Yolo 50 West Sacramento Maintenance Station Crew Room

Located at 1040 South River Road
West Sacramento, California
03-YOL 50 PM 2.89 (YOL L-5730)
EA: 03-1F510 (E-FIS 0300020555)

Initial Study
with Proposed Negative Declaration

Prepared by the
State of California Department of Transportation

January 2012

General Information About This Document

What's in this document?

The California Department of Transportation (Caltrans) has prepared this Initial Study, which examines the potential environmental impacts of the proposed re-building of the crew room at the Caltrans Maintenance Station located in West Sacramento, California. The document tells you why the project is being proposed, what alternatives we have considered for the project, how the existing environment could be affected by the project, the potential impacts, and the proposed avoidance and minimization measures.

What should you do?

- Please read this Initial Study. Additional copies are available at the Yolo County Public Library,1212 Merkley Avenue, West Sacramento, CA 95691; and at the Sacramento County Central Library, 828 I Street, Sacramento, CA 95816.
- The document is also available at the following website: http://www.dot.ca.gov/dist3/departments/envinternet/envdoc.htm.

- We welcome your comments. If you have any comments regarding the proposed project, please send your written comments to Caltrans at the following address:

Jeremy Ketchum, Senior Environmental Planner
Office of Environmental Management
California Department of Transportation
2379 Gateway Oaks Drive, Suite 150, Sacramento, CA 95833

Or submit comments via email to: **Jeremy_Ketchum@dot.ca.gov**

Submit comments by the deadline: **February 10, 2012.**

What happens next?

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

For individuals with sensory disabilities, this document can be made available in Braille, large print, audiocassette or computer disk. To obtain a copy in one of these alternate formats, please call or write: Mark Dinger, Public Information Officer, Caltrans - District 3, 703 B Street, Marysville, CA 95901, (530) 741-4572 (voice phone) or (530) 741-4509 (TTY).

SCH:
03-YOLO 50 (YOL - L5730)
EA: 03-1F510 (E-FIS 030002055)

Yolo 50 – Rebuilding the Crew Room at the Caltrans West Sacramento Maintenance Station

03-YOL 50 (YOL - L5730) EA: 03-1F510
(E-FIS 0300020555)

Initial Study with Proposed Negative Declaration

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

THE STATE OF CALIFORNIA
Department of Transportation

9 January 2012
Date of Approval

John Webb, Chief
North Region Environmental Services
California Department of Transportation

State of California
Department of Transportation

SCH Number:
03-YOL 50 (YOL-L5730)

EA: 03-1F510
(E-FIS 0300020555)

Proposed Negative Declaration

Pursuant to: Division 13, Public Resources Code

Project Description

The California Department of Transportation (Caltrans) proposes to rebuild the crew room of the Caltrans West Sacramento Maintenance Station. The West Sacramento Maintenance Station is located within Caltrans' right of way. This project will receive state-only funding and is therefore subject to the California Environmental Quality Act (CEQA) and the PRC 5024.

Determination

Caltrans has prepared an Initial Study for this project and, pending public review and comments, expects to determine 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 minimal or no effect on aesthetics, agricultural resources, air quality, biological resources, cultural resources, geology/soils, land use and planning, mineral resources, noise, population/housing, public services, recreation, transportation, traffic patterns, utilities, and water quality.

In addition, the proposed project would have no significant effect on any hazardous waste or material. The project location is a designated site on the "Cortese List", which are databases for hazardous materials. The reason for the Cortese List status is due to the presence of three underground storage tanks, buried four to 10 feet below the surface, which contained fossil fuels, (diesel and gasoline), intended for the use the West Sacramento Maintenance Station. Prior to 1994 one of the tanks leaked a minor quantity of fuel into the grounds of the Maintenance yard. The minor leakage occurred at a depth of four to 10 feet below the ground's surface, and it affected only the surrounding soil, and it did not result in any groundwater contamination. All three storage tanks were removed, and a hazardous waste consultant performed a site investigation to determine if any fuel was released into the soil.

According to hazardous waste databases, there was low to non-detectable levels leaded fuel present in the soil. In 1995 Yolo County issued a letter stating that "no further action" was required. However, because of the leakage that took place on the grounds of the West Sac Maintenance Station, it is classified as a "Cortese List" site on the appropriate hazardous waste databases. The project scope and construction will not encounter the affected soils, because the maximum depth of excavation required for re-building the crew room will be 40 inches (3.5 feet) feet deep.

