

APPENDICES

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Appendix A: CEQA Checklist

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

Supporting documentation of all CEQA checklist determinations is provided in Chapter 2 of this Environmental Impact Report/Environmental Assessment. Discussion of all impacts, avoidance, minimization, and/or mitigation measures is under the appropriate topic headings in Chapter 2.

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

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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III. AIR QUALITY -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Conflict with or obstruct implementation of the applicable air quality plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Expose sensitive receptors to substantial pollutant concentrations? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Create objectionable odors affecting a substantial number of people? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

IV. BIOLOGICAL RESOURCES -- Would the project:

- | | | | | |
|--|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

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

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
VIII. HYDROLOGY AND WATER QUALITY -- Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
IX. LAND USE AND PLANNING - Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
X. MINERAL RESOURCES -- Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XI. NOISE –				
Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XII. POPULATION AND HOUSING -- Would the project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XIII. PUBLIC SERVICES

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

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

XIV. RECREATION –

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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XV. TRANSPORTATION/TRAFFIC -- Would the project:

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|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Result in inadequate emergency access? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Result in inadequate parking capacity? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

XVI. UTILITIES AND SERVICE SYSTEMS –

Would the project:

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

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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XVII. MANDATORY FINDINGS OF SIGNIFICANCE –

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

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

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Appendix B: Title VI Policy Statement

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION

OFFICE OF THE DIRECTOR

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SACRAMENTO, CA 94273-0001

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Be energy efficient!*

January 14, 2005

TITLE VI POLICY STATEMENT

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

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

WILL KEMPTON
Director

Appendix C: RESOURCES EVALUATED RELATIVE TO THE REQUIREMENTS OF SECTION 4(F) AND DE MINIMIS FINDING

Section 4(f) of the U.S. Department of Transportation Act of 1966, codified in Federal law at 49 USC 303, declares that “[i]t is the policy of the United States Government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites.”

Section 4(f) specifies that “[t]he Secretary [of Transportation] may approve a transportation program or project ... requiring the use of publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, State, or local significance, or land of a historic site of national, State, or local significance (as determined by the Federal, State, or local officials having jurisdiction over the park, area, refuge, or site) only if:

1. there is no feasible and prudent alternative to using that land; and
2. the program or project includes all possible planning to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site resulting from the use.”

Section 4(f) further requires consultation with the Department of the Interior, and as appropriate, the involved offices of the Departments of Agriculture and Housing and Urban Development in developing transportation projects and programs which use lands protected by section 4(f). In general, a section 4(f) “use” occurs with a project or program, approved by the Department of Transportation, (1) when section 4(f) land is permanently incorporated into a transportation facility; (2) when there is a temporary occupancy of section 4(f) land that is adverse, in terms of the section 4(f) preservationist purposes as determined by specific criteria (23 CFR 771.135 [p] [7]); and (3) when section 4(f) land is not incorporated into the transportation project, but the project’s proximity impacts are so severe that the protected activities, features, or attributes that qualify a resource for protection under section 4(f) are substantially impaired (constructive use) (23 CFR 771.135 [p] [1] and [2]).

Proposed Action

The project proposes the addition of bus/carpool lanes in the existing median of Interstate 80 (I-80) from west of West El Camino to Longview Drive. One build alternative and the No-Build alternative are evaluated in the Environmental Impact Report / Environmental Assessment prepared for this project.

The project is being proposed to reduce congestion, increase capacity, improve safety, promote ride sharing, and provide greater conductivity with the existing and proposed bus/carpool network in the Sacramento region.

Potential Impacts on Section 4(f) Properties

Recreation Areas in the City of Sacramento

The proposed project would not require the acquisition of land from any parks in the City of Sacramento. The proposed project would require temporary occupancy of Ueda Parkway for the construction activities related to the widening of the freeway bridge that crosses over the parkway.

According to 23 CFR 771, a Section 4(f) evaluation must be prepared when a project will require the use of land from a publicly owned recreational facility (among other categories of land). This

use may include temporary occupancy. However, Section 4(f) does not apply to temporary occupancy when the following conditions are met:

- a. duration (of the occupancy) must be temporary, i.e., less than the time needed for construction of the project, and there should be no change in ownership of the land;
- b. scope of the work must be minor, i.e., both the nature and the magnitude of the changes to the 4(f) resource are minimal;
- c. there are no anticipated permanent adverse physical impacts, nor will there be interference with the activities or purpose of the resource, on either a temporary or permanent basis;
- d. the land being used must be fully restored, i.e., the resource must be returned to a condition which is at least as good as that which existed prior to the project; and
- e. there must be documented agreement of the appropriate Federal, State, or local officials having jurisdiction over the resource regarding the above conditions.

In the case of the proposed project, impacts to Ueda Parkway would be temporary and would not interfere with ongoing recreational activities. Construction work at the bridge will be conducted during the day and at night. The bike path will remain open to the public during the hours in which the parkway is open (sunrise to sunset). No construction equipment will be left on the bike path, blocking access. The staging area will be south of the bridge, either in or adjacent to the Caltrans maintenance yard.

The City of Sacramento has verified, by way of a June 14, 2006 letter, that the proposed project complies with CFR 771.135 regarding temporary construction use and does not require a Section 4(f) evaluation (see attached).

Two Historic Properties

There are two historic resources within the project limits: Reclamation District 1000 (RD 1000) and the Transcontinental Railroad.

