cost of $80 million.

The SR 70 corridor improvements achieves the mission and intent of the FASTLANE grant program by improving the safety, efficiency, and reliability of the movement of freight and people along SR 70, generating regional economic benefits to California, and reduces highway congestion by removing a significant bottleneck on the SR 70 corridor. This FASTLANE grant continues this long-term effort by bringing local, regional, state and federal resources together. BCAG and the California Department of Transportation have been working on this effort since 1990.

Federal investment in this important transportation project would allow the state, local, and regional agencies to advance a critical infrastructure project needed for the economic sustainability and growth of the region. Furthermore, the investment would occur in a rural area and support the movement of important agricultural products throughout the state of California and the nation. The project presents a unique opportunity for the U.S. Department of Transportation to be a partner in developing infrastructure that will benefit rural America and the advance the country's agricultural industry.

We respectfully request that the BCAG's funding application for SR 70 Corridor improvements receive its full award under the FY 2017 FASTLANE grant program. Thank you for your consideration.

Sincerely,

JIM NIELSEN
Senator, Fourth District

JAMES GALLAGHER
Assemblyman, Third District

December 5, 2016

Mr. Ivan Garcia
Butte County Association of Governments (BCAG)
326 Huss Drive, Suite 150
Chico CA 95928

RE: Support Letter for "State Route 70 Passing Lane Project – Segment 1"

Mr. Garcia,

Please accept this letter of support from the Chico Chamber of Commerce for the Butte County Association of Governments' grant application for the "State Route 70 Passing Lane Project – Segment 1".

The Chico Chamber of Commerce strongly supports this project which will widen State Route 70 from 2 lanes to 4 lanes from Ophir Road to Palermo. This improvement will continue the good work the Butte County Association of Governments (BCAG) have done over the last 20 years to bring a safe, continuous 4 lane highway system to the region.

This improvement would significantly increase commerce, travel, and the quality of life for residents in Butte County and surrounding regions. Without commercial air service, business men and women travel State Route 70 daily to connect to the Sacramento Airport. University faculty, students, parents, and alumni rely on State Route 70 to connect to California State University Chico from major markets in the Bay Area and Los Angeles basin. Safe passage on State Route is critical for the retention and attraction of businesses that rely on ground transportation for travel, goods and services distribution, and connectivity to major statewide and national highways.

We sincerely hope this grant is issued to further enhance transportation improvements led by BCAG in our region. Our community and economy rely heavily on the safety of State Route 70.
Sincerely,

Katie Simmons
President & CEO
Chico Chamber of Commerce & Visitor Center
441 Main Street, Suite 150, Chico, CA 95926
530.891.5556 x 303 (T)
katie@chicochamber.com

Sacramento Area
Council of
Governments

1415 L Street,
Suite 300
Sacramento, CA
95814

tel: 916.321.9000
fax: 916.321.9551
tdd: 916.321.9550
www.sacog.org

May 24, 2019

The Honorable Elaine L. Chao
Secretary of the U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Subject: State Route 70 Corridor Improvements

Dear Secretary Chao:

The Sacramento Area Council of Governments (SACOG) values our partnership with the Butte County Association of Governments (BCAG) and Caltrans to plan and implement safety improvements along the State Route 70 (SR-70) corridor.

SR-70 has been experiencing higher-than-average collision and fatality rates than a peer group of corridors studied for the project development efforts. Collaborations between our agencies on a road safety audit have identified safety countermeasures that promise near-term improvement. Caltrans has been successful at securing state highway operations funding for key capital improvements, but additional funding is needed to complete additional future improvements along the corridor.

Federal investment will help ensure all necessary safety improvements are made to SR-70 while at the same time strengthen the corridor's role in emergency evacuations. The northern portion of the region nearly faced a disastrous outcome in 2017 when the Oroville Dam's main and emergency spillways were damaged, prompting the evacuation of more than 180,000 people living in the region. As one of a very limited number of evacuation routes, SR-70 served a critical role during the Oroville crisis. Likewise, in November of 2018, the SR-70 corridor served as an evacuation route and ongoing access link to the Butte County communities ravaged by the Camp Wildfire – the deadliest and most destructive wildfire in California's history.

As the region struggles to rebuild, the large increase in heavy truck traffic along SR-70 is deteriorating pavement conditions and creating new safety risks. Recovering from the Camp Fire disaster is only adding to the long-standing economic challenges facing southern Butte County and northern Yuba County. Additional federal investments along the SR-70 corridor can help the region recover and offer a safe and well-maintained economic lifeline that provides reliable access to employment centers and support for agricultural goods movement.

Sincerely,

James Corless
Executive Director

Auburn
Citrus Heights
Colfax
Davis
El Dorado County
Elk Grove
Folsom
Galt
Isleton
Lincoln
Live Oak
Loomis
Marysville
Placer County
Placerville
Rancho Cordova
Rocklin
Roseville
Sacramento
Sacramento County
Sutter County
West Sacramento
Wheatland
Winters
Woodland
Yolo County
Yuba City
Yuba County

CITY OF CHICO
INC. 1872

OFFICE OF THE CITY MANAGER

411 Main Street
P.O. Box 3420
Chico, CA 95927-3420

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Fax: (530) 895-4825
http://www.chicoca.gov

December 7, 2016

The Honorable Anthony Foxx
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Re: BCAG's FASTLANE Grant Application

Dear Secretary Foxx:

I am writing in support of the application submitted by the Butte County Association of Governments (BCAG) to the Fostering Advancements in Shipping and Transportation for Long-term Achievements of National Efficiencies (FASTLANE) grant program. BCAG, in partnership with the California Department of Transportation (CALTRANS) is developing the State Route 70 "Segment 1" from Ophir Road to Palermo Road Project. The project provides operational and safety improvements by reconstructing a rural two lane highway into a conventional 4-lane highway for a 3 mile stretch

This portion of SR 70 provides access to the Northern California agricultural region which distributes products all over the world. SR 70 provides vital access between the cities of Chico, Oroville and Paradise and the markets in the Sacramento region and Bay Area.

SR 99 is the main regional transportation system that bisects the City of Chico. SR 70 is the connection from the Sacramento region to SR 99 and therefore becomes a route of significance for this region. With other limited modes of transportation to this region, the highway system is what serves this area, especially with the significance of the agricultural and other retail business that comes out of Chico. We are home to one of the largest breweries (Sierra Nevada Brewing Company) in the world, which distributes this product out of Chico, as well as many other manufacturing and shipping intensive industries. We also have several other retail (including distribution) companies that would benefit greatly from this effort by BCAG. The existing SR 70 corridor is limited in its capacity, and based on its history, there is a significant concern with the safety of the traveling public along this corridor.

On behalf of the City of Chico we request that the BCAG's funding application for SR 70 Corridor Improvements Project be award under the FY 2017 FASTLANE grant program. Thank you for your consideration.

Sincerely,

Mark Orme

Mark Orme, City Manager

BOARD OF SUPERVISORS

Administration Center
25 COUNTY CENTER DRIVE, SUITE 200 - OROVILLE, CALIFORNIA 95965
Telephone: (530) 538-7631

BILL CONNELLY
First District

LARRY WAHL
Second District

MAUREEN KIRK
Third District

STEVE LAMBERT
Fourth District

DOUG TEETER
Fifth District

December 8, 2016

The Honorable Anthony Foxx
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Re: BCAG's FASTLANE Grant Application

Dear Secretary Foxx:

The Butte County Board of Supervisors support the application submitted by the Butte County Association of Governments (BCAG) to the Fostering Advancements in Shipping and Transportation for Long-term Achievements of National Efficiencies (FASTLANE) grant program. BCAG, in partnership with the California Department of Transportation (CALTRANS) is developing the State Route 70 "Segment 1" from Ophir Road to Palermo Road Project. The project provides operational and safety improvements by reconstructing a rural two lane highway into a conventional 4-lane highway for a 3-mile stretch

This portion of SR 70 provides access to the Northern California agricultural region which distributes products all over the world. SR 70 provides vital access between the cities of Chico, Oroville and Paradise and the markets in the Sacramento region and Bay Area.

On behalf of the Butte County Board of Supervisors, I request BCAG's funding application for SR 70 Corridor Improvements Project be awarded under the FY 2017 FASTLANE grant program. Thank you for your consideration.

Sincerely,

Bill Connelly

Bill Connelly, Chair
Butte County Board of Supervisors

BOB ALVARADO, Chair
FRAN INMAN, Vice Chair
YVONNE B. BURKE
LUCETTA DUNN
JAMES EARP
JAMES C. GHIELMETTI
CARL GUARDINO
CHRISTINE KEHOE
JAMES MADAFFER
JOSEPH TAVAGLIONE

SENATOR JIM BEALL, Ex Officio
ASSEMBLY MEMBER JIM FRAZIER, Ex Officio

SUSAN BRANSEN, Executive Director

STATE OF CALIFORNIA

EDMUND G. BROWN Jr., Governor

CALIFORNIA TRANSPORTATION COMMISSION
1120 N STREET, MS-52
SACRAMENTO, CA 95814
P. O. BOX 942873
SACRAMENTO, CA 94273-0001
(916) 654-4245
FAX (916) 653-2134
http://www.catc.ca.gov

December 7, 2016

Office of the Assistant Secretary for Transportation Policy
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590
United States

Re: California Federal Fiscal Year 2017 FASTLANE Grant Applications

The California Transportation Commission (Commission) extends our support to the upcoming Federal fiscal year 2017 Fostering Advancements in Shipping and Transportation for the Long-Term Achievement of National Efficiencies (FASTLANE) grant applications submitted by the California Department of Transportation and regional agencies within our state. We appreciate the additional federal funding for critical freight and highway projects both in our state, and across the country.

In determining the projects to be awarded 2017 FASTLANE funding, it is important to recognize and consider California's critical national freight role. California serves as the largest gateway for international trade and domestic commerce in the nation. The state's transportation system is the most extensive, least polluting, highest capacity, and most technically advanced multimodal freight transportation system in the United States. The *Beyond Traffic* report prepared by the U.S. Department of Transportation (U.S. DOT) indicates the twin ports of Los Angeles and Long Beach are the top two containerized ports in the nation, with a combined value of over $395 billion dollars. This high volume of freight from these ports, as well as California's other port facilities creates severe bottlenecks in the surface transportation system; the *Beyond Traffic* report points out that the Los Angeles metropolitan area experiences some of the worst truck delays in the country.

Voters in 24 of California's 58 counties have approved county sales tax measures solely dedicated for transportation improvements. These county-level sales taxes account for

approximately half of the transportation funding available in California today. Federal transportation funds provide approximately 25 percent and state funds account for the remaining 25 percent. These local sales tax funds coupled with state transportation bond funds account for the vast majority of funding used to make improvements to California's freight transportation system, which in turn provides a benefit to national freight movement. Unfortunately, these local and state transportation funds have not been sufficient to address the funding shortfall for improvements to our freight transportation infrastructure.

