

FOLSOM BOULEVARD WIDENING/RAMONA AVENUE EXTENSION PROJECT

SACRAMENTO COUNTY, CALIFORNIA

EA #928303

Federal Aid No. 5002(068)

SCH# 2011072031

Draft Final Environmental Impact Report/Environmental Assessment and Section 4(f) De Minimis Impact Finding



Prepared for the
State of California Department of Transportation
and the City of Sacramento

The environmental review, consultation, and any other action required in accordance with applicable Federal laws for this project is being, or has been, carried out by Caltrans under its assumption of responsibility pursuant to 23 USC 327 and 49 USC 303.



July 2014 June 2012

General Information About This Document

~~What's in this document:~~

~~The California Department of Transportation (Caltrans), as assigned by the Federal Highway Administration (FHWA), is the lead agency for compliance with the National Environmental Policy Act (NEPA) and the City of Sacramento is the lead agency for compliance with the California Environmental Quality Act (CEQA). The City of Sacramento and Caltrans prepared this Environmental Impact Report/Environmental Assessment (EIR/EA), which examines the potential environmental impacts of the alternatives being considered for the proposed project located in Sacramento County, California. The document tells you why the project is being proposed, what alternatives we have considered for the proposed project, how the existing environment could be affected by the proposed project, the potential impacts of each of the alternatives, and the proposed avoidance, minimization, and/or mitigation measures.~~

~~What you should do:~~

- ~~• Please read the document.~~
- ~~• Additional copies of it, and of the technical studies we relied on in preparing it, are available for review at the City, Community Development Department at 300 Richards Boulevard, 3rd Floor, Sacramento, CA, 95811.~~
- ~~• Attend the public meeting on August 2, 2011; 10 am to 12:30 am at~~

~~Power Inn Alliance
5310 Power Inn Road, Suite A
Sacramento, CA 95820~~

- ~~• We would like to hear what you think. If you have any comments regarding the proposed project, please attend the public meeting and/or send your written comments to the City by the deadline.~~
 - ~~• Submit comments via postal mail to either:~~

~~City of Sacramento, Community Development Department,
Attention: Tom Buford
300 Richards Blvd, 3rd Floor, Sacramento, CA 95811~~

~~or~~

~~Caltrans
Attention: Laura Walsh
703 B Street, Marysville, CA 95901~~

- ~~• Submit comments via email to: tbuford@cityofsacramento.org or Laura_Walsh@dot.ca.gov~~
- ~~• Be sure to submit comments by the deadline: August 29, 2011~~

What happens next:

~~After comments are received from the public and reviewing agencies, the City of Sacramento's Community Development Department in partnership with Caltrans, as assigned by the FHWA, may: (1) give environmental approval to the proposed project, (2) do additional environmental studies, or (3) abandon the proposed project. If the proposed project is given environmental approval and funding is appropriated, the City could design and construct all or part of the project.~~

This is the Final Environmental Impact Report (FEIR)/Environmental Assessment (EA) for the Folsom Boulevard Widening/Ramona Avenue Extension Project, located in Sacramento County, California. A public meeting was held on August 2, 2011 to receive input on this combined environmental document. Chapter 4 of this document contains a new section titled Public Comments and Responses which reflects input received at the public meeting held in August 2011 and during the public review period from July 15, 2011 through September 6, 2011. A preferred alternative has now been selected by the lead agency for the project. It is Alternative 1, Option 2. A public hearing is scheduled for June 5, 2012 New City Hall (915 I Street, 1st Floor, Sacramento, CA 95834) to adopt the project and certify the environmental document under CEQA. Following issuance of a Notice of Determination, Caltrans will prepare a FONSI to satisfy NEPA.

Throughout this document a line in the right margin indicates a change from the Draft EIR/EA. Deleted text is shown with strikethrough

For individuals with sensory disabilities, this document can be made available in Braille, in large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please call or write to City, Community Development Department, Attention: Tom Buford at 300 Richards Boulevard, 3rd Floor, Sacramento, CA, 95811; (916) 808-5538 Voice, or use the California Relay Service 1 (800) 735-2929 (TTY), 1 (800) 735-2929 (Voice) or 711.

SCH#2011072031
EA #928303
Federal Aid No. 5002(068)

Improve Folsom Boulevard from the UPRR undercrossing to the U.S. 50 overcrossing and
Ramona Avenue between Brighton Avenue and Cucamonga Avenue and provide a new
extension of Ramona Avenue that will connect to Folsom Boulevard in Sacramento County,
California

FINAL ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL ASSESSMENT

Submitted Pursuant to: (State) Division 13, California Public Resources Code
(Federal) 42 USC 4332(2) C

THE STATE OF CALIFORNIA
Department of Transportation

And

CITY OF SACRAMENTO

Cooperating Agencies:

California Department of Fish and Game
State Office of Historic Preservation
United States Fish and Wildlife Service, Sacramento Office
California Regional Water Quality Control Board, Central Valley Region
State Water Resources Control Board

Date of Approval

5/3/12
Date of Approval

John D. Webb, Chief
Office of Environmental Services
North Region Environmental Division
California Department of Transportation

LE Buford for
Tom Buford
City of Sacramento
Community Development Department

SCH# 2011072031
EA #928303
Federal Aid No. 5002(068)

Improve Folsom Boulevard from the UPRR undercrossing to the U.S. 50 overcrossing and
Ramona Avenue between Brighton Avenue and Cucamonga Avenue and provide a new
extension of Ramona Avenue that will connect to Folsom Boulevard in Sacramento County,
California

**DRAFT ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL ASSESSMENT
AND SECTION 4(F) DE MINIMIS IMPACT FINDING**


Submitted Pursuant to: (State) Division 13, California Public Resources Code
(Federal) 42 USC 4332(2) C and 49 USC 303

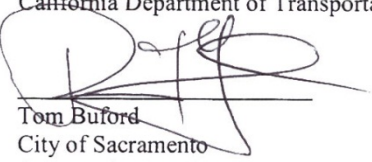
THE STATE OF CALIFORNIA

Department of Transportation
and
CITY OF SACRAMENTO

7 July 2011
Date of Approval

7/11/2011
Date of Approval


John D. Webb, Chief
Office of Environmental Services
North Region Environmental Division
California Department of Transportation


Tom Buford
City of Sacramento
Community Development Department

SUMMARY

Overview of the Project Area

The City of Sacramento (City) in cooperation with the California Department of Transportation (Caltrans), District 3 proposes to extend Ramona Avenue to Folsom Boulevard and improve Folsom Boulevard from the Union Pacific Railroad (UPRR) underpass to the United States Highway 50 (U.S. 50) undercrossing.

Purpose and Need

The purpose of the proposed project (herein after referred to as “preferred alternative”) is to provide a new roadway connection that links Ramona Avenue to Folsom Boulevard. This new connection would help the surrounding business and education communities meet their development goals with the intended outcome to foster job creation and an educated workforce. The purpose and need is supported by and consistent with the California State University Sacramento (CSUS) Master Plan, previously approved Southeast Area Transportation Study (SEAT [City 1999]) and the City of Sacramento General Plan.

The development of land and the layout for the roads, sidewalks, railroad tracks, and light rail station in the vicinity of the project were not built congruently, but sporadically occurring over the last 100 years. These existing conditions set the stage and generated the need for the proposed project. This sporadic land and transportation development along Folsom Boulevard and Ramona Avenue created access constraints to some areas and indirect connections to the roadway network.

In particular, the area bordered by Folsom Boulevard and Ramona Avenue lacks a direct roadway connection to CSUS. Adjacent to Folsom Boulevard toward the north is the CSUS campus. Toward the south is Ramona Avenue bordered by businesses and industrial warehouses. The CSUS is a stakeholder in the proposed project because of their future plans to develop a vacant parcel for academic purposes. This parcel on Ramona Avenue was once occupied by the California Youth Authority (CYA). Currently, a road does not exist that directly links the CSUS campus to the business and industrial area along Ramona Avenue. Mobile continuity does not exist because there are missing sidewalks and bicycle lanes, and the absence of a direct connection between the northern area where the college campus is located and the southern area where business industry is located on Ramona Avenue. In addition, the industrial areas south of Folsom Boulevard along Power Inn Road and the commercial areas north of Folsom Boulevard are not directly connected. Cohesion would be improved between the business and education communities if there was a direct route to link these areas. Alternative modes of travel, such as walking or bicycling, cannot be readily achieved because there are missing sidewalks and bicycle lanes. Collectively, these deficiencies created the need for the proposed project.

The proposed project would also provide the following additional benefits:

- Minimize delay of emergency access to commercial and residential areas along Ramona and Cucamonga Avenues that currently have only a single access point from Power Inn Road.
- Improve vehicular, pedestrian, and bicycle circulation as stipulated in the 1999 SEAT and 65th Street Station Area Studies.
- Provide a roadway that accommodates the future-planned construction of an additional 679 dwelling units including retail, office space, industrial and public areas and future job opportunities for an estimated 4,500 new employees. These economic and job forecasts are consistent with the City of Sacramento's 2030 General Plan.
- Provide a road that directly connects CSUS future plan to develop the CYA 25 acre parcel that is situated adjacent and parallel to Ramona Avenue by providing the necessary multi-modal circulation between the campus and the future development.

Proposed Action

The City proposes to widen Folsom Boulevard between U.S. 50 and the UPRR tracks undercrossing to accommodate the newly added intersection where Ramona Avenue ties into Folsom Boulevard. There would be construction staging areas and utility relocation as part of the proposed project. The proposed project would extend Ramona Avenue to connect to Folsom Boulevard and improve the mobility for pedestrians along Ramona Avenue between Brighton Avenue and Cucamonga Avenue.

Improvements to Ramona Avenue between Cucamonga Avenue and Brighton Avenue would include widening Ramona Avenue to provide sidewalks with landscaping areas, on-street parallel parking, bike lanes, standard street lighting, and an upgraded drainage system, including a potential detention basin. At the intersection of Brighton Avenue and the proposed Ramona Avenue extension, there are two design options discussed in this document: a three-way-stop-controlled intersection or a roundabout intersection. The proposed improvements would conform to the existing driveways and parking lots. In areas where there are no structures, the roadway would conform to the proposed right-of-way.

Joint CEQA/NEPA Document

The proposed project is subject to federal, as well as City and state environmental review requirements because the City proposes the use of federal funds administered by the FHWA. Project documentation, therefore, has been prepared in compliance with both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). The City is the project proponent and the lead agency under CEQA. FHWA's responsibility for environmental review, consultation, and any other action required in accordance with applicable Federal laws for this proposed project is being, or has been, carried out by Caltrans under its assumption of responsibility pursuant to Section 6005 of the Safe Accountable Flexible Efficient Transportation Equality Act-A Legacy for Users (SAFETEA-LU) codified at 23 USC

327(a)(2)(A). Effective July 1, 2007, FHWA has assigned, and Caltrans has assumed, all the United States Department of Transportation (USDOT) Secretary's responsibilities under NEPA. The assignment applies to all projects on the State Highway System (SHS) and all Local Assistance Projects off the SHS within the State of California, with the exception of the responsibilities concerning certain categorical exclusions, which were assigned to Caltrans under the June 7, 2007 Memorandum of Understanding (MOU, renewed June 2010), projects excluded by definition and specific project exclusions (refer to Chapter 38 of the Caltrans Standard Environmental Reference [SER] for more information).

Some impacts determined to be significant under CEQA may not lead to a determination of significance under NEPA. Because NEPA is concerned with the significance of the proposed project as a whole, it is quite often the case that a "lower level" document is prepared for NEPA. One of the most commonly seen joint document types is an Environmental Impact Report under CEQA/Environmental Assessment for NEPA (EIR/EA).

~~Following receipt of public comments on the Draft EIR/EA and circulation of the Final EIR/EA, the lead agencies will be required to take actions regarding the environmental document. The final environmental document includes responses to comments received on the Draft EIR/EA and identifies the preferred alternative. If The City Council will determine whether decides to certify the EIR, a notice of Determination will be published for compliance with the California Environmental Quality Act, and issue Findings of Fact and a Statement of Overriding Considerations and Caltrans will decide whether to issue a Finding of No Significant Impact (FONSI) or require an Environmental Impact Statement (EIS) for the proposed project. A Notice of Availability (NOA) of the FONSI will be sent to the affected units of federal, state, and local government, and to the State Clearinghouse in compliance with Executive Order 12372.~~

Project Impacts

Table 0-1 summarizes the potential impacts between the No-Build Alternative and Alternative 1. The table also summarizes avoidance, minimization, and mitigation measures.

Coordination with the Public and Other Agencies

The Notice of Preparation was released on December 21, 2009 and an early scoping meeting was held on January 6, 2010. Public comments were received during the meeting and by mail to the City. Two comments were received and pertained to building a continuous pedestrian pathway between the U.S. 50 undercrossing and the California State Teachers' Retirement System (CalSTRS) building and improvements along Ramona Avenue in front of the American River Self Storage facility.

An Interagency Consultation meeting was held at the Sacramento Area Council of Governments (SACOG) on December 8, 2010 to discuss the project's effects on air quality conformity (i.e., conformity Hot Spot Analysis). The Regional Planning Partnership concurred that the project is not a project of air quality concern at the Interagency Consultation meeting.

Consultation and Coordination with Public Agencies

An early coordination meeting was held on August 12, 2009 with the Public Utility Commission at their Sacramento Office. This meeting was attended by the City of Sacramento, Caltrans, Mark Thomas and Company, a representative from UPRR, and the Public Utility Commission. The purpose of the meeting was to discuss the Ramona project and its relationship to the CSUS future link, roadway, and railroad crossing details.

A field meeting was held on February 8, 2011 at the proposed project site with the U.S. Fish and Wildlife Service (USFWS) to discuss potential endangered species issues.

Several local, state, and federal agencies were contacted during the preparation of the background technical reports that support this document. They include the following:

- United States Fish and Wildlife Service
- California Department of Fish and Game
- Native American Heritage Commission
- United States Army Corps of Engineers
- California State Office of Historic Preservation
- California Historical Resources Information Center, North Central Information Center
- California Regional Water Quality Control Board
- Sacramento Council of Governments
- Shingle Springs Band of Miwok

Table 0–1. Summary of Impacts and Proposed Avoidance, Minimization and/or Mitigation Measures by Alternative

Impact*		No-Build Alternative	Alternative 1	Avoidance, Minimization and/or Mitigation Measures**
Human Environment				
Land Use	Consistency with Regional Plans	No impacts.	No impacts. Alternative 1 is consistent with regional plans, including the SACOG 2009-2012 MTIP SACOG 2035 MTP.	None.
	Consistency with the City of Sacramento General Plan	No impacts.	No impacts. Alternative 1 is consistent with the City of Sacramento 2030 General Plan.	None.
Parks and Recreation Facilities		No impacts.	No impacts.	None.
Growth		The No-Build Alternative may limit growth and redevelopment potential for areas south of Folsom Boulevard.	No impacts. This alternative would accommodate planned growth and redevelopment of the area. This is a goal that is consistent with the City General Plan policies.	None.
Community Character and Cohesion		No impacts.	No impacts. The alternative would provide benefits to community cohesion by providing connectivity, along with pedestrian and bicycle facilities.	None.
Relocation and Real Property Acquisition		No impacts.	The acquisition of three full properties and frontage of 17 other parcels would be required by this alternative; however, no residents or businesses would be relocated.	All real property transactions shall comply with the property acquisition and relocation standards of the State of California, Caltrans’s Relocation Assistance Program and the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. Property owners shall be compensated in accordance with fair market values based on appraisals.
Environmental Justice		No impacts.	No impacts.	None.
Utilities and Emergency Services		No impacts.	<p><u>Utilities</u></p> <p>There is an existing 230kV electrical tower that will have to be relocated as part of the proposed project. Relocation of this tower may result in the need to relocate additional SMUD powerpoles (see project geometrics, Appendix D). Additional utility relocations, such as light poles, signals, signal controllers, utility poles, utility boxes, manholes, typical for any roadway extension and widening project, may be required if encountered once the project design becomes more detailed.</p> <p><u>Emergency Services</u></p> <p>The proposed project would have no adverse effects on emergency response planning, emergency access and risk exposure. The connectivity between the north and south sides of U.S. 50 could improve emergency response time. Project features such as the addition of sidewalks and bike lanes would improve safety for pedestrians and bicyclists.</p>	<p><u>Utilities</u></p> <p>During construction activities, utility outages may occur; however, residents and business owners will be notified in advance of any outages that may occur due to construction of the proposed project.</p> <p><u>Emergency Services</u></p> <p>Traffic congestion and delays can occur during construction and can result in travel delays; however, these effects can be avoided through standard construction period traffic management planning that includes timely notification of any road closures and detours to police and fire departments and other emergency service providers.</p>

Table 0–1. Summary of Impacts and Proposed Avoidance, Minimization and/or Mitigation Measures by Alternative

Impact*	No-Build Alternative	Alternative 1	Avoidance, Minimization and/or Mitigation Measures**
Traffic and Transportation/ Pedestrian and Bicycle Facilities	Level of Service (LOS) will continue to degrade from present conditions.	<p>Under Alternative 1, four intersections would operate at LOS F***:</p> <ul style="list-style-type: none"> • Folsom Boulevard/65th Street (LOS F during AM and PM peak hours); • Folsom Boulevard/State University Drive East (LOS F during AM and PM peak hours); • Folsom Boulevard/Howe Avenue/Power Inn Road (LOS F during AM and PM peak hours); and • Folsom Boulevard/Ramona Avenue (LOS F during AM and PM peak hours). <p>To achieve conformance with the LOS policy for exempt locations as specified in the City’s 2030 General Plan, the proposed project would need to provide improvements to other parts of the city-wide transportation system to improve system-wide roadway capacity, make intersection improvements, or enhance non-auto travel modes in furtherance of the General Plan goals.</p> <p>The proposed project would comply with these goals by providing a substantial improvement in connectivity in the study area. The proposed project also provides new on-street bicycle lanes and sidewalks along the extension, providing a substantial enhancement for pedestrians and bicyclists in the project area and surrounding vicinity.</p>	The intersections listed that would operate at LOS F are along an exempt roadway segment of Folsom Boulevard as defined in the City’s 2030 General Plan; therefore, no avoidance, minimization and/or mitigation measures are applicable.
Visual/Aesthetics	No impacts.	No impacts.	None.
Cultural Resources	No impacts.	<p>A historic property, the Brighton Underpass and Flood Gate, is located within the proposed project area, and is eligible for inclusion in the National Register of Historic Places (NRHP). The State Historic Preservation Officer (SHPO) concurred with this finding in a letter dated May 24, 2010. Additionally, the Sacramento Valley Railroad (SVRR) was previously determined eligible for listing in the NRHP at the state level of significance. Both properties are considered historical resources for the purposes of CEQA and NEPA.</p> <p>Avoidance and minimization measures have been established to result in a “no historic properties affected” under the Section 106 Process of the National Historic Preservation Act of 1966. This is considered as, a less-than-significant finding under CEQA.</p>	<p>In order to avoid adverse effects to the Brighton Underpass and Flood Gate, the construction contract shall include the following avoidance and minimization measures to protect the property:</p> <ul style="list-style-type: none"> • The existing concrete and asphalt concrete pavement shall be saw-cut three (3) feet from the underpass and Flood Gate face. In order to break the concrete or asphalt, a backhoe with a jackhammer attachment or loader shall be used if the work is being done more than three (3) feet away from the structures. The equipment shall be located a safe distance from the structures so any arms or attachments cannot reach the structures. A hand-held hydraulic jackhammer shall be used to break existing concrete into pieces within three (3) feet of the structures’ face. The broken concrete shall then be removed by hand. The underpass and Flood Gate face shall be protected by a minimum one (1)-inch-thick foam board, which is generally used for insulation. • Ride-on machinery shall be used to compact the ground five (5) feet or more away from the face of the structures. Hay bales shall be stacked three rows high along the face of the structures to a height of six (6) feet for work performed more than five (5) feet away from the property. A vibrator plate tamper shall be used to compact the material that is within five (5) feet of the structures’ face, at which time the structures shall be protected with minimally a one (1)-inch-thick foam board. • The new roadbed shall be separated from the existing structures by a 0.5-inch-thick fiber expansion joint. The concrete shall be poured from a concrete truck and would be finished using hand tools. The existing structures shall be protected with plastic sheeting to prevent concrete from splattering onto the existing structures.
Physical Environment			
Hydrology and Flood plain	No impacts.	The proposed project site is currently within the “Shaded Zone X” flood zone, as specified in the Flood Insurance Rate Maps (FIRM). This zone is applied to areas of the City that are areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood. Since the proposed project is outside of the 100-year flood plain, there would be no increased risk of exposure to people or property.	Mitigation or minimization would be provided by design elements of the project through construction of a detention basin or construction of an oversized pipeline (24-60 inches in diameter) in the extended portion of Ramona Avenue that would connect to the existing pipeline in Ramona Avenue that flows to the south.

Table 0–1. Summary of Impacts and Proposed Avoidance, Minimization and/or Mitigation Measures by Alternative

Impact*	No-Build Alternative	Alternative 1	Avoidance, Minimization and/or Mitigation Measures**
Water Quality and Storm Water Runoff	No impacts.	Potential storm water quality impacts could occur during construction. The proposed project would disturb more than 1 acre and construction would occur after July 1, 2010; therefore, the proposed project will need to obtain coverage under the State’s Regional Water Quality Control Board General Construction Storm Water Permit.	To obtain coverage under this Construction General Permit, dischargers must file Permit Registration Documents, which include a Notice of Intent, a calculation of risk level, a Storm Water Pollution Prevention Plan (SWPPP), and other compliance-related documents required by the General Permit. The SWPPP must be prepared by a Qualified SWPPP Developer. The SWPPP would define the activities on the construction site and the potential pollutants that could be generated, and describes the measures that shall be taken to prevent storm water pollution.
Hazardous Waste/Materials	No impacts.	<p>The U.S. 50 undercrossing over Folsom Boulevard may contain asbestos-containing materials (ACM) and lead-based paint (LBP) in its construction materials.</p> <p>Active railroad tracks are present to the north and west of Ramona Avenue. United States Geological Survey (USGS) historical maps and aerial photos have shown the tracks to be present since late 19th century. The soil within the railroad right-of-way may be impacted with heavy metals, total petroleum hydrocarbons such as diesel, and polynuclear aromatic hydrocarbons (PNAs).</p> <p>A review of previous land use and the site reconnaissance indicated that the nearby roadways have supported vehicular activities as early as 1937. The surface soils along these roadways may be affected by deposition of aerial lead. Additionally, the pavement markings consist of yellow paint and possibly thermoplastic stripes that contain lead.</p> <p>The properties within the proposed right-of-way have been in agricultural use since the early 20th century. The soil within the study area may be impacted with hazardous levels of pesticides, herbicides and arsenic.</p>	<p>The following measures shall be conducted prior to construction to determine if the area of disturbance for the proposed project or any newly purchased right-of-way is impacted by hazardous materials:</p> <ul style="list-style-type: none"> • Surface soils shall be tested by a California Occupational Safety and Health Act certified consultant for agricultural chemicals and aerially deposited lead. A work plan describing sampling locations and sampling and analytical methods shall be prepared prior to start of work and submitted to the City’s project manager. If the soils are found to be contaminated following testing, then the provisions from the certified soil tester and the California Department of Toxic Substance Control guidelines on pesticides/herbicides concentrations will be followed and carried out when handling contaminated soil. A site-specific health and safety plan and/or lead compliance plan would be developed and implemented to minimize public/worker health exposure to potential hazardous materials. • Soil samples shall be collected by a California Occupational Safety and Health Act certified consultant within the railroad right-of-way and the proposed project area, and analyzed for heavy metals, total petroleum hydrocarbons as diesel, and PNAs. A work plan describing sampling locations and sampling and analytical methods shall be prepared prior to start of work and submitted to the City’s project manager. A site-specific health and safety plan would be developed and implemented to minimize public/worker health exposure to potential hazardous materials. • An ACM investigation shall be performed by an inspector certified by Asbestos Hazardous Emergency Response Act (AHERA) under Toxic Substance Control Act (TSCA) Title II and certified by Cal OSHA under State of California rules and regulations (California Code of Regulations, Section 1529) if any existing buildings or bridge structures would be impacted by the project.

