

Appendix A California Environmental Quality Act Checklist

The following checklist identifies physical, biological, social, and economic factors that might be affected by the proposed project. The California Environmental Quality Act impact levels include “potentially significant impact,” “less than significant impact with mitigation,” “less than significant impact,” and “no impact.”

Supporting documentation of all California Environmental Quality Act 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 mitigation measures is under the appropriate topic headings in Chapter 2.

Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
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AESTHETICS - Would the project:

- | | | | | |
|---|-------------------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Have a substantial adverse effect on a scenic vista? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building within a state scenic highway? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Substantially degrade the existing visual character or quality of the site and its surroundings? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

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:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 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 type="checkbox"/> | <input checked="" type="checkbox"/> |
| | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | | | | |
| c) Involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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:

Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
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a) Conflict with or obstruct implementation of the applicable air quality plan?

Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
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b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

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 that exceed quantitative thresholds for ozone precursors)?

d) Expose sensitive receptors to substantial pollutant concentration?

e) Create objectionable odors affecting a substantial number of people?

BIOLOGICAL RESOURCES - Would the project:

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?

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

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?

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?

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
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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 checked="" type="checkbox"/>	<input type="checkbox"/>
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CULTURAL RESOURCES - Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Archaeological resources are considered “historical resources” and are covered under a).

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"/>
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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"/>
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GEOLOGY AND SOILS - Would the project:

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 type="checkbox"/>	<input checked="" type="checkbox"/>
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ii) Strong seismic ground shaking?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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iii) Seismic-related ground failure, including liquefaction?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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iv) Landslides?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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b) Result in substantial soil erosion or the loss of topsoil?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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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 offsite landslide, lateral spreading, subsidence, liquefaction or collapse?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
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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"/>
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e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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HAZARDS AND HAZARDOUS MATERIALS -

Would the project:

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"/>
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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"/>
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c) Emit hazardous emissions or handle hazardous or acutely hazardous material, 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"/>
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d) Be located on a site that 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"/>
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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 type="checkbox"/>	<input checked="" type="checkbox"/>
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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 type="checkbox"/>	<input checked="" type="checkbox"/>
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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"/>
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Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
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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"/>
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HYDROLOGY AND WATER QUALITY - Would the project:

a) Violate any water quality standards or waste discharge requirements?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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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 that 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"/>
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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 that would result in substantial erosion or siltation on or offsite?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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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 that would result in flooding on or offsite?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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e) Create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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f) Otherwise substantially degrade water quality?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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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"/>
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h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
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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"/>
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j) Result in inundation by a seiche, tsunami, or mudflow?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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LAND USE AND PLANNING - Would the project:

a) Physically divide an established community?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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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 type="checkbox"/>	<input checked="" type="checkbox"/>
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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"/>
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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"/>
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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"/>
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NOISE - Would the project result in:

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 type="checkbox"/>	<input checked="" type="checkbox"/>
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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"/>
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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"/>
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Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
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d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

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?

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?

POPULATION AND HOUSING - Would the project:

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)?

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

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

PUBLIC SERVICES -

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?

Police protection?

Schools?

Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
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Parks?

Other public facilities?

RECREATION -

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?

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

TRANSPORTATION/TRAFFIC - Would the project:

a) Cause an increase in traffic that 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)?

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

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?

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

e) Result in inadequate emergency access?

f) Result in inadequate parking capacity?

g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

UTILITY AND SERVICE SYSTEMS - Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
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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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in determination by the wastewater treatment provider that 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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"/>

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 checked="" type="checkbox"/>	<input 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 that will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Appendix B Title VI Policy Statement

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION
OFFICE OF THE DIRECTOR
1120 N STREET
P. O. BOX 942873
SACRAMENTO, CA 94273-0001
PHONE (916) 654-5266
FAX (916) 654-6608
TTY (916) 653-4086



*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.

A handwritten signature in black ink that reads "Will Kempton".

WILL KEMPTON
Director

"Caltrans improves mobility across California"

Appendix C Summary of Relocation Benefits

California Department of Transportation Relocation Assistance Program

Relocation Assistance Advisory Services

The California Department of Transportation (Caltrans) would provide relocation advisory assistance to any person, business, farm, or non-profit organization displaced as a result of Caltrans' acquisition of real property for public use. Caltrans would assist residential displacees in obtaining comparable decent, safe, and sanitary replacement housing by providing current and continuing information on sales price and rental rates of available housing. Non-residential displacees would receive information on comparable properties for lease or purchase.

