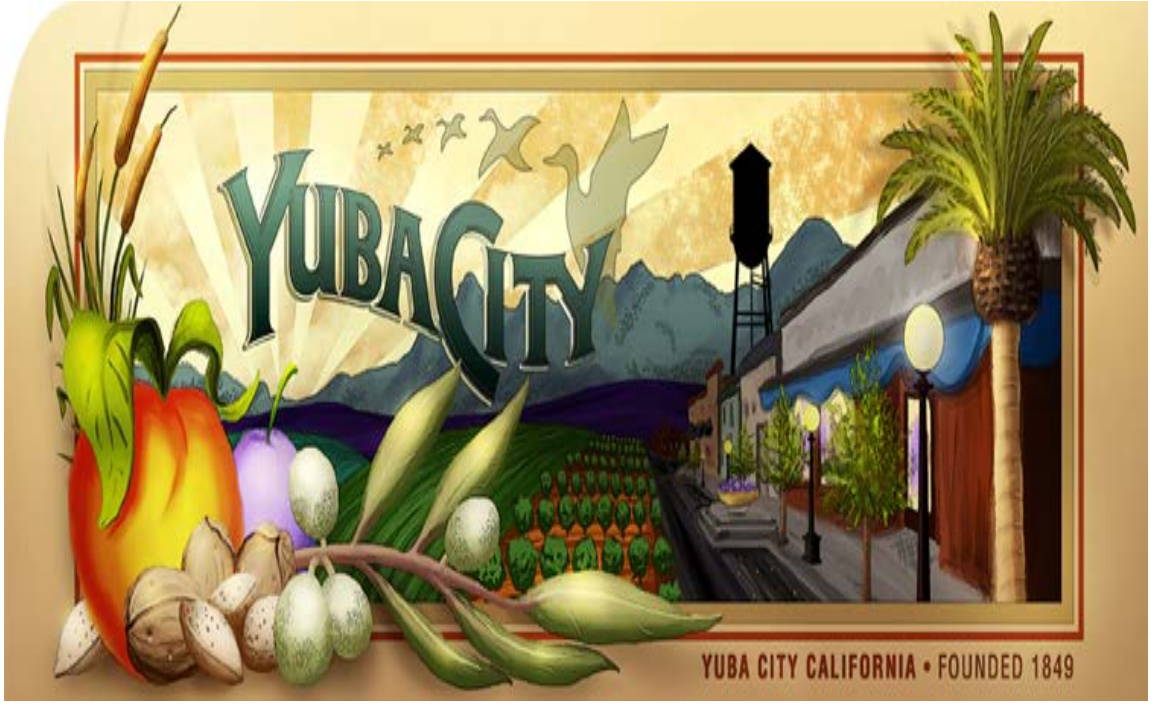
SUT-20 at Plumas Street Traffic Signals and ADA Improvements Project

SUTTER COUNTY, CALIFORNIA
03–SUT–20 (PM 16.52)
03-1300-0189
03-3F7900

Initial Study with Negative Declaration



Prepared by the
State of California Department of Transportation

April 2014

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SCH:
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Plumas Street Signals and ADA Improvement Project
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EA 03-3F7900

INITIAL STUDY with Proposed Negative Declaration

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

THE STATE OF CALIFORNIA
Department of Transportation

JD Webb
JOHN D. WEBB, Office Chief
North Region Environmental Services

February 18, 2014
Date

NEGATIVE DECLARATION

STATE OF CALIFORNIA
DEPARTMENT OF
TRANSPORTATION

SCH No. 2014032016
03-SUT-20-PM 16.52
03-3F7900
03-1300-0189

NEGATIVE DECLARATION

Pursuant to: Division 13, Public Resources Code

Project Description

The California Department of Transportation (Caltrans) proposes to make traffic signal and Americans with Disabilities Act (ADA) improvements along State Route (SR)-20 (PM 16.52) at Plumas Street in the City of Yuba City in Sutter County.

The proposed improvements include:

Northwest Corner of the Intersection

Replace the westbound (WB) signal pole with a larger pole to accomodate larger mast arms to allow for an additional signal head, remove the second signal pole and relocate the signal heads from this pole to the new signal pole on the northeast corner, along with the electrical cabinets/pull boxes, relocate and replace a drainage inlet and upgrade existing curb ramps to current ADA standards.

Northeast Corner of the Intersection

Remove existing signal pole with lighting and replace with a new signal pole with lighting, relocate and adjust pull boxes, relocate and replace a drainage inlet and upgrade existing curb ramps to current ADA standards.

No work is proposed for either the southeast or southwest corners of the intersection.

Determination

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

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

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

The proposed project would have **no significant effect** on cultural resources, air quality, hazardous waste/materials, and noise levels.

