

Marysville ADA Improvements Project

YUBA COUNTY, CALIFORNIA
03-YUB-20 (PM 0.5/2.0)
03-YUB-70 (PM 14.1/15.2)
03-0002-0462
03-2F080

Initial Study with Proposed Negative Declaration



Prepared by the
State of California Department of Transportation



April 2015

General Information about This Document

What's in this document:

The California Department of Transportation (Caltrans) has prepared this Initial Study, which examines the potential environmental impacts of the proposed project located in Yuba County, California. The document tells you why the project is being proposed, how the existing environment could be affected by the proposed project, and the proposed avoidance, minimization, and/or mitigation measures.

What you should do:

- Please read this document
- Additional copies of this document are available for review at the Caltrans District 3 Office of Environmental Management (M-1) located at 703 B St., Marysville, CA 95901 and at the Yuba County Library, 303 2nd St., Marysville, CA 95901. This document may be downloaded at the following website:
<http://www.dot.ca.gov/dist3/departments/envinternet/envdoc.htm>
- We'd like to hear what you think. If you have any comments regarding the proposed project, send your written comments to Caltrans by the deadline.
- Submit comments via postal mail to: Mr. Chris Carroll, Office of Environmental Management (M-1), California Department of Transportation, 703 B St., Marysville, CA 95901
- Send comments via e-mail to: chris.carroll@dot.ca.gov
- Be sure to send comments by the deadline: June 9, 2015

What happens next:

After comments are received from the public and reviewing agencies, Caltrans may 1) give environmental approval to the proposed project, 2) do additional environmental studies, or 3) abandon the project. If the project is given environmental approval and funding is appropriated, Caltrans could design and construct all or part of the project.

For individuals with sensory disabilities, this document can be made available in Braille, large print, on audiocassette, or computer disk. To obtain a copy in one of these alternate formats, please call or write to Caltrans, Attn: Gilbert Mohtes-Chan, Public Information Office, California Department of Transportation, 703 B St., Marysville, CA 95901; (530) 741-4571. Voice, or use the California Relay Service TTY number, 711

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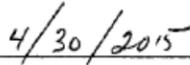
INITIAL STUDY with Proposed Negative Declaration

Submitted Pursuant to: (State) Division 13, California Resources Code

THE STATE OF CALIFORNIA
Department of Transportation



JOHN D. WEBB, Office Chief
North Region Environmental Services



Date

Proposed Negative Declaration

Pursuant to: Division 13, Public Resources Code

Project Description

The California Department of Transportation (Caltrans) proposes to upgrade existing or install new pedestrian infrastructure at various locations along State Route (SR)-20 (PM 0.5/2.0) and along State Route (SR)-70 (PM 14.1/15.2) in the City of Marysville in Yuba County.

The proposed improvements would include: installing new or upgrading existing curb ramps, cross-walks, pedestrian crosswalk signals and driveways to ensure compliance with current Americans With Disabilities Act (ADA) standards.

Determination

The proposed Negative Declaration is included to give notice to interested agencies and the public that it is Caltrans' intent to adopt a Negative Declaration for this project. This does not mean that Caltrans' decision regarding the project is final. This Negative Declaration is subject to modification based on comments received by interested agencies and the public.

Caltrans has prepared an Initial Study for this project and, pending public review, has determined from this study that the proposed project would not have a significant effect on the environment for the following reasons:

The proposed project would have **no effect** on land use, wild & scenic rivers, park and recreational facilities, farmland/timberlands, community character and cohesion, environmental justice, utilities/emergency services, traffic and transportation, hydrology and floodplain, water quality and stormwater runoff, geology/soils/seismic/topography, paleontology, natural communities, wetland and other waters, plant species, and threatened and endangered species;

The proposed project is not in a coastal zone and it would not induce growth;

The proposed project would have **less than significant effect** on pedestrian and bicycle facilities, visual/aesthetics, cultural resources, hazardous waste/materials, air quality, noise levels and animal species with the inclusion of minimization measures.

*JOHN D. WEBB, Environmental Manager - South
North Region Environmental Services*

Date

Table of Contents

Chapter 1 – Proposed Project	1
Purpose and Need	3
Project Description	3
Alternatives	4
Chapter 2 – Affected Environment, Environmental Consequences, and Avoidance, Minimization, and/or Mitigation Measures	5
Human Environment.....	8
2.1 Pedestrian/Bicycle Facilities	8
2.2 Visual/Aesthetics	9
2.3 Cultural Resources	11
Physical Environment.....	13
2.4 Hazardous Waste/Materials.....	13
2.5 Construction Impacts.....	15
2.6 Climate Change (CEQA)	16
Chapter 3 – Comments and Coordination	28
Chapter 4 – List of Preparers	29
Appendix A - CEQA Checklist	30
Appendix B - Title VI Policy Statement	40
Appendix C - Minimization and/or Mitigation Summary	41
Appendix D - List of Technical Studies	43

Chapter 1 – Proposed Project

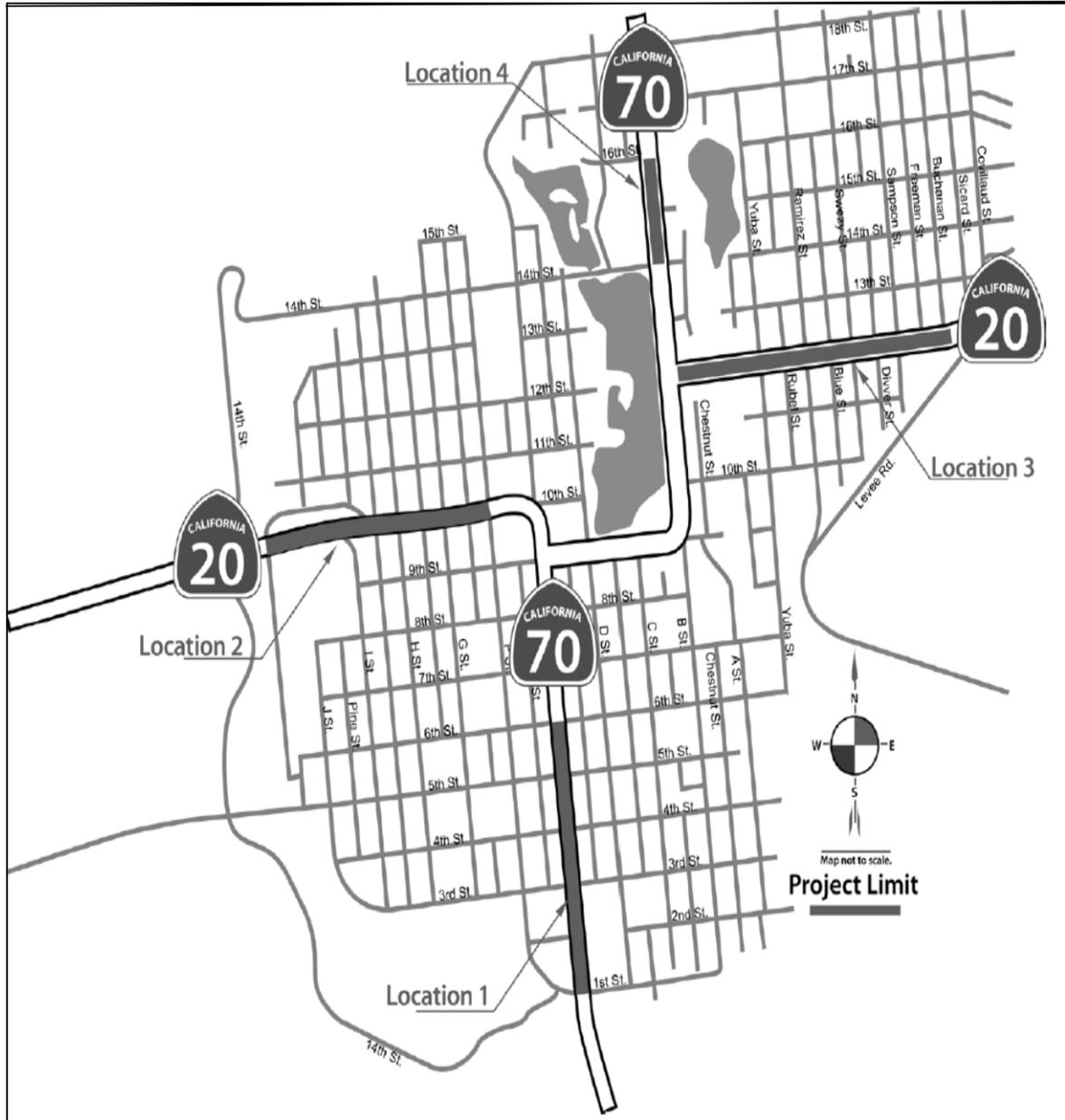
Introduction

The California Department of Transportation (Caltrans) proposes to upgrade existing or install new pedestrian infrastructure at various locations along State Route (SR)-20 (PM 0.5/2.0) and along State Route (SR)-70 (PM 14.1/15.2) in the City of Marysville in Yuba County.