RD 1000, organized in 1911, consists of 55,000 acres of land as well as a network of levees, canals, and local roads. It was evaluated for the Army Corps of Engineers and determined eligible for National Register listing as a rural historic landscape in 1994, under criterion A, with a period of importance extending from 1911 to 1939.

Two canals that are contributing features of the RD 1000 historic landscape cross under I-80:

- The Natomas Main Drainage Canal is an unlined canal that crosses under I-80 through a concrete culvert, just west of the I-80/I-5 interchange. The culvert (Bridge 24-0332, built in 1970) is a non-contributing component of the historic landscape.
- The Natomas East Main Drainage Canal is a wide, unlined canal that crosses under I-80 just east of the Northgate Blvd. interchange. Two bridges (24-0218L and 24-0218R, both built in 1970) carry I-80 over the canal. The canal is a contributing feature of the historic landscape where it crosses under I-80, while the freeway and its bridges are not contributors. The canal is bordered by levees on the east and west. The east levee has been recorded as CA-SAC-463H (P-34-000490). Both levees are part of the canal construction and are contributors to the historic landscape.

The railroad segment, now part of Union Pacific Railroad, was determined to be a contributor to the transcontinental railroad, eligible for National Register listing under criterion A for its importance in American history. A longer portion of the railroad that includes this segment was

previously recorded as CA-SAC-478H (P-34-505). It is also California Historical Landmark 780-8. The railroad segment passes under Interstate 80 at the eastern end of the project area, with bridges 24-0193L and 24-0193R carrying the freeway over the railroad. The two bridges were both constructed in 1970 and are not contributors to the historic railroad.

The project will have an effect on [RD 1000], due to the additional shading and the construction of additional columns in the contributing Natomas East Main Drainage Canal. However, the change to the historic property at this location is minor and incidental. The RD 1000 historic landscape is eligible for National Register listing under criterion A, for its association with reclamation and agricultural settlement, rather than for the engineering or construction qualities of its various components. The project will not have an adverse effect on the RD 1000 historic landscape, as it will not alter the qualities that make the property eligible for National Register listing.

Interstate 80 crosses over the Union Pacific Railroad on two separate bridges. These two bridge structures will be widened in the median area between them, with additional columns in the line of the existing columns. (Unlike the proposed widening of the bridges over the Natomas East Main Drainage Canal, the median area will not be entirely filled in; the bridges over the railroad will remain as separate structures.) The tracks of the historic railroad beneath the bridges will not be altered. Widening of the freeway bridges will slightly increase the area of the railroad that is shaded by the bridges and will slightly alter the railroad's setting at this location. These changes are so minor that they will not have an adverse effect on the historic railroad or diminish the qualities that make it eligible for National Register listing.

A Finding of Effect (FOE) was complete in January 2007 and sent to SHPO in March 2007. Caltrans determined that the project would not have an adverse effect on these historic properties. Caltrans expects SHPO concurrence on the FOE by May 2007. The results of SHPO consultation will be included in the Final EIR/EA.

De Minimis Finding

In April or May 2007, FHWA will send a letter to Mr. Milford Wayne Donaldson, State Historic Preservation Officer (SHPO), seeking his office's concurrence of a finding of "no adverse effect" pursuant to revised regulations issued by the Advisory Council on Historic Preservation (ACHP) (36 CFR Part 800). This letter will be included in Appendix C in the Final EIR/EA.

The letter also advised the SHPO that his office's concurrence in FHWA's determination of no adverse effect could serve as the basis of a finding of "de minimis" impact under Section 4(f) of the Department of Transportation Act of 1966, 49 U.S.C. 303. Under the 40-year-old provisions of Section 4(f), the Secretary of Transportation may not use land from a property on or eligible for the National Register of Historic Places unless there is 1) no prudent and feasible alternative to the use of that land and 2) the Secretary has undertaken all possible planning to minimize harm to the historic property. Under a recently enacted amendment to Section 4(f), however, that statute will be considered satisfied if the project would result in a de minimis impact on the protected property. For historic sites, the new law states that the Secretary may find such a de minimis impact if consultation with the SHPO results in a determination that a transportation project will have "no adverse effect" on the historic site or that there will be "no historic properties affected" by the proposed project. With regard to the RD 1000 historic landscape and the Union Pacific Railroad (transcontinental railroad), the SHPO has concurred in the FHWA's determination of "no adverse effect" as the result of Alternatives 1. Accordingly, the provisions of Section 4(f) would be considered satisfied should this alternative be selected.

Measures to Minimize Harm

No measures to minimize harm are required.

Potential Constructive Use of Section 4(f) Properties

Access: The proposed project would not limit access to or through any of the publicly owned recreational areas in the project area.

Conclusion

Ueda Parkway: The proposed project's build alternative would not have a constructive use of any of the Section 4(f) properties within the project area. Based on the above analysis and the City of Sacramento's concurrence, temporary construction occupancy of these parks would not qualify as a use of this resource under Section 4(f). On August 8, 2006, FHWA concurred in an email that this project does not require a Section 4(f) evaluation regarding Ueda Parkway.

RD 1000 and Transcontinental Railroad: Caltrans anticipates SHPO concurrence with the FOE determination of no adverse affect on these historic properties.

