

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 16-17, 2018

Reference No.: 2.2c.(12)
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Philip J. Stolarski, Chief
Division of Environmental
Analysis

Subject: **APPROVAL OF PROJECTS FOR FUTURE CONSIDERATION OF FUNDING**

ISSUE:

Should the California Transportation Commission (Commission), as a responsible agency, approve the attached Resolution E-18-56?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission), as a responsible agency, approve the attached Resolution E-18-56.

BACKGROUND:

10-Sta-132, PM 11.0/15.0, 10-Sta-99, PM 15.7/17.5 RESOLUTION E-18-56

The attached resolution proposes to approve for future consideration of funding the following project for which a Final Environmental Impact Report (FEIR) has been completed:

- State Route 132 (SR 132) and State Route 99 (SR 99) in Stanislaus County.
Construct a new four-lane freeway along an adopted route from near Dakota Avenue to SR 99 in the city of Modesto. (PPNO 0944M)

This project is located on State Route (SR) 132 in the city of Modesto in Stanislaus County. The project proposes to construct a four lane freeway/expressway. Improvements to the SR 132/SR 99 interchange are also included in the proposed project. The purpose and need of the proposed project are to improve regional and interregional circulation within Modesto and Stanislaus Counties. The proposed project would also relieve traffic congestion along SR 132. The proposed project is estimated to cost \$214.0 million over two phases. The project is not fully funded and is currently programmed for \$46.4 million in the State Transportation

Improvement Program (STIP), Federal and Local programs. The project is estimated to begin construction in 2019. The scope, as described for the preferred alternative, is consistent with the project scope programmed by the Commission in the 2018 STIP.

A copy of the FEIR has been provided to Commission staff. Resources that may be impacted by the project include farmlands, relocations, environmental justice, visual, cultural resources, water quality and storm water runoff, geology and soils, hazardous waste, paleontology, noise, and biological resources.

Potential impacts associated with the project can all be mitigated to below significance with the exception of noise and visual/aesthetics. As a result, an FEIR and a Statement of Overriding Considerations was prepared for the project.

Attachment

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding 10-Sta-132, PM 11.0/15.0, 10-Sta-99, PM 15.7/17.5 Resolution E-18-56

- 1.1** **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:
- State Route 132 (SR 132) and State Route 99 (SR 99) in Stanislaus County. Construct a new four-lane freeway along an adopted route from near Dakota Avenue to SR 99 in the city of Modesto. (PPNO 0944M)
- 1.2** **WHEREAS**, the Department has certified that a Final Environmental Impact Report has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and
- 1.3** **WHEREAS**, the California Transportation Commission, as a responsible agency, has considered the information contained in the Final Environmental Impact Report.
- 1.4** **WHEREAS**, the project will have a significant effect on the environment.
- 1.5** **WHEREAS**, A Statement of Overriding Considerations was made pursuant to CEQA Guidelines.
- 1.6** **WHEREAS**, Findings were made pursuant to the State CEQA Guidelines.
- 2.1** **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby support approval of the above referenced project to allow for consideration of funding.

