YUB-20/70 Marysville Traffic Operations Improvement Project

YUBA COUNTY, CALIFORNIA
03–YUB–20 (PM 0.5/0.9)
03-YUB-70 (PM 14.3/14.4)
03-0000-0273
03-1E7601

Initial Study with Negative Declaration

Prepared by the
State of California Department of Transportation

April 2014

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SCH:
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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 1/27/2014

NEGATIVE DECLARATION

STATE OF CALIFORNIA
DEPARTMENT OF
TRANSPORTATION

SCH No. 2014022027
03-YUB-20-PM 0.5/0.9
03-YUB-70-PM 14.3/14.4
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NEGATIVE DECLARATION
Pursuant to: Division 13, Public Resources Code

Project Description

The California Department of Transportation (Caltrans) proposes to make various traffic operational improvements at various locations along State Routes (SR)-20 (PM 0.5/0.9) and State Route (SR)-70 (PM 14.3/14.4) in the City of Marysville in Yuba County.

The proposed improvements include;

State Route 20

- Remove the median islands between F and H Streets and install left-turn pockets eastbound and westbound at F and G Streets.
- Remove the on and off ramps and traffic island at I Street and convert the existing westbound drop lane to a through lane that merges before the 10th Street Bridge.
- Relocate the existing median street lighting to the sidewalk.

State Route 70

- Remove the southbound left-turn pocket lane at 4th Street and extend the northbound left-turn pocket for 5th Street for the entire length of the block between 4th and 5th Streets.
- Add a second left turn lane to westbound 5th Street from northbound SR-70.
- Convert the traffic signal at the intersection of 5th Street and SR-70 from the existing 5-phase operation to a full 8-phase operation. This will provide a protected left-turn for both eastbound and westbound traffic on 5th Street.

Determination

Caltrans has prepared an Initial Study for this project, and following 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, visual/aesthetics, hydrology and floodplain, water quality and stormwater runoff, geology/soils/seismic/topography, paleontology, natural communities, wetland and other waters, plant species, animal 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 **no significant effect** on cultural resources, air quality, hazardous waste/materials, and noise levels.

Susan D. Bauer

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

4-17-14

Date

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Chapter 1 – Proposed Project

Introduction

Caltrans is the lead agency under the California Environmental Quality Act (CEQA).

The California Department of Transportation (Caltrans) proposes to make various traffic operational improvements at various locations along State Route (SR)-20 (PM 0.5/0.9) and State Route (SR)-70 (PM 14.3/14.4) in the City of Marysville in Yuba County.

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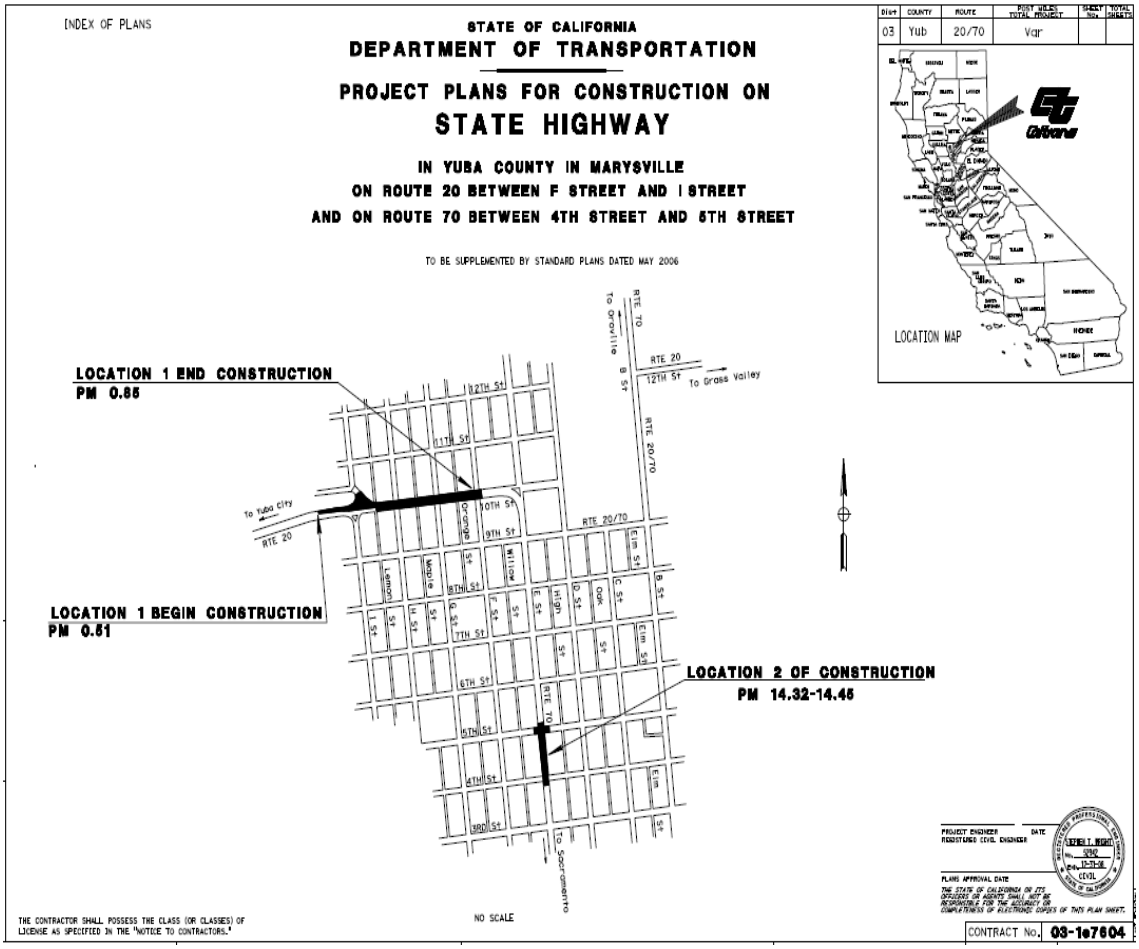
This project is included in the 2014 State Highway Operation and Protection Program (SHOPP) under the 201.310 Safety Program for the 2013/14 fiscal year (FY) with $3, 500,000 in construction funds.