SECTION 4(F) CONCURRENCE LETTER FROM THE CITY OF SACRAMENTO

DEPARTMENT OF TRANSPORTATION

DISTRICT 3, SACRAMENTO OFFICE, MS 15
2389 GATEWAY OAKS DRIVE, SUITE 100
SACRAMENTO, CA 95833
PHONE (916) 274-0586
FAX (916) 274-0602
TTY (530) 741-4509



*Flex your power!
Be energy efficient!*



June 6, 2006

Ms. Teresa Haenggi
Parks and Recreation Planner
Department of Parks and Recreation
915 I Street, 5th Floor
Sacramento, CA 95814

Dear Teresa:

Caltrans is proposing to construct eastbound and westbound high occupancy vehicle (HOV) lanes on Interstate 80 from Longview Drive to West El Camino. One feature of the project is to widen the bridge over the Natomas East Main Drainage Canal.

Section 4(f) of the Department of Transportation Act (49 U.S.C. 303 and 23 U.S.C. 138) specifies the land from a publicly owned park, recreation area, wildlife or waterfowl refuge, or historic site may be used for Federal Aid highways if:

1. There is no feasible or prudent alternative to the use of such land, and
2. The proposal includes all possible planning to minimize harm to the Section 4(f) land resulting from such use.

According to 23 CFR 771, a Section 4(f) evaluation must be prepared when a project will require the use of land from one of the aforementioned categories. This use may include temporary occupancy.

However, Section 4(f) will not apply to temporary occupancy when the following conditions are met:

- Duration of occupancy must be temporary, i.e., less than the time needed for construction of the project, and there should be no change in ownership of the land;
- Scope of the work must be minor, i.e., both the nature and magnitude of the changes to the 4(f) resource must be minimal;
- There are no anticipated permanent adverse physical impacts, nor will there be interference with the activities or purposes of the resource, on either a temporary or permanent basis;
- The land being used must be fully restored, i.e., the resource must be returned to a condition which is at least as good as that which existed prior to the project, and
- There must be documented agreement of the appropriate Federal, State, or local officials having jurisdiction over the resource regarding the above conditions.

Ms. Teresa Haenggi
June 6, 2006
Page 2

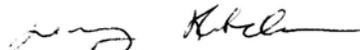
Construction work at the bridge will be conducted during the day and at night. The bike path will remain open to the public during the hours in which the parkway is open (sunrise to sunset). No construction equipment will be left on the bike path, blocking access. The staging area will be south of the bridge, either in or adjacent to the Caltrans maintenance yard.

The proposed project complies with the temporary occupancy criteria detailed above. As such, Caltrans requests the City of Sacramento Department of Parks and Recreation provide its concurrence that the proposed HOV lane project constitutes a temporary occupancy and does not require a Section 4(f) evaluation. Please sign below and send the original to the following address:

State of California, Department of Transportation
ATTN: Ken Lastufka
District 3, Sacramento Area Office
2389 Gateway Oaks Drive, Suite 100
Sacramento, CA 95833

If you would like to discuss this matter further, please feel free to call Ken Lastufka at (916) 274-0586 or myself at (916) 274-0621.

Sincerely,


JEREMY KETCHUM
Senior Environmental Planner

The City of Sacramento Department of Parks and recreation concurs with the State of California, Department of Transportation that the proposed project to add a high occupancy vehicle lane on I-80 (EA 37970) complies with CFR 771-135 regarding temporary construction use and does not require a Section 4(f) evaluation.


Teresa Haenggi
Parks and Recreation Planner
Department of Parks and Recreation

June 14, 2006
Date

Appendix D: Glossary of Technical Terms

Accident Rate - number of accidents per million vehicle miles traveled.

Alluvial Fan - the soil deposits of a stream where it exits from a gorge upon a plain, or the deposits of a tributary stream at its junction with the main stream.

Alluvium - clay, sand, silt, gravel, or similar detrital material deposited by running water.

Best Management Practices - any program, technology, process, operating method, measure, or device that controls, prevents, removes, or reduces pollution.

Capacity - the maximum amount of traffic that can be accommodated by a uniform segment of freeway under prevailing conditions.

Central Valley Regional Water Quality Control Board (CVRWQCB) – Regulatory Agency which oversees groundwater contamination cases.

Erosion - the wearing away of land surface by running water, wind, ice, or other geological agents.

Federal Register - a Federal publication that provides official notice of Federal administrative hearings and issuance of proposed and final Federal administrative rules and regulations.

Holocene - the second epoch of the Quarternary Period characterized by man and modern animals.

Illuvial - accumulation of dissolved or suspended soil materials on one area of horizon as a result of eluviation from another.

Initial Site Assessment (ISA) – This is a term for an ASTM “phase 1” study to determine hazardous waste issues on a project.

Lane numbering – On a multi-lane roadway, that traffic lanes traveling in the same direction are numbered from the left to the right, starting with #1. The leftmost lane is the #1 lane, and is usually referred to by the public as the fast lane.

Level of Service - a measurement of roadway operational performance.

Median - a paved or planted strip dividing a freeway into lanes according to direction of travel.

Mixed Flow Lane - traffic lane for all types of vehicles, including single-occupant cars, carpools, vans, buses, and trucks.

Non-Attainment - a defined geographic area that does not meet one or more Federal ambient air quality standards for pollutants.