Table 0–1. Summary of Impacts and Proposed Avoidance, Minimization and/or Mitigation Measures by Alternative

Impact*	No-Build Alternative	Alternative 1	Avoidance, Minimization and/or Mitigation Measures**
<p>Air Quality</p>	<p>No impacts.</p>	<p>The alternative would not increase concentrations of criteria pollutants or mobile source air toxins. The proposed project would generate fugitive dust PM10 and PM2.5 emissions during construction activities.</p>	<p>Project impacts related to particulate matter will be considered avoided or minimized with implementation of the following Basic Construction Emission Control Practices.</p> <ul style="list-style-type: none"> • Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads. • Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways shall be covered. • Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited. • Limit vehicle speeds on unpaved roads to 15 miles per hour (mph). • All roadways, driveways, sidewalks, parking lots to be paved shall be completed as soon as possible. In addition, building pads shall be laid as soon as possible after grading unless seeding or soil binders are used. • Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes (as required by the state airborne toxics control measure [Title 13, Section 2485 of the California Code of Regulations]). Provide clear signage that posts this requirement for workers at the entrances to the site. • Maintain all construction equipment in proper working condition according to manufacturer’s specifications. The equipment shall be checked by a certified mechanic and determine to be running in proper condition before it is operated.
<p>Noise</p>	<p>No impacts.</p>	<p>During construction of the alternative, noise from construction activities may intermittently dominate the noise environment in the immediate area of construction. It is expected that the construction noise during the nighttime periods would result in a significant noise impact. Minor impacts related to temporary construction noise caused by heavy machinery can be avoided or minimized.</p> <p>Traffic noise modeling results indicate that the proposed project would not result in noise levels that would approach or exceed the noise abatement criteria (NAC) of 67 dBA Leq(h) at any of the Activity Category B receptors. Additionally, none of the proposed project-related increases in noise levels exceed the 12 dBA Leq(h) threshold that would require consideration of noise abatement. Therefore, no noise abatement consideration is considered necessary for these receptors. One commercial-use receptor would experience noise levels that would approach or exceed the NAC criteria of 72 dBA Leq(h) at an Activity Category C land use. However, noise abatement is only considered for areas of frequent human use that would benefit from a lowered noise level, such as exterior recreation areas including residential yards and common use areas. Because the receptor is a commercial use that does not involve outdoor recreation activities or outside seating, it would not warrant consideration of noise abatement. No noise abatement measures are required.</p>	<p>Construction noise during the daytime hours is considered less than significant with compliance with the City Code. The City of Sacramento has adopted a noise ordinance to reduce the impact of construction noise. Sacramento City Code Chapter 8.68 is used to limit noise from fixed sounds, including construction activities.</p> <ul style="list-style-type: none"> • Construction activities are exempt from the City Noise Ordinance (Section 8.68.080) when activities are conducted between the hours of 7 AM and 6 PM, Monday through Saturday, and between 9 AM and 6 PM on Sunday (City Code 8.68.080). • Any adjacent residences within the proposed project vicinity shall be notified prior to any nighttime or weekend construction activities. <p>Construction noise during the nighttime periods may result in a significant noise impact. Pneumatic tools and demolition equipment operations shall be limited to the daytime hours. Additionally, residents shall be notified in advance of nighttime construction activities. To the extent possible, the nighttime construction work shall be limited to the portion of the project site furthest from the residences.</p> <ul style="list-style-type: none"> • All equipment shall have sound-control devices that are no less effective than those provided on the original equipment. No equipment will have an unmuffled exhaust.

Table 0–1. Summary of Impacts and Proposed Avoidance, Minimization and/or Mitigation Measures by Alternative

Impact*	No-Build Alternative	Alternative 1	Avoidance, Minimization and/or Mitigation Measures**
Noise (concluded)			<ul style="list-style-type: none"> The City’s contractor shall implement appropriate additional noise mitigation measures, including changing the location of stationary construction equipment, turning off idling equipment, rescheduling construction activity, notifying adjacent residents in advance of construction work, and installing acoustic barriers around stationary construction noise sources.
Biological Environment			
Natural Communities	No impacts.	This alternative would result in direct impacts to 0.58 0.012 acre and indirect impacts to 0.64 0.561 acre of seasonal wetland habitat.	Environmental sensitive areas that can be avoided by direct project impacts, but may be indirectly impacted by construction activities shall be marked in the field with temporary orange mesh safety fencing with the assistance of a qualified biologist.
Wetlands and Other Waters	No impacts.	Alternative 1 would result in direct impacts to 0.58 0.012 acre and indirect impacts to 0.64 0.561 acre of seasonal wetland habitat.	<p>See next page Threatened and Endangered Species for mitigation measures for seasonal wetland impacts.</p> <p>To protect water quality and aquatic life in off-site seasonal wetlands downstream, the contractor shall implement standard Best Management Practices (BMPs) during and after construction. BMPs measures include, but are not limited to:</p> <ul style="list-style-type: none"> Construction in or near seasonal wetlands shall only occur during the dry season (as it is defined in the California Department of Fish and Game (CDFG) 1600 permit). The contractor shall coordinate with CDFG and Regional Water Quality Control Board to obtain all required permits and comply with all terms and conditions of the permits. At no time shall heavy equipment operate in flowing water or saturated soils.
			<ul style="list-style-type: none"> Prior to the start of work, including any road grading, the contractor shall install silt-fencing, straw bales, sediment catch basins, straw logs or rolls, or other sediment barriers to keep erodible soils and other pollutants from entering drainages. Before the first heavy rains and prior to removing the barriers, soil or other sediments or debris that accumulates behind the barriers shall be removed and transported away for disposal. Disruption of soils and vegetation near drainages shall be minimized to limit potential erosion and sedimentation; disturbed areas shall be graded to minimize surface erosion and siltation; bare soils shall be immediately stabilized and revegetated. Seeded areas shall be covered with broadcast straw or mulch. If straw is used for mulch or for erosion control, only certified weed-free straw shall be used to minimize the risk of introduction of noxious weeds, such as yellow star thistle. <p>The contractor shall exercise every reasonable precaution to protect drainages from pollution with fuels, oils, bitumen, calcium chloride, and other harmful materials. Construction byproducts and pollutants such as oil, cement, and wash water shall be prevented from discharging into or near these resources and shall be collected and removed from the site. No slash or other natural debris shall be placed in or adjacent to drainages. All construction debris and associated materials and litter shall be removed from the work site immediately upon completion.</p>
Plant Species	No impacts.	No impacts. No special status plant species are located in the proposed project.	None.

Table 0–1. Summary of Impacts and Proposed Avoidance, Minimization and/or Mitigation Measures by Alternative

Impact*	No-Build Alternative	Alternative 1	Avoidance, Minimization and/or Mitigation Measures**
Animal Species	No impacts.	Marginally suitable habitat is present for burrowing owls (a California Species of Special Concern protected under the Migratory Bird Treaty Act) along the UPRR tracks. No burrowing owls were observed in or near the proposed project during the 2004 and 2009 surveys. Potential impacts to burrowing owls and nesting birds would be avoided/minimized through preconstruction surveys.	<p>Preconstruction surveys for burrowing owls shall be conducted before disturbing any sites that have potential habitat for this species. If the surveys reveal the presence of burrowing owls in or near the construction area, California Department of Fish and Game (CDFG) recommends the following mitigation measures:</p> <ul style="list-style-type: none"> • Occupied burrows shall not be disturbed during the nesting season (February 1 through August 31) unless a qualified biologist approved by CDFG verifies through non-invasive methods that either: (1) the birds have not begun egg-laying and incubation; or (2) that juveniles from the occupied burrows are foraging independently and are capable of independent survival; • To offset the loss of foraging and burrow habitat on the project site, a minimum of 6.5 acres of foraging habitat (calculated on 300 feet foraging radius around the burrow) per pair or unpaired resident bird, shall be acquired and permanently protected. The protected lands shall be adjacent to occupied burrowing owl habitat and at a location acceptable to CDFG. Protection of additional habitat acreage per pair or unpaired resident bird may be applicable in some instances. Mitigation guidelines developed by the California Burrowing Owl Consortium shall be incorporated into the mitigation requirements; • When destruction of occupied burrows is unavoidable, existing unsuitable burrows shall be enhanced (enlarged or cleared of debris) or new burrows created (by installing artificial burrows) at a ratio of 2:1 on the protected lands site; • If owls must be moved away from the disturbance area, passive relocation techniques shall be used rather than trapping. At least one or more weeks shall be necessary to accomplish this and allow the owls to acclimate to alternate burrows; and • The project sponsor shall provide funding for long-term management and monitoring of the protected lands. The monitoring plan shall include success criteria, remedial measures, and an annual report to CDFG.
Threatened and Endangered Species	No impacts.	<p><u>Vernal Pool Invertebrates</u> Proposed project would result in the permanent loss of 4.18 0.012 acre under both Design Options 1 and 1.19 acres under Design Option 2 of potentially occupied habitat for the California fairy shrimp and the California clam shrimp, and possibly one or more species of listed <i>Branchinecta</i>.</p> <p>Design Option 1 would result in 0.01 0.561 acre of indirect impacts to seasonally-inundated wetlands potentially occupied habitat for the California fairy shrimp and the California clam shrimp, and possibly one or more species of listed <i>Branchinecta</i>.</p> <p>Loss of habitat is likely to adversely affect vernal pool invertebrates. This is a significant impact under CEQA that would be mitigated by the proposed project.</p> <p><u>Valley Elderberry Longhorn Beetle</u> Field surveys in 2004 revealed a single blue elderberry shrub at the light signal on the northeastern embankment of the UPRR tracks. This elderberry shrub had been removed by the time the 2009 surveys were conducted. A site visit in July 2010 revealed that this shrub had begun to resprout on the UPRR levee. The elderberry bush is located outside of the direct impact area established for the proposed project.</p>	<p><u>Vernal Pool Invertebrates</u> To minimize impacts of the project on the regional population of vernal pool invertebrates, wetland credits will be purchased at a USFWS-approved mitigation site with preserved vernal pools in Sacramento County at a ratio of 3:1 for direct impacts (3.54 0.012 acres) and 2:1 for indirect impacts (0.03 0.561 acres) for the (Design Option 2). (0.03 acre) under Design Option 1 and a ratio of 3:1 for direct impacts (3.57 acres) under Design Option 2.</p> <p><u>Valley Elderberry Longhorn Beetle</u> The elderberry shrub shall be provided with at least a 25-foot environmentally sensitive area (ESA) buffer.</p>

Table 0–1. Summary of Impacts and Proposed Avoidance, Minimization and/or Mitigation Measures by Alternative

Impact*	No-Build Alternative	Alternative 1	Avoidance, Minimization and/or Mitigation Measures**
Invasive Species	No impact.	Construction activities and movement of heavy equipment would promote the spread of weeds. Weed seeds can be carried in the soil on tires or under-carriages of vehicles and dropped in disturbed areas predisposed to their establishment.	In compliance with the Executive Order (EO) on Invasive Species, EO 13112, and subsequent guidance from the FHWA, the landscaping and erosion control included in the project shall not use species listed as noxious weeds. In areas of particular sensitivity, extra precautions shall be taken if invasive species are found in or adjacent to the construction areas. These include the inspection and cleaning of construction equipment and eradication strategies to be implemented should an invasion occur.

*Impact criteria are listed in the order of appearance in the Environmental Impact Report/Environmental Assessment (EIR/EA) Chapter 2.

**The City of Sacramento or designated contractor shall implement all avoidance, minimization and/or mitigation measures for the project.

Permits and Approval Needed

The following permits and approvals will be required for project construction (Table 0–2).

Table 0–2. Permits Needed for the Proposed Project

Agency	Permit/Approval	Status
California Regional Water Quality Control Board (Central Valley)	National Pollutant Discharge Elimination System (NPDES) General Construction Storm Water Permit	If the area of land to be graded, excavated, or otherwise disturbed will be one acre or more or if the area is under one acre and the construction project will affect water quality, the contractor shall file Permit Registration Documents, which include a Notice of Intent, a calculation of risk level, a Storm Waste Pollution Prevention Plan (SWPPP), and other compliance related documents required by the General Permit.
	Waste Discharge Requirements (WDR)	ACOE determined that only non-jurisdictional waters of the State (waters not under federal jurisdiction, or non-federal waters) are present at the project site (Appendix F). Therefore, under the California Porter-Cologne Water Quality Act, the project will require a Waste Discharge Requirement (WDR) from the Central Valley Water Board for discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands.
United States Fish and Wildlife Service	Compliance with Section 7 of the Federal Endangered Species Act	Formal consultation was initiated with USFWS regarding potential impacts to listed vernal pool invertebrates and valley elderberry longhorn beetle. is currently on-going for the proposed project. A formal Biological Opinion will be was issued by the USFWS on [redacted] before this environmental document is finalized.

TABLE OF CONTENTS

SUMMARY	vi
Overview of the Project Area	vi
Purpose and Need	vi
Proposed Action.....	vii
Joint CEQA/NEPA Document.....	vii
Project Impacts.....	viii
Coordination with the Public and Other Agencies	viii
Consultation and Coordination with Public Agencies	ix
Permits and Approval Needed	xvii
1.0 PROPOSED PROJECT	1-1
1.1 Introduction.....	1-1
1.2 Purpose and Need	1-3
1.3 Project Description.....	1-5
1.3.1 Alternatives.....	1-5
1.4 Alternatives Considered but Eliminated from Further Discussion	1-7
1.5 Permits and Approval Needed	1-8
2.0 AFFECTED ENVIRONMENT, ENVIRONMENTAL CONSEQUENCES, AND AVOIDANCE, MINIMIZATION AND/OR MITIGATION	2-1
2.1 Human Environment.....	2-1
2.1.1 Land Use	2-1
2.1.2 Growth	2-4
2.1.3 Community Impacts.....	2-5
2.1.4 Utilities and Emergency Services	2-11
2.1.5 Traffic and Transportation/Pedestrian and Bicycle Facilities.....	2-14
2.1.6 Cultural Resources	2-19
2.2 Physical Environment	2-24
2.2.1 Hydrology and Flood Plain.....	2-24
2.2.2 Water Quality and Storm Water Runoff	2-28
2.2.3 Hazardous Waste/Materials	2-33
2.2.4 Air Quality	2-38
2.2.5 Noise	2-50
2.3 Biological Environment	2-59

2.3.1	Natural Communities	2-59
2.3.2	Wetlands and Other Waters	2-60
2.3.3	Plant Species	2-64
2.3.4	Animal Species	2-65
2.3.5	Threatened and Endangered Species	2-69
2.3.6	Invasive Species.....	2-77
3.0	CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) EVALUATION...	3-1
3.1	Determining Significance under CEQA	3-1
3.2	Discussion of Significance of Impacts.....	3-1
3.2.1	Less-than-Significant Environmental Effects of the Proposed Project.....	3-1
3.2.2	Significant Environmental Effects of the Proposed Project	3-2
3.2.3	Unavoidable Significant Environmental Effects	3-2
3.3	Climate Change.....	3-2
3.3.1	Regulatory Setting	3-2
3.3.2	Project Analysis	3-5
3.3.3	Construction Emissions	3-8
3.3.4	Assembly Bill (AB) 32 Compliance	3-9
3.3.5	Adaptation Strategies	3-13
3.4	Mitigation Measures for Significant Impacts under CEQA	3-15
4.0	COMMENTS AND COORDINATION	4-1
4.1	Scoping Process	4-1
4.2	Agency Consultation and Coordination.....	4-1
4.3	Public Participation.....	4-2
4.4	Public Comments and Responses	4-2
4.4.1	Comments Received	4-3
5.0	LIST OF PREPARERS.....	5-1
6.0	DISTRIBUTION LIST.....	6-1
7.0	REFERENCES.....	7-1

APPENDICES

- Appendix A. CEQA Checklist
- Appendix B. Title VI Policy Statement
- Appendix C. Minimization and/or Mitigation Summary
- Appendix D. Project Geometrics (Identification of Preferred Alternative)
- Appendix E. List of Technical Studies
- Appendix F. Coordination
- Appendix G. Section 4(f)

TABLES

Table 0–1. Summary of Impacts and Proposed Avoidance, Minimization and/or Mitigation Measures by Alternative x

Table 0–2. Permits Needed for the Proposed Project- xvii

Table 1–1. Permits Needed for the Proposed Project- 1-9

Table 2–1. Project Consistency with the City General Plan 2-2

Table 2–2. Right-Of-Way Acquisitions 2-9

Table 2–3. Median Household and Family, 1999 2-10

Table 2–4. Housing Receiving Public Assistance and Persons in Poverty, 1999 2-10

Table 2–5. Existing Intersection LOS Operations 2-16

Table 2–6. Existing Conditions for Roadway Segments 2-17

Table 2–7. LOS Operations under the No-Build Alternative and Alternative 1. 2-18

Table 2–8. Ambient Air Quality Standards Applicable in California 2-42

Table 2–9. Air Quality Attainment Status Designations for Sacramento County 2-43

Table 2–10. Ozone Monitoring Report 2-43

Table 2–11. Carbon Monoxide Monitoring Results 2-44

Table 2–12. PM₁₀ Monitoring Results 2-44

Table 2–13. PM_{2.5} Monitoring Results 2-45

Table 2–14. Project VMT Summary 2-49

Table 2–15. Noise Abatement Criteria 2-51

Table 2–16. Exterior Noise Compatibility Standards 2-53

Table 2–17. Exterior Incremental Noise Impact Standards 2-54

Table 2–18. Predicted Future Noise Analysis – No Build & Alternative 1 2-56

Table 2–19. Construction Equipment Noise 2-57

Table 2–20. Fairy Shrimp Habitat Project Impact 2-71

Table 2–21. Summary of Projects and Actions Considered for Cumulative Impacts Analysis 2-77

Table 3–1. Summary of Significant Environmental Effects 3-2

Table 3–2. Climate Change Strategies 3-12

Table 4-1. Folsom Boulevard Widening/Ramona Avenue Project Draft EIR/EA–
Comments 4-3

FIGURES

Figure 1–1. Project Vicinity and Location Map 1-2

Figure 2–1. Project Study Area by Census Tract and Block Groups (Source: ESRI/Microsoft) 2-7

Figure 2–2. Drainage Basins in the Project Vicinity 2-27

Figure 2–3. Noise Levels of Common Activities 2-52

Figure 2–4. Noise Model Receptor Locations 2-55

Figure 2–5. Seasonal Wetland Impacts Alternative 1 Design Option 1 2-73

Figure 2–6. Seasonal Wetland Impacts Alternative 1 Design Option 2 2-74

Figure 2–7. Elderberry ESA Fencing Map 2-76

Figure 3–1. California Greenhouse Gas Inventory 3-6

Figure 3–2. Outcome of Strategic Growth Plan 3-10

1.0 PROPOSED PROJECT

1.1 Introduction

The City of Sacramento (City), in cooperation with the California Department of Transportation (Caltrans) District 3, proposes to extend Ramona Avenue to Folsom Boulevard and improve Folsom Boulevard from the Union Pacific Railroad (UPRR) underpass to the United States Highway 50 (U.S. 50) undercrossing.

The proposed project is subject to Federal, as well as City and state environmental review requirements because the City proposes the use of Federal funds administered by the FHWA and/or the proposed project requires a FHWA approval action. Project documentation, therefore, has been prepared in compliance with both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). The City is the Project Proponent and the lead agency under CEQA. FHWA's responsibility for environmental review, consultation, and any other action required in accordance with applicable Federal laws for this proposed project is being, or has been, carried out by Caltrans under its assumption of responsibility pursuant to Section 6005 of the Safe Accountable Flexible Efficient Transportation Equality Act-A Legacy for Users (SAFETEA-LU) codified at 23 U.S.C. 327(a)(2)(A). Effective July 1, 2007, FHWA has assigned, and Caltrans has assumed, all the United States Department of Transportation (USDOT) Secretary's responsibilities under NEPA. The assignment applies to all projects on the State Highway System (SHS) and all Local Assistance Projects off the SHS within the State of California, with the exception of the responsibilities concerning certain categorical exclusions, which were assigned to Caltrans under the June 7, 2007 MOU (renewed June 2010), projects excluded by definition and specific project exclusions (refer to Chapter 38 of the Standard Environmental Reference (SER) for more information).

The proposed project is situated along Folsom Boulevard and Ramona Avenue in the City and County of Sacramento, California. It is located on the south side of the California State University, Sacramento (CSUS) campus and approximately 4.5 miles east of downtown Sacramento (Figure 1-1). The new improvements would conform to the UPRR tracks underpass on Folsom Boulevard and would extend to just before the U.S. 50 undercrossing. A new road alignment would be constructed connecting Ramona Avenue to Folsom Boulevard. The extension would require a new at-grade crossing at a set of railroad tracks called the Placerville Industrial Lead, which is owned by Joint Powers Authority, maintained by Sacramento Regional Transit and operated by UPRR. The new roadway would include two lanes, one in each direction, bike lanes in both directions and a sidewalk on the northeast side only.

Folsom Boulevard is a major east-west arterial that parallels U.S. 50 for the majority of the route. Development along Folsom Boulevard occurred between the 1950s and 1960s. Primary land uses along this roadway include commercial development, office buildings and the CSUS campus. Along Ramona Avenue, land uses are commercial and industrial in nature with some undeveloped parcels.