Although we thoroughly understand the extremely competitive nature of the FASTLANE grant program, it is also very important that the U.S. DOT take into account the key role California plays in the national economy. Funding for California's transportation system has been greatly constrained recently due to reductions in state transportation funds. These funding reductions are unfortunately occurring at the same time we are experiencing increasing demand on our system, which has a direct and immediate impact on freight movement with far reaching national implications.

Thank you in advance for your consideration of funding the FASTLANE grant applications received from California agencies.

Sincerely,

BOB ALVARADO
Chair

c: Commissioners, California Transportation Commission
Susan Bransen, Executive Director, California Transportation Commission
Brian Kelly, Secretary, California State Transportation Agency
Malcolm Dougherty, Director, California Department of Transportation
Vincent Mammano, Federal Highway Administration, California Division

December 2, 2016

The Honorable Anthony Foxx
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Re: BCAG's FASTLANE Grant Application

Dear Secretary Foxx:

I am writing in support of the application submitted by the Butte County Association of Governments (BCAG) to the Fostering Advancements in Shipping and Transportation for Long-term Achievements of National Efficiencies (FASTLANE) grant program. BCAG, in partnership with the California Department of Transportation (CALTRANS) is developing the State Route 70 "Segment 1" from Ophir Road to Palermo Road Project. The project provides operational and safety improvements by reconstructing a rural two lane highway into a conventional 4-lane highway for a 3 mile stretch

This portion of SR 70 provides access to the Northern California agricultural region which distributes products all over the world. SR 70 provides vital access between the cities of Chico, Oroville and Paradise and the markets in the Sacramento region and Bay Area.

Moving goods via truck transport to and through the region in a safe and efficient manner is a priority to our company.

On behalf of Lundberg Family Farms, we request that the BCAG's funding application for SR 70 Corridor Improvements Project be awarded under the FY 2017 FASTLANE grant program. Thank you for your consideration.

Sincerely,

Grant Lundberg, CEO
Lundberg Family Farms

CITY OF MARYSVILLE

RICKY A. SAMAYOA
MAYOR
COUNCIL MEMBERS
DALE WHITMORE
JAMES E. KITCHEN
CHRISTOPHER PEDIGO
BILL SIMMONS

526 C STREET
MARYSVILLE, CALIFORNIA 95901
TELEPHONE
(530) 749-3901
FACSIMILE
(530) 749-3992

December 5, 2016

The Honorable Anthony Foxx, Secretary
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Secretary Foxx:

I am writing in support of the application submitted by the Butte County Association of Governments (BCAG) to the Fostering Advancements in Shipping and Transportation for Long-term Achievements of National Efficiencies (FASTLANE) grant program. BCAG, in partnership with the California Department of Transportation (CalTrans) is developing the State Route 70 "Segment 1" from Ophir Road to Palermo Road Project.

SR 70 connects Marysville to Oroville, bisecting a prolific agricultural part of the country that provides thousands of jobs to the region. This portion of SR 70 is a primary access route to the Northern California agricultural region, responsible for products distributed all over the world. Unfortunately, it is a rural 2-lane highway subject to many accidents and fatal head-on collisions.

As Mayor of the City of Marysville and a board member of the Sacramento Area Council of Governments (SACOG), I can attest to the severe challenge we face in being economically competitive without adequate basic highway infrastructure. Approximately $2 billion in agriculture products are being produced in Butte and Yuba Counties and depend heavily on State Route 70.

While our regions have been working together to address the lack of adequate freight corridors, we are putting available limited resources on the state highway system. We cannot do this alone and need your help to achieve this long overdue project. The SR 70 corridor improvements project fulfills the mission and intent of the FASTLANE grant program by improving the safety, efficiency, and reliability of the movement of freight and people along SR 70, generating regional economic benefits to California, and reducing highway congestion by removing a significant bottleneck on the SR 70 corridor.

I respectfully request your favorable consideration of the pending application for SR 70 Corridor Improvements Project under the FY 2017 FASTLANE grant program.

Cordially,

RICKY A. SAMAYOA
Mayor

Copy: Hon. John Garamendi,
Member of Congress

MetalWorks

December 5, 2016

The Honorable Anthony Foxx
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Re: BCAG's FASTLANE Grant Application

Dear Secretary Foxx:

I am writing in support of the application submitted by the Butte County Association of Governments (BCAG) to the Fostering Advancements in Shipping and Transportation for Long-term Achievements of National Efficiencies (FASTLANE) grant program. BCAG, in partnership with the California Department of Transportation (CALTRANS) is developing the State Route 70 "Segment 1" from Ophir Road to Palermo Road Project. The project provides operational and safety improvements by reconstructing a rural two lane highway into a conventional 4-lane highway for a 3 mile stretch

This portion of SR 70 provides access to the Northern California agricultural region which distributes products all over the world. SR 70 provides vital access between the cities of Chico, Oroville and Paradise and the markets in the Sacramento region and Bay Area.

Moving goods via truck transport to and through the region in a safe and efficient manner is a priority to our company. As a metal fabricator and reseller our delivery vehicles travel this roadway on a daily basis serving our customers and thus contributing to our local economy.

On behalf of Metal Works we request that the BCAG's funding application for SR 70 Corridor Improvements Project be award under the FY 2017 FASTLANE grant program. Thank you for your consideration.

Sincerely,

Mike Phulps
Metal Works

550 Georgia Pacific Way, Oroville, CA 95965 Ph: (530) 534-6266 Fax: (530) 534-7122 Contractor's License #855446

Mooretown Rancheria
#1 Alverda Drive
Oroville, CA 95966
(530) 533-3625 Office
(530) 533-3680 Fax

December 9, 2016

The Honorable Anthony Foxx
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Re: BCAG's FASTLANE Grant Application

Dear Secretary Foxx:

I am writing in support of the application submitted by the Butte County Association of Governments (BCAG) to the Fostering Advancements in Shipping and Transportation for Long-term Achievements of National Efficiencies (FASTLANE) grant program. BCAG, in partnership with the California Department of Transportation (CALTRANS) is developing the State Route 70 "Segment 1" from Ophir Road to Palermo Road Project.

SR 70 connects Marysville to Oroville bisecting a vibrant agricultural region which provides thousands of jobs to the region. Unfortunately, this route is a rural 2-lane highway subject to many accidents and fatal head-on collisions. In addition, this portion of SR 70 provides access to the Northern California agricultural region which distributes products all over the world.

The Mooretown Rancheria is in full support to improve the conditions of State Route 70 for our residents as well as the traveling public visiting our facilities.

We respectfully request that the BCAG's funding application for SR 70 Corridor Improvements Project be award under the FY 2017 FASTLANE grant program. Thank you for your consideration.

Sincerely,

Benjamin A. Clark
Tribal Chairman
Mooretown Rancheria

City of Oroville

OFFICE OF THE MAYOR

Linda Dahlmeier
MAYOR

1735 Montgomery Street
Oroville, CA 95965-4897
(530) 538-2401 – FAX (530) 538-2426
www.cityoforoville.org

December 5, 2016

The Honorable Anthony Foxx
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Re: BCAG's FASTLANE Grant Application

Dear Secretary Foxx,

I am writing to express the City of Oroville's support of the application submitted by the Butte County Association of Governments (BCAG) to the Fostering Advancements in Shipping and Transportation for Long-term Achievements of National Efficiencies (FASTLANE) grant program. BCAG, in partnership with the California Department of Transportation (CALTRANS) is developing the State Route (SR) 70 "Segment 1" from Ophir Road to Palermo Road Project. The project provides operational and safety improvements by reconstructing a rural two lane highway into a conventional 4-lane highway for a 3-mile long stretch of SR 70.

This portion of SR 70 provides access to the Northern California agricultural region which distributes products all over the world. SR 70 provides vital access between the cities of Chico, Oroville and Paradise and the markets in the Sacramento region and Bay Area.

On behalf of the City of Oroville we request that the BCAG's funding application for the SR 70 Corridor Improvements Project be awarded under the FY 2017 FASTLANE grant program. Thank you for your consideration.

Sincerely,

Linda Dahlmeier, Mayor
Office of the Mayor

December 7, 2016

The Honorable Anthony Foxx
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Re: BCAG's FASTLANE Grant Application

Dear Secretary Foxx:

The Butte County Association of Governments (BCAG), has recently submitted a proposal for funding under the FY 2017 FASTLANE grant program for California State Route (SR) 70 Corridor improvements. These investment projects work toward providing a much needed continuous 4-lane highway system in the region. Please accept this letter as Sierra Nevada Brewing Co.'s support for BCAG's funding request.

Rural 2 lane highways are a major concern for the safe and efficient travel of our employees and the guests that travel from the Sacramento region to visit us. This work effort to provide a continuous 4-lane highway has been underway for the last 20 years. Without critical infrastructure investments to SR 70, the burgeoning population that travels from Chico to Sacramento and beyond to live, work, and play will produce traffic disruptions and delays that will continue to negatively impact the neighboring communities, as well as the economic efficiency of our local communities, state, and region.

The SR 70 corridor improvements fulfills the mission and intent of the FASTLANE grant program by improving the safety, efficiency, and reliability of the movement of freight and people along SR 70, generating regional economic benefits to northern California, and reducing highway congestion and bottlenecks along the entire SR 70 corridor. Our communities need the key investments proposed along SR 70. Connecting our residents to jobs, amenities, and opportunities is critical to the future of the Sacramento Valley.

We request that the BCAG's funding application for SR 70 Corridor improvements receive its full award under the FY 2017 FASTLANE grant program. Thank you for your consideration.

Sincerely,

Cheri Chastain
Sustainability Manager
Sierra Nevada Brewing Co.
(530) 893-3520

Oroville Area
CHAMBER of COMMERCE

December 9, 2016

The Honorable Anthony Foxx
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Re: BCAG's FASTLANE Grant Application

Dear Secretary Foxx:

I am writing in support of the application submitted by the Butte County Association of Governments (BCAG) to the Fostering Advancements in Shipping and Transportation for Long-term Achievements of National Efficiencies (FASTLANE) grant program. BCAG, in partnership with the California Department of Transportation (CALTRANS) is developing the State Route 70 "Segment 1" from Ophir Road to Palermo Road Project. The project provides operational and safety improvements by reconstructing a rural two lane highway into a conventional 4-lane highway for a 3-mile stretch

This portion of SR 70 provides access to the Northern California agricultural region which distributes products all over the world. SR 70 provides vital access between the cities of Chico, Oroville and Paradise and the markets in the Sacramento region and Bay Area.

Moving goods via truck transport to and through the region in a safe and efficient manner is a priority to many of our businesses in Oroville.

On behalf of Oroville Area Chamber of Commerce, we request that the BCAG's funding application for SR 70 Corridor Improvements Project be award under the FY 2017 FASTLANE grant program. Thank you for your consideration.

