

2020020452

Notice of Exemption

Appendix E

To: Office of Planning and Research
P.O. Box 3044, Room 113
Sacramento, CA 95812-3044

County Clerk

County of: _____

From: (Public Agency): _____
1416 Ninth Street
Sacramento, CA 95814

(Address)

Project Title: Traffic Count Data Collection in the DeltaProject Applicant: Department of Water Resources

Project Location - Specific:

Bryon Highway, SR 160, SR 12, SR4, other Delta roads. See attached for more info.

Project Location - City: various Project Location - County: Sacramento, San Joaquin, Solano, Contra Costa

Description of Nature, Purpose and Beneficiaries of Project:

The proposed traffic counts would inform the evaluation of potential construction and operations access routes that could be considered in alternatives for a proposed single tunnel Delta conveyance (requiring a separate CEQA process). The traffic counts include mid-block counts using pneumatic tube counters or mounted cameras (primarily to determine number of passenger cars, light trucks, medium trucks, and large trucks at a given location) and peak-hour turning movement counts using mounted cameras (all vehicles, bicycles, and pedestrian).

Name of Public Agency Approving Project: Department of Water ResourcesName of Person or Agency Carrying Out Project: N/A

Exempt Status: (check one):

- ☐ Ministerial (Sec. 21080(b)(1); 15268);
- ☐ Declared Emergency (Sec. 21080(b)(3); 15269(a));
- ☐ Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- ☒ Class 6 Information Collection (Sec. 15306) and Common sense exemption (Sec. 15061(b)(3))
Categorical Exemption. State type and section number: _____
- ☒ Statutory Exemptions. State code number: Feasibility and Planning Studies (Sec. 15262)

Reasons why project is exempt:

The proposed project would not have a significant effect on the environment because installation of Mid-Block Counter equipment would not result in any damage to the pavement or surrounding environment would be installed and removed within a 72-hour period or 9 day period without damage to pavement or surrounding environment, pneumatic tubes would only be installed in the traveled portion of the roadways at non-peak hours, mounted camera equipment for the Peak-Hour Turning Movement Counts would be installed on existing poles within a 3-day period without damage to existing poles or surrounding environment, would be consistent with DWR's greenhouse gas emissions reduction plan, all activity would occur within the disturbed roadway rights-of-way, and would not occur in the adjacent land uses, including homes, businesses, or biological resources. See attachment for additional information.

Lead Agency
Contact Person: Katherine Marquez Area Code/Telephone/Extension: 916-651-7011

If filed by applicant:

1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project? ☒ Yes ☐ No

Signature: Carolyn Mun Date: 2/21/20 Title: Env Program Mgr

☒ Signed by Lead Agency ☐ Signed by Applicant

Governor's Office of Planning & Research

Authority cited: Sections 21083 and 21110, Public Resources Code.
Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

Date Received for filing at OPR: FEB 21 2020

STATE CLEARINGHOUSE

Traffic Count Data Collection in the Delta

Attachment to CEQA Notice of Exemption

This memo is to document California Environmental Quality Act considerations for the proposed Traffic Count Data Collection in the Delta Studies. These studies, as described below, would be undertaken by the Delta Conveyance Design and Construction Authority at the direction of the Department of Water Resources (DWR). For the reasons described below, the proposed project activities fall within several exemptions under CEQA and DWR is therefore exempt from having to prepare environmental documents prior to approving the project.

The proposed action involves feasibility and planning studies as defined in the statutory exemption, CEQA Guidelines Section, Public Resources Code Section 21102. This exemption applies to projects involving only feasibility or planning studies for possible future actions. Traffic counts would only be for a planning study to collect existing traffic data to support the environmental review of a possible future action which has not been approved, adopted, or funded. This information will also be used by the DCA to identify engineering considerations for potential alternatives that could be considered by DWR. DWR would subsequently select the alternatives and complete separate environmental documentation for a separate proposal.

