

Chapter 3 – Comments and Coordination

During the preparation of this document, the following agencies were consulted:

U.S. Army Corps of Engineers
 U.S. Fish and Wildlife Service
 California Department of Fish and Game
 State Historic Preservation Officer
 Solano Transportation Authority (STA)
 Napa County Transportation and Planning Agency (NCTPA)
 Metropolitan Transportation Commission (MTC)
 California Department of Conservation
United States Department of Agriculture (USDA)
Natural Resources Conservation Service (NRCS)

This project has the support of the MTC, NCTPA, and STA.

Scoping Meetings were held in Solano and Napa Counties on November 8 and 15, 2001, respectively, to afford the public an opportunity to view the project while allowing Caltrans to directly hear their concerns. A meeting with owners of properties along Route 12 was held on March 21, 2002 in Napa County. The purpose of this meeting was to explain the Permit to Enter process in detail.

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Two open house meetings were held during the comment period for the Initial Study-Proposed Mitigated Negative Declaration/Environmental Assessment. At both public meeting/open houses, there were map displays for public viewing as well as Caltrans staff to assist the public in understanding the scope/cost and schedule of the proposed project. Comments were recorded on comment cards or by dictation to a court reporter at the public meetings. People were also offered a flyer with Caltrans contact information to mail in letters or send electronic mails. A fifteen minute brief presentation on the proposed project was delivered by Caltrans staff, STA and NCTPA representatives at both public meetings. Copies of environmental documents were also available and distributed upon request at the meetings.

The first public meeting/open house was held in Fairfield on Thursday, September 13, 2007, from 6:00 to 8:00 pm. Nine people attended the open house to view exhibits, ask questions, and comment on the environmental document and project. Some of them commented by comment cards and some used the court reporter. Others mailed in or e-mailed comments to Caltrans. Please see Volume 2 for all the comments and responses.

The second open house was held in Napa on Friday, September 14, 2007, from 6:00 to 8:00 pm. Twenty-three people attended this meeting to find information about the project and express opinions. Caltrans staff as well as NCTPA and STA representatives were at the meeting to help clarify questions from the public. In a similar fashion a brief presentation were made about the project for the public and comment cards and a court repoter were there to record comments. Please see volume 2 for all the comments and responses.

Chapter 4 - List of Preparers

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Sacramento CA 95825-1846

State Clearinghouse
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Sacramento CA 95812-3044

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Sacramento CA 95814

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Oakland CA 94612

California Highway Patrol Commander
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Libraries

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1150 Kentucky Street
Fairfield CA 94533

Napa Main Library
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Napa CA 94559

Vacaville Public Library - Town Square
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California Wildlife Federation
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DBA Lafitte Cork & Caps
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Guererra Family LLC
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TECHNICAL STUDIES

Operational Analysis For The SR-12 Widening, (May 2007) prepared for Caltrans by Kimley-Horn and Associates, Inc.

Historic Property Survey Report For The Route 12 Jameson Canyon Road Widening and Route 12/29 Interchange Projects in Napa and Solano Counties, California, (May 2007) prepared by Caltrans.

Revised Air Quality Study Report For The SR 12 Jameson Canyon Widening in Napa Solano Counties and SR12/29 Interchange Improvement in Napa County, (January 16, 2008) prepared by Caltrans.

Water Quality Report For Rte 12- Jameson Canyon Road Widening Project & Rte 29/12 Interchange, (February 7, 2007) prepared by Caltrans.

Traffic Noise Study Report For The Four-lane Expressway And Interchange Project For The State Route 29 And 12 From State Route 29 IC to Red Top Road in Napa and Solano Counties, prepared by Caltrans.

Site Investigation Report Widening of State Route (SR) 12, SR 12 from SR 29 to Interstate 80 Napa and Solano County, California, (August 26, 2002) prepared for Caltrans by IT Corporation.

Preliminary Hydrology Study Report in Napa County On Route 29 from km North of Kelly Road South to 1.1 km South of Junction Route 221 North, (March 2007) prepared for Caltrans.

Natural Environment Study for the SR 12 Jameson Canyon Road Widening and SR 12/SR 29 Interchange Improvement Projects, (September 2007) prepared by Caltrans.

Biological Assessment for SR 12/SR 29 Interchange Improvement and SR 12 Jameson Canyon Road Widening Projects, (August 2007) prepared for Caltrans.

Historic Resources Evaluation Report for the Jameson Canyon Road Widening and Route 29/Route 12 Interchange Projects in Napa and Solano Counties, California, (May 9, 2006) prepared for Caltrans by JRP Historical Consulting.