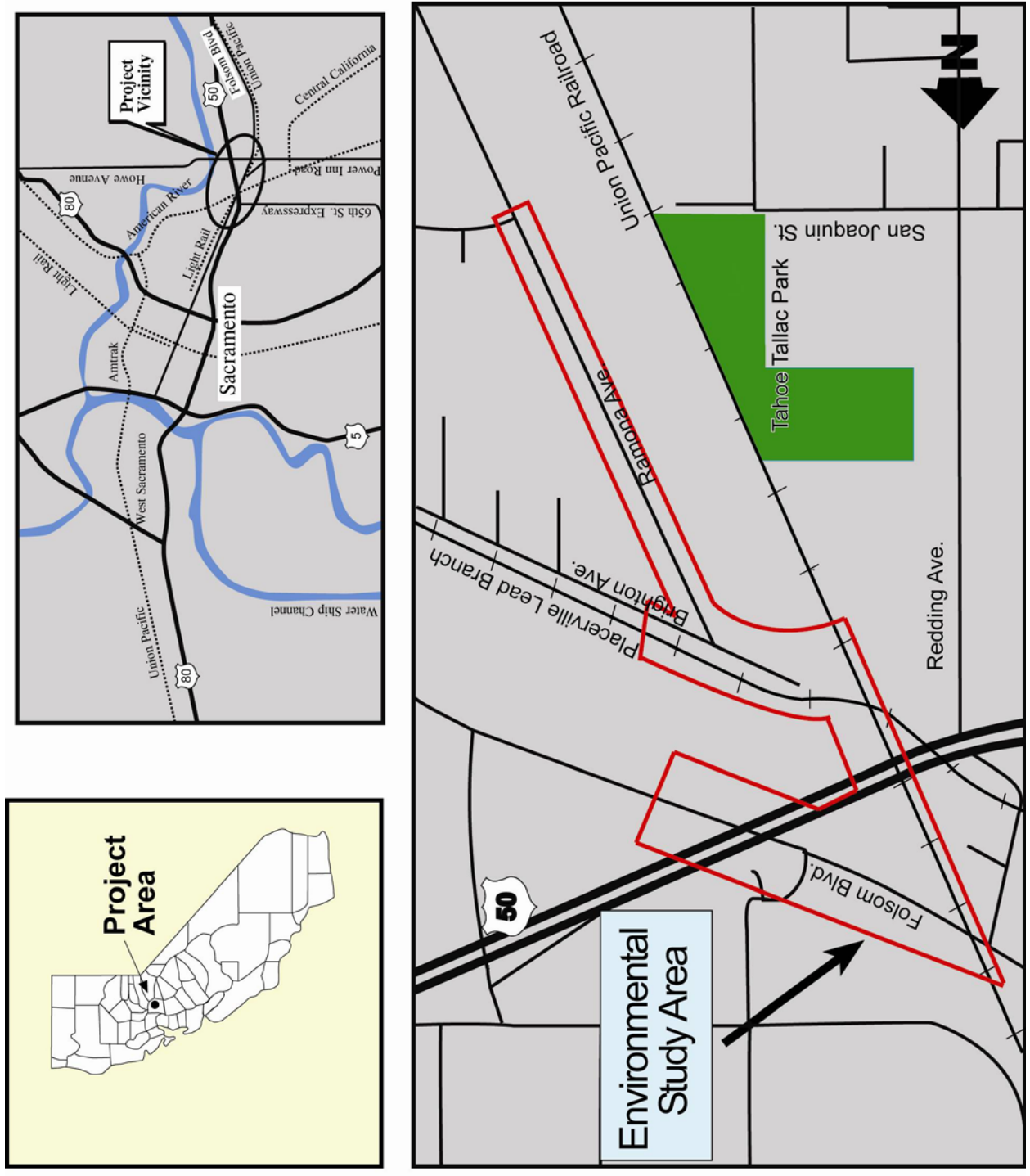


Figure 1-1. Project Vicinity and Location Map

Currently, the area surrounding the proposed project lacks landscaping, pedestrian and bicycle facilities, conforming shoulders, and capacity needed to carry traffic during peak hours.

CSUS anticipates developing the California Youth Authority (CYA) property, a 25-acre parcel located along Ramona Avenue. The Ramona Avenue Extension would provide the most direct connection between the CSUS campus and the newly developed property.

Additionally, the area west of Power Inn Road and east of the UPRR tracks has been identified as a special planning area in the City's 2030 General Plan and is slated for development into a technical center through a partnership with CSUS and the City. In 2008, the City and CSUS entered into a Memorandum of Understanding (MOU) agreeing on strategic cooperation goals for planning, education and employment options in the CSUS vicinity. The MOU established the goals for the extension of Ramona Avenue to Folsom Boulevard.

1.2 Purpose and Need

The purpose of the proposed project is to provide a new roadway connection that links Ramona Avenue to Folsom Boulevard. This new connection would help the surrounding business and education communities meet their development goals with the intended outcome to foster job creation and an educated workforce. The purpose and need is supported by and consistent with the CSUS Master Plan, previously approved by SEAT (City 1999) and the City of Sacramento General Plan.

The development of land and the layout for the roads, sidewalks, railroad tracks, and light rail station were not built congruently, but sporadically occurring over the last 100-years. These existing conditions set the stage and generated the need for the proposed project. This sporadic land and transportation development along Folsom Boulevard and Ramona Avenue created access constraints to some areas and indirect connections to the roadway network.

In particular, the area bordered by Folsom Boulevard and Ramona Avenue lacks a direct roadway connection. Adjacent to Folsom Boulevard towards the north is the CSUS campus. Towards the south is Ramona Avenue bordered by businesses and industrial warehouses. The CSUS is a stakeholder in the proposed project because of their future plans to develop a vacant parcel for academic purposes. This parcel on Ramona Avenue was once occupied by the California Youth Authority. Currently, a road does not exist that directly links CSUS campus to the business and industrial area along Ramona Avenue. Mobile continuity does not exist because there are missing sidewalks and bicycle lanes, and the absence of a direct connection between the northern area where the college campus is located and the southern area where business industry is located on Ramona Avenue. In addition, the industrial areas south of Folsom Boulevard along Power Inn Road and the commercial areas north of Folsom Boulevard are not directly connected. Cohesion would be improved between the business and education communities if there was a direct route to link these areas. Alternative modes of travel, such as walking or bicycling, cannot be readily achieved because there are missing sidewalks and bicycle lanes. Collectively, these deficiencies created the need for the proposed project.

The proposed project would also provide the following additional benefits:

- Minimize delay of emergency access to commercial and residential areas along Ramona and Cucamonga avenues that currently have only a single access point from Power Inn Road.
- Improve vehicular, pedestrian, and bicycle circulation as stipulated in the 1999 SEAT and 65th Street Station Area Studies.
- Provide a roadway that accommodates the future-planned construction of an additional 679 dwelling units including retail, office space, industrial and public areas and future job opportunities for an estimated 4500 new employees. These economic and job forecasts are consistent with the City of Sacramento's 2030 General Plan.
- Provide a road that directly connects CSUS future plan to develop the CYA 25-acre parcel that is situated adjacent and parallel to Ramona Avenue by providing the necessary multi-modal circulation between the campus and the future development.

Logical Project Termini and Independent Utility

The Federal Highway Administration (FHWA) provides regulations that outline steps project proponents need to establish when framing a highway project. The three steps include logical termini, independent utility and restricting consideration of future alternatives. Under the first named, a project must have sufficient length to address environmental matters on a broad scope. Independent utility or independent significance is explained as a project having reasonable expenditure even if no additional transportation improvements in an area are made. Finally, a project must not restrict reasonable foreseeable transportation improvements.

The proposed project has clear logical termini because it would maintain rational end points. For example, the extension of Ramona Avenue that would terminate in a new intersection on Folsom Boulevard provides a logical access point. The location has been established in consideration of reasonable alternatives and environmental impacts. Widening Folsom Boulevard would also be necessary to accommodate the new intersection/connection. Logical termini along Folsom Boulevard was based on the presence of a National Register of Historic Places historic property (i.e., Brighton Underpass and Floodgates) that is situated immediately west of the proposed intersection of Ramona Avenue and Folsom Boulevard. Improvements to Folsom Boulevard would continue in an easterly direction just past the existing Highway 50 overcrossing and eventually conform to the existing roadway.

The Folsom Boulevard Widening/Ramona Avenue Extension maintains its independent utility because it functions as a stand-alone project without forcing other improvements that have impacts. The proposed improvements would not restrict consideration of other reasonable foreseeable transportation improvements.

1.3 Project Description

The goals and objectives for the Folsom Boulevard Widening and Ramona Avenue Extension Project were derived and supported by the SEAT Study (City of Sacramento 1999). The project proposes to widen Folsom Boulevard between U.S. 50 and the UPRR tracks underpass. There would be construction staging areas and utility relocation as part of the proposed project. It would also improve Ramona Avenue between Brighton Avenue and Cucamonga Avenue, and provide a new extension of Ramona Avenue that would connect to Folsom Boulevard. Major elements of the proposed project are discussed below.

Improvements to Ramona Avenue between Cucamonga Avenue and Brighton Avenue would include widening Ramona Avenue to include sidewalks with landscaping areas, on-street parallel parking, bike lanes, standard street lighting, and an upgraded drainage system including either a detention basin or oversized drainage pipes. The proposed improvements would conform to the existing driveways and parking lots. In areas where there are no structures, the roadway would conform to the proposed right-of-way.

1.3.1 Alternatives

Several alternatives were developed and considered by the Folsom Boulevard Widening and Ramona Avenue Extension Project team (City's Department of Transportation, the Caltrans District 03 staff along with engineering and environmental planning consultants [Mark Thomas and Company, Fehr & Peers Transportation Consultants, and PAR Environmental Services, Inc.]). Alternatives that were considered but rejected are discussed in Section 1.4. Alternatives considered feasible are described below.

1.3.1.1 No Build Alternative

This alternative would maintain the existing facility. There would be no extension made to connect Ramona Avenue and Folsom Boulevard. Improvements to sidewalks with landscaping areas, on-street parallel parking, bike lanes, improving street lighting, and upgrading the drainage system would not be completed. The "No Build" alternative does not create a connection between the north and south sides of U.S. 50, and does not meet the purpose and need of the project.

1.3.1.2 Alternative 1 (Proposed Project [Preferred Alternative])

The project has three distinct segments: Folsom Boulevard from the UPRR underpass to the U.S. 50 undercrossing; Ramona Avenue Extension from Folsom Boulevard to Brighton Avenue; and Ramona widening from Brighton Avenue to Cucamonga Avenue (Appendix D, Sheets 1 and 2). The entire length of the project, from Cucamonga Avenue to Folsom Boulevard, would have curb ramps leading to the pedestrian walkways that comply with the 1990 Americans with Disabilities Act (ADA) guidelines to provide equal access for all persons. The same degree of convenience, accessibility and safety available to the general public would be provided to persons with disabilities.

This alternative would widen Folsom Boulevard between U.S. 50 and the UPRR tracks undercrossing, while keeping the existing Brighton Underpass and Flood Gates (a historic property eligible for inclusion on the National Register of Historic Properties) intact. It would also improve Ramona Avenue between Brighton Avenue and Cucamonga Avenue and would provide a new extension of Ramona Avenue that would connect to Folsom Boulevard (Appendix D, Sheet 1 and 2). Major design elements of the proposed project are discussed below. The estimated cost of construction is \$6,591,000 and \$2,174,000 for right-of-way acquisition. The total project cost for this alternative is \$9,157,000.

1.3.1.2.1 Folsom Boulevard UPRR Grade Separation to U.S. 50 Undercrossing

The following design elements (or features) are included for the proposed project section between the UPRR grade separation to the U.S. 50 undercrossing (Appendix D, Sheet 1 and 2).

- Keep the existing flood gates in their current location and Folsom Boulevard would not be widened at the UPRR overcrossing.
- Replace existing pedestrian walkway on south side of Folsom Boulevard from the UPRR grade separation to the existing U.S. 50 undercrossing with a new pedestrian walk way that meets ADA standards.
- Widen Folsom Boulevard approximately 70 feet wide to add a turn lane from the existing flood gates to the U.S. 50 undercrossing (a distance of 55 feet) to accommodate the new intersection with Ramona Ave
- Widen Folsom Boulevard under the U.S. 50 undercrossing, cut six feet into the existing slope of the underpass, and construct a short (five feet maximum) retaining wall.
- Reconstruct the existing CSUS entrance adjacent to the U.S. 50 undercrossing. Include a second northbound turn lane at the entrance.
- Construct a new signalized intersection at the northern terminus of the Ramona Extension.
- Construct a continuing pedestrian walkway from the current terminus of the sidewalk in front of the CalSTRS building to the existing sidewalk on the north side of Folsom Boulevard.

1.3.1.2.2 Ramona Avenue Extension from Folsom Boulevard to Brighton Avenue

The following design elements (or features) are included for the proposed project section between Folsom Boulevard to Brighton Avenue (Appendix D, Sheet 1 and 2).

- Construct a new two-lane (approximately 55 feet wide) roadway within the proposed right-of-way.
- Construct a large (25 feet tall and 200 feet long maximum) retaining wall at the U.S. 50 overcrossing to provide room for the Ramona extension.

- Construct an at-grade crossing at UPRR spur tracks. Reinforce the base of the existing tracks with adjustments to alignment and elevation, only when necessary.
- Construct eight-foot-wide sidewalks with a seven-foot-wide landscape strip along the northbound side and on the southbound side where feasible.
- Where there are no constraints under the U.S. 50 overhead and the Regional Transit grade separation, construct a five-foot-wide attached sidewalk on the east side of the roadway and extend north from the Regional Transit grade separation to approximately 160 feet beyond the U.S. 50 overhead.

1.3.1.2.3 Ramona Extension from Brighton Avenue to Cucamonga Avenue

The following design elements (or features) are included for the project section between Brighton Avenue and Cucamonga Avenue (Appendix D, Sheet 1 and 2).

- Widen the existing roadway within the proposed right-of-way by eight feet to provide travel lanes, parallel parking and Class 2 bicycle lanes in both directions.
- Provide an eight-foot-wide bifurcated sidewalk with a seven-foot-wide planter strip on both sides of Ramona Avenue.
- Restripe utilizing proposed widening to provide parallel parking along the widened portion of Ramona Avenue. Approximately 107 on-street parking stalls are proposed.
- Construct a detention basin, pending economic feasibility and the City's ability to procure the necessary right-of-way from the current land owners, or oversized storm drains along Ramona Avenue.

1.3.1.2.4 Ramona Extension and Brighton Avenue Intersection-Options 1 and 2

Two design options are proposed for this intersection. Option 1 would be a three-way stop intersection at the Ramona Avenue and Brighton Avenue intersection (Appendix D, Sheet 1). Option 2 would be construction of a 120-foot-diameter roundabout at the intersection (Appendix D, Sheet 2). Option 2 Build Alternative is considered the preferred option because of the following three reasons: 1) while its footprint is slightly larger than Option 1, it provides more efficient access to parcel 079-0222-002; 2) this option provides a traffic calming feature (i.e., roundabout); and, 3) it does not have greater impacts to identified seasonal wetlands and/or vernal pool invertebrates.

1.4 Alternatives Considered but Eliminated from Further Discussion

The City received input from the public on additional alternative alignments east of the proposed project.

- **7300 Folsom Boulevard Alternative** – alignment of Ramona Avenue extension over or under the existing light rail and railroad tracks, through an existing parking lot, and along the existing cul-de-sac at 7300 Folsom Boulevard.
- **Brighton Station Alternative** – alignment of Ramona Avenue extension over or under the existing light rail and railroad tracks, through an existing parking lot, and connect to Folsom Boulevard on the east side of the old Brighton Gas Station.
- **Viaduct Alternative** – alignment would be similar to the proposed Ramona Avenue extension but the roadway would be constructed on a 350-foot long viaduct to reduce effects on the existing seasonal wetland, south of the railroad tracks.

The City reviewed these alternative suggestions and found them to be infeasible for the following reasons:

1. The alternatives do not satisfy the intent to provide a direct connection to the CSUS campus from Ramona Avenue.
2. Changing the elevation of Ramona Avenue above or below the existing light rail and/or railroad tracks would require too much length and the tracks would not align with ground level at Folsom Boulevard.
3. Raising or lowering the Ramona Avenue Extension would prevent existing and new development from connecting to the roadway because of the vertical difference between the road and the surrounding ground surface.
4. The location of a proposed intersection would be too close to an existing intersection of 7300 Folsom Boulevard and would result in potential safety issues and result in unacceptable traffic operations.
5. The underpass option into the existing parking lot at 7300 Folsom Boulevard would require removal of existing light rail tracks, columns, and footings.

1.5 Permits and Approval Needed

The purpose of this environmental document is not to recommend approval or denial of a project, but to provide decision-makers, public agencies, and the general public with an objective and informational document that fully discloses the potential environmental effects of a proposed project. The environmental process is specifically designed to objectively evaluate and disclose potentially significant direct, indirect, and cumulative impacts of a proposed project. For the purposes of CEQA, this document will also identify alternatives that reduce or eliminate a project's significant effects and identify feasible measures that mitigate significant effects of a project. In addition, CEQA requires that an EIR identify those adverse impacts that remain significant after mitigation.

~~After the Draft EIR/EA public circulation period, a~~ All written comments will be have been considered and the City and Caltrans ~~will~~ selected Alternative 1, Design Option 2 as the a preferred alternative. ~~has been selected by The City and Caltrans' along with and make the a~~ final determination of the project's effect on the environment are documented in the FEIR/EA. In accordance with CEQA, the City Council will certify that the project complies with CEQA,

and prepare findings for all significant impacts identified. ~~prepare~~ A Statement of Overriding Considerations ~~for~~ will not be needed for this project because ~~there are no~~ identified impacts that will not be mitigated to less than significant. ~~and~~ The city will certify that the findings ~~and Statement of Overriding Considerations~~ have been considered prior to project approval. The City ~~will~~ has also prepared and will ~~adopted~~ a mitigation monitoring and reporting plan. The City will file a Notice of Determination with the State Clearinghouse that ~~will~~ identifies whether the project will have significant impacts, if mitigation measures were included as part of project approval, and that findings were made, ~~and that a Statement of Overriding Considerations was adopted.~~ Similarly, Caltrans, in its role assigned by FHWA, and in accordance with NEPA, ~~will determine whether to~~ will issue a Finding of No Significant Impact (FONSI). ~~or require an Environmental Impact Statement (EIS) for the proposed project.~~

Table 1-1 identifies the permits that would be required for the proposed project.

Table 1-1. Permits Needed for the Proposed Project

Agency	Permit/Approval	Status
California Regional Water Quality Control Board (Section 401 Central Valley)	National Pollutant Discharge Elimination System (NPDES) General Construction Storm Water Permit.	If the area of land to be graded, excavated or otherwise disturbed will be one acre or more or if the area is under one acre and the construction project will affect water quality, the contractor shall file Permit Registration Documents, which include a Notice of Intent, a calculation of risk level, a Storm Water Pollution Prevention Plan (SWPPP), and other compliance related documents required by the General Permit.
	Waste Discharge Requirements (WDR)	ACOE determined that only non-jurisdictional waters of the State (waters not under federal jurisdiction, or non-federal waters) are present at the project site (Appendix F). Therefore, under the California Porter-Cologne Water Quality Act, the project will require a Waste Discharge Requirement (WDR) from the Central Valley Water Board for discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands.
United States Fish and Wildlife Service	Compliance with Section 7 of the Endangered Species Act	Formal consultation was initiated with USFWS regarding potential impacts to listed vernal pool invertebrates and valley elderberry longhorn beetles. is currently on-going for the proposed project. A formal Biological Opinion will be was issued by the USFWS on [redacted] before this environmental document is finalized.

2.0 AFFECTED ENVIRONMENT, ENVIRONMENTAL CONSEQUENCES, AND AVOIDANCE, MINIMIZATION AND/OR MITIGATION

As part of the scoping and environmental analysis conducted for the proposed 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.

- Coastal Zone – No coastal areas are located in the proposed project vicinity.
- Wild and Scenic Rivers – No wild and scenic rivers are located in the proposed project vicinity.
- Farmlands – No farmlands are located in the proposed project vicinity.
- Geology/Soils/Seismic/Topography – The proposed project is in an area of minimal topography and low seismic activity. There is no evidence of expansion/contraction soils within the proposed project area.
- Paleontology – The cut for the new road would not affect pre-Pleistocene soil deposits.
- Energy – The proposed project would not increase energy uses. When balancing energy used during construction and operation against energy saved by relieving congestion and other transportation efficiencies, the project would not have substantial energy impacts.
- Visual/Aesthetics – The project site is a developed area characterized by commercial, industrial, CSUS buildings, roadway, residential land uses and undeveloped lands. The proposed project would introduce visual improvements in the form of landscaped areas and would match the urban character of the surrounding properties. The project would not adversely modify the viewsheds in the project area.

2.1 Human Environment

2.1.1 Land Use

2.1.1.1 Existing and Future Land Use

A Community Impact Assessment for the Folsom Boulevard Widening/Ramona Avenue Extension Project was prepared in August 2010 (PAR 2010a) for the proposed project.

Existing land uses immediately adjacent to the proposed project consist of commercial, residential, industrial and vacant land. The CSUS campus is located less than one mile north of the project area and the former California Youth Authority (CYA) facility is located east of the proposed project along Ramona Avenue.

Redevelopment and infill in the area has occurred predominately around the light rail stations, especially adjacent to the 65th Street/University Station. The proposed project area is almost fully built-out. Vacant land in the proposed project area consists of a large lot west of Ramona Avenue, one parcel east of the UPRR overcrossing and the former CYA property. CSUS anticipates developing the CYA property, a 25-acre parcel located along Ramona Avenue.

2.1.1.2 Consistency with State, Regional and Local Plans

2.1.1.2.1 Regional Transportation Plans

The project is consistent with the priorities of the Sacramento Area Council of Governments (SACOG). The Folsom Boulevard Widening/Ramona Avenue Extension project is included within the SACOG 2009-2012 Metropolitan Transportation Improvements Program (MTIP).

2.1.1.2.2 General and Community Plans

The focus of development in the immediate proposed project area had been on in-fill redevelopment and transit-oriented communities. Plans that apply to the proposed project include:

- City of Sacramento 2030 General Plan (City 2009a)
- East Sacramento Community Plan- 2030 (City 2009a)
- Fruitridge Broadway Community Plan- 2030 (City 2009a)

Table 2–1 lists goals and policies contained in the City’s 2030 General Plan and community plans relevant to the proposed project, and provides a discussion of consistency with each policy.

Table 2–1. Project Consistency with the City General Plan

Goal, Objective, or Policy	Consistency Discussion
Mobility Element	
<p>Goal M 1.1 - Comprehensive Transportation System. Provide a transportation system that is effectively planned, managed, operated, and maintained.</p>	<p>Consistent. The proposed project is a road improvement project that would provide a more efficient travel-way for vehicular and bicycle traffic. Additionally, the proposed project would provide pedestrian walkways compliant with the 1990 ADA guidelines to provide equal access for all persons.</p>
<p>Goal M 1.2 - Multimodal System. Provide expanded transportation choices to improve the ability to travel efficiently and safely to destinations throughout the city and region.</p> <p>Policy M 1.2.1 - Multimodal Choices. The City shall promote development of an integrated, multimodal transportation system that offers attractive choices among modes including pedestrian ways, public transportation, roadways, bikeways, rail, waterways, and aviation and reduces air pollution and greenhouse gas emissions.</p>	<p>Consistent. The proposed project would provide travel lanes for bicycles and pedestrian walkways compliant with the ADA guidelines. Additionally, it is located in close proximity to the Power Inn and 65th Street Light Rail stops. The project would improve the connectivity for foot and bicycle traffic using those stops.</p>

Table 2–1. Project Consistency with the City General Plan (Concluded)

Goal, Objective, or Policy	Consistency Discussion
Mobility Element	
<p>Goal M 2.1 Integrated Pedestrian System. Design a universally accessible, safe, convenient, and integrated pedestrian system that promotes walking.</p> <p>Policy M 2.1.2 - Sidewalk Design. The City shall require that sidewalks wherever possible be developed at sufficient width to accommodate pedestrians including the disabled, a buffer separating pedestrians from the street and curbside parking, amenities, and allow for outdoor uses such as cafes.</p> <p>Policy M 2.1.3 - Streetscape Design. The City shall require that pedestrian-oriented streets be designed to provide a pleasant environment for walking including shade trees, plantings, well-designed benches, trash receptacles, news racks, and other furniture, pedestrian-scaled lighting fixtures, wayfinding signage, integrated transit shelters, public art, and other amenities.</p>	<p>Consistent. The proposed project would improve the pedestrian environment through the addition of sidewalks compliant with ADA guidelines.</p>

2.1.1.3 Parks and Recreational Facilities

2.1.1.3.1 Affected Environment

The proposed project is within Planning Area 5 and 6 of the City Parks and Recreation Department. Planning Area 5 contains 19 city-owned parks and one partially city-owned park to combine for a total of 225 acres. Planning Area 6 contains 10 city-owned parks for a total of 55 acres. The City Parks and Recreation Master Plan Update 2005-2010 was adopted by the City Council in April 2009 (City 2009b).