Notice of Preparation - part of the CEQA process; a notice sent to responsible agencies to advise that an environmental impact report will be prepared for a project.

Pleistocene - the first epoch of the Quarternary Period characterized by the first indications of social life in man.

Pliocene - the fifth epoch of the Tertiary Period characterized by the transition from hominids to early humans.

Quaternary Period - a geologic period, which includes both the Pleistocene and Holocene Periods, comprising the second portion of the Cenozoic era; characterized by the rise of man and modern animals.

Recurrent congestion - when speeds drop below 35 mph for over 15 minutes.

Staging - a period or step in a progress, activity, or development project.

Throughput - The number of vehicles passing a given point during a given period of time.

Tract - a standard geographical unit of measurement defined by the U.S. Census Bureau.

Underground Storage Tanks (USTs) – These tanks typically contain motor vehicle fuel and are placed approximately three feet below the ground surface.

Appendix E: Mitigation and Minimization/Avoidance Summary

MITIGATION MEASURES

Giant Garter Snake Upland Habitat

- Alternative 1 will result in less than 20 acres of temporary impacts to GGS upland habitat (approximately 3.0 acres), lasting two construction seasons. The project will likely qualify as Level 2 effects for temporary disturbance of GGS upland habitat, with restoration plus 1:1 replacement as compensation, per the USFWS Programmatic Biological Opinion (USFWS File No. 1-1-03-F-0154, dated January 24, 2005).
- All areas temporarily disturbed during construction will be restored within one year of completion of the project, following the “Guidelines for Restoration and/or Replacement of Giant Garter Snake Habitat”, outlined below:
 1. If necessary, the disturbed area will be graded to its preexisting contours and ripped to de-compact the soil.
 2. The area should be hydroseeded with a mix containing at least 20-40 percent native grass seeds. Some acceptable native grasses include annual fescue (*Vulpia* spp.), California brome (*Bromus carinatus*), blue wildrye (*Elymus glaucus*), and needle grass (*Nassella* spp.). The seed mix should also contain native forb seeds.

Replacement of GGS upland habitat temporarily affected by the project will be satisfied through purchase of mitigation credits at a USFWS approved conservation bank.

MINIMIZATION / AVOIDANCE MEASURES

Air Quality

- In order to minimize the temporary construction-related emission impacts, the contractor will be required to use Best Management Practices and comply with Caltrans Standard Specifications, Section 7-1.01F, “Air Pollution Control” and Section 10, “Dust Control.” The contractor is also required to comply with all pertinent and legally enforceable rules, regulations, ordinances, and statutes of the local air district.
- Address greenhouse gas emission reductions through the following strategies in the Climate Action Program:

- Improve Transportation Energy Efficiency

Builds on current efforts to provide a framework for expanded and new initiatives including incentives, tools and information that advance cleaner transportation and reduce climate change emissions.

- Smart Land Use and Intelligent Transportation Systems (ITS)

Smart land use strategies encourage jobs/housing proximity, promote transit-oriented development, and encourage high-density residential/commercial development along transit corridors. ITS is the application of advanced technology systems and management strategies to improve operational efficiency of transportation systems and movement of people, goods and services. Governor Schwarzenegger is finalizing a comprehensive 10-year strategic growth plan with the intent of developing ways to promote, through state investments, incentives and technical assistance, land use, and technology strategies that provide for a

prosperous economy, social equity, and a quality environment. Smart land use, demand management, ITS, and value pricing are critical elements in this plan for improving mobility and transportation efficiency. Specific strategies include: promoting jobs/housing proximity and transit-oriented development; encouraging high density residential/commercial development along transit/rail corridors; valuing and congestion pricing; implementing intelligent transportation systems, traveler information/traffic control, incident management; accelerating the development of broadband infrastructure; and comprehensive, integrated, multimodal/intermodal transportation planning.

Animal Species

Steelhead and Chinook Salmon

- No work will occur within the bed and banks of Steelhead Creek.
- All construction within NEMDC will occur during daylight hours.
- Mats will be placed in NEMDC to minimize potential compaction of soils and to reduce the potential for sediments to enter Steelhead Creek.
- Measures consistent with the current Caltrans' Construction BMP's Manual (including the Storm Water Pollution Prevention Plan [SWPPP] and WPCP Manuals will be implemented to minimize effects to migrating salmonids during construction.
- In the October following each construction season, all areas temporarily disturbed during construction (e.g., equipment storage and access areas) will be reseeded with erosion control seeding consisting of a sterile, non-proliferating grass species, such as cereal barley. The seed mix shall not include any fertilizers or chemicals.
- Following project completion, all areas temporarily disturbed during construction will be restored following the "*Guidelines for Restoration and/or Replacement of Giant Garter Snake Habitat*", outlined below.
- The disturbed area(s) will be re-graded to its pre-existing contour and ripped, if necessary, to de-compact the soil.
- If appropriate, the areas should be hydroseeded, with a mix containing at least 20 to 40 percent native grass seeds. The seed mix should also contain 2 to 10 percent native forb seeds, and approximately 40 to 68 percent of the seed mix may be non-native, non-aggressive European annual grass. Aggressive non-native grasses should not be included in the seed mix. Endophyte-infected grasses should not be included in the seed mix.