Appendix A: CEQA Checklist

“Supporting documentation of all CEQA checklist determinations is provided in Chapter 2 of this Environmental Impact Report/Environmental Assessment. Documentation of “No Impact” determinations is provided at the beginning of Chapter 2. Discussion of all impacts, avoidance, minimization, and/or compensation measures is under the appropriate topic headings in Chapter 2.”

Environmental Significance Checklist

This checklist identifies physical, biological, social and economic factors that might be affected by the proposed project. In many cases, background studies performed in connection with the projects indicate no impacts. A NO IMPACT answer in the last column reflects this determination. Where there is a need for clarifying discussion, the discussion is included in Section VI following the checklist. The words "significant" and "significance" used throughout the following checklist are related to CEQA, not NEPA, impacts.

| | Potentially Significant Impact | Less Than Significant With Mitigation Incorporation | Less Than Significant Impact | No Impact |
|---|--------------------------------------|---|-------------------------------------|-------------------------------------|
| I. AESTHETICS -- Would the project: | | | | |
| <i>Please see Chapter 2 Section 2.1.7 in Affected Environment</i> | | | | |
| a) Have a substantial adverse effect on a scenic vista? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Substantially degrade the existing visual character or quality of the site and its surroundings? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| II. AGRICULTURE RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project: | | | | |
| <i>Please see Chapter 2 Section 2.1.8</i> | | | | |
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| III. AIR QUALITY -- Where available, the significance | | | | |

criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project: *Please see Chapter 2 Section 2.2.5*

| | Potentially Significant Impact | Less Than Significant With Mitigation Incorporation | Less Than Significant Impact | No Impact |
|--|--------------------------------|---|-------------------------------------|-------------------------------------|
| a) Conflict with or obstruct implementation of the applicable air quality plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Expose sensitive receptors to substantial pollutant concentrations? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Create objectionable odors affecting a substantial number of people? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| IV. BIOLOGICAL RESOURCES -- Would the project: <i>Please see chapter 2 Section 2.3</i> | | | | |
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

| | Potentially Significant Impact | Less Than Significant With Mitigation Incorporation | Less Than Significant Impact | No Impact |
|--|--------------------------------|---|-------------------------------------|-------------------------------------|
| V. CULTURAL RESOURCES -- Would the project: <i>Please see Chapter 2 Section 2.1.8</i> | | | | |
| a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Disturb any human remains, including those interred outside of formal cemeteries? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| VI. GEOLOGY AND SOILS -- Would the project: <i>Please see Chapter 2 Section 2.2.3.1</i> | | | | |
| a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: | | | | |
| i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| ii) Strong seismic ground shaking? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| iii) Seismic-related ground failure, including liquefaction? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| iv) Landslides? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Result in substantial soil erosion or the loss of topsoil? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

| Potentially Significant Impact | Less Than Significant With Mitigation Incorporation | Less Than Significant Impact | No Impact |
|--------------------------------|---|------------------------------|-----------|
|--------------------------------|---|------------------------------|-----------|

VII. HAZARDS AND HAZARDOUS MATERIALS –

Would the project:

Please see Chapter 2 Section 2.2.4

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

VIII. HYDROLOGY AND WATER QUALITY -- Would the project:

Please see Chapter 2 Section 2.2.1 and 2.2.2

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Violate any water quality standards or waste discharge requirements? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

| | Potentially Significant Impact | Less Than Significant With Mitigation Incorporation | Less Than Significant Impact | No Impact |
|---|--------------------------------|---|-------------------------------------|-------------------------------------|
| c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f) Otherwise substantially degrade water quality? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| j) Inundation by seiche, tsunami, or mudflow? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| IX. LAND USE AND PLANNING - Would the project: <i>Please see Chapter 2 Section 2.1.1</i> | | | | |
| a) Physically divide an established community? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Conflict with any applicable habitat conservation plan or natural community conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| X. MINERAL RESOURCES -- Would the project: | | | | |
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

| Potentially Significant Impact | Less Than Significant With Mitigation Incorporation | Less Than Significant Impact | No Impact |
|--------------------------------|---|------------------------------|-----------|
|--------------------------------|---|------------------------------|-----------|

XI. NOISE –

Would the project result in:

Please see Chapter 2 Section 2.2.6

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

| | | | |
|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|-------------------------------------|--------------------------|

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

| | | | |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

| | | | |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

| | | | |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

| | | | |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

| | | | |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

XII. POPULATION AND HOUSING -- Would the project:

Please see Chapter 2 Section 2.1.2

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

| | | | |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

| | | | |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

| | | | |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

| Potentially Significant Impact | Less Than Significant With Mitigation Incorporation | Less Than Significant Impact | No Impact |
|--------------------------------|---|------------------------------|-----------|
|--------------------------------|---|------------------------------|-----------|

