

# Memorandum

**To:** CHAIR AND COMMISSIONERS

**Date:** April 14, 2009

**From:** BIMLA RHINEHART  
Executive Director

**File:** Book Item 2.2c (3)  
Action

**Ref:** Final Environmental Impact Report – Jepson Parkway Project  
(Resolution E-09-28)

**ISSUE:** Should the Commission, as a Responsible Agency, accept the Final Environmental Impact Report (FEIR) to allow the Jepson Parkway Project to be considered for future funding?

**RECOMMENDATION:** Staff recommends that the Commission accept the FEIR for the Jepson Parkway Project (project) and approve the project to allow for future consideration of funding.

**BACKGROUND:** The Solano Transportation Authority (STA), in conjunction with Solano County and the Cities of Fairfield, Suisun City, and Vacaville proposed roadway improvements in mid-Solano County between Interstate 80 (I-80) in Vacaville and State Route (SR) 12 in Suisun City. The project will upgrade and link a series of existing local two and four lane roadways to provide a four to six lane north-south travel route for residents who face increasing congestion when traveling between jurisdictions in central Solano County. The project includes improvements to numerous roads as well as safety improvements for medians, signals, shoulders, turn lanes, railroad grade separations and bike lanes.

The project will benefit the region by improving the local roadway system and relieving traffic congestion caused by the increased development in the project area. Creating an alternate route by constructing roadway improvements in mid-Solano County between I-80 in Vacaville and SR 12 in Suisun City will provide a safe, convenient route for local traffic. In addition, the project will provide opportunities for multimodal use and unifying landscape and design features to enhance the aesthetics and character of the adjoining communities.

A joint FEIR/Final Environmental Impact Statement was prepared to comply with the requirements of NEPA and CEQA. Caltrans was the lead agency under NEPA and STA was the lead agency for CEQA. The FEIR identified potentially significant environmental effects and Findings of Fact and a Mitigation Monitoring and Reporting Record were prepared for the project and approved by the STA Board on March 11, 2009. All potentially significant environmental effects will be mitigated to a less than significant level by incorporating the required project changes and proposed measures.

Chair and Commissioners

April 14, 2009

Book Item 2.2c (3)

Page 2 of 2

There were no unmitigable significant adverse effects and a Statement of Overriding Considerations was not required.

The project is estimated to cost \$186,700,000 and will be built in phases. The first phase, estimated to cost \$36,657,000, is fully funded in the STIP. This phase will widen Vanden Road to four lanes from 500 feet east of the Vanden Road/Cement Hill Road/Peabody Road intersection to the Vanden Road/Leisure Town Road intersection. This segment is 2.8 miles long and includes a widened bridge crossing at Union Creek. Construction for the first phase is anticipated to begin in fiscal year 2011/12. STA anticipates funding future phases through a combination of local and STIP funds.

Attachments

- Resolution No. 09-28
- Project Location
- Significant Environmental Effects & Mitigation Measures