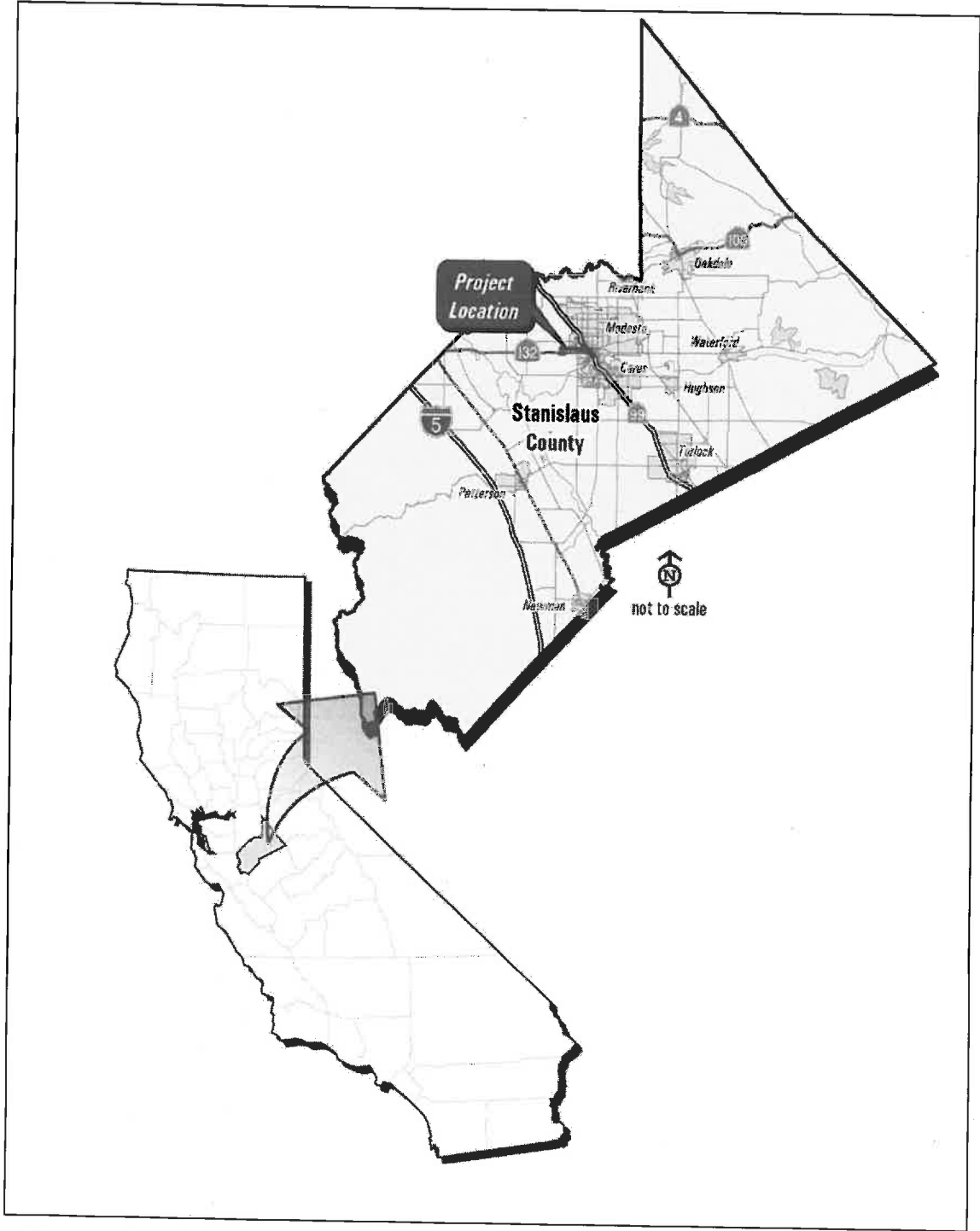


Figure 1-1: Project Vicinity Map

NOTICE OF DETERMINATION

To: Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

From: California Transportation Commission
Attention: Jose Oseguera
1120 N Street, MS 52
Sacramento, CA 95814
(916) 653-2094

Project Title: State Route 132 West Freeway/Expressway Project

<u>20100012010</u>	<u>Haesun Lim</u>	<u>(559) 445-6172</u>
State Clearinghouse Number	Lead Agency Contact Person	Area Code/Telephone

Project Location (include county): State Route (SR) 132 in Stanislaus County.

Project Description: Construct a 4 mile, four-lane freeway in the city of Modesto in Stanislaus County.

This is to advise that the California Transportation Commission has approved the above described project
(Lead Agency / Responsible Agency)
on May 16-17, 2018, and has made the following determinations regarding the above described project:

1. The project (will / will not) have a significant effect on the environment.
2. An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
 A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (were / were not) made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan (was / was not) made a condition of the approval of the project.
5. A Statement of Overriding Considerations (was / was not) adopted for this project.
6. Findings (were / were not) made pursuant to the provisions of CEQA.