XIII. PUBLIC SERVICES

Please see Chapter 2 Section 2.1.5

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

| | | | | |
|--------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| Fire protection? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Police protection? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Schools? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Parks? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Other public facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

XIV. RECREATION –

Please see Chapter 2 Section 2.1.5 in recreational Facilities

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

| | | | |
|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|-------------------------------------|--------------------------|

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

| | | | |
|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|-------------------------------------|--------------------------|

XV. TRANSPORTATION/TRAFFIC -- Would the project:

Please see Chapter 2 Section 2.1.6

a) Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?

| | | | |
|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|-------------------------------------|--------------------------|

b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?

| | | | |
|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|-------------------------------------|--------------------------|

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

| | | | |
|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|-------------------------------------|--------------------------|

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

| | | | |
|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|-------------------------------------|--------------------------|

e) Result in inadequate emergency access?

| | | | |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

f) Result in inadequate parking capacity?

| | | | |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

| | Potentially Significant Impact | Less Than Significant With Mitigation Incorporation | Less Than Significant Impact | No Impact |
|--|--------------------------------|---|------------------------------|--------------------------|
| g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

XVI. UTILITIES AND SERVICE SYSTEMS –

Please see Chapter 2 Section 2.1.5

Would the project:

| | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| g) Comply with federal, state, and local statutes and regulations related to solid waste? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

XVII. MANDATORY FINDINGS OF SIGNIFICANCE –

| | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Does the project have environmental effects which | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

will cause substantial adverse effects on human beings,
either directly or indirectly?

APPENDIX B

Title VI Policy Statement

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*Flex your power!
Be energy efficient!*

January 14, 2005

**TITLE VI
POLICY STATEMENT**

The California Department of Transportation under Title VI of the Civil Rights Act of 1964 and related statutes, ensures that no person in the State of California shall, on the grounds of race, color, national origin, sex, disability, and age, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity it administers.


WILL KEMPTON
Director

APPENDIX C

Glossary

A

Action - An "action," a federal term, is the construction or reconstruction, including associated activities, of a transportation facility. For the purposes of this Handbook, the terms "project", "proposal" and "action" are used interchangeably unless otherwise specified. An action may be categorized as a "categorical exclusion" or a "major federal action."

APE - "Area of Potential Effect" A term used in Section 106 to describe the area in which historic resources may be affected by a federal undertaking.

ACHP - President's "Advisory Council on Historic Preservation"

B

BCDC - San Francisco "Bay Conservation and Development Commission"

Beneficial Use - A use of a natural water resource that enhances the social, economic, and environmental well-being of the user. Twenty-one beneficial uses are defined for the waters of California, ranging from municipal and domestic supply to fisheries and wildlife habitat.

BMP - Best Management Practice

C

CAA - "Clean Air Act as amended" in 1990.

CARB - California Air Resources Board.

Categorical Exclusion - "Categorical exclusion," under NEPA, covers various categories of actions which do not individually or cumulatively have a significant effect on the human environment and are exempt from the requirement to prepare an Environmental Assessment or an Environmental Impact Statement. This replaces the federal term "non-major action." The federal term refers to the action as a whole having no significant impact on the environment. It does not refer to categories of project types.

Categorical Exemption - "Categorical Exemption" (CE) means an exemption from CEQA for a class of projects that have been determined by the Secretary of the Resources Agency not to have a significant effect on the quality of the environment. Article 19 of the CEQA Guidelines describes and gives examples for each class of categorical exemption. There are several exceptions which preclude a project from being considered a Categorical Exemption under CEQA: projects located on a site included on a list of designated hazardous waste sites (the Cortese List); projects that may result in damage to scenic resources on officially designated state scenic highways; or projects that may cause substantial adverse change to a historic resource.

CESA - California Endangered Species Act.

Cooperating Agency - "Cooperating Agency," under NEPA, means any agency other than the lead agency which has jurisdiction by law or special expertise with respect to any environmental impact involved in a proposal for any action significantly affecting the human environment. Under CEQA, the term "responsible agency" is used.

D

Design concept - "Design concept refers to the type of facility identified by the project, e.g., freeway, expressway, arterial highway, grade-separated highway, reserved right-of-way rail transit, mixed-traffic rail transit, exclusive busway, etc."

Design scope - "Design Scope refers to the design aspects that will affect the proposed facility's impact on emissions, usually as they relate to carrying capacity and control, e.g., the number of lanes or tracks to be constructed or added, length of project, signalization, access control including approximate number and location of interchanges, preferential treatment for high-occupancy vehicles, etc."