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

April 24, 2014
Date

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Chapter 1 – Proposed Project

Introduction

The California Department of Transportation (Caltrans) proposes to make traffic signal and ADA improvements along State Route (SR)-20 (PM 16.52) at Plumas Street in the City of Yuba City in Sutter County.

The proposed improvements include;

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This project is included in the 2012 State Highway Operation and Protection Program (SHOPP) under the 201.010 Safety Program for the 2014/15 fiscal year (FY) with $682,000 in construction funds.

Figure 1-1 – Project Location

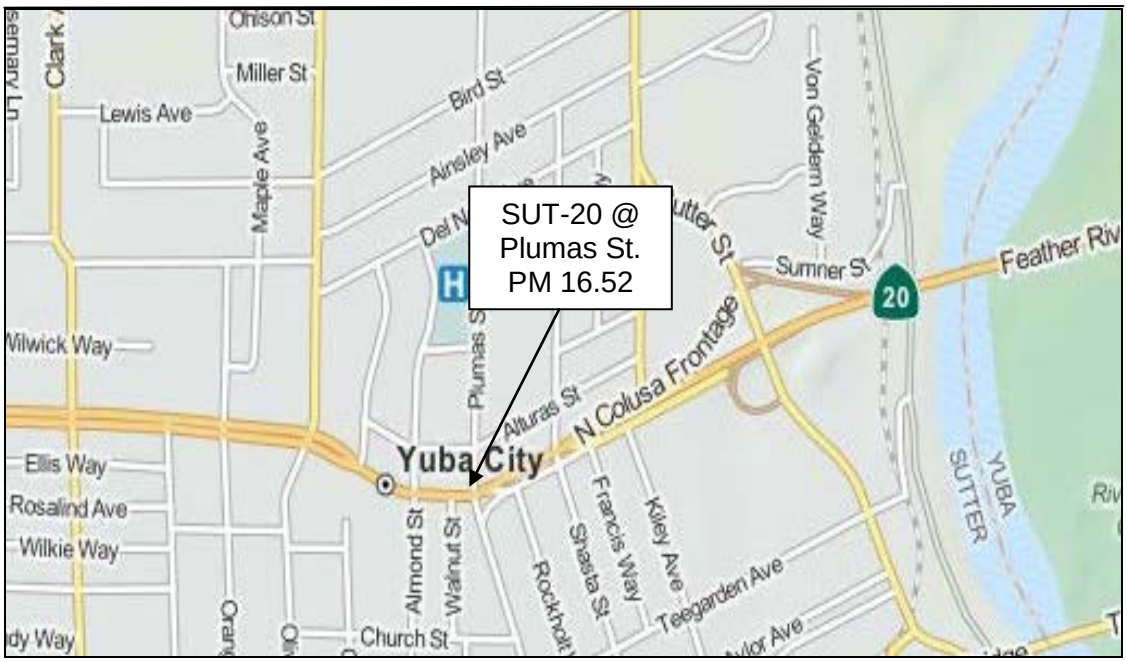
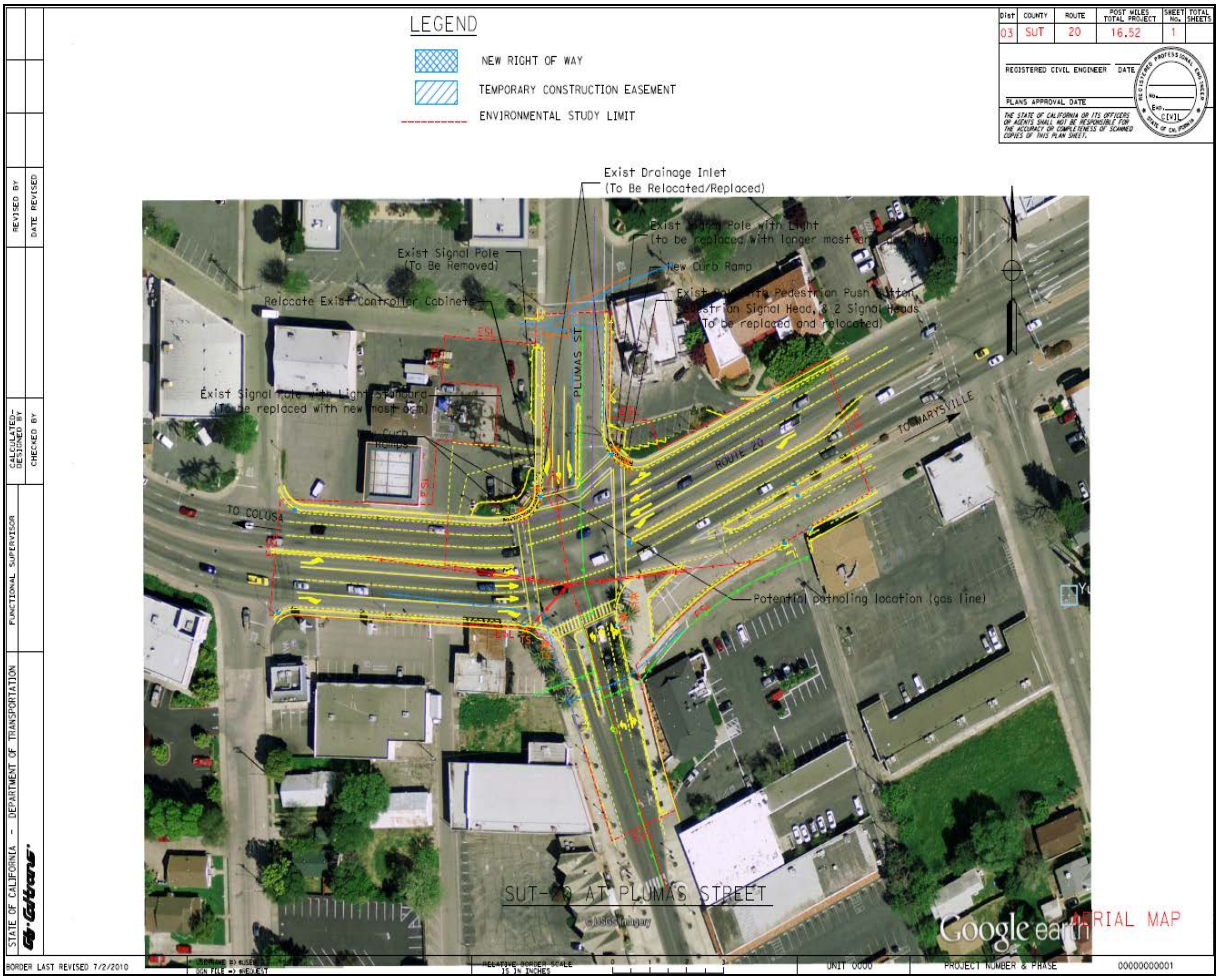