The above identified document with comments and responses and record of project approval is available to the General Public at: Caltrans Dist. 10, 1976 Martin Luther King Jr Blvd., Stockton, CA 95205

<u>Susan Bransen</u>		<u>Executive Director</u>
Signature (Public Agency)	Date	Title
CALIFORNIA TRANSPORTATION COMMISSION		

Date received for filing at OPR:

FINDINGS

CALIFORNIA DEPARTMENT OF TRANSPORTATION FINDINGS FOR STATE ROUTE 132 (SR 132) WEST FREEWAY/EXPRESSWAY PROJECT

The following information is presented to comply with State CEQA Guidelines (Title 14 California Code of Regulations, Chapter 3, Section 15901) and the Department of Transportation and California Transportation Commission Environmental Regulations (Title 21, California Code of Regulations, Chapter 11, Section 1501). Reference is made to the Final Environmental Impact Report (FEIR) for the project, which is the basic source for the information.

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

Biological Resources

Adverse Environmental Effects:

- The Preferred Alternative (Alternative 2) would have the potential to directly and permanently affect up to 20.8 acres and temporarily affect up to 0.2 acre of burrowing owl habitat. This conclusion would be confirmed or amended after protocol surveys are completed the year before construction.
- The Preferred Alternative (Alternative 2) would also result in a total loss of 0.65 acre of seasonal wetlands considered to be waters of the state.
- The Preferred Alternative (Alternative 2) would lastly result in the removal of up to 70 acres of Swainson's hawk marginal foraging and/or poor quality nesting habitat and the removal of 414 trees with a low potential to support nests or roosting hawks.

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.

Statement of Facts:

Implementation of the following mitigation measure would reduce the impacts to burrowing owl to a less than significant level:

- Burrowing owl surveys would be conducted following the guidelines outlined in the California Department of Fish and Wildlife's 2012 Staff Report on Burrowing Owl Mitigation during the year prior to the initiation of construction. If burrowing owls are detected within the biological study area, the California Department of

Fish and Wildlife would be consulted to determine specific avoidance and minimization measures appropriate for the site. Likely avoidance and minimization measures may include preconstruction surveys prior to ground disturbance, establishment of no-work buffer, and/or having a qualified biologist present to monitor an active nest during construction activities to ensure that no interference with the burrowing owl breeding activities would occur. Additional avoidance and minimization for permanent impacts to burrowing owl habitat could also include the preservation of surrounding foraging habitat, passive relocations, and off-site mitigation. Mitigation of nesting burrows and associated burrowing owl habitat may involve purchasing mitigation lands adjacent to the project or purchasing burrowing owl mitigation credits at an approved conservation bank in the region.

This measure may involve purchasing mitigation lands adjacent to the project or purchasing burrowing owl mitigation credits at an approved conservation bank in the region. This measure would reduce the impacts to burrowing owl to a less than significant level.

Implementation of the following mitigation measure would reduce the impacts to wetlands and other waters to a less than significant level:

- Caltrans will consult with the Central Valley Regional Water Quality Board during the final design and permitting phase. If the seasonal wetland features are determined to be waters of the State, Caltrans will mitigate for their discharge and fill as directed by the Central Valley Regional Water Quality Board under the Porter Cologne Water Quality Control Act.

Implementation of the following mitigation measure would reduce the impacts to Swainson's hawk habitat to a less than significant level:

- Protocol-level surveys will be conducted within a 0.5-mile radius around the biological study area preceding the initiation of construction and would follow the Swainson's Hawk Technical Advisory Committee's 2000 Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California's Central Valley. If an active Swainson's hawk nest is detected, minimization efforts would be coordinated with the California Department of Fish and Wildlife. Potential minimization measures would include establishing a 600-foot no-work buffer zone around an active nest, and/or having a qualified biologist present to monitor an active nest during construction activities to ensure that no interference with the hawks breeding activities would occur.