Figure 1-1 – Project Location



Purpose and Need

The purpose of the project is to reduce congestion and improve the traffic operations at various locations along SR-20 and SR-70 in the City of Marysville in Yuba County. Caltrans District 3 Traffic Operations analyzed several traffic operational improvements options and it was determined that the proposed improvements would reduce congestion and improve the traffic operations through the City of Marysville.

Existing Facility

State Route 20

SR-20 east of US 101 is part of the California Freeway and Expressway System, although it is mostly a two-lane surface road. All of SR-20 is on the Interregional Road System, a highway system that connects major economic centers of the state, and has been selected by Caltrans as a High Emphasis Route and Focus Route from US 101 to SR-29 and SR-53 to Interstate 80, with the designated corridor following SR-29 and SR- 53 around the south side of Clear Lake.

SR-20 crosses SR-99 west of central Yuba City, and runs east through northern Yuba City to the Feather River, which it crosses on the 10th St. Bridge into Marysville. Within the central part of that city, SR-20 makes several turns, first turning south from 10th St. onto E St., then east on 9th St. (overlapping SR-70), north on B St., and east on 12th St. (splitting from SR-70). Through the City of Marysville within the project limits, SR-20 is a six-lane conventional highway with traffic signals at F,G and H Streets. The highway exits Marysville to the northeast, paralleling the Yuba River on its north side as it enters the foothills of the Sierra Nevada.

State Route 70

SR-70 begins at a partial interchange with SR-99 north of Sacramento, close to the Feather River Route rail line that parallels the entire highway. Just north of the Bear River crossing /Yuba County line, in Plumas Lake, SR-70 becomes a freeway, which continues to just beyond the Yuba River in Marysville. Within Marysville, SR-70 makes two turns and overlaps SR-20 before leaving to the north as a two-lane road. There are turn lanes and traffic signals at most every intersection.

Existing Conditions

State Route 20

The existing signal operations along SR-20 are a source of delay. Because of the shared left turn lanes eastbound and westbound at F and G Streets, the mainline effectively only uses about half of the signal time that it could potentially be alloted. During the evening peak commute period, traffic going westbound on SR-20 consistently backs up around the corner to the intersection of 9th and E Street and traffic often must wait through at least one signal cycle at F Street and sometimes again at G Street. This traffic queuing impacts traffic northbound on E Street (SR-70) and westbound right turn traffic from 9th Street (SR-20/70) causing further delays along these routes.

Tenth Street (SR-20) has unbalanced lane utilization in the curb lane due to the many business driveways and right-turning traffic at street intersections. In addition traffic is often “trapped” into the exit ramp at I Street just before the 10th Street bridge.

State Route 70

At the intersection of E Street and 5th Street there is a much higher demand for the left turn movement onto westbound 5th Street than there is capacity to store cars in the turn lane. This results in sustained traffic queuing out of the turn pocket into the northbound lanes of E Street (SR-70) impairing the northbound flow of traffic along the corridor. The intersection of 5th Street and E Street (SR-70) is currently the busiest east-west crossing of E Street (SR-70) in the City of Marysville and has high through and left turn movements. Currently this movement is directed by a permissive green signal, meaning that left turns must yield to through traffic before proceeding. This causes delays as there are little or no opportunities for left turns at all.

Traffic Analysis

A three year analysis completed by Caltrans, which covers the time period from July 1, 2008 through July 30, 2011, shows a total of nine collisions during this period, with seven injury-related. Six of the nine collisions were rear-end and were largely related to the heavy traffic common along SR 20 in Marysville. Three collisions were broadsides at intersections (two at H St., one at G St.), with one driver failing to yield to a bicyclist and two drivers making illegal left turns at H St.

