STOCKTON CITY COUNCIL

RESOLUTION AUTHORIZING THE CITY MANAGER TO APPROVE THE FILING OF A NOTICE OF EXEMPTION FOR THE TRAFFIC SIGNAL CONTROLLER UPGRADE/RETIMING PROJECT (CITY PROJECT NO. 10-12, FEDERAL PROJECT NO. CML-5008(098))

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF STOCKTON, AS FOLLOWS:

1. The filing of a Notice of Exemption, under the California Environmental Quality Act (CEQA Exemption File No. CE032-11), for the Traffic Signal Controller Upgrade/Retiming Project (City Project No. 10-12, Federal Project No. CML-5008(098)) is hereby approved, a copy of which is attached as Exhibit 1.

2. The City Manager is hereby authorized to take whatever actions are appropriate to carry out the purpose and intent of this resolution.

PASSED, APPROVED, and ADOPTED October 18, 2011.

ATTEST:

ANN JOHNSTON
Mayor of the City of Stockton

BONNIE PAGE, City Clerk of the City of Stockton
EXHIBIT 1

CITY OF STOCKTON
NOTICE OF EXEMPTION

TO: COUNTY CLERK
COUNTY OF SAN JOAQUIN
6 South El Dorado Street, 2nd Floor
Stockton, CA 95202

FROM: Lead Agency
City of Stockton
c/o Community Development Dept.
Planning Division
425 North El Dorado Street
Stockton, CA 95202-1997

NOTICE OF EXEMPTION PURSUANT TO PUBLIC RESOURCES CODE SECTION 21152(B) AND CALIFORNIA CODE OF REGULATIONS TITLE 14, SECTION 15062

PROJECT DATA
Project Title: Traffic Signal Controller Upgrade
CEQA Exemption File No.: CE032-11
Applicant: City of Stockton Public Works Department
Project Description/Location: Traffic Signal Controller Upgrade/Retiming - Federal Project No. CML 5008 (098); City Project No. 10-12 - March Lane, Harding Way, and Wilson Way (PW/LW).

DETERMINATION/FINDING OF EXEMPTION
The above-described activity/project is exempt from the environmental assessment requirements of the California Environmental Quality Act (CEQA) pursuant to the following section(s) of the State CEQA Guidelines (California Code of Regulations, Title 14):

- The activity is not a "project" as defined in Section 15378.
- The activity is exempt under the "general rule" that CEQA applies only to projects which have the potential for causing significant environmental effects, as specified in Section 15061(B)(3).
- The project has been granted a "Statutory Exemption" under Article 18 and, specifically, by Section(s):
- The project has been granted a "Categorical Exemption" under Article 19 and, specifically, by Section(s): 15301, Class 1 and 15302, Class 2.

BASIS FOR FINDING OF EXEMPTION
- The activity does not qualify as a project and/or clearly could not have a significant effect on the environment and, therefore, CEQA does not apply.
- The activity constitutes a discretionary project under the City's jurisdiction and qualifies as a project which has been determined not to have a significant effect on the environment and, therefore, is exempt from the provisions of CEQA under the above-noted statutory or categorical exemption(s).

MICHAEL M. NIBLOCK, DIRECTOR
COMMUNITY DEVELOPMENT DEPARTMENT

June 10, 2011
(DATE OF PREPARATION)

By

SENIOR PLANNER JENNY LIAW

June 10, 2011
(DATE OF FINAL APPROVAL)

AFFIDAVIT OF FILING AND POSTING

I declare that on the date stamped above, I received and posted this notice or included it on a list of such notices which was posted as required by California Public Resources Code Section 21152(D). Said notice or list of notices will remain posted for 35 days from the filing date.

Signature

Title

Posting Period Ending Date

::ODMA\GRP\WISE\COS\PW\PW Library:187581.1

::ODMA\GRP\WISE\COS.CDD.CDD Library:91177.1
CATEGORICAL EXEMPTION/ CATEGORICAL EXCLUSION DETERMINATION FORM

10-SJ-City of Stockton
Dist.-Co.-Rte. (or Local Agency) P.M.P.M.