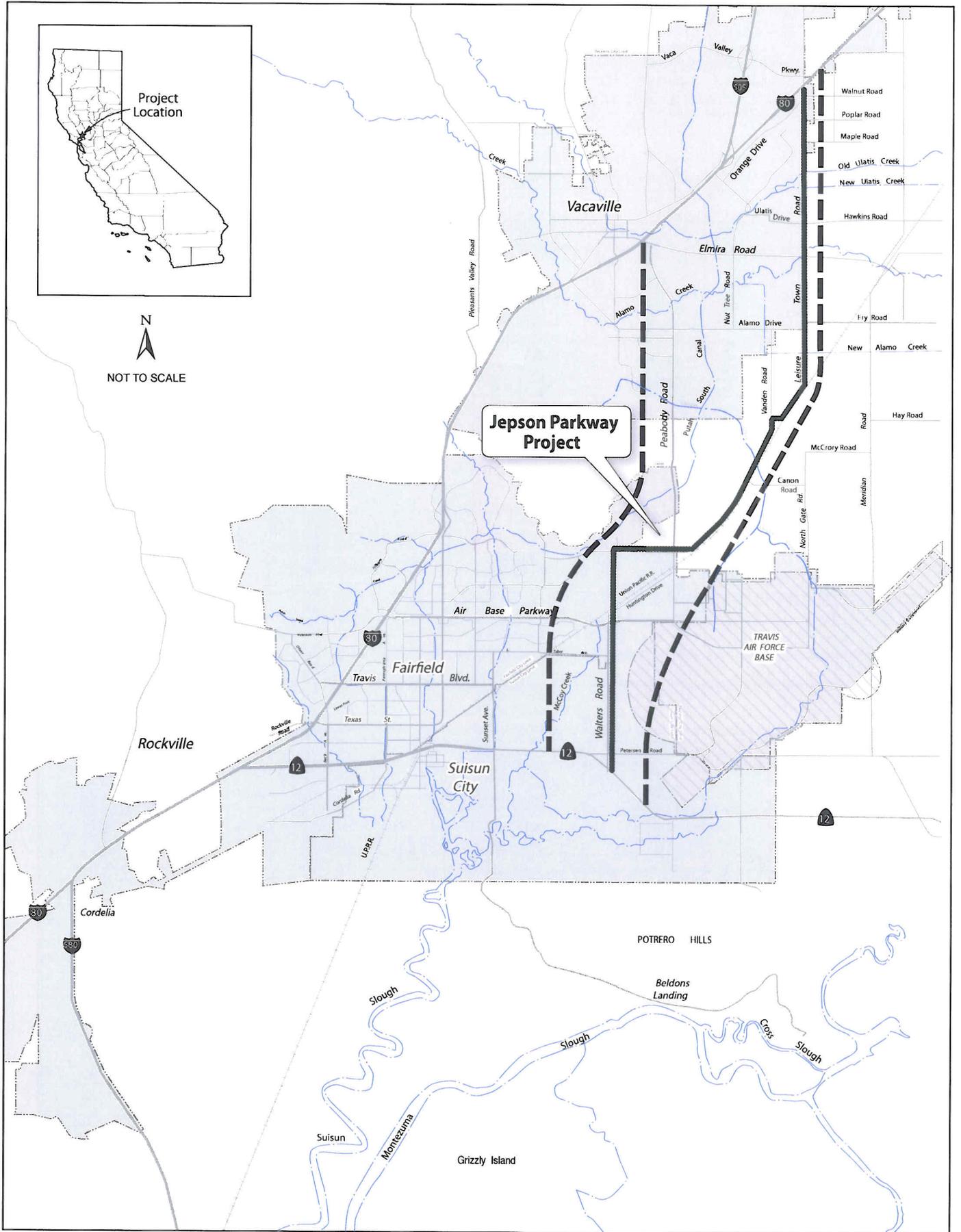
## CALIFORNIA TRANSPORTATION COMMISSION

### Resolution for Future Consideration of Funding

04-SOL-O-STA / RPSTPL 6249 (004)

Resolution E-09-28

- 1.1 **WHEREAS**, the Solano Transportation Authority (STA) has completed a Final Environmental Impact Report pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:
  - Jepson Parkway
- 1.2 **WHEREAS**, the STA has certified that the Final Environmental Impact Report has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and
- 1.3 **WHEREAS**, the project will improve the local roadway system and relieve traffic congestion caused by increased development in the project area by constructing roadway improvements in mid-Solano between Interstate 80 in Vacaville and State Route 12 in Suisun City; and
- 1.4 **WHEREAS**, the California Transportation Commission, as a Responsible Agency, has considered the information contained in the Final Environmental Impact Report; and
- 1.5 **WHEREAS**, written Findings of Fact were prepared for the project and adopted by the STA; and
- 1.6 **WHEREAS**, STA found that all potentially significant impacts associated with the project can be fully avoided (i.e., mitigated to less than significant) through the adoption of feasible mitigation measures; and
- 1.7 **WHEREAS**, a Mitigation Monitoring and Reporting Program was adopted by STA for this project.
- 2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby accept the Final Environmental Impact Report and approve the above referenced project to allow for future consideration of funding.



**Jepson Parkway Project Vicinity Map**

**Jepson Parkway Project  
Final Environmental Impact Report  
Potentially Significant Environment Effects & Mitigation Measures**

**POTENTIALLY SIGNIFICANT ENVIRONMENTAL EFFECTS**

- Impacts to biological resources
- Conversion of farmland
- Displacement of commercial and public structures with potential loss of jobs
- Potential impacts to cultural resources
- Potential impacts of pre-existing hazardous wastes and hazardous materials
- Hydrology impacts
- Noise impacts
- Potential impacts to paleontological resources
- Traffic impacts
- Utilities impacts
- Visual/aesthetic impacts
- Construction phase air quality impacts

In consultation with the U.S. Fish and Wildlife Service (USFWS) and the NEPA-404 Memorandum of Understanding (MOU) signatories, avoidance, minimization, and mitigation measures have been identified and agreed to that would achieve the appropriate balancing of resource protection, project construction, and mitigation costs to address these impact issues.