- No mitigation measures are required.

_____
Date of Approval

_____
John Webb, Chief
North Region Environmental Services
California Department of Transportation

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Initial Study

Project Title
Re-building the Crew Room at the Caltrans West Sacramento Maintenance Station

Lead Agency Name and Address
California Department of Transportation (Caltrans)
2379 Gateway Oaks Drive, Suite 150
Sacramento, CA 95833

Contact Person
Jeremy Ketchum, Senior Environmental Planner
Environmental Management Branch S1
(916) 274-0621

Project Location
The proposed project is located at the Caltrans West Sacramento Maintenance Station facility on South River Road, near the intersection of Tower Road, in the city of West Sacramento, California.

Project Setting
The maintenance facility is located in an industrial, commercial area, of the community, and the facility itself is comprised of several buildings and a paved yard, which house Caltrans vehicles and equipment, and employee parking spaces. Outside the ESL study area, the project is bordered on its south and west side by the curving eastbound onramp to U.S. 50; on its east side by South River Road; and on its north side by Tower Street.

Project Sponsor's Name and Address
California Department of Transportation (Caltrans)
John Webb, Chief of Environmental Services - South
703 B St
Marysville, CA 95901

Purpose and Need

The California Department of Transportation (Caltrans) proposes to rebuild a new "crew room" building for the maintenance staff at the Caltrans West Sacramento Maintenance Station. The project will construct a new crew building parallel and to the east of the existing equipment building in the maintenance yard, where a portable trailer structure currently exists. The Maintenance facility is located near the intersection of South River Road and Tower Road, underneath U.S Highway 50 (U.S. 50), and is bordered by an eastbound onramp to U.S. 50. The current maintenance crew room building is a small, sparse portable building that lacks adequate space, as well as an adequate heating, ventilation, and cooling (HVAC) system for the maintenance employees. The purpose of the project is provide an adequate office and crew quarters for maintenance personnel by removing the existing temporary crew room building and replacing it with a new, larger building that can accommodate maintenance employees during their various morning, afternoon, and night (graveyard) work shifts. The new building would provide several lockers and showers, and it would accommodate approximately 10-12 employees per work shift.

Alternatives

There are two alternatives being studied, the "No Build" alternative, and the build alternative, which is described below.

Description of Project

The construction of the new crew room building at the West Sacramento Maintenance Facility will involve the following activities: digging a 40-inch deep footing area for the new building's foundation, walls, and slabs, as well as a 40-inch deep trench for installing all utilities (such as water, sewage, irrigation, gas, power, electricity, and communication lines); then placing into the trench the appropriate lines for water, sewage, irrigation, gas, and also the conduits for the power and communication conduits. The site is mostly paved, so some saw cutting of the existing asphalt is necessary to accommodate the new foundation, footings, and utility trenches. Approximately 300 cubic yards of excavated soil will be disturbed and relinquished to the contractor. The project will not require foundation piles, and groundwater is not anticipated to be encountered during construction.

In addition, construction of the new building will involve placing the footing, foundations, and slabs; erecting the concrete block walls, installing the roof sheath and materials, wiring

the power and communication conduits; installing pipes and mechanical duct work; installing all interior works of plumbing, mechanical, electrical, and communication systems, and the architectural finishes; as well as some exterior landscaping, lighting and utility connections, restriping the parking area, and installing general facility signs. All work and soil disturbance will take place on Caltran's Right of Way (ROW) on the Maintenance station property; and the transport of building materials to the facility will take place on the existing access road. The project will not involve building or structure demolition, and the existing portable trailer structure will be moved.

Surrounding Land Uses

The project area and the surrounding area include industrial and mixed-commercial uses. There are several local industrial businesses within a four block radius of the West Sacramento Maintenance Station, including a local aggregate business named Ebi Aggregates and a water extraction/restoration service called WES Water Restoration, and a modular home/construction supply business named Cen-Cal Wallboard. Additionally, there are some railroad tracks, which part of the Yolo Shortline Railroad (which is part of the larger Northern Sierra Railway system) located just adjacent to the project area on its west side.