Sincerely,

Sandy Linville

Sandy Linville, PhD
President and CEO
Oroville Area Chamber of Commerce

OROVILLE
California's BUSINESS OASIS

December 9, 2016

The Honorable Anthony Foxx
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Re: BCAG's FASTLANE Grant Application

Dear Secretary Foxx:

I am writing in support of the application submitted by the Butte County Association of Governments (BCAG) to the Fostering Advancements in Shipping and Transportation for Long-term Achievements of National Efficiencies (FASTLANE) grant program. BCAG, in partnership with the California Department of Transportation (CALTRANS) is developing the State Route 70 "Segment 1" from Ophir Road to Palermo Road Project. The project provides operational and safety improvements by reconstructing a rural two lane highway into a conventional 4-lane highway for a 3-mile stretch

This portion of SR 70 provides access to the Northern California agricultural region which distributes products all over the world. SR 70 provides vital access between the cities of Chico, Oroville and Paradise and the markets in the Sacramento region and Bay Area.

Moving goods via truck transport to and through the region in a safe and efficient manner is a priority to many of our businesses in Oroville.

On behalf of Oroville Economic Alliance, we request that the BCAG's funding application for SR 70 Corridor Improvements Project be award under the FY 2017 FASTLANE grant program. Thank you for your consideration.

Sincerely,

Sandy Linville

Sandy Linville, PhD
President & CEO
Oroville Economic Alliance
Sandy@cabusinessoasis.org

Oroville Economic Alliance
1789 Montgomery Street
Oroville, CA 95965
530.538.2542

Surplus City
A DIVISION OF DIRECT SURPLUS SALES, INC.
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(530) 534-9956 • (530) 534-1170 Fax
www.surpluscityca.com

December 5, 2016

The Honorable Anthony Foxx
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Re: BCAG's FASTLANE Grant Application

Dear Secretary Foxx:

i am writing in support of the application submitted by the Butte County Association of Governments (BCAG) to the Fostering Advancements in Shipping and Transportation for Long-term Achievements of National Efficiencies (FASTLANE) GRANT PROGRAM. BCAG, in partnership with the California Department of Transportation (CALTRANS) is developing the State Route 70 "Segment1" from Ophir Road to Palermo Road Project. The project provides operational and safety improvements by reconstructing a rural two lane highway into a conventional 4-lane highway for a mile 3 mile stretch.

This portion of SR70 provides access to the Northern California agricultural region which distributes products fall over the world. SR 70 provides vital access between the cities of Chico, Oroville and Paradise and the markets in the Sacramento region and Bay Area. Moving goods via truck transport to and through the region in a safe and efficient manner is a priority to our company.

On behalf of Direct Surplus Sales, Inc. we request that the BCAG's funding application for SR70 Corridor Improvements Project be awarded under the FY 2017 FASTLANE grant program. Thank you for your consideration.

Kind Regards,

Carol Seidenglanz
President

HIGHWAY 70
INDUSTRIAL PARK

December 2, 2016

The Honorable Anthony Foxx
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Re: BCAG's FASTLANE Grant Application

Dear Secretary Foxx:

I am writing in support of the application submitted by the Butte County Association of Governments (BCAG) to the Fostering Advancements in Shipping and Transportation for Long-term Achievements of National Efficiencies (FASTLANE) GRANT PROGRAM. BCAG, in partnership with the California Department of Transportation (CALTRANS) is developing the State Route 70 "Segment1" from Ophir Road to Palermo Road Project. The project provides operational and safety improvements by reconstructing a rural two lane highway into a conventional 4-lane highway for a mile 3 mile stretch.

This portion of SR70 provides access to the Northern California agricultural region which distributes products fall over the world. SR 70 provides vital access between the cities of Chico, Oroville and Paradise and the markets in the Sacramento region and Bay Area. Moving goods via truck transport to and through the region in a safe and efficient manner is a priority to our company.

On behalf of Highway 70 Industrial Park, LP we request that the BCAG's funding application for SR70 Corridor Improvements Project be awarded under the FY 2017 FASTLANE grant program. Thank you for your consideration.

Kind Regards,

Steven Seidenglanz
Managing Partner

4801 Feather River Blvd. #3 Oroville, Ca 95965
530-533-1221, 532-0738 Fax 530-533-1666, 532-0737

Cooperative Fire Protection since 1931

BUTTE COUNTY FIRE DEPARTMENT

FIRE CHIEF— DARREN READ

176 Nelson Avenue, Oroville, CA 95965 • (530) 538-7111

July 11, 2018

The Honorable Elaine Chao
Secretary of the U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Chao:

CALFIRE/Butte County Fire Department supports the California Department of Transportation (Caltrans) District 3's submittal of the "State Route (SR) 70 Corridor Improvements Project" for Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants program.

The SR 70 Corridor Improvements Project entails widening of SR 70 from two lanes to four lanes with a continuous left-turn lane. SR 70 is the region's primary state highway route for goods movement and passenger travel in and through the region. SR 70 is part of the National Highway System (NHS) and is a critical route for freight movement, transport of agriculture goods and commuters. SR 70 is also a major evacuation route for the region which is prone to wildfires and major flooding. Widening SR 70 from two to four lanes will greatly benefit the local, regional, and state economies, provide better access to jobs, and dramatically improve safety for the businesses and public who utilize the SR 70 Corridor between the cities of Chico and Sacramento, California.

Due to the national and regional significance of this project, we encourage the Unites States Department of Transportation (USDOT) to award the $20 million in requested funds. Caltrans is submitting the grant application for BUILD "Large Project" funding consideration. We strongly believe this project addresses the key objectives according to the Notice of Funding Opportunity for the BUILD Transportation Discretionary Grants program, which is to "grow rural economies, facilitate freight movement, improve access to reliable and affordable transportation options and enhance health access and safety for residents."

Sincerely,

Darren Read, Fire Chief
CALFIRE/Butte County Fire Department

MEMBERS OF THE BOARD
Bill Connelly • Larry Wahl • Maureen Kirk • Steve Lambert • Doug Teeter

North State Super Region

1255 East Street, Suite 202, Redding, CA 96001
(530) 262-6190 nssr16@gmail.com
www.superregion.org
Ivan Garcia, Chair

Jon Clark
Butte County Assn. of Governments

Scott Lanphier
Colusa County Transportation Comm.

Tamera Leighton
Del Norte Local Transportation Comm.

Di Aulabaugh
Glenn County Transportation Comm.

Marcella Clem
Humboldt County Association of Govt.

Lisa Davey-Bates
Lake Co City/Area Planning Comm.

Richard Egan
Lassen County Transportation Comm.

Phil Dow
Mendocino County Council of Governments

Debbie Pedersen
Modoc County Transportation Comm.

Daniel Landon
Nevada County Transportation Comm.

Robert Perreault
Plumas County Transportation Comm.

Daniel S. Little
Shasta Regional Transportation Agency

Tim Beals
Sierra County Transportation Comm.

Melissa Cummins
Siskiyou County Local Trans. Comm.

Gary Antone
Tehama County Transportation Comm.

Richard Tippett
Trinity County Transportation Comm.

July 11, 2018

The Honorable Elaine Chao
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

RE: Support Letter for California "State Route 70 Safety Corridor Improvements Project

Dear Secretary Chao:

The North State Super Region (NSSR), a coalition of sixteen counties in Northern California writes to support the application submitted by the California Department of Transportation (Caltrans) to the Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants program.

The SR 70 Corridor Improvements Project entails widening of SR 70 from two lanes to four lanes with a continuous left-turn lane. SR 70 is the region's primary state highway route for goods movement and passenger travel in and through the region. SR 70 is part of the National Highway System (NHS) and is a critical route for freight movement, transport of agriculture goods and commuters. SR 70 is also a major evacuation route for the region which is prone to wildfires and major flooding. Widening SR 70 from two to four lanes will greatly benefit the local, regional, and state economies, provide better access to jobs, and dramatically improve safety for the businesses and public who utilize the SR 70 Corridor between the cities of Chico and Sacramento, California.

Due to the national and regional significance of this project, we encourage the Unites States Department of Transportation (USDOT) to award the $20 million in requested funds. Caltrans is submitting the grant application for BUILD "Large Project" funding consideration. We strongly believe this project addresses the key objectives according to the Notice of Funding Opportunity for the BUILD Transportation Discretionary Grants program,

which is to "grow rural economies, facilitate freight movement, improve access to reliable and affordable transportation options and enhance health access and safety for residents."

This portion of SR 70 provides access to the Northern California agricultural region which distributes products all over the world. SR 70 provides vital access between the cities of Chico, Oroville, and Paradise and the markets in the Sacramento region and Bay Area. It serves as a critical evacuation route for residents in the area. Most recently, SR70 was used by over 180,000 evacuees, as a result of the Oroville Dam failure in 2017. This event highlighted the limited evacuation capacity of this critical route serving the region. Converting the remaining two-lane sections of the highway to four lanes would dramatically increase the safety of the corridor by helping to prevent collisions and deadly accidents, improve the movement of goods, and would also expand the evacuation capacity of the primary infrastructure serving the region.

Funding large, rural transportation projects is a major obstacle in Northern California. The financial resources are not there and without the assistance from the federal government, we simply cannot timely deliver these much needed economic and safety transportation projects. We respectfully ask for your assistance.

On behalf of the NSSR we request that BCAG's application for the **State Route (SR) 70 Corridor Improvements Project** be awarded funding under the FY 2018-19 BUILD grant program. Thank you for your consideration.

Sincerely,

Ivan Garcia

Ivan Garcia, Chair
North State Super Region

Cooperative Fire Protection since 1931

BUTTE COUNTY FIRE DEPARTMENT

FIRE CHIEF— DARREN READ

176 Nelson Avenue, Oroville, CA 95965 • (530) 538-7111

July 11, 2018

The Honorable Elaine Chao
Secretary of the U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Chao:

CALFIRE/Butte County Fire Department supports the California Department of Transportation (Caltrans) District 3's submittal of the "State Route (SR) 70 Corridor Improvements Project" for Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants program.

The SR 70 Corridor Improvements Project entails widening of SR 70 from two lanes to four lanes with a continuous left-turn lane. SR 70 is the region's primary state highway route for goods movement and passenger travel in and through the region. SR 70 is part of the National Highway System (NHS) and is a critical route for freight movement, transport of agriculture goods and commuters. SR 70 is also a major evacuation route for the region which is prone to wildfires and major flooding. Widening SR 70 from two to four lanes will greatly benefit the local, regional, and state economies, provide better access to jobs, and dramatically improve safety for the businesses and public who utilize the SR 70 Corridor between the cities of Chico and Sacramento, California.