Residential replacement dwellings would be in equal or better neighborhoods, at prices within the financial means of the individuals and families displaced, and reasonably accessible to their places of employment. Before any displacement occurs, displacees would be offered comparable replacement dwellings that are open to all persons regardless of race, color, religion, sex, or national origin, and are consistent with the requirements of Title VIII of the Civil Rights Act of 1968. This assistance would also include supplying information concerning federal- and state-assisted housing programs, and any other known services being offered by public and private agencies in the area.

Residential Relocation Payments Program

For more information or a brochure on the residential relocation program, please contact [insert environmental planner's name] at [insert email address], [insert phone number], or [insert address].

The brochure on the residential relocation program is also available in English at http://www.dot.ca.gov/hq/row/pubs/residential_english.pdf and in Spanish at http://www.dot.ca.gov/hq/row/pubs/residential_spanish.pdf.

If you own or rent a mobile home that may be moved or acquired by Caltrans, a relocation brochure is available in English at http://www.dot.ca.gov/hq/row/pubs/mobile_eng.pdf and in Spanish at http://www.dot.ca.gov/hq/row/pubs/mobile_sp.pdf.

The Business and Farm Relocation Assistance Program

For more information or a brochure on the relocation of a business or farm, please contact Sandra Rosas at [sandra_rosas@ dot.ca.gov](mailto:sandra_rosas@dot.ca.gov), (530) 741-4017, or 703 B Street, Marysville, CA 95901.

The brochure on the business relocation program is also available in English at http://www.dot.ca.gov/hq/row/pubs/business_farm.pdf and in Spanish at http://www.dot.ca.gov/hq/row/pubs/business_sp.pdf.

ADDITIONAL INFORMATION

No relocation payment received would be considered as income for the purpose of the Internal Revenue Code of 1954 or for the purposes of determining eligibility or the extent of eligibility of any person for assistance under the Social Security Act or any other federal law (except for any federal law providing low-income housing assistance).

Persons who are eligible for relocation payments and who are legally occupying the property required for the project would not be asked to move without being given at least 90 days advance notice, in writing. Occupants of any type of dwelling eligible for relocation payments would not be required to move unless at least one comparable “decent, safe, and sanitary” replacement residence, open to all persons regardless of race, color, religion, sex, or national origin, is available or has been made available to them by the state.

Any person, business, farm, or non-profit organization, which has been refused a relocation payment by Caltrans, or believes that the payments are inadequate, may appeal for a hearing before a hearing officer or Caltrans’ Relocation Assistance Appeals Board. No legal assistance is required; however, the displacee may choose to obtain legal council at his/her expense. Information about the appeal procedure is available from Caltrans’ Relocation Advisors.

The information above is not intended to be a complete statement of all of Caltrans’ laws and regulations. At the time of the first written offer to purchase, owner-occupants are given a more detailed explanation of the state’s relocation services. Tenant occupants of properties to be acquired are contacted immediately after the first written offer to purchase, and also given a more detailed explanation of Caltrans’ relocation programs.

IMPORTANT NOTICE

To avoid loss of possible benefits, no individual, family, business, farm, or non-profit organization should commit to purchase or rent a replacement property without first contacting a Department of Transportation relocation advisor at:

State of California
Department of Transportation, District 2
1657 Riverside Drive
Redding, CA 96001

Appendix D Minimization and/or Mitigation Summary

The following avoidance and minimization measures would be implemented to avoid and/or minimize impacts to resources in the project area:

1. Temporary erosion control measures will be implemented on all disturbed areas.
2. Permanent erosion control measures will be implemented upon completion of construction. All disturbed areas will be revegetated with native, non-invasive species or non-persistent hybrids that will serve to stabilize site conditions and prevent invasive species from colonizing.
3. Project footprint will be minimized wherever possible.
4. Vegetation removal will take place between August 31 and February 15 to avoid impacts to nesting birds in compliance with the Migratory Bird Treaty Act. This timing is also outside ringtail breeding and kit rearing season, and avoids the breeding season for most special status bat species potentially in the environmental study limit.
5. Protocol-level surveys will be performed for northern spotted owl one to two years prior to project construction. These surveys will be timed so that the data collected are relevant to determining whether avoidance, minimization, or mitigation measures are necessary to compensate for noise disturbance and/or habitat loss, both of which are only necessary if northern spotted owl are nesting or resident within 1.3 miles of the project area.
6. Vegetation removal, cut-and-fill operations will be limited to the minimum necessary within the environmental study limit. Trees, snags, shrubs, other vegetation, woody debris, and uncompacted forest litter will be protected to the extent possible.
7. Tree and shrub removal will be minimized to the extent possible. When feasible, trees or shrubs that interfere with construction or project operation will be pruned or topped, but not removed.

8. Prior to the construction activities Caltrans shall clearly demarcate (with uniquely colored construction stakes or high visibility orange mesh fencing) the limits of construction within environmentally sensitive areas.
9. The mineral springs and Howell's alkali grass located to the east of the project will be protected with Environmental Sensitive Area fencing during construction. Construction staging will not be allowed in the pullout adjacent to State Route 299 at post mile 7.8. Caltrans will consult with the National Park Service to determine avoidance and minimization measures to protect these resources.
10. Prior to the onset of site grading, construction personnel shall be informed about the importance of avoiding ground-disturbing activities outside the designated construction work area. Caltrans project leaders, with support from qualified engineers, compliance specialists, and biologists, will ensure that construction equipment and associated activities avoid any disturbance of sensitive resources outside the project areas.
11. All material stockpiling and staging areas will be located within project right-of-ways in non-sensitive areas, or at designated disturbed/developed areas outside of design construction zones.
12. Vehicle and equipment refueling and lubrication will only be permitted in designated disturbed/developed areas where accidental spills can be immediately contained.
13. Project plans shall clearly indicate the locations of Environmentally Sensitive Areas such as the Willow Creek riparian corridor, boundaries of waters of the United States, and other areas where access or disturbance is prohibited on a temporary or permanent basis.
14. There will be no removal of riparian vegetation for staging purposes.
15. To reduce the spread of invasive non-native plant species and minimize the potential decrease of palatable vegetation for wildlife species, Caltrans will implement the following protection measures to comply with Executive Order 13112:
 - a. Caltrans will develop an Invasive Weed Eradication Plan, targeting invasive species on the California Department of Food and Agriculture list, as well as other non-native, invasive species found on site.

- b. Caltrans will not allow disposal of soil and plant materials from any areas that support invasive species into areas that support stands dominated by native vegetation.
 - c. Plant species used for erosion control will consist of native, non-invasive species or non-persistent hybrids that will serve to stabilize site conditions and prevent invasive species from colonizing.
 - d. All equipment that is used in identified invasive species areas will be washed prior to entering the environmental study limits to prevent the spread of invasive weeds. Resident Engineers will be educated on weed identification and the importance of controlling and preventing the spread of identified invasive non-native species. Gravel and/or fill material will come from weed free sources.
15. To minimize project impacts upon hydrologic systems in the environmental study limit, and those species dependent upon them:
- a. No contact between the live stream and wet concrete will be allowed. Groundwater that comes in contact with wet concrete, such as within bridge footing excavations, will not be allowed to enter the creek but will be pumped to a truck or upland for disposal or treatment, or it may be discharged to a sediment-stilling basin on site and percolated back into the soil.
 - b. If drilling muds are used to drill holes within the ordinary high-water zone, all drilling muds and fluid within all drilled holes will be pumped through a closed system, contained on site in tanks, removed from the project area, and disposed of off-site at an appropriate facility.
 - c. The Caltrans contractor will remove all spoils materials from the drilled pier holes and dispose of the material in a manner that will not result in discharge into waters of the United States.
 - d. Heavy equipment will not be operated in the active flow channel of any creek.
 - e. Complete diversion or damming of surface flows will not be allowed. A cofferdam may be installed along the edge of the low flow channel of Willow Creek, but shall not result in complete dewatering or impedance of flows within the creek.