E

Environmental Assessment - An "Environmental Assessment" (EA) means a concise public document for which a federal agency is responsible that serves to briefly provide sufficient evidence and analysis for determining whether to prepare an Environmental Impact Statement or a Finding of No Significant Impact. It is the federal equivalent of the CEQA term "initial study."

Environmental Document - "Environmental Document" means draft or final Environmental Impact Statement (EIS) or Environmental Impact Report (EIR), Finding of No Significant Impact (FONSI), Environmental Assessment (EA) or Negative Declaration (ND). A CE form is not considered an environmental document, it is rather the documentation that the project is exempt/excluded.

Environmental Protection

Agency (EPA) - An agency of the executive branch of the federal government charged with establishing and enforcing environmental regulations.

ESA - Environmentally Sensitive Area; Endangered Species Act

F

FHWA - Federal Highway Administration

FRA - Federal Railroad Administration

FTA - Federal Transit Administration, formerly the Urban Mass Transit Administration (UMTA)

FONSI - "Finding of No Significant Impact" means a document by a federal agency briefly presenting the reasons why an action, not otherwise categorically excluded, will not have a significant effect on the human environment and therefore does not require the preparation of an EIS. A FONSI is the federal equivalent of a Negative Declaration.

G

H

I

IS - "Initial Study" Under CEQA, the Initial Study is prepared to determine whether there may be significant environmental effects resulting from a project. The initial study is attached to the Negative Declaration or Mitigated Negative Declaration. It can become the basis of an EIR if it concludes that the project may cause significant environmental effects that cannot be mitigated below the level of significance.

ITIP - Interregional Transportation Improvement Program (Caltrans has authority to select projects)

IIP - Interregional Improvement Program (funding categories)

ITSP - Interregional Transportation Strategic Plan

J

K

L

Lead Agency - "Lead Agency" means the public agency which has primary responsibility for carrying out or approving a project which may have a significant effect on the environment and preparing the environmental document.

M

MAJOR INVESTMENT - Federal regulations define a "major metropolitan transportation investment" as "a high-type highway or transit improvement of substantial cost that is expected to have a significant effect on capacity, traffic flow, level of service, or mode share to the transportation corridor or subarea scale." (23 CFR 450.104)

MIS - A "Major Investment Study" is prepared during the early planning phase to analyze the range of modal alternatives and cost/benefits of "major metropolitan transportation investments," which are defined as being

highway or transit improvements of substantial cost that is expected to have a significant effect on capacity, traffic flow, level of service or mode share at the transportation corridor or subarea scale. TEA-21 ELIMINATED THE REQUIREMENT FOR A SEPARATE MIS DOCUMENT, BUT THE ANALYSIS STILL MUST BE CONDUCTED.

MPO - Metropolitan Planning Organization, a federal designation for the forum for cooperative transportation decision-making for an urbanized area with population of more than 50,000.

Maintenance Area - A federal term to describe any geographic region of the United States designated nonattainment pursuant to the Clean Air Act Amendments of 1990 (CAAA) and subsequently redesignated to attainment subject to the requirement to develop a maintenance plan under Section 175A of the CAAA.

Metropolitan Transportation Plan - The Metropolitan Transportation Plan means the official intermodal transportation plan that is developed and adopted through the metropolitan transportation planning process for the metropolitan planning area.

Mitigated Negative Declaration (MND) - "Mitigated Negative Declaration" The CEQA document that is used when the Initial Study concludes that a project's potential significant effect on the environment can be reduced below the level of significance with the incorporation of mitigation measures.

N

NAGPRA - Native American Graves Protection and Repatriation Act of 1990

NAAQS - National Ambient Air Quality Standard

NOAA - National Oceanographic and Atmospheric Administration

NPDES Permit - "National Pollutant Discharge Elimination System Permit which is required for facilities and activities that discharge waste into surface waters from a confined pipe or channel.

Negative Declaration (ND) - A "Negative Declaration" is the document within the CEQA process that states that a project will have not significant environmental impact.

Nonattainment Area - "Nonattainment Area" means any geographic region of the United States that the Environmental Protection Agency (EPA) has designated as a nonattainment area for a transportation related pollutant(s) for which a National Ambient Air Quality Standard (NAAQS) exists.

Nonpoint Source - A "nonpoint source" is a dispersed source of pollution that is not identifiable as to specific location, but may be identified as contributing to water quality degradation from a tributary drainage area, e.g. pesticide residues distributed over an agricultural area.

Notice of Availability - "Notice of Availability" means a formal public notice under NEPA announcing the availability of a completed EA, DEIS, or FEIS. Such notice is to be published in local newspapers. For EISs, publication of such notice in the Federal Register is also required.

Notice of Completion - The CEQA notice submitted to the State Clearinghouse when an EIR is completed. For Caltrans EIRs, the requirement for a Notice of Completion is satisfied by the cover sheet transmitting the EIR to the Clearinghouse.