Figure 1-2 – Project Overview



Purpose and Need

The purpose of the project is to improve safety by replacing the westbound (WB) and eastbound (EB) signal poles with larger poles and mast arms at the intersection of SUT-20 (PM 15.62) and Plumas Street in the City of Yuba City in Sutter County. These larger poles will accommodate larger mast arms which will accommodate two signal heads to represent two through lanes of traffic.

A preliminary traffic study for the installation of automated red light enforcement (ARLE) cameras identified several deficiencies which, if corrected, would reduce the potential for red light violations on WB SUT-20 at Plumas Street. Among the recommendations were lengthening the mast arm and adding a second signal head for through traffic. The WB traffic on SUT-20 currently has only one signal head for through traffic and due to the alignment of the roadway, motorists tend to get confused as to whether the left most through lane is a left turn lane or a through lane. The addition of a second signal head will reduce this confusion. The same pole and arm replacement and signal head addition will be performed on EB SUT-20 at Plumas Street so that the intersection has the same type of signals.

Currently, for NB traffic on Plumas Street, the signal pole at the northeast corner has one signal head for through traffic. There is also a signal pole at the northwest corner, which has two signal heads for traffic turning left onto WB Sut-20. This is not a conventional configuration, since only one signal pole with longer mast arm is required for all the signal heads. It is recommended to remove the signal pole at northwest corner, and replace the signal pole at the northeast corner with a new pole having a longer mast arm to accommodate all the signal heads.

Traffic Data:

Traffic Volumes Table							
Location (PM)	2013 ADT	2015 ADT	2025 ADT	% Trucks	TI (10 yr)	TI (20 yr)	Directional Split (%)
Sut-20 PM 16.52	46,300	49,400	65,900	3	10.5	11.5	60%

Collision Data:

TASAS – Latest 5 Year Accident History (Average vs. Actual Rates)*						
Location (PM)	Actual Accident Rate			Statewide Average Accident Rate		
	Fatal	F+1	Total	Fatal	F+I	Total
Sut-20 PM 16.52	0	.28	.41	.001	.11	.27

* Accident rates expressed as # of accidents/million vehicle miles

Based on the collision analysis, this location has a higher accident rate than the statewide average. Approximately half of the collisions occurred in the afternoon under congestion related conditions.

Project Description

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Alternatives

PROJECT ALTERNATIVES

Build (Action) Alternative

The California Department of Transportation (Caltrans) proposes to make traffic signal and ADA improvements along State Route (SR)-20 (PM 16.52) at Plumas Street in the City of Yuba City in Sutter County.

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No-Build (No-Action) Alternative

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

This alternative would not meet the purpose of the project, which is to improve the traffic safety of the highway.