Hazards and Hazardous Materials

Adverse Environmental Effects:

The Preferred Alternative (Alternative 2) may result in potential impacts from the accidental release of hazardous materials.

There may be potential impacts from the presence of barium contaminants in the Caltrans Modesto Soils Stockpiles.

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.

Statement of Facts:

Implementation of the following mitigation measure would reduce potential impacts from the accidental release of hazardous materials into the environment to a less than significant level:

- These measures include numerous routine hazardous materials management practices such as the preparation of sampling and analysis plans, materials management plans, health and safety plans, and spill prevention plans, and the proper removal and disposal of asbestos-containing material, lead based paint, and other hazardous building materials in accordance with applicable regulations.

In addition, containment of the three Caltrans Modesto Soils Stockpiles through use as construction materials for the new proposed highway, as described in the RAP, and implementation of the following mitigation measures would reduce potential impacts from the Caltrans Modesto Soils Stockpiles to less than significant levels:

- These measures include the preparation of safety and management plans along with a land use covenant to restrict the types of land use allowed on the site. The plans would address containment assessment, management, and reporting to ensure the ongoing integrity of the containment feature for the protection of human health and the environment. Additional measures include the disposal of waste in accordance with applicable regulations, the minimization of soil stockpile reconfiguration, and conducting perimeter air quality monitoring and groundwater and storm water quality monitoring during construction to minimize hazardous materials impacts related to the soil stockpiles to less than significant levels.

Hydrology and Water Quality

Adverse Environmental Effects:

The Preferred Alternative (Alternative 2) would increase impervious surface by 57.5 acres. The addition of impervious surface could affect the area's watershed through increasing the flow and volume of stormwater runoff entering the watershed. If left untreated, the increase in flow and runoff could negatively affect the water quality of receiving water bodies.

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.

Statement of Facts:

Implementation of the following mitigation measure would reduce potential impacts to the area's water quality and watersheds to a less than significant level:

- All drainage and hydrological improvements would be detailed in the project drainage plan, which would be approved prior to the start of project construction. The plan would include drainage features, where appropriate, such as new drainage inlets, gutters, roadside ditches, pump stations, storm drain pipes, and detention basins.
- Caltrans would comply with applicable Central Valley Regional Water Quality Control Board and Stanislaus County requirements for dewatering and discharge of non-stormwater.
- The contractor would conduct groundwater and stormwater monitoring on and adjacent to the soil stockpiles until the proposed project is complete or the California Department of Toxic Substances Control and the Central Valley Regional Water Quality Control Board indicate that it is no longer necessary.

Noise

Adverse Environmental Effects:

Construction of the proposed project would result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without 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.

Statement of Facts:

Implementation of the following standard best management practices would reduce noise impacts to a less than significant level:

- Use of sound-control devices on construction equipment, the requirement that all equipment include muffled exhaust systems
- Turning off idling equipment

- Scheduling construction activity to workday hours
- Notifying adjacent residents in advance of construction work
- Moving stationary construction equipment away from noise-sensitive receivers

Paleontological Resources

Adverse Environmental Effects:

Excavation for the Preferred Alternative (Alternative 2) would impact the Modesto Formation, thereby having an impact on paleontological resources throughout the study area.

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.

Statement of Facts:

Implementation of the following mitigation measure would reduce potential impacts to paleontological resources to a less than significant level:

- Preparation of a Paleontological Mitigation Plan prior to construction
- Designation of a paleontological monitor to be present during qualifying earthmoving activities, as described in the Paleontological Evaluation Report and Preliminary Paleontological Mitigation Plan
- Provision of a paleontological awareness training session to contractors
- Halting work within a 60-foot radius of paleontological resources discovered during earthmoving activities
- Identification, proper documentation, collection and storage of discovered paleontological resources in a recognized repository institution
- Collection and analysis of samples for microfossils
- Preparation of a Paleontological Mitigation Report by the project paleontologist and filing with the repository institution