Due to the national and regional significance of this project, we encourage the Unites States Department of Transportation (USDOT) to award the $20 million in requested funds. Caltrans is submitting the grant application for BUILD "Large Project" funding consideration. We strongly believe this project addresses the key objectives according to the Notice of Funding Opportunity for the BUILD Transportation Discretionary Grants program, which is to "grow rural economies, facilitate freight movement, improve access to reliable and affordable transportation options and enhance health access and safety for residents."

Sincerely,

Darren Read, Fire Chief
CALFIRE/Butte County Fire Department

MEMBERS OF THE BOARD
Bill Connelly • Larry Wahl • Maureen Kirk • Steve Lambert • Doug Teeter

Public Health Administration

Cathy A. Raevsky, Director
Andy Miller, M.D., Health Officer

202 Mira Loma Drive
Oroville, California 95965

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buttecounty.net/publichealth

December 9, 2016

The Honorable Anthony Foxx
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Re: BCAG's FASTLANE Grant Application

Dear Secretary Foxx:

I am writing in support of the application submitted by the Butte County Association of Governments (BCAG), with regards to the Fostering Advancements in Shipping and Transportation for Long-term Achievements of National Efficiencies (FASTLANE) grant program. BCAG, in partnership with the California Department of Transportation (CALTRANS), is developing the State Route 70 "Segment 1" from Ophir Road to Palermo Road Project. The project provides operational and safety improvements by reconstructing a rural two lane highway into a conventional four-lane highway for a three-mile stretch.

This portion of SR 70 provides access to the Northern California agricultural region, which distributes products all over the world. SR 70 provides vital access between the cities of Chico, Oroville, and Paradise with the markets in the Sacramento region and Bay Area.

On behalf of Butte County Public Health, we request that the BCAG's funding application for SR 70 Corridor Improvements Project be awarded under the FY 2017 FASTLANE grant program. Thank you for your consideration.

Sincerely,

Aaron Quin, PHR
Assistant Director, Public Health

Robert T. Bateman
President
Phone: (800) 767 5278
Direct: (530) 532 9500. Ext.101
E-mail: rbateman@roplast.com
Mobile: (530) 370 3350

Date: December 6. 2016

The Honorable Anthony Foxx
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Re: BCAG's FASTLANE Grant Application

Dear Secretary Foxx:

I am writing in support of the application submitted by the Butte County Association of Governments (BCAG) to the Fostering Advancements in Shipping and Transportation for Long-term Achievements of National Efficiencies (FASTLANE) grant program. BCAG, in partnership with the California Department of Transportation (CALTRANS) is developing the State Route 70 "Segment 1" from Ophir Road to Palermo Road Project. The project provides operational and safety improvements by reconstructing a rural two lane highway into a conventional 4-lane highway for a 3 mile stretch.

Roplast Industries Inc. founded in 1990 employs 150 people in Oroville and is dependent on highway 70 for all shipments and most of incoming materials. Ever since we chose to start a business in Oroville we have maintained that improvement of highway 70 from Sacramento was the most important single factor in encouraging industrial development in Oroville, which has available site and is an area of high unemployment. Much has been done to make highway 70 a four-lane divided road appropriate for its current traffic load since 1990. The present project will be another important step on the way.

On behalf of Roplast, I request that the BCAG's funding application for SR 70 Corridor Improvements Project be awarded under the FY 2017 FASTLANE grant program. Thank you for your consideration.

Sincerely,

Robert Bateman
President

ROPLAST INDUSTRIES INC.
3155 South 5th Avenue
Oroville, CA 95965
530.532.9500 tel
530.532.9576 fax
WWW.ROPLAST.COM

TOWN OF PARADISE
5555 Skyway
Paradise, CA 95969
(530) 872-6291

June 28, 2019

The Honorable Elaine Chao
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

RE: Support Letter for "State Route 70 Corridor Improvements Project"

Dear Secretary Chao;

I am writing in support State Route 70 (SR 70) Corridor Improvements Project. This critical project will expand a 21-mile section on SR 70 from two to four lanes in Butte and Yuba Counties. Widening SR 70 from two to four lanes will greatly benefit the local, regional, and state economies, provide better access to jobs, and dramatically improve safety for the businesses and public who utilize the Corridor between the regions of Chico and Sacramento, California.

The importance of regional highway capacity cannot be understated for both day-to-day safety operations and emergency evacuation events. Butte County has had the unfortunate opportunity to serve as prime examples of this for the 2017 Oroville Dam Spillway Failure and 2018 Camp Fire. Between both events, SR 99 and SR 70 received unprecedented pressure and required implementation of contra-flow techniques to get residents to safety. Had the SR 70 Corridor Improvement Project been completed prior to these events, it is easy to understand a more efficient and timely evacuation could have been attained. In absence of this project moving forward, the County remains vulnerable for a future high-population evacuation event in which SR 70 is the constricting factor.

On behalf of Town of Paradise, we support the completion of the SR 70 Corridor Improvement Project. Thank you for your consideration.

Sincerely,

Marc A. Mattox
Assistant Town Manager

CITY OF OROVILLE
PUBLIC SAFETY DEPARTMENT

2055 LINCOLN STREET • OROVILLE, CA 95966-5385

530-538-2448
Fax: 530-538-2409

Bill LaGrone, Jr.
Director of Public Safety
530-538-2451

June 20, 2019

The Honorable Elaine Chao, Secretary
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

RE: Support Letter for "State Route 70 Corridor Improvements Project"

Dear Secretary Chao;

I am writing in support State Route 70 (SR 70) Corridor Improvements Project. This critical project will expand a 21-mile section on SR 70 from two to four lanes in Butte and Yuba Counties. Widening SR 70 from two to four lanes will dramatically improve safety for the businesses and public who utilize the Corridor between the regions of Chico and Sacramento, California as well as greatly benefit the local, regional, and state economies, provide better access to jobs.

This section of Highway has been the scene of numerous traffic collisions resulting in fatalities for the past several years. The Oroville Community and surrounding communities have lost loved ones unnecessarily due to an aged and outdated roadway. This roadway is not designed for the level of traffic that is currently using the roadway on a daily basis. To not fund this roadway will only insure additional accidents and loss of life. I implore you to consider funding this project not only for the Citizens of Oroville but for anyone who travels this roadway. I know that no amount of updating, expanding or reconfiguring of roadways will stop traffic collisions completely. I know that doing nothing will guarantee these collisions and fatalities continue and become more frequent.

What may not be known to most of those outside of the Oroville area is the critical nature of this roadway during times of emergency. I ask you to research the Oroville Dam (the tallest earth filled Dam in the United States). February 2017 the Dam spillway failed during an incredibly wet winter storm. The Dam eventually overflowed the Emergency Spillway and began to undercut back toward the structure. The entire Valley below the Dam was placed in imminent danger. It became necessary to evacuate the population of the greater Oroville area. This population is approximately 60,000 lives. Highway 70 is the primary route out of Oroville. As you should be able to imagine a one lane roadway each direction could not handle the traffic in an efficient manner. Many people sat on the roadway wondering if they were going to be able to escape the imminent flood. I shudder to think of the terror those on the roadway felt as they sat with their children in the vehicle waiting due

to aged and outdated roadway that cannot handle regular traffic, let alone emergency traffic levels. We were lucky the structure held, and no serious flooding occurred.

The critical nature of this roadway was again tested in November of 2018, when the deadliest wildfire in California history occurred in Paradise California. As the fire grew and people fled the area the 70 corridor became saturated. Many choose to seek safety in Oroville. Those that did not, continued south bound on State Route 70. Due to the narrow roadway the traffic was once again almost at a standstill. Those that were fortunate enough to reach the area were safe, however those at the back were still sitting waiting in an active fire area. No one knew at the time just how devastating and deadly the area was that they were stuck in.

As the Police/Fire Chief of a small rural community, I ask you for your help to slow the loss of life on this dangerous section of roadway. This section of roadway is a major escape route, not only for Oroville but surrounding communities to seek safety in times of emergency. Please help us better ensure the safety of this community in the event of another major emergency. We cannot do this without your assistance.

On behalf of the City of Oroville, we support the completion of the SR 70 Corridor Improvement Project. Thank you for your consideration.

Sincerely,

Bill LaGrone
Director of Public Safety

City of Oroville, California

CITY OF MARYSVILLE

RICKY SAMAYOA
HONORABLE MAYOR

July 5, 2019

The Honorable Elaine Chao, Secretary
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

RE: Support Letter for "State Route 70 Corridor Improvement Project" – FY 2019 BUILD Grant

Dear Secretary Chao:

I am writing in support of the application submitted by the Butte County Association of Governments (BCAG) to the Better Utilizing Investments to Leverage Development (BUILD) transportation discretionary grant program. BCAG, in partnership with the California Department of Transportation (Caltrans), is developing the State Route 70 (SR 70) Corridor Improvements Project to widen the highway from two lanes to four in Butte and Yuba Counties. Widening SR 70 from two to four lanes will greatly benefit the local, regional, and state economies, provide better access to jobs, and dramatically improve safety for the businesses and public who use the Corridor between the Chico and Sacramento, California regions.

Since completion of State Route 70/99 Corridor Study in 1990, fifteen major highway improvements have been completed between Sacramento and Chico with a total transportation investment of over $1 billion. The final project on State Route 70 is a 9.8-mile Segment from the Butte/Yuba County Line to Laurellen Road in Marysville, which is the focus of the BUILD application. Completion of this 9.8-mile segment will finish the four-lane portion of this project to make it consistent with the corridor north to Chico and south to Sacramento.

SR 70 provides access to the Northern California agricultural region which distributes products all over the world. SR 70 also provides vital access between the cities of Marysville, Chico, Oroville, and Paradise and the markets in the Sacramento region and Bay Area. In recent years, the road conditions of SR 70 have resulted in several fatal head on collisions very near and directly north of the City of Marysville's city limits. Furthermore, the City of Marysville is surrounded by a ring levee and bordered by two rivers. As a result, ease of access to evacuation exits in the event of a flood or other major disaster is crucial to the health and public safety of the City and its residents. Currently, there are only five evacuation exits leaving the City and SR 70 is one of them. During the Oroville Dam failure and evacuation, all of the City's exits including SR 70 were packed with cars far exceeding traffic capacity. By increasing SR 70's circulation capacity from two to four lanes, the City's residents, workers and visitors will have greater opportunity for successfully exiting the City in the event of an emergency. For all of these reasons, the City of Marysville strong supports this grant application and greatly improve the entire region's public health and safety.

On behalf of the City of Marysville, we request that BCAG's application for the SR 70 Corridor Improvement Project be awarded funding under the FY 2019 BUILD transportation discretionary grant program. Thank you for your consideration.