CML-5008(098)
E.A. (State project) Federal-Aid Project No. (Local project) Proj. No.

PROJECT DESCRIPTION:
(Briefly describe project, purpose, location, limits, right-of-way requirements, and activities involved.)
The City of Stockton proposes to upgrade traffic signal controllers and retime the signals along three heavily-traveled corridors in Stockton. Construction would occur on paved or previously disturbed areas within City right of way. This project is a Categorical Exclusion pursuant to NEPA unless: 1) the scope of the project changes to include additional activities or areas; or 2) there is unforeseen discovery of sensitive or cultural resources.

CEQA COMPLIANCE (for State Projects only)
Based on an examination of this proposal, supporting information, and the following statements (See 14 CCR 15300 et seq.):
- If this project falls within exempt class 3, 4, 5, 6 or 11, it does not impact an environmental resource of hazardous or critical concern where designated, precisely mapped and officially adopted pursuant to law.
- There will not be a significant cumulative effect by this project and successive projects of the same type in the same place, over time.
- There is a reasonable possibility that the project will have a significant effect on the environment due to unusual circumstances.
- This project does not damage a scenic resource within an officially designated state scenic highway.
- This project is not located on a site included on any list compiled pursuant to Govt. Code § 65982.5 ("Cortese List").
- This project does not cause a substantial adverse change in the significance of a historical resource.

CALTRANS CEQA DETERMINATION (Check one)
□ Exempt by Statute. (PRC 21080[b]; 14 CCR 15260 et seq.)
Based on an examination of this proposal, supporting information, and the above statements, the project is:
□ Categorically Exempt. Class ______(PRC 21084; 14 CCR 15300 et seq.)
□ Categorically Exempt. Class ______, but it can be seen with certainty that there is ______ (PRC 15061[b][3])

Print Name: Acting Environmental Branch Chief
Print Name: Project Manager/DLA Engineer
Signature Date Signature Date

NEPA COMPLIANCE
In accordance with 23 CFR 771.117, and based on an examination of this proposal and supporting information, the State has determined that this project:
- does not individually or cumulatively have a significant impact on the environment as defined by NEPA and is excluded from the requirements to prepare an Environmental Assessment (EA) or Environmental Impact Statement (EIS), and
- has considered unusual circumstances pursuant to 23 CFR 771.117(b)

In non-attainment or maintenance areas for Federal air quality standards, the project is either exempt from all conformity requirements, or conformity analysis has been completed pursuant to 42 USC7506(c) and 40 CFR 93.

CALTRANS NEPA DETERMINATION (Check one)
X Section 6004: The State has been assigned, and hereby certifies that it has carried out, the responsibility to make this determination pursuant to Chapter 3 of Title 23, United States Code, Section 326 and a Memorandum of Understanding (MOU) dated June 7, 2010, executed between the FHWA and the State. The State has determined that the project is a Categorical Exclusion under:
□ 23 CFR 771.117(c): activity (c)(21)
□ 23 CFR 771.117(d): activity (d)(____)
Activites ______ listed in the MOU between FHWA and the State

Section 6005: Based on an examination of this proposal and supporting information, the State has determined that the project is a CE under Section 6006 of 23 U.S.C. 327.

Jacqueline Walt
Print Name: Environmental Branch Chief
Signature Date

Siharen Pheng
Print Name: DLA Engineer
Signature Date

Briefly list environmental commitments on continuation sheet. Reference additional information, as appropriate (e.g., air quality studies, documentation of conformity exemption, FHWA conformity determination if Section 6005 project; §106 commitments; §4(f); §7 results; Wetlands Finding; Floodplain Finding; additional studies; and design conditions). Revised June 7, 2010

CE for CML-5008(098), Stockton Signal Controller Upgrades
Page 1 of 5
Project Description/Purpose and Need

Build Alternative

The City of Stockton proposes to upgrade traffic signal controllers and retime the signals along three heavily-travelled corridors in Stockton. New traffic signal controllers would be installed at twenty (20) existing traffic signals on March Lane, Harding Way, and Wilson Way. Signal timing plans would be developed and implemented to reduce travel delays and improve air quality along each of the subject corridors.