The proposed action falls under the common sense exemption (Sec. 15061(b)(3)) because it can be seen with certainty that there is no possibility that the activity in question may have significant effect on the environment. The proposed project would not have a significant effect on the environment because installation of Mid-Block Counter equipment would not result in any damage to the pavement or surrounding environment would be installed and removed within a 72-hour period or 9 day period without damage to pavement or surrounding environment, pneumatic tubes would only be installed in the traveled portion of the roadways at non-peak hours, mounted camera equipment for the Peak-Hour Turning Movement Counts would be installed on existing poles within a 3-day period without damage to existing poles or surrounding environment, would be consistent with DWR's greenhouse gas emissions reduction plan, all activity would occur within the disturbed roadway rights-of-way, and would not occur in the adjacent land uses, including homes, businesses, or biological resources.

The proposed project also falls within categorical exemption class 6 for information collection (Sec. 15306) and none of the exceptions to the exemption apply (Sec. 15300.2). Information collection consists of basic data collection, research experimental management and resources evaluation activities and, as described above, do not result in a serious or major disturbance to an environmental resource. The exceptions to the exemptions consider location, cumulative impact, significant effect, scenic highways, hazardous waste sites, and historical resources. The exceptions to the exemptions do not apply because the proposed project will not result in damage to pavement, existing poles or surrounding environment and thus would not result in location specific significant impacts, cumulative impacts, a

significant impact due to unusual circumstances, damage to scenic resources of a scenic highway, is not on a site listed pursuant to Section 65962.5 of the Government code, and would not cause a substantial adverse change to the significance of a cultural resource.

Additionally,

Project Title: Traffic Count Data Collection in the Delta

Project Location-Specific: The traffic counts would be conducted on county roads and State Highways within the legal Delta. See attached Figure 1 and Tables 1 and 2.

Project Location-County: Sacramento, San Joaquin, Solano and Contra Costa counties.

Description of Project: The proposed traffic counts would inform the evaluation of potential construction and operations access routes that could be considered in alternatives consistent with Executive Order N-10-19 (issued February 12, 2019), for a proposed single tunnel Delta conveyance (requiring a separate CEQA process) consistent with Governor Newsom's new approach to modernize Delta water conveyance. Following Governor Newsom's Executive Order N-10-19, the Department of Water Resources (DWR) is pursuing a new environmental review and planning process for a single tunnel solution to modernize water infrastructure in the Delta. The Delta Conveyance Design and Construction Authority (DCDCA) is preparing preliminary engineering information for consideration by DWR in the development of alternatives.

To inform development of preliminary engineering information, DCDCA is proposing to conduct the following three types of traffic count efforts, including:

- **Mid-Block Counts using Pneumatic Tube Counters or Mounted Cameras (primarily to determine number of passenger cars, light trucks, medium trucks, and large trucks at a given location):**
 - **Installed for 24-hours on a "typical weekday"** – up to 4 locations within CalTrans Rights-of-Way (ROWs), and up to 6 locations within county road ROWs.
 - **Installed for 7-days** – up to 3 locations within CalTrans Rights-of-Way (ROWs) and up to 1 location within county road ROWs
 - **Installation of Pneumatic Tube Counters** –
 - At each location, two tubes approximately 0.5 inches in diameter would be stretched across the pavement. One end of each tube would be sealed to avoid air from leaving the tube. The other end of the tube would be connected to a counter which records the number of times a wheel drives over the tubes and compresses the air in the tube. The tubes would be anchored using tape or nails along the sides or along the centerline of the roads.

- At each location, a box with the counter would be placed at the side of the road. The box would be anchored to an existing pole with a chain or strap.
- **Installation of Mounted Cameras –**
 - At each location, a video camera unit would be installed either on an existing pole or a new pole.
- **Peak-Hour Turning Movement Counts using Mounted Cameras (all vehicles, bicycles, and pedestrian):**
 - **Installed for up to 3-days (Tuesday, Wednesday, and Thursday) -**
Up to 7 locations within CalTrans ROWs, up to 7 locations within county road ROWs, and up to 18 locations within both CalTrans and county road ROWs.
 - Focused video review for two hours in the morning and two hours in the late afternoon during peak periods.
 - **Installation –**
 - At each location, a video camera unit would be installed either on an existing pole or a new pole.
- **Consistency with DWR's Greenhouse Gas Emissions Reduction Plan (GGERP):** A Consistency Determination for projects using outside labor is attached along with a greenhouse gas emissions inventory that just consists of the emissions associated with transportation required for installation and removal of monitoring equipment. Due to the nature of the proposed project, none of the project level GHG emissions reduction measures apply.