Permits and Approvals Needed

Because of the developed location and limited scope of the project, no environmental permits are required. Construction of the project will take place entirely upon the grounds of the Caltrans' West Sacramento Maintenance Facility entirely upon Caltrans' Right of Way (ROW). Additionally, the project scope, purpose, and need are consistent with the West Sacramento County General Plan.

Figure 1 - Project Vicinity Map

Figure 2 - Location Map

LOCATION MAP

03-1F510
REBUILD WEST SAC CREW ROOM
03-YOL-50
L5730
PM 2.89

CEQA Environmental Checklist

03-Sac-L-5730	PM 2.89	03-1F510
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" determinations check marked in the above section are based on the project location and scope.

	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 check marked in the above section are based on the project location and scope.				
	☐	☐	☐	☒
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)?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☒
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☒

"No impact" determinations check marked in the above section are based on the Air Quality Analysis of December 13, 2011.

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?	☐	☐	☐	☒
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 check marked in the above section are based on the Natural Environmental Study (NES) Memo of December 13, 2011.

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?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒

"Less than significant impact" and "No impact" determinations check marked in the above section are based on the Cultural Resources Screening Memo of September 30, 2011.

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?	☐	☐	☐	☒
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 check marked in the above section are based on the project location and scope.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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 remains firmly committed to implementing measures to help reduce the potential effects of the project. These measures are outlined in the body of the environmental document.			
VIII. HAZARDS AND HAZARDOUS MATERIALS: Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☒
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☒
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒

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 check marked in the above section are based on the Hazardous Waste Initial Site Assessment (ISA) of May 31, 2011

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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 check marked in the above section are based on the Water Quality Assessment of December 6, 2011.

	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 check marked in the above section are based on the project location and scope.

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 check marked in the above section are based on the project location and scope.

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?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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" determinations check marked in the above section are based on the project location and scope and the Noise Memo of December 13, 2011

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 check marked in the above section are based on the project location and scope.

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 check marked in the above section are based on the project location and scope.

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

"No impact" determinations check marked in the above section are based on the project location and scope.

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 check marked in the above section are based on the project location and scope.

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?	☐	☐	☐	☒

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

"No impact" determinations check marked in the above section are based on the project location and scope.

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?	☐	☐	☐	☒

"No impact" determinations check marked in the above section are based on the project location and scope.

AFFECTED ENVIRONMENT, ENVIRONMENTAL CONSEQUENCES, AND AVOIDANCE MEASURES

HAZARDOUS WASTE CONSIDERATIONS

Regulatory Setting

Hazardous materials and hazardous wastes are regulated by many state and federal laws. These include not only specific statutes governing hazardous waste, but also a variety of laws regulating air and water quality, human health and land use.

The primary federal laws regulating hazardous wastes/materials are the Resource Conservation and Recovery Act of 1976 (RCRA) and the Comprehensive Environmental Response, Compensation and Liability Act of 1980 (CERCLA). The purpose of CERCLA, often referred to as Superfund, is to clean up contaminated sites so that public health and welfare are not compromised. RCRA provides for "cradle to grave" regulation of hazardous wastes. 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 12088, Federal Compliance with Pollution Control, mandates that necessary actions be taken to prevent and control environmental pollution when federal activities or federal facilities are involved.

Hazardous waste in California is regulated primarily under the authority of the federal Resource Conservation and Recovery Act of 1976, and the California Health and Safety Code. Other

California laws that affect hazardous waste are specific to handling, storage, transportation, disposal, treatment, reduction, cleanup and emergency planning.

Worker health and safety and public safety are key issues when dealing with hazardous materials that may affect human health and the environment. Proper disposal of hazardous material is paramount if it is disturbed during project construction.

The "Cortese List" (required by Government Code Section 65926.5) contains information about contaminated properties. It is mandatory to check the Cortese list as part of the hazardous waste Preliminary Site Investigation, or initial screening, for all projects. A property's presence on the list has a bearing on the local permitting process as well as on compliance with CEQA.

AFFECTED ENVIRONMENT

The affected environment includes the Project Area and the Environmental Study Limit (ESL), which encompasses the entire Maintenance facility grounds (including its existing equipment shop and paved parking area), as well as a short existing access road, which branches from South River Road and into the facility. The Maintenance facility project area is mostly paved.