Yub-20
PM 0.46 to 0.80
Feather River Blvd. Overhead (BOH) to Orange St.

Yub-20 Feather River BOH Orange St.	Total Number of Collisions	Fatal	Fatal + Injury
PM 0.46 to 0.80	9	0	7

Actual rate (per million vehicles miles)			Actual rate (per million vehicles miles)		
Fat	F+I	Total	Fat	F+I	Total
0	0.49	0.63	0.013	1.01	1.74

A three year analysis completed by Caltrans, which covers the time period from July 1, 2008 through June 30, 2011, shows a total of two collisions during this period. Both collisions were injury-related. One collision was a rear end, and the other was a broadside at the 5th St. intersection involving an EB vehicle that ran the red light.

Installation of left turn pockets at G St. and F St., along with the removal of the I St. on/off-ramps, should improve the flow of traffic and reduce the potential of rear-end collisions.

Yub-70
PM 14.325 to 14.400
4th St. to 5th St.

Yub-70 4th St. to 5th St.	Total Number of Collisions	Fatal	Fatal + Injury
PM 14.34-14.41	2	0	2

Actual rate (per million vehicles miles)			Actual rate (per million vehicles miles)		
Fat	F+I	Total	Fat	F+I	Total
0	0.72	0.72	0.009	0.91	2.22

Traffic in the northbound left turn pocket commonly backs up into the through lanes during commute times. Lengthening the northbound left turn pocket will provide more storage and remove stopped vehicles from the through lanes, lowering the potential for a rear end collision.

City Of Marysville Collision Data

The Marysville Police Department does not typically respond to property damage only (PDO) collisions. As such, the above information is from accidents where injuries have occurred. Although call logs do record that an incident took place, it is not possible to use call log data to draw conclusions about collision patterns. Nonetheless, it is expected that the improvements proposed for this project will also reduce these unreported property damage collisions.

Project Description

This section describes the proposed action and the project alternatives that were developed to meet the identified purpose and need of the project, while avoiding or minimizing environmental impacts. The alternatives are the Build (Action) Alternative and the "No-Build (No-Action) Alternative."

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Alternatives

PROJECT ALTERNATIVES

Build (Action) Alternative

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No-Build (No-Action) Alternative

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

This alternative would not meet the purpose of the project, which is to reduce congestion and improve the traffic operations of the highway.

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** – The project is not adjacent to or within any Parks and Recreational Facilities.
- **Growth** – The project is a traffic operations improvement project with no added capacity.
- **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 one parcel adjacent to the state right of way, 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 is required for construction. This will not result in any adverse impacts.
- **Environmental Justice** – The project is in an urban area. Minor acquisition of right-of-way will be required on one parcel and temporary construction easements will be required on the other parcels within the project limits. All considerations under Title VI of the Civil Rights Act of 1964 and related statutes have been incorporated throughout the development of the project. There is no potential for disproportional impacts to low income or minority populations.

- **Utilities/Emergency Services** – Utility relocation is not anticipated with this project and emergency service vehicles will be able to pass through the work area during construction. There is no potential for adverse impacts.

- **Traffic and Transportation/Pedestrian and Bicycle Facilities** – A Traffic Mangement Plan will be implemented during construction. Upon project completion, the traffic operations will be improved. There is no potential for adverse impacts to traffic and transportation/pedestrian and bicycle facilities.

- **Visual/Aesthetics** – The Visual Impact Assessment (VIA) for the proposed project shows that there is no potential for adverse impacts.

- **Hydrology and Floodplain** – The proposed project would not encroach into a FEMA 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 there would be no increase in storm water runoff.

- **Geology/Soils/Seismic/Topography** – This is a traffic operations improvement project, therefore, there is no potential for adverse impacts to the geology, soils, and topography of the project area.

- **Paleontology** – The Cultural Resource studies shows 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 are 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 are 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 animale species.

- **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 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.

Archeological

Since excavation will occur under paved surfaces, 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.

The results of the records searches and literature reviews indicated that a number of previous investigations have taken place in or around the current project excavation area. Although no known archaeological sites exist within the current project excavation area, several sites have been documented within several blocks of the project boundaries. Furthermore, the literature review indicated that at least five known ethnographic village locations are located within five miles of the current project location.

Historical

Caltrans staff conducted background research at the Yuba County Public Library, California Room, in Marysville; the North Central Information Center of the California Historical Resources Information System at the California State University at Sacramento; California State Library, California History Room; and the Yuba County Assessor and Recorder Offices.

A records search and literature review was undertaken by Caltrans staff at the Office of Historic Preservation North Central Information Center at California State University, Sacramento for the Marysville to Oroville Freeway Project in 2000, which covered the current project area, and in 2010 specifically for the Marysville Pavement Rehabilitation Project. Pertinent USGS 7.5' and 15' topographic quadrangle maps were examined for locational and informational data on known archaeological and historical resources in or around the current project area. Information regarding previous investigations was also acquired. Other resources consulted include the National Register of Historic Places (NRHP) and California Register of Historical Resource sites, California Points of Historical Interest, the California State Historical Landmarks, and the California Inventory of Historical Resources.