The parks in closest proximity to the proposed project, but not within the project study limits, include Tahoe Tallac Park (7401 San Joaquin Street) and Granite Regional Park (8200 Ramona Avenue). Tahoe Tallac Park is 18.8 acres, while Granite Regional Park is 92.71 acres. Tahoe Tallac Park contains an unlighted Little League field and a restroom. Granite Regional Park contains lighted and unlighted soccer fields, a pond, picnic area, a skate park, an off-leash dog park and a nature area.

2.1.1.3.2 Environmental Consequences

The No Build Alternative and Alternative 1 would not result in impacts to parks and recreation facilities. No facilities would be impacted, changed, or removed as part of either alternative. The project would not result in an increase in population that would use park facilities.

2.1.1.3.3 Avoidance, Minimization and/or Mitigation Measures

No avoidance, minimization and/or mitigation measures are needed.

2.1.2 Growth

A *Community Impact Assessment for the Folsom Boulevard Widening/Ramona Avenue Extension Project* was prepared in August 2010 (PAR 2010a). It assessed growth-inducing impacts that may result as part of the proposed project.

2.1.2.1 Regulatory Setting

The Council on Environmental Quality (CEQ) regulations, which established the steps necessary to comply with NEPA, require evaluation of the potential environmental consequences of all proposed federal activities and programs. This provision includes a requirement to examine indirect consequences that may occur in areas beyond the immediate influence of a proposed action and at some time in the future. The CEQ regulations, 40 Code of Federal Regulations (CFR) 1508.8, refer to these consequences as secondary impacts. Secondary impacts may include changes in land use, economic vitality, and population density, which are all elements of growth.

CEQA also requires the analysis of a project's potential to induce growth. CEQA guidelines, Section 15126.2(d), require that environmental documents “. . . discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment.”

2.1.2.2 Affected Environment

The proposed project would provide connectivity between the north and south side of U.S. 50 through the Folsom Boulevard/Ramona Avenue Extension. Additionally, the proposed project would provide improved access to CSUS. The Folsom Boulevard/Ramona Avenue Extension accommodates CSUS plans to develop the CYA property located along Ramona Avenue.

In 2008, the City and CSUS entered into a Memorandum of Understanding (MOU) agreeing on strategic cooperation goals for planning, education and employment options in the CSUS vicinity. The MOU established the goals for the extension of Ramona Avenue to Folsom Boulevard.

2.1.2.3 Environmental Consequences

2.1.2.3.1 No Build Alternative

The No Build Alternative would not connect Ramona Avenue to Folsom Boulevard. Pedestrian and bicycle improvements would not be constructed. This alternative would not provide connectivity between the area south of Folsom Boulevard/west of Power Inn Road and areas north of Folsom Boulevard.

2.1.2.3.2 Alternative 1

The proposed project would provide connectivity between the north and south side of U.S. 50 through the Folsom Boulevard/Ramona Avenue Extension. Additionally, the proposed project would provide improved access to CSUS. The Folsom Boulevard/Ramona Avenue Extension would allow CSUS to develop the CYA property located along Ramona Avenue. Although this alternative would facilitate development and growth in the area, this growth is consistent with the City's 2030 General Plan and the City and CSUS MOU. The proposed project area is currently zoned as urban center, an urban corridor, and employment center; therefore, the proposed project would be consistent with the City's 2030 General Plan policies by facilitating development and infill redevelopment within the proposed project area.

2.1.2.4 Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization and/or mitigation measures are needed.

2.1.3 Community Impacts

This section is divided into the following subsections:

- Community Character and Cohesion;
- Relocations; and
- Environmental Justice.

The technical reference for this section summarizes the findings of the *Community Impact Assessment for the Folsom Boulevard Widening/Ramona Avenue Extension* (PAR 2010a [refer to this report for detailed data regarding demographics and community impacts]). The results of this report are summarized in the following sections.

2.1.3.1 Community Character and Cohesion

2.1.3.1.1 Regulatory Setting

NEPA established that the federal government use all practicable means to ensure that all Americans have safe, healthful, productive, and aesthetically and culturally pleasing surroundings (42 U.S.C. 4331[b][2]). The FHWA in its implementation of NEPA (23 U.S.C. 109[h]) directs that final decisions regarding projects are to be made in the best overall public interest. This requires taking into account adverse environmental impacts, such as destruction or disruption of human-made resources, community cohesion, and the availability of public facilities and services.

Under CEQA, an economic or social change by itself is not considered a significant effect on the environment. However, if a social or economic change is related to a physical change, then social or economic change may be considered in determining whether the physical change is significant. Since this proposed project would result in physical change to the environment, it is

appropriate to consider changes to community character and cohesion in assessing the significance of the proposed project preferred project's effects.

2.1.3.1.2 Affected Environment

The existing properties adjacent to the proposed project are composed of commercial, residential, industrial or vacant lands. Contributing factors that make up community character and cohesiveness include:

- Size of household;
- Ethnic homogeneity;
- Population density;
- Home ownership;
- Access to community services and institutions; and
- Ease of movement within the community.

Information on community character and cohesion was obtained from field observations and the 2000 United States Census. To describe the demographic characteristics of the proposed project area, demographic information from the census was examined at the County, City and Census Tract Block Group (CTBG) levels. The census geography for the project is shown in Figure 2-1. Data from the CTBG in the project area were used to describe household composition, age, ethnicity and economic conditions of the proposed project population and surrounding area.

Cohesion refers to the degree of interaction among individuals, groups and institutions that make up a community. Factors that contribute to high levels of community cohesion include long average length of residency, frequent personal contact, ethnic group clusters, high levels of community activity, elderly residents, and single-family home ownership.

Within the proposed project area the household size averages 2.01 persons per household, which is lower than both the City and County averages. For the portion of the areas in the CTBGs adjacent to the proposed project, 55.4 percent of the population was identified as white, 21.6 percent were identified as Hispanic or Latino, 15 percent were identified as Black or African American and 16.4 percent were identified as Asian.

The average age of the population in the area is 31 years old, and only four percent of the population is 65 years of age or older. The median age in Sacramento County and the City are 33.8 and 32.8. The percentage of the population that is 65 years of age or older in both the County and City is 11 percent.

Tenure, or home ownership, levels were high (61 and 65.1 percent) in two of the CTBGs within the proposed project area, while tenure was low in the other two CTBGs (1.1 and 1.4 percent). The two CTBGs with low tenure also have low availability of single-family housing (4 and 0 percent).

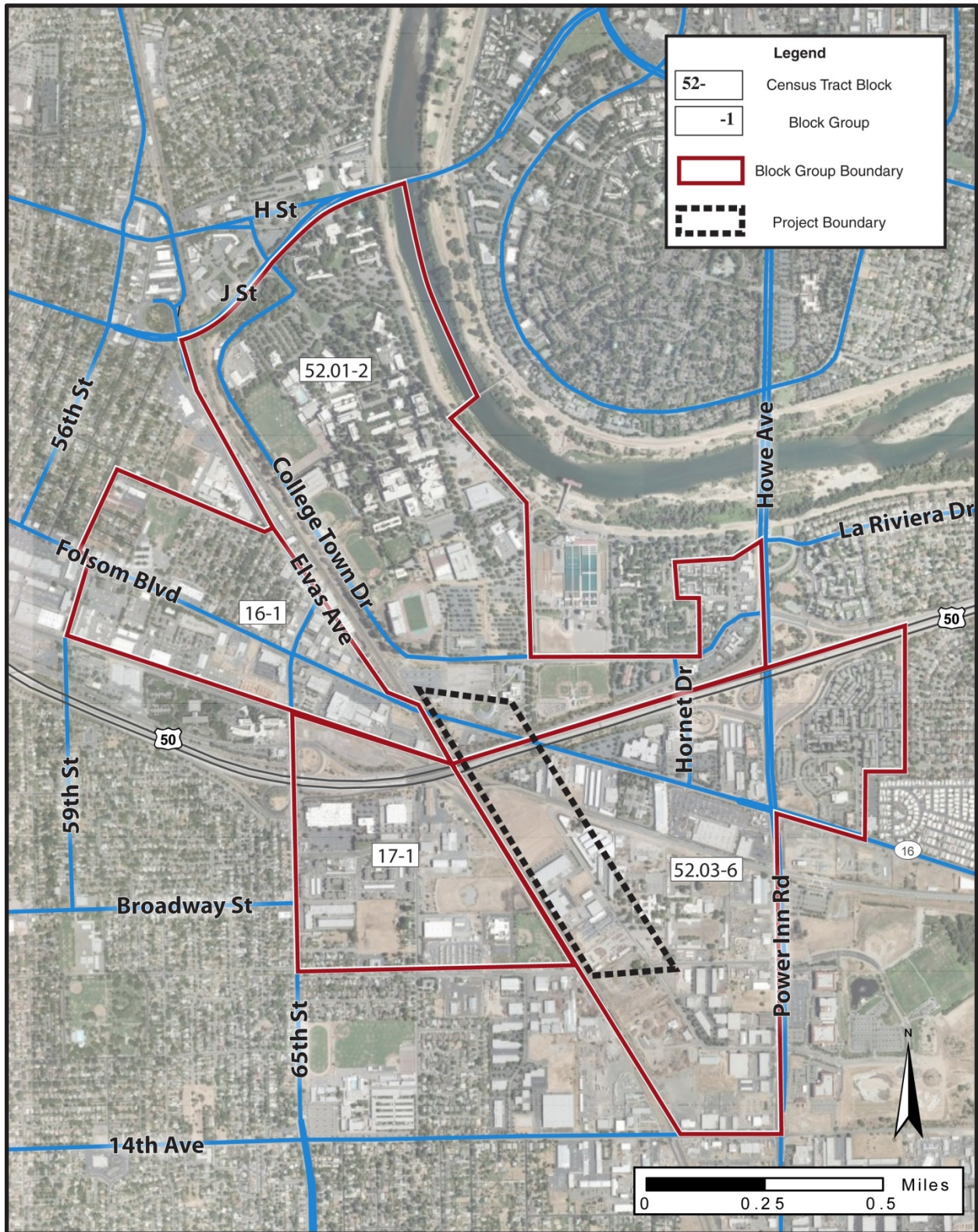


Figure 2-1. Project Study Area by Census Tract and Block Groups (Source: ESRI/Microsoft)

The CSUS campus is located on the northern boundary of the proposed project area. A Sacramento Regional Transit bus line services the south end of the campus along Folsom Boulevard. The intersection of 65th and Q streets, located approximately 0.3 miles west of the proposed project, serves as a transit hub from both bus and light rail passengers.

2.1.3.1.3 Environmental Consequences

No-Build Alternative

The No Build Alternative would maintain existing conditions and would have no effect on community character and cohesion. The Ramona Avenue Extension would not be built and no connection between Folsom Boulevard and Ramona Avenue would be created.

Proposed Project

The new Ramona Avenue Extension would connect Ramona Avenue and Folsom Boulevard, thus allowing for connectivity between neighborhoods. The project would provide benefits to the community cohesions by providing for safer and more efficient pedestrian and automotive circulation.

2.1.3.1.4 Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization and/or mitigation measure are needed.

2.1.3.2 Relocation and Real Property Acquisition

2.1.3.2.1 Regulatory Setting

Caltrans' Relocation Assistance Program (RAP) is based on the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (as amended) and Title 49 CFR Part 24. The purpose of RAP is to ensure that persons displaced as a result of a transportation project are treated fairly, consistently and equitably so that such persons will not suffer disproportionate injuries as a result of projects designed for the benefit of the public as a whole.

All relocation services and benefits are administered without regard to race, color, national origin, or sex in compliance with Title VI of the Civil Rights Act (42 U.S.C. 2000d, et seq. [see Appendix B; Title VI Policy Statement]).

2.1.3.2.2 Affected Environment

New right-of-way would be required for the proposed project for the Ramona Avenue Extension from Brighton Avenue to Folsom Boulevard (Table 2–2). In addition, sliver right-of-way acquisition would be needed for Ramona Avenue widening between Cucamonga Avenue and Brighton Avenue and the Folsom Boulevard widening from the UPRR grade separation through the U.S. 50 undercrossing. Additional right-of-way would be required if the City chooses to include a detention basin within the proposed project.

Table 2–2. Right-Of-Way Acquisitions

Alternative	Full Acquisitions		Partial Acquisitions		Total Properties Impacted
	Properties Impacted	Area (ac)	Properties Impacted	Area (ac)	
1	3	3	16	2	19

Note: Inclusion of the detention basin will result in an additional 1.1 acres of right-of-way acquisition.

2.1.3.2.3 Environmental Consequences

All full properties acquired under Alternative 1 would consist of underdeveloped vacant parcels. When field work was completed for this project, no residents or businesses occupied any of the parcels that would be fully acquired. If any of the parcels have gained residents or businesses since field work was completed, these entities would need to be relocated as part of this project.

Partial right-of-way acquisitions would be limited to frontage areas. All other adjacent properties would be provided access.

2.1.3.2.4 Avoidance, Minimization, and/or Mitigation Measures

All real property transactions shall comply with the property acquisition and relocation standards of the State of California, Caltrans’s Relocation Assistance Program and the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.

- Property owners shall be compensated in accordance with fair market values based on appraisals.
- All efforts shall be made to identify relocation opportunities for an affected residents or businesses. Wherever feasible, assistance shall be made available in identifying suitable relocation sites within the area.

2.1.3.3 Environmental Justice

A *Community Impact Assessment for the Folsom Boulevard Widening/Ramona Avenue Extension Project* was prepared in August 2010 (PAR 2010a). It assessed environmental justice impacts that may result as part of the proposed project.

2.1.3.3.1 Regulatory Setting

All projects involving a federal action (funding, permit, or land) must comply with EO 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, signed by President Clinton on February 11, 1994. This EO directs federal agencies to take the appropriate and necessary steps to identify and address disproportionately high and adverse effects of federal projects on the health or environment of minority and low-income populations to the greatest extent practicable and permitted by law. Low income is defined based on the United States Department of Health and Human Services (HHS) poverty guidelines. For 2000, this was \$17,050 for a family of four.

All considerations under Title VI of the Civil Rights Act of 1964 and related statutes have also been included in this project. Caltrans’s commitment to upholding the mandates of Title VI is evidenced by its Title VI Policy Statement, signed by the Director, which can be found in Appendix B of this document.

2.1.3.3.2 Affected Environment

The 2000 U.S. Census median household and family incomes (1999 dollars) for the proposed project area, City and County are shown in Table 2–3. The data provided shows that the median family income in 1999 Dollars is above the 2000 HHS Poverty Guidelines in all CTBGs in the proposed project area.

Table 2–3. Median Household and Family, 1999

Area	Median Household Income (in 1999 Dollars)	Median Family Income (in 1999 Dollars)
Census Tract Block Groups		
16-1	44,091	56,000
17-1	31,875	19,615
52.01-2	20,089	29,750
52.03-6	27,450	42,778
City of Sacramento	37,049	42,051
Sacramento County	43,816	50,717

Source: U.S. Bureau of the Census 2000

Table 2–4 presents the number and percentage of households in the proposed project area and in the County recorded by the U.S. Census in 2000 as receiving public assistance and as living below the poverty level.^{1, 2}

Table 2–4. Housing Receiving Public Assistance and Persons in Poverty, 1999

Area	Public Assistance Households		Persons Living Below Poverty Level	
	Number	Percent	Number	Percent
CTBG 16-1	7	3.7%	60	14.4%
CTBG 17-1	0	0.0%	0	0.0%
CTBG 52.01-2	0	0.0%	215	38.4%
CTBG 52.03-6	29	4.2%	409	31.1%
City of Sacramento	13,201	8.5%	79,737	20.0%
Sacramento County	29,896	6.6%	169,784	14.1%

Source: U.S. Bureau of the Census 2000

¹ The Census Bureau uses the federal government’s official poverty definition derived from the poverty definition developed by the Social Security Administration in 1964. Poverty is defined at the family level and not the household level; therefore, poverty status of the household is determined by the poverty status of the householder. Poverty status is determined by comparing a person’s total family income with the poverty threshold appropriate for that person’s family size and composition (U.S. Bureau of the Census 2000).

² Poverty status was determined for all people except institutionalized people, people in military group quarters, people in college dormitories, and unrelated individuals under 15 years old. These groups also were excluded from the numerator and denominator when calculating poverty rates. They are considered neither “poor” nor “nonpoor”.

2.1.3.3.3 Environmental Consequences

In accordance with EO 12898, this impact section identifies areas where minority and low income persons reside, identifies public participation efforts to date, and analyzes proposed project impacts related to low- and moderate-income persons, and minority persons. Indicators of significance developed for this analysis include:

- The potential for the proposed project to result in disproportionately adverse social, economic or environmental effects to minority and low-income populations; and
- The potential for the proposed project to cause substantial adverse public health conditions or risks.

No Build Alternative

The No Build Alternative would maintain existing conditions and would have no effect on minority and low-income populations.

Alternative 1

According to the 2000 U.S. Census, the proposed project area majority is composed of white ethnicity. In addition, there are no CTBGs within the study area that have higher percentages than those of the City or County of persons living below the poverty level. All full properties acquired under Alternative 1 would consist of underdeveloped vacant parcels. When field work was completed for this project, no residents or businesses occupied any of the parcels that would be fully acquired by the project. If any of the parcels have gained residents or businesses since field work was completed, these entities would need to be relocated as part of this project.

The project may have temporary construction impacts to pedestrian access, adjacent businesses and residents; however, the project has no potential for adversely or disproportionately affecting low-income or minority populations.

2.1.3.3.4 Avoidance, Minimization, and/or Mitigation Measures

Based on the above discussion and analysis, the No-Build and Alternative 1 will not cause disproportionately high and adverse effects on any minority or low-income populations as per EO 12898 regarding environmental justice, therefore, no avoidance, minimization or mitigation measures are needed.

2.1.4 Utilities and Emergency Services

The *Community Impact Assessment for the Folsom Boulevard Widening/Ramona Avenue Extension* addresses impact to utilities and emergency services in the proposed project area (PAR 2010a). Potential impacts are summarized below.

2.1.4.1 Affected Environment

2.1.4.1.1 Utilities

Water

The City of Sacramento provides water to the majority of the people within the city limits. Municipal water is received from the American and Sacramento rivers. Surface water is treated at two facilities, E.A. Fairbairn Water Treatment Plant (FWTP) and the Sacramento River Water Treatment Plant (SRWTP). The FWTP processing capacity is 200 million gallons per day of water for domestic uses, while the SRWTP processing capacity is 160 million gallons per day. These two water treatment plants also maintain on-site storage in case of emergencies, totaling more than 32 million gallons of water (City 2005).

Thirty-two active municipal groundwater wells are operated by the City. These wells are used to contribute to the water supply during peak days and can process between 30 and 33 million gallons of water per day (City 2005).

To meet the demands for fire flows, emergencies and peak hours, the City also maintains 15 enclosed water storage reservoirs. These reservoirs total 85 million gallons of water (City 2005).

Sewer

The proposed project is located in the City Department of Utilities Sewer System (DUSS). The DUSS conveys 8.83 billion gallons of waste water through the 1,000 miles of pipeline and 45 pump stations that they operate. Waste water is delivered to the Sacramento Regional County Sanitation District for treatment and disposal (City 2011).

The City has obtained a National Pollutant Discharge Elimination System (NPDES) permit from the State Water Resources Control Board. This permit requires that the City employ Best Management Practices (BMPs) in order to reduce pollutants found in urban storm runoff. BMPs are approved by the Sacramento Department of Utilities. Drainage facilities in the project are discussed in greater detail in Section 2.2.1 Hydrology and Flood Plain.

Other Utility Systems

Other utility services in the proposed project include electric, gas, telephone and cable television services. Sacramento Municipal Utility District (SMUD) provides the area with electric service. Pacific Gas and Electric Company (PG&E) provides the area with gas service.

2.1.4.1.2 Emergency Services

Fire Protection

The project area is within the Central City and is served by the City of Sacramento Fire Department (SFD). The project is within Battalion 2. The nearest fire station is located at 3301 Julliard Drive and houses an engine (City 2009a).

Police Services

The project is served by the City of Sacramento Police Department, District 3 and is served by the Richards Police Facility. The headquarters is located at 300 Richards Boulevard.

2.1.4.2 Environmental Consequences

2.1.4.2.1 Utilities

There is an existing 230kV electrical tower that could be relocated as part of the proposed project. Relocation of this tower may result in the need to relocate additional SMUD powerpoles (see project geometrics, Appendix D) to meet clearance requirements over U.S. 50. Additional utility relocations, such as light poles, signals, signal controllers, utility poles, utility boxes, manholes, typical for any roadway extension and widening project, may be required if encountered once the project design becomes more detailed.

Although there are other utilities that service the businesses and residents within the project area (such as gas, water, and telephone), it is not anticipated that these other utilities would be impacted or relocated as part of the proposed project.

2.1.4.2.2 Emergency Services

The proposed project would have no adverse effects on emergency response planning, emergency access and risk exposure. The connectivity between the north and south sides of U.S. 50 could improve emergency response time. Project features such as the addition of sidewalks and bike lanes would improve safety for pedestrians and bicyclists.

2.1.4.3 Avoidance, Minimization and/or Mitigation Measures

2.1.4.3.1 Utilities

During the relocation of the 230kV electrical towers, electrical outages may occur to residents and businesses located on that power grid. This relocation would take place during the first construction season of the project, and outages would not exceed four hours, while the electrical lines are moved to the new pole. It is the responsibility of the City's contractor to notify residents and business owners in advance of any outages that may occur.

2.1.4.3.2 Emergency Services

Traffic congestion and delays can occur during construction; however, these effects can be minimized through standard construction period traffic management planning. This plan includes timely notification of any road closures and detours to police and fire departments and other emergency service providers.

2.1.5 Traffic and Transportation/Pedestrian and Bicycle Facilities

This section summarizes *The Traffic Report for the Ramona Avenue Extension Project* prepared in November 2009 (Fehr and Peers 2009) for the proposed project.

2.1.5.1 Regulatory Setting

Caltrans, as assigned by FHWA, directs that full consideration should be given to the safe accommodation of pedestrians and bicyclists during the development of federal-aid highway projects (see 23 CFR 652). It further directs that the special needs of the elderly and the disabled must be considered in all federal-aid projects that include pedestrian facilities. When current or anticipated pedestrian and/or bicycle traffic presents a potential conflict with motor vehicle traffic, every effort must be made to minimize the detrimental effects on all highway users who share the facility.