Giant Garter Snake

- Avoid construction related activities to the extent feasible within 200 feet from the banks of GGS aquatic habitat, and confine the movement of heavy equipment to existing roadways to the extent feasible, to minimize habitat disturbance. ESA fencing will be installed to prevent access to areas outside the construction site. No vehicles or equipment will be stored in the NEMDC.
- Construction activity within habitat should be conducted between May 1 and October 1. Between October 2 and April 30 contact the Service's Sacramento Fish and Wildlife Office to determine if additional measures are necessary to minimize and avoid take.
- Confine clearing to the minimal area necessary to facilitate construction activities. Flag and designate avoided GGS habitat within or adjacent to the project area ESA's. All construction personnel shall avoid these areas.
- Construction personnel shall receive Service-approved worker environmental awareness training.
- Twenty-four hours prior to construction activities, the project area shall be surveyed for GGS. If a snake is encountered during construction, activities shall cease until appropriate

corrective measures have been completed or it has been determined that the snake will not be harmed. Report any sightings and/or any incidental take to the US Fish and Wildlife Service immediately.

- If applicable, any dewatered habitat should remain dry for at least 15 consecutive days after April 15 and prior to excavating or filling of the dewatered habitat.
- After completion of construction activities, remove any temporary fill and construction debris and, wherever feasible, restore disturbed areas to pre-project conditions.
- The area should be hydroseeded with a mix containing at least 20-40 percent native grass seeds. Some acceptable native grasses include annual fescue (*Vulpia* spp.), California brome (*Bromus carinatus*), blue wildrye (*Elymus glaucus*), and needle grass (*Nassella* spp.). The seed mix should also contain native forb seeds.
- All construction within NEMDC will be conducted during daylight hours.
- Measures consistent with the current Caltrans' Construction Site Best Management Practices (BMPs) Manual (including the Storm Water Pollution Prevention Plan [SWPPP] and Water Pollution Control Program [WPCP] Manuals) will be implemented to minimize effects to GGS (e.g., siltation) during construction.
- A WPCP will be prepared by the contractor in accordance with typical provisions associated with a Regional General Permit for Construction (on file with the Central Valley RWQCB). The WPCP will contain a Spill Response Plan with instructions and procedures for reporting spills, the use and location of spill containment equipment, and the use and location of spill collection materials.

Swainson's Hawk

- Tree removal will occur during the non-breeding season between September 15 and February 15, to the extent possible, to comply with the Migratory Bird Treaty Act. If trees cannot be removed during this time period, a qualified biologist will conduct a pre-construction survey prior to the start of construction to search for raptor nests. If Swainson's hawks or other raptors are observed nesting, California Dept. of Fish and Game shall be contacted for their advice on establishing a buffer zone of appropriate length.

Western Pond Turtle

- Construction activities in the NEMDC will occur during the summer months to minimize potential impacts to steelhead and giant garter snake, and only during the daylight hours. Western pond turtles are most active during this time period as well; as a result, it is expected that turtles would move upstream or downstream of the temporary construction activities.

Western Burrowing Owl (BUOW)

- A qualified biologist will survey the ESL for BUOW no more than 30 days prior to the start of construction. If BUOW or sign is identified, CDFG will be consulted.

White-tailed Kite

- A qualified biologist will conduct pre-construction surveys in the spring, prior to the start of construction. If kites or other raptors are observed nesting, CDFG will be contacted and a suitable buffer zone will be established.
- Any trees that require removal should be removed outside the nesting season, after September 1st and before February 1st, if feasible, to conform to the MBTA.
- All construction within NEMDC will be conducted during daylight hours.

Loggerhead Shrike

- A qualified biologist will conduct pre-construction surveys in the spring prior to construction, to determine the nesting status of loggerhead shrike. If a found nesting, the CDFG will be notified and an appropriate buffer will be established around the nest until the young have fledged. If no nests are found, then avoidance or minimization measures will not be required.

Nuttall's Woodpecker

- The project will comply with the Migratory Bird Treaty Act regulations to minimize potential impacts to Nuttall's woodpecker and other migratory birds. Tree removal will occur between September 1 and February 1.

Purple Martin

- Surveys will be conducted each season prior to construction to document the status of the Roseville Road colony and identify new colonies that may become established at other overcrossings.
- Weep holes will be plugged during the non-breeding season (September 1 – March 1) of the year of project construction, to conform with the MBTA. Exclusion devices will be left in place until August 31 or until all work is completed. The CDFG will be consulted regarding the exclusion of martins on any structures within the project area.

Swallows and Swifts

Because work will occur during the swallow/swift nesting season (March 1 – August 31) swallows will be excluded, if necessary, by a qualified company during the non-breeding season immediately prior to start of construction. Exclusion structures (e.g., netting and weep hole plugs) will be left in place and maintained through August 31 of each breeding season, or until the work is complete.

Community Facilities

- Complete a Regional Transportation Management Plan that will help organize the construction phasing for planned transportation projects in the region.
- Develop a detour plan.

Hazardous Materials

- Prepare health and safety plans to address potential effects of the various chemical compounds that could be encountered.
- It is Caltrans policy to avoid hazardous waste, whenever possible. If involvement becomes necessary prior to, during and/or after construction, protection for employees, workers and the community would be implemented. Confirmation and documentation of suspected hazardous waste issues will be performed, and an attempt will be made to have responsible parties perform the cleanup activities.
- For affected soil encountered beneath the project, possible cleanup methods include excavation and disposal of the affected soil at appropriately permitted landfills, aeration of soil in situ or aboveground, and bioremediation.
- For affected groundwater encountered beneath the project, possible cleanup methods include removal of affected water, with subsequent disposal or treatment.
- Caltrans will perform site investigations for all identified properties to confirm or dismiss potential hazardous waste issues. Upon confirmation of hazardous waste issues, responsible parties will be sought for appropriate cleanup.

