

BOARD COMMUNICATION: YOLO TRANSPORTATION DISTRICT
350 Industrial Way, Woodland, CA 95776---- (530) 661-0816

Topic: Approve Resolution 2024-13 Accepting the Final Environmental Impact Report (FEIR) for the Yolo 80 Managed Lanes Project including Findings of Fact and Statement of Overriding Considerations	Agenda Item#: Agenda Type:	<h1>6</h1> <h2>Action</h2>	
		Attachments:	<input checked="" type="radio"/> Yes <input type="radio"/> No
Prepared By: B. Abbanat		Meeting Date: June 10, 2024	

RECOMMENDATION:

Approve Resolution 2024-13 accepting the Final Environmental Impact Report (FEIR) for the Yolo 80 Managed Lanes project and adopting Findings of Fact and Statement of Overriding Considerations.

BACKGROUND:

The Yolo 80 Managed Lanes project has reached an important milestone in its development. To summarize, Phase 1 is now completely funded, a Notice of Determination for the final Environmental Impact Report (EIR) has been filed, and the Capital Area Regional Tolling Authority (CARTA) has been granted tolling authority for Phase 1 by the California Transportation Commission (CTC). Below is a project summary table:

<u>Cost</u>	<u>Amount</u>
Total Project Cost (Phase 1)	\$199,960,000
<u>Funding (Phase 1)</u>	<u>Amount</u>
Federal INFRA Grant	\$85,900,000
Other Federal Funds (SACOG, CMAQ)	\$1,560,000
State TCEP Grant	\$105,000,000
<u>Other Funding</u>	<u>\$7,500,000</u>
Total:	\$199,960,000

The completion status of major project development phases is indicated in the table below.

Project Phase / Task	Completion
Planning	✓
Environmental	✓
Engineering	✓
Right of Way	✓
Tolling Authority	✓
Project Funding	✓
Construction Start	
Tolling Ordinance & Equity Plan	Occurs in parallel with construction

As a Responsible Agency with some discretionary authority over the Yolo 80 Managed Lanes project (i.e. as recipient of \$85.9 million in INFRA funds), the YoloTD Board must take action confirming the project's Final Environmental Impact Report (FEIR) complies with the California Environmental Quality Act (CEQA).

Staff reports dating to the project's inception can be found on the YoloTD website:

Yolotd.org → Planning & Projects → Freeways & Roads

Environmental Process

The California Department of Transportation is the California Environmental Quality Act Lead Agency for the Yolo 80 Managed Lanes Project. The California Department of Transportation would construct improvements consisting of a High Occupancy Toll (HOT) 3+ lane in each direction with direct connectors, pedestrian/bicycle facilities, park-n-ride, and Intelligent Transportation System (ITS) elements including ramp meters, fiber-optic conduit and cables, and overhead signs. Drainage modifications would be required due to median reconstruction in the locations to which sheet flow currently drains on US 50 and I-80.

Caltrans released the Draft Environmental Document (DED) – a hybrid document that fulfills both state (CEQA) and federal (NEPA) requirements regarding environmental analysis - on November 13, 2023, which was consistent with the alternatives identified in the Notice of Preparation (NOP) released in June 2022.

On December 11, 2023 the DED was brought to the YoloTD Board for discussion. The Board reviewed the DEIR findings, VMT Mitigation Plan, and staff's recommendation regarding a preferred alternative. Mr. Abbanat also shared the YoloTD survey results, the project timeline and staff recommendations. Caltrans District 3, project manager Gurtej Bhattal reviewed the project description and the alternatives. Mr. Bhattal reviewed the DEIR Project Description: The project would add managed lanes on I-80 and US-50 by a combination of lane conversion, restriping, and shoulder and median reconstruction with a concrete barrier.