Caltrans is committed to carrying out the 1990 ADA by building transportation facilities that provide equal access for all persons. The same degree of convenience, accessibility, and safety available to the general public would be provided to persons with disabilities.

2.1.5.2 Affected Environment

The following key roadways in the proposed project area are described below.

Folsom Boulevard is an east-west arterial roadway that extends from Alhambra Boulevard in midtown Sacramento, through Sacramento County, the City of Rancho Cordova, and into the City of Folsom. It provides two to four travel lanes in each direction within the proposed project area and serves mainly commercial and industrial uses. It has a posted speed limit of 35 miles per hour (mph) and provides access into the CSUS campus via State University Drive East.

65th Street is a north-south arterial roadway that extends from Elvas Avenue in the City to Florin Road in Sacramento County. South of 14th Avenue, it becomes the 65th Street Expressway. It provides two travel lanes in each direction with a short section under the U.S. 50 overcrossing that provides three travel lanes in each direction. Within the proposed project area, it has a posted speed limit of 35 mph north of S Street and 40 mph south of S Street and primarily serves residential and commercial uses. An at-grade crossing with the Gold Line light rail is located between Q Street and S Street.

Power Inn Road is a six-lane arterial roadway that extends from Sheldon Road in the City of Elk Grove to Folsom Boulevard in the City, where it becomes Howe Avenue. Within the proposed project area, it provides curbs, gutters, sidewalks, and on-street Class II bike lanes on both sides of the street serving primarily adjacent industrial and office uses.

Ramona Avenue is a two-lane roadway that currently extends from Brighton Avenue to a signalized intersection at Power Inn Road, then into the Granite Regional Office Park complex east of Power Inn Road (where it provides on-street Class II bike lanes) and on to the extension of Cucamonga Avenue. It has curbs, gutters, and sidewalks on both sides of the street and primarily serves adjacent industrial and office uses.

State University Drive East is a two-lane roadway that runs through the CSUS campus from J Street to a signalized intersection at Folsom Boulevard. Between College Town Drive and Folsom Boulevard, it provides curb, gutter, and sidewalk on the west side of the street and Class II on-street bike lanes on both sides of the street. This roadway primarily serves traffic related to the CSUS campus.

The following signaled intersections were analyzed as part of the proposed project:

- Folsom Boulevard/65th Street;
- Folsom Boulevard/State University Drive East;
- Folsom Boulevard/Hornet Avenue;
- Folsom Boulevard/Power Inn Road;
- Power Inn Road/Ramona Avenue; and
- Power Inn Road/Cucamonga Avenue.

Additionally, the following roadway sections in the project area were part of the traffic analysis:

- Folsom Boulevard (Elvas Avenue to State University Drive East);
- Power Inn Road (north of 14th Avenue);
- Ramona Avenue (south of Cucamonga Avenue);
- Ramona Avenue (north of Cucamonga Avenue); and
- Cucamonga Avenue (Power Inn Road to Ramona Avenue).

Traffic operations at each study intersection were analyzed in accordance with procedures described in the Highway Capacity Manual (Fehr & Peers 2009) using the Synchro traffic analysis software. The Level of Service (LOS) was calculated for each study facility to evaluate traffic operations. LOS is a qualitative measure of traffic operating conditions whereby a letter grade, from A (the best) to F (the worst), is assigned. These grades represent the perspective of drivers and are an indication of the comfort and convenience associated with driving.

The new LOS policy in the City's 2030 General Plan was applied to assess intersection and roadway impacts as described below:

The City shall allow for flexible LOS standards, which will permit increased densities and mix of uses to increase transit ridership, biking, and walking, which decreases auto travel, thereby reducing air pollution, energy consumption, and greenhouse gas emissions.

- **Base Level of Service Standard** – LOS A-D conditions are acceptable for all areas outside the Core Area or multimodal districts.
- **Core Area Roadway Level of Service Exemption** – LOS F conditions are acceptable for roadway segments in the Core Area (bounded by C Street, the Sacramento River, 30th Street and X Street), given that any project causing significant impacts to roadway segments in the Core Area provide and/or assist in funding improvements to other parts of the city-wide transportation system in order to improve the transportation system

roadway capacity, to make intersection improvements, or to enhance non-auto travel modes in furtherance of the General Plan goals. Improvements would be required within the project vicinity or within the area affected by the project’s vehicular traffic impacts. This exemption does not affect the implementation of previously approved roadway and intersection improvements identified for the Railyards or River District planning areas.

- Roadway Exempt from Level of Service – LOS F conditions are acceptable for designated individual roadway segments (see complete list on pages 2-164 and 2-165 of General Plan Mobility Element [City 2009a]), given that any project causing significant impacts to these roadway segments provide and/or assist in funding improvements to other parts of the city-wide transportation system. Listed below are exempt roadway segments within the study area for this project:
 - 65th Street: Folsom Boulevard to 14th Avenue;
 - Folsom Boulevard: 34th Street to Watt Avenue; and
 - Howe Avenue: American River Drive to Folsom Boulevard.

- ☐ Multimodal District Roadway Level of Service – LOS A-E conditions are acceptable in multimodal districts (areas within ½-mile walking distance of light rail stations, and areas designated for urban scale development - Urban Centers, Urban Corridors, and Urban Neighborhoods as designated in the Land Use and Urban Form Diagram). These areas are characterized by frequent transit service, enhanced pedestrian and bicycle systems, a mix of uses, and higher-density development. LOS F conditions may be acceptable in cases where projects causing roadway segments to operate at LOS F provide and/or assist in funding improvements to other parts of the city wide transportation system

As shown in Table 2–5, each study intersection currently operates at LOS D or better except for the Folsom Boulevard/Howe Avenue/Power Inn Road intersection, which operates at LOS E during the AM peak hour and LOS F during the PM peak hour. This major intersection is characterized by heavy traffic volumes and long vehicle queues.

Table 2–5. Existing Intersection LOS Operations

Intersection	Traffic Control	Existing	
		AM	PM
Folsom Boulevard/65th Street	Signal	C (33.3)	D (40.2)
Folsom Boulevard/State University Drive East	Signal	C (22.6)	C (27.0)
Folsom Boulevard/Hornet Avenue	Signal	C (22.5)	C (33.9)
Folsom Boulevard/Power Inn Road/Howe Avenue	Signal	E (58.8)	F (>80)
Power Inn Road/Ramona Avenue	Signal	C (24.3)	B (19.9)
Power Inn Road/Cucamonga Avenue	Signal	B (16.3)	B (12.3)

Notes: 1 LOS = level of service (Average Control Delay in seconds per vehicle)
 For signalized intersections, average control delay is reported in seconds per vehicle.
 Source: Fehr & Peers, 2009

Table 2–6 summarizes the existing average daily traffic volumes on the five study roadway segments and the corresponding levels of service according to the City’s daily volume thresholds. As shown each study roadway segment currently operates at LOS D or better except for Folsom Boulevard from Elvas Avenue to State University Drive East, which operates at LOS F.

Table 2–6. Existing Conditions for Roadway Segments

Roadway Segment	Number of Lanes	Average Daily Traffic (ADT) Volume	Level of Service (LOS)
Folsom Boulevard (Elvas Avenue to State University Drive East)	2	23,500	F
Power Inn Road (north of 14th Avenue)	6	35,600	B
Ramona Avenue (south of Cucamonga Avenue)	2	1,200	A
Ramona Avenue (north of Cucamonga Avenue)	2	1,700	A
Cucamonga Avenue (Power Inn Road to Ramona Avenue)	2	1,700	A

Source: Fehr & Peers, 2009

2.1.5.3 Environmental Consequences

2.1.5.3.1 No Build Alternative

Under the No Build Alternative, the Ramona Avenue extension would not be constructed. The project purpose and need would not be met. Connection in the Folsom Boulevard corridor would not be improved and access would be restrictive in the project area.

Additionally, the LOS would degrade and delay would increase at the following intersections:

- Folsom Boulevard/65th Street
- Folsom Boulevard/State University Drive East
- Folsom Boulevard/Power Inn Road

2.1.5.3.2 Alternative 1

As part of the proposed project, the Brighton Avenue/Ramona Avenue intersection would be reconfigured from an “elbow” intersection to a side-street stop-controlled “T” intersection.

The lane configuration for the Folsom Boulevard/Ramona Avenue intersection under Alternative 1 conditions assumes that the existing floodgates located near this intersection remain in place and that the northern leg (i.e., Stadium Drive extension) would also be constructed; however, not as part of the proposed project, to provide access into the CSUS campus, particularly to/from the CSUS Tech Village. Table 2–7 summarizes the LOS at study intersections under baseline conditions for the No-Build and Alternative 1.

Table 2–7. LOS Operations under the No-Build Alternative and Alternative 1.

Intersection	Traffic Control	No-Build Alternative		Alternative 1	
		AM	PM	AM	PM
Folsom Boulevard/65th Street	Signal	E (74.5)	F (>80)	F (>80)	F (>80)
Folsom Boulevard/State University Drive East	Signal	D (35.6)	D (45.2)	F (>80)	F (>80)
Folsom Boulevard/Hornet Avenue	Signal	C (26.3)	D (45.6)	C (33.7)	C (30.7)
Folsom Boulevard/Power Inn Road	Signal	F (>80)	F (>80)	F (>80)	F (>80)
Power Inn Road/Ramona Avenue	Signal	C (23.6)	B (17.9)	C (24.3)	B (19.1)
Power Inn Road/Cucamonga Avenue	Signal	B (19.0)	B (18.1)	B (14.8)	B (18.9)
Ramona Ave/Brighton Ave	Side-Street Stop	N/A	N/A	A (<10)	A (<10)
Folsom Blvd/Ramona Ave	Signal	N/A	N/A	F (>80)	F (>80)

Notes: 1 LOS = level of service (Average Control Delay)
 For signalized intersections, average control delay is reported in seconds per vehicle.
 Source: Fehr & Peers, 2009

The proposed project would result in LOS F operations at the following intersections under project conditions (all other study intersections would operate at LOS D or better):

- Folsom Boulevard/65th Street (LOS F during AM and PM peak hours);
- Folsom Boulevard/State University Drive East (LOS F during AM and PM peak hours);
- Folsom Boulevard/Howe Avenue/Power Inn Road (LOS F during AM and PM peak hours); and
- Folsom Boulevard/Power Inn Road (LOS F during AM and PM peak hours).

Decreases in LOS and increases in delay under the proposed project would occur at the following intersections:

- Folsom Boulevard/65th Street
- Folsom Boulevard/State University Drive East
- Folsom Boulevard/Power Inn Road

A notable intersection enhancement is shown at Folsom Boulevard/Hornet Drive, where conditions would improve from LOS D to LOS C operations. The proposed project would also result in improved intersection operations at the Folsom Boulevard/Howe Avenue/Power Inn Road intersection, as the overall delay would decrease between the No-Build Alternative and Alternative 1 conditions during the PM peak hour (from approximately 158 to 135 seconds/vehicle), although it would continue to operate at LOS F conditions. Overall, levels of service would remain similar; however, the Ramona Avenue extension would result in decreases in speed-related traffic delay that would be expected to offset traffic mobile source air toxic emissions (see 2.2.4.4.1, Mobile Source Air Toxins).

2.1.5.3.3 Bicycle, Pedestrian and Transit Operations

The implementation of the project would include improvements to the bicycle and pedestrian systems in the proposed project area. These improvements would include the construction of sidewalks and on-street bike lanes on the Ramona Avenue Extension to provide connectivity to existing pedestrian and bicycle facilities.

The proposed project would also provide a new connection for future transit service (e.g., CSUS shuttle route). As such, the implementation of the proposed project would not result in significant impacts to the bicycle, pedestrian, or transit systems in the proposed project area. Pedestrians and bicyclists would actually experience significant benefits with the implementation of the proposed project.

2.1.5.4 Avoidance, Minimization and/or Mitigation Measures

The intersections listed on Table 2-7 that would operate at LOS F or above are along an exempt roadway segment of Folsom Boulevard as defined in the City's 2030 General Plan. However, widening this section of Folsom Boulevard to mitigate the low LOS is considered infeasible at most of these locations because lengthening of the UPRR overcrossing was financially impractical. In addition, widening Folsom Boulevard is inconsistent with the City's 2030 General Plan, and with the goals and objectives of the 65th Street Station Area Plan to create pedestrian-friendly streets and Smart Growth policies.

To achieve conformance with the LOS policy for exempt locations as specified in the 2030 General Plan, the project would need to provide improvements to either other parts of the city-wide transportation system to improve system-wide roadway capacity, make intersection improvements, or enhance non-auto travel modes in furtherance of the General Plan goals. The Ramona Avenue Extension project would provide a substantial improvement in connectivity in the proposed project area, which is a General Plan objective. The proposed project would also provide new on-street bicycle lanes and sidewalks along the extension, providing an enhancement for pedestrians and bicyclists in the study area.

Given the above proposed project features and conditions, the proposed project would comply with the criteria for locations that are exempt from the standard LOS policies of the General Plan.

2.1.6 Cultural Resources

"Cultural resources" as used in this document refers to all historical and archaeological resources, regardless of significance.

The following technical studies were prepared for the project and are summarized below: *Historic Property Survey Report for the Folsom Boulevard Widening/Ramona Avenue Extension* (PAR 2010b); *Historic Resources Evaluation Report for the Folsom Boulevard Widening/Ramona Avenue Extension* (PAR 2010c); *Archaeological Survey Report for the Folsom Boulevard Widening/Ramona Avenue Extension* (PAR 2010d); and *Finding of Effect for the Folsom Boulevard Widening/Ramona Avenue Extension Project* (PAR 2010e).

2.1.6.1 Regulatory Setting

The National Historic Preservation Act of 1966, as amended, (NHPA) sets forth national policy and procedures regarding historic properties, defined as districts, sites, buildings, structures, and objects included in or eligible for the National Register of Historic Places (NRHP). Section 106

of NHPA requires federal agencies to take into account the effects of their undertakings on such properties and to allow the Advisory Council on Historic Preservation (Advisory Council) the opportunity to comment on those undertakings, following regulations issued by the Advisory Council (36 CFR 800). On January 1, 2004, a Section 106 Programmatic Agreement (PA) between the Advisory Council, FHWA, State Historic Preservation Officer (SHPO), and Caltrans went into effect for Department projects, both state and local, with FHWA involvement. The PA sets forth a program alternative for implementation of 36 CFR 800, streamlining the Section 106 process and delegating certain responsibilities to Caltrans. All federal-aid highway program projects must comply with the terms of the PA. The FHWA's responsibilities under the PA have been assigned to Caltrans as part of the Surface Transportation Project Delivery Pilot Program (23 CFR 327) (July 1, 2007).

Historic properties may also be covered under Section 4(f) of the U.S. Department of Transportation Act, which regulates the "use" of land from historic properties. (see Appendix G for specific information regarding Section 4(f)).

Historical resources are considered under CEQA, as well as California Public Resources Code (PRC) Section 5024.1, which established the California Register of Historical Resources (CRHR). PRC Section 5024 requires state agencies to identify and protect state-owned resources that meet NRHP listing criteria. It further specifically requires Caltrans to inventory state-owned structures in its rights-of-way. Sections 5024(f) and 5024.5 require state agencies to provide notice to and consult with the SHPO before altering, transferring, relocating, or demolishing state-owned historical resources that are listed on or are eligible for inclusion in the NRHP, CRHR or are registered or eligible for registration as California Historical Landmarks.

Under Chapter 17.134 of the City of Sacramento Municipal Code, historic preservation work within designated historic districts or involving designated landmarks require City preservation review. There are no designated historic districts or landmarks within the Area of Potential Effects (APE).

2.1.6.2 Affected Environment

Cultural resource studies were conducted between June and December 2008 and included record searches, archival research, consultation with Native American tribes, agencies and interested parties, and architectural and archaeological surveys within the Area of Potential Effects (APE) established for the proposed project. The APE encompassed an area large enough to include maximum right-of-way take for all alternatives, construction easements and potential staging areas.

Archival research was conducted at the County, City and State libraries and repositories, City and County offices, State railroad archives and on-line sources. This research focused on establishing an historic context, and identifying dates of construction and ownership of properties within the APE. A record search was completed at the North Central Information Center, CSUS, to gather information on past architectural and archaeological investigations, federal and state listings of historical resources, and relevant historical maps and records. No significant concerns, sacred sites or properties were identified during consultation.

Identification efforts did not reveal previously recorded archaeological resources within the APE for the proposed project; however, they did reveal the presence of four built environment cultural resources. The Sacramento Valley Railroad (SVRR) was previously determined eligible for listing in NRHP and CRHR and the Brighton Underpass and Flood Gate was determined eligible for listing in the NRHP and CRHR as a result of this effort. Additionally, Caltrans determined that two resources in the APE, the Central Pacific/Union Pacific Railroad and a residence at 6948 Folsom Boulevard, are not eligible for the NRHP or CRHR under any criteria. The SHPO concurred with the determinations of eligibility made as a result of this project in a letter dated May 20, 2010 (Appendix F).

2.1.6.2.1 Sacramento Valley Railroad

The SVRR formed in 1852 and built the first railroad west of the Mississippi River through the project area, completing it in February 1856. The historic SVRR was acquired by the Central Pacific Railroad (CPRR) in 1865, which was then purchased by the Southern Pacific Railroad (SPRR) in 1910 and continued to provide transportation to the region. The SPRR discontinued use of the rails in the 1970s, except for limited freight service (Baker 1996; Herbert and McMorris 2000:12). The SVRR was determined eligible for inclusion in the NRHP and CRHR at the state level of significance under Criterion A/1 (association with significant events) in 1995 and is an historical resource for the purposes of CEQA.

2.1.6.2.2 Brighton Underpass and Flood Gate

The Brighton Underpass and Flood Gate structure was constructed in 1928-1929 by a joint effort between State Department of Public Works and the Southern Pacific Railroad to create a grade separation between vehicular traffic on Folsom Boulevard and Southern Pacific's tracks.

Construction of the Underpass and Flood Gates was important as part of the development of Folsom Boulevard in Sacramento, as well as to alleviate one of the most dangerous at-grade crossings in Sacramento at the time (Criterion A/1). Under Criterion C/3 (significant design/construction) at a local level of significance, the Underpass and Flood Gate embody distinctive characteristics of a type and period. As stated by Herbert and McMorris, "expressed in the structure's design, form and materials, the property features elements representative of its class of resources from its time. It remains today as an excellent, and rare, example in Sacramento of a 1920s grade separation with integrated flood gates" (Herbert and McMorris 2000). Character-defining features that contribute to the eligibility of this property are the engineering attributes that embody early twentieth century construction, including the paneled concrete abutments, steel railroad girder, bow levees and steel flood gates. The sidewalk and handrail on the south side of Folsom Boulevard, although contemporary with the property, are not considered character-defining elements of the Underpass or Flood Gates.

2.1.6.3 Environmental Consequences

Caltrans applied the Criteria of Adverse Effect pursuant to Stipulation X.A of the PA and 36 CFR Part 800.5(a)(1) to evaluate any effects that the proposed project would have on the identified NRHP eligible resources within the APE. An "effect" is an alteration to the

characteristics of a historic property that qualify it for inclusion in the NRHP. There are several types of effect finding in relation to Section 106 projects. A “no historic properties affected” determination is one in which there are no historic properties present or there are historic properties present but the undertaking will have no effect on them (36 CFR 800.4[d][1]). An “historic properties affected” finding is one in which there are historic properties that may be affected by the project (36 CFR 800.4[d][2]). Under 36 CFR 800.5, consideration must be given as to whether any effects on a project are adverse. An adverse effect would constitute as a significant impact under CEQA.

In the *Finding of Effect for the Folsom Boulevard Widening/Ramona Avenue Extension* (PAR 2010e) prepared for the proposed project, which assessed any potential project impacts on the historic properties described above, Caltrans determined that, with the implementation of avoidance measures, the undertaking would have No Adverse Effect on historic properties. The SHPO concurred with the No Adverse Effect determination in a letter dated August 16, 2010 (Appendix F).

2.1.6.3.1 No Build Alternative

No prehistoric or historic archaeological sites or architectural resources would be impacted under this alternative.

2.1.6.3.2 Alternative 1

Sacramento Valley Railroad

The proposed project is focused on street improvements; however, there will be one at-grade crossing across the SVRR tracks that requires both a temporary construction easement and permanent operational easement. The SVRR track would not be affected by this project in a way that would change, alter or destroy the property. To accommodate its current use, concrete would be laid around the track, but would not conform to it. Because the track is still in use, it would not be neglected. Additionally, the property is not currently in federal ownership or control. Therefore, Caltrans has determined that this project would have no adverse effect on the portion of the SVRR in the APE and the City has made a less-than-significant impact determination under CEQA.

Brighton Underpass and Flood Gate

Roadway improvements will extend to the exterior of the flood gate and conform to it. The project has been designed to avoid impacts to the underpass and flood gate, as described in the next section. The sidewalk on the south side of Folsom Boulevard and pipe rails were installed in conjunction with the underpass construction to provide pedestrian access over the flood gate. The sidewalk and handrail are not considered character-defining elements of the property. Project plans include rerouting the sidewalk to comply with ADA requirements. This would result in a “no adverse effect,” since the walkway is not a contributing element of the property.

Implementation of the protective measures will prevent any physical destruction of, or damage to, the property. Since the historic property is already located near an urban streetscape, the reconstruction of Folsom Boulevard would not introduce a visual, atmospheric, or audible change, nor would the project contribute to the neglect of the property. Consequently, Caltrans has determined that this project would result in no adverse effect to the Brighton Underpass and Flood Gate and the City has made a less-than-significant impact determination under CEQA.

2.1.6.4 Avoidance, Minimization and/or Mitigation Measures

In order to avoid adverse effects to the Brighton Underpass and Flood Gate, the construction contract shall include the following avoidance and minimization measures to protect the property:

- The existing concrete and asphalt concrete pavement shall be saw-cut three (3) feet from the underpass and Flood Gate face. In order to break the concrete or asphalt, a backhoe with a jackhammer attachment or loader shall be used if the work is being done more than three (3) feet away from the structures. The equipment shall be located a safe distance from the structures so any arms or attachments cannot reach the structures. A hand-held hydraulic jackhammer shall be used to break existing concrete into pieces within three (3) feet of the structures' face. The broken concrete shall then be removed by hand. The underpass and Flood Gate face shall be protected by a minimum one (1)-inch-thick foam board, which is generally used for insulation.
- Ride-on machinery shall be used to compact the ground five (5) feet or more away from the face of the structures. Hay bales shall be stacked three rows high along the face of the structures to a height of six (6) feet for work performed more than five (5) feet away from the property. A vibrator plate tamper shall be used to compact the material that is within five (5) feet of the structures' face, at which time the structures shall be protected with minimally a one (1)-inch-thick foam board.
- The new roadbed shall be separated from the existing structures by a 0.5-inch-thick fiber expansion joint. The concrete shall be poured from a concrete truck and would be finished using hand tools. The existing structures shall be protected with plastic sheeting to prevent concrete from splattering onto the existing structures.

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

If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall cease in any area or nearby area suspected to overlie remains, and the County Coroner contacted. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC) who will then notify the Most Likely Descendent (MLD). At this time, the person who discovered the remains will contact City of Sacramento, Department of

Transportation so that they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.