Hydrology, Water Quality, Storm Water

- The project shall adhere to the conditions of the Caltrans Statewide NPDES Permit CAS # 000003, (Order # 99-06-DWQ), issued by the State Water Resources Control Board.
- Construction projects with a disturbed area of more than 1 acre or by request of a Regional Water Quality Control Board require a Caltrans approved Storm Water Pollution Prevention Plan (SWPPP) containing project specific effective erosion and sediment control measures. These measures must address soil stabilization practices, sediment control practices, tracking control practices, and wind erosion control practices. In addition, the project plan must include non-storm water controls, waste management and material pollution controls.
- The disturbed soil area appears to exceed 1 acre and it is anticipated that a SWPPP level of temporary pollution controls will be specified for the project; Standard Special Provision 07-345 therefore shall be included in the Plans, Specifications, and Estimates to address these temporary construction water pollution control measures.
- An evaluation of the project using the most recent approved evaluation guide is essential in determining if the incorporation of permanent storm water runoff treatment measures shall be considered for this project.
- If a SWPPP is specified, then a Notification of Construction shall be submitted to the Central Valley Regional Water Quality Control Board at least 30 days prior to the start of construction.
- Incorporate design pollution prevention Best Management Practices (BMPs), including:
 - Downstream Effects / Potentially Increased Flow
 - Slope/Surface Protection Systems
 - Concentrated Flow Conveyance Systems
 - Preservation of Existing Vegetation
- The contractor will be required to prepare a SWPPP which will include, as a minimum, the use of fiber rolls, check dams, two stabilized construction entrances, and a concrete washout area as temporary construction site BMP's.

Invasive Species

- Caltrans will not allow disposal of soil and plant material from any areas that support invasive plant species onto areas that support stands dominated by native plant species.
- Plant species used for erosion control should consist of native, non-invasive species or non-persistent hybrids that will serve to stabilize site conditions and prevent invasive species from colonizing.

Noise

- If feasible, Caltrans intends to incorporate noise abatement measures in the form of barriers (sound walls) at the following 10 locations: WB5, WB6, WB7A, WB7B, WB7C, EB6A, EB6B, EB7A, EB7B, and EB7C (see Table 2.13-5 and Figure 2.1-1a – 1m)

Paleontology

- Monitor where excavation or road cuts could disturb fossil-bearing sedimentary strata.
- Contractor undertaking monitoring will adhere to the paleontological plan.

Pedestrian and Bicycle Facilities

- Bike routes and bike paths will remain open during construction.

Visual Resources

- All grade changes should be landscaped/irrigated with drought tolerant trees, shrubs, and groundcovers. Landscaping provides permanent pollution prevention and Best Management

Practice in storm water management. In addition, slopes under the bridge should be paved full length to minimize maintenance and potential for erosion.

- New concrete safety barriers should have an aesthetic treatment to compensate for the additional height and visual impact.
- Install new landscaping along proposed auxiliary lanes.
- Include aesthetic treatments and plant vines in front of new sound walls to reduce potential graffiti and sound wall maintenance.
- Replant removed trees and shrubs.
- Replace removed irrigation, and install new irrigation where needed.

Best Management Practices (BMPs):

- Where possible, cut and fill slopes should be contour graded and rounded so as to reflect the contours of adjacent, undisturbed topography to the extent feasible. To the extent feasible, grading operations should not result in angular landforms.
- During clearing and grubbing, stockpiling of existing surface soils and duff from the construction site should occur as part of the excavation work. All new cut/fill slopes with stockpiled material to enhance re-vegetation efforts should be resurfaced.
- When re-vegetation is being required, plant low maintenance plants, such as drought-tolerant groundcover or native trees with mulch.
- Erosion Control will be applied to all disturbed areas.

Wetlands

- Temporary impacts to NEMDC will be minimized by working during the summer months when the NEMDC channel is dry (except for Steelhead Creek), and by using mats to minimize compaction of soil. All appropriate Best Management Practices (BMP's), which will be part of the Storm Water Pollution Prevention Plan (SWPPP), will be implemented to avoid and minimize impacts to the NEMDC and Steelhead Creek.
- The construction of auxiliary lanes between West El Camino Avenue and I-5 will require filling the roadside ditches, which includes the one small wetland. The project will require the relocation of the ditches adjacent to the auxiliary lane, regardless if they are subject to USACE jurisdiction. The new ditches will be graded to receive roadway and irrigation runoff as they do now. Hydrophytic vegetation is expected to re-establish itself in the wetland.
- Temporary impacts in the NEMDC channel will be reduced by restoring all areas to pre-construction conditions and planting native riparian plants.
- All appropriate BMP's will be in place to prevent any construction related material or erosion-generated sediments from entering the WDC.