YoloTD Board questions included:

- Why is the cost to construct or implement VMT mitigation different from the full cost of the VMT mitigation? Staff responded the project's contribution to each VMT mitigation program varies. For some mitigations, the project's contribution covers the annual cost for the full 20 years and others do not cover the full annual cost.
- Does the annual VMT reduction number remain the same regardless of the contribution? Staff responded affirmatively.
- Will YoloTD weigh in on the equity program if the program moves forward? Staff responded affirmatively, once the environmental review is completed the new JPA will oversee the equity program.
- When will YoloTD board have an opportunity to weigh in on the equity portion of the program? Staff responded the equity program development has already been funded by SACOG and will start mid-April and move forward. It was also clarified that the new JPA will oversee the equity program.
- Will the YoloTD board have any say in the equity program with the JPA? Staff responded it is unclear how involved the YoloTD board would be directly involved.
- There is a concern that certain cities, not affected by this project, would be making decision on this program. Staff responded this item would be reviewed in item 7, however, YoloTD has been working on making sure that Yolo County would be well-represented on the JPA Board.

Subsequent to the December 2023 YoloTD Board meeting and public Draft DED input, revisions were made and on April 30, 2024, the California Department of Transportation certified the Final Environmental Impact Report for the Project. The California Department of Transportation found that the Project would have significant and unavoidable impacts on transportation, specifically, vehicle miles travelled.

The Final Environmental Impact Report is available here: <https://ceqanet.opr.ca.gov/2021060117/5>

Environmental Lawsuits

In late May 2024, two lawsuits were filed by two environmental advocacy organizations seeking an injunction against the project on similar EIR-related grounds including evaluation of alternatives, analysis of impacts, and mitigation of vehicle miles traveled (VMT) impacts. The courts have not ruled on either of the lawsuits and questions regarding the lawsuits are appropriately directed toward Caltrans staff.

Recommendation

Yolo Transportation District, in its independent judgment as a CEQA Responsible Agency, has reviewed and considered the Final Environmental Impact Report prepared by the California Department of Transportation. Staff recommends accepting the Final Environmental Impact Report (FEIR) for the Yolo 80 Managed Lanes project and adopting Findings of Fact and Statement of Overriding Considerations (Attachment 1), which have been prepared pursuant to CEQA.

Attachment

1. Resolution
 - a. Findings of Fact
 - b. Statement of Overriding Considerations

ATTACHMENT 1

**YOLO COUNTY TRANSPORTATION DISTRICT
RESOLUTION NO. R 2024-13 ACCEPTING THE YOLO 80 MANAGED LANES PROJECT
FINAL ENVIRONMENTAL IMPACT REPORT (FEIR)**

WHEREAS, the California Department of Transportation (Department) has completed a Final Environmental Impact Report pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:

- US 50 and I-80 in Sacramento, Solano, and Yolo Counties. Construct improvements consisting of a HOT 3+ lane in each direction with direct connectors, pedestrian/bicycle facilities, park-n-ride, and ITS elements including ramp meters, fiber-optic conduit and cables, and overhead signs. Drainage modifications would be required due to median reconstruction in the locations to which sheet flow currently drains on US 50 and I-80, in Sacramento, Solano, and Yolo Counties.

WHEREAS, the Department has certified that a Final Environmental Impact Report has been completed in compliance with CEQA and the State CEQA Guidelines for its implementation; and

WHEREAS, the Yolo County Transportation District (YoloTD), as a responsible agency, has considered the environmental effects of the project, as identified in the Final Environmental Impact Report; and

WHEREAS, the project will have a significant effect on the environment; and

WHEREAS, YoloTD finds that no additional feasible alternatives or mitigation measures within its authority are available to reduce the environmental impacts of the project to less than significant levels; and

WHEREAS, YoloTD has made findings as required by California Code of Regulations, title 14, section 15096, subdivision (h) and section 15091; and

WHEREAS, the YoloTD has adopted a Statement of Overriding Considerations pursuant to California Code of Regulations, title 14, section 15093;

NOW, THEREFORE, BE IT RESOLVED that the Yolo County Transportation District does hereby accept the FEIR for the above referenced project and adopts the attached Findings of Fact (Attachment 1a) and Statement of Overriding Considerations (Attachment 1b).