2.2 Physical Environment

2.2.1 Hydrology and Flood Plain

A Preliminary Storm Drainage Evaluation—City of Sacramento Folsom Boulevard Widening and Ramona Avenue Extension Project was prepared to analyze the existing watersheds and storm drainage systems in the vicinity of the proposed project (West Yost Associates 2010). Information from this evaluation is summarized in the following sections.

2.2.1.1 Regulatory Setting

Executive Order 11988 (Flood plain Management) directs all federal agencies to refrain from conducting, supporting, or allowing actions in flood plains unless it is the only practicable alternative. The FHWA requirements for compliance are outlined in 23 CFR 650 Subpart A.

In order to comply, the following must be analyzed:

- The practicability of alternatives to any longitudinal encroachments;
- Risks of the action;
- Impacts on natural and beneficial flood plain values;
- Support of incompatible flood plain development; and
- Measures to minimize flood plain impacts and to preserve/restore any beneficial flood plain values impacted by the project.

The base flood plain is defined as “the area subject to flooding by the flood or tide having a one percent chance of being exceeded in any given year.” The encroachment is defined as “an action within the limits of the base flood plain” (Caltrans Standard Environmental Reference, EIR/EA Annotated Outline 2010).

2.2.1.2 Affected Environment

The Federal Emergency Management Agency (FEMA) administers the National Flood Insurance Program (NFIP) and delineates areas subject to flood hazard on Flood Insurance Rate Maps (FIRMs) for each community participating in the NFIP. The FIRMs show the area subject to inundation by a flood that has a one percent chance or greater of being equaled or exceeded in any given year. As discussed above, this type of flood is referred to as the 100-year or base flood.

The proposed project site currently is within the “Shaded Zone X” flood zone, as specified in the FIRM. This zone is applied to areas of the City that are areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood. Since the proposed project is outside of the 100-year flood plain, there will be no increased risk of exposure to people or property.

The proposed project lies within two distinct City drainage basins: Basin 43 and Basin 155 (Figure 2–2). The existing drainage systems in Basins 43 and 155 are described below.

2.2.1.3 Drainage Basin 43

The majority of the proposed project lies within Drainage Basin 43. This watershed covers approximately 520 acres and is drained by an underground pipe system that conveys runoff to a pipeline in Power Inn Road that flows to the south. The trunk delivers runoff to Sump 43, which is a 90 cubic feet per second (cfs) pump station located adjacent to Power Inn Road, approximately 1,500 feet north of Fruitridge Road. The pump station discharges runoff into a concrete-lined drainage channel that conveys runoff south and ultimately joins with Morrison Creek.

2.2.1.3.1 Drainage Basin 155

The northernmost portion of the proposed project is within Drainage Basin 155. This drainage basin covers approximately 200 acres. Although there are some underground pipes, the watershed is primarily drained by an open channel called the College Ditch that essentially travels the length of the watershed. The channel generally conveys runoff to the north and ultimately delivers runoff to Sump 155, which is a 180 cfs pump station located at the north end of the CSUS campus. Sump 155 pumps storm water into the American River.

2.2.1.4 Environmental Consequences

The proposed project is outside of the 100-year flood plain, therefore, a flood plain analysis was not warranted. However, localized flooding to the storm water drainage system was examined because the project would increase the area covered by pavement making the area impervious to rain water. See Section 2.2.2 for more details.

The proposed project falls within the scope of the Master EIR for the City’s 2030 General Plan and the findings adopted for the City’s flood zone land use policy. The proposed project would not increase the amount of land, property or persons exposed to flood hazards, because the proposed project is outside of the 100-year flood plain.

Construction of the proposed project would increase the area of impervious cover in the affected watersheds. Added impervious areas can cause an increase in runoff volume and peak flow, which can increase the risk of localized flooding to the storm water drainage system. Hydrologic and hydraulic modeling was performed to assess the potential effects of the proposed project on peak flows and water surface elevations. The modeling was performed using a computer program called SSWMM.

The models were used to calculate flood flows and water surface elevations for the 10-year and 100-year storms for both existing and post-project conditions. The model results were evaluated to determine the potential hydraulic effects of the project. The modeling for each drainage basin is discussed below.

2.2.1.4.1 Drainage Basin 43

The City's model has Basin 43 divided into 13 subsheds for the runoff calculations. Subsheds 1 through 4 are located in the vicinity of the proposed project. The land-use designation for these watersheds were based on the conditions at the time the model was prepared (1995); therefore, to more accurately define existing conditions, the model was updated to represent current land use conditions (i.e. impervious cover) in the four subsheds near the project. No changes were made to the land use for other subsheds in the model because most of the other watersheds were almost fully developed in 1995 and model tests indicated that the results in the project area are not affected by land-use changes in other subsheds.

The project will add approximately 1.8 acres of impervious area to Basin 43. Approximately 1.6 acres are proposed to be added to Subshed 1, and 0.2 acres to Subshed 2. The model results indicate that the proposed project would have a small effect on flows and water surface elevations in the basin. The peak flows from Subshed 1 are predicted to increase between four and five percent. The predicted flow increases from Subshed 2 are very small at less than one percent.

The proposed project will have a small effect on water surface elevations along Ramona Avenue. The maximum increase in water surface elevation is 0.03 feet for the 10-year storm and 0.01 feet for the 100-year storm. There are no significant increases in the water surface elevation at any other location in the watershed and most other locations are predicted to have no change. Although the predicted increases in water surface elevations along Ramona Avenue are small, the existing drainage system in this area currently lacks the capacity to convey peak flows without surface flooding. Because of this, mitigation measures will be included with the project as discussed in Section 2.2.1.5.

2.2.1.4.1 Drainage Basin 155

Basin 155 is divided into 35 subsheds for the runoff calculations. The northern portion of the Ramona Avenue Extension and the Folsom Boulevard improvements are located in subsheds 1231 and 1233. The hydrologic portion of the Basin 155 model was based on buildout land use conditions. Because the subbasins in the vicinity of the proposed project are nearly built-out, an approximate pre-project model was prepared by subtracting the impervious area that would be added by the project from the buildout impervious coverage for subsheds 1231 and 1233. The proposed project would add approximately 1.1 acres of impervious area to Basin 155. Approximately 0.3 acres are proposed to be added to Subshed 1231, and 0.8 acres to Subshed 1233.

Folsom Boulevard does not currently have an underground storm drainage system within the roadway, nor does the area of the proposed Ramona Avenue Extension. The only modeled pipe along Folsom Boulevard is an 18-inch-diameter culvert that conveys flows from south to north under Folsom Boulevard.

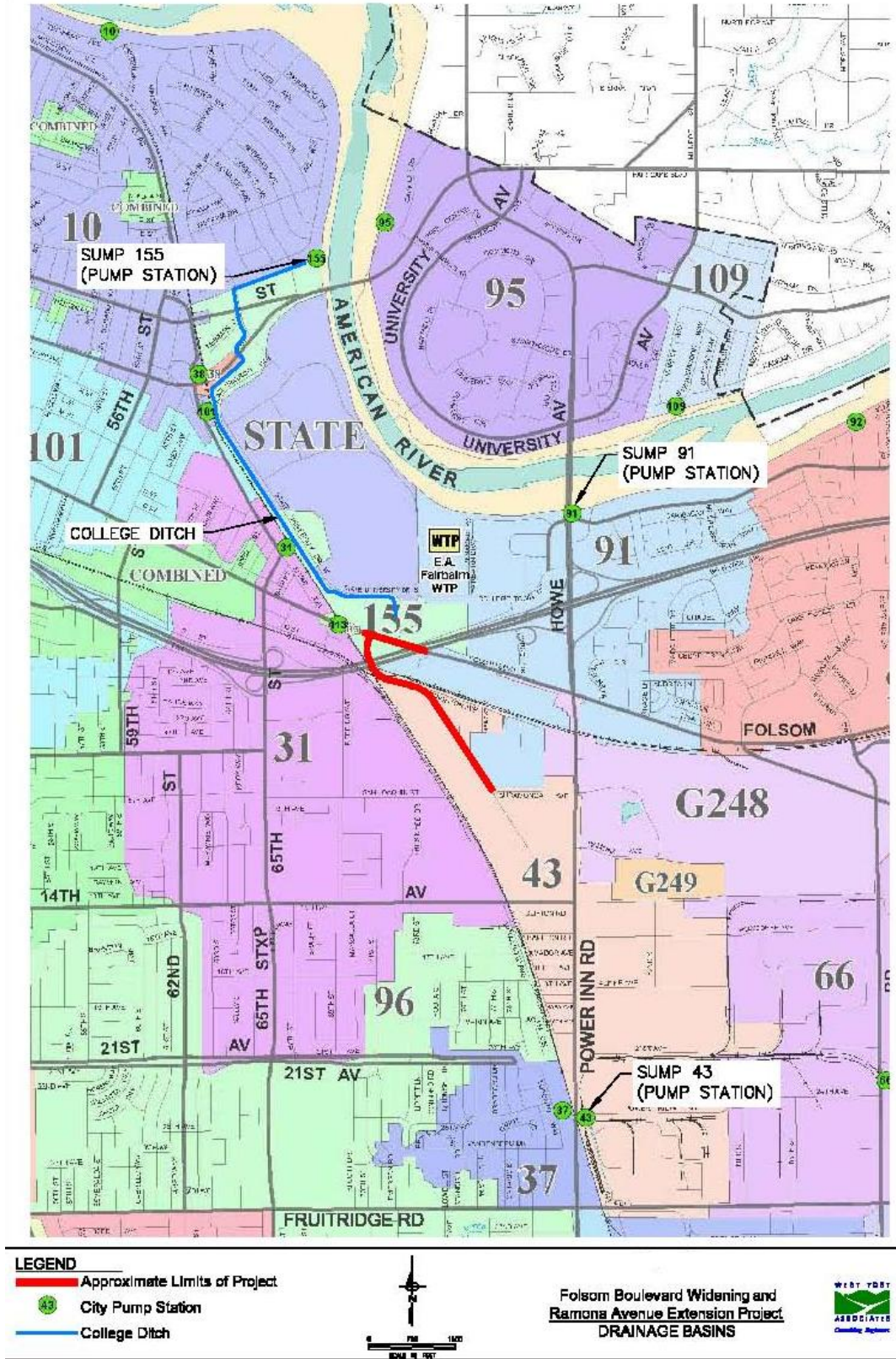


Figure 2-2. Drainage Basins in the Project Vicinity

There are two proposed drainage strategies for Folsom Boulevard. In the first alternative, the current drainage pattern is maintained into an existing culvert and ultimately conveyed to an open channel known as College Ditch. In the second alternative, the culvert would be bypassed by a new drainage system along a proposed extension of College Town Drive before ultimately out falling at College Ditch.

The 10-year and 100-year peak flows from Subshed 1231 are predicted to increase by about four percent. The predicted 10-year and 100-year peak flows from Subshed 1233 are predicted to increase by about six percent.

The proposed project would generally have a very small effect on surface water levels in the vicinity of the project, since the increases in drainage would not exceed the current facilities in the basin. The largest increases are predicted at the upstream and downstream ends of the existing 18-inch-diameter culvert under Folsom Boulevard. For the 10-year event, the increases at that upstream and downstream ends of the culvert are 0.19 and 0.17 feet, respectively. For the 100-year event, the increases at this location are only 0.04 and 0.02 feet. The increases at this location are not significant because the water surface elevations are lower than the edge of the roadway and do not produce flooding. Also, the proposed project would include improvements to the drainage system in that area that would redirect flow away from the culvert to a retention basin or replace the culvert with oversized piping. There are no other locations in the watershed with a predicted increase in water surface elevation of greater than 0.04.

2.2.1.5 Avoidance, Minimization and/or Mitigation Measures

Mitigation or minimization would be provided by design elements of the project through construction of a detention basin or construction of an oversized pipeline (24-60 inches in diameter) in the extended portion of Ramona Avenue that would connect to the existing pipeline in Ramona Avenue that flows to the south.

2.2.2 Water Quality and Storm Water Runoff

A Preliminary Storm Drainage Evaluation—City of Sacramento Folsom Boulevard Widening and Ramona Avenue Extension Project was prepared to analyze the existing watersheds and storm drainage systems in the vicinity of the project (West Yost Associates 2010). Information from this evaluation is summarized in the following sections.

2.2.2.1 Regulatory Setting

2.2.2.1.1 Federal Requirements: Clean Water Act

In 1972 Congress amended the Federal Water Pollution Control Act, making the addition of pollutants to the waters of the United States (U.S.) from any point source unlawful unless the discharge is in compliance with a National Pollutant Discharge Elimination System (NPDES) permit. Known today as the Clean Water Act (CWA), Congress has amended it several times. In the 1987 amendments, Congress directed dischargers of storm water from municipal and industrial/construction point sources to comply with the NPDES permit scheme. Important CWA sections are:

- Sections 303 and 304 require states to promulgate water quality standards, criteria, and guidelines.
- Section 401 requires an applicant for a federal license or permit to conduct any activity, which may result in a discharge to waters of the U.S. to obtain certification from the State that the discharge will comply with other provisions of the act. (Most frequently required in tandem with a Section 404 permit request. See below.)
- Section 402 establishes the NPDES, a permitting system for the discharges (except for dredge or fill material) of any pollutant into waters of the U.S. Regional Water Quality Control Boards (RWQCB) administer this permitting program in California. Section 402(p) requires permits for discharges of storm water from industrial/construction and municipal separate storm sewer systems (MS4s).
- Section 404 establishes a permit program for the discharge of dredge or fill material into waters of the U.S. This permit program is administered by the U.S. Army Corps of Engineers (USACE).

The objective of the CWA is “to restore and maintain the chemical, physical, and biological integrity of the Nation’s waters.”

USACE issues two types of 404 permits: Standard and General permits. There are two types of General permits, Regional permits and Nationwide permits. Regional permits are issued for a general category of activities when they are similar in nature and cause minimal environmental effect. Nationwide permits are issued to authorize a variety of minor project activities with no more than minimal effects.

There are two types of Standard permits: Individual permits and Letters of Permission. Ordinarily, projects that do not meet the criteria for a Nationwide Permit may be permitted under one of USACE’s Standard permits. For Standard permits, the USACE decision to approve is based on compliance with U.S. EPA’s Section 404 (b)(1) Guidelines (U.S. EPA CFR 40 Part 230), and whether permit approval is in the public interest. The Section 404(b)(1) Guidelines were developed by the U.S. EPA in conjunction with USACE, and allow the discharge of dredged or fill material into the aquatic system (waters of the U.S.) only if there is no practicable alternative which would have less adverse effects. The Guidelines state that USACE may not issue a permit if there is a least environmentally damaging practicable alternative (LEDPA), to the proposed discharge that would have lesser effects on waters of the U.S., and not have any other significant adverse environmental consequences. Per Guidelines, documentation is needed that a sequence of avoidance, minimization, and compensation measures has been followed, in that order. The Guidelines also restrict permitting activities that violate water quality or toxic effluent standards, jeopardize the continued existence of listed species, violate marine sanctuary protections, or cause “significant degradation” to waters of the U.S. In addition every permit from the USACE, even if not subject to the Section 404(b)(1) Guidelines, must meet general requirements. See 33 CFR 320.4.

2.2.2.1.1.1 State Requirements: Porter-Cologne Water Quality Control Act

California's Porter-Cologne Act, enacted in 1969, provides the legal basis for water quality regulation within California. This Act requires a "Report of Waste Discharge" for any discharge of waste (liquid, solid, or gaseous) to land or surface waters that may impair beneficial uses for surface and/or groundwater of the State. It predates the CWA and regulates discharges to waters of the State. Waters of the State include more than just Waters of the U.S., like groundwater and surface waters not considered Waters of the U.S. Additionally, it prohibits discharges of "waste" as defined and this definition is broader than the CWA definition of "pollutant". Discharges under the Porter-Cologne Act are permitted by Waste Discharge Requirements (WDRs) and may be required even when the discharge is already permitted or exempt under the CWA.

The State Water Resources Control Board (SWRCB) and RWQCBs are responsible for establishing the water quality standards (objectives and beneficial uses) required by the CWA, and regulating discharges to ensure compliance with the water quality standards. Details regarding water quality standards in a project area are contained in the applicable RWQCB Basin Plan. States designate beneficial uses for all water body segments, and then set criteria necessary to protect these uses. Consequently, the water quality standards developed for particular water segments are based on the designated use and vary depending on such use. In addition, each state identifies waters failing to meet standards for specific pollutants, which are then state-listed in accordance with CWA Section 303(d). If a state determines that waters are impaired for one or more constituents and the standards cannot be met through point source controls, the CWA requires the establishment of Total Maximum Daily Loads (TMDLs). TMDLs specify allowable pollutant loads from all sources (point, non-point, and natural) for a given watershed.

2.2.2.1.1.2 State Water Resources Control Board and Regional Water Quality Control Boards

The SWRCB administers water rights, water pollution control, and water quality functions throughout the state. RWQCBs are responsible for protecting beneficial uses of water resources within their regional jurisdiction using planning, permitting, and enforcement authorities to meet this responsibility.

- **National Pollution Discharge Elimination System (NPDES) Program**

Municipal Separate Storm Sewer Systems

Section 402(p) of the CWA requires the issuance of NPDES permits for five categories of storm water dischargers, including Municipal Separate Storm Sewer Systems (MS4s). The U.S. EPA defines an MS4 as any conveyance or system of conveyances (roads with drainage systems, municipal streets, catch basins, curbs, gutters, ditches, human-made channels, and storm drains) owned or operated by a state, city, town, county, or other public body having jurisdiction over storm water, that are designed or used for collecting or conveying storm water. The SWRCB has identified Caltrans as an owner/operator of an MS4 by the SWRCB. This permit covers all Caltrans rights-of-way, properties, facilities, and activities in the state. The SWRCB or the RWQCB issues NPDES permits for five years, and permit requirements remain active until a new permit has been adopted.

Caltrans's MS4 Permit, under revision at the time of this update, contains three basic requirements:

1. Caltrans must comply with the requirements of the Construction General Permit (see below);
2. Caltrans must implement a year-round program in all parts of the State to effectively control storm water and non-storm water discharges; and
3. Caltrans storm water discharges must meet water quality standards through implementation of permanent and temporary (construction) Best Management Practices (BMPs) and other measures.
4. To comply with the permit, Caltrans developed the Statewide Storm Water Management Plan (SWMP) to address storm water pollution controls related to highway planning, design, construction, and maintenance activities throughout California. The SWMP assigns responsibilities within Caltrans for implementing storm water management procedures and practices as well as training, public education and participation, monitoring and research, program evaluation, and reporting activities. The SWMP describes the minimum procedures and practices Caltrans uses to reduce pollutants in storm water and non-storm water discharges. It outlines procedures and responsibilities for protecting water quality, including the selection and implementation of BMPs. The proposed project will be programmed to follow the guidelines and procedures outlined in the latest SWMP to address storm water runoff.

Part of and appended to the SWMP is the Storm Water Data Report (SWDR) and its associated checklists. The SWDR documents the relevant storm water design decisions made regarding project compliance with the MS4 NPDES permit. The preliminary information in the SWDR prepared during the Project Initiation Document (PID) phase will be reviewed, updated, confirmed, and if required, revised in the SWDR prepared for the later phases of the project. The information contained in the SWDR may be used to make more informed decisions regarding the selection of BMPs and/or recommended avoidance, minimization, or mitigation measures to address water quality impacts.

2.2.2.1.1.2.1 Construction General Permit

Construction General Permit (Order No. 2009-009-DWQ), adopted on September 2, 2009, became effective on July 1, 2010. The permit regulates storm water discharges from construction sites which result in a Disturbed Soil Area (DSA) of one acre or greater, and/or are smaller sites that are part of a larger common plan of development. By law, all storm water discharges associated with construction activity where clearing, grading, and excavation results in soil disturbance of at least one acre must comply with the provisions of the General Construction Permit. Construction activity that results in soil disturbances of less than one acre is subject to this Construction General Permit if there is potential for significant water quality

impairment resulting from the activity as determined by the RWQCB. Operators of regulated construction sites are required to develop storm water pollution prevention plans; to implement sediment, erosion, and pollution prevention control measures; and to obtain coverage under the Construction General Permit.

The 2009 Construction General Permit separates projects into Risk Levels 1, 2, or 3. Risk levels are determined during the planning and design phases, and are based on potential erosion and transport to receiving waters. Requirements apply according to the Risk Level determined. For example, a Risk Level 3 (highest risk) project would require compulsory storm water runoff pH and turbidity monitoring, and before construction and after construction aquatic biological assessments during specified seasonal windows. For all projects subject to the permit, applicants are required to develop and implement an effective Storm Water Pollution Prevention Plan (SWPPP). In accordance with Caltrans's Standard Specifications, a Water Pollution Control Plan (WPCP) is necessary for projects with DSA less than one acre.

2.2.2.1.1.2.2 Local Agency Construction Activity Permitting

For local agency 'off' the State Highway System (SHS) transportation projects, the local agency (as owner of the land where the construction activity is occurring) is responsible for obtaining a National Pollution Discharge Elimination System (NPDES) permit if required and for signing certification statements (when necessary). Local agencies contact the appropriate Regional Water Quality Control Board (RWQCB) to determine what permits are required for their construction activity.

For local agency 'off' SHS transportation projects, the local agency is responsible for ensuring that all permit conditions are included in the construction contract and fully implemented in the field.

2.2.2.1.1.2.3 Section 401 Permitting

Under Section 401 of the Clean Water Act (CWA), any project requiring a federal license or permit that may result in a discharge to a water body must obtain a 401 Certification, which certifies that the project will be in compliance with State water quality standards. The most common federal permits triggering 401 Certification are CWA Section 404 permits issued by the U.S. Army Corps of Engineers (USACE). The 401 permit certifications are obtained from the appropriate Regional Water Quality Control Board (RWQCB), dependent on the project location, and are required before USACE issues a 404 permit.

In some cases the RWQCB may have specific concerns with discharges associated with a project. As a result, the RWQCB may issue a set of requirements known as Waste Discharge Requirements (WDRs) under the State Water Code that define activities, such as the inclusion of specific features, effluent limitations, monitoring, and plan submittals that are to be implemented for protecting or benefiting water quality. WDRs can be issued to address both permanent and temporary discharges of a project.

2.2.2.2 Affected Environment

Storm water runoff from roadways can contain pollutants such as oil, grease, trash, metals and sediment that can negatively impact the receiving water. The potential effects of a project on storm water quality are related to the amount of added impervious surfaces. The City has established size thresholds to determine whether a project is required to include post-construction storm water quality treatment measures. For public road projects, treatment measures are required if the project will add more than five acres of impervious surface.

2.2.2.3 Environmental Consequences

The proposed project will add less than three acres of impervious area and no treatment measures are required; however, the proposed project shall be required to include storm drain inlet markings to alert the public that the drains lead to a water body and dumping is prohibited.

Although no treatment measures are required with the proposed project, runoff from the project will receive some water quality treatment from existing facilities within the watershed. In Basin 43, an existing detention basin adjacent to Sump 43 provides storm water quality treatment for the entire watershed. In Basin 155, runoff from the project will be carried for approximately 1.7 miles in an open channel (College Ditch). Conveyance of runoff in this channel will promote settling and filtering of pollutants.