For background historical information, site information, historical maps, photographs, and ethnographic information, a number of sources were consulted. These included the California State University, Chico Merriam Library; the California State University, Chico Merriam Library (Special Collections); the Anthropology Library in the Archaeology Laboratory at California State University, Chico; the Yuba counties Recorder's Offices; the Yuba counties Assessor's Offices; the California Room at the Yuba County Library in Marysville; and the Butte County Library in Oroville.

Environmental Consequences

Archeological/Historical

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. Due to the lack of surface visibility a traditional archaeological pedestrian survey was not possible and boring cylinders from hazardous waste testing will serve as Extended Phase I (XPI) identification.

Avoidance, Minimization, and/or Mitigation Measures

Avoidance and Minimization Measures

Archaeological/Historical

- If resources are identified in the proposed project area during the hazardous waste testing, agreed upon historic preservation procedures will be followed per the Caltrans 2014 Section 106 Programmatic Agreement with the State Historic Preservation Office (SHPO).

- If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area would be stopped until a qualified archaeologist can assess the nature and significance of the find.

- If human remains are discovered, 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 are thought to be Native American, the coroner would notify the Native American Heritage Commission (NAHC) who would then notify the Most Likely Descendent (MLD). At this time, the person who discovered the remains would contact Caltrans District 3 Environmental Planning so that they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.

Physical Environment

2.2 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.

Environmental Consequences

The ISA identified several properties with known or likely petroleum hydrocarbon contamination. Hazardous Materials Sampling will be performed prior to construction to determine the presence, and if present, extent of petroleum hydrocarbon contamination within the proposed project limits and to determine what, if any special handling or disposal will be required.

Avoidance, Minimization, and/or Mitigation Measures

Avoidance and Minimization Measures

- If hazardous materials sampling identifies petroleum hydrocarbon contamination, non-standard special provisions detailing special handling, storage, and/or disposal of any identified petroleum hydrocarbon will be edited and included in the final Plans, Specifications and Estimates (PS & E) listing package.

2.3 CONSTRUCTION IMPACTS

Temporary Air Quality and Noise Impacts during Construction

The construction of roadway improvements could generate temporary air quality impacts (e.g., increase in diesel fumes and dust) and noise from heavy equipment operations. From a human environment perspective, the impacts would be most pronounced in the parts of the project area where developed land uses are adjacent or near the project site.

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 PM_{10}, 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":

- Do not exceed 86 dBA LMax at 50 feet from the job site activities from 9 p.m. to 6 a.m.

- Equip an internal combustion engine with manufacturer-recommended muffler.

- Do not operate an internal combustion engine on the job site without the appropriate muffler.

2.4 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 (CO_2), methane (CH_4), nitrous oxide (N_2O), tetrafluoromethane, hexafluoroethane, sulfur hexafluoride (SF_6), 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 CO_2, 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

[1] http://climatechange.transportation.org/ghg_mitigation/
[2] http://www.fhwa.dot.gov/environment/climate_change/mitigation/

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.

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; 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.

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

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).

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

[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).

implemented. The base year used for forecasting emissions is the average of statewide emissions in the GHG inventory for 2006, 2007, and 2008.

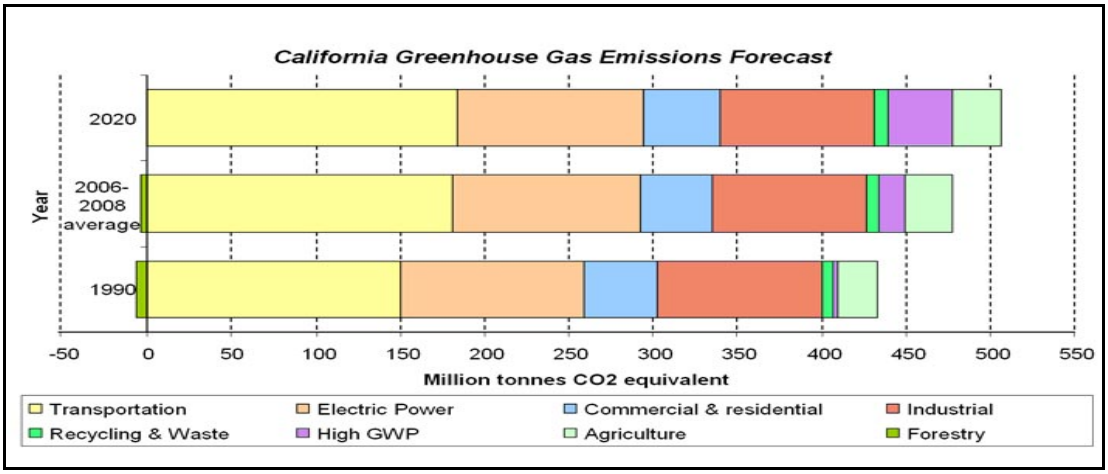

FIGURE 2-1 CALIFORNIA GREENHOUSE GAS FORECAST

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

The Department and its parent agency, the 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, the Department has created and is implementing the Climate Action Program at Caltrans that was published in December 2006.[6]

Although the proposed project will add turn lanes to existing intersections and reduce vehicle delay, the project would not increase overall roadway capacity and, therefore, would not increase operational CO_2 emissions. The traffic smoothing impacts of the project would also result in decreased idling of vehicles at the intersection. 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 operation and smoother pavement surfaces, as applicable.