PASSED AND ADOPTED by the Board of Directors of the Yolo Transportation District, County of Yolo, State of California, this 10th day of June, 2024, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

Josh Chapman, Chair
Board of Directors

ATTEST:

Norma Alley, Clerk
Board of Directors

Approved as to Form:

Kimberly Hood, District Counsel

ATTACHMENT 1a: Findings of Fact

Project Name: Yolo 80 Managed Lanes

**YOLO COUNTY TRANSPORTATION DISTRICT
FINDINGS OF FACT FOR YOLO 80 MANAGED LANES PROJECT TO CONSTRUCT
IMPROVEMENTS CONSISTING OF A HIGH OCCUPANCY TOLL LANE (HOT 3+) IN
EACH DIRECTION WITH DIRECT CONNECTORS, PEDESTRIAN/BICYCLE FACILITIES,
PARK-N-RIDE, AND INTELLIGENT TRANSPORTATION SYSTEM ELEMENTS ON I-80
BETWEEN POST MILES (PMs) 40.7 AND 44.7 IN SOLANO COUNTY, BETWEEN PMs 0.00
AND 11.72 IN YOLO COUNTY, AND BETWEEN PMs 0.00 AND 1.36 IN SACRAMENTO
COUNTY; ON U.S. 50 BETWEEN PMs 0.00 AND 3.12 IN YOLO COUNTY AND BETWEEN
PMs 0.00 AND 0.617 IN SACRAMENTO COUNTY**

The following information is presented to comply with State CEQA Guidelines, California Code of Regulations, Title 14, Sections 15091 and 15096. Reference is made to the [Final Environmental Impact Report](#) (Final EIR) for the project, which is the basic source for the information.

The Yolo County Transportation District (YoloTD), in its independent judgment as a CEQA responsible agency, reviewed and considered the Final EIR prepared by the California Department of Transportation (the Department) and finds that the Final EIR contains a complete, objective, and substantiated reporting of the project's environmental impacts.

The following effects have been identified in the Final EIR as resulting from the project. Effects found not to be significant have not been included.

FINDINGS REGARDING SIGNIFICANT IMPACTS

BIOLOGICAL RESOURCES

Special-Status Animal Species

Adverse Environmental Effects:

The project would result in direct and indirect impacts to the following federally- and state-listed species:

- Valley elderberry longhorn beetle: 6 elderberry shrubs would be directly affected, and 28 elderberry shrubs indirectly affected.
- Giant garter snake: Approximately 4.265 acres of habitat would be permanently affected and approximately 3.669 acres temporarily affected.
- Western pond turtle: The project would have temporary effects on breeding and nesting activities within or near construction areas.
- Burrowing owl: The project would have temporary effects on nesting habitat within or near construction areas, including 0.03 acre of concentrated burrows.
- Swainson's hawk: The project would have temporary effects on foraging and nesting habitat within or near construction areas, and could result in stress, injury, or mortality to individuals during construction. Approximately 10 acres of Swainson's hawk foraging habitat would be permanently affected.

- Yellow-headed blackbird and tricolored blackbird: The project would have temporary effects on nesting habitat within or near construction areas.

Tree and vegetation removal would result in a temporary loss of nesting and foraging habitat for raptors, nesting birds, and migratory birds, including grasslands, oak woodlands, and riparian habitats.

The project would also result in temporary displacement of bats and temporary loss of bat roosting habitat for locations where culvert removal and tree trimming/removal would occur. If culvert work or tree removal would take place during the reproductive season (early May to August), there is a potential for direct mortality of young bats to occur.

Findings

Changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the Final EIR/Environmental Assessment (EA). Such changes or alterations are within the responsibility and jurisdiction of another public agency (the Department) and not YoloTD. Such changes have been adopted by the Department or can and should be adopted by the Department.

Statement of Facts

The following mitigation measures have been determined to be feasible and therefore, will be adopted to avoid, minimize, and fully mitigate project impacts on special-status species. The full text of each measure is included in the Final EIR/EA.