**STATEMENT OF OVERRIDING CONSIDERATIONS
CALIFORNIA DEPARTMENT OF TRANSPORTATION
STATEMENT OF OVERRIDING CONSIDERATIONS
STATE ROUTE 132 WEST FREEWAY/EXPRESSWAY PROJECT
STANISLAUS COUNTY
DISTRICT 10 – STA – 132 (PM 11.0/15.0)
DISTRICT 10 – STA – 99 (PM 15.7/17.5)
(PROJECT ID# 1000000424)
SCH# 2010012010**

The following information is presented to comply with State CEQA Guidelines (Title 14 California Code of Regulations, Chapter 3, Section 15903), and the Department of Transportation and California Transportation Commission Environmental Regulations (Title 21 California Code of Regulations, Chapter 11, Section 1501). Reference is made to the Final Environmental Impact Report (FEIR) for the project, which is the basic source for the information.

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

- Noise - Under Alternative 2, noise levels at 267 receivers would approach or exceed 66 A-weighted decibels. A majority of the receivers in Noise Analysis Areas 3 and 4 were predicted to have a distinctly noticeable increase (5 A-weighted decibels or more) over baseline conditions, while only 15 to 20 percent of the total receivers would experience a substantial (doubling of loudness) increase (10 A-weighted decibels or more) over baseline conditions.

Noise abatement was considered for all impacted receivers. But, only one noise barrier (Noise Barrier D) would be recommended in Noise Analysis Area 4. Affected residences in all other noise analysis areas would require driveway access to local roadways, be partially shielded by retaining walls, or be already impacted by ambient (existing) traffic noise. Openings in noise barriers for driveways connecting or intersecting streets reduce the effectiveness of barriers. Therefore, those residences would experience a significant and unavoidable increase in noise levels from the proposed new freeway/expressway.

- Visual/Aesthetics - For the Elm Tract neighborhood, construction of the proposed SR 132/SR 99 direct-connector flyover ramp would require removal of up to six homes and 16 additional trees from the north side of Elm Avenue. The flyover structure would be incompatible with the existing residential setting. Even with application of aesthetic treatments (VA-4), the flyover structure and ground-level noise barrier would have a significant and unavoidable visual impact.

Statement of Overriding Considerations

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

Modesto is the multi-modal hub of Stanislaus County, providing access to all major travel modes, including highways, transit, rail, and air transport systems (2008 City of Modesto Urban General Plan). The City has planned for growth in key areas known as “planned urbanizing areas”, where future urban developments will be concentrated and within which portions of the Project are located. The 2008 City of Modesto General Plan (“Modesto General Plan”) also calls for “transportation and circulations systems that adequately provide for intra-city and regional transportation needs”. The guiding principle of these transportation planning efforts is that “new transportation investments should reinforce existing travel patterns” with the recognition that freeways serve an “important part of the transportation network”. These improvements are highlighted alongside other modes of travel including transit, walking and biking, in an effort to promote multiple travel options and build a network of complete streets.

SR 132 serves as a major access route for an increasing number of central valley commuters traveling to work in and around Modesto as well as a major truck route (StanCOG). However, motorists are experiencing a high level of congestion due to the limitations of the existing facilities, as well as an increase in interregional commuter and truck traffic (StanCOG). The Project would provide an interregional connection between Tracy and Modesto, serves as a connecting link between major freeway routes Interstate 580 (I-580), I-5, and SR 99, and is a major truck route from Modesto to the Livermore Valley and the Bay Area (StanCOG). At a regional level, the 2014 Stanislaus County Regional Transportation Plan (RTP)/ Sustainable Communities Strategy (SCS) recognizes SR 132 as one of two primary east-west corridors in Stanislaus County and includes the SR 132 West Freeway/Expressway Project (M01) as a planned project, emphasizing its importance in the regional transportation system.