Notice of Determination (NOD) - A "Notice of Determination" is a formal written notice under CEQA filed by a lead state agency when approving any project subject to the preparation of an ND or EIR.

Notice of Exemption - "Notice of Exemption" means a brief notice which may be filed by a public agency after it has decided to carry out or approve a project and has determined that the project is exempt from CEQA as being ministerial, categorically exempt, an emergency, or subject to another exemption from CEQA.

Notice of Intent - "Notice of Intent" is a notice that an environmental impact statement will be prepared and considered. The Notice of Intent is published in the Federal Register by the lead federal agency. The CEQA equivalent of this notice is called the Notice of Preparation.

Notice of Preparation (NOP) - "Notice of Preparation" is the CEQA notice that an EIR will be prepared for a project.

O

P

Project - CEQA (§21065) defines a "project" as an activity which may cause either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, and which is any of the following:

- a) An activity directly undertaken by any public agency.
- b) An activity undertaken by a person which is supported, in whole or in part, throughout contracts, grants, subsidies, loans, or other forms of assistance from one or more public agencies.
- c) An activity that involves the issuance to a person of a lease, permit, license, certificate, or other entitlement for use by one or more public agencies.

Q

R

Record of Decision (ROD) - The "Record of Decision" is a formal written statement, required under NEPA, wherein a federal lead agency must present the basis for its decision to approve a selected project alternative, summarize mitigation measures incorporated into the project and document any required Section 4(f) approval.

RTIP - Regional Transportation Improvement Plan

RTP - Regional Transportation Plan. "...the official intermodal metropolitan transportation plan that is developed through the metropolitan planning process for the metropolitan planning area, developed pursuant to 23 CFR part 450."

Responsible Agency - A "public agency, other than the lead agency which has responsibility for carrying out or approving a project" (PRC 21069). The CEQA Guidelines further explain the statutory definition by stating that a "responsible agency" includes "all public agencies other than the Lead Agency which have discretionary approval power over the project" (14 CCR 15381). State and local public agencies that have discretionary authority to issue permits, for example, fall into this category.

S

SAFETEA-LU - The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users. SAFETEA-LU authorizes the Federal surface transportation programs for highways, highway safety, and transit for the 5-year period 2005-2009.

Scoping - "Scoping" is a process for determining the scope of issues to be addressed in an EA and EIS and for identifying significant issues to be analyzed in depth in an EIS.

Significance - CEQA: CEQA defines a "Significant effect on the environment" as "a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment. A social or economic change related to a physical change may be considered in determining whether the physical change is significant" (15382).

CEQA requires that the lead agency identify each "significant effect on the environment" resulting from the project and avoid or mitigate it.

The CEQA Guidelines include mandatory findings of significance for certain effects, thus requiring the preparation of an EIR.

Significance - NEPA: NEPA requires that an EIS is required when the proposed federal action has the potential to "significantly affect the quality of the human environment." To determine that potential, one must consider both the context in which the action takes place and the intensity of its effect. Section 1508.27 of the CEQ regulations define the term "significantly" as:

Significantly as used in NEPA requires considerations of both context and intensity:

- (a) Context: This means that the significance of an action must be analyzed in several contexts such as society as a whole (human, national), the affected region, the affected interests, and the locality. Significance varies with the

setting of the proposed action. For instance, in the case of a site-specific action, significance would usually depend upon the effects in the locale rather than in the world as a whole. Both short- and long-term effects are relevant.

(b) **Intensity.** This refers to the severity of impact. Responsible officials must bear in mind that more than one agency may make decisions about partial aspects of a major action. The following should be considered in evaluating intensity:

(1) Impacts that may be both beneficial and adverse. A significant effect may exist even if the Federal agency believes that on balance the effect will be beneficial.

(2) The degree to which the proposed action affects public health or safety.

(3) Unique characteristics of the geographic area such as proximity to historic or cultural resources, park lands, prime farmlands, wetlands, wild and scenic rivers, or ecologically critical areas.

(4) The degree to which the effects on the quality of the human environment are likely to be highly controversial.

(5) The degree to which the possible effects on the human environment are highly uncertain or involve unique or unknown risks.

(6) The degree to which the action may establish a precedent for future actions with significant effects or represents a decision in principle about a future consideration.

(7) Whether the action is related to other actions with individually insignificant but cumulatively significant impacts. Significance exists if it is reasonable to anticipate a cumulatively significant impact on the environment. Significance cannot be avoided by terming an action temporary or by breaking it down into small component parts.

(8) The degree to which the action may adversely affect districts, sites, highways, structures, or objects listed in or eligible for listing in the National Register of Historic Places or may cause loss or destruction of significant scientific, cultural, or historical resources.