The proposed improvements would include: installing new or upgrading existing curb ramps, cross-walks, pedestrian crosswalk signals and driveways to ensure compliance with current Americans With Disabilities Act (ADA) standards.

This project is included in the 2016 State Highway Operation and Protection Program (SHOPP) under the 201.361 program with an estimated cost of \$3.1 million. The project will be programmed for the Fiscal year (FY) 2017/2018. Construction is expected during the summer of 2017.

Figure 1-1 – Project Location



Purpose and Need

The purpose of the project is to improve pedestrian infrastructure to ensure compliance with ADA standards. There are several locations in the City of Marysville along State Routes 20 and 70 where ADA facilities are in need of upgrades; in addition, a few locations need new ADA facilities to be constructed.

Project Description

The California Department of Transportation (Caltrans) proposes to upgrade existing or install new pedestrian infrastructure at various locations along State Route (SR)-20 (PM 0.5/2.0) and along State Route (SR)-70 (PM 14.1/15.2) in the City of Marysville in Yuba County.

The proposed improvements would include: installing new or upgrading existing curb ramps, cross-walks, pedestrian crosswalk signals and driveways to ensure compliance with current Americans With Disabilities Act (ADA) standards.

Background

SR-20 and SR-70 are interregional routes that converge and pass through the City of Marysville. Within the city limits, particularly through the historical and business district of downtown Marysville, SR-20 and SR-70 function as “main street” highways with closely spaced signalized intersections and lined by curb, gutter and driveways of numerous businesses and residences.

Throughout the project limits, the highways and pedestrian facilities are constrained within the right of way with minimal lane and shoulder widths. Both SR-20 and SR-70 are heavily congested during the day, carrying a mixture of local, commute and interregional traffic with a high percentage of trucks.

Alternatives

PROJECT ALTERNATIVES

Build (Action) Alternative

The proposed project would install new curb ramps where needed and upgrade existing curb ramps, pedestrian crosswalk signals, and driveways to ensure compliance with current ADA standards.

No-Build (No-Action) Alternative

The No-Build Alternative would maintain the existing pedestrian infrastructure conditions along SR-20 and SR-70 within the project area. No pedestrian infrastructure improvements would occur.

This alternative would not meet the purpose of the project, which is to improve the pedestrian infrastructure within the project limits.

ALTERNATIVES CONSIDERED BUT ELIMINATED FROM FURTHER DISCUSSION

None

Permits and Approvals Needed

No permits and other agency approvals are required for project construction.

Chapter 2 – Affected Environment, Environmental Consequences, and Avoidance, Minimization, and/or Mitigation Measures

As part of the scoping and environmental analysis conducted for the project, the following environmental issues were considered but no adverse impacts were identified. Consequently, there is no further discussion regarding these issues in this document.

- **Land Use** – The project is not in conflict with any local land use plans.
- **Coastal Zone** – The project is not in a coastal zone.
- **Wild and Scenic Rivers** – The project is not in or adjacent to a designated Wild and Scenic River.
- **Parks and Recreational Facilities** – A portion of the project is adjacent to Ellis Lake park; however, no construction activities are anticipated on park property. In addition, access to the park would be maintained at all times during the construction of the project.
- **Growth** – The project is a pedestrian infrastructure improvement project, which will not result in any adverse impacts to growth.
- **Farmlands/Timberlands** – The project is not adjacent to any farmlands and/or timberlands.
- **Community Character and Cohesion** – The scope of work does require minimal right-of-way acquisition from three parcels, however, there is no potential for adverse impacts to community character or cohesion.
- **Relocation and Real Property Acquisition** – The project does not require relocations; however, minimal right-of-way acquisition of approximately 527 Square Feet from three separate parcels would be required in order to upgrade sidewalks to current design standards. Temporary construction easements (TCE's) on various parcels would also be required. This would not result in any adverse impacts.
- **Environmental Justice** –The proposed project would not result in disproportional impacts to low income or minority populations.

- **Utilities/Emergency Services** – Overhead utility pole relocation is anticipated with this project, however, there is no potential for adverse impacts. Emergency service vehicles will be able to pass through the work area during construction, therefore, there is no potential for adverse impacts.
- **Traffic and Transportation** – This is a pedestrian infrastructure improvement project, therefore, there is no potential for adverse impacts to Traffic and Transportation.
- **Hydrology and Floodplain** – The proposed project would not encroach into a designated floodplain and would not increase drainage/runoff issues in the City of Marysville.
- **Water Quality and Storm Water Runoff** – The Water Quality Study for the proposed project shows that there is no potential for adverse impacts to water quality and storm water runoff.
- **Geology/Soils/Seismic/Topography** – This is a pedestrian infrastructure improvement project, therefore, there is no potential for adverse impacts to the geology, soils, and topography of the project area.
- **Paleontology** – Based on previous environmental studies and construction projects in the area, there is no potential for adverse impacts to paleontological resources.
- **Air Quality** – The Air Quality Analysis shows there is no potential for adverse impacts to air quality; however, temporary impacts to air quality is discussed in the Construction Impacts section.
- **Noise** - The Noise Analysis shows there is no potential for adverse impacts to noise; however, temporary impacts from noise is discussed in the Construction Impacts section.
- **Natural Communities** – The Natural Environmental Study (NES) shows there is no potential for adverse impacts to any natural communities.
- **Wetlands and Other Waters** – The Natural Environmental Study (NES) shows there is no potential for adverse impacts to any wetlands and other waters.
- **Plant Species** – The Natural Environmental Study (NES) shows there is no potential for adverse impacts to any plant species.

- **Animal Species** – The Natural Environmental Study (NES) shows there is no potential for adverse impacts to any animal species, however, avoidance measures for migratory birds is discussed in the Construction Impacts section.
- **Threatened & Endangered Species** – The Natural Environmental Study (NES) shows there is no potential for adverse impacts to any threatened and endangered species.

Human Environment

2.1 Pedestrian/Bicycle Facilities

Regulatory Setting

Caltrans as assigned by FHWA, directs that full consideration should be given to the safe accommodation of pedestrians and bicyclists during the development of federal-aid highway projects (see 23 Code of Federal Regulations [CFR] 652). It further directs that the special needs of the elderly and the disabled must be considered in all federal-aid projects that include pedestrian facilities. When current or anticipated pedestrian and/or bicycle traffic presents a potential conflict with motor vehicle traffic, every effort must be made to minimize the detrimental effects on all highway users who share the facility.

In July 1999, the U.S. Department of Transportation (USDOT) issued an Accessibility Policy Statement pledging a fully accessible multimodal transportation system. Accessibility in federally assisted programs is governed by the USDOT regulations (49 CFR Part 27) implementing Section 504 of the Rehabilitation Act (29 United States Code [USC] 794). FHWA has enacted regulations for the implementation of the 1990 Americans with Disabilities Act (ADA), including a commitment to build transportation facilities that provide equal access for all persons. These regulations require application of the ADA requirements to federal-aid projects, including Transportation Enhancement Activities.