Very Sincerely,

Ricky A. Samayoa

Ricky Samayoa,
Honorable Mayor
City of Marysville

526 C Street • Marysville, California 95901
Telephone: (530) 749-3901 • Facsimile: (530) 749-3915

Public Health Administration

Aaron Quin, Interim Director
Andy Miller, M.D., Health Officer

202 Mira Loma Drive
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T: 530.552.4000
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buttecounty.net/publichealth

June 13, 2019

The Honorable Elaine Chao
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

RE: Support Letter for "State Route 70 Corridor Improvement Project" – FY 2019 BUILD Grants

Dear Secretary Chao,

I am writing in support of the application submitted by the Butte County Association of Governments (BCAG) to the Better Utilizing Investments to Leverage Development (BUILD) transportation discretionary grant program. BCAG, in partnership with the California Department of Transportation (Caltrans), is developing the State Route 70 (SR 70) Corridor Improvements Project to widen the highway from two lanes to four lanes in Butte and Yuba Counties. Widening SR 70 from two to four lanes will greatly benefit the local, regional, and state economies, provide better access to jobs, and dramatically improve safety for the businesses and public who utilize the Corridor between the regions of Chico and Sacramento, California.

Since completion of the State Route 70/99 Corridor Study in 1990, fifteen major highway improvements have been completed between Sacramento and Chico with a total transportation investment of over $1 billion. The final project on State Route 70 is a 9.8-mile Segment from the Butte/Yuba County Line to Laurellen Road in Marysville, which is the focus of the BUILD application. Completion of this 9.8-mile segment will finish the four-lane portion of this project to make it consistent with the corridor north to Chico and south to Sacramento.

SR 70 provides access to the Northern California agricultural region which distributes products all over the world. Additionally, SR 70 provides vital access between the cities of Marysville, Chico, Oroville, and Paradise and the markets in the Sacramento region and Bay Area. SR 70 is part of the National Highway System (NHS) and is a critical route for freight movement, transport of agriculture goods and commuters. SR 70 is also a major evacuation route for the region which is prone to wildfires and major flooding. During the Oroville Dam spillway incident, close to 200,000 residents were ordered to evacuate from the area. Tens of thousands of residents were stuck in gridlock directly in harm's way on SR 70, largely due to the fact that long stretches of the highway are only two lanes.

On behalf of Butte County Public Health Department, we request that BCAG's application for the SR 70 Corridor Improvement Project be awarded funding under the FY 2019 BUILD transportation discretionary grant program. Thank you for your consideration.

Sincerely,

Aaron Quin
Interim Public Health Director
Butte County Public Health Department

Oroville Area
CHAMBER of COMMERCE

June 6, 2019

The Honorable Elaine Chao
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

RE: Support Letter for "State Route 70 Corridor Improvements Project"

Dear Secretary Chao;

I'm writing to support the State Route 70 (SR 70) Corridor Improvement Project. This critical project will expand a 21-mile section on SR 70 from two to four lanes in Butte and Yuba Counties. Widening SR 70 from two to four lanes will greatly benefit the local, regional, and state economies, provide better access to jobs, and dramatically improve safety for the businesses and public who utilize the Corridor between the regions of Chico and Sacramento, California.

For perspective, our region has been impacted by multiple disasters, the Oroville Dam spillway and the Paradise Camp Fire incidents being two of the most recent. The ongoing multiyear rebuilding response has significantly increased travel activity, especially between the two largely populated areas of Chico and Sacramento. Some estimate that the rebuilding of Paradise could take 10+ years.

We have had an increase in fatal accidents on SR 70, a problem that will only get worse as this two-lane antiquated transportation corridor is pushed beyond its limit.

Finally, the city of Oroville sets at the base of the largest U.S. dam, notwithstanding its urban rural interface as it relates to wildfires; If an evacuation is ever needed, SR 70 could be completely overwhelmed. This happened during the "Spillway Incident" as 1000s where trapped on SR 70, one can only imagine what could have happened had the Dam failed!

On behalf of the Oroville Area Chamber of Commerce we support the completion of the SR 70 Corridor Improvement Project. Thank you for your consideration.

Sincerely,

Eric J. Smith
President & CEO
Oroville Chamber of Commerce

July 3, 2019

The Honorable Elaine Chao
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

RE: Support Letter for "State Route 70 Corridor Improvements Project"

Dear Secretary Chao;

I am writing in support of the State Route 70 (SR 70) Corridor Improvements Project. This critical project will expand a 21-mile section on SR 70 from two to four lanes in Butte and Yuba Counties. Widening SR 70 from two to four lanes will greatly benefit the local, regional, and state economies, provide better access to jobs, and dramatically improve safety for the businesses and public who utilize the Corridor between the regions of Chico and Sacramento, California.

As one of the largest businesses in Chico as well as a popular tourist destination, safe and efficient travel for both our employees and visitors is important to us. The completion of this 9.8 mile segment will finish the four-lane portion of this project to make it consistent with the corridor north to Chico and south to Sacramento.

On behalf of Sierra Nevada Brewing Co, we support the completion of the SR 70 Corridor Improvement Project. Thank you for your consideration.

Sincerely,

Mandi McKay
Sustainability Manager

City of Oroville

OFFICE OF THE MAYOR

Chuck Reynolds
Mayor

1735 Montgomery Street
Oroville, CA 95965-4897
(530) 538-2535 FAX (530) 538-2468
www.cityoforoville.org

June 25, 2019

The Honorable Elaine Chao
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

RE: Support Letter for "State Route 70 Corridor Improvement Project" – FY 2019 BUILD Grants

Dear Secretary Chao,

I am writing in support of the application submitted by the Butte County Association of Governments (BCAG) to the Better Utilizing Investments to Leverage Development (BUILD) transportation discretionary grant program. BCAG, in partnership with the California Department of Transportation (Caltrans), is developing the State Route 70 (SR 70) Corridor Improvements Project to widen the highway from two lanes to four lanes in Butte and Yuba Counties. Widening SR 70 from two to four lanes will greatly benefit the local, regional, and state economies, provide better access to jobs, and dramatically improve safety for the businesses and public who utilize the Corridor between the regions of Chico and Sacramento, California.

Since completion of the State Route 70/99 Corridor Study in 1990, fifteen major highway improvements have been completed between Sacramento and Chico with a total transportation investment of over $1 billion. The final project on State Route 70 is a 9.8-mile Segment from the Butte/Yuba County Line to Laurellen Road in Marysville, which is the focus of the BUILD application. Completion of this 9.8-mile segment will finish the four-lane portion of this project to make it consistent with the corridor north to Chico and south to Sacramento.

SR 70 provides access to the Northern California agricultural region which distributes products all over the world. Additionally, SR 70 provides vital access between the cities of Marysville, Chico, Oroville, and Paradise and the markets in the Sacramento region and Bay Area. Even with SR 70 providing access for so much, the Oroville Dam Crisis mass evacuation revealed the inefficiency of SR 70 in providing safe access out of town during emergencies. In addition, the trucks from the Camp Fire have increased both accidents and death statistics in the area proving the need for a completed four lane

highway. Lastly, the overall increase of accidents and deaths on SR 70 has created concern, fear, anxiety and over all stress for a majority of travelers on SR 70, several even choose to find alternates routes that take longer just to avoid the potential of an accident or loss of life due to the unsafe travel conditions.

On behalf of the City of Oroville, we request that BCAG's application for the SR 70 Corridor Improvement Project be awarded funding under the FY 2019 BUILD transportation discretionary grant program. Thank you for your consideration.

Sincerely,

Chuck Reynolds
Mayor, City of Oroville

Mechoopda Indian Tribe of Chico Rancheria

June 24, 2019

The Honorable Elaine Chao
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

RE: Support Letter for "State Route 70 Corridor Improvement Project" – FY 2019 BUILD Grants

Dear Secretary Chao,

On behalf of the Mechoopda Indian Tribe of Chico Rancheria, I am writing in support of the application submitted by the Butte County Association of Governments (BCAG) to the Better Utilizing Investments to Leverage Development (BUILD) transportation discretionary grant program. BCAG, in partnership with the California Department of Transportation (Caltrans), is developing the State Route 70 (SR 70) Corridor Improvements Project to widen the highway from two lanes to four lanes in Butte and Yuba Counties. Widening SR 70 from two to four lanes will greatly benefit the local, regional, and state economies, provide better access to jobs, and dramatically improve safety for the businesses and public who utilize the Corridor between the regions of Chico and Sacramento, California.

Since completion of the State Route 70/99 Corridor Study in 1990, fifteen major highway improvements have been completed between Sacramento and Chico with a total transportation investment of over $1 billion. The final project on State Route 70 is a 9.8-mile Segment from the Butte/Yuba County Line to Laurellen Road in Marysville, which is the focus of the BUILD application. Completion of this 9.8-mile segment will finish the four-lane portion of this project to make it consistent with the corridor north to Chico and south to Sacramento.

SR 70 provides access to the Northern California agricultural region which distributes products all over the world. Additionally, SR 70 provides vital access between the cities of Marysville, Chico, Oroville, and Paradise and the markets in the Sacramento region and Bay Area.

125 Mission Ranch Blvd. Chico, CA 95926 ph. (530) 899-8922 fx. (503) 899-8517

We request that BCAG's application for the SR 70 Corridor Improvement Project be awarded funding under the FY 2019 BUILD transportation discretionary grant program. Thank you for your consideration.

Sincerely,

S. Knight

Sandra M. Knight
Vice Chairwoman

CC: California Transportation Commission
North State Super Region

CITY OF BIGGS

465 C STREET
P.O. BOX 307
BIGGS, CALIFORNIA 95917
WWW.BIGGS-CA.GOV
(530) 868-5493

July 2, 2019

The Honorable Elaine Chao
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

RE: Support Letter for "State Route 70 Corridor Improvements Project"

Dear Secretary Chao;

I am writing in support State Route 70 (SR 70) Corridor Improvements Project. This critical project will expand a 21-mile section on SR 70 from two to four lanes in Butte and Yuba Counties. Widening SR 70 from two to four lanes will greatly benefit the local, regional, and state economies, provide better access to jobs, and dramatically improve safety for the businesses and public who utilize the Corridor between the regions of Chico and Sacramento, California.

This highway corridor was already in a failure mode prior to recent local disasters with an unacceptably high rate of traffic fatalities. This highway corridor failed spectacularly during the evacuation related to the Oroville Dam spillway failure, providing gridlock rather than a reasonable rate of evacuation, and continues to fail to perform properly and safely during the Camp Fire clean up and recovery efforts.

On behalf of the City of Biggs, we support the completion of the SR 70 Corridor Improvement Project. Thank you for your consideration.

Sincerely,

Mark Sorensen
City Administrator
mark@biggs-ca.gov

PUBLIC WORKS DEPARTMENT
ENGINEERING DIVISION
411 Main Street, 2nd Floor
P.O. Box 3420
Chico, CA 95927-3420
Phone: (530) 879-6900
Fax: (530) 895-4899
www.ci.chico.ca.us

June 28, 2019

The Honorable Elaine Chao
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

RE: Support Letter for "State Route 70 Corridor Improvements Project"

Dear Secretary Chao;

I am writing in support State Route 70 (SR 70) Corridor Improvements Project. This critical project will expand a 21-mile section on SR 70 from two to four lanes in Butte and Yuba Counties. Widening SR 70 from two to four lanes will greatly benefit the local, regional, and state economies, provide better access to jobs, and dramatically improve safety for the businesses and public who utilize the Corridor between the regions of Chico and Sacramento, California.