(9) The degree to which the action may adversely affect an endangered or threatened species or its habitat that has been determined to be critical under the Endangered Species Act of 1973.

(10) Whether the action threatens a violation of Federal, State, or local law or requirements imposed for the protection of the environment. [43 FR 56003, Nov. 29, 1978; 44 FR 874, Jan. 3, 1979]

Sole Source Aquifer - An aquifer upon which a community depends exclusively for its fresh water supply.

State Implementation Plan (SIP) - The State Implementation Plan (SIP) means the portion (or portions) of an applicable implementation plan approved or promulgated, or the most recent revision thereof, under sections 110, 301(d) and 175A of the Clean Air Act.

State Water Resources Control Board - The principal authority of California for regulation of the quantity and quality of waters of the State, established by act of the legislature in 1967. It assumed responsibility for administration of the Porter-Cologne Water Quality Control Act of 1969.

STIP - "Statewide Transportation Improvement Plan" The STIP means a staged, multiyear, statewide, intermodal program of transportation projects which is consistent with the Statewide transportation plan and planning processes and metropolitan plans, TIPs and processes.

Statewide Transportation Plan - The official statewide, intermodal transportation plan that is developed through the statewide transportation planning process.

T

TIP - The Transportation Improvement Plan (TIP) means a staged, multiyear, intermodal program of transportation projects which is consistent with the metropolitan transportation plan. It is a federal term.

TCM - Transportation Control Measure "... is any measure that is specifically identified and committed to in the applicable implementation plan that is either one of the types listed in § 108 of the CAA, or any other measure for the purpose of reducing emissions or concentrations of air pollutants from transportation sources by reducing vehicle use or changing traffic flow or congestion conditions. Notwithstanding the above, vehicle technology-based, fuel-base, and maintenance-based measures which control the emissions from vehicles under fixed traffic conditions are not TCMs for the purposes of Project-level conformity.

Trustee Agency - "a state agency having jurisdiction by law over natural resources affected by project which are held in trust for the people of the State of California. Trustee agencies include: a) the California Department of Fish and Game with regard to the fish and wildlife of the state, to designated rare or endangered native plants, and to game refuges, ecological preserves, and other areas administered by the department; b) the State Lands Commission with regard to state owned "sovereign" lands such as the beds of navigable waters and state school lands; c) the State Department of Parks and Recreation with regard to units of the State Park System; and d) the University of California with regard to sites within the Natural Land and Water Reserves System" (14 CCR 15386).

U

V

W

Wetland - Those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. (ACOE and EPA definition).

X

Y

Z

APPENDIX D ACRONYMS

| | |
|-------------------|---|
| ABAG | Association of Bay Area Governments |
| APE | Area of Potential Effect |
| ASR | Archaeological Survey Report |
| BMP | Best Management Practice |
| Caltrans | California Department of Transportation |
| CARB | California Air Resources Board |
| CDFG | California Department of Fish and Game |
| CEQA | California Environment Quality Act |
| CFR | Code of Federal Regulations |
| CHP | California Highway Patrol |
| cm | centimeters |
| CO | carbon monoxide |
| CRHR | California Register of Historic Resources |
| CRLF | California red-legged frog |
| CT | census tract |
| CWA | Clean Water Act |
| dBA | A-weighted decibel |
| DBH | Diameter at Breast Height |
| DPP | Design Pollution Prevention |
| ESA | Endangered Species Act |
| FHWA | Federal Highway Administration |
| Ha | hectare |
| HOV | High-occupancy vehicle |
| ISA | Initial Site Assessment |
| kp | kilopost |
| Leq | Equivalent Sound Level |
| LOS | Level of Service |
| NAC | Noise Abatement Criteria |
| NAAQS | National Ambient Air Quality Standards |
| NEPA | National Environmental Policy Act |
| NOAA Fisheries | National Oceanic and Atmospheric National Marine Fisheries services |
| NO ₂ | Nitrogen dioxide |
| NO _x | Nitrogen oxides |
| NPDES | National Pollutant Discharge Elimination System |
| NRHP | National Register of Historic Places |
| NWP | Nationwide Permit (U.S. Army Corps of Engineers) |
| O ₃ | Ozone |
| Pb | lead |
| Pm | Post mile |
| PM ₁₀ | particulate matter less than 10 micrometers in diameter |
| PM _{2.5} | particulate matter less than 2.5 micrometers in diameter |

| | |
|-----------------|---------------------------------------|
| Ppm | parts per million |
| PS&E | plans, specifications, and estimates |
| PSR | Project Study Report |
| ROG | reactive organic gases |
| RTP | Regional Transportation Plan |
| RWQCB | Regional Water Quality Control Board |
| SIP | State Implementation Plan |
| SO ₂ | sulfur dioxide |
| SO _x | sulfur oxides |
| SR | State Routes |
| SWPPP | Storm Water Pollution Prevention Plan |
| TIP | Transportation Improvement Plan |
| TNAP | Traffic Noise Analysis Protocol |
| USACE | U.S Army Corps of Engineers |
| USEPA | U.S Environmental Protection Agency |
| USFWS | U.S Fish and Wildlife Service |
| VOC | volatile organic compound |