ALTERNATIVES CONSIDERED BUT ELIMINATED FROM FURTHER DISCUSSION

None

Permits and Approvals Needed

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

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

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

- **Land Use** – The project is not in conflict with any local land use plans.
- **Coastal Zone** – The project is not in a coastal zone.
- **Wild and Scenic Rivers** – The project is not in or adjacent to a designated Wild and Scenic River.
- **Parks and Recreational Facilities** – The project is not adjacent to or within any Parks and Recreational Facilities.
- **Growth** – The project is a traffic operations improvement project with no added capacity.
- **Farmlands/Timberlands** – The project is not adjacent to any farmlands and/or timberlands.
- **Community Character and Cohesion** – The scope of work does require minimal right-of-way acquisition from one parcel within the state right of way, however, there is no potential for adverse impacts to community character or cohesion.
- **Relocation and Real Property Acquisition** – The project does not require relocations, however, minimal right-of-way acquisition is required for construction. This will not result in any adverse impacts.
- **Environmental Justice** – The project is in an urban area. Minor acquisition of right-of-way and a temporary construction easements will be required on one parcel within the project limits. All considerations under Title VI of the Civil Rights Act of 1964 and related statutes have been incorporated throughout the development of the project. There is no potential for disproportional impacts to low income or minority populations.

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

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

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

- **Cultural Resources** – The Cultural Resources Report for the proposed project shows that there is no potential for adverse impacts.

- **Hydrology and Floodplain** – The proposed project would not encroach into a FEMA designated floodplain and would not increase drainage/runoff issues in the City of Yuba City.

- **Water Quality and Storm Water Runoff –** The Water Quality Study for the proposed project shows that there is no potential for adverse impacts to water quality and storm water runoff.

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

- **Paleontology** – The Cultural Resource studies shows there is no potential for adverse impacts to paleontological resources.

- **Air Quality** – The Air Quality Analysis shows there is no potential for adverse impacts to air quality, however, temporary impacts to air quality is discussed in the Construction Impacts section.

- **Noise** - The Noise Analysis shows there is no potential for adverse impacts to noise, however, temporary impacts from noise is discussed in the Construction Impacts section.

- **Natural Communities** – The Natural Environmental Study (NES) shows there is no potential for adverse impacts to any natural communities.

- **Wetlands and Other Waters** – The Natural Environmental Study (NES) shows there is no potential for adverse impacts to any wetlands and other waters.

- **Plant Species** – The Natural Environmental Study (NES) shows there is no potential for adverse impacts to any plant species.

- **Animal Species** – The Natural Environmental Study (NES) shows there is no potential for adverse impacts to any animal species.

- **Threatened & Endangered Species** – The Natural Environmental Study (NES) shows there is no potential for adverse impacts to any threatened and endangered species.

Physical Environment

2.1 HAZARDOUS WASTE/MATERIALS

Regulatory Setting

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

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

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

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

California regulates hazardous materials, waste, and substances under the authority of the CA Health and Safety Code California Health and Safety Code and is also authorized by the federal government to implement RCRA in the state. California law also addresses specific handling, storage, transportation, disposal, treatment, reduction, cleanup and emergency planning of hazardous waste. The Porter-Cologne Water Quality Control Act also restricts disposal of wastes and requires clean-up of wastes that are below hazardous waste concentrations but could impact ground and surface water quality. California regulations that address waste management and

prevention and clean up contamination include Title 22 Division 4.5 Environmental Health Standards for the Management of Hazardous Waste, Title 23 Waters, and Title 27 Environmental Protection.

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

Affected Environment

A *Hazardous Waste Initial Site Assessment* was completed by Caltrans in January 2014 for the project area. The purpose of this assessment was to identify any hazardous waste issues within and adjacent to the proposed project area which could affect the design, constructability, feasibility, and or/ the cost of the proposed project. A record search of federal, state and local databases and map review was conducted and a field survey was completed in December 2013.

Environmental Consequences

Based on the records search findings, aerial photographs and a field review, the following conclusions and recommendations are noted:

Petroleum Hydrocarbons

This project is located adjacent to a Chevron Gas Station facility. The site was formerly occupied by an ARCO Gas Station, tracked as ARCO Station #0489, by the California Regional Water Quality Control Board (CRWQCB), as Leaking Underground Storage Tank (LUST) cleanup site case # 510099.

A "No Further Action Required" letter was issued by the CRWQCB dated December 20, 2010 to the ARCO Station. Further remedial actions at this site do not appear warranted.

Based on the historical site assessment/monitoring results, the potential concern in groundwater and in soils would be residual petroleum hydrocarbons, expected within the signal pole footings excavation activities in the northwest corner of the intersection. During 2009 groundwater elevations ranged from 18 to 38 ft with a predominant direction flow to the north.