- Western Pond Turtle (cease work)
- Pre-Construction Tricolored Blackbird and Yellow-Headed Blackbird Surveys
- Burrowing Owl Exclusion Plan
- Burrowing Owl Direct Disturbance
- White-Tailed Kite Consultation
- White-Tailed Kite Avoidance
- Valley Elderberry Longhorn Beetle Avoidance Area
- Valley Elderberry Longhorn Beetle Timing (for construction activities)
- Erosion Control and Re-Vegetation
- Elderberry Shrub Transplanting
- Compensation for Loss of Valley Elderberry Longhorn Beetle Habitat
- Giant Garter Snake Timing (for construction activities)
- Giant Garter Snake Exclusionary Fencing (during construction)
- Giant Garter Snake Escape Ramp (during construction period)
- Compensation for Loss of Giant Garter Snake Habitat
- Swainson's Hawk Agency Consultation

Wildlife Corridors and Wildlife Movement

Adverse Environmental Effects:

The project would result in temporary displacement of bats and temporary loss of potential bat roosting habitat for locations where culvert removal and tree trimming/removal would occur. If culvert work or tree removal would take place during the reproductive season (early May to August), there is a potential for direct mortality of young bats to occur. Permanent impacts could occur from bat mortality resulting from the removal of maternity roost habitat. No construction would occur on the existing bridge over

the Yolo Bypass, so the maternity colony that roosts under the bridge would not be directly impacted. Temporary impacts on bats would result from construction related noise, lights during night work, and vibration disturbance to bats roosting adjacent to active construction. These impacts have the potential to impact the bats by disturbing their behavior, growth, reproduction, or survival.

Findings

Changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the Final EIR/EA. Such changes or alterations are within the responsibility and jurisdiction of another public agency (the Department) and not YoloTD. Such changes have been adopted by the Department or can and should be adopted by the Department.

Statement of Facts

The following mitigation measures have been determined to be feasible and therefore, will be adopted to avoid, minimize, and fully mitigate project impacts on special-status bat species. The full text of each measure is included in the Final EIR/EA.

- Tree Removal
- Preconstruction Bat Surveys
- Bat Protection Plan
- Structural Changes to Bat Roosting Habitat

Conflict With Provisions of An Adopted Plan

Adverse Environmental Effects:

The project is located within the boundaries of the Yolo Habitat Conservation Plan/Natural Community Conservation Plan. There is a Solano Multispecies Habitat Conservation Plan that is under development but not yet finalized.

Findings

Changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the Final EIR/EA. Such changes or alterations are within the responsibility and jurisdiction of another public agency (the Department) and not YoloTD. Such changes have been adopted by the Department or can and should be adopted by the Department.

Statement of Facts

The following mitigation measures have been determined to be feasible and, therefore, will be adopted to avoid, minimize, and fully mitigate project impacts related to potential conflicts with an adopted Yolo Habitat Conservation Plan/Natural Community Conservation Plan. The full text of each measure is included in the Final EIR/EA.

- Western Pond Turtle (cease work)
- Pre-Construction Tricolored Blackbird and Yellow-Headed Blackbird Surveys
- Burrowing Owl Exclusion Plan
- Burrowing Owl Direct Disturbance
- White-Tailed Kite Consultation

- White-Tailed Kite Avoidance
- Tree Removal
- Preconstruction Bat Surveys
- Bat Protection Plan
- Structural Changes to Bat Roosting Habitat
- Valley Elderberry Longhorn Beetle Avoidance Area
- Valley Elderberry Longhorn Beetle Timing (for construction activities)
- Elderberry Shrub Transplanting
- Compensation for Loss of Valley Elderberry Longhorn Beetle Habitat
- Giant Garter Snake Timing (for construction activities)
- Giant Garter Snake Exclusionary Fencing (during construction)
- Giant Garter Snake Escape Ramp (during construction period)
- Compensation for Loss of Giant Garter Snake Habitat
- Swainson's Hawk Agency Consultation

ENERGY

Energy Consumption

Adverse Environmental Effect:

The project would result in short-term energy consumption related to manufacturing of construction materials, the use of construction equipment that requires petroleum fuels, and the use of construction workers' motor vehicles as they travel to and from the site. Indirect energy consumption would result from traffic delays due to construction.

Findings

Changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the Final EIR/EA. Such changes or alterations are within the responsibility and jurisdiction of another public agency (the Department) and not YoloTD. Such changes have been adopted by the Department or can and should be adopted by the Department.