Affected Environment

SR-20 and SR-70 are interregional routes that converge and pass through the City of Marysville. Within the city limits, SR-20 and SR-70 function as “main street” highways with closely spaced signalized intersections and lined by curb, gutter and driveways of numerous businesses and residences.

Throughout the project limits, the pedestrian infrastructure is in need of upgrades to meet current standards. It is often difficult for pedestrians to pass through the area due to narrow sidewalks, steep driveways, and the numerous utility poles and signals.

There is no bikeway system in Marysville. Bike lanes are marked on some streets and there are some shared-use trails. The bicyclists do share travel lanes with vehicles but some bicyclists use the sidewalks.

Environmental Consequences

Implementation of the proposed project could result in temporary changes in access for pedestrians and bicyclists. Project construction could temporarily block sidewalk access to pedestrians and bicyclists, however, they will still be able to pass through the project area using recently constructed areas or areas which are not currently in construction.

The project will not permanently or temporarily adversely affect pedestrian and bicycle facilities.

The completion of the proposed project would constitute a beneficial impact to pedestrians and bicycle facilities.

Avoidance, Minimization, and/or Mitigation Measures

Minimization Measures

- Pedestrian and bicycle access must be maintained during construction.

2.2 Visual/Aesthetics

Regulatory Setting

The National Environmental Policy Act of 1969 as amended (NEPA) establishes that the federal government use all practicable means to ensure all Americans safe, healthful, productive, and *aesthetically* (emphasis added) and culturally pleasing surroundings (42 United States Code [USC] 4331[b][2]). To further emphasize this point, the Federal Highway Administration (FHWA) in its implementation of NEPA (23 USC 109[h]) directs that final decisions on projects are to be made in the best overall public interest taking into account adverse environmental impacts, including among others, the destruction or disruption of aesthetic values.

The California Environmental Quality Act (CEQA) establishes that it is the policy of the state to take all action necessary to provide the people of the state “with...enjoyment of *aesthetic*, natural, scenic and historic environmental qualities” (CA Public Resources Code [PRC] Section 21001[b]).

Affected Environment

The overall urban setting and design of the project area lacks unity throughout the streetscapes of the propose project area. There are a few features within the streetscape setting that should be preserved and capitalized upon, such as the street trees. These features do add to the visual quality of the area.

The land use is predominantly commercial and small business development. Along this section of roadway there is some residential, but it is sparsely distributed. Most of the residential development is off the main corridor on the secondary roads and side streets of the area; however, a portion of SR-20 in the the proposed project area is residential. This type of urban design is prevalent throughout the proposed project area.

The overall visual quality of the proposed project area would be considered moderate due to the benign neglect that is prevalent along the highway corridor. There is very little unifying character to the region. There are a few street trees along the east side of SR-70 and along both sides of SR-20 that help to soften the urban setting but most of the area lacks landscaping or vegetation.

The highway corridor of the project area is not designated a State Scenic Highway, Scenic Byway or Wild and Scenic River area.

Environmental Consequences

The proposed project will have little visual impact overall on the urban setting and design of the area. The improvements to the ADA infrastructure could impact some vegetation such as trees, shrubs, turf areas and possibly irrigation systems.

The visual impacts caused by the proposed project would consist primarily of tree removal along SR-70 upon entering Marysville from the south and along SR-20 from the east. A row of trees along SR-70 on the east side of the E Street bridge and a large tree at the corner of SR-20 and Buchanan Street would be removed. The removal of these trees would change the visual character of those particular areas.

Avoidance, Minimization, and/or Mitigation Measures

Minimization Measures

- The existing ADA curb ramps within the project area consist of a brick-red color. This should be the preferred choice of colors in order to create a visual tie-in and consistency within the urban framework of the area, however; this concept would be coordinated with the City of Marysville in order to meet the City's standard.
- Tree removal would be minimized.

2.3 Cultural Resources

Regulatory Setting

The term “cultural resources” as used in this document refers to all “built environment” resources (structures, bridges, railroads, water conveyance systems, etc.), culturally important resources, and archaeological resources (both prehistoric and historic), regardless of significance. Laws and regulations dealing with cultural resources include:

The National Historic Preservation Act (NHPA) of 1966, as amended, sets forth national policy and procedures for historic properties, defined as districts, sites, buildings, structures, and objects included in or eligible for listing in the National Register of Historic Places. Section 106 of the NHPA requires federal agencies to take into account the effects of their undertakings on historic properties and to allow the Advisory Council on Historic Preservation the opportunity to comment on those undertakings, following regulations issued by the Advisory Council on Historic Preservation [36 Code of Federal Regulations (CFR) 800]. On January 1, 2004, a Section 106 Programmatic Agreement (PA) between the Advisory Council, the Federal Highway Administration (FHWA), State Historic Preservation Officer (SHPO), and Caltrans went into effect for Caltrans projects, both state and local, with FHWA involvement. The PA implements the Advisory Council's regulations, 36 CFR 800, streamlining the Section 106 process and delegating certain responsibilities to the Department. The FHWA's responsibilities under the PA have been assigned to Caltrans as part of the Surface Transportation Project Delivery Program (23 United States Code [USC] 327).

Historical resources are considered under the California Environmental Quality Act (CEQA), as well as CA Public Resources Code (PRC) Section 5024.1, which established the California Register of Historical Resources. PRC Section 5024 requires state agencies to identify and protect state-owned resources that meet the National Register of Historic Places listing criteria. It further specifically requires Caltrans to inventory state-owned structures in its rights-of-way.

Affected Environment

Caltrans cultural resources staff established an Area of Potential Effects (APE) for the proposed project, which encompasses the maximum limits of potential ground disturbing construction activities as currently understood, including, but not limited to, all existing and proposed new rights-of-way, temporary construction easements, utility relocations, and equipment staging areas. Since the project is under paved surfaces only, efforts to identify cultural resources within the project's APE included: conducting a records and literature search at the North Central Information Center of the California

Historic Resources Information System at the California State University at Chico; consultation with the Native American Heritage Commission, as well as local Native American tribes and individuals; consultation with local historic preservation interest groups and individuals, historical societies, and museums; monitoring of hazardous waste borings; and conducting extensive background research to come up with predicted property types and to assess project effects.

Environmental Consequences

It has been determined by Caltrans Professionally Qualified Staff that the project has no potential to impact built environment resources that have potential for historic significance. Caltrans staff has determined that the proposed project does have the potential to affect previously unidentified historic properties located under the paved roadway and sidewalks.

Avoidance, Minimization, and/or Mitigation Measures

Minimization Measures

- The SHPO and Caltrans negotiated a Programmatic Agreement (PA) that covers the current project's Area of Potential Effects. The PA includes stipulations to take into account the means of identification, evaluation and the proposed project's effects on historic properties that may be uncovered during construction activities. The PA will ensure that any adverse effects of the project are resolved by implementing and completing an Archaeological Resources Management Plan and Environmentally Sensitive Area (ESA) Action Plans, if necessary.
- If human remains are discovered during project construction, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall cease in any area or nearby area suspected to overlie remains, and the County Coroner contacted. Pursuant to Public Resources Code Section 5097.98, if the remains were thought to be Native American, the coroner would notify the Native American Heritage Commission, which would then notify the Most Likely Descendent. At that time, the person who discovered the remains would contact the Caltrans District 3 Project Archaeologist so that they may work with the Most Likely Descendent on the respectful treatment and disposition of the remains. Further provisions of Public Resources Code 5097.98 are to be followed as applicable.

Physical Environment

2.4 Hazardous Waste/Materials

Regulatory Setting

Hazardous materials, including hazardous substances and wastes are regulated by many state and federal laws. Statutes govern the generation, treatment, storage and disposal of hazardous materials, substances, and waste, and also the investigation and mitigation of waste releases, air and water quality, human health and land use.