APPENDIX E

SHPO Letter of Concurrence

UCFS

**OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION**

P.O. BOX 942896
SACRAMENTO, CA 94296-0001
(916) 653-6624 Fax: (916) 653-9824
calshpo@ohp.parks.ca.gov
www.ohp.parks.ca.gov



July 3, 2007

Reply To: FHWA070509A

Jennifer Darcangelo
Chief, Office of Cultural Resource Studies
Caltrans District 4
111 Grand Avenue
PO Box 23660
Oakland, CA 94623-0660

Re: Determinations of Eligibility for the Proposed Route 12 Jameson Canyon Road Widening and Routes 12/29 Interchange Projects in Napa and Solano Counties, CA [04-NAP-12, PM 0.0/3/3, 04-SOL-12, PM 0.0/R2/6, 04-NAP-29, PM 4.5/5.5, EAs 264100 and 287900]

Dear Ms. Darcangelo:

Thank you for consulting with me about the subject undertaking in accordance with 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)*.

The California Department of Transportation (Department) is requesting my concurrence, pursuant to Stipulation VIII.C.5 of the PA, that the following properties are not eligible for the National Register of Historic Places (NRHP):

- stone wall sections along Jameson Canyon Road (APN 0148-260-080)
- Vacaville-Moraga Transmission Line, Solano and Contra Costa Counties
- Cody Hill Pumping Station, 1827 Jameson Canyon Road, American Canyon
- Residence at 1394 Jameson Canyon Road, American Canyon
- Daniel Madigan House, 5000 Jameson Canyon Road, American Canyon
- Residence on Jameson Canyon Road (APN 057-080-016)
- Residence at 3875 Jameson Canyon Road, American Canyon
- Residence at 679 Jameson Canyon Road, American Canyon
- Residence on South Kelly Road (APN 057-060-010)
- Greenwood House, 477 Devlin Road, Napa
- Residence at 1990 North Kelly Road, Napa

Based on my review of the submitted documentation, I concur that the properties listed above are not eligible for the NRHP.

Ms. Darcangelo
July 3, 2007
Page 2

FHWA070509A

Thank you for taking historic properties into account as part of your project planning. If you have any questions, please contact Natalie Lindquist of my staff at (916) 654-0631 or e-mail at nlindquist@parks.ca.gov.

Sincerely,

Susan K Shattor for

Milford Wayne Donaldson, FAIA
State Historic Preservation Officer

APPENDIX F

Endangered and Threatened Species Lists



**United States Department of the Interior
FISH AND WILDLIFE SERVICE**

Sacramento Fish and Wildlife Office
2800 Cottage Way, Room W-2605
Sacramento, California 95825



June 14, 2007

Document Number: 070614054150

Michael Clary
CH2M HILL
155 Grand Ave.
Suite 1000
Oakland, CA 94612

Subject: Species List for SR 12/SR 29 Interchange Improvement and SR 12 Jameson Canyon Road Widening Projects

Dear: Mr. Clary

We are sending this official species list in response to your June 14, 2007 request for information about endangered and threatened species. The list covers the California counties and/or U.S. Geological Survey 7½ minute quad or quads you requested.

Our database was developed primarily to assist Federal agencies that are consulting with us. Therefore, our lists include all of the sensitive species that have been found in a certain area *and also ones that may be affected by projects in the area*. For example, a fish may be on the list for a quad if it lives somewhere downstream from that quad. Birds are included even if they only migrate through an area. In other words, we include all of the species we want people to consider when they do something that affects the environment.

Please read Important Information About Your Species List (below). It explains how we made the list and describes your responsibilities under the Endangered Species Act.

Our database is constantly updated as species are proposed, listed and delisted. If you address proposed and candidate species in your planning, this should not be a problem. However, we recommend that you get an updated list every 90 days. That would be September 12, 2007.

Please contact us if your project may affect endangered or threatened species or if you have any questions about the attached list or your responsibilities under the Endangered Species Act. A list of Endangered Species Program contacts can be found at www.fws.gov/sacramento/es/branches.htm.