Soils Containing Lead

A search of hazardous waste databases determined that the Caltrans West Sacramento Maintenance Station is a location included on the Cortese List, because of some fuel leakage that occurred with a buried underground storage tank (UST) during the 1990's. Prior to 1994 there were three underground USTs buried on the grounds of the West Sacramento Maintenance Station, which contained gasoline and diesel. In 1994 one of these tanks had a leakage of a minor, unknown quantity, and the amount of gas and diesel leaked was small enough to avoid contamination of the groundwater at this location. Records indicate that the leakage occurred at a depth of four to ten feet below the ground surface. To remediate the spillage, all three UST were removed in 1995, and a hazardous waste consultant performed a site investigation to determine how much, if any, fuel was released into the soil. According to hazardous waste databases, there was very minor, if any, fuel residue present in the soil. Later that same year in 1995 Yolo County issued a "No Further Action" letter, which documented the removal of the three USTs and also closed the site to any further remediation.

The project scope involves a shallow soil disturbance below grade of 40 inches (or 3.5 feet) maximum to accommodate the footings. There will be no foundation piles required for constructing the project. Approximately 300 cubic yards of excavated soil will be disturbed and then relinquished to the contractor. Groundwater is not anticipated to be encountered during

construction. In addition, there is no building or structure demolition required for the proposed project.

Petroleum Hydrocarbons

Hazardous waste issues related to soil or groundwater contaminated with petroleum hydrocarbons are not anticipated. There are no known or suspected sources of petroleum spills or leaks in the area of soil disturbance. The site is mostly paved. Groundwater is not anticipated during the shallow soil disturbance of 40 inches (3.5 feet). Petroleum hydrocarbon levels in soil samples collected in 1995 at the time of removal of the former gasoline and diesel USTs were at a non-detectable level to low. Further action was not required, and clean up was not required, and this site closure was granted by Yolo County and the Central Valley Regional Water Quality Control Board (CVRWQCB) following removal of the USTs. The former USTs were located approximately 200 feet to the west of the area of soil disturbance.

Asbestos Containing Materials and Lead-Based Paint

Since this proposed project will not involve demolition of the existing buildings and no work will occur inside existing buildings, Caltrans does not anticipate any hazardous waste issues related to asbestos containing materials or lead-based paint.

Environmental Consequences/ Avoidance and Minimization Measures

According to Caltrans Headquarters' (HQ) Office of Environmental Analysis, Hazardous Waste Office and the District 3 Office of Environmental Engineering, a site investigation was conducted in 1995, and the records indicate that soil contaminated with minor levels of lead was identified at the site, when the gasoline and diesel underground storage tanks (USTs) were excavated. Therefore Caltrans anticipates that similar low lead levels in the soil remain at the site. Since the levels of lead are minor, the soil relinquished to the contractor is not considered a hazardous waste and does not require disposal at a permitted landfill or solid waste disposal facility. However, since soil disturbance and handling is anticipated with this project, a **non-standard special provision (NSSP) titled "Earth Material Containing Lead"** will be included in the contract Special Provisions.

Avoidance and Minimization Measures

The following avoidance and minimization measure for hazardous waste and materials must be adhered to:

- The NSSP **"Earth Material Containing Lead"** requires the contractor to maintain and follow a Lead Compliance Plan to ensure worker safety for soil disturbance when lead concentrations are non-hazardous.

CLIMATE CHANGE (FOR 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 gases (GHGs), 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's in 1988, has led to increased efforts devoted to greenhouse gas (GHG) emissions reduction and climate change research and policy. These efforts are primarily concerned with the emissions of GHGs related to human activity that include carbon dioxide (CO2), methane, nitrous oxide, tetrafluoromethane, hexafluoroethane, sulfur hexafluoride, HFC-23 (fluoroform), HFC-134a (s, s, s, 2 –tetrafluoroethane), and HFC-152a (difluoroethane).

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

Transportation sources (passenger cars, light duty trucks, other trucks, buses and motorcycles) in the state of California make up the largest source (second to electricity generation) of greenhouse gas emitting sources. Conversely, the main source of GHG emissions in the United States (U.S.) is electricity generation followed by transportation. The dominant GHG emitted is CO2, mostly from fossil fuel combustion.