Aerially Deposited Lead (ADL)

In general, lead-contaminated soil may exist due to the historical use of leaded gasoline, leaded airline fuels, waste incineration, etc. The areas of primary concern in relation to highway facilities are soils along routes that have had high vehicle emissions due to large traffic volumes, congestion, or stop and go situations during the time period when leaded gasoline was in use. Most Aerially Deposited Lead (ADL), due to vehicle emissions, would have been deposited prior to 1986.

For the proposed project, from ground surface level down to 12 ft below surface level, soils generated from the pole footing excavation may be disposed of outside the project limits and can be relinquished to the contractor. However, the contractor will be responsible for any soil testing requirements of the accepting landfill or receiving property owner.

Avoidance, Minimization, and/or Mitigation Measures

Avoidance and Minimization Measures

- Prior to disposal, any soil generated from footing excavations, if generated below 12 ft from ground surface, must be contained, sampled and analyzed for petroleum hydrocarbons.

- Provisions in the construction contract will be included to address contaminated soil.

- Provisions in the construction contract will be included to address earth material containing lead.

- Provisions in the construction contract will be included for the removal of white thermoplastic paint and/or striping.

- The Contractor is required to properly manage removed stripe and pavement marking and shall implement a project specific lead compliance plan prepared by a Certified Industrial Hygienist (CIH) as required by Cal/OSHA.

2.2 CONSTRUCTION IMPACTS

Temporary Air Quality and Noise Impacts during Construction

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

Air Quality

The proposed project may result in the generation of short-term construction-related air emissions, including fugitive dust and exhaust emissions from construction equipment. Fugitive dust, sometimes referred to as windblown dust or PM_{10}, would be the primary short-term construction impact, which may be generated during excavation, grading and hauling activities. However, both fugitive dust and construction equipment exhaust emissions would be temporary and transitory in nature.

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

Noise

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

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

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

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

2.3 CLIMATE CHANGE (CEQA)

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

While climate change has been a concern for several decades, the establishment of the Intergovernmental Panel on Climate Change (IPCC) by the United Nations and World Meteorological Organization in 1988 has led to increased efforts devoted to GHG emissions reduction and climate change research and policy. These efforts are primarily concerned with the emissions of GHGs generated by human activity including carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), tetrafluoromethane, hexafluoroethane, sulfur hexafluoride (SF_6), HFC-23 (fluoroform), HFC-134a (s, s, s, 2-tetrafluoroethane), and HFC-152a (difluoroethane).

In the U.S., the main source of GHG emissions is electricity generation, followed by transportation. In California, however, transportation sources (including passenger cars, light-duty trucks, other trucks, buses, and motorcycles make up the largest source of GHG-emitting sources. The dominant GHG emitted is CO_2, mostly from fossil fuel combustion.

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

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

Regulatory Setting

State

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

Assembly Bill 1493 (AB 1493), Pavley, Vehicular Emissions: Greenhouse Gases, 2002: This bill requires the California Air Resources Board (ARB) to develop and implement regulations to reduce automobile and light truck GHG emissions. These

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

stricter emissions standards were designed to apply to automobiles and light trucks beginning with the 2009-model year.

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

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

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

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

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

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

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

Federal

Although climate change and GHG reduction are a concern at the federal level, currently no regulations or legislation have been enacted specifically addressing GHG emissions reductions and climate change at the project level. Neither the United States Environmental Protection Agency (U.S. EPA) nor the Federal Highway Administration (FHWA) has issued explicit guidance or methods to conduct project-level GHG analysis. [3] FHWA supports the approach that climate change

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

considerations should be integrated throughout the transportation decision-making process–from planning through project development and delivery. Addressing climate change mitigation and adaptation up front in the planning process will assist in decision-making and improve efficiency at the program level, and will inform the analysis and stewardship needs of project-level decision-making. Climate change considerations can be integrated into many planning factors, such as supporting economic vitality and global efficiency, increasing safety and mobility, enhancing the environment, promoting energy conservation, and improving the quality of life.

The four strategies outlined by FHWA to lessen climate change impacts correlate with efforts that the state is undertaking to deal with transportation and climate change; these strategies include improved transportation system efficiency, cleaner fuels, cleaner vehicles, and a reduction in travel activity.

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

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

U.S. EPA's authority to regulate GHG emissions stems from the U.S. Supreme Court decision in *Massachusetts v. EPA* (2007). The Supreme Court ruled that GHGs meet the definition of air pollutants under the existing Clean Air Act and must be regulated if these gases could be reasonably anticipated to endanger public health or welfare. Responding to the Court's ruling, U.S. EPA finalized an endangerment finding in December 2009. Based on scientific evidence it found that six greenhouse gases constitute a threat to public health and welfare. Thus, it is the Supreme Court's interpretation of the existing Act and EPA's assessment of the scientific evidence that form the basis for EPA's regulatory actions. U.S. EPA in conjunction with NHTSA issued the first of a series of GHG emission standards for new cars and light-duty vehicles in April 2010.[4]

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

The final combined standards that made up the first phase of this national program apply to passenger cars, light-duty trucks, and medium-duty passenger vehicles, covering model years 2012 through 2016. The standards implemented by this program

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

are expected to reduce GHG emissions by an estimated 960 million metric tons and 1.8 billion barrels of oil over the lifetime of the vehicles sold under the program (model years 2012-2016).