Without other forms of transportation that are effective and convenient to rural Northern California, this is a common route for movement of goods, as well as job related commutes. For the safety of our residents and those that we rely upon for the delivery of goods, we sincerely express our support for this project.

On behalf of the City of Chico, we support the completion of the SR 70 Corridor Improvement Project. Thank you for your consideration.

Sincerely,

Brendan Ottoboni

Director of Public Works - Engineering

AUTOPISTA ESTATAL 70 – CORREDOR DE PROYECTOS ENTRE MARYSVILLE Y OROVILLE

¿Apoya o está usted en contra de la expansión de la Autopista 70 de 2 carriles a 4 carriles entre Marysville y Oroville?

	Nombre	EMAIL - Correo Electrónico si deseas mantenerte informado de futuras noticias	**Sí**, apoyo los proyectos propuestos	**No**, no apoyo los proyectos propuestos
1.	Livier Flores			
2.	Jesús Lopez.		✓	
3	victor Gomez		✓	
4	Alma Gomez		✓	
5	Osvaldo Gomez		✓	
6	victor Gomez		✓	
7	Renee Brooks		✓	
8	Marcella Marquez		✓	
9	Emma Favela		✓	

AUTOPISTA ESTATAL 70 – CORREDOR DE PROYECTOS ENTRE MARYSVILLE Y OROVILLE

¿Apoya o está usted en contra de la expansión de la Autopista 70 de 2 carriles a 4 carriles entre Marysville y Oroville?

	Nombre	EMAIL - Correo Electrónico si deseas mantenerte informado de futuras noticias	**Sí**, apoyo los proyectos propuestos	**No**, no apoyo los proyectos propuestos
10.	Pedro Zavala		✓	
11	Cecilia Montoya		✓	
12	Jesús Hurtado		✓	
13	Jessica Zarco		✓	
14	Jessica Alvarez		✓	
15	Jackie Zarco		✓	
16	Sylvia Castillo		—	
17.	Makayla Carrasco		—	
18.	Luis A. Carrasco		—	

AUTOPISTA ESTATAL 70 – CORREDOR DE PROYECTOS ENTRE MARYSVILLE Y OROVILLE

¿Apoya o está usted en contra de la expansión de la Autopista 70 de 2 carriles a 4 carriles entre Marysville y Oroville?

	Nombre	EMAIL - Correo Electrónico si deseas mantenerte informado de futuras noticias	**Sí**, apoyo los proyectos propuestos	**No**, no apoyo los proyectos propuestos
19	Marissa Allen	marissaallen98@gmail.com	✓	
20	Alondra Rosales		✓	
21	Olegario Zarco		✓	
22	Kayla Zarco		✓	
23	Karina Alvarez		✓	
24	Luis Alvarez		✓	
25	Jose L. Carrasco		✓	

AUTOPISTA ESTATAL 70 – CORREDOR DE PROYECTOS ENTRE MARYSVILLE Y OROVILLE

¿Apoya o está usted en contra de la expansión de la Autopista 70 de 2 carriles a 4 carriles entre Marysville y Oroville?

	Nombre	EMAIL - Correo Electrónico si deseas mantenerte informado de futuras noticias	**Sí**, apoyo los proyectos propuestos	**No**, no apoyo los proyectos propuestos
26	Beto N O Cobarca		X	
27	[illegible]		X	
28	Ariannelly H.		X	
29	[illegible]		X	
30	[illegible]		X	
31	[illegible]		X	
32	Claudia Luna		X	
33	[illegible]		✓	

AUTOPISTA ESTATAL 70 – CORREDOR DE PROYECTOS ENTRE MARYSVILLE Y OROVILLE

¿Apoya o está usted en contra de la expansión de la Autopista 70 de 2 carriles a 4 carriles entre Marysville y Oroville?

	Nombre	EMAIL - Correo Electrónico si deseas mantenerte informado de futuras noticias	**Sí**, apoyo los proyectos propuestos	**No**, no apoyo los proyectos propuestos
34	Cynthia Lamarre		X	
35	Manuel Avelar		X	
36	[illegible]		X	
37	Mike Greenlee		X	
38	Jose A Venegas		X	
39	Victor Medina		X	
40	Avridia Medina		X	
41	Victor Favela		X	

AUTOPISTA ESTATAL 70 – CORREDOR DE PROYECTOS ENTRE MARYSVILLE Y OROVILLE

¿Apoya o está usted en contra de la expansión de la Autopista 70 de 2 carriles a 4 carriles entre Marysville y Oroville?

	Nombre	EMAIL - Correo Electrónico si deseas mantenerte informado de futuras noticias	**Sí**, apoyo los proyectos propuestos	**No**, no apoyo los proyectos propuestos
42.	Jorge Valdespino		X	
43	Alma Lizbet Anaya		X	
44	Jose Castro		X	
45	Oscar Sandy		X	
46	Amy Romero		X	
47	Evedina Ruiz		X	
48	Magra Romero		X	
49	Maria L Viveros		✓	

7.

AUTOPISTA ESTATAL 70 – CORREDOR DE PROYECTOS ENTRE MARYSVILLE Y OROVILLE

¿Apoya o está usted en contra de la expansión de la Autopista 70 de 2 carriles a 4 carriles entre Marysville y Oroville?

	Nombre	EMAIL - Correo Electrónico si deseas mantenerte informado de futuras noticias	**Sí**, apoyo los proyectos propuestos	**No**, no apoyo los proyectos propuestos
50	Julio Cuevas		✓	
51	Jose Eby		✓	
52	[illegible]		✓	
53	Teresa Perez		✓	
54	Herminia Paras		✓	
55	[illegible]		✓	
56	Teodora Acosta		✓	

8.

AUTOPISTA ESTATAL 70 – CORREDOR DE PROYECTOS ENTRE MARYSVILLE Y OROVILLE

¿Apoya o está usted en contra de la expansión de la Autopista 70 de 2 carriles a 4 carriles entre Marysville y Oroville?

	Nombre	EMAIL - Correo Electrónico si deseas mantenerte informado de futuras noticias	**Sí,** apoyo los proyectos propuestos	**No,** no apoyo los proyectos propuestos
57	Roman Villafana		X	
58	Maria stephens		X	
59	Francisco Barrera		X	
60	[illegible]		X	
61	victoria Olivera		X	
62	[illegible]		X	

AUTOPISTA ESTATAL 70 – CORREDOR DE PROYECTOS ENTRE MARYSVILLE Y OROVILLE

¿Apoya o está usted en contra de la expansión de la Autopista 70 de 2 carriles a 4 carriles entre Marysville y Oroville?

	Nombre	EMAIL - Correo Electrónico si deseas mantenerte informado de futuras noticias	**Sí**, apoyo los proyectos propuestos	**No**, no apoyo los proyectos propuestos
63	PASCUAL MDUENAS		✓	
64	Ignacio Vaca		✓	
65	Dalila Ivca		✓	
66	[illegible]		✓	
67	Urie Torres		✓	
68	Norma Ortega		✓	
69	LuceciaOrtiz		✓	

AUTOPISTA ESTATAL 70 – CORREDOR DE PROYECTOS ENTRE MARYSVILLE Y OROVILLE

¿Apoya o está usted en contra de la expansión de la Autopista 70 de 2 carriles a 4 carriles entre Marysville y Oroville?

	Nombre	EMAIL - Correo Electrónico si deseas mantenerte informado de futuras noticias	**Sí**, apoyo los proyectos propuestos	**No**, no apoyo los proyectos propuestos
70	Elizabeth Quezada		X	
71	Maximino Baeza		X	
72	Jenny Baeza		X	
73	Elba Colmenares		X	
74	Ivan Ceja		X	
75	Kenneth Lawlay		X	
76	Klarissa Gonzalez		X	

AUTOPISTA ESTATAL 70 – CORREDOR DE PROYECTOS ENTRE MARYSVILLE Y OROVILLE

¿Apoya o está usted en contra de la expansión de la Autopista 70 de 2 carriles a 4 carriles entre Marysville y Oroville?

	Nombre	EMAIL - Correo Electrónico si deseas mantenerte informado de futuras noticias	**Sí**, apoyo los proyectos propuestos	**No**, no apoyo los proyectos propuestos
77	Aleene Baeza		X	
78	Genesis Baeza		X	
79	Placido Solis		X	
80	Lucia Hernandez		X	
81	Manuel morales		X	
82	Salvador macedo		X	
83	KrystalGuenther		X	

AUTOPISTA ESTATAL 70 – CORREDOR DE PROYECTOS ENTRE MARYSVILLE Y OROVILLE

¿Apoya o está usted en contra de la expansión de la Autopista 70 de 2 carriles a 4 carriles entre Marysville y Oroville?

	Nombre	EMAIL - Correo Electrónico si deseas mantenerte informado de futuras noticias	**Sí**, apoyo los proyectos propuestos	**No**, no apoyo los proyectos propuestos
84	Javier Negrete		X	
85	Ismael Valle		X	
86	Sergio [illegible]		X	
87	Francisco Gutierrez		X	
88	Brenda Alexander		X	
89	RAFAEL BARRIO		X	
90	Natalie Gonzalez		X	

AUTOPISTA ESTATAL 70 – CORREDOR DE PROYECTOS ENTRE MARYSVILLE Y OROVILLE

¿Apoya o está usted en contra de la expansión de la Autopista 70 de 2 carriles a 4 carriles entre Marysville y Oroville?

	Nombre	EMAIL - Correo Electrónico si deseas mantenerte informado de futuras noticias	**Sí,** apoyo los proyectos propuestos	**No,** no apoyo los proyectos propuestos
91	Lupe Delozar		yes	
92	Anthony Rodriguez		Yes	
93	Terry Farmer		Yes	
94	[illegible]		YES	
95	Arne Pearson		yes	
96	[illegible]		Yes	
97	[illegible]		Yes	

CARRETERA ESTATAL 70 – CORREDOR DE PROYECTOS ENTRE MARYSVILLE Y OROVILLE

¿Apoya o está en contra de expansión de la carretera 70 de 2 carriles a 4 carriles entre Marysville y Oroville?

	Nombre	EMAIL - Correo Electrónico si deseas mantenerte informado de futuras noticias	**Sí**, apoyo los proyectos propuestos	**No**, no apoyo los proyectos propuestos
98	Diana Garcia		✓	
99	Janette Acosta		✓	
100	Vanessa Acosta		✓	
101			✓	
102			✓	
103			✓	
104	David Perea		✓	
105	Delfina Garcia		✓	

STATE ROUTE 70 CORRIDOR OF PROJECTS BETWEEN OROVILLE AND MARYSVILLE

DO YOU SUPPORT OR ARE YOU AGAINST THE WIDENING OF STATE ROUTE 70 FROM TWO LANES TO FOUR LANES BETWEEN OROVILLE AND MARYSVILLE?