The primary federal laws regulating hazardous wastes/materials are the Comprehensive Environmental Response, Compensation and Liability Act of 1980 (CERCLA) and the Resource Conservation and Recovery Act of 1976 (RCRA). The purpose of CERCLA, often referred to as “Superfund,” is to identify and clean up abandoned contaminated sites so that public health and welfare are not compromised. RCRA provides for “cradle to grave” regulation of hazardous waste generated by operating entities. Other federal laws include:

- Community Environmental Response Facilitation Act (CERFA) of 1992
- Clean Water Act
- Clean Air Act
- Safe Drinking Water Act
- Occupational Safety and Health Act (OSHA)
- Atomic Energy Act
- Toxic Substances Control Act (TSCA)
- Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA)

In addition to the acts listed above, Executive Order (EO) 12088, *Federal Compliance with Pollution Control Standards*, mandates that necessary actions be taken to prevent and control environmental pollution when federal activities or federal facilities are involved.

California regulates hazardous materials, waste, and substances under the authority of the CA Health and Safety Code California Health and Safety Code and is also authorized by the federal government to implement RCRA in the state. California law also addresses specific handling, storage, transportation, disposal, treatment, reduction, cleanup and emergency planning of hazardous waste. The Porter-Cologne

Water Quality Control Act also restricts disposal of wastes and requires clean-up of wastes that are below hazardous waste concentrations but could impact ground and surface water quality. California regulations that address waste management and prevention and clean up contamination include Title 22 Division 4.5 Environmental Health Standards for the Management of Hazardous Waste, Title 23 Waters, and Title 27 Environmental Protection.

Worker and public health and safety are key issues when addressing hazardous materials that may affect human health and the environment. Proper management and disposal of hazardous material is vital if it is encountered, disturbed during, or generated during project construction.

Affected Environment

A *Hazardous Waste Initial Site Assessment* was completed by Caltrans for the project area. The purpose of this assessment was to identify any hazardous waste issues within and adjacent to the proposed project area which could affect the design, constructability, feasibility, and or/ the cost of the proposed project. Preparation of the ISA included a record search of federal, state and local databases, a map review and a field survey. The ISA identified several properties with known or likely petroleum hydrocarbon contamination.

Environmental Consequences

Hazardous Materials Sampling would be performed prior to construction to determine the presence, and if present, extent of petroleum hydrocarbon contamination within the proposed project limits. If the project would impact any hazardous materials, special handling or disposal will be required.

Avoidance, Minimization, and/or Mitigation Measures

Minimization Measures

- Provisions in the construction contract will be included to address contaminated soil that could be encountered during construction.
- The Contractor would be required to properly manage removed stripe and pavement marking and would implement a project specific lead compliance plan prepared by a Certified Industrial Hygienist (CIH) as required by Cal/OSHA.

2.5 Construction Impacts

Temporary Air Quality, Noise Levels, and Biological Resources During Construction

Air Quality

The proposed project may result in the generation of short-term construction-related air emissions, including fugitive dust and exhaust emissions from construction equipment. Fugitive dust, sometimes referred to as windblown dust or PM₁₀, would be the primary short-term construction impact, which may be generated during excavation, grading and hauling activities. However, both fugitive dust and construction equipment exhaust emissions would be temporary and transitory in nature.

- Caltrans Standard Specifications, a required part of all construction contracts, should effectively reduce and control emission impacts during construction under the provisions of Section 7-1.02C “Emission Reduction” and Section 14-9.03 “Dust Control”. Provision 14-9.02 “Air Pollution Control” requires the contractor to comply with all pertinent rules, regulations, ordinances, and statutes of the local air district.

Noise

During construction noise may be generated from the contractors’ equipment and vehicles. Caltrans requires the Contractor to conform to the provisions of Standard Specification, Section 14-8.02 “Noise Control”:

- Noise levels would not exceed 86 dBA LMax at 50 feet from the job site activities from 9 p.m. to 6 a.m.
- Equipment would include an internal combustion engine with manufacturer-recommended muffler.
- An internal combustion engine would not be operated on the job site without the appropriate muffler.

Animal Species

During construction tree removal will be required, however, any potential impacts to migratory birds will be avoided with the inclusion of the following:

- To avoid impacts to migratory birds potentially nesting in trees within the project limits, trees should be removed from September 1 through February 14, which would be outside the migratory bird nesting season. If construction activities occur during the anticipated nesting dates for migratory birds of February 15 through September 1, the Contractor will be directed to provide a biologist to inspect the project area no more than 15 days just prior to and throughout the performance of general construction activities to ensure migratory birds, or their occupied nests, are not present. When evidence of migratory birds, or their occupied nests, is discovered that may be adversely affected by construction activities, the Contractor will be directed to immediately stop work. Vegetation removal will be kept as minimal as possible.

2.6 Climate Change (CEQA)

Climate change refers to long-term changes in temperature, precipitation, wind patterns, and other elements of the earth's climate system. An ever-increasing body of scientific research attributes these climatological changes to greenhouse gas (GHG) emissions, particularly those generated from the production and use of fossil fuels.

While climate change has been a concern for several decades, the establishment of the Intergovernmental Panel on Climate Change (IPCC) by the United Nations and World Meteorological Organization in 1988 has led to increased efforts devoted to GHG emissions reduction and climate change research and policy. These efforts are primarily concerned with the emissions of GHGs generated by human activity including carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), tetrafluoromethane, hexafluoroethane, sulfur hexafluoride (SF₆), HFC-23 (fluoroform), HFC-134a (s, s, s, 2-tetrafluoroethane), and HFC-152a (difluoroethane).

In the U.S., the main source of GHG emissions is electricity generation, followed by transportation. In California, however, transportation sources (including passenger cars, light-duty trucks, other trucks, buses, and motorcycles make up the largest source of GHG-emitting sources. The dominant GHG emitted is CO₂, mostly from fossil fuel combustion.

There are typically two terms used when discussing the impacts of climate change: “Greenhouse Gas Mitigation” and “Adaptation.” “Greenhouse Gas Mitigation” is a term for reducing GHG emissions to reduce or “mitigate” the impacts of climate change. “Adaptation” refers to the effort of planning for and adapting to impacts resulting from climate change (such as adjusting transportation design standards to withstand more intense storms and higher sea levels)¹.

There are four primary strategies for reducing GHG emissions from transportation sources: 1) improving the transportation system and operational efficiencies, 2) reducing travel activity, 3) transitioning to lower GHG-emitting fuels, and 4) improving vehicle technologies/efficiency. To be most effective, all four strategies should be pursued cooperatively.²

Regulatory Setting

State

With the passage of several pieces of legislation including State Senate and Assembly bills and Executive Orders, California launched an innovative and proactive approach to dealing with GHG emissions and climate change.

Assembly Bill 1493 (AB 1493), Pavley, Vehicular Emissions: Greenhouse Gases, 2002: This bill requires the California Air Resources Board (ARB) to develop and implement regulations to reduce automobile and light truck GHG emissions. These stricter emissions standards were designed to apply to automobiles and light trucks beginning with the 2009-model year.

Executive Order (EO) S-3-05 (June 1, 2005): The goal of this EO is to reduce California’s GHG emissions to 1) year 2000 levels by 2010, 2) year 1990 levels by 2020, and 3) 80 percent below the year 1990 levels by 2050. In 2006, this goal was further reinforced with the passage of Assembly Bill 32.

Assembly Bill 32 (AB 32), Núñez and Pavley, The Global Warming Solutions Act of 2006: AB 32 sets the same overall GHG emissions reduction goals as outlined in EO S-3-05, while further mandating that ARB create a scoping plan and implement rules to achieve “real, quantifiable, cost-effective reductions of greenhouse gases.”

Executive Order S-20-06 (October 18, 2006): This order establishes the responsibilities and roles of the Secretary of the California Environmental Protection Agency (Cal/EPA) and state agencies with regard to climate change.

¹ http://climatechange.transportation.org/ghg_mitigation/

² http://www.fhwa.dot.gov/environment/climate_change/mitigation/

Executive Order S-01-07 (January 18, 2007): This order set forth the low carbon fuel standard for California. Under this EO, the carbon intensity of California's transportation fuels is to be reduced by at least 10 percent by 2020.

Senate Bill 97 (SB 97) Chapter 185, 2007, Greenhouse Gas Emissions: This bill required the Governor's Office of Planning and Research (OPR) to develop recommended amendments to the California Environmental Quality Act (CEQA) Guidelines for addressing GHG emissions. The amendments became effective on March 18, 2010.