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

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

Project Analysis

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

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

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

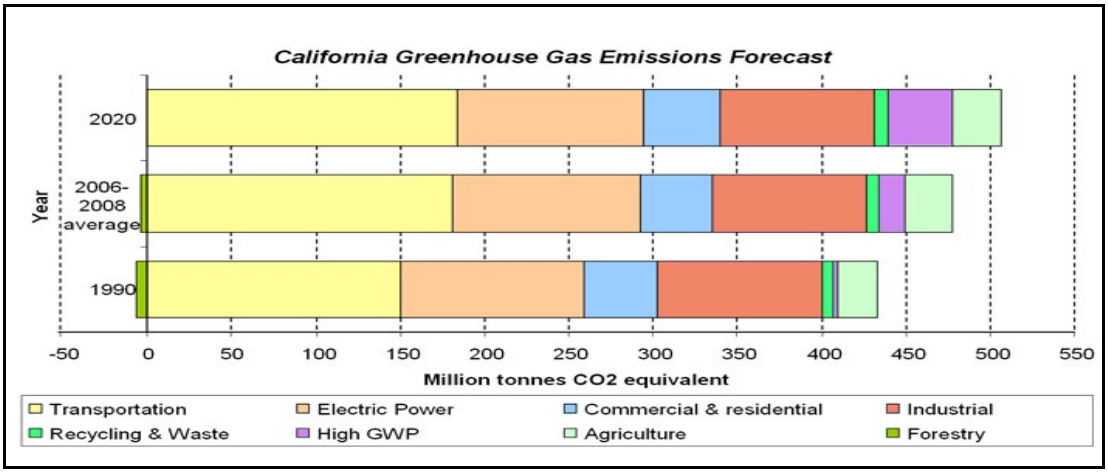

FIGURE 2-1 CALIFORNIA GREENHOUSE GAS FORECAST

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

Caltrans and its parent agency, the Transportation Agency, have taken an active role in addressing GHG emission reduction and climate change. Recognizing that 98 percent of California's GHG emissions are from the burning of fossil fuels and 40 percent of all human made GHG emissions are from transportation, Caltrans has created and is implementing the Climate Action Program at Caltrans that was published in December 2006.[6]

The proposed project would not increase overall roadway capacity and, therefore, would not increase operational CO_2 emissions. Thus, the project would have low to no potential for climate change impacts. However, construction emissions will be unavoidable but there will likely be long-term GHG benefits by improved operation and smoother pavement surfaces, as applicable.

Construction Emissions

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

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

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

CEQA Conclusion

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

Greenhouse Gas Reduction Strategies

Figure 2-2: Mobility Pyramid

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

The Strategic Growth Plan relies on a complete systems approach to attain CO_2 reduction goals: system monitoring and evaluation, maintenance and preservation, smart land use and demand management, and operational improvements as shown in Figure 2-2: The Mobility Pyramid.

Caltrans is supporting efforts to reduce vehicle miles traveled by planning and implementing smart land use strategies: job/housing proximity, developing transit-oriented communities, and high-density housing along transit corridors. Caltrans works closely with local jurisdictions on planning activities, but does not have local land use planning authority. Caltrans assists efforts to improve the energy efficiency of the transportation sector by increasing vehicle fuel economy in new cars, light and heavy-duty trucks; Caltrans is doing this by supporting ongoing research efforts at

universities, by supporting legislative efforts to increase fuel economy, and by participating on the Climate Action Team. It is important to note, however, that control of fuel economy standards is held by the U.S. EPA and ARB.

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

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

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

Table 2-3 summarizes Caltrans and statewide efforts that Caltrans is implementing to reduce GHG emissions. More detailed information about each strategy is included in the Climate Action Program at Caltrans (December 2006).

