
I-80 Express Lanes Project

SOLANO COUNTY, CALIFORNIA
DISTRICT 04 – SOL – 80 – PM 10.4/30.2
EA 04-4G080/PROJECT ID 0412000332

Initial Study with Mitigated Negative Declaration/ Environmental Assessment with Finding of No Significant Impact



Prepared by the State of California Department of Transportation
and Solano Transportation Authority

The environmental review, consultation, and any other action required in accordance with applicable Federal laws for this project is being, or has been, carried out by Caltrans under its assumption of responsibility pursuant to 23 USC 327.



November 2015

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GENERAL INFORMATION ABOUT THIS DOCUMENT

This is the Final Initial Study with Mitigated Negative Declaration (IS/MND)/Environmental Assessment with Finding of No Significant Impact (EA/FONSI) for the I-80 Express Lanes Project, located in Solano County, California. Caltrans is the lead agency for preparing the environmental document in compliance with the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). The document tells you why the project was proposed, alternatives considered, how the existing environment could be affected by the alternatives, the potential impacts of each of the alternatives, and the proposed avoidance, minimization, and/or mitigation measures. The Draft IS/EA was circulated for comments between July 20 and August 18, 2015. A public open forum hearing was held on August 4, 2015 at the Solano County Events Center.

This Final IS/EA is an update of the Draft IS/EA. Changes made to the Draft IS/EA in response to comments are identified in the text with a vertical line in the margin. All comments received during the 30-day circulation period are included in **Chapter 3.0 Comments and Coordination**. Responses are provided following each comment. No text in the IS/EA was revised in response to the comments.

For individuals with sensory disabilities, this document can be made available in Braille, in large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please call or write to Department of Transportation, Attn: Zachary Gifford, Associate Environmental Planner, 111 Grand Avenue, Office of Environmental Analysis MS-8B, Oakland, CA, 94612; (510) 286-5610; or use California Relay Service 1 (800) 735-2929 (TTY), 1 (800) 735-2929 (Voice) or 711.

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SCH#2015072037
DISTRICT 04-SOL-80-PM 10.4/30.2
EA 04-4G080/PROJECT ID 041200332

Construct an approximately 18-mile High Occupancy Vehicle/High Occupancy Toll (HOV/HOT or express lane) project on Interstate 80 (I-80) from west of Red Top Road to east of Interstate 505 (I-505), within Solano County.

Initial Study with Mitigated Negative Declaration/Environmental Assessment with Finding of No Significant Impact

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

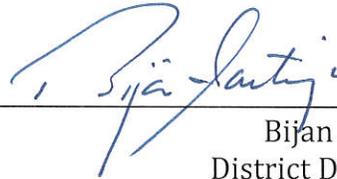
THE STATE OF CALIFORNIA
Department of Transportation
And
Solano Transportation Authority

Cooperating Agencies: U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service, National Marine Fisheries Service, Federal Highway Administration

Responsible Agencies: California Transportation Commission, North Coast Regional Water Quality Control Board, California Department of Fish and Wildlife, State Historic Preservation Office

12-1-15

Date of Approval



Bijan Sartipi
District Director
Department of Transportation, District 4
CEQA/NEPA Lead Agency

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CALIFORNIA DEPARTMENT OF TRANSPORTATION
FINDING OF NO SIGNIFICANT IMPACT (FONSI)

FOR THE

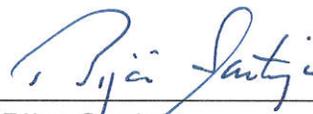
I-80 Express Lanes Project

The California Department of Transportation (Caltrans), in cooperation with Solano Transportation Authority (STA) and the Metropolitan Transportation Commission (MTC), has determined that the Build Alternative will have no significant impact on the human environment. This FONSI is based on the attached Environmental Assessment (EA) and other available reports appended to the EA, which have 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. The EA 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 appended reports.

The environmental review, consultation, and any other action required in accordance with applicable Federal laws for this project is being, or has been, carried-out by Caltrans under its assumption of responsibility pursuant to 23 USC 327.

12-1-15

Date



Bijan Sartipi

District Director

Department of Transportation, District 4
CEQA/NEPA Lead Agency

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Mitigated Negative Declaration

Pursuant to: Division 13, Public Resources Code

Project Description

The California Department of Transportation (Caltrans), in cooperation with the Solano Transportation Authority (STA) and the Metropolitan Transportation Commission (MTC), proposes to provide High Occupancy Vehicle/High Occupancy Toll lanes (HOV/HOT or express lanes) in both the westbound and eastbound direction of Interstate 80 (I-80) from west of Red Top Road to east of Interstate 505 (I-505), within Solano County, California. The I-80 Express Lanes Project (project) would construct approximately 18 miles of express lanes in the I-80 corridor through conversion of existing HOV lanes and highway widening for new express lanes. The project limit is approximately 20 miles because of the need to install express lanes signs and equipment 1 mile in advance of the actual express lane entrance. The general location of the proposed improvements extends along I-80 from post mile (PM) 10.4 to 30.2 and passing through the cities of Fairfield and Vacaville.

Determination

Caltrans has prepared an Initial Study for this project, and following public review, has determined from this study that the project would not have a significant effect on the environment for the following reasons:

The project would have no effect on land use, coastal zone, wild and scenic rivers, parks and recreational facilities, growth, community character, and energy.

The Build Alternative includes a number of avoidance and minimization measures that are considered part of the project design and apply to all of the proposed improvements under the Build Alternative (see relevant Avoidance, Minimization, and/or Mitigation Measures discussions within each section of **Chapter 2.0, Affected Environment, Environmental Consequences, and Avoidance, Minimization, and/or Mitigation Measures**). These avoidance measures would be implemented prior to and during construction activities, and would be included as part of the special provisions of the construction bid package for the project. Implementation of the avoidance and minimization measures included in the project design would avoid significant impacts to the majority of resource topics (farmlands, community impacts, utilities/emergency services, traffic and transportation/pedestrian and bicycle facilities, visual/aesthetics, cultural resources, hydrology and floodplain, water quality and storm water runoff, geology/soils/seismic/topography, hazardous waste/materials, and air quality).

Significant impacts that would not be avoided and/or reduced through the implementation of the avoidance measures include potential significant impacts to paleontological resources; noise levels exceeding the noise abatement criteria thresholds; and the direct displacement of oak and riparian woodlands, jurisdictional water features, and habitats suitable for burrowing owl and California red-legged frog. Therefore, the following mitigation measures have been proposed:

Mitigation Measure PALEONTOLOGY-A (PAL-A): Monitoring and Mitigation Program

Mitigation Measure NOISE-A (NOI-A): Provide noise abatement

Mitigation Measures BIOLOGY-A (BIO-A) through BIO-F: Compensatory mitigation for potential impacts to oak woodland habitat, aquatic and wetland habitat, riparian woodland habitat, burrowing owl, and California red-legged frog

Implementation of Mitigation Measures PAL-A, NOI-A, and BIO-A through BIO-F, in combination with the avoidance and minimization measures, would reduce all significant impacts to a less than significant level.



Bijan Sartipi
District Director
Department of Transportation, District 4
CEQA/NEPA Lead Agency

12-1-15

Date