	NAME	EMAIL if you wish to stay informed for future news concerning the development of SR 70 between Oroville and Marysville	YES, I support the projects proposed	NO, I do not support the projects proposed
106	Veronica C. Salmeron		✓	
107	Beatriz Ortiz		✓	
108	Ricardo delatorre		✓	
109	Zoila L.J		✓	
110	ISSAEL M		✓	
111	Ruben Arroyo		✓	
112	Maria C Arroyo		✓	
113	Estela M. Fuentes		✓	
114	Jonah Fernandez		✓	

STATE ROUTE 70 CORRIDOR OF PROJECTS BETWEEN OROVILLE AND MARYSVILLE

DO YOU SUPPORT OR ARE YOU AGAINST THE WIDENING OF STATE ROUTE 70 FROM TWO LANES TO FOUR LANES BETWEEN OROVILLE AND MARYSVILLE?

	NAME	EMAIL if you wish to stay informed for future news concerning the development of SR 70 between Oroville and Marysville	YES, I support the projects proposed	NO, I do not support the projects proposed
115	Brenda D.		X	
116	Jose C		X	
117	Mayra Ulloa		X	
118	Anna		X	
119	Jorge de Leon		X	
120	Blanca Zepeda		X	
121	Jose Lopez		X	
122	Daisy Lopez		X	

STATE ROUTE 70 CORRIDOR OF PROJECTS BETWEEN OROVILLE AND MARYSVILLE

DO YOU SUPPORT OR ARE YOU AGAINST THE WIDENING OF STATE ROUTE 70 FROM TWO LANES TO FOUR LANES BETWEEN OROVILLE AND MARYSVILLE?

	NAME	EMAIL if you wish to stay informed for future news concerning the development of SR 70 between Oroville and Marysville	YES, I support the projects proposed	NO, I do not support the projects proposed
123	Ygnacio Hernandez		X	
124	Miguel Lopez		X	
125	Silvia Aguilar		X	
126	Kyle Aguilar		X	
127	Jackie Aguilar		X	
128	Travis Dahlberg		X	
129	Florentino Hernandez		X	

AUTOPISTA ESTATAL 70 – CORREDOR DE PROYECTOS ENTRE MARYSVILLE Y OROVILLE

¿Apoya o está usted en contra de la expansión de la Autopista 70 de 2 carriles a 4 carriles entre Marysville y Oroville?

	Nombre	EMAIL - Correo Electrónico si deseas mantenerte informado de futuras noticias	**Sí**, apoyo los proyectos propuestos	**No**, no apoyo los proyectos propuestos
130	Diana Rocha		✓	
131	Jose I. Serrano		✓	
132	Adriana Rocha		✓	
133	Laura Aguilar		✓	
134	Joel Carter		✓	
135	Alecia Carter		✓	

AUTOPISTA ESTATAL 70 – CORREDOR DE PROYECTOS ENTRE MARYSVILLE Y OROVILLE

¿Apoya o está usted en contra de la expansión de la Autopista 70 de 2 carriles a 4 carriles entre Marysville y Oroville?

	Nombre	EMAIL - Correo Electrónico si deseas mantenerte informado de futuras noticias	**Sí**, apoyo los proyectos propuestos	**No**, no apoyo los proyectos propuestos
136	Josefina Zepeda			
137	[illegible]		X	
138	Manuela Ramos		X	
139	Rocío Lopez		X	
140	Francisco torres		X	
141	Jorge E contreras		X	
142	Beatriz zaragoza		X	
143	Bianca Contreras		X	

AUTOPISTA ESTATAL 70 – CORREDOR DE PROYECTOS ENTRE MARYSVILLE Y OROVILLE

¿Apoya o está usted en contra de la expansión de la Autopista 70 de 2 carriles a 4 carriles entre Marysville y Oroville?

	Nombre	EMAIL - Correo Electrónico si deseas mantenerte informado de futuras noticias	**Sí**, apoyo los proyectos propuestos	**No**, no apoyo los proyectos propuestos
144.	Giovanni		X	
145	Blissa		X	
146	Marisol Covazo		X	
147	Luis A. Sanchez		✓	
148	Mecti Sanchez		✓	
149	Blanca Corona		✓	
150	Cristina Acosta		✓	

STATE ROUTE 70 CORRIDOR OF PROJECTS BETWEEN OROVILLE AND MARYSVILLE

DO YOU SUPPORT OR ARE YOU AGAINST THE WIDENING OF STATE ROUTE 70 FROM TWO LANES TO FOUR LANES BETWEEN OROVILLE AND MARYSVILLE?

	NAME	EMAIL if you wish to stay informed for future news concerning the development of SR 70 between Oroville and Marysville	YES, I support the projects proposed	NO, I do not support the projects proposed
151	Anthony Hernandez		X	
152	Jose T, Hoco		X	
153	Gerardo Huerta		X	
154	Idevina Lunes		X	
155	Norma Leon		X	
156	Jesus Leon		X	
157	Maria Mendoza		X	

AUTOPISTA ESTATAL 70 – CORREDOR DE PROYECTOS ENTRE MARYSVILLE Y OROVILLE

¿Apoya o está usted en contra de la expansión de la Autopista 70 de 2 carriles a 4 carriles entre Marysville y Oroville?

	Nombre	EMAIL - Correo Electrónico si deseas mantenerte informado de futuras noticias	**Sí**, apoyo los proyectos propuestos	**No**, no apoyo los proyectos propuestos
158	Victor Felgueres		✓	
159	Natalie		✓	
160	Rosa Felgueres		✓	
161	Carlos Miralrio		✓	
162	Eliud Garcia		✓	
163	Melissa Mejia		✓	
164	Jose Mejia Tavera		✓	

AUTOPISTA ESTATAL 70 – CORREDOR DE PROYECTOS ENTRE MARYSVILLE Y OROVILLE

¿Apoya o está usted en contra de la expansión de la Autopista 70 de 2 carriles a 4 carriles entre Marysville y Oroville?

	Nombre	EMAIL - Correo Electrónico si deseas mantenerte informado de futuras noticias	**Sí**, apoyo los proyectos propuestos	**No**, no apoyo los proyectos propuestos
165	Josue Dole		✓	
166	Samir Dole		✓	
167	Amelia Dole		✓	
168	[illegible]		✓	
169	Darien Martinez		✓	
170	Claudia Martinez		✓	
171	Agustin Martinez		✓	

AUTOPISTA ESTATAL 70 – CORREDOR DE PROYECTOS ENTRE MARYSVILLE Y OROVILLE

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	Nombre	EMAIL - Correo Electrónico si deseas mantenerte informado de futuras noticias	**Sí**, apoyo los proyectos propuestos	**No**, no apoyo los proyectos propuestos
172	Jova Blanca Tam		Si	
173	Unique Sanchez		Yes	
174	Rogelio Guzman		✓	
175	lizzabeth ACosta		✓	
176	liseth Guzman		✓	
177	maria Acosta		✓	
178	Edgar ACosta		✓	

AUTOPISTA ESTATAL 70 – CORREDOR DE PROYECTOS ENTRE MARYSVILLE Y OROVILLE

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	Nombre	EMAIL - Correo Electrónico si deseas mantenerte informado de futuras noticias	**Sí**, apoyo los proyectos propuestos	**No**, no apoyo los proyectos propuestos
179	Lorenzo Morales		✓	
180	Jose Olvera		✓	
181	Alexandro Olvera		✓	
182	Alexa Olvera		✓	
183	Fabiola Escalona		✓	
184	Victoria Zavala		—	
185	Nicolas Zarco		✓	
186	Eusebia Zarco		✓	

AUTOPISTA ESTATAL 70 – CORREDOR DE PROYECTOS ENTRE MARYSVILLE Y OROVILLE

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	Nombre	EMAIL - Correo Electrónico si deseas mantenerte informado de futuras noticias	**Sí**, apoyo los proyectos propuestos	**No**, no apoyo los proyectos propuestos
187	Claudia Ochoa	claudia.ochoa@rocketmail.com		
188	Khloe Barragan			
189	Adrian Calendo			
190	Juan Antonio Arzola		conforme	
191	Jesus Sanchez			
192	Virginia Menjivar			
193	Kelby Menjivar			

AUTOPISTA ESTATAL 70 – CORREDOR DE PROYECTOS ENTRE MARYSVILLE Y OROVILLE

¿Apoya o está usted en contra de la expansión de la Autopista 70 de 2 carriles a 4 carriles entre Marysville y Oroville?

	Nombre	EMAIL - Correo Electrónico si deseas mantenerte informado de futuras noticias	**Sí**, apoyo los proyectos propuestos	**No**, no apoyo los proyectos propuestos
194	[illegible]		✓	
195	[illegible]		✓	
196	Jonathan		✓	
197	David Morales		✓	
198	Maria Sanchez		✓	
199	Laura Morales		✓	
200	Rosa Morales		✓	

AUTOPISTA ESTATAL 70 – CORREDOR DE PROYECTOS ENTRE MARYSVILLE Y OROVILLE

¿Apoya o está usted en contra de la expansión de la Autopista 70 de 2 carriles a 4 carriles entre Marysville y Oroville?

	Nombre	EMAIL - Correo Electrónico si deseas mantenerte informado de futuras noticias	**Sí**, apoyo los proyectos propuestos	**No**, no apoyo los proyectos propuestos
201	Gabriel Gallegos		✓	
202	Caroline Brown		✓	
203	Irma Reeves		✓	
204	Susana Morillo		✓	
205	Juan Murillo		✓	
206	JUAN MURILLO		✓	
207	Libbie Hamrick		✓	

AUTOPISTA ESTATAL 70 – CORREDOR DE PROYECTOS ENTRE MARYSVILLE Y OROVILLE

¿Apoya o está usted en contra de la expansión de la Autopista 70 de 2 carriles a 4 carriles entre Marysville y Oroville?

	Nombre	EMAIL - Correo Electrónico si deseas mantenerte informado de futuras noticias	**Sí**, apoyo los proyectos propuestos	**No**, no apoyo los proyectos propuestos
208			X	
209	Xochitl Arenicio		X	
210	Jessica Torres		X	
211	Samantha Torres		X	
212	Jessica Esquivel		X	
213	Eveleen		X	
214	Yuma Rodriguez		X	

AUTOPISTA ESTATAL 70 – CORREDOR DE PROYECTOS ENTRE MARYSVILLE Y OROVILLE

¿Apoya o está usted en contra de la expansión de la Autopista 70 de 2 carriles a 4 carriles entre Marysville y Oroville?