[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

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 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

The Department 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 the Department 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 CO_2 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 2-3 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 2-3 Climate Change/CO_2 Reduction Strategies						
Strategy	**Program**	**Partnership**		**Method/Process**	Estimated CO_2 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 25% fly ash cement mix > 50% fly ash/slag mix	1.2 0.36	4.2 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.

The following measures will also be included in the project to reduce the GHG emissions and potential climate change impacts from the project:

1. The project would incorporate the use of energy-efficient lighting, such as LED traffic signals. LED bulbs cost $60 to $70 each, but last five to six years, compared to the one-year average lifespan of the incandescent bulbs previously used. The LED bulbs themselves consume 10 percent of the electricity of traditional lights, which will also help reduce the project's CO_2 emissions.[8]

2. According to Caltrans' Standard Specifications, the contractor must comply with all local Air Pollution Control District's (APCD) rules, ordinances, and regulations for air quality restrictions.

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, 2011[9], 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 .

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

[8] Knoxville Business Journal, "LED Lights Pay for Themselves," May 19, 2008 at http://www.knoxnews.com/news/2008/may/19/led-traffic-lights-pay-themselves/.

[9] http://www.whitehouse.gov/administration/eop/ceq/initiatives/adaptation

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.

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)[10], 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 Report[11] 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.

[10] http://www.energy.ca.gov/2009publications/CNRA-1000-2009-027/CNRA-1000-2009-027-F.PDF
[11] *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, thas 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, interagency coordination meetings, and field reviews as needed. 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 was made available for public and agency review from February 12, 2014 to March 13, 2014. Caltrans has ensured that the document was 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 were 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. St., Marysville, CA 95901. The document was also made available on the Internet at www.dot.ca.gov/dist3/departments/envinternet/yuba.htm

Comments and responses begin on page 30.

Comment Letter 1 – Central Valley Regional Water Quality Control Board

CALIFORNIA
Water Boards

EDMUND G. BROWN JR.
GOVERNOR

MATTHEW RODRIQUEZ
SECRETARY FOR
ENVIRONMENTAL PROTECTION

Central Valley Regional Water Quality Control Board

26 February 2014

Susan D. Bauer
California Department of Transportation
703 B Street
Marysville, CA 95901

CERTIFIED MAIL
7013 1710 0002 3644 0991

COMMENTS TO REQUEST FOR REVIEW FOR THE DRAFT NEGATIVE DECLARATION, MARYSVILLE TRAFFIC OPERATIONS IMPROVEMENT PROJECT, SCH NO. 2014022027, YUBA COUNTY

Pursuant to the State Clearinghouse's 11 February 2014 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Draft Negative Declaration* for the Marysville Traffic Operations Improvement Project, located in Yuba County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

Construction Storm Water General Permit

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction Activities (Construction General Permit), Construction General Permit Order No. 2009-009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP).

For more information on the Construction General Permit, visit the State Water Resources Control Board website at:
http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml.

KARL E. LONGLEY SCD, P.E., CHAIR | PAMELA C. CREEDON P.E., BCEE, EXECUTIVE OFFICER

11020 Sun Center Drive #200, Rancho Cordova, CA 95670 | www.waterboards.ca.gov/centralvalley

RECYCLED PAPER

Phase I and II Municipal Separate Storm Sewer System (MS4) Permits[1]

The Phase I and II MS4 permits require the Permittees reduce pollutants and runoff flows from new development and redevelopment using Best Management Practices (BMPs) to the maximum extent practicable (MEP). MS4 Permittees have their own development standards, also known as Low Impact Development (LID)/post-construction standards that include a hydromodification component. The MS4 permits also require specific design concepts for LID/post-construction BMPs in the early stages of a project during the entitlement and CEQA process and the development plan review process.

For more information on which Phase I MS4 Permit this project applies to, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/municipal_permits/.

For more information on the Phase II MS4 permit and who it applies to, visit the State Water Resources Control Board at:
http://www.waterboards.ca.gov/water_issues/programs/stormwater/phase_ii_municipal.shtml

Industrial Storm Water General Permit

Storm water discharges associated with industrial sites must comply with the regulations contained in the Industrial Storm Water General Permit Order No. 97-03-DWQ.

For more information on the Industrial Storm Water General Permit, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/industrial_general_permits/index.shtml.

Clean Water Act Section 404 Permit

If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACOE). If a Section 404 permit is required by the USACOE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements.

If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACOE at (916) 557-5250.