At thirteen (13) of the project locations the existing cabinets can accommodate the new controllers; at seven (7) locations the existing cabinets would be removed and replaced with new cabinets. Installation of the new cabinets would require excavation to a maximum depth of three (3) feet for replacement of the cabinet foundations. All work would occur within previously disturbed areas subject to routine street maintenance within existing City of Stockton right of way. Right lane or shoulder closures may be required at some locations.

Signal timing improvement would include collection of traffic volume counts and other pertinent field data, analysis of the data using software designed to optimize traffic flow, and fine tuning of the computer-optimized timing based on field observation of traffic flows.

Work is proposed at the following intersections:

March Lane Corridor

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Cabinet Corner</th>
<th>Work Proposed</th>
<th>Excavation Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>Quail Lakes Dr.</td>
<td>NE</td>
<td>Upgrade existing traffic signal controller, Replace existing cabinet</td>
<td>None. Existing foundation fits the new cabinet.</td>
</tr>
<tr>
<td>Venezia Blvd.</td>
<td>SE</td>
<td>Upgrade existing traffic signal controller</td>
<td>None</td>
</tr>
<tr>
<td>McGaw St.</td>
<td>SE</td>
<td>Upgrade existing traffic signal controller</td>
<td>None</td>
</tr>
<tr>
<td>Venetian Dr.</td>
<td>NW</td>
<td>Upgrade existing traffic signal controller</td>
<td>None</td>
</tr>
<tr>
<td>Pershing Ave.</td>
<td>NE</td>
<td>Upgrade existing traffic signal controller</td>
<td>None</td>
</tr>
<tr>
<td>College Square</td>
<td>NW</td>
<td>Upgrade existing traffic signal controller, Replace existing cabinet</td>
<td>Yes. Demolish the existing cabinet foundation and set the new cabinet &amp; new foundation on the same site.</td>
</tr>
<tr>
<td>Precisi Ln.</td>
<td>NW</td>
<td>Upgrade existing traffic signal controller</td>
<td>None</td>
</tr>
</tbody>
</table>

Harding Way Corridor

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Cabinet Corner</th>
<th>Work Proposed</th>
<th>Excavation Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lincoln St.</td>
<td>SE</td>
<td>Upgrade existing traffic signal controller</td>
<td>None.</td>
</tr>
<tr>
<td>Pacific Ave.</td>
<td>SW</td>
<td>Upgrade existing traffic signal controller</td>
<td>None.</td>
</tr>
<tr>
<td>Center St.</td>
<td>NE</td>
<td>Upgrade existing traffic signal controller, Replacing existing cabinet</td>
<td>Yes. Set the new cabinet adjacent to the existing cabinet on a new foundation.</td>
</tr>
<tr>
<td>El Dorado St.</td>
<td>SE</td>
<td>Upgrade existing traffic signal controller, Replace existing cabinet</td>
<td>Yes. Set the new cabinet adjacent to the existing cabinet on a new foundation.</td>
</tr>
<tr>
<td>San Joaquin St.</td>
<td>SW</td>
<td>Upgrade existing traffic signal controller, Replace existing cabinet</td>
<td>Yes. Set the new cabinet adjacent to the existing cabinet on a new foundation.</td>
</tr>
</tbody>
</table>
Wilson Way Corridor