	Nombre	EMAIL - Correo Electrónico si deseas mantenerte informado de futuras noticias	**Sí**, apoyo los proyectos propuestos	**No**, no apoyo los proyectos propuestos
215	Ariana Montes		✓	
216	Miranda Cox		✓	
217	[illegible]		✓	
218	Magdalena Cox		✓	
219	Silvia Velazquez		✓	
220	Elisa Acosta		✓	
221	Jorge Acosta		✓	

STATE ROUTE 70 CORRIDOR OF PROJECTS BETWEEN OROVILLE AND MARYSVILLE

DO YOU SUPPORT OR ARE YOU AGAINST THE WIDENING OF STATE ROUTE 70 FROM TWO LANES TO FOUR LANES BETWEEN OROVILLE AND MARYSVILLE?

	NAME	EMAIL if you wish to stay informed for future news concerning the development of SR 70 between Oroville and Marysville	YES, I support the projects proposed	NO, I do not support the projects proposed
222	Gilberto y Diana Cuevas		✓	
223	Jorge Velazquez		✓	
224	Barbara León		✓	
225	Carlos León		✓	
226	Irene Saavedra		✓	
227	Diego Fuentes		✓	
228	Angel Fuentes		✓	

AUTOPISTA ESTATAL 70 – CORREDOR DE PROYECTOS ENTRE MARYSVILLE Y OROVILLE

¿Apoya o está usted en contra de la expansión de la Autopista 70 de 2 carriles a 4 carriles entre Marysville y Oroville?

	Nombre	EMAIL - Correo Electrónico si deseas mantenerte informado de futuras noticias	**Sí**, apoyo los proyectos propuestos	**No**, no apoyo los proyectos propuestos
229	Juan Muñoz		✓	
230	Bertha Avila	bertha530 e hotmail.com	✓	
231	Giovanni GARCIA		✓	
232	Tarsicio Guzman		✓	
233	Manuel ALVAREZ		✓	
234	alexis Beltran		✓	
235	Juana Beltran		✓	

AUTOPISTA ESTATAL 70 – CORREDOR DE PROYECTOS ENTRE MARYSVILLE Y OROVILLE

¿Apoya o está usted en contra de la expansión de la Autopista 70 de 2 carriles a 4 carriles entre Marysville y Oroville?

	Nombre	EMAIL - Correo Electrónico si deseas mantenerte informado de futuras noticias	**Sí**, apoyo los proyectos propuestos	**No**, no apoyo los proyectos propuestos
236	Betty Haver		✓	
237	Serventa V. O.		✓	
238	Clentilde Sanchez		✓	
239	[illegible]		✓	
240	Ivana Barragán		X	
241	Celina Martin		✓	
242	David Hijar		✓	

AUTOPISTA ESTATAL 70 – CORREDOR DE PROYECTOS ENTRE MARYSVILLE Y OROVILLE

¿Apoya o está usted en contra de la expansión de la Autopista 70 de 2 carriles a 4 carriles entre Marysville y Oroville?

	Nombre	EMAIL - Correo Electrónico si deseas mantenerte informado de futuras noticias	**Sí**, apoyo los proyectos propuestos	**No**, no apoyo los proyectos propuestos
243	Manuel Mejia			
244	Carmen Ortiz	Carmen.Rabaforte@yahoo	✓	
245	Olivia Garcia		✓	
246	Jose ortiz		✓	
247	Mariseka Saavedra		✓	
248	aldo arias		✓	
249	ISMAEL Arias		✓	
250	Brian & Ingrid		✓	

AUTOPISTA ESTATAL 70 – CORREDOR DE PROYECTOS ENTRE MARYSVILLE Y OROVILLE

¿Apoya o está usted en contra de la expansión de la Autopista 70 de 2 carriles a 4 carriles entre Marysville y Oroville?

	Nombre	EMAIL - Correo Electrónico si deseas mantenerte informado de futuras noticias	**Sí**, apoyo los proyectos propuestos	**No**, no apoyo los proyectos propuestos
251	Mireya Torres		X	
252	Valeria Torres		X	
253	Jackie torres		X	
254	Melissa Carrillo		X	
255	Fatima Melendez		X	
256	Anthony		X	
257	Dora Maldonado		X	
258	Karla Cervantes		X	

AUTOPISTA ESTATAL 70 – CORREDOR DE PROYECTOS ENTRE MARYSVILLE Y OROVILLE

¿Apoya o está usted en contra de la expansión de la Autopista 70 de 2 carriles a 4 carriles entre Marysville y Oroville?

	Nombre	EMAIL - Correo Electrónico si deseas mantenerte informado de futuras noticias	**Sí**, apoyo los proyectos propuestos	**No**, no apoyo los proyectos propuestos
259	Juan J Marquez		✓	
260	Olivia Marquez		✓	
261	[illegible]		✓	
262	María Govan		✓	
263	Esperanza Aguilar		✓	
264	Jose AYALa.		✓	
265	Angelica Favela		✓	

STATE ROUTE 70 CORRIDOR OF PROJECTS BETWEEN OROVILLE AND MARYSVILLE

DO YOU SUPPORT OR ARE YOU AGAINST THE WIDENING OF STATE ROUTE 70 FROM TWO LANES TO FOUR LANES BETWEEN OROVILLE AND MARYSVILLE?

	NAME	EMAIL if you wish to stay informed for future news concerning the development of SR 70 between Oroville and Marysville	YES, I support the projects proposed	NO, I do not support the projects proposed
266	Feliciano Serrano		X	
267	Olivia Serrano		X	
268	Jose serrano		X	
269	Rosendo Miranda G.		✓	

STATE ROUTE 70 CORRIDOR OF PROJECTS BETWEEN OROVILLE AND MARYSVILLE

DO YOU SUPPORT OR ARE YOU AGAINST THE WIDENING OF STATE ROUTE 70 FROM TWO LANES TO FOUR LANES BETWEEN OROVILLE AND MARYSVILLE?

NAME	EMAIL if you wish to stay informed for future news concerning the development of SR 70 between Oroville and Marysville	YES, I support the projects proposed	NO, I do not support the projects proposed
270 Alfredo Martinez		✓	

STATE ROUTE 70 CORRIDOR OF PROJECTS BETWEEN OROVILLE AND MARYSVILLE

DO YOU SUPPORT OR ARE YOU AGAINST THE WIDENING OF STATE ROUTE 70 FROM TWO LANES TO FOUR LANES BETWEEN OROVILLE AND MARYSVILLE?

NAME	EMAIL if you wish to stay informed for future news concerning the development of SR 70 between Oroville and Marysville	YES, I support the projects proposed	NO, I do not support the projects proposed
PHIL JEWETT		X	
Diane Jewett		X	
Sherrie Slagle		X	
STEVE Slagle		X	
Sheila Vinum		X	
[illegible] Vinum		X	
[illegible]	ETHOPKINS@SBCGLOBAL.NET	X	
TINA HOPKINS		X	

STATE ROUTE 70 CORRIDOR OF PROJECTS BETWEEN OROVILLE AND MARYSVILLE

DO YOU SUPPORT OR ARE YOU AGAINST THE WIDENING OF STATE ROUTE 70 FROM TWO LANES TO FOUR LANES BETWEEN OROVILLE AND MARYSVILLE?

NAME	EMAIL if you wish to stay informed for future news concerning the development of SR 70 between Oroville and Marysville	YES, I support the projects proposed	NO, I do not support the projects proposed
BRYAN FLICKER		✓	
Tammy Flicker	flickerhomes@yahoo.com	✓	
Tammy Smith	Renewedhope@Att.net	✓	
Eric Smith	ESmith@orovillechamber.com	✓	
E.A. Putnam	BPUTNAM@REC.HUGHES.NET	✓	
Krysi Riggs		✓	
Justin Riggs		✓	

STATE ROUTE 70 CORRIDOR OF PROJECTS BETWEEN OROVILLE AND MARYSVILLE

DO YOU SUPPORT OR ARE YOU AGAINST THE WIDENING OF STATE ROUTE 70 FROM TWO LANES TO FOUR LANES BETWEEN OROVILLE AND MARYSVILLE?

NAME	EMAIL if you wish to stay informed for future news concerning the development of SR 70 between Oroville and Marysville	YES, I support the projects proposed	NO, I do not support the projects proposed
Ivan Garcia	isaucia@bcag.org	yes !	
Tyler Ruloph	truloph@yahoo.com	Yes	
Quinn Velasquez	qvelasquez@goldenvalley.bank	yes	
Shirley Ahumada	Lasaja2@comcast.net	✓	
[illegible]		✓	
Donovan Rhinehart	RHINEHART69@COMCAST.NET	✓	
Chantz Jessica Ewing	ChantzEwing@Gmail.com	Yes!!!	

STATE ROUTE 70 CORRIDOR OF PROJECTS BETWEEN OROVILLE AND MARYSVILLE

DO YOU SUPPORT OR ARE YOU AGAINST THE WIDENING OF STATE ROUTE 70 FROM TWO LANES TO FOUR LANES BETWEEN OROVILLE AND MARYSVILLE?

NAME	EMAIL if you wish to stay informed for future news concerning the development of SR 70 between Oroville and Marysville	YES, I support the projects proposed	NO, I do not support the projects proposed
Jessica Ewing	jessie_lynn23@live.com	X	
Donald Dirks		X	
Brenda Wood		X	
Breann Whittemore		X	

STATE ROUTE 70 CORRIDOR OF PROJECTS BETWEEN OROVILLE AND MARYSVILLE

DO YOU SUPPORT OR ARE YOU AGAINST THE WIDENING OF STATE ROUTE 70 FROM TWO LANES TO FOUR LANES BETWEEN OROVILLE AND MARYSVILLE?

NAME	EMAIL if you wish to stay informed for future news concerning the development of SR 70 between Oroville and Marysville	YES, I support the projects proposed	NO, I do not support the projects proposed
Michael Ritsch	mritsch200@gmail.com	✓	
Laurie Kee		✓	
Bobby O'Reiley		X	
Earl Ray		✓	

STATE ROUTE 70 CORRIDOR OF PROJECTS BETWEEN OROVILLE AND MARYSVILLE

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NAME	EMAIL if you wish to stay informed for future news concerning the development of SR 70 between Oroville and Marysville	YES, I support the projects proposed	NO, I do not support the projects proposed
Bee Xiong	bxiong@amplahealth.org	X	

STATE ROUTE 70 CORRIDOR OF PROJECTS BETWEEN OROVILLE AND MARYSVILLE

DO YOU SUPPORT OR ARE YOU AGAINST THE WIDENING OF STATE ROUTE 70 FROM TWO LANES TO FOUR LANES BETWEEN OROVILLE AND MARYSVILLE?

NAME	EMAIL if you wish to stay informed for future news concerning the development of SR 70 between Oroville and Marysville	YES, I support the projects proposed	NO, I do not support the projects proposed
Scott Grimes		X	
David Davis		X	