Future traffic projections have demonstrated a need for the proposed improvements of SR 132. Existing SR 132 (Maze Boulevard) currently operates at a level of service D or better between North Dakota Avenue and SR 99 but is anticipated to deteriorate to unacceptable levels in the future. All of the study intersections along the existing highway currently operate at an acceptable level of service C or better; however, the studies identify that traffic operations would degrade over time so that, by 2028, the intersection of the existing highway and North Carpenter Road would operate at level F, an unacceptable service level; and, by 2048, the intersections of the existing highway with Rosemore Avenue, North Carpenter Road, and Emerald Avenue would operate at unacceptable

service level F. Future congestion in 2048 along the 3.3-mile stretch between North Dakota Avenue and SR 99 would reduce travel speeds by 12.1 miles per hour during the AM peak period and 12.3 miles per hour during the PM peak period. This would increase travel times and decrease the level of service along SR 132 (Maze Boulevard) at every area intersection studied. Both build alternatives would result in decreased traffic volumes and fewer conflicts at intersections and driveways on existing SR 132 (Maze Boulevard).

Purpose and Need

The purpose of the project is to improve regional and interregional circulation, relieve traffic congestion along existing State Route 132 (SR-132)/Maze Boulevard, and improve operations by creating a four-lane freeway/expressway on a new alignment connecting SR-132 with the City of Modesto.

Improve Regional and Interregional Circulation

Within the project area, existing SR 132 (Maze Boulevard) is a two-lane, undivided, conventional highway with shoulders and isolated left- and right-turn lanes at some intersections. The current average daily traffic volumes within the project area range between 10,230 and 12,400 vehicles. Between Carpenter Road and Meadow Lane, trucks make up 21 percent of the total traffic. Traffic analysis of this existing segment of SR 132 (including Maze Boulevard and the SR 132/SR 99 connection) anticipates an increase in congestion because of the deficiencies of the existing highway and increases in regional traffic and interregional commuter and truck traffic.

Relieve Traffic Congestion along Existing SR 132 (Maze Boulevard)

Congestion is often measured in terms of level of service, which is an indicator of driving conditions on a roadway segment or at an intersection. Levels are defined in categories ranging from "A" to "F" for two-lane highways, intersections with traffic signals, and two-way stop intersections. Level "A" indicates free-flowing traffic with no hindrance to driving speed caused by traffic conditions; level "F" indicates substantial congestion with slow, stop-and-go traffic.

Improve Operations

No fatalities have occurred on the existing SR 132 (Maze Boulevard) in the most recent three-year period studied (2012–2014). The statewide average rate of accident fatalities for similar facilities is 0.016 accidents per million vehicle miles traveled. Along existing SR 132 (Maze Boulevard), most accidents (34 percent) were broadside accidents, followed by rear-end (32 percent), hit-object (15 percent), head-on (9 percent), sideswipe (6 percent), and auto/pedestrian (4 percent) accidents. The high percentage of broadside and rear-end accidents on the existing highway is associated, in part, with characteristics such as relatively high traffic volumes and speeds, a large number of conflict points, and lack of

turning lanes. The data also shows a higher percentage of head-on collisions compared to the previous three-year reporting period, which reported one head-on accident (1.9 percent).

Based on the Highway Safety Manual published by the American Association of State Highway and Transportation Officials, there is a direct correlation between crash frequency and average daily traffic volumes. Lower traffic volumes would result in greater spacing between vehicles, allowing drivers more time to react to sudden changes in traffic flow, such as a stopped vehicle. Fewer vehicles would also result in fewer conflicts at intersections and driveways.

Operational efficiency is reduced by the proximity and direct access to schools, churches, businesses, and residences by way of existing driveways along existing SR 132 (Maze Boulevard), all of which increase the potential for conflicts between bicyclists, pedestrians, and vehicles. Along the existing SR 132 (Maze Boulevard and "L" Street) from Dakota Avenue to east of SR 99 at the SR 132/"L" Street/6th Street intersection, there are 12 unsignalized, two-way stop-controlled intersections, five signalized intersections, and over 60 private driveways. SR 132 also has several direct-access driveways to schools, churches, businesses, and residences along this section of the roadway.