There are four primary strategies for reducing GHG emissions from transportation sources: 1) improve system and operation efficiencies, 2) reduce growth of vehicle miles traveled (VMT) 3) transition to lower GHG fuels and 4) improve vehicle technologies. To be most effective all four

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

should be pursued collectively. The following regulatory setting section outlines state and federal efforts to comprehensively reduce GHG emissions from transportation sources.

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 pro-active approach to dealing with greenhouse gas emissions and climate change at the state level.

Assembly Bill 1493 (AB 1493), Pavley. Vehicular Emissions: Greenhouse Gases (AB 1493), 2002: requires the California Air Resources Board (ARB) to develop and implement regulations to reduce automobile and light truck greenhouse gas emissions. These stricter emissions standards were designed to apply to automobiles and light trucks beginning with the 2009-model year. In June 2009, the U.S. Environmental Protection Agency (U.S. EPA) Administrator granted a Clean Air Act waiver of preemption to California. This waiver allowed California to implement its own GHG emission standards for motor vehicles beginning with model year 2009. California agencies will be working with Federal agencies to conduct joint rulemaking to reduce GHG emissions for passenger cars model years 2017-2025.

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

AB32 (AB 32), the Global Warming Solutions Act of 2006: AB 32 sets the same overall GHG emissions reduction goals as outlined in Executive Order S-3-05, while further mandating that CARB create a plan, which includes market mechanisms, and implement rules to achieve "real, quantifiable, cost-effective reductions of greenhouse gases." Executive Order S-20-06 further directs state agencies to begin implementing AB 32, including the recommendations made by the State's Climate Action Team.

Executive Order S-01-07: Governor Schwarzenegger set forth the low carbon fuel standard for California. Under this Executive Order, the carbon intensity of California's transportation fuels is to be reduced by at least ten percent by 2020.

Senate Bill 97 (Chapter 185, 2007): required the Governor's Office of Planning and Research (OPR) to develop recommended amendments to the State CEQA Guidelines for addressing greenhouse gas emissions. The Amendments became effective on March 18, 2010.

Federal

Although climate change and GHG reduction is a concern at the federal level; currently there are, no regulations or legislation that 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 Federal Highway Administration (FHWA) has promulgated explicit guidance or methodology to conduct project-level greenhouse gas analysis. As stated on FHWA's climate change website (http://www.fhwa.dot.gov/hep/climate/index.htm), 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 facilitate 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 easily 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 set forth by FHWA to lessen climate change impacts do correlate with efforts that the State has undertaken and is undertaking to deal with transportation and climate change; the strategies include improved transportation system efficiency, cleaner fuels, cleaner vehicles, and reduction in the growth of vehicle hours travelled.

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 Executive Order 13514- Federal Leadership in Environmental, Energy and Economic Performance.

Executive Order 13514 is focused on reducing greenhouse gases internally in federal agency missions, programs and operations, but also direct federal agencies to participate in the interagency Climate Change Adaptation Task Force, which is engaged in developing a U.S. strategy for adaptation to climate change.

On April 2, 2007, in Massachusetts v. EPA, 549 U.S. 497 (2007), the Supreme Court found that greenhouse gases are air pollutants covered by the Clean Air Act and that the U.S. EPA has the authority to regulate GHG. The Court held that the U.S. EPA Administrator must determine whether or not emissions of greenhouse gases from new motor vehicles cause or contribute to air pollution which may reasonably be anticipated to endanger public health or welfare, or whether the science is too uncertain to make a reasoned decision.

On December 7, 2009, the U.S. EPA Administrator signed two distinct findings regarding greenhouse gases under section 202(a) of the Clean Air Act:

- **Endangerment Finding:** The Administrator found that the current and projected concentrations of the six key well-mixed greenhouse gases--carbon dioxide (CO2), methane (CH4), nitrous oxide (N2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF6)--in the atmosphere threaten the public health and welfare of current and future generations.
- **Cause or Contribute Finding:** The Administrator found that the combined emissions of these well-mixed greenhouse gases from new motor vehicles and new motor vehicle engines contribute to the greenhouse gas pollution which threatens public health and welfare.

Although these findings did not themselves impose any requirements on industry or other entities, this action was a prerequisite to finalizing the U.S. EPA's Proposed Greenhouse Gas Emission Standards for Light-Duty Vehicles, which was published on September 15, 2009[2]. On May 7, 2010 the final Light-Duty Vehicle Greenhouse Gas Emissions Standards and Corporate Average Fuel Economy Standards was published in the Federal Register.