Appendix F: List of Acronyms

APE	Area of Potential Effects
BMP	Best Management Practices
BO	Biological opinion
BUOW	Burrowing owl
CAAQS	California Ambient Air Quality Standards
Caltrans	California Department of Transportation
CAPM	Capital Preventative Maintenance
CARB	California Air Resources Board
CDFG	California Department of Fish and Game
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response Compensation & Liability Act
CESA	California Endangered Species Act
CEQ	Council of Environmental Quality
CFR	Code of Federal Regulations
CH	Critical Habitat
CHRIS	California Historical Resource Information System
CIA	Community impact assessment
CNDDDB	California Natural Diversity Database
CNPS	California Native Plant Society
CO	Carbon monoxide
COHA	Cooper's hawk
CVRWQCB	Central Valley Regional Water Quality Control Board
CWA	Clean Water Act
EA	Environmental Assessment
EB	East-bound
EFH	Essential Fish Habitat
EJ	Environmental justice
EIR	Environmental Impact Report
EO	Executive Order
ESA	Environmentally Sensitive Area
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FHWA	Federal Highway Administration
FOE	Finding of Effect
ft	Feet
GGS	Giant garter snake
HOT	High Occupancy Toll
HOV	High Occupancy Vehicle
HPSR	Historic Properties Survey Report
HAS	Hydrologic Sub Areas
IC	Interchange
in	Inch(es)
I-80	Interstate 80
ISA	Initial Site Assessment
L _{dn}	Day-night average sound level.
L _{eq}	Equivalent sound level
LOS	Level of service
MLD	Most Likely Descendent
MLS	Multiple listing statistics
mi	Miles
MSAT	Mobile source air toxics
MTIP	Metropolitan Transportation Improvement Program
MTP	Metropolitan Transportation Plan
NAAQS	National Ambient Air Quality Standards

NAC	Noise abatement criteria
NAHC	Native American Heritage Commission
NCIC	North Central Information Center
NEMDC	Natomas East Main Drain Canal
NEPA	National Environmental Policy Act
NESR	Natural Environment Study Report
NHPA	National Historic Preservation Act
NO ₂	Nitrogen dioxide
NOA	Naturally occurring asbestos
NOAA	National Oceanic and Atmospheric Administration
NOP	Notice of Preparation
NO _x	Nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
O ₃	Ozone
OGAC	Open-graded asphalt concrete
OH	Over-head
OHW	Ordinary high water mark
OSHA	Occupational Safety and Health Act
PA	Programmatic Agreement
Pb	Lead
PCC	Portland concrete cement
PG&E	Pacific Gas & Electric
PM	Post mile
PM ₁₀	Particulate matter 10 microns or less
PM _{2.5}	Fine particulate matter
ppm	Parts per million
PQS	Professionally qualified staff
RCRA	Resource Conservation & Recovery Act
RD 1000	Reclamation District 1000
ROG	Reactive organic gases
RT	Regional Transit
RTMP	Regional Transportation Management Plan
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SACMET	Sacramento Metropolitan Area Planning Model
SACOG	Sacramento Area Council of Governments
SAFACA	Sacramento Area Flood Control Agency
SCSD	Sacramento County Sheriff's Department
SCHMD	Sacramento County Hazardous Materials Division
SEOW	Short-eared owl
SFD	Sacramento Fire Department
SHPO	State Historic Preservation Officer
SIP	State Implementation Plan
SMAQMD	Sacramento Metropolitan Air Quality Management District
SMUD	Sacramento Municipal Utility District
SO ₂	Sulfur dioxide
SPD	Sacramento Police Department
SRCSD	Sacramento Regional County Sanitation District
STA	Sacramento Transportation Authority
SWHA	Swainson's hawk
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TASAS	Traffic Accident Surveillance and Analysis System
TMP	Transportation Management Plan
TRBL	Tricolored blackbird
USACE	U.S. Army Corps of Engineers

USC	United States Code
USDOT	U.S. Department of Transportation
USEPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
VELB	Valley elderberry longhorn beetle
UCMP	University of California Museum of Paleontology
UST	Underground storage tank
VIA	Visual Impact Assessment
VMT	Vehicle miles of travel
vph	Vehicles per hour
WB	West-bound
WDC	West Drainage Canal
WMRD	Waste Management and Recycling Division
WPCP	Water Pollution Control Plan
WTKI	White-tailed kite

Appendix G: List of Technical Studies

A number of technical studies were used to analyze the impacts of the proposed project. These include:

- Air Quality and Energy Evaluation, November 2006
- Community Impact Assessment, April 2007
- Floodplain Hydraulic Study, September 2006
- Historic Property Survey Report, March 2007
- Initial Site Assessment, October 2006
- Natural Environment Study Report, January 2007
- Noise Evaluation, April 2007
- Paleontological Evaluation Report, June 2006
- Traffic Report, December 2006
- Visual Impact Assessment, February 2007
- Water Quality Study, September 2006

Copies of the technical studies are available for viewing, along with copies of the Draft EIR/EA, at:

Caltrans
District 3 Sacramento Office
Office of Environmental Management
2389 Gateway Oaks Drive, Suite 100
Sacramento, CA 95833
ATTN: Ken Lastufka
(916) 274-0586
ken_lastufka@dot.ca.gov

Appendix H: Consultation Letters

1. National Marine Fisheries Service, March 9, 2007



**UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration**

NATIONAL MARINE FISHERIES SERVICE
Southwest Region
501 West Ocean Boulevard, Suite 4200
Long Beach, California 90802-4213

March 09, 2007 In response refer to:
2007/01083

Jeremy Ketchum
Chief, Office of Environmental Management
California Department of Transportation
2389 Gateway Oaks Drive, Suite 100
Sacramento, California 95833

Dear Mr. Ketchum:

Thank you for your letter of January 2, 2007, requesting initiation of consultation with the NOAA's National Marine Fisheries Service (NMFS) for the Interstate 80 (I-80) Median and Auxiliary Lanes project. Your letter indicates the California Department of Transportation (CALTRANS) believes the proposed project may affect threatened Central Valley steelhead (*Oncorhynchus mykiss*) under the Endangered Species Act, as amended (ESA).