Findings of Fact and a Mitigation Monitoring and Reporting Record were prepared. All potentially significant environmental effects will be mitigated to a less than significant level by incorporating the required project changes and proposed measures summarized in the following section. There are no unmitigable significant adverse effects and therefore a Statement of Overriding Considerations is not required. There are no outstanding issues.

**PROPOSED MEASURES TO MINIMIZE HARM**

- Purchase permanent agricultural easements or provide funds to an agricultural land trust.
- For Prime Farmland, Farmland of Statewide Importance, or Unique Farmland converted in the City of Fairfield, participate in Fairfield's agricultural mitigation program.
- Comply with the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act.
- Reconstruct driveways and replace fencing, signage, trees and other landscaping displaced by roadway construction to the extent possible.
- Relocate the Travis Unified School District (TUSD) Facility, if the project would make the TUSD property untenable for continued use as a district meeting and storage facility.
- Notify emergency service providers and allow emergency vehicles on closed roadways.
- Evaluate unsignalized intersections for signal warrants.
- Implement Traffic Management Plan during construction.

Jepson Parkway Project  
Final Environmental Impact Report  
Significant Environmental Effects & Mitigation Measures  
Page 2 of 3

- Install temporary visual barriers between construction staging areas and residences
- Prepare and implement a Lighting Plan, and construct walls and barriers with low-sheen and non-reflective surface materials.
- Provide aesthetic treatments to noise barriers.
- Monitor construction activities within Area of Potential Effects in segments designated highly sensitive for buried archaeological resources and stop work if archaeological materials or human remains of Native American origin are discovered during construction.
- Prepare detailed Master Drainage Plan (MDP) and implement plan requirements and improve under capacity culverts.
- Stop Work if unique geologic or paleontological materials are discovered during construction.
- Develop a Worker Health and Safety Plan.
- Perform soil and groundwater testing to identify and remove contaminated soil.
- Sample, test, and properly handle yellow striping along existing roadway.
- Conduct sampling and analysis of transformer fluid from electrical transformers.
- Test for Aerially Deposited Lead in surface and near-surface soils.
- Perform Phase 2 Environmental Site Assessments for each parcel that requires a full or partial right-of-way take in accordance with requirements of the Final Rule for All Appropriate Inquiries promulgated as an amendment to CERCLA. STA or the appropriate local agency will make every effort to have the property owner, or responsible party, investigate and clean up any contamination prior to acquisition.
- Implement construction mitigation measures to reduce construction emissions, as required by the Bay Area Air Quality Management District (BAAQMD).
- Employ noise-reduction construction measures and prohibit nighttime construction activities.
- Disseminate essential information to residences and implement a Noise Complaint & Response Tracking Program.
- Adopt feasible and reasonable noise abatement measures during final project design.
- Avoid and minimize potential disturbance to riparian communities; waters of the U.S. and non-jurisdictional wetlands, seasonal and perennial drainages and ponds; habitat for special-status plant and animal species; nesting special-status birds and other migratory birds and raptors.
- Compensate for permanent loss or removal of riparian communities; permanent and temporary filling of seasonal wetlands, freshwater marshes, ponds, and other waters of the U.S.; and impacts to individuals or habitat for vernal pool fairy shrimp and vernal pool tadpole shrimp, Contra Costa goldfields, pappose spikeweed, Gairdner's yampah, northwestern pond turtle, Valley elderberry long-horn beetle, or California tiger salamander; or breeding or wintering sites for burrowing owl, nesting or foraging habitat for Swainson's hawk, or nesting sites for white tail kite or northern harrier.
- Modify roadway design to maintain natural hydrology and reduce resource loss and habitat fragmentation.
- Plant native trees in rural landscaping areas.
- Obtain and comply with conditions of Clean Water Act permits and Streambed Alteration Agreement.
- Implement measures to protect water quality during construction.

Jepson Parkway Project  
Final Environmental Impact Report  
Significant Environmental Effects & Mitigation Measures  
Page 3 of 3

- Conduct a Biological Resources Education Program for construction crews and enforce construction restrictions.
- Retain a biologist to monitor construction activities.
- Install barrier fencing around the construction area to identify environmentally sensitive areas.
- Conduct preconstruction surveys for active burrowing owl burrows and implement the CDFG Guidelines for burrowing owl mitigation, if necessary.
- Implement the CDFG guidelines/or Swainson's hawk foraging habitat mitigation and conduct preconstruction surveys for nesting Swainson's hawks.
- Educate construction crews on invasive species control and prevention, and monitor compliance.
- Implement revegetation and restoration measures required in the storm water pollution prevention plan.