Senate Bill 375 (SB 375), Chapter 728, 2008, Sustainable Communities and Climate Protection: This bill requires the California Air Resources Board (CARB) to set regional emissions reduction targets from passenger vehicles. The Metropolitan Planning Organization (MPO) for each region must then develop a "Sustainable Communities Strategy" (SCS) that integrates transportation, land-use, and housing policies to plan for the achievement of the emissions target for their region.

Senate Bill 391 (SB 391) Chapter 585, 2009 California Transportation Plan: This bill requires the State's long-range transportation plan to meet California's climate change goals under AB 32.

Federal

Although climate change and GHG reduction are a concern at the federal level, currently no regulations or legislation have been enacted specifically addressing GHG emissions reductions and climate change at the project level. Neither the United States Environmental Protection Agency (U.S. EPA) nor the Federal Highway Administration (FHWA) has issued explicit guidance or methods to conduct project-level GHG analysis.³ FHWA supports the approach that climate change considerations should be integrated throughout the transportation decision-making process—from planning through project development and delivery. Addressing climate change mitigation and adaptation up front in the planning process will assist in decision-making and improve efficiency at the program level, and will inform the analysis and stewardship needs of project-level decision-making. Climate change considerations can be integrated into many planning factors, such as supporting economic vitality and global efficiency, increasing safety and mobility, enhancing the environment, promoting energy conservation, and improving the quality of life.

The four strategies outlined by FHWA to lessen climate change impacts correlate with efforts that the state is undertaking to deal with transportation and climate change;

³ To date, no national standards have been established regarding mobile source GHGs, nor has U.S. EPA established any ambient standards, criteria or thresholds for GHGs resulting from mobile sources.

these strategies include improved transportation system efficiency, cleaner fuels, cleaner vehicles, and a reduction in travel activity.

Climate change and its associated effects are also being addressed through various efforts at the federal level to improve fuel economy and energy efficiency, such as the “National Clean Car Program” and EO 13514 - *Federal Leadership in Environmental, Energy and Economic Performance*.

Executive Order 13514 (October 5, 2009): This order is focused on reducing greenhouse gases internally in federal agency missions, programs and operations, but also directs federal agencies to participate in the Interagency Climate Change Adaptation Task Force, which is engaged in developing a national strategy for adaptation to climate change.

U.S. EPA’s authority to regulate GHG emissions stems from the U.S. Supreme Court decision in *Massachusetts v. EPA* (2007). The Supreme Court ruled that GHGs meet the definition of air pollutants under the existing Clean Air Act and must be regulated if these gases could be reasonably anticipated to endanger public health or welfare. Responding to the Court’s ruling, U.S. EPA finalized an endangerment finding in December 2009. Based on scientific evidence it found that six greenhouse gases constitute a threat to public health and welfare. Thus, it is the Supreme Court’s interpretation of the existing Act and EPA’s assessment of the scientific evidence that form the basis for EPA’s regulatory actions. U.S. EPA in conjunction with NHTSA issued the first of a series of GHG emission standards for new cars and light-duty vehicles in April 2010.⁴

The U.S. EPA and the National Highway Traffic Safety Administration (NHTSA) are taking coordinated steps to enable the production of a new generation of clean vehicles with reduced GHG emissions and improved fuel efficiency from on-road vehicles and engines. These next steps include developing the first-ever GHG regulations for heavy-duty engines and vehicles, as well as additional light-duty vehicle GHG regulations.

The final combined standards that made up the first phase of this national program apply to passenger cars, light-duty trucks, and medium-duty passenger vehicles, covering model years 2012 through 2016. The standards implemented by this program are expected to reduce GHG emissions by an estimated 960 million metric tons and 1.8 billion barrels of oil over the lifetime of the vehicles sold under the program (model years 2012-2016).

⁴ <http://www.c2es.org/federal/executive/epa/greenhouse-gas-regulation-faq>

On August 28, 2012, U.S. EPA and NHTSA issued a joint Final Rulemaking to extend the National Program for fuel economy standards to model year 2017 through 2025 passenger vehicles. Over the lifetime of the model year 2017-2025 standards this program is projected to save approximately four billion barrels of oil and two billion metric tons of GHG emissions.

The complementary U.S. EPA and NHTSA standards that make up the Heavy-Duty National Program apply to combination tractors (semi trucks), heavy-duty pickup trucks and vans, and vocational vehicles (including buses and refuse or utility trucks). Together, these standards will cut greenhouse gas emissions and domestic oil use significantly. This program responds to President Barack Obama's 2010 request to jointly establish greenhouse gas emissions and fuel efficiency standards for the medium- and heavy-duty highway vehicle sector. The agencies estimate that the combined standards will reduce CO2 emissions by about 270 million metric tons and save about 530 million barrels of oil over the life of model year 2014 to 2018 heavy duty vehicles.

Project Analysis

An individual project does not generate enough GHG emissions to significantly influence global climate change. Rather, global climate change is a cumulative impact. This means that a project may contribute to a potential impact through its *incremental* change in emissions when combined with the contributions of all other sources of GHG.⁵ In assessing cumulative impacts, it must be determined if a project's incremental effect is "cumulatively considerable" (CEQA Guidelines Sections 15064(h)(1) and 15130). To make this determination, the incremental impacts of the project must be compared with the effects of past, current, and probable future projects. To gather sufficient information on a global scale of all past, current, and future projects to make this determination is a difficult, if not impossible, task.

The AB 32 Scoping Plan mandated by AB 32 includes the main strategies California will use to reduce GHG emissions. As part of its supporting documentation for the Draft Scoping Plan, the ARB released the GHG inventory for California (forecast last updated: October 28, 2010). The forecast is an estimate of the emissions expected to occur in 2020 if none of the foreseeable measures included in the Scoping Plan were implemented. The base year used for forecasting emissions is the average of statewide emissions in the GHG inventory for 2006, 2007, and 2008.

⁵ This approach is supported by the AEP: *Recommendations by the Association of Environmental Professionals on How to Analyze GHG Emissions and Global Climate Change in CEQA Documents* (March 5, 2007), as well as the South Coast Air Quality Management District (Chapter 6: The CEQA Guide, April 2011) and the U.S. Forest Service (Climate Change Considerations in Project Level NEPA Analysis, July 13, 2009).

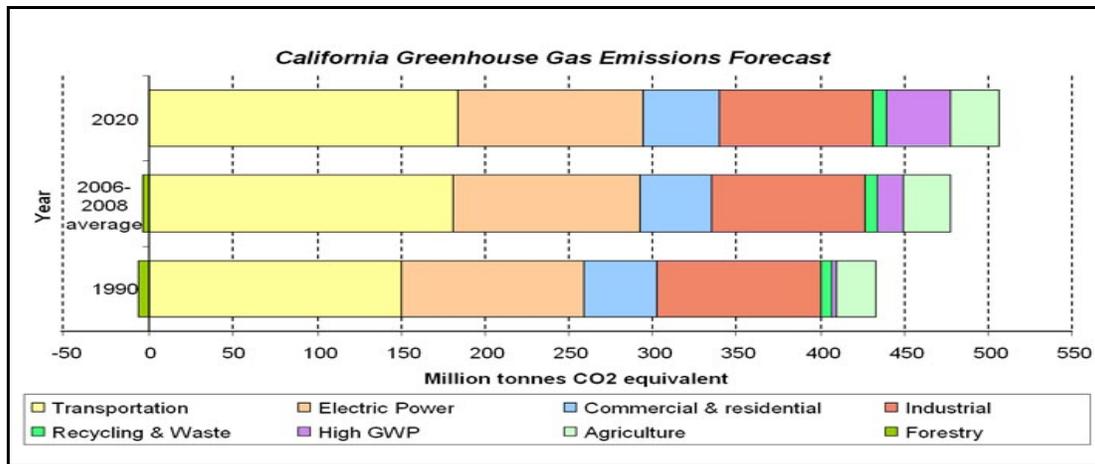


FIGURE 2-1 CALIFORNIA GREENHOUSE GAS FORECAST

Taken from : <http://www.arb.ca.gov/cc/inventory/data/forecast.htm>

Caltrans and its parent agency, the California State Transportation Agency, have taken an active role in addressing GHG emission reduction and climate change. Recognizing that 98 percent of California's GHG emissions are from the burning of fossil fuels and 40 percent of all human made GHG emissions are from transportation, Caltrans has created and is implementing the Climate Action Program at Caltrans that was published in December 2006.⁶

The proposed project entails ADA improvements, including new ramps, pedestrian crossings, and signals. The proposed project would not increase overall roadway capacity and, therefore, would not increase operational CO₂ emissions. Thus, the project would have low to no potential for climate change impacts. However, construction emissions will be unavoidable but there will likely be long-term GHG benefits by improved pedestrian access through the proposed project limits.