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Cabinet Corner</th>
<th>Work Proposed</th>
<th>Excavation Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bradford St.</td>
<td>SW</td>
<td>Upgrade existing traffic signal controller, Replace existing cabinet</td>
<td>None. Existing foundation fits the new cabinet.</td>
</tr>
<tr>
<td>Harding Way</td>
<td>SE</td>
<td>Upgrade existing traffic signal controller, Replace existing cabinet</td>
<td>Yes. Demolish the existing cabinet foundation and set the new cabinet &amp; new foundation on the same site.</td>
</tr>
<tr>
<td>Waterloo Rd.</td>
<td>NW</td>
<td>Upgrade existing traffic signal controller</td>
<td>None.</td>
</tr>
<tr>
<td>Park St.</td>
<td>NE</td>
<td>Upgrade existing traffic signal controller</td>
<td>None.</td>
</tr>
<tr>
<td>Fremont St.</td>
<td>NW</td>
<td>Upgrade existing traffic signal controller</td>
<td>None.</td>
</tr>
<tr>
<td>Miner Ave.</td>
<td>NW</td>
<td>Upgrade existing traffic signal controller</td>
<td>None.</td>
</tr>
<tr>
<td>Main St.</td>
<td>SW</td>
<td>Upgrade existing traffic signal controller</td>
<td>None.</td>
</tr>
<tr>
<td>Market St.</td>
<td>SE</td>
<td>Upgrade existing traffic signal controller</td>
<td>None.</td>
</tr>
</tbody>
</table>

The purpose of the project is to optimize signal timing to reduce traffic congestion and improve air quality in Stockton. The project is needed because the existing traffic controllers are no longer being supported by the manufacturer, and because they do not support advanced features being utilized by the Stockton Traffic Management System such as Transit Priority and Adaptive Traffic Control.

No-build Alternative

The no-build alternative would not meet the purpose and need of updating the existing controllers to reduce congestion and improve air quality.

Environmental Setting

The proposed project is located on three busy urban streets in the City of Stockton in central San Joaquin County. Land use in the project area includes a mix of residential and commercial; there is no natural habitat in the project vicinity.

Environmental Issues

The nature of the project and its setting suggest no potential for impacts to socioeconomic resources. This is not a Type 1 project as defined in 23 CFR 772.5(h); it would not increase the number of through lanes or change the horizontal or vertical alignment of the affected roads, or require noise abatement measures. The project is not within the Coastal Zone or within the 100-year base flood plain elevation of a watercourse or a lake; it would not involve any work in a river. The project is not within or adjacent to a Wild and Scenic River System. The project would not affect land classified as Prime Farmland, and would not affect any parcels under Williamson Act contract.

The project is consistent with the plans and goals adopted by the community. The project would not involve changes in access control; however, traffic control measures might be required during project construction. The project would not require future construction to fully utilize the design capabilities included in the proposed project. There are no visual resources within the project area. There are no publicly-owned parks, recreational areas, or wildlife or waterfowl refuges within project limits. The project would not cause public controversy based on potential effects to the environment.

Biology

Biological resource assessment consisted of a review of the Preliminary Environmental Studies (PES) Form prepared by the City of Stockton and review of the California Department of Fish and Game's Natural Diversity Database (CNDDB) and the U.S. Fish and Wildlife Service's threatened and endangered species website using the Stockton West and Lodi South U.S. Geological Service 7.5-minute quadrangles. GIS databases, topographic maps, and aerial
photos were also reviewed.

There is no natural habitat in the project area. Construction activities would be limited to existing sidewalks and previously-maintained landscaped areas. Ornamental trees are located adjacent to work areas at some locations, but no trimming or removal of trees is proposed. No state or federally listed species, designated critical habitat, state or federally recognized sensitive habitats, or waters of the U.S. would be affected by the proposed project. There are no natural or agricultural wetlands in the project area. Section 7 consultation with the U.S. Fish and Wildlife Service is not required.

Cultural Resources

There are no properties on or eligible for the National Register of Historic Places within the project area. The proposed undertaking was determined to have no potential to affect historic properties and is exempt from further review pursuant to Stipulation VII and Attachment 2, Screened Undertakings, (Class Nos. 1, 6 and 20) of the Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act as it Pertains to the Administration of the Federal-Aid Highway Program in California (PA).

Hazardous Waste

No potential or existing hazardous waste concerns were identified through searches of regulatory records and databases. Project activities would present minimal risk of encountering hazardous wastes.