- f. Maintenance and refueling areas for equipment will be located a minimum of 100 ft away from active stream channels. If equipment must be washed, washing will occur where the water cannot flow into the creek channel.
- g. Spill containment booms will be maintained on-site at all times during construction operations and/or staging or fueling of equipment.
- h. All staging areas will be established at least 50 feet from the top of the stream bank or 50 feet from the outer edge of the riparian habitat, whichever is farther. This buffer will be clearly identified on the design drawings and delineated in the field with orange construction barrier fencing.
- i. Sedimentation fencing or other erosion and sediment control measures will be installed between the staging area and the riparian area to prevent sediment and pollutant discharges to creeks and riparian areas.
- j. This project will adhere to the conditions of the National Pollutant Discharge Elimination System Permit for Construction Activities (Order No. 99-08-DWQ, National Pollutant Discharge Elimination System No. CAS000002), which is incorporated by reference to the Caltrans National Pollutant Discharge Elimination System Permit, Storm Water Discharges from the State of California, Department of Transportation (Caltrans) Properties, Facilities, and Activities (Order No. 99-06-DWQ, National Pollutant Discharge Elimination System No. CAS000003). To comply with the conditions of the Caltrans National Pollutant Discharge Elimination System Permit, and to address the temporary water quality impacts resulting from the construction activities of this project, Standard Special Provisions would be included in the Plans, Specifications, and Estimates. These Standard Special Provisions would address water pollution control work and the implementation of a Storm Water Pollution Prevention Plan during construction.
- k. The Storm Water Pollution Prevention Plan will outline construction Best Management Practices to be used to minimize adverse effects on receiving waters. In addition to measures involving sediment detention basins, materials handling and storage, spill prevention and erosion blankets, specific pollution control measures will be included in the project design specifications to limit and minimize erosion, sedimentation and release of chemicals to the water bodies to prevent impacts to water quality during construction.

- l. Several approved treatment Best Management Practices are available for use on improvement projects. In addition, non-approved treatment Best Management Practices could be proposed for a project if warranted by the type of project and the potential for impacts to water quality. For this project, the use of currently approved treatment Best Management Practices is sufficient to minimize impacts to water quality. Because of the large cut and fill slopes on the project, the likely cause of potential water quality impacts is soil erosion. Soil erosion would be controlled through the proper design of landscaping and the application of final ground treatment. Additionally, treatment Best Management Practices such as biofiltration (swales and strips), reduce sediment and organic constituents, as well as metals that adhere to sediment. Traction sand traps reduce sediment transport.
 - m. Construction within active waterways would be avoided. Construction activities near waterways or within stream banks would provide all necessary erosion control and water quality control practices, such as clear water diversions, to minimize the potential for direct or indirect impacts to water quality.
 - n. It is anticipated that groundwater would be encountered during project construction. If groundwater were to be discharged into any jurisdictional waters, appropriate Best Management Practices would be required to reduce or eliminate any potential discharge of pollutants to the maximum extent feasible. Project-specific Waste Discharge Requirements (National Pollutant Discharge Elimination System Permit) may be required by the Regional Water Quality Control Board if substantial dewatering is to be done.
 - o. Accidental fuel, lubricant and/or coolant leaks or spills that may occur from heavy equipment during construction would be cleaned up to prevent impacts to receiving waters. A spill on the roadway would trigger immediate response actions to report, contain, and mitigate the incident. The California Office of Emergency Services has developed a Hazardous Materials Incident Contingency Plan, which provides a program for response to spills involving hazardous materials. The plan designates a chain of command for notification, evacuation, response, and cleanup of spills resulting from the transport of hazardous material.
16. To minimize project impacts to geologic resources and soil stability:

- a. Areas disturbed during construction will be stabilized and revegetated in accordance with a revegetation plan prepared by Caltrans in consultation with the California Department of Fish and Game, Bureau of Land Management, and the National Park Service as part of the design phase of the project and incorporated into the project plans and specifications.
 - b. The following seed mix is proposed for use during revegetation, pending approval by the California Department of Fish and Game, Bureau of Land Management, and the National Park Service: California brome (*Bromus carinatus*), blue wildrye (*Elymus glaucus*), Idaho fescue (*Festuca idahoensis*), lotus (*Lotus crassifolius/L. purshianus*), and arroyo lupine (*Lupinus succulentus*). The seed will be obtained from a supplier that has certified weed-free, genetically local, and native stock from Shasta County. Seed, fiber, commercial fertilizer, and water will be applied by hydroseeding, in accordance with methods identified as Type D erosion control measures in Section 20-2 through 20-3 of the Caltrans Standard Specifications. Seed will be applied in the fall or spring, when soils are moist or expected to be moist soon after distribution. Certified weed-free straw or rice straw will be used for mulching reseeded areas. The straw will be applied with the hydroseed mix, or spread at least two inches thick so that it contacts the soil. No herbicides or pesticides shall be applied.
 - c. Soil exposure will be minimized during construction through the use of standard Best Management Practices, including but not limited to the use of geo-fabrics, silt fences, straw bales and wattles, and temporary sediment basins. Exposed surfaces creating fugitive dust will be sprinkled daily until wet, but not beyond the minimum necessary, to avoid runoff.
 - d. The Caltrans contractor will conduct daily inspections and maintenance of erosion and sediment control measures. Any failures will be repaired the day they occur.
 - e. All temporary erosion and sediment control measures will be removed after the working area is stabilized or as directed by the project engineer.
17. Hazardous materials spill avoidance and minimization efforts require Caltrans or its contractor to exercise every reasonable precaution to protect streams from pollution from fuels, oils and other harmful materials.

- a. The Contractor will be required to have adequate spill containment equipment on hand at all times.
 - b. All waste petroleum products and empty petroleum product containers will be disposed of properly at a recycling or disposal site legally authorized to accept that type of waste.
 - c. The Trinity and Shasta county Environmental Health Departments and Regional Water Quality Control Boards must be notified immediately in the event of a release of significant quantities of hazardous materials.
 - d. In the event of a release into Willow Creek, the California Department of Fish and Game, Bureau of Land Management, National Park Service, and U.S. Army Corps of Engineers must be notified. If there is a release into Little Grass Valley Creek, the California Department of Fish and Game, U.S. Fish and Wildlife Service, National Marine Fisheries Service, and the U.S. Army Corps of Engineers will be notified.
 - e. Structures will be inspected to determine whether asbestos and lead-based paint are present. If any structures to be demolished or disturbed during construction contain asbestos, a qualified asbestos abatement contractor will handle debris removal and disposal. If it is determined that lead-based paint is present at levels above the regulatory threshold, it will be disposed of at an appropriate hazardous waste facility.
 - f. Waste material generated by the removal of yellow thermoplastic and painted traffic striping will be addressed during construction by incorporation of standard special provisions.
18. If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area would be halted until a qualified archaeologist can assess the nature and significance of the find.
19. Implementation of the following measures would reduce any air quality impacts occurring during construction activities:
- a. The construction contractor would comply with Caltrans' Standard Specifications Section 7-1.01F and Section 10 of Caltrans' Standard Specifications (1999). Section 7, "Legal Relations and Responsibility," addresses the contractor's responsibilities regarding issues of concern, such as

air pollution; protection of lakes, streams, reservoirs, and other water bodies; use of pesticides; safety; sanitation; convenience of the public; and damage or injury to any person or property as a result of any construction operation.

Section 10 addresses dust control.

- b. Apply water or dust palliative to the site and equipment as frequently as needed to control fugitive dust emissions.
 - c. Spread soil binder on any unpaved roads used for construction purposes and on all construction staging areas.
 - d. Wash trucks as they leave the right of way as needed to control fugitive dust emissions.
 - e. Properly tune and maintain construction equipment and vehicles. Use low sulfur fuel in all construction equipment as required by the California Code of Regulations Title 17, Section 93114.
 - f. Develop a special dust control plan documenting sprinkling, temporary paving, speed limits, and expedited revegetation of disturbed slopes as needed to minimize construction impacts to existing communities.
 - g. Locate equipment and materials storage sites as far away from residential and park uses as practicable. Keep construction areas clean and orderly.
 - h. Use track-out reduction measures such as gravel pads at construction area access points to minimize dust and mud deposits on roads used by construction traffic.
 - i. Cover all transported loads of soils and wet materials prior to transport, or provide adequate space between the top of the material and the top of the truck to reduce the deposition of particulates during transportation.
 - j. Remove dust and mud that are deposited on paved, public roads by construction activity to decrease particulate matter.
 - k. To the extent feasible, route and schedule construction traffic to reduce congestion and related air quality impacts caused by idling vehicles along local roads during peak travel times.
 - l. Install mulch or plant vegetation as soon as practicable after grading to reduce the potential for windblown particulates in the area.
20. During construction, compliance with Caltrans Standard Specification, Section 7-1.01I, “Sound Control Requirements”, would be required. Section 7-1.01I refers

to mandatory mufflers for all internal combustion engines operated within the project and mandatory compliance with local noise ordinances.