Construction Emissions

Greenhouse gas emissions for transportation projects can be divided into those produced during construction and those produced during operations. Construction GHG emissions include emissions produced as a result of material processing, emissions produced by on-site construction equipment, and emissions arising from traffic delays due to construction. These emissions will be produced at different levels throughout the construction phase; their frequency and occurrence can be reduced

⁶ Caltrans Climate Action Program is located at the following web address: http://www.dot.ca.gov/hq/tpp/offices/ogm/key_reports_files/State_Wide_Strategy/Caltrans_Climate_Action_Program.pdf

through innovations in plans and specifications and by implementing better traffic management during construction phases.

In addition, with innovations such as longer pavement lives, improved traffic management plans, and changes in materials, the GHG emissions produced during construction can be mitigated to some degree by longer intervals between maintenance and rehabilitation events.

CEQA Conclusion

While the project will result in a slight increase in GHG emissions during construction, it is anticipated that the project will not result in any increase in operational GHG emissions. While it is Caltrans determination that in the absence of further regulatory or scientific information related to GHG emissions and CEQA significance, it is too speculative to make a significance determination regarding the project's direct impact and its contribution on the cumulative scale to climate change, Caltrans is firmly committed to implementing measures to help reduce GHG emissions. These measures are outlined in the following section.

Greenhouse Gas Reduction Strategies

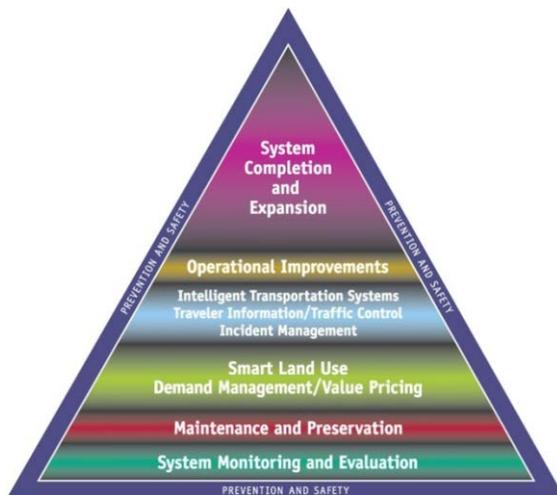


Figure 2-2: Mobility Pyramid

Caltrans continues to be involved on the Governor's Climate Action Team as the ARB works to implement Executive Orders S-3-05 and S-01-07 and help achieve the targets set forth in AB 32. Many of the strategies that Caltrans is using to help meet the targets in AB 32 come from then-Governor Arnold Schwarzenegger's Strategic Growth Plan for California. The Strategic Growth Plan targeted a significant decrease in traffic congestion below 2008 levels and a corresponding reduction in GHG emissions, while accommodating growth in population and the economy.

The Strategic Growth Plan relies on a complete systems approach to attain CO₂ reduction goals: system monitoring and evaluation, maintenance and preservation, smart land use and demand management, and operational improvements as shown in Figure 2-2: The Mobility Pyramid.

Caltrans is supporting efforts to reduce vehicle miles traveled by planning and implementing smart land use strategies: job/housing proximity, developing transit-

oriented communities, and high-density housing along transit corridors. Caltrans works closely with local jurisdictions on planning activities, but does not have local land use planning authority. Caltrans assists efforts to improve the energy efficiency of the transportation sector by increasing vehicle fuel economy in new cars, light and heavy-duty trucks; Caltrans is doing this by supporting ongoing research efforts at universities, by supporting legislative efforts to increase fuel economy, and by participating on the Climate Action Team. It is important to note, however, that control of fuel economy standards is held by the U.S. EPA and ARB.

Caltrans is also working towards enhancing the State's transportation planning process to respond to future challenges. Similar to requirements for regional transportation plans under Senate Bill (SB) 375 (Steinberg 2008), SB 391(Liu 2009) requires the State's long-range transportation plan to meet California's climate change goals under Assembly Bill (AB) 32.

The California Transportation Plan (CTP) is a statewide, long-range transportation plan to meet our future mobility needs and reduce greenhouse gas (GHG) emissions. The CTP defines performance-based goals, policies, and strategies to achieve our collective vision for California's future, statewide, integrated, multimodal transportation system.

The purpose of the CTP is to provide a common policy framework that will guide transportation investments and decisions by all levels of government, the private sector, and other transportation stakeholders. Through this policy framework, the CTP 2040 will identify the statewide transportation system needed to achieve maximum feasible GHG emission reductions while meeting the State's transportation needs.

Table 2-1 summarizes Caltrans and statewide efforts that Caltrans is implementing to reduce GHG emissions. More detailed information about each strategy is included in the Climate Action Program at Caltrans (December 2006).

Table 2-1 Climate Change/CO₂ Reduction Strategies						
Strategy	Program	Partnership		Method/Process	Estimated CO₂ Savings Million Metric Tons (MMT)	
		Lead	Agency		2010	2020
Smart Land Use	Intergovernmental Review (IGR)	Caltrans	Local governments	Review and seek to mitigate development proposals	Not Estimated	Not Estimated
	Planning Grants	Caltrans	Local and regional agencies & other stakeholders	Competitive selection process	Not Estimated	Not Estimated
	Regional Plans and Blueprint Planning	Regional Agencies	Caltrans	Regional plans and application process	0.975	7.8
Operational Improvements & Intelligent Transportation System (ITS) Deployment	Strategic Growth Plan	Caltrans	Regions	State ITS; Congestion Management Plan	0.07	2.17
Mainstream Energy & GHG into Plans and Projects	Office of Policy Analysis & Research; Division of Environmental Analysis	Interdepartmental effort		Policy establishment, guidelines, technical assistance	Not Estimated	Not Estimated
Educational & Information Program	Office of Policy Analysis & Research	Interdepartmental, CalEPA, ARB, CEC		Analytical report, data collection, publication, workshops, outreach	Not Estimated	Not Estimated
Fleet Greening & Fuel Diversification	Division of Equipment	Department of General Services		Fleet Replacement B20 B100	0.0045	0.0065 0.045 0.0225
Non-vehicular Conservation Measures	Energy Conservation Program	Green Action Team		Energy Conservation Opportunities	0.117	0.34
Portland Cement	Office of Rigid Pavement	Cement and Construction Industries		2.5 % limestone cement mix	1.2	4.2
				25% fly ash cement mix > 50% fly ash/slag mix	0.36	3.6
Goods Movement	Office of Goods Movement	Cal EPA, ARB, BT&H, MPOs		Goods Movement Action Plan	Not Estimated	Not Estimated
Total					2.72	18.18

Climate Change (June 22, 2012): is intended to establish a Caltrans policy that will ensure coordinated efforts to incorporate climate change into Departmental decisions and activities.

Caltrans Activities to Address Climate Change (April 2013)⁷ provides a comprehensive overview of activities undertaken by Caltrans statewide to reduce greenhouse gas emissions resulting from agency operations.