Table 2-3 Climate Change/CO_2 Reduction Strategies						
Strategy	**Program**	**Partnership**		**Method/Process**	Estimated CO_2 Savings Million Metric Tons (MMT)	
		Lead	**Agency**		2010	2020
Smart Land Use	Intergovernmental Review (IGR)	Caltrans	Local governments	Review and seek to mitigate development proposals	Not Estimated	Not Estimated
	Planning Grants	Caltrans	Local and regional agencies & other stakeholders	Competitive selection process	Not Estimated	Not Estimated
	Regional Plans and Blueprint Planning	Regional Agencies	Caltrans	Regional plans and application process	0.975	7.8
Operational Improvements & Intelligent Transportation System (ITS) Deployment	Strategic Growth Plan	Caltrans	Regions	State ITS; Congestion Management Plan	0.07	2.17
Mainstream Energy & GHG into Plans and Projects	Office of Policy Analysis & Research; Division of Environmental Analysis	Interdepartmental effort		Policy establishment, guidelines, technical assistance	Not Estimated	Not Estimated
Educational & Information Program	Office of Policy Analysis & Research	Interdepartmental, CalEPA, ARB, CEC		Analytical report, data collection, publication, workshops, outreach	Not Estimated	Not Estimated
Fleet Greening & Fuel Diversification	Division of Equipment	Department of General Services		Fleet Replacement B20 B100	0.0045	0.0065 0.045 0.0225
Non-vehicular Conservation Measures	Energy Conservation Program	Green Action Team		Energy Conservation Opportunities	0.117	0.34
Portland Cement	Office of Rigid Pavement	Cement and Construction Industries		2.5 % limestone cement mix 25% fly ash cement mix > 50% fly ash/slag mix	1.2 0.36	4.2 3.6
Goods Movement	Office of Goods Movement	Cal EPA, ARB, BT&H, MPOs		Goods Movement Action Plan	Not Estimated	Not Estimated
Total					2.72	18.18

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

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

Adaptation Strategies

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

At the federal level, the Climate Change Adaptation Task Force, co-chaired by the White House Council on Environmental Quality (CEQ), the Office of Science and Technology Policy (OSTP), and the National Oceanic and Atmospheric Administration (NOAA), released its interagency task force progress report on October 28, 2011[8], outlining the federal government's progress in expanding and strengthening the Nation's capacity to better understand, prepare for, and respond to extreme events and other climate change impacts. The report provides an update on actions in key areas of federal adaptation, including: building resilience in local communities, safeguarding critical natural resources such as freshwater, and providing accessible climate information and tools to help decision-makers manage climate risks .

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

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

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

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

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

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

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

The National Academy of Science was directed to prepare a Sea Level Rise Assessment Report[10] to recommend how California should plan for future sea level rise. The report was released in June 2012 and included:

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

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

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

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

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

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

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

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

Chapter 3 – Comments and Coordination

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

The Initial Study with Proposed Negative Declaration was made available for public and agency review from March 12, 2014 to April 10, 2014. Caltrans has ensured that the document was made available to all appropriate parties and agencies, including the following: 1) Responsible agencies, 2) Trustee agencies that have resources affected by the project, 3) other state, federal and local agencies which have regulatory jurisdiction, or that exercise authority over resources which may be affected by the project, 4) the general public. Copies of the document were made available at the Caltrans District 3 Office of Environmental Management (M-1) located at 703 B St., Marysville, CA 95901 and at the Sutter County Library, 750 Forbes Ave., Yuba City, CA 95991 and via the Internet at:

http://www.dot.ca.gov/dist3/departments/envinternet/sutter.htm

Comments and responses begin on page 26

Comment Letter 1 – State Clearinghouse CEQA Compliance Letter

STATE OF CALIFORNIA

GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH

STATE CLEARINGHOUSE AND PLANNING UNIT

EDMUND G. BROWN JR.
GOVERNOR

KEN ALEX
DIRECTOR

April 8, 2014

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

Subject: SUT-20 at Plumas Street Traffic Signals Improvements Project
SCH#: 2014032016

Dear Susan D. Bauer:

The State Clearinghouse submitted the above named Negative Declaration to selected state agencies for review. The review period closed on April 7, 2014, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Scott Morgan
Director, State Clearinghouse

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

Document Details Report
State Clearinghouse Data Base

SCH#	**2014032016**
Project Title	SUT-20 at Plumas Street Traffic Signals Improvements Project
Lead Agency	Caltrans #3

Type	**Neg** Negative Declaration
Description	Caltrans proposes to make traffic signal and ADA improvements at the corner of SR 20 at Plumas Street in the City of Yuba City in Sutter County. The scope of work includes; replacing the signal poles with larger mast arms to allow for additional signal heads, relocate and replace electrical cabinets/pull boxes, replace a drainage inlet and upgrade existing curb ramps to current ADA standards.