Schedule: This effort would be conducted between February through March 2020.

Public Agencies Issuing Encroachment Permits: Sacramento, San Joaquin, Solano, or Contra Costa counties would issue encroachment permits for installation of pneumatic tube counters or video cameras to conduct traffic counts. CalTrans would issue encroachment permits in accordance with Section 516.8 of the 2018 CalTrans Encroachment Permits Manual, Section 516.8, *Traffic Counts*.

Agency Implementing Project: W&S Solutions, LLC. would be implementing the traffic counts, as a subconsultant to Jacobs Engineering, Inc. who is a consultant to the DCA.

Exemption: Common sense exemption (Sec. 15061(b)(3)), categorical exemption class 6 for information collection (Sec. 15306), and statutory exemption for feasibility and planning studies (Sec. 15262)

Table 1 – Locations of Mid-Block Counts

Seg ID	Roadway	From	To	Proposed Counts	
				Day Counts	Week Counts
S-1	Byron Hwy	SR 4	Contra Costa Co./ Alameda Co. Line	Yes	
S-2	SR 160 (River Rd)	Scribner Rd	Hood Franklin Rd		Yes
S-3	SR 160	SR 12	Brannan Island Rd	Yes	
S-4	SR 12	SR 113	SR 84 (River Rd)	Yes	
S-5	SR 12 (Rio Vista Bridge)	SR 84 (River Rd)	SR 160 (River Rd)	Yes	
S-6	SR 12	Sacramento Co./SJ Co. Line	Bouldin Island		Yes
S-7	SR 4 (Marsh Creek Rd)	Vasco Rd	Byron Hwy (Old SR 4)	Yes	
S-8	SR 4 (Charter Way)	Tracy Blvd	Bacon Island Rd		Yes
S-9	Bacon Island Rd	Bridge	SR 4	Yes	
S-10	Hood Franklin Rd	SR 160 (River Rd)	I-5	Yes	
S-11	Twin Cities Rd	River Rd	I-5	Yes	
S-12	Walnut Grove Rd	Staten Island Rd	I-5		Yes
S-13	Eight Mile Rd	Stockton City Limits	I-5	Yes	
S-14	Lambert Rd	Old Rail Track	0.65 Mile East of the Old Rail Track	Yes	

Table 2 – Locations of Turning Movement Counts

Int ID	Intersections
I-1	Freeport Blvd & Cosumnes River Blvd
I-2	I-5 SB Ramps & Cosumnes River Blvd
I-3	I-5 NB Ramps & Cosumnes River Blvd
I-4	River Rd & Clarksburg Rd
I-5	River Rd & Hood Franklin Rd
I-6	I-5 SB Ramps & Hood Franklin Rd
I-7	I-5 NB Ramps & Hood Franklin Rd
I-8	I-5 SB Ramps & Twin Cities Rd
I-9	I-5 NB Ramps & Twin Cities Rd
I-10	I-5 SB Ramps & Walnut Grove Rd
I-11	I-5 NB Ramps & Walnut Grove Rd
I-12	I-5 SB Ramps & Peltier Rd
I-13	I-5 NB Ramps & Peltier Rd
I-14	Hillside Terrace & SR-12
I-15	SR-160 & SR-12
I-16	I-5 SB Ramps & SR-12
I-17	I-5 NB Ramps & SR-12
I-18	Trinity Pkwy & 8 Mile Rd
I-19	I-5 SB Ramps & 8 Mile Rd
I-20	I-5 NB Ramps & 8 Mile Rd
I-21	SR-4 & Byron Hwy/SR-4
I-22	SR-4 & Byron Hwy/SR-4
I-23	SR-4 & Bixler Rd
I-24	SR-4 & Tracy Blvd
I-25	SR-4 & S Fresno Ave
I-26	SR-4 & I-5 SB Ramps
I-27	SR-4 & I-5 NB Ramps
I-28	Tracy Blvd & Howard Rd
I-29	Mountain House Pkwy & Byron Rd
I-30	Mountain House Pkwy & Mustang Way
I-31	SB I-205 Ramps & Mountain House Pkwy
I-32	NB I-205 Ramps & Mountain House Pkwy