Adaptation Strategies

“Adaptation strategies” refer to how Caltrans and others can plan for the effects of climate change on the state’s transportation infrastructure and strengthen or protect the facilities from damage. Climate change is expected to produce increased variability in precipitation, rising temperatures, rising sea levels, variability in storm surges and intensity, and the frequency and intensity of wildfires. These changes may affect the transportation infrastructure in various ways, such as damage to roadbeds from longer periods of intense heat; increasing storm damage from flooding and erosion; and inundation from rising sea levels. These effects will vary by location and may, in the most extreme cases, require that a facility be relocated or redesigned. There may also be economic and strategic ramifications as a result of these types of impacts to the transportation infrastructure.

At the federal level, the Climate Change Adaptation Task Force, co-chaired by the White House Council on Environmental Quality (CEQ), the Office of Science and Technology Policy (OSTP), and the National Oceanic and Atmospheric Administration (NOAA), released its interagency task force progress report on October 28, 2011⁸, outlining the federal government's progress in expanding and strengthening the Nation's capacity to better understand, prepare for, and respond to extreme events and other climate change impacts. The report provides an update on actions in key areas of federal adaptation, including: building resilience in local communities, safeguarding critical natural resources such as freshwater, and providing accessible climate information and tools to help decision-makers manage climate risks .

Climate change adaptation must also involve the natural environment as well. Efforts are underway on a statewide-level to develop strategies to cope with impacts to habitat and biodiversity through planning and conservation. The results of these efforts will help California agencies plan and implement mitigation strategies for programs and projects.

On November 14, 2008, then-Governor Arnold Schwarzenegger signed EO S-13-08, which directed a number of state agencies to address California’s vulnerability to sea level rise caused by climate change. This EO set in motion several agencies and actions to address the concern of sea level rise.

⁷ http://www.dot.ca.gov/hq/tpp/offices/orip/climate_change/projects_and_studies.shtml

⁸ <http://www.whitehouse.gov/administration/eop/ceq/initiatives/adaptation>

In addition to addressing projected sea level rise, the California Natural Resources Agency (Resources Agency) was directed to coordinate with local, regional, state and federal public and private entities to develop The California Climate Adaptation Strategy (Dec 2009)⁹, which summarizes the best-known science on climate change impacts to California, assesses California's vulnerability to the identified impacts, and then outlines solutions that can be implemented within and across state agencies to promote resiliency.

The strategy outline is in direct response to EO S-13-08 that specifically asked the Resources Agency to identify how state agencies can respond to rising temperatures, changing precipitation patterns, sea level rise, and extreme natural events. Numerous other state agencies were involved in the creation of the Adaptation Strategy document, including the California Environmental Protection Agency; Business, Transportation and Housing; Health and Human Services; and the Department of Agriculture. The document is broken down into strategies for different sectors that include: Public Health; Biodiversity and Habitat; Ocean and Coastal Resources; Water Management; Agriculture; Forestry; and Transportation and Energy Infrastructure. As data continues to be developed and collected, the state's adaptation strategy will be updated to reflect current findings.

The National Academy of Science was directed to prepare a Sea Level Rise Assessment Report¹⁰ to recommend how California should plan for future sea level rise. The report was released in June 2012 and included:

- Relative sea level rise projections for California, Oregon and Washington taking into account coastal erosion rates, tidal impacts, El Niño and La Niña events, storm surge and land subsidence rates.
- The range of uncertainty in selected sea level rise projections.
- A synthesis of existing information on projected sea level rise impacts to state infrastructure (such as roads, public facilities and beaches), natural areas, and coastal and marine ecosystems.
- A discussion of future research needs regarding sea level rise.

In 2010, interim guidance was released by The Coastal Ocean Climate Action Team (CO-CAT) as well as Caltrans as a method to initiate action and discussion of potential risks to the states infrastructure due to projected sea level rise. Subsequently, CO-CAT updated the Sea Level Rise guidance to include information presented in the National Academies Study.

⁹ <http://www.energy.ca.gov/2009publications/CNRA-1000-2009-027/CNRA-1000-2009-027-F.PDF>

¹⁰ *Sea Level Rise for the Coasts of California, Oregon, and Washington: Past, Present, and Future* (2012) is available at http://www.nap.edu/catalog.php?record_id=13389.

All state agencies that are planning to construct projects in areas vulnerable to future sea level rise are directed to consider a range of sea level rise scenarios for the years 2050 and 2100 to assess project vulnerability and, to the extent feasible, reduce expected risks and increase resiliency to sea level rise. Sea level rise estimates should also be used in conjunction with information on local uplift and subsidence, coastal erosion rates, predicted higher high water levels, storm surge and storm wave data.

All projects that have filed a Notice of Preparation as of the date of EO S-13-08, and/or are programmed for construction funding from 2008 through 2013, or are routine maintenance projects may, but are not required to, consider these planning guidelines. The proposed project is outside the coastal zone and direct impacts to transportation facilities due to projected sea level rise are not expected.

Executive Order S-13-08 also directed the Business, Transportation, and Housing Agency to prepare a report to assess vulnerability of transportation systems to sea level rise affecting safety, maintenance and operational improvements of the system, and economy of the state. Caltrans continues to work on assessing the transportation system vulnerability to climate change, including the effect of sea level rise.

Currently, Caltrans is working to assess which transportation facilities are at greatest risk from climate change effects. However, without statewide planning scenarios for relative sea level rise and other climate change effects, Caltrans has not been able to determine what change, if any, may be made to its design standards for its transportation facilities. Once statewide planning scenarios become available, Caltrans will be able review its current design standards to determine what changes, if any, may be needed to protect the transportation system from sea level rise.

Climate change adaptation for transportation infrastructure involves long-term planning and risk management to address vulnerabilities in the transportation system from increased precipitation and flooding; the increased frequency and intensity of storms and wildfires; rising temperatures; and rising sea levels. Caltrans is an active participant in the efforts being conducted in response to EO S-13-08 and is mobilizing to be able to respond to the National Academy of Science Sea Level Rise Assessment Report.

Chapter 3 – Comments and Coordination

Early and continuing coordination with the general public and appropriate public agencies is an essential part of the environmental process. It helps planners determine the necessary scope of environmental documentation, the level of analysis required, and to identify potential impacts and mitigation measures and related environmental requirements. Agency consultation and public participation for this project have been accomplished through a variety of formal and informal methods, including: project development team meetings and interagency coordination meetings. This chapter summarizes the results of Caltrans efforts to fully identify, address and resolve project-related issues through early and continuing coordination.

The Initial Study with Proposed Negative Declaration will be made available for public and agency review and comment for 30 days. Caltrans has ensured that the document will be made available to all appropriate parties and agencies, including the following: 1) Responsible agencies, 2) Trustee agencies that have resources affected by the project, 3) other state, federal and local agencies which have regulatory jurisdiction, or that exercise authority over resources which may be affected by the project, 4) the general public. Copies of the document will be made available at the Caltrans District 3 Office of Environmental Management (M-1) located at 703 B St., Marysville, CA 95901 and at the Yuba County Library, 303 2nd Street., Marysville, CA 95901 and via the Internet at:

<http://www.dot.ca.gov/dist3/departments/envinternet/envdoc.htm>

Chapter 4 – List of Preparers

The following Caltrans District 3 staff contributed to the preparation of this Initial Study.

Chris Carroll, Associate Environmental Planner. Contribution: Environmental Coordinator and Document Writer

Susan D. Bauer, Senior Environmental Planner. Contribution: Environmental Branch Chief

Brooks Taylor, Associate Environmental Planner. (Natural Sciences) Contribution: Project Biologist, Natural Environmental Study (NES)

Erin Dwyer, Associate Environmental Planner (Archaeology). Contribution: Cultural Resources Compliance

Kathleen Grady, Landscape Associate. Contribution: Visual Impact Assessment

Santiago Cruz-Roveda, Transportation Engineer. Contribution: Water Quality Study

Chris Kuzak, Associate Environmental Planner. (Architectural Historian) Contribution: Historic Resources Compliance

Mark Melani, Associate Environmental Planner. Contribution: Hazardous Waste Initial Site Assessment (ISA)

Saeid Zandian, Associate Environmental Planner. Contribution: Air Quality/Noise Study

Scott Waksdal, Transportation Engineer. Contribution: Project Design

Matt Solano, Project Manager. Contribution: Project Manager

Appendix A - CEQA Checklist

CEQA Environmental Checklist

03-YUB-20
03-YUB-70

PM 0.5/2.0
PM 14.2/15.2

03-0002-0462
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P.M/P.M.