[1] Municipal Permits = The Phase I Municipal Separate Storm Water System (MS4) Permit covers medium sized Municipalities (serving between 100,000 and 250,000 people) and large sized municipalities (serving over 250,000 people). The Phase II MS4 provides coverage for small municipalities, including non-traditional Small MS4s, which include military bases, public campuses, prisons and hospitals.

Clean Water Act Section 401 Permit – Water Quality Certification

If an USACOE permit, or any other federal permit, is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications.

Waste Discharge Requirements

If USACOE determines that only non-jurisdictional waters of the State (i.e., "non-federal" waters of the State) are present in the proposed project area, the proposed project will require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation.

For more information on the Water Quality Certification and WDR processes, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/help/business_help/permit2.shtml.

Low or Limited Threat General NPDES Permit

If the proposed project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. Dewatering discharges are typically considered a low or limited threat to water quality and may be covered under the General Order for *Dewatering and Other Low Threat Discharges to Surface Waters* (Low Threat General Order) or the General Order for *Limited Threat Discharges of Treated/Untreated Groundwater from Cleanup Sites, Wastewater from Superchlorination Projects, and Other Limited Threat Wastewaters to Surface Water* (Limited Threat General Order). A complete application must be submitted to the Central Valley Water Board to obtain coverage under these General NPDES permits.

For more information regarding the Low Threat General Order and the application process, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0074.pdf

For more information regarding the Limited Threat General Order and the application process, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0073.pdf

If you have questions regarding these comments, please contact me at (916) 464-4684 or tcleak@waterboards.ca.gov.

for Trevor Cleak
Environmental Scientist

cc: State Clearinghouse Unit, Governor's Office of Planning and Research, Sacramento

Responses to Comment Letter 1 – Central Valley Regional Water Quality Control Board

Comment 1*: Construction Storm Water General Permit*

Response 1: A Storm Water Pollution Prevention Plan (SWPPP) will be developed and implemented for this project.

Comment 2: *Phase I and II Municipal Separate Storm Sewer System (MS4) Permits*

Response 2: Best Management Practices (BMP's) to the Maximum Extent Practicable (MEP) will be implemented for this project.

Comment 3: *Industrial Storm Water General Permit*

Response 3: This project will comply with the regulations contained in the Industrial Storm Water General Permit Order No. 97-03-DWQ.

Comment 4: *Clean Water Act Section 404 Permit*

Response 4: A 404 Permit from the United States Army Corp of Engineers (USACOE) is not needed for this project.

Comment 5: *Clean Water Act Section 401 Permit – Water Quality Certification*

Response 5: A 401 Permit from the Central Valley Water Board is not needed for this project.

Comment 6: *Waste Discharge Requirements*

Response 6: This project does not involve discharges to federally and state regulated waters.

Comment 7: *Low or Limited Threat General NPDES Permit*

Response 7: Dewatering is not required on this project.

Comment Letter 2 – State Clearinghouse CEQA Compliance Letter

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit

Edmund G. Brown Jr.
Governor

Ken Alex
Director

March 13, 2014

Susan D. Bauer
California Department of Transportation, District 3
703 B Street
Marysville, CA 95901

Subject: Marysville Traffic Operations Improvement Project
SCH#: 2014022027

Dear Susan D. Bauer:

The State Clearinghouse submitted the above named Negative Declaration to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on March 12, 2014, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

> "A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures
cc: Resources Agency

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
TEL (916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

Document Details Report
State Clearinghouse Data Base

SCH#	2014022027
Project Title	Marysville Traffic Operations Improvement Project
Lead Agency	Caltrans #3

Type	**Neg** Negative Declaration
Description	The scope of work includes: Remove the median islands between F, G and H streets along SR-20 and replace them with left turn pockets, remove the outside triangle shaped island and close the on-ramp to westbound SR-20 and I Street, convert the westbound number 3 lane from a drop lane to a through lane that will merge with traffic just before the 10th Street bridge, on SR-70 between 4th and 5th street, the left turn pocket for 4th street will be removed to allow the left turn pocket onto 5th Street to be extended, upgrade the curb ramps to ADA standards and upgrade the traffic signals and street lighting.

Lead Agency Contact

Name	Susan D. Bauer		
Agency	California Department of Transportation, District 3		
Phone	530 741 7113	*Fax*	
email			
Address	703 B Street		
City	Marysville	*State* CA	*Zip* 95901

Project Location

County	Yuba			
City	Marysville			
Region				
Lat / Long				
Cross Streets	SR 20 and 70			
Parcel No.				
Township		*Range*	*Section*	*Base*

Proximity to:

Highways	Hwy 20 & 70
Airports	
Railways	UPRR
Waterways	Feather River and Yuba River
Schools	Covillaud ES
Land Use	Commercial and Residential