Statement of Facts

The following mitigation measure has been determined to be feasible and therefore, will be adopted to avoid, minimize, and fully mitigate project impacts on energy consumption. The full text of the measure is included in the Final EIR/EA.

- Prepare a Construction Energy Efficiency Plan

GEOLOGY AND SOILS

Seismic-Related Ground Failure

Adverse Environmental Effect:

There is low potential for seismic activity to occur during construction due to the distance from active faults project. However, seismic shaking creates opportunities for liquefaction, which could impact construction workers during construction, or result in safety issues to people and structures because of

soil erosion, subsidence, expansive soils, corrosive soils, surface fault rupture, seismic shaking, liquefaction, and landslides.

Findings

Changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the Final EIR/EA. Such changes or alterations are within the responsibility and jurisdiction of another public agency (the Department) and not YoloTD. Such changes have been adopted by the Department or can and should be adopted by the Department.

Statement of Facts

The following mitigation measure has been determined to be feasible and therefore, will be adopted to avoid, minimize, and fully mitigate project impacts due to seismic-related ground failure. The full text of each measure is included in the Final EIR/EA.

- Prepare Geotechnical Design Reports

Unstable Geologic Unit or Soils

Adverse Environmental Effect:

The project is not in an Alquist-Priolo Fault Zone or in an area that has historically been prone to landslides, lateral spreading, or subsidence. However, soil characteristics and shallow groundwater within the project area contribute to the potential for liquefaction.

Findings

Changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the Final EIR/EA. Such changes or alterations are within the responsibility and jurisdiction of another public agency (the Department) and not YoloTD. Such changes have been adopted by the Department or can and should be adopted by the Department.

Statement of Facts

The following mitigation measure has been determined to be feasible and therefore, will be adopted to avoid, minimize, and fully mitigate project impacts related to unstable geologic unit or soils. The full text of the measure is included in the Final EIR/EA.

- Prepare Geotechnical Design Reports

PALEONTOLOGY

Unique Paleontological Resource or Site, Or Unique Geologic Feature Adverse

Environmental Effect:

Significant fossil discoveries have occurred in formations in the immediate vicinity of the project boundary. While the discoveries were not found at the surface directly beneath the project activities, the depth of excavation required for structures work increases the risk of encountering these formations.

Findings

Changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the Final EIR/EA. Such changes or alterations are within the responsibility and jurisdiction of another public agency (the Department) and not YoloTD. Such changes have been adopted by the Department or can and should be adopted by the Department.

Statement of Facts

The following mitigation measures have been determined to be feasible and therefore, will be adopted to avoid, minimize, and fully mitigate project impacts on paleontological resources. The full text of each measure is included in the Final EIR/EA.

- Prepare Paleontological Evaluation Report
- Prepare Paleontological Resources Management Plan
- Conduct Paleontological Resources Monitoring (during construction)

HAZARDS AND HAZARDOUS MATERIALS

Wildland Fire Prevention

Adverse Environmental Effect:

Project construction would involve the use of hazardous materials including fuels such as gasoline or diesel, hydraulic oils, paints, solvents, or other industrial chemicals necessary for maintaining vehicles and equipment. Said material can be flammable.

Once project construction is completed, the roadway corridor would continue to serve the same use as existing conditions and would not create a new roadway alignment within a high fire severity zone. Measure will be taken to lessen the wildfire risk of the project.

Findings

Changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the Final EIR/EA. Such changes or alterations are within the responsibility and jurisdiction of another public agency (the Department) and not YoloTD. Such changes have been adopted by the Department or can and should be adopted by the Department.

Statement of Facts

The following mitigation measure has been determined to be feasible and therefore, will be adopted to avoid, minimize, and fully mitigate project impacts related to wildland fire hazards. The full text of each measure is included in the Final EIR/EA.