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. These steps were outlined by President Obama in a memorandum on May 21, 2010

The final combined U.S. EPA and NHTSA standards that make 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 require these vehicles to meet

[2] http://www.epa.gov/climatechange/endangerment.html

an estimated combined average emissions level of 250 grams of carbon dioxide per mile, equivalent to 35.5 miles per gallon (MPG) if the automobile industry were to meet this carbon dioxide level solely through fuel economy improvements. Together, these standards will cut 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 January 24, 2011, the U.S. EPA along with the U.S. Department of Transportation and the State of California announced a single timeframe for proposing fuel economy and greenhouse gas standards for model years 2017-2025 cars and light-trucks. Proposing the new standards in the same timeframe (September 1, 2011) signals a continued collaboration that could lead to an extension of the current National Clean Car Program.

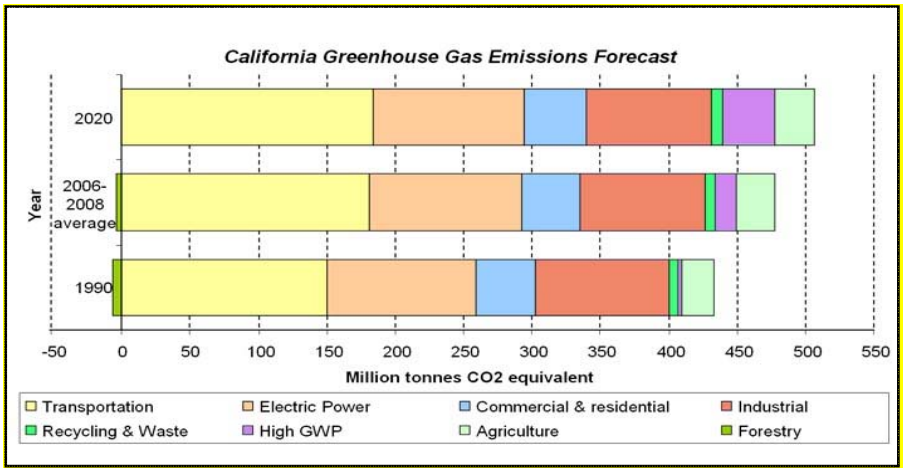
Project Analysis

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 participate in a potential impact through its incremental contribution combined with the contributions of all other sources of GHG.[3] In assessing cumulative impacts, it must be determined if a project's incremental effect is "cumulatively considerable." See California Environmental Quality Act (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 in order to make this determination is a difficult if not impossible task.

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

[3] 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 SCAQMD (Chapter 6: : The CEQA Guide, April 2011) and the US Forest Service (Climate Change Considerations in Project Level NEPA Analysis, July 13, 2009).

FIGURE 3 CALIFORNIA GREENHOUSE GAS FORECAST



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

Caltrans and its parent agency, the Business, Transportation, and Housing 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 (see Climate Action Program at Caltrans (December 2006).[4]

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 onsite 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.

[4] 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

The proposed project may result in the generation of short-term construction-related air emissions from construction equipment. However, construction equipment exhaust emissions would be temporary and transitory in nature. Caltrans Standard Specifications, a required part of all construction contracts, will reduce and limit emission impacts during construction.

Avoidance and Minimization Measure for Reducing Greenhouse Gas Emissions:

- Inclusion of the Caltrans Standard Specifications **14-9.01 Air Pollution Control**, which states the contractor shall comply with air pollution control rules, regulations, ordinances, and statutes that apply to work performed under the Contract, including air pollution control rules, regulations, ordinances, and statutes provided in Govt. Code § 11017 (Pub Cont Code § 10231).

AB 32 Compliance

The Department continues to be actively involved on the Governor's Climate Action Team as ARB works to implement the Executive Orders S-3-05 and S-01-07 and help achieve the targets set forth in AB 32. Many of the strategies Caltrans is using to help meet the targets in AB 32 come from the California Strategic Growth Plan, which is updated each year. Former Governor Arnold Schwarzenegger's Strategic Growth Plan calls for a $222 billion infrastructure improvement program to fortify the state's transportation system, education, housing, and waterways, including $100.7 billion in transportation funding during the next decade. The Strategic Growth Plan targets a significant decrease in traffic congestion below today's level and a corresponding reduction in GHG emissions. The Strategic Growth Plan proposes to do this while accommodating growth in population and the economy. A suite of investment options has been created that combined together are expected to reduce congestion. The Strategic Growth Plan relies on a complete systems approach to attain CO2 reduction goals: system monitoring and evaluation, maintenance and preservation, smart land use and demand management, and operational improvements as depicted in Figure 4: The Mobility Pyramid.