Project Issues	Archaeologic-Historic; Toxic/Hazardous
Reviewing Agencies	Resources Agency; Department of Fish and Wildlife, Region 2; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 3 N; Air Resources Board; Air Resources Board, Transportation Projects; Regional Water Quality Control Bd., Region 5 (Sacramento); Department of Toxic Substances Control; Native American Heritage Commission

Date Received 02/11/2014 *Start of Review* 02/11/2014 *End of Review* 03/12/2014

CALIFORNIA
Water Boards

EDMUND G. BROWN, JR.
GOVERNOR

MATTHEW RODRIQUEZ
SECRETARY FOR
ENVIRONMENTAL PROTECTION

Central Valley Regional Water Quality Control Board

26 February 2014

RECEIVED
MAR 05 2014
STATE CLEARING HOUSE

Clear 03/12/14

Susan D. Bauer
California Department of Transportation
703 B Street
Marysville, CA 95901

CERTIFIED MAIL
7013 1710 0002 3644 0991

COMMENTS TO REQUEST FOR REVIEW FOR THE DRAFT NEGATIVE DECLARATION, MARYSVILLE TRAFFIC OPERATIONS IMPROVEMENT PROJECT, SCH NO. 2014022027, YUBA COUNTY

Pursuant to the State Clearinghouse's 11 February 2014 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Draft Negative Declaration* for the Marysville Traffic Operations Improvement Project, located in Yuba County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

Construction Storm Water General Permit

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction Activities (Construction General Permit), Construction General Permit Order No. 2009-009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP).

For more information on the Construction General Permit, visit the State Water Resources Control Board website at:
http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml.

KARL E. LONGLEY ScD, P.E., CHAIR | PAMELA C. CREEDON P.E., BCEE, EXECUTIVE OFFICER
11020 Sun Center Drive #200, Rancho Cordova, CA 95670 | www.waterboards.ca.gov/centralvalley

RECYCLED PAPER

Phase I and II Municipal Separate Storm Sewer System (MS4) Permits[1]

The Phase I and II MS4 permits require the Permittees reduce pollutants and runoff flows from new development and redevelopment using Best Management Practices (BMPs) to the maximum extent practicable (MEP). MS4 Permittees have their own development standards, also known as Low Impact Development (LID)/post-construction standards that include a hydromodification component. The MS4 permits also require specific design concepts for LID/post-construction BMPs in the early stages of a project during the entitlement and CEQA process and the development plan review process.

For more information on which Phase I MS4 Permit this project applies to, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/municipal_permits/.

For more information on the Phase II MS4 permit and who it applies to, visit the State Water Resources Control Board at:
http://www.waterboards.ca.gov/water_issues/programs/stormwater/phase_ii_municipal.shtml

Industrial Storm Water General Permit

Storm water discharges associated with industrial sites must comply with the regulations contained in the Industrial Storm Water General Permit Order No. 97-03-DWQ.

For more information on the Industrial Storm Water General Permit, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/industrial_general_permits/index.shtml.

Clean Water Act Section 404 Permit

If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACOE). If a Section 404 permit is required by the USACOE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements.

If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACOE at (916) 557-5250.

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[1] Municipal Permits = The Phase I Municipal Separate Storm Water System (MS4) Permit covers medium sized Municipalities (serving between 100,000 and 250,000 people) and large sized municipalities (serving over 250,000 people). The Phase II MS4 provides coverage for small municipalities, including non-traditional Small MS4s, which include military bases, public campuses, prisons and hospitals.

Clean Water Act Section 401 Permit – Water Quality Certification

If an USACOE permit, or any other federal permit, is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications.

Waste Discharge Requirements

If USACOE determines that only non-jurisdictional waters of the State (i.e., "non-federal" waters of the State) are present in the proposed project area, the proposed project will require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation.

For more information on the Water Quality Certification and WDR processes, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/help/business_help/permit2.shtml.

Low or Limited Threat General NPDES Permit

If the proposed project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. Dewatering discharges are typically considered a low or limited threat to water quality and may be covered under the General Order for *Dewatering and Other Low Threat Discharges to Surface Waters* (Low Threat General Order) or the General Order for *Limited Threat Discharges of Treated/Untreated Groundwater from Cleanup Sites, Wastewater from Superchlorination Projects, and Other Limited Threat Wastewaters to Surface Water* (Limited Threat General Order). A complete application must be submitted to the Central Valley Water Board to obtain coverage under these General NPDES permits.

For more information regarding the Low Threat General Order and the application process, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0074.pdf

For more information regarding the Limited Threat General Order and the application process, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0073.pdf

If you have questions regarding these comments, please contact me at (916) 464-4684 or tcleak@waterboards.ca.gov.

For Trevor Cleak
Environmental Scientist

cc: State Clearinghouse Unit, Governor's Office of Planning and Research, Sacramento

Response to Comment Letter 2 – State Clearinghouse CEQA Compliance Letter

Comment: This is a letter acknowledging Caltrans has complied with the State Clearinghouse review Requirements for draft environmental documents.

Response: No response required.