This project would involve limited soil excavation for replacement of signal controller cabinet foundations. Lead occurs naturally in all soils in varying concentrations. The California Occupational Safety and Health Administration (Cal OSHA) requires a lead compliance plan on all jobs where there is soil disturbance. A lead compliance plan would be implemented during project construction.

Air Quality

Pursuant to Table 2 (Exempt Projects) of the Code of Federal Regulations, Title 40, Section 93.128 (40 CFR 93.128), the proposed project is exempt from project-level air quality analysis as a "Traffic control devices and operating assistance other than signalization projects" project. Air quality conformity requirements have been met. The project is exempt from the requirement to determine conformity with a regional transportation plan.

Ken J. Romero, Caltrans Central Region Environmental Engineering, concurred with the findings in the “CE Checklist: Air Quality Conformity Questions” on November 28, 2010, and the checklist was approved by Jacqueline Wait, Caltrans District 10 Senior Environmental Planner, on December 1, 2010.

Noise

The proposed project would not result in a permanent increase in noise levels in or near the project area. There would be a temporary increase in noise levels during project construction. A Construction Noise Technical Memorandum dated November 17, 2010 proposed appropriate avoidance and minimization measures to reduce construction-related noise impacts. No adverse noise impacts from construction are anticipated because construction would be conducted in accordance with Caltrans Standard Specifications Section 7-1.01i and applicable local noise standards. Construction would occur between 9:00 a.m. and 5:00 p.m.

Water Quality/Stormwater

No waterways would be affected by the proposed project, and no formal water quality analysis was required. Potential impacts to water quality in the project area can be addressed during project design and construction. The proposed project would not adversely affect quality of storm water discharge from the roads provided that Best Management Practices (BMPs) are implemented.
Agency Coordination and Permits Required

<table>
<thead>
<tr>
<th>Permit or Agreement</th>
<th>Required for project?</th>
</tr>
</thead>
<tbody>
<tr>
<td>1502 Streambed Alteration Agreement (California Department of Fish and Game)</td>
<td>Yes</td>
</tr>
<tr>
<td>Section 404 Permit (U.S. Army Corps of Engineers)</td>
<td>Yes</td>
</tr>
<tr>
<td>Section 401 Certification (Regional Water Quality Control Board)</td>
<td>Yes</td>
</tr>
<tr>
<td>Local Agency National Pollutant Discharge Elimination System (NPDES) permit (RWQCB)</td>
<td>TBD by Local Agency</td>
</tr>
</tbody>
</table>

Environmental Provisions

- Environmental reevaluation will be required if the scope of the project changes to include additional areas or activities, or if previously unknown cultural or other sensitive resources are discovered.

**Hazardous Waste**

- A lead compliance plan for worker health and safety must be prepared by a Certified Industrial Hygienist and must be implemented prior to the start of construction activities. This plan is needed in order to comply with California Occupational Safety and Health Administration (Cal OSHA) regulations addressing lead for projects involving soil disturbance.

**Noise**

- Construction must be conducted in accordance with Caltrans Standard Specifications Section 7-1.011 and applicable local noise standards. All equipment will have sound control devices that are no less effective than those provided on the original equipment. No equipment will have an unmuffled exhaust. Construction activities will be limited to 6:00 am through 5:00 pm.

**Air Quality**

- Dust control measures must be implemented during project construction, as needed. These measures include visual dust monitoring, limiting vehicle speeds to less than 15 miles per hour, and wetting the soil by use of a water truck.

Caltrans Environmental Staff

<table>
<thead>
<tr>
<th>Name</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carl Baker</td>
<td>Environmental coordinator</td>
</tr>
<tr>
<td>James Henke</td>
<td>Biologist</td>
</tr>
<tr>
<td>Shahar Jones</td>
<td>Archaeologist</td>
</tr>
<tr>
<td>Clemens Goewert</td>
<td>Hazardous waste specialist</td>
</tr>
<tr>
<td>Ken J. Romero</td>
<td>Air quality reviewer</td>
</tr>
<tr>
<td>Ali Ami Alhabaly</td>
<td>Noise specialist</td>
</tr>
</tbody>
</table>