Figure **4**: Mobility Pyramid

The Department 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. The Department is working closely with local jurisdictions on planning activities; however, the Department does not have local land use planning authority. The Department is also supporting efforts to improve the energy efficiency of the transportation sector by increasing vehicle fuel economy in new cars, light and heavy-duty trucks; the Department is doing this by supporting on-going research efforts at universities, by supporting legislative efforts to increase fuel economy, and by its participation on the Climate Action Team. It is important to note, however, that the control of the fuel economy standards is held by U.S. EPA and ARB. Lastly, the use of alternative fuels is also

being considered; the Department is participating in funding for alternative fuel research at the UC Davis.

Summary of Avoidance and Minimization Measures

The following measures will be incorporated into the project plans and specifications to avoid and minimize the project's environmental impacts to below less-than-significant and a minor impact level:

Climate Change/Greenhouse Gases

- Inclusion of the Caltrans Standard Specifications **14-9.01 "Air Pollution Control"**, which states the contractor shall comply with air pollution control rules, regulations, ordinances, and statutes that apply to work performed under the Contract, including air pollution control rules, regulations, ordinances, and statutes provided in Govt. Code § 11017 (Pub Cont Code § 10231).

Hazardous Waste

- The **Non-Standard Special Provision (NSSP) "Earth Materials Containing Lead"** requires the contractor to maintain and follow a Lead Compliance Plan for soil disturbance when lead concentrations are non-hazardous. The inclusion of this NSSP helps ensure the health and safety of construction workers and the maintenance employees at the Caltrans West Sacramento Maintenance Facility during the proposed project's construction.

List of Preparers

The following Caltrans North Region staff contributed to the preparation of this Initial Study:

Jeremy Ketchum, Senior Environmental Planner. Contribution: Environmental Branch Chief **;** reviewing and editing the Draft Initial Study

Georgette Neale, Associate Environmental Planner. Contribution: Environmental Studies Coordinator and author of Draft Initial Study.

Najed Dakak and Naderajah Suthahar, Former and Current Project Managers. Contribution: Project Management.

Rosana Pea, Project Senior Engineer. Contribution: Project Design

Arron Rambach, Transportation Engineer. Contribution: Hazardous Waste Initial Site Assessment.

Richard Olson, Associate Environmental Planner (Archaeology). Contribution: Cultural Resource Screened Undertaking Assessment Memo.

Erik Schwab, Associate Environmental Planner (Natural Science). Contribution: Project Biologist, Natural Environment Study (NES)

Sharon Tang, Transportation Engineer. Contribution: Air Quality Assessment

Saeid Zandian, Transportation Engineer. Contribution: Noise Assessment

Santiago Roveda-Cruz, Transportation Engineer for NPDES. Contribution: Water Quality Assessment.

Technical Studies

- Hazardous Waste Initial Site Assessment, May 31, 2011.
- Air Quality Assessment, December 13, 2011.
- Noise Analysis Report, December 13, 2011.
- Cultural Screened Undertaking Assessment Memo, September, 30, 2011.
- Natural Environmental Study (NES), December, 13, 2011.
- Water Quality Assessment, December 13, 2011.

Distribution List

A notice of the availability of this Initial Study with Proposed Negative Declaration was sent to the following agencies, organizations, and individuals:

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Appendix A: Title VI Policy Statement

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY ARNOLD SCHWARZENEGGER, Governor

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July 20, 2010

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, 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, 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 Charles Wahnon, Manager, Title VI and Americans with Disabilities Act Program, California Department of Transportation, 1823 14th Street, MS-79, Sacramento, CA 95811. Phone: (916) 324-1353 or toll free 1-866-810-6346 (voice), TTY 711, fax (916) 324-1869, or via email: charles_wahnon@dot.ca.gov.

CINDY McKIM
Director

"Caltrans improves mobility across California"