Potential storm water quality impacts during construction shall be addressed prior to construction of the project. The proposed project would disturb more than one acre and construction would occur after July 1, 2010; therefore, the proposed project would need to obtain coverage under the State's General Construction Storm Water Permit (Construction General Permit Order 2009-0009-DWQ).

2.2.2.4 Avoidance, Minimization and/or Mitigation Measures

To obtain coverage under this Construction General Permit, dischargers must file Permit Registration Documents, which include a Notice of Intent, a calculation of risk level, a Storm Water Pollution Prevention Plan (SWPPP), and other compliance-related documents required by the General Permit. The SWPPP must be prepared by a Qualified SWPPP Developer. The SWPPP would define the activities on the construction site and the potential pollutants that could be generated, and describes the measures that shall be taken to prevent storm water pollution.

2.2.3 Hazardous Waste/Materials

A Phase I Initial Site Assessment for Ramona Avenue Extension Project was prepared to evaluate whether potential sources or indications of hazardous substance contamination are present in the proposed project area of disturbance and potential right-of-way acquisition for the project (Parikh Consultants, Inc. 2010).

2.2.3.1 Regulatory Setting

Hazardous materials and hazardous wastes are regulated by many state and federal laws. These include specific statutes governing hazardous waste, and 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); and
- 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 vital if it is disturbed during project construction.

2.2.3.2 Affected Environment

The project site was examined by Parikh Consultants, Inc. through a physical site inspection on November 1, 2010. The site visit consisted of a walk/drive overview of the study area and recording of any observed areas of potential contamination.

A search of environmental regulatory databases was conducted for the proposed project area. The database search was conducted by Environmental Data Resources, Inc. (EDR) to determine whether documentation exists related to environmental incidents at the site or surrounding properties. To examine the historical use of the area, historical aerial photographs, historical USGS maps and historical Sanborn maps were reviewed.

2.2.3.2.1 Ramona Avenue (West Side)

The right-of-way on Ramona Avenue is bordered by vacant lots and commercial and residential properties. On the southwest side of Ramona, there is an unpaved lot with a trailer home, followed by several residential properties from 3304 to 3316 Ramona Avenue. Further north is a vacant lot and Geremia Pools at 3264 Ramona Avenue. An approximately 5,000 gallon above ground fuel storage tank was observed in the central portion of the lot at Geremia Pools facility. In addition, several groundwater monitoring wells were observed at the southeast portion of the facility near Ramona Avenue.

Further north is Fresh Express Wholesale at 3120 Ramona Avenue. Fresh Express Wholesale has a large paved storage yard that is used as a parking lot for catering trucks. Transformers were observed on the outside of the facility within the footprint of the right-of-way.

There are several buildings occupied by Great World Company and Thunder Machine Works at 2940 Ramona Avenue. North of 2940 Ramona Avenue is a vacant lot (APN 079-0241-014), and a newer building at 2930 Ramona Avenue.

Two vacant lots (APN 079-0241-010 and -011) are located north of 2930 Ramona Avenue. On the -011 parcel adjacent to the Sacramento Regional Transit right-of-way, a gas pipeline was observed. The gas pipeline appeared to travel parallel to the Sacramento Regional Transit tracks.

2.2.3.2.2 Ramona Avenue (East Side)

California Diamond Products is located at 3325 Ramona Avenue at the southeast intersection of Cucamonga Drive and Ramona Avenue. The facility is used as a construction equipment sales and show room space.

On the northeast corner of Cucamonga and Ramona, there is a storage yard used by Geremia Pools. At the time of the site visit, trucks and trailers with the mark of Geremia Pools were stored at the unpaved lot. To the east of the yard at 7717 Cucamonga Drive is AC&L Mini Storage, and another storage warehouse.

On Ramona Avenue, a paved lot formerly occupied by California Youth Authority is located north of the Geremia storage yard, and then north is the Ramona Complex, which consists of commercial warehouses used for services such as limousine storage and automotive repair facilities. Two groundwater monitoring wells were observed on the east side of Ramona Avenue, one adjacent to the Geremia Pools storage lot and another adjacent to the California Youth Authority lot. Review of the regulatory reports indicates that the monitoring wells are part of the network of wells installed by Geremia Pools to monitor the groundwater at 3264 Ramona Avenue. Further north of the Ramona Complex, American River Self Storage is located at 2935 Ramona Avenue.

2.2.3.2.3 Folsom Boulevard

The proposed project limits on Folsom Boulevard are bordered by commercial properties and U.S. 50. Public Storage facility, preceded by Body Craft is located at 7500 Folsom Boulevard on the south side of Folsom Boulevard. Further west is a landscape management company.

A pipeline crosses Folsom Boulevard paralleling the north side of the Landscape Management business on the south side of U.S. 50. Bisla's Blue Moon Restaurant is located west of U.S. 50 at 7042 Folsom Boulevard. Further west within the proposed right-of-way for the proposed project are several landscape management and construction yards housing equipment.

The areas along the north side of Folsom Boulevard right-of-way are occupied by parking lots for commercial buildings and CSUS. Two transformers were observed on the sidewalk on the north side of Folsom Boulevard across from Bisla's Blue Moon Restaurant.

2.2.3.3 Environmental Consequences

Review of the EDR database and regulatory records indicate that majority of the sites identified as leaking underground storage tanks (LUST) of Spills, Leaks, Investigation and Cleanup Cost Recovery (SLIC) sites that were located upgradient or near the proposed project area are closed. Only the open sites that are within 1/8-mile of the proposed project are discussed further.

Geremia Pools, located at 3264 Ramona Avenue, is listed on the SLIC and LUST databases. Review of site records indicate that the facility was listed on the LUST database for releases from a 5,000-gallon underground storage tank (UST) containing gasoline and 10,000-gallon diesel storage tank. The tanks were removed in 1998 and the site has undergone remediation through several rounds of soil vapor extraction (SVE). The SVE system was shutdown in 2008 due to suspension of funds by the State UST fund. Groundwater underneath the site is impacted with petroleum hydrocarbons as gasoline as high as 2,700 micrograms per liter and benzene as high as 120 micrograms per liter. The most recent monitoring report shows that the contamination is limited to the site footprint, and the groundwater monitoring wells on the proposed project area have always shown low to nondetect concentrations of benzene and gasoline. Based on the review of the site data it appears that the site should not have an adverse impact on the proposed project as a result of project design. The proposed project soil disturbance in this area will not exceed 8 feet in depth and will not encounter groundwater. Groundwater in this area is approximately 45 feet below ground surface (bgs).

The CYA is listed on the LUST database. The site is listed for release of petroleum hydrocarbons discovered during removal of a 550-gallon UST, and subsequent excavation of contaminated soil from the release. Review of the most recent groundwater monitoring report indicates that a monitoring well has been installed at the site to monitor the quality of groundwater. The groundwater impacts appear to be minimal as 1,2-Dichloromethane is the only compound found in the groundwater at the last three annual sampling events at concentrations ranging from 1.5 to 4 micrograms per liter. These concentrations are below the action levels. Based on review of the site data, the impacted area is upgradient of the proposed project right-of-way; however residual impacts remaining in the soil are unlikely to impact the groundwater at the proposed project right-of-way.

A review of previous land use and the site reconnaissance indicates that the nearby roadways have supported vehicular activities as early as 1937. It is highly likely that the surface soils along these roadways are affected by deposition of aerial lead. The pavement markings consist of yellow paint and possibly thermoplastic stripes that contain lead.

Review of historical data indicates that some of the buildings were built prior to 1980. The proposed project requires right-of-way acquisition of adjacent parcels. It is likely that structures on these parcels may contain asbestos-containing materials (ACM) and lead-based paint (LBP) in its construction materials. In the event the proposed project involves renovation or demolition of the bridge structure, it would have to be surveyed for ACM and LBP prior to start of work.

Active railroad tracks are present to the north and west of Ramona Avenue. Historical USGS maps and aerial photos indicated that the tracks have been present since late nineteenth century. The soil within the railroad right-of-way may be impacted with heavy metals, total petroleum hydrocarbons as diesel, and polynuclear aromatic hydrocarbons (PNAs).

Based on review of aerial photographs, the properties within the proposed right-of-way have been in agricultural use since the early twentieth century. It is likely that the soil within the study area may have been impacted with hazardous levels of pesticides, herbicides and arsenic (used as an herbicide in the early twentieth century).

2.2.3.4 Avoidance, Minimization and/or Mitigation Measures

The following measures shall be conducted prior to purchase of right-of-way to determine if the area of disturbance for the proposed project or any newly purchased right-of-way is impacted by hazardous materials:

- Surface soils shall be tested by a professional engineer or a registered geologist with a minimum of five-years of applied experience for agricultural chemicals and aerially deposited lead. A work plan describing sampling locations and sampling and analytical methods shall be prepared prior to start of work and submitted to the City's project manager and Caltrans, as necessary. If the soils are found to be contaminated following testing, then the provisions from the certified soil tester and the California Department of Toxic Substance Control guidelines on pesticides/herbicides concentrations will be followed and carried out when handling contaminated soil. A site-specific health and safety plan and/or lead compliance plan would be developed and implemented to minimize public/worker health exposure to potential hazardous materials.
- Soil samples shall be collected by a professional engineer or a registered geologist with a minimum of five-years of applied experience within the railroad right-of-way and the proposed project area, and analyzed for heavy metals, total petroleum hydrocarbons as diesel, and PNAs. A work plan describing sampling locations and sampling and analytical methods shall be prepared prior to start of work and submitted to the City's project manager and Caltrans, as necessary. A site-specific health and safety plan would be developed and implemented to minimize public/worker health exposure to potential hazardous materials.

- An ACM investigation shall be performed by an inspector certified by Asbestos Hazardous Emergency Response Act (AHERA) under Toxic Substance Control Act (TSCA) Title II and certified by Cal OSHA under State of California rules and regulations (California Code of Regulations, Section 1529) if any existing buildings or bridge structures would be impacted by the project.

2.2.4 Air Quality

An *Air Quality Technical Report for the Folsom Boulevard Widening and Ramona Avenue Extension Project* was prepared in January 2010 (KD Anderson & Associates 2010).

2.2.4.1 Regulatory Setting

The Federal Clean Air Act (FCAA) as amended in 1990 is the federal law that governs air quality. The California Clean Air Act of 1988 is its companion state law. These laws, and related regulations by the United States Environmental Protection Agency (U.S. EPA) and the California Air Resources Board (ARB), set standards for the quantity of pollutants that can be in the air. At the federal level, these standards are called National Ambient Air Quality Standards (NAAQS). NAAQS and State ambient air quality standards have been established for six transportation-related criteria pollutants that have been linked to potential health concerns. The criteria pollutants are: carbon monoxide (CO), nitrogen dioxide (NO₂), ozone (O₃), particulate matter (PM, broken down for regulatory purposes into particles of 10 micrometers or smaller – PM₁₀ and particles of 2.5 micrometers and smaller – PM_{2.5}), lead (Pb), and sulfur dioxide (SO₂). In addition, State standards exist for visibility reducing particles, sulfates, hydrogen sulfide (H₂S), and vinyl chloride. The NAAQS and State standards are set at a level that protects public health with a margin of safety, and are subject to periodic review and revision. Both State and Federal regulatory schemes also cover toxic air contaminants (air toxics); some criteria pollutants are also air toxics or may include certain air toxics within their general definition.

Federal and State air quality standards and regulations provide the basic scheme for project-level air quality analysis under the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). In addition to this type of environmental analysis, a parallel “Conformity” requirement under the FCAA also applies.

FCAA Section 176(c) prohibits the U.S. Department of Transportation and other Federal agencies from funding, authorizing, or approving plans, programs or projects that are not first found to conform to State Implementation Plan (SIP) for achieving the goals of Clean Air Act requirements related to the NAAQS. “Transportation Conformity” takes place on two levels: the regional, or planning and programming, level, and the project level. The proposed project must conform at both levels to be approved. Conformity requirements apply only in nonattainment and “maintenance” (former nonattainment) areas for the NAAQS, and only for the specific NAAQS that are or were violated. U.S. EPA regulations at 40 CFR 93 govern the conformity process.

Regional conformity is concerned with how well the regional transportation system supports plans for attaining the standards set for carbon monoxide (CO), nitrogen dioxide (NO₂), ozone (O₃), particulate matter (PM₁₀ and PM_{2.5}), and in some areas sulfur dioxide (SO₂). California has attainment or maintenance areas for all of these transportation-related “criteria pollutants” except SO₂, and also has a nonattainment area for lead (Pb). However, lead is not currently required by the FCAA to be covered in transportation conformity analysis. Regional conformity is based on Regional Transportation Plans (RTPs) and Federal Transportation Improvement Programs (FTIPs) that include all of the transportation projects planned for a region over a period of at least 20 years (for the RTP), and 4 years (for the FTIP). RTP and FTIP conformity is based on use of travel demand and air quality models to determine whether or not the implementation of those projects would conform to emission budgets or other tests showing that requirements of the Clean Air Act and the SIP are met. If the conformity analysis is successful, the Metropolitan Planning Organization (MPO), and the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), make the determinations that the RTP and FTIP are in conformity with the SIP for achieving the goals of the Clean Air Act. Otherwise, the projects in the RTP and/or FTIP must be modified until conformity is attained. If the design concept, scope, and “open-to-traffic” schedule of a proposed transportation project are the same as described in the RTP and the FTIP, then the proposed project is deemed to meet regional conformity requirements for purposes of project-level analysis.

Conformity at the project-level also requires “hot spot” analysis if an area is “nonattainment” or “maintenance” for carbon monoxide (CO) and/or particulate matter (PM₁₀ or PM_{2.5}). A region is “nonattainment” if one or more of the monitoring stations in the region measures violation of the relevant standard, and U.S. EPA officially designates the area nonattainment. Areas that were previously designated as nonattainment areas but subsequently meet the standard may be officially redesignated to attainment by U.S. EPA, and are then called “maintenance” areas. “Hot spot” analysis is essentially the same, for technical purposes, as CO or particulate matter analysis performed for NEPA purposes. Conformity does include some specific procedural and documentation standards for projects that require a “hot spot” analysis. In general, projects must not cause the “hot spot”-related standard to be violated, and must not cause any increase in the number and severity of violations in nonattainment areas. If a known CO or particulate matter violation is located in the project vicinity, the project must include measures to reduce or eliminate the existing violation(s) as well.

2.2.4.2 Affected Environment

2.2.4.2.1 General Climatic and Meteorological Conditions in the Study Area

Hot dry summers and mild rainy winters characterize the Mediterranean climate of the Sacramento Valley. During the year, the temperature may range from 20 to 115 degrees Fahrenheit (°F), with summer highs usually in the 90s and winter lows occasionally below freezing. Average annual rainfall is about 20 inches with snowfall being very rare. The prevailing winds are moderate in strength and vary from moist clean breezes from the south to dry land flows from the north.

The mountains surrounding the Sacramento Valley Air Basin (SVAB) create a barrier to air flow, which can trap air pollutants in the SVAB when meteorological conditions are right. The highest frequency of air stagnation occurs in the autumn and early winter when large high-pressure cells lie over the Valley. The lack of surface wind during these periods and the reduced vertical flow caused by less surface heating reduces the influx of outside air and allows air pollutants to become concentrated in a stable volume of air. The surface concentrations of pollutants are highest when these conditions are combined with smoke from agricultural burning or when temperature inversions trap cool air, fog and pollutants near the ground.

The ozone season (May through October) in the SVAB is characterized by stagnant air or light winds with the delta sea breeze arriving in the afternoon out of the southwest. Usually the evening breeze transports the airborne pollutants to the north, out of the Valley. During about half of the days from July to September, however, a phenomenon called the “Schultz Eddy” prevents this from occurring. Instead of allowing for the prevailing wind patterns to move north carrying the pollutants out of the Valley, the Schultz Eddy causes the wind pattern to circle back south. Essentially, this phenomenon causes the air pollutants to be blown south toward the Sacramento area. This phenomenon’s effect exacerbates the pollution levels in the area and increases the likelihood of violating federal or state standards. The Schultz Eddy normally dissipates around noon when the delta sea breeze arrives.

2.2.4.3 Environmental Consequences

A regional conformity analysis covering the Sacramento Metropolitan Air Quality Management District (SMAQMD) for ozone was carried out that includes the proposed project, and all reasonably foreseeable and financially constrained regionally significant projects for at least 20 years from the date that the analysis was started. The analysis used the latest planning assumptions, and the most recent emission models and appropriate analysis methods, as determined by Interagency Consultation on August 21, 2008. Based on this analysis, the region will be in conformity with the State Implementation Plan (SIP), including this project, based on the conformity test(s) and analysis procedures, as described in 40 CFR 93.109(l). The design concept and scope of the proposed project is consistent with the project design concept and scope used in the regional conformity analysis. Timely Implementation evaluation was reviewed by Interagency Consultation on August 21, 2008 (see Appendix F, FHWA Air Conformity Letter).

2.2.4.3.1 Project-level Conformity

Both the U.S. EPA and the California Air Resources Board (CARB) have established ambient air quality standards for common pollutants. These ambient air quality standards indicate levels of contaminants that represent safe levels in order to avoid specific adverse health effects associated with each pollutant. The ambient air quality standards cover what are called “criteria” pollutants because the health and other effects of each pollutant are described in criteria documents. The federal and state ambient air quality standards are presented in Table 2–8. The federal and state ambient standards were developed independently with differing purposes and methods, although both processes attempted to avoid health-related effects. As a result, the federal and state standards differ in some cases. In general, the California state standards are more stringent. This is true for ozone, PM₁₀, and PM_{2.5}.

There are three basic designation categories: nonattainment; attainment; and unclassified. A nonattainment designation indicates that the air quality violates an ambient air quality standard. Although a number of areas may be designated as nonattainment for a particular pollutant, the severity of the problem can vary greatly. To identify the severity of the problem and the extent of planning required, nonattainment areas are assigned a classification that is commensurate with the severity of their air quality problem (e.g., moderate, serious, severe). In contrast to nonattainment, an attainment designation indicates that the air quality does not violate the established standard. Finally, an unclassified designation indicates that there are insufficient data for determining attainment or nonattainment. EPA combines unclassified and attainment into one designation for ozone, CO, PM₁₀ and PM_{2.5}.

As shown in Table 2–9, Sacramento County is currently designated nonattainment for the federal eight-hour and state one-hour and eight-hour ozone standards.

Sacramento County is also designated nonattainment for the federal and state PM₁₀ and PM_{2.5} standards. The County is designated either attainment or unclassified for the remaining federal and state air quality standards.

2.2.4.3.2 Air Quality Monitoring

The following text presents air quality monitoring data for four pollutants: ozone; CO; PM₁₀; and PM_{2.5}. Table 2–10 presents monitoring data for ozone. Table 2–11 provides monitoring data for CO. Table 2–11 has monitoring data for PM₁₀. Table 2–13 presents monitoring data for PM_{2.5}. The data presented in these tables are for the three monitoring stations closest to the proposed project site. Where available, data for a three-year period are presented. In some cases, data for the closest monitoring stations are not available for all three years. In addition, not all monitoring stations report all pollutants. Therefore, a different mix of monitoring stations is presented for each pollutant.

The area in the vicinity of the project has been designated in an attainment area for CO air quality standards. As shown in Table 2–11, the CO monitoring stations closest to the project site have not exceeded CO air quality standard for the three-year period.

The area in the vicinity of the project site is considered a nonattainment area for ozone, PM₁₀ and PM_{2.5} because concentrations of these pollutants exceed the federal and state air quality standards as shows in Table 2–10, Table 2–12 and Table 2–13, respectively.

Table 2–8. Ambient Air Quality Standards Applicable in California

Pollutant	Averaging Time	State Standard	Federal Standard	Health and Atmospheric Effects	Typical Sources
Ozone (O ₃) ^a	1 hour 8 hours	0.09 ppm 0.070 ppm	– ^b 0.075 ppm	High concentrations irritate lungs. Long-term exposure may cause lung tissue damage. Long-term exposure damages plant materials and reduces crop productivity. Precursor organic compounds include a number of known toxic air contaminants.	Low-altitude ozone is almost entirely formed from reactive organic gases (ROG) and nitrogen oxides (NO _x) in the presence of sunlight and heat. Major sources include motor vehicles and other mobile sources, solvent evaporation, and industrial and other combustion processes. Biologically-produced ROG may also contribute.
Carbon monoxide (CO)	1 hour 8 hours	20 ppm 9.0 ppm ^c	35 ppm 9 ppm	Asphyxiant. CO interferes with the transfer of oxygen to the blood and deprives sensitive tissues of oxygen.	Combustion sources, especially gasoline-powered engines and motor vehicles. CO is the traditional signature pollutant for on-road mobile sources at the local and neighborhood scale.
Respirable particulate matter (PM ₁₀) ^a	24 hours Annual	50 µg/m ³ 20 µg/m ³	150 µg/m ³ –	Irritates eyes and respiratory tract. Decreases lung capacity. Associated with increased cancer and mortality. Contributes to haze and reduced visibility. Includes some toxic air contaminants. Many aerosol and solid compounds are part of PM ₁₀ .	Dust- and fume-producing industrial and agricultural operations; combustion smoke; atmospheric chemical reactions; construction and other dust-producing activities; unpaved road dust and re-entrained paved road dust; natural sources (wind-blown dust, ocean spray).
Fine particulate matter (PM _{2.5}) ^a	24 hours Annual	– 12 µg/m ³	35 µg/m ³ 15 µg/m ³	Increases respiratory disease, lung damage, cancer, and premature death. Reduces visibility and produces surface soiling. Most diesel exhaust particulate matter – considered a toxic air contaminant – is in the PM _{2.5} size range. Many aerosol and solid compounds are part of PM _{2.5} .	Combustion including motor vehicles, other mobile sources, and industrial activities; residential and agricultural burning; also formed through atmospheric chemical (including photochemical) reactions involving other pollutants including NO _x , sulfur oxides (SO _x), ammonia, and ROG.
Nitrogen dioxide (NO ₂)	1 hour Annual	0.18 ppm 0.030 ppm	– 0.053 ppm	Irritating to eyes and respiratory tract. Colors atmosphere reddish-brown. Contributes to acid rain.	Motor vehicles and other mobile sources; refineries; industrial operations.
Sulfur dioxide (SO ₂)	1 hour 3 hours 24 hours Annual	0.25 ppm – 0.04 ppm –	– 0.5 ppm 0.14 ppm 0.030 ppm	Irritates respiratory tract; injures lung tissue. Can yellow plant leaves. Destructive to marble, iron, steel. Contributes to acid rain. Limits visibility.	Fuel combustion (especially coal and high-sulfur oil), chemical plants, sulfur recovery plants, metal processing.
Lead (Pb) ^d	Monthly Quarterly	1.5 µg/m ³ –	– 1.5 µg/m ³	Disturbs gastrointestinal system. Causes anemia, kidney disease, and neuromuscular and neurological dysfunction. Also considered a toxic air contaminant.	Primary: lead-based industrial process like battery production and smelters. Past: lead paint, leaded gasoline. Moderate to high levels of aerially deposited lead from gasoline may still be present in soils along major roads, and can be a problem if large amounts of soil are disturbed.