E.A.

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 either following the applicable section of the checklist or is within the body of the environmental document itself. The words "significant" and "significance" used throughout the following checklist are related to CEQA, not NEPA, impacts. The questions in this form are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
I. 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 buildings within a state scenic highway	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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"/>

“No Impact” and “Less Than Significant Impact” determinations in this section are based on the project scope, field reviews and the Visual Impact Assessment (VIA).

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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II. AGRICULTURE AND FOREST 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. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. 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"/> |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Result in the loss of forest land or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

“No Impact” determinations in this section are based on the project scope and field review

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:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 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"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input 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"/>

“No Impact” and “Less Than Significant Impact” determinations in this section are based on the Air Quality Report, project scope and field reviews

IV. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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"/>

“No Impact” and “Less Than Significant Impact” determinations in this section are based on the Natural Environmental Study Report (NES), project scope and field reviews

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
--------------------------------	---------------------------------------	------------------------------	-----------

V. 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 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 checked="" type="checkbox"/> | <input 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"/> |

“No Impact” and “Less Than Significant Impact” determinations in this section are based on the project scope and cultural resource reports.

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

“No Impact” determinations in this section are based on field reviews and project scope

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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VII. GREENHOUSE GAS EMISSIONS: Would the project:

- a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?
- b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

An assessment of the greenhouse gas emissions and climate change is included in the body of environmental document. While Caltrans has included this good faith effort in order to provide the public and decision-makers as much information as possible about the project, it is Caltrans determination that in the absence of further regulatory or scientific information related to GHG emissions and CEQA significance, it is too speculative to make a significance determination regarding the project's direct and indirect impact with respect to climate change. Caltrans does remain firmly committed to implementing measures to help reduce the potential effects of the project. These measures are outlined in the body of the environmental document.

VIII. 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?
- 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?
- c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?
- 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?
- 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?
- 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?
- 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"/>
<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"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<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"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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"/>

“No Impact” and “Less Than Significant Impact” determinations in this section are based on project scope, field reviews and the Initial Site Assessment (ISA)

IX. HYDROLOGY AND WATER QUALITY: Would the project:

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

“No Impact” determinations in this section are based on project scope, field reviews and water quality report.

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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X. 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"/> |
| 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"/> |
| 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"/> |

“No Impact” determinations in this section are based on the project scope and field reviews

XI. 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"/> |

“No Impact” determinations in this section are based on the project scope and field reviews

XII. 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"/> |
| 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 checked="" type="checkbox"/> | <input 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"/> |

“No Impact” and “Less Than Significant” determinations in this section are based on the Noise Study, project scope and field reviews

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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XIII. 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)? | <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"/> |

"No Impact" determinations in this section are based on the project scope and field reviews

XIV. 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? | <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"/> |

"No Impact" determinations in this section are based on the project scope and field reviews

XV. 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" 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 type="checkbox"/> | <input checked="" type="checkbox"/> |

"No Impact" determinations in this section are based on the project scope and field reviews

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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XVI. TRANSPORTATION/TRAFFIC: Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" 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 type="checkbox"/> | <input checked="" 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 type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Result in inadequate emergency access? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

“No Impact” and “Less Than Significant Impact” determinations in this section are based on the project scope and field reviews

XVII. UTILITIES AND SERVICE SYSTEMS: Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" 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 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 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 type="checkbox"/> | <input checked="" type="checkbox"/> |

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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"/>

“No Impact” determinations in this section are based on the project scope and field reviews

XVIII. 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, substantially 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Appendix B - Title VI Policy Statement

DEPARTMENT OF TRANSPORTATION

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March 2013

NON-DISCRIMINATION 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, religion, sexual orientation, or age, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity it administers.

For information or guidance on how to file a complaint based on the grounds of race, color, national origin, sex, disability, religion, sexual orientation, or age, please visit the following web page: http://www.dot.ca.gov/hq/bep/title_vi/t6_violated.htm.

Additionally, if you need this information in an alternate format, such as in Braille or in a language other than English, please contact the California Department of Transportation, Office of Business and Economic Opportunity, 1823 14th Street, MS-79, Sacramento, CA 95811. Telephone: (916) 324-0449, TTY: 711, or via Fax: (916) 324-1949.

A handwritten signature in blue ink, appearing to read "Malcolm Dougherty".

MALCOLM DOUGHERTY
Director

"Caltrans improves mobility across California"

Appendix C - Minimization and/or Mitigation Summary

Avoidance / Minimization Measures:

Pedestrian/Bicycle Facilities

- Pedestrian and bicycle access must be maintained during construction.

Visual/Aesthetics

- The existing ADA curb ramps within the project area consists of a brick-red color. This should be the preferred choice of colors in order to create a visual tie-in and consistency within the urban framework of the area, however; this concept would be coordinated with the City of Marysville in order to meet the City's standard.
- Tree removal would be minimized.

Cultural Resources

- The SHPO and Caltrans negotiated a Programmatic Agreement (PA) that covers the current project's Area of Potential Effects. The PA includes stipulations to take into account the means of identification, evaluation and the proposed project's effects on historic properties that may be uncovered during construction activities. The PA will ensure that any adverse effects of the project are resolved by implementing and completing an Archaeological Resources Management Plan and Environmentally Sensitive Area (ESA) Action Plans, if necessary.
- If human remains are discovered during project construction, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall cease in any area or nearby area suspected to overlie remains, and the County Coroner contacted. Pursuant to Public Resources Code Section 5097.98, if the remains were thought to be Native American, the coroner would notify the Native American Heritage Commission, which would then notify the Most Likely Descendent. At that time, the person who discovered the remains would contact the Caltrans District 3 Project Archaeologist so that they may work with the Most Likely Descendent on the respectful treatment and disposition of the remains. Further provisions of Public Resources Code 5097.98 are to be followed as applicable.

Hazardous Waste/Materials

- Provisions in the construction contract will be included to address contaminated soil that could be encountered during construction.
- The Contractor would be required to properly manage removed stripe and pavement marking and would implement a project specific lead compliance plan prepared by a Certified Industrial Hygienist (CIH) as required by Cal/OSHA.

Air Quality

- Following Caltrans Standard Specifications, which is required in all construction contracts, should effectively reduce and control emission impacts during construction. Specifically, the provisions of Section 7-1.01F, Air Pollution Control, and Section 10, Dust Control, of these standards require the contractor to comply with all pertinent rules, regulations, ordinances, and statutes of the local air district.

Noise

- Noise levels would not exceed 86 dBA LMax at 50 feet from the job site activities from 9 p.m. to 6 a.m.
- Equipment would include an internal combustion engine with manufacturer-recommended muffler.
- An internal combustion engine would not be operated on the job site without the appropriate muffler.

Animal Species

- To avoid impacts to migratory birds potentially nesting in trees within the project limits, trees should be removed from September 1 through February 14, which would be outside the migratory bird nesting season. If construction activities occur during the anticipated nesting dates for migratory birds of February 15 through September 1, the Contractor will be directed to provide a biologist to inspect the project area no more than 15 days just prior to and throughout the performance of general construction activities to ensure migratory birds, or their occupied nests, are not present. When evidence of migratory birds, or their occupied nests, is discovered that may be adversely affected by construction activities, the Contractor will be directed to immediately stop work. Vegetation removal will be kept as minimal as possible. Vegetation removal will be kept as minimal as possible.

Appendix D - List of Technical Studies

Initial Site Assessment (Hazardous Waste, Caltrans 2015)

Natural Environmental Study (Biology, Caltrans 2015)

Cultural Resources Evaluation (Archaeology, Caltrans 2015)

Water Quality Assessment Exemption (NPDES, Caltrans 2015)

Noise Assessment (Noise Report, Caltrans 2015)

Air Quality Assessment (Air Quality Report, Caltrans 2013)

Visual Impact Assessment (VIA, Caltrans 2015)