Lead Agency Contact

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

Project Location

County	Sutter		
City	Yuba City		
Region			
Lat / Long			
Cross Streets	SR 20 @ Plumas Street		
Parcel No.			
Township	***Range***	***Section***	***Base***

Proximity to:

Highways	Hwy 20
Airports	Sutter County
Railways	UPRR
Waterways	Feather River and Yuba River
Schools	
Land Use	Commercial

Project Issues	Toxic/Hazardous
Reviewing Agencies	Resources Agency; Department of Fish and Wildlife, Region 2; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Caltrans, Division of Aeronautics; California Highway Patrol; Air Resources Board; Regional Water Quality Control Bd., Region 5 (Sacramento); Native American Heritage Commission; Public Utilities Commission; State Lands Commission

Date Received 03/07/2014 ***Start of Review*** 03/07/2014 ***End of Review*** 04/07/2014

Response to Comment Letter 1 – State Clearinghouse CEQA Compliance Letter

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

Response: No response required.

Chapter 4 – List of Preparers

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

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

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

Naj Dakak, Project Manager. Contribution: Project Manager

Erin Dwyer, Associate Environmental Planner (Archaeology). Contribution: Screened Memo

Kathleen Grady, Landscape Associate. Contribution: Visual Impact Assessment

Chris Igbinedion, Transportation Engineer. Contribution: Water Quality Study

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

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

Davinder Minhas, Transportation Engineer. Contribution: Project Design

Sharon Tang, Associate Environmental Planner. Contribution: Air Quality and Noise Study

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

Appendix A - CEQA Checklist

CEQA Environmental Checklist

03-SUT-20	**PM 16.52**	**03-1300-0189 3F7900**
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 in this section is based on the project scope, field reviews, and the Visual Impact Assessment

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
II. AGRICULTURE AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

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

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☐	☒
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non- attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☐	☒
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☒
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☒

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

IV. BIOLOGICAL RESOURCES: Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

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

V. CULTURAL RESOURCES: Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☐	☒
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒

"No Impact" determinations in this section are based on the project scope and cultural resource reports.

VI. GEOLOGY AND SOILS: Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	☐	☐	☐	☒
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?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

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

VII. GREENHOUSE GAS EMISSIONS: Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

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

VIII. HAZARDS AND HAZARDOUS MATERIALS: Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☒
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒

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

IX. HYDROLOGY AND WATER QUALITY: Would the project:

a) Violate any water quality standards or waste discharge requirements?	☐	☐	☐	☒
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☒
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☐	☒
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☐	☒
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☐	☒
f) Otherwise substantially degrade water quality?	☐	☐	☐	☒
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
j) Inundation by seiche, tsunami, or mudflow	☐	☐	☐	☒

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

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
X. LAND USE AND PLANNING: Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b)Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

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

XI. MINERAL RESOURCES: Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

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

XII. NOISE: Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☐	☒
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☒
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☒
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

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

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XIII. POPULATION AND HOUSING: Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

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

XIV. PUBLIC SERVICES:				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☐	☒
Police protection?	☐	☐	☐	☒
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒

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

XV. RECREATION:				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

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

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XVI. TRANSPORTATION/TRAFFIC: Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☐	☒
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☐	☒
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
e) Result in inadequate emergency access?	☐	☐	☐	☒
f) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☒
"No Impact" determinations in this section are based on the project scope and field reviews				
XVII. UTILITIES AND SERVICE SYSTEMS: Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	☒
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	☒

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

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

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☐	☒
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☐	☒
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

Appendix B - Title VI Policy Statement

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

DEPARTMENT OF TRANSPORTATION
OFFICE OF THE DIRECTOR
P.O. BOX 942873, MS-49
SACRAMENTO, CA 94273-0001
PHONE (916) 654-5266
FAX (916) 654-6608
TTY 711
www.dot.ca.gov

Flex your power!
Be energy efficient!

March 2013

NON-DISCRIMINATION
POLICY STATEMENT

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

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

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

MALCOLM DOUGHERTY
Director

"Caltrans improves mobility across California"

Appendix C - Minimization and/or Mitigation Summary

Avoidance / Minimization Measures:

Hazardous Waste/Materials

- Prior to disposal, any soil generated from footing excavations, if generated below 12 ft from ground surface, must be contained, sampled and analyzed for petroleum hydrocarbons.

- Provisions in the construction contract will be included to address contaminated soil.

- Provisions in the construction contract will be included to address earth material containing lead.

- Provisions in the construction contract will be included for the removal of white thermoplastic paint and/or striping.

- The Contractor is required to properly manage removed stripe and pavement marking and shall implement a project specific lead compliance plan prepared by a Certified Industrial Hygienist (CIH) as required by Cal/OSHA.

Air Quality

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

Noise

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

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

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

Appendix D - List of Technical Studies

Initial Site Assessment (Hazardous Waste, Caltrans 2014)

Natural Environmental Study (Biology, Caltrans 2013)

Archaeological Evaluation/Historical (Archaeology, Caltrans 2013)

Water Quality Assessment Exemption (NPDES, Caltrans 2013)

Noise Assessment (Noise Report, Caltrans 2013)

Air Quality Assessment (Air Quality Report, Caltrans 2013)

Visual Impact Assessment (VIA, Caltrans 2013)