The following mitigation measures will address impacts to sensitive resources:

1. Wildlife underpasses or similar structures and directional fencing, particularly along creeks and other natural features that run under the highway, will be designed in consultation with the Department of Fish and Game.
2. Riparian vegetation that will be permanently removed (rather than trimmed or topped) will be replaced at a 1:1 ratio. Replacement may occur in areas where the road is realigned away from Willow Creek, to enhance the riparian corridor. The exact planting locations shall be identified by Caltrans in coordination with the California Department of Fish and Game, and a Riparian Mitigation Plan shall be prepared, including the following elements:
 - a. Prior to construction, a qualified biologist or restoration ecologist shall count and identify riparian tree and shrub species that may be removed to accommodate construction.
 - b. To mitigate for the loss of riparian habitat, Caltrans will conduct mitigation through planting at a ratio of 1:1 (per mature woody riparian plant) for habitat permanently lost due to project construction activities. Replacement of permanently lost riparian habitat would occur within the project area in disturbed areas or other areas currently devoid of riparian vegetation but judged by a qualified restoration ecologist or botanist as having potential to support and sustain riparian vegetation adjacent to Willow Creek.
 - c. Following the completion of construction activities, plantings shall be installed to replace all riparian trees and shrubs removed as a result of the project. All non-native species that are removed will be replaced with native species. Replacement native trees and shrubs should be planted in the appropriate season (i.e., spring or preferably fall) following the completion of construction. Propagules (i.e., shrub cuttings, tree seedlings) shall be obtained either onsite or from a local nursery (local stock) and planted along Willow Creek within the immediate project area.
3. During final design, the number of oaks within the proposed alignment would be estimated and measured. Caltrans would compensate for the impacts of the project

to oak woodlands by in-kind creation/restoration and preservation of oak woodlands on abandoned sections of the existing roadway alignment, as well as on newly acquired parcels as needed. New parcels would be purchased as needed in fee or by a conservation easement and preserved in perpetuity. Oak trees would be initially planted in these areas at the ratio of five new saplings for each oak lost, with the goal of at least three trees surviving after a ten-year monitoring period. Other compensation options, which are listed in the Oak Woodlands Conservation Act (Senate Bill 1334), may include (1) a monetary contribution to the California Oak Woodlands Conservation Fund administered by the state Wildlife Conservation Board for the purpose of purchasing oak woodland conservation easements or (2) use of a California Department of Fish and Game-established oak woodland mitigation bank to fulfill the off-site compensation requirements.

4. To mitigate impacts to visual resources:
 - a. Re-contour disturbed areas and construction access roads to a natural appearance.
 - b. Minimize vegetation removal within the project corridor.
 - c. Prepare abandoned highway for revegetation by removing asphalt and base materials where feasible, ripping the original ground and incorporating soil and/or amendments to facilitate plant growth.
 - d. An open style rail on guardrail placed within the project limits should be used when feasible.
 - e. Vegetate stabilized soil areas with native plants, either by hydroseeding or planting containerized plants.
 - f. Use color (stain and/or paint) and textures that minimize reflectivity, glare and unnatural appearances on walls that are constructed for the project.
5. The State Historic Preservation Officer and Caltrans have negotiated a Memorandum of Agreement, which includes stipulations to take into account the proposed project's effects on historic properties. The Memorandum of Agreement ensures that the adverse effects of the undertaking are resolved by implementing Data Recovery and Environmentally Sensitive Area Action Plans.

List of Technical Studies that are Bound Separately

The following technical studies were prepared to support this environmental document:

- Air Quality Report
- Noise Study Report
- Water Quality Report
- Natural Environment Study
- Location Hydraulic Study
- Historical Property Survey Report
- Hazardous Waste Initial Site Assessment
- Scenic Resource Evaluation/Visual Assessment