CALTRANS proposes to construct additional lanes in the median of I-80 eastward from just east of the Sacramento River to Watt Avenue in Sacramento County, California. The proposed project also includes the construction of auxiliary lanes in the east and west bound lanes of I-80 between El Camino Avenue and Interstate 5 (I-5) and within the existing roadway between Northgate Boulevard and Norwood Avenue. Retaining walls and sound walls are proposed at various locations along the project corridor. Except for vehicle and equipment access, all proposed construction activities will occur within the existing right-of-way.

The proposed project will require the placement of eight new 5-foot by 3.5-foot oblong columns within the Natomas East Main Drainage Canal (NEMDC). All work within the NEMDC will occur within the footprint of the existing overcrossing. Access will be via existing levee and maintenance roads.

Prior to construction of the project, subsurface soil tests will be required in and adjacent to the NEMDC. The tests will consist of drilling two to three 4-inch diameter vertical mud rotary borings within the NEMDC (all east of Steelhead Creek) and three similar borings on existing roads adjacent the NEMDC. Drilling activities will require approximately two weeks to complete and will occur between July 1 and October 1, 2007, when the NEMDC is dry. Construction of the proposed lanes over the NEMDC is scheduled to begin in 2009 and is expected to continue for two construction seasons.

Avoidance and minimization measures will include limiting any ground disturbing activities within the NEMDC to June 1 through October 1 when listed species are not likely to be present. Additionally, best management practices, a stormwater pollution prevention plan, and a water pollution control program will be implemented.



The following Federally listed and proposed species (Evolutionarily Significant Units or Distinct Population Segments (DPS)) and designated critical habitat occur in the action area and may be affected by proposed project:

Central Valley steelhead DPS

(*Oncorhynchus mykiss*) threatened (January 5, 2006, 71 FR 834)

Central Valley steelhead designated critical habitat

(September 2, 2005, 70 FR 52488)

The Pacific Fisheries Management Council has identified Essential Fish Habitat (EFH) for the Pacific salmon fishery in Amendment 14 to the Pacific Coast Salmon Fishery Management Plan. This EFH designation includes habitat found in Steelhead Creek.

Central Valley steelhead occur seasonally within the proposed project area. These species depend upon Steelhead Creek in the project area as a migratory corridor.

NMFS has received the information necessary to initiate consultation on Federally listed salmonids within the proposed action area. Based on our review of the material provided with your request, a site visit by NMFS representatives, and the best scientific and commercial information currently available, NMFS has determined that the proposed I-80 Median and Auxiliary Lanes project is not likely to adversely affect threatened Central Valley steelhead. This determination is based on our expectation that Central Valley steelhead will not be present in the action area. Available information shows steelhead are present within the project action area seasonally, but because of generally poor habitat conditions and elevated water temperatures, steelhead are not likely to be present in the project areas during the proposed construction period of June 1 to October 1. Given the limited availability of summer rearing habitat, juvenile steelhead are likely to be found in upstream areas where stream temperatures would be more favorable. Additionally, migration of adult and juvenile steelhead would occur outside the duration of the construction period.

Potential effects to habitat from sedimentation and pollutants are expected to be avoided through the application of best management practices, a storm water pollution prevention plan, and spill prevention and control measures.

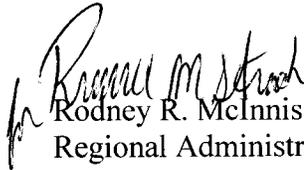
This determination may be reconsidered and further consultation may be necessary if one of the following occurs: (1) new information suggests the proposed project may affect listed species or designated critical habitats in a manner or to an extent not considered in this review; (2) new species critical habitat are designated that may be affected by the proposed action; or (3) the project description is changed. This concludes ESA section 7 consultation for the proposed project.

Essential Fish Habitat

The Corps has determined that the proposed project may adversely affect EFH for Pacific Salmon pursuant to the Magnuson-Stevens Fishery Conservation and Management Act. We have reviewed this project for impacts to EFH for Pacific Salmon and under section 305(b)(2) of the MSA and find that EFH for Pacific Salmon in the action area will not be adversely affected, therefore, no conservation recommendations are provided. This determination is based on our expectation that potential effects to EFH from sedimentation and pollutants are expected to be avoided through the application of best management practices, a storm water pollution prevention plan, and spill prevention and control measures.

Please contact John Baker at (916) 930-3616, or via e-mail at john.baker@noaa.gov if you have any questions about this project or need more information.

Sincerely,


Rodney R. McInnis
Regional Administrator

cc: Copy to file – ARN 151422SWR2007SA00088
NMFS-PRD, Long Beach, CA