Chapter 4 – List of Preparers

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

Mike Bartlett, Project Manager. Contribution: Project Manager

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

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

Sean Cross, Transportation Engineer. Contribution: Water Quality Study

Erin Dwyer, Associate Environmental Planner (Archaeology). Contribution: Historic Property Survey Report

Kathleen Grady, Landscape Architect. Contribution: Visual Impact Assessment

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

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

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

Scott Waksdal, Transportation Engineer. Contribution: Project Design

Steven Wright, Sr. Transportation Engineer. Contribution: Project Design

Saeid Zandian, Transportation Engineer (Air/Noise Specialist), Contribution: Air Quality and Noise Studies

Appendix A - CEQA Checklist

Supporting documentation of all California Environmental Quality Act (CEQA) checklist determinations is provided in Chapter 2 of this Initial Study (IS). Documentation of “No Impact” determinations is provided at the beginning of Chapter 2. Discussion of all impacts, avoidance, minimization, and/or mitigation measures is under the appropriate topic headings in Chapter 2.

CEQA Environmental Checklist

03-YUB-20/70	**YUB-20 (PM 0.5/0.9)** **YUB-70 (PM 14.3/14.4)**	**03-0002-0273** **1E7601**
Dist.-Co.-Rte.	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	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway	☐	☐	☐	☒
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☐	☒
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☒

“No Impact” determination in this section is based on the Visual Impact Assessment

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
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))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
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?	☐	☐	☐	☒

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

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☐	☒
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non- attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☐	☒
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☒

"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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
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?	☐	☐	☐	☒
"No Impact" determinations in this section are based on the project scope and field reviews				
V. CULTURAL RESOURCES: Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☒	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒
"No Impact" and "Less Than Significant Impact" determinations in this section are based on the project scope, field reviews, and background research.				
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:	☐	☐	☐	☒
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?	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☐	☒
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒
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?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

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

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?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
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?	☐	☐	☐	☒

"No Impact" and "Less Than Significant" determinations in this section are based on project scope, field reviews, ISA, and previous project area reports.

IX. HYDROLOGY AND WATER QUALITY: Would the project:

a) Violate any water quality standards or waste discharge requirements?	☐	☐	☐	☒
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)?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
f) Otherwise substantially degrade water quality?	☐	☐	☐	☒
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?	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒
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?	☐	☐	☐	☒
j) Inundation by seiche, tsunami, or mudflow	☐	☐	☐	☒

"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
X. LAND USE AND PLANNING: Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
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?	☐	☐	☐	☒
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒
"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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
"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?	☐	☐	☒	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☒
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☒
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
"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
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)?	☐	☐	☐	☒
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

"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?	☐	☐	☐	☒
Police protection?	☐	☐	☐	☒
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒

"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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

"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
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
e) Result in inadequate emergency access?	☐	☐	☐	☒
f) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☒
"No Impact" determinations in this section is based on the project scope, traffic report and field reviews				
XVII. UTILITIES AND SERVICE SYSTEMS: Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	☒
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?	☐	☐	☐	☒
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒

"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?	☐	☐	☒	☐
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)?	☐	☐	☒	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

Appendix B - Title VI Policy Statement

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION
OFFICE OF THE DIRECTOR
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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.

MALCOLM DOUGHERTY
Director

"Caltrans improves mobility across California"

Appendix C - Minimization and/or Mitigation Summary

Avoidance / Minimization Measures:

Archaeological/Historical

- If resources are identified in the proposed project area during testing, agreed upon historic preservation procedures will be followed per the Caltrans 2014 Section 106 Programmatic Agreement.

- If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area would be stopped until a qualified archaeologist can assess the nature and significance of the find.

- If human remains are discovered, 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 are thought to be Native American, the coroner would notify the Native American Heritage Commission (NAHC) who would then notify the Most Likely Descendent (MLD). At this time, the person who discovered the remains would contact Caltrans District 3 Environmental Planning so that they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.

Hazardous Waste/Materials

- If hazardous materials sampling identifies petroleum hydrocarbon contamination, non-standard special provisions detailing special handling, storage, and/or disposal of any identified petroleum hydrocarbon will be edited and included in the final Plans, Specifications and Estimates (PS & E) listing package.

Air Quality

- 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

- Do not exceed 86 dBA LMax at 50 feet from the job site activities from 9 p.m. to 6 a.m.
- Equip an internal combustion engine with manufacturer-recommended muffler.
- Do not operate an internal combustion engine on the job site without the appropriate muffler.

Appendix D - List of Technical Studies

Initial Site Assessment (Hazardous Waste, Caltrans 2014)

Natural Environmental Study (Biology, Caltrans 2013)

Historical Evaluation (Historical, Caltrans 2014)

Archaeological Evaluation (Archaeology, Caltrans 2014)

Water Quality Assessment Exemption (NPDES, Caltrans 2013)

Noise Assessment (Noise Report, Caltrans 2013)

Air Quality Assessment (Air Quality Report, Caltrans 2013)

Visual Impact Assessment (VIA, Caltrans 2013)