Benefits of the Preferred Alternative

The No-Build Alternative does not meet the purpose and need because existing SR 132 (Maze Boulevard) would remain a two-lane, conventional highway. The No-Build Alternative would not improve regional and interregional circulation, would not relieve traffic congestion along both existing SR 132 (Maze Boulevard) and eastward to SR 99, and would not improve operations of the existing transportation network.

No soil stockpile containment via a highway structure would be implemented under the project's No-Build Alternative. Currently, the perimeter of all three soil stockpiles is enclosed with security fencing, walls, and structures, which under the No-Build Alternative would continue to be maintained by Caltrans. Caltrans would also continue water quality monitoring and maintain the vegetative cover on each stockpile. Under the No-Build Alternative and under the oversight and approval of the California Department of Toxic Substances Control and the Central Valley Regional Water Quality Control Board, Caltrans would be required to develop a separate remedial action plan for the stockpiles.

Each of the Project Build Alternatives was also evaluated based on its ability to meet the project's purpose and need, potential impacts to human and natural resources, project feasibility, and overall project cost. The Project Development Team (Caltrans, StanCOG, Stanislaus County, City of Modesto, and consultant staff) reviewed comments provided by the public and various agencies and recommended Alternative 2 as the preferred alternative during an

April 25, 2017 Project Development Team meeting. Alternative 2 has been identified as the preferred alternative because it provides the best balance between avoiding and/or minimizing environmental impacts, project feasibility, right-of-way acquisition, overall cost, and ability to meet the project's purpose and need. Alternative 2 will result in fewer impacts relative to land use, business relocations, visual quality and tree removal in comparison to Alternative 1 and would maintain the southbound SR 99 off-ramp to Kansas Avenue.

As a CEQA responsible agency, the California Department of Toxic Substances Control (DTSC) worked closely with Caltrans during development of the Environmental Impact Report/Environmental Assessment to ensure that it included an analysis of all of the activities considered to address the Caltrans Modesto Stockpiles. DTSC will make a final determination regarding Draft Final RAP Alternative 4, Containment, after Caltrans certifies the Final Environmental Impact Report. [Based on an analysis of the alternatives, Draft Final RAP Alternative 4, Containment, is proposed as the recommended alternative in the Draft Final RAP because of the effectiveness in providing long-term and overall protection of human health and the environment, technical feasibility, cost-effectiveness, and the ability to minimize the potential for contaminants to migrate to groundwater or to be eroded by stormwater runoff.]

Conclusion

Pursuant to §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. In the event the benefits of a project outweigh the unavoidable adverse effects, the adverse environmental effects may be considered "acceptable". The State CEQA Guidelines require that, when a public agency allows for the occurrence of significant effects which are identified in the FEIR but are not at least substantially mitigated, the agency shall state in writing the specific reasons the action was supported. Any statement of overriding considerations should be included in the record of project approval and should be mentioned in the Notice of Determination.

To the extent the significant effects of the project are not avoided or substantially lessened to a level of insignificance, Caltrans, having reviewed and considered the information contained in the FEIR for the SR 132 Freeway/Expressway Project, 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 discussed herein.

Caltrans finds that all feasible mitigation measures have been imposed to lessen unavoidable project impacts to the extent possible. As such, Caltrans, as the Lead Agency for the Project, has reviewed and considered the information contained in the Draft and the Final Environmental Impact Reports prepared for

the SR 132 Freeway/Expressway Project and the public record. Accordingly, the Lead Agency makes the following finding, pursuant to §15093 of the State CEQA Guidelines, with regard to the Statement of Overriding Considerations for the SR 132 Freeway/Expressway Project:

California Administrative Code, Title 14, Section 15093(a) states: "If the specific economic, legal, social, technological, or other benefits of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered 'acceptable'." Based on the above discussion and on the evidence presented, Caltrans therefore finds that the benefits of the proposed project outweigh the adverse impacts on noise and aesthetic/visual resources related to fair share mitigation from the SR 132 Freeway/Expressway Project, which cannot be eliminated or reduced to a less than significant level.