- During The Construction, Caltrans will Implement Fire Prevention Practices to Reduce the Potential for Wildfire

HYDROLOGY AND WATER QUALITY

Alteration Of Drainage Patterns, Increased Runoff and Flooding, Exceed Capacity of Stormwater Drainage Systems, Additional Polluted Runoff

Adverse Environmental Effect:

Construction of the project would involve land-disturbing activities, use of construction equipment, clearing and grading, excavation, and temporary staging of materials. As a result, during construction, the project would potentially result in changes in topography or ground surface features; an increase in wind or water erosion of on-site or off-site soils, resulting in changes to soil deposition and/or erosion; and the discharge of storm water runoff and pollutants which have the potential to affect water quality in Putah Creek, Willow Slough Bypass, Sacramento River, and Delta Waterways.

Findings

Changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the Final EIR/EA. Such changes or alterations are within the responsibility and jurisdiction of another public agency (the Department) and not YoloTD. Such changes have been adopted by the Department or can and should be adopted by the Department.

Statement of Facts

The following measure has been determined to be feasible and therefore, will be adopted to avoid, minimize, and fully mitigate project impacts on drainage and runoff. The full text of each measure is included in the Final EIR/EA.

- Culvert Replacement Best Management Practices and Construction Monitoring

NOISE

Temporary or permanent increase in ambient noise levels in excess of applicable standards.

Adverse Environmental Effect:

Construction activities (e.g., heavy construction equipment, heavy-duty trucks) would result in temporary increases to noise levels at adjacent sensitive receptors. Noise levels would not exceed quantitative noise limits established by Caltrans except for nighttime work, which could result in an exceedance.

Findings

Changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the Final EIR/EA. Such changes or alterations are within the responsibility and jurisdiction of another public agency (the Department) and not YoloTD. Such changes have been adopted by the Department or can and should be adopted by the Department.

Statement of Facts

The following mitigation measure has been determined to be feasible and therefore, will be adopted to avoid, minimize, and fully mitigate project impacts related to construction noise. The full text of each measure is included in the Final EIR/EA.

- Restrict Nighttime Noise-Generating Construction Activities

FINDINGS REGARDING SIGNIFICANT AND UNAVOIDABLE IMPACTS

TRANSPORTATION

Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b) Adverse

Environmental Effect:

As discussed in the Final EIR/EA, the project would result in improved vehicular operational conditions that would result in reduced vehicular delays and congestion within the project corridor; however, the project would also result in induced vehicle miles traveled (VMT) (Section 2.2.10.7, Table 2.1-26), which represents a significant impact.

Findings

Feasible mitigation measures will not reduce the identified significant impact to a level below significant. Therefore, this impact would remain significant and unavoidable. Changes or alterations have been required in, or incorporated into, the project, which substantially lessen the significant environmental effect as identified in the Final EIR/EA. Such changes or alterations are within the responsibility and jurisdiction of another public agency (the Department) and not YoloTD. Such changes have been adopted by the Department or can and should be adopted by the Department.

YoloTD finds that no additional feasible alternatives or mitigation measures within its authority are available to reduce the environmental impacts of the project to less than significant levels. Therefore, pursuant to Public Resources Code Section 21081(b), YoloTD finds that specific overriding economic, legal, social, technological, and other benefits of the project outweigh this significant and unavoidable impact, as reflected in YoloTD's Statement of Overriding Considerations.

Statement of Facts

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

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

This project is being approved despite the above referenced transportation impact not being fully mitigable. The project was unable to mitigate for the full amount of additional VMT (approximately 110 million annually) due to various factors related to infeasibility. The feasibility factors used for

evaluation included reasonable cost-to-VMT benefit ratios; whether specific measures were included in a local agency planning document; whether the measure is within the realm of responsibility of another public agency or jurisdiction; inclusion in Sacramento Area Council of Governments Metropolitan Transportation Plan/Sustainable Communities Strategy which would rule out the ability to claim VMT reduction credit; or whether the Yolo 80 project's proposed financial contribution would be sufficient enough to make a reasonable and feasible claim for full VMT credit.

After a thorough solicitation process with local agencies and stakeholders to provide a list of potential VMT reducing measures, analysis was conducted using the above listed feasibility factors on each potential mitigation measure. The following mitigation measure has been determined to be feasible and therefore, will be adopted to avoid, minimize, and fully mitigate project impacts related to construction noise. The full text of each measure is included in the Final EIR/EA.