Endangered Species Division



**Federal Endangered and Threatened Species that Occur in
or may be Affected by Projects in the Counties and/or
U.S.G.S. 7 1/2 Minute Quads you requested**

Document Number: 070614054150

Database Last Updated: March 5, 2007

Quad Lists

Listed Species

Invertebrates

Branchinecta conservatio

Conservancy fairy shrimp (E)

Branchinecta lynchi

Critical habitat, vernal pool fairy shrimp (X)

vernal pool fairy shrimp (T)

Desmocerus californicus dimorphus

valley elderberry longhorn beetle (T)

Elaphrus viridis

delta green ground beetle (T)

Lepidurus packardi

Critical habitat, vernal pool tadpole shrimp (X)

Speyeria callippe callippe

callippe silverspot butterfly (E)

Speyeria zerene myrtleae

Myrtle's silverspot butterfly (E)

Syncaris pacifica

California freshwater shrimp (E)

Fish

Acipenser medirostris

green sturgeon (T) (NMFS)

Eucyclogobius newberryi

tidewater goby (E)

Hypomesus transpacificus

Critical habitat, delta smelt (X)

delta smelt (T)

Oncorhynchus kisutch

coho salmon - central CA coast (E) (NMFS)

Oncorhynchus mykiss

Central California Coastal steelhead (T) (NMFS)

Central Valley steelhead (T) (NMFS)

Critical habitat, Central California coastal steelhead (X) (NMFS)

Critical habitat, Central Valley steelhead (X) (NMFS)

Oncorhynchus tshawytscha

Central Valley spring-run chinook salmon (T) (NMFS)

Critical habitat, winter-run chinook salmon (X) (NMFS)

winter-run chinook salmon, Sacramento River (E) (NMFS)

Amphibians

Ambystoma californiense

California tiger salamander, central population (T)

*Rana aurora draytonii**California red-legged frog (T)**Critical habitat, California red-legged frog (X)*

Reptiles

*Masticophis lateralis euryxanthus**Alameda whipsnake [=striped racer] (T)**Critical habitat, Alameda whipsnake (X)**Thamnophis gigas**giant garter snake (T)*

Birds

*Charadrius alexandrinus nivosus**western snowy plover (T)**Haliaeetus leucocephalus**bald eagle (T)**Pelecanus occidentalis californicus**California brown pelican (E)**Rallus longirostris obsoletus**California clapper rail (E)**Sternula antillarum (=Sterna, =albifrons) browni**California least tern (E)**Strix occidentalis caurina**northern spotted owl (T)*

Mammals

*Reithrodontomys raviventris**salt marsh harvest mouse (E)*

Plants

*Blennosperma bakeri**Baker's stickyseed [=Sonoma Sunshine] (E)**Castilleja affinis ssp. neglecta**Tiburon paintbrush (E)**Cirsium hydrophilum var. hydrophilum**Suisun thistle (E)**Cordylanthus mollis ssp. mollis**soft bird's-beak (E)**Hesperolinon congestum**Marin dwarf-flax (=western flax) (T)**Lasthenia conjugens**Contra Costa goldfields (E)**Critical habitat, Contra Costa goldfields (X)*

Proposed Species

Plants

*Cirsium hydrophilum var. hydrophilum**Critical habitat, Suisun thistle (PX)**Cordylanthus mollis ssp. mollis**Critical habitat, soft bird's-beak (PX)*

Candidate Species

Fish

Oncorhynchus tshawytscha

Central Valley fall/late fall-run chinook salmon (C) (NMFS)
Critical habitat, Central Valley fall/late fall-run chinook (C) (NMFS)

Quads Containing Listed, Proposed or Candidate Species:

FAIRFIELD SOUTH (482A)
CORDELIA (482B)
BENICIA (482C)
VINE HILL (482D)
CUTTINGS WHARF (483A)
SEARS POINT (483B)
PETALUMA POINT (483C)
MARE ISLAND (483D)
PETALUMA RIVER (484A)
MT. GEORGE (499C)
FAIRFIELD NORTH (499D)
SONOMA (500C)

County Lists

No county species lists requested.

Key:

(E) *Endangered* - Listed as being in danger of extinction.

(T) *Threatened* - Listed as likely to become endangered within the foreseeable future.

(P) *Proposed* - Officially proposed in the Federal Register for listing as endangered or threatened.

(NMFS) Species under the Jurisdiction of the National Oceanic & Atmospheric Administration Fisheries Service. Consult with them directly about these species.

Critical Habitat - Area essential to the conservation of a species.

(PX) *Proposed Critical Habitat* - The species is already listed. Critical habitat is being proposed for it.

(C) *Candidate* - Candidate to become a proposed species.

(V) Vacated by a court order. Not currently in effect. Being reviewed by the Service.

(X) *Critical Habitat* designated for this species