- Reduce Induced VMT Effects of The Project by Contributing Funding to Regional VMT Reducing Measures

Application of this measure would yield a VMT reduction of 50 percent for the preferred alternative. By incorporating the VMT mitigation measures, the project will be able to mitigate 55,601,500 annual VMT. VMT mitigation will be funded with the project's mitigation budget of \$55 million. YoloTD finds that no additional feasible alternatives or mitigation measures within its authority are available to further reduce the project's VMT impact.

Despite the high VMT generated, the project will provide multi-modal benefits to not only users of the state highway system but also to the surrounding communities. The proposed project benefits outweigh the unavoidable VMT adverse impacts.

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

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

Autumn Bernstein
Executive Director

Date

ATTACHMENT 1b: Statement of Overriding Considerations

Project Name: Yolo 80 Managed Lanes

YOLO COUNTY TRANSPORTATION DISTRICT STATEMENT OF OVERRIDING CONSIDERATIONS FOR YOLO 80 MANAGED LANES PROJECT TO CONSTRUCT IMPROVEMENTS CONSISTING OF A HIGH OCCUPANCY TOLL LANE (HOT 3+) IN EACH DIRECTION WITH DIRECT CONNECTORS, PEDESTRIAN/BICYCLE FACILITIES, PARK-N-RIDE, AND INTELLIGENT TRANSPORTATION SYSTEM ELEMENTS ON I-80 BETWEEN POST MILES (PMs) 40.7 AND 44.7 IN SOLANO COUNTY, BETWEEN PMs 0.00 AND 11.72 IN YOLO COUNTY, AND BETWEEN PMs 0.00 AND 1.36 IN SACRAMENTO COUNTY; ON U.S. 50 BETWEEN PMs 0.00 AND 3.12 IN YOLO COUNTY AND BETWEEN PMs 0.00 AND 0.617 IN SACRAMENTO COUNTY

The following information is presented to comply with State CEQA Guidelines, California Code of Regulations, Title 14, Sections 15093 and 15096. Reference is made to the [Final Environmental Impact Report](#) (Final EIR) for the project, which is the basic source for the information.

The Yolo County Transportation District, in its independent judgment as a CEQA responsible agency, reviewed and considered the Final EIR prepared by the California Department of Transportation and finds that the Final EIR contains a complete, objective, and substantiated reporting of the project's potential impacts.

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

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

Pursuant to Section 15093 of the State CEQA Guidelines, decision-makers are required to balance the benefits of a project against its unavoidable environmental risks in determining whether to approve a project. CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered acceptable.

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

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

movement of freight and commute times.

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

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

After a thorough solicitation process with local agencies and stakeholders to provide a list of potential VMT reducing measures, analysis was conducted using the above listed feasibility factors on each potential mitigation measure. The Department identified the following feasible mitigation measure (the full text of which is included in the Final EIR/EA):

- Reduce Induced VMT Effects of The Project by Contributing Funding to Regional VMT Reducing Measures

Application of this measure would yield a VMT reduction of 50 percent for the preferred alternative. By incorporating the VMT mitigation measures, the project will be able to mitigate 55,601,500 annual VMT, or roughly 50 percent. The 50 percent VMT mitigation will be funded with the project's mitigation budget of \$55 million. YoloTD has determined that no additional feasible alternatives or mitigation measures within its authority are available to further reduce the project's VMT impact.

Despite the high VMT generated, the project will provide multi-modal benefits to not only users of the state highway system but also to the surrounding communities. The proposed project benefits outweigh the unavoidable VMT adverse impacts.

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

To the extent the significant effects of the project are not avoided or substantially lessened to a level of insignificance, the Yolo County Transportation District, having reviewed and considered the information

contained in the Final EIR for the Yolo 80 Corridor Improvements Project (EA 03-3H900), and having reviewed and considered the information contained in the public record, and having balanced the benefits of the project against the unavoidable effects which remain, finds such unmitigated effects to be acceptable in consideration of the overriding considerations discussed herein.

Autumn Bernstein, Executive Director

Date