Sources: California Air Resources Board Ambient Air Quality Standards chart, 02/16/2010 (<http://www.arb.ca.gov/research/aaqs/aaqs2.pdf>)
 Sonoma-Marín Area Rail Transit Draft Air Pollutant Standards and Effects table, November 2005, page 3-52.
 U.S. EPA and California Air Resources Board air toxics websites, 05/17/2006

Notes: ppm = parts per million; µg/m³ = micrograms per cubic meter

^a Annual PM₁₀ NAAQS revoked October 2006; was 50 µg/m³. 24-hr. PM_{2.5} NAAQS tightened October 2006; was 65 µg/m³.

^b [12/22/2006 Federal court decision](#) may affect applicability of Federal 1-hour ozone standard. Prior to 6/2005, the 1-hour standard was 0.12 ppm. Case is still in litigation.

^c Rounding to an integer value is not allowed for the State 8-hour CO standard. A violation occurs at or above 9.05 ppm.

^d The ARB has identified lead, vinyl chloride, and the particulate matter fraction of diesel exhaust as toxic air contaminants. Diesel exhaust particulate matter is part of PM₁₀ and, in larger proportion, PM_{2.5}. Both the ARB and U.S. EPA have identified various organic compounds that are precursors to ozone and PM_{2.5} as toxic air contaminants. There is no threshold level of exposure for adverse health effect determined for toxic air contaminants, and control measures may apply at ambient concentrations below any criteria levels specified for these pollutants or the general categories of pollutants to which they belong.

Table 2–9. Air Quality Attainment Status Designations for Sacramento County

Pollutant	California Standard	Federal Standard
Ozone	Non-Attainment (Serious) 1-Hour & 8-Hour Standards	Non-Attainment (Serious) 8-Hour Standard
Inhalable Particulate Matter (PM10)	Non-Attainment 24-Hour Standard & Annual Mean	Non-Attainment (Moderate) 24-Hour Standard
Fine Particulate Matter (PM2.5)	Non-Attainment Annual Standard	Non-Attainment 24-Hour Standard & Annual Mean
Carbon Monoxide	Attainment 1-Hour & 8-Hour Standards	Attainment 1-Hour & 8-Hour Standards
Nitrogen Dioxide	Attainment 1-Hour Standard	Attainment Annual Standard
Sulfur Dioxide	Attainment 1-Hour & 24-Hour Standards	Attainment 3-Hour, 24-Hour & Annual Standards
Lead	Attainment 30-Day Standard	Attainment Calendar Quarter
Visibility-Reducing Particles	Unclassified 8-Hour Standard	No Federal Standard
Sulfates	Attainment 24-Hour Standard	No Federal Standard
Hydrogen Sulfide	Unclassified 1-Hour Standard	No Federal Standard

Source: Sacramento Metropolitan Air Quality Management District 2009a, and U.S. Environmental Protection Agency 2009.

Table 2–10. Ozone Monitoring Report

Station and Measurement*	Pollutant Concentration			
	Air Quality Standard	2006	2007	2008
<i>Sacramento-3801 Airport Road</i>				
Highest 1-Hour Average	0.09	0.105	0.119	0.109
Second Highest 1-Hour Average	(State)	0.104	0.100	0.105
Highest 8-Hour Average	0.07	0.086	0.102	0.093
Second Highest 8-Hour Average	(State)	0.079	0.077	0.089
<i>Sacramento-Del Paso Monor-2701 Avalon Drive</i>				
Highest 1-Hour Average	0.09	0.125	0.138	0.113
Second Highest 1-Hour Average	(State)	0.120	0.100	0.110
Highest 8-Hour Average	0.07	0.102	0.115	0.096
Second Highest 8-Hour Average	(State)	0.095	0.086	0.089
<i>Sacramento-T Street</i>				
Highest 1-Hour Average	0.09	0.106	0.109	0.107
Second Highest 1-Hour Average	(State)	0.103	0.095	0.105
Highest 8-Hour Average	0.07	0.090	0.089	0.920
Second Highest 8-Hour Average	(State)	0.086	0.078	0.860

*all measurements are in parts per million (ppm)

Source: California Air Resources Board website: <http://www.arb.ca.gov>

Note: Data for the three monitoring stations closest to the project are shown.

Table 2–11. Carbon Monoxide Monitoring Results

Station and Measurement*	Pollutant Concentration			
	Air Quality Standard	2006	2007	2008
<i>Sacramento-3801 Airport Road</i>				
Highest 8-Hour Average	9	3.15	5.58	1.83
Second Highest 8-Hour Average	(State)	2.56	4.10	1.70
<i>Sacramento- Del Paso Monor-2701 Avalon Drive</i>				
Highest 8-Hour Average	9	3.49	2.90	2.49
Second Highest 8-Hour Average	(State)	2.99	2.76	2.10
<i>Sacramento-El Camino & Watt</i>				
Highest 8-Hour Average	9	4.19	3.20	2.84
Second Highest 8-Hour Average	(State)	3.51	2.96	2.60

*all measurements are in parts per million (ppm)

Source: California Air Resources Board website: <http://www.arb.ca.gov>

Note: Data for the three monitoring stations closest to the project are shown

Table 2–12. PM₁₀ Monitoring Results

Station and Measurement*	Pollutant Concentration			
	Air Quality Standard	2006	2007	2008
<i>Sacramento-Health Department-2221 Stockton Boulevard</i>				
Highest 24-Hour Average	50	57.0	60.0	88.0
Second Highest 24-Hour Average	(State)	56.0	55.0	65.0
<i>Sacramento-T Street</i>				
Highest 24-Hour Average	50	111.0	57.4	70.9
Second Highest 24-Hour Average	(State)	71.0	56.0	66.7
<i>Sacramento-Branch Center #2-3847 Branch Center Road</i>				
Highest 24-Hour Average	50	82.0	60.0	89.0
Second Highest 24-Hour Average	(State)	76.0	59.0	87.0

*all measurements are in micrograms/cubic meter

Source: California Air Resources Board website: <http://www.arb.ca.gov>

Note: Data for the three monitoring stations closest to the project are shown.

Table 2–13. PM_{2.5} Monitoring Results

Station and Measurement*	Pollutant Concentration			
	Air Quality Standard	2006	2007	2008
<i>Sacramento-Health Department-2221 Stockton Boulevard</i>				
Highest 24-Hour Average	65	45.0	53.0	64.8
Second Highest 24-Hour Average	(State)	44.0	49.0	50.0
<i>Sacramento-T Street</i>				
Highest 24-Hour Average	65	54.0	58.0	78.9
Second Highest 24-Hour Average	(State)	48.8	55.8	69.7
<i>Sacramento-Del Paso Manor</i>				
Highest 24-Hour Average	65	78.0	61.0	93.1
Second Highest 24-Hour Average	(State)	71.0	61.0	86.5

*all measurements are in micrograms/cubic meter

Source: California Air Resources Board website: <http://www.arb.ca.gov>

Note: Data for the three monitoring stations closest to the project are shown.

Ozone Analysis

Transportation projects have the potential to affect air quality on a regional level. The regional air quality pollutant most likely to be affected by transportation projects is ozone. Because ozone is formed over time by a chemical reaction involving precursor emissions, its concentration is distributed over a geographically regional area.

The proposed project would result in a redistribution of background traffic volumes. As noted in Section 4 of the *Draft Traffic Report for the Ramona Avenue Extension Project* (Fehr & Peers Transportation Consultants 2009), the project would result in a diversion of traffic from Folsom Boulevard, Power Inn Road, and State University Drive East to the proposed Ramona Avenue Extension.

Because the proposed project would not substantially change regional vehicle miles traveled (VMT) and would not generate vehicle trips, the project-related change in ozone precursor emissions was not quantified for this project.

Because the proposed project would not generate additional vehicle trips and would not substantially change regional VMT, the project is not expected to have a substantial effect on regional ozone precursor emission levels. Therefore, the proposed project is considered to have a less-than-significant impact on regional air quality.

Carbon Monoxide Analysis

The potential impact of the proposed project on local CO levels was assessed by conducting detailed micro-scale air quality dispersion modeling.

To assess the potential of the proposed project to result in a CO air quality impact, dispersion modeling was conducted using Caltrans' CALINE4 model (California Department of Transportation 1989).

Several sources were used to develop the analysis approach and input data for the CALINE4 model:

- Overall guidance on the analysis approach is presented in the *Transportation Project-Level Carbon Monoxide Protocol* (Institute of Transportation Studies, University of California, Davis 1996), and the document *Air Quality Technical Analysis Notes* (California Department of Transportation 1988).
- Traffic volume and level of service data used in the CALINE4 model are from the project traffic report (Fehr & Peers Transportation Consultants, 2009). Free flow traffic speeds were adjusted to reflect congested speeds (Institute of Transportation Studies, University of California, Davis 1996).
- Motor vehicle emission rates are from the ARB's EMFAC2007 emission rate model (California Air Resources Board 2008).

High concentrations of CO are typically a localized occurrence. High concentrations of CO due to on-road vehicles are associated with high traffic volumes and heavily-congested roadway facilities. The CO modeling conducted for this air quality analysis focused on the location considered to have the greatest potential for experiencing high CO concentrations. The identification of the location with the greatest potential for experiencing high CO concentrations was based on a review of the traffic study conducted for the proposed project. The process involved identifying the locations that would experience the most traffic congestion and the highest intersection approach volumes (i.e., the number of vehicles passing through the intersection). The intersection of Folsom Boulevard and Howe Avenue/Power Inn Road would experience the highest vehicle delay and the highest volume of traffic. Therefore, this intersection was used in the CO modeling conducted for this air quality analysis.

The CALINE4 model was used to estimate CO concentrations at specific receptors in the vicinity of the intersection of Folsom Boulevard and Howe Avenue/Power Inn Road. Twenty receptors were used in the CALINE4 modeling.

Under existing conditions, both one-hour average and eight-hour average CO concentrations are estimated to be below the CO air quality standards at all the receptors. The highest concentration measuring the one-hour average CO concentration is 5.3 ppm, and the eight-hour average CO concentration is 4.3 ppm, which is well below the Federal and State standard of 9 ppm.

Under No-Build Alternative, both one-hour average and eight-hour average CO concentrations would be below the CO air quality standards at all the receptors. The highest concentration measuring the one-hour average CO concentration is 5.3 ppm, and the eight-hour average CO concentration is 4.3 ppm, which is well below the Federal and State standard of 9 ppm.

Under Alternative 1, both one-hour average and eight-hour average CO concentrations would be below the CO air quality standards at all the receptors. The highest concentration measuring the one-hour average CO concentration would be 5.4 ppm, and the eight-hour average CO concentration would be 4.4 ppm. Because CO concentrations would be below the CO air quality standards, this impact is considered to be less than significant under CEQA and no mitigation measures are required.

Construction Impacts Analysis (Less than significant determinations are applicable under CEQA)

Implementation of the proposed project would result in construction activity, which would generate air pollutant emissions. Construction activities such as grading, excavation and travel on unpaved surfaces would generate dust, and can lead to elevated concentrations of PM₁₀ and PM_{2.5}. The operation of construction equipment results in exhaust emissions. A substantial portion of the construction equipment is powered by diesel engines, which produce relatively high levels of NO_x emissions.

Construction-related ozone precursor NO_x emissions are considered a significant impact under CEQA if implementation of the proposed project would generate NO_x emissions exceeding 85 pounds per day (ppd). No thresholds are available for construction related ROG emission. These values are from the *SMAQMD Thresholds of Significance Table of the Guide to Air Quality Assessment in Sacramento County*, and the SMAQMD internet website (<http://www.airquality.org/>). Additionally, these values are used by the City. Caltrans has not adopted the emission thresholds established by the local air quality district. These threshold standards have been established by the California Air Resources Board at the state level and are not for the federal standards at the national level.

Assessing Emission Concentrations in the *Guide to Air Quality Assessment in Sacramento County* (Sacramento Metropolitan Air Quality Management District [SMAQMD] 2009b) presents a method for determining the significance of particulate matter emissions generated by construction activity. The method is based on two criteria: the application of control measures; and the maximum area of soil disturbance at any one time, as outline below:

- The project would implement all Basic Construction Emission Control Practices, and
- The maximum daily disturbed area (i.e., grading, excavation, cut and fill) would not exceed 15 acres. If the maximum daily disturbed area is not known at the time of the analysis, users shall assume that up to 25% of the total project area would be disturbed in a single day. Other reasonable assumptions may also be used in consultation with the SMAQMD.

According to the *Guide to Air Quality Assessment in Sacramento County*,

“Projects that meet the above two conditions are considered by the District to not have the potential to exceed or contribute to the District’s concentration-based threshold of significance for PM₁₀ (and, therefore, PM_{2.5}) at an off-site location.

Thus, the PM₁₀ emission concentrations generated by construction projects that meet the above criteria shall be considered a less-than-significant impact to air quality” (SMAQMD 2009b:3-13)

These significance thresholds are applied to both PM₁₀ and PM_{2.5}.

Air pollutant emissions associated with construction of the proposed project (SMAQMD 2009a). This model, developed for the SMAQMD, specifically analyzes emissions associated with construction of roadway improvement projects. Project-specific information (e.g., the linear and spatial size of the project, and the anticipated schedule for the project) were used in the *Roadway Construction Emissions Model*.

During construction of the roadway improvements, various phases of construction would result in the use of different groups of equipment. This would result in the generation of different amounts of emissions during the various construction phases. The air quality analysis presented in this study assessed construction emissions during various phases of construction. The *Roadway Construction Emissions Model* analyzes each of these phases separately.

Construction of the proposed project would result in the generation of air pollutant emissions. The largest amount of NO_x emissions would be generated during the grubbing/land clearing phase. During this phase, 49.4 ppd of NO_x would be generated by project-related construction activity. Because this amount of NO_x emissions is less than the significance thresholds, the generation of construction-related ozone precursor emissions is considered a less-than-significant impact. No mitigation measures are required.

Construction of the proposed project would generate fugitive dust PM₁₀ and PM_{2.5} emissions. The maximum area of soil disturbance on a single day would be three acres. Based on screening procedures presented in the *Guide to Air Quality Assessment in Sacramento County* (SMAQMD 2009b), this impact will be considered less than significant with implementation of Basic Construction Emission Control Practices.

2.2.4.4 Avoidance, Minimization and/or Mitigation Measures

Project impacts related to particulate matter will be considered avoided or minimized with implementation of the following Basic Construction Emission Control Practices.

- Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads.
- Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways shall be covered.
- Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.

- Limit vehicle speeds on unpaved roads to 15 miles per hour (mph).
- All roadways, driveways, sidewalks, parking lots to be paved shall be completed as soon as possible. In addition, building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
- Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes (as required by the state airborne toxics control measure [Title 13, Section 2485 of the California Code of Regulations]). Provide clear signage that posts this requirement for workers at the entrances to the site.
- Maintain all construction equipment in proper working condition according to manufacturer’s specifications. The equipment shall be checked by a certified mechanic and determine to be running in proper condition before it is operated.

2.2.4.4.1 Mobile Source Air Toxins

For each alternative in this EIR/EA, the amount of mobile source air toxins (MSAT) emitted would be proportional to the VMT, assuming that other variables such as fleet mix are the same for each alternative. The VMT estimated for the proposed project is slightly higher than that for the No-Build Alternative, because the additional capacity increases the efficiency of the roadway and attracts rerouted trips from elsewhere in the transportation network (Table 2–). This increase in VMT would lead to higher MSAT emissions for the proposed project, along with a corresponding decrease in MSAT emissions on local routes. The emissions increase is offset somewhat by lower MSAT emission rates due to increased speeds that would be possible as a result of the Ramona Avenue extension; according to CARB’s EMFAC 2007 model, emissions of all of the priority MSAT except for diesel particulate matter decrease as speed increases. The extent to which these speed-related emissions decreases will offset VMT-related emission increases cannot be reliably projected due to the inherent deficiencies of technical models. Also, emissions will likely be lower than present levels in the design year as a result of EPA's national control programs that are projected to reduce annual MSAT emissions by 72 percent between 1999 and 2050. Local conditions may differ from these national projections in terms of fleet mix and turnover, VMT growth rates, and local control measures. However, the magnitude of the EPA-projected reductions is so great (even after accounting for VMT growth) that MSAT emissions in the study area are likely to be lower in the future in nearly all cases.

Table 2–14. Project VMT Summary

	AM Peak Period	PM Peak Period	Midday Period	Evening Period	Total Daily
No-Build Alternative	226,769	239,810	271,558	231,561	969,698
Alternative 1	230,963	242,959	275,482	236,226	985,630

Source: Fehr & Peers, 2010 – SACMETv07 2035 Regional Travel Demand Forecasting Model.

2.2.4.4.2 Climate Change

Climate change is analyzed in Chapter 3. Neither EPA nor 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 would facilitate decision-making and improve efficiency at the program level, and would 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.

Because there have been more requirements set forth in California legislation and executive orders regarding climate change, the issue is addressed in the CEQA chapter (Chapter 3) of this environmental document and may be used for the NEPA decision. The four strategies set forth by FHWA to lessen climate change impacts do correlate with efforts that the State 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.

2.2.5 Noise

A Noise Study Report for the Folsom Boulevard Widening and Ramona Avenue Extension Project was prepared in December 2009 (j.c. brennan, Inc. 2009).

2.2.5.1 Regulatory Setting

The National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA) provide the broad basis for analyzing and abating highway traffic noise effects. The intent of these laws is to promote the general welfare and to foster a healthy environment. The requirements for noise analysis and consideration of noise abatement and/or mitigation, however, differ between NEPA and CEQA.

2.2.5.1.1 California Environmental Quality Act

The California Environmental Quality Act (CEQA) requires a strictly baseline versus build analysis to assess whether a proposed project will have a noise impact. If a proposed project is determined to have a significant noise impact under CEQA, then CEQA dictates that mitigation measures must be incorporated into the project unless such measures are not feasible. The rest of this section will focus on the NEPA-23 CFR 772 noise analysis; please see Chapter 3 of this document for further information on noise analysis under CEQA.

2.2.5.1.2 National Environmental Policy Act and 23 CFR 772

For highway transportation projects with the Federal Highway Administration (FHWA) (and Caltrans) involvement, the federal-Aid Highway Act of 1970 and the associated implementing regulations (23 CFR 772) govern the analysis and abatement of traffic noise impacts. The regulations require that potential noise impacts in areas of frequent human use be identified during the planning and design of a highway project. The regulations contain noise abatement criteria (NAC) that are used to determine when a noise impact would occur. The NAC differ depending on the type of land use under analysis. For example, the NAC for residences (67 dBA) is lower than the NAC for commercial areas (72 dBA). The following table lists the noise abatement criteria for use in the NEPA-23 CFR 772 analysis.

Table 2–15. Noise Abatement Criteria

Activity Category	NAC, Hourly A-Weighted Noise Level, dBA $L_{eq}(h)$	Description of Activities
A	57 Exterior	Lands on which serenity and quiet are of extraordinary significance and serve an important public need, and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose
B	67 Exterior	Picnic areas, recreation areas, playgrounds, active sport areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals.
C	72 Exterior	Developed lands, properties, or activities not included in Categories A or B above
D	–	Undeveloped lands.
E	52 Interior	Residence, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums

In accordance with Caltrans's *Traffic Noise Analysis Protocol for New Highway Construction and Reconstruction Projects, August 2006*, a noise impact occurs when the future noise level with the project results in a substantial increase in noise level (defined as a 12 dBA or more increase) or when the future noise level with the project approaches or exceeds the NAC. Approaching the NAC is defined as coming within 1 dBA of the NAC.

If it is determined that the project will have noise impacts, then potential abatement measures must be considered. Noise abatement measures that are determined to be reasonable and feasible at the time of final design are incorporated into the project plans and specifications. This document discusses noise abatement measures that would likely be incorporated in the project.

Caltrans's *Traffic Noise Analysis Protocol* sets forth the criteria for determining when an abatement measure is reasonable and feasible. Feasibility of noise abatement is basically an engineering concern. A minimum 5 dBA reduction in the future noise level must be achieved for an abatement measure to be considered feasible. Other considerations include topography, access requirements, other noise sources and safety considerations. The reasonableness determination is basically a cost-benefit analysis. Factors used in determining whether a proposed noise abatement measure is reasonable include: residents acceptance and the cost per benefited residence.

Figure 2–3 lists the noise levels of common activities to enable readers to compare the actual and predicted noise-levels discussed in this section with common activities.

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
Jet Fly-over at 300m (1000 ft)	110	Rock Band
Gas Lawn Mower at 1 m (3 ft)	100	
Diesel Truck at 15 m (50 ft), at 80 km (50 mph)	90	Food Blender at 1 m (3 ft)
Noisy Urban Area, Daytime	80	Garbage Disposal at 1 m (3 ft)
Gas Lawn Mower, 30 m (100 ft)	70	Vacuum Cleaner at 3 m (10 ft)
Commercial Area		Normal Speech at 1 m (3 ft)
Heavy Traffic at 90 m (300 ft)	60	Large Business Office
Quiet Urban Daytime	50	Dishwasher Next Room
Quiet Urban Nighttime	40	Theater, Large Conference Room (Background)
Quiet Suburban Nighttime		Library
Quiet Rural Nighttime	30	Bedroom at Night, Concert Hall (Background)
	20	Broadcast/Recording Studio
	10	
Lowest Threshold of Human Hearing	0	Lowest Threshold of Human Hearing

Figure 2–3. Noise Levels of Common Activities

2.2.5.1.3 City of Sacramento

The following noise standards as proposed by the 2030 General Plan are relevant to noise within the city area (Table 2–16).

Table 2–16. Exterior Noise Compatibility Standards

Lane Use Type	Highest Level of Noise Exposure that is Regarded as “Normally Acceptable” ¹ (Ldn ² or CNEL ³)
Residential – Low Density Single Family, Duplex, Mobile Homes	60 dBA ^{4,5}
Residential – Multi-family	65 dBA
Urban Residential Infill ⁶ and Mixed-use Projects ⁷	70 dBA
Transient Lodging – Motels, Hotels	65 dBA
Schools, Libraries, Churches, Hospitals, Nursing Homes	70 dBA
Auditoriums, Concert Halls, Amphitheaters	Mitigation based on site-specific study
Sports Arena, Outdoor Spectator Sports	Mitigation based on site-specific study
Playgrounds, Neighborhood Parks	70 dBA
Golf Courses, Riding Stables, Water Recreation, Cemeteries	75 dBA
Office Buildings – Business, Commercial and Professional	70 dBA
Industrial, Manufacturing, Utilities, Agriculture	75 dBA

1. As defined in the *Guidelines*, “Normally Acceptable” means that the “specified land use is satisfactory, based upon the assumption that any building involved is of normal conventional construction, without any special noise insulation requirements.”

2. Ldn or Day Night Average Level is an average 24-hour noise measurement that factors in day and night noise levels.

3. CNEL or Community Noise Equivalent Level measurements are a weighted average of sound levels gathered throughout a 24-hour period.

4. dBA or A-weighted decibel, a measure of noise intensity.

5. The exterior noise standard for the residential area west of McClellan Airport known as McClellan Heights/Parker Homes is 65 dBA.

6. With land use designations of Central Business District, Urban Neighborhood (Low, Medium, or High), Urban Center (Low or High), Urban Corridor (Low or High).

7. All mixed-use projects located anywhere in the City of Sacramento.

Source: Governor’s Office of Planning and Research, *State of California General Plan Guidelines 2003*, October 2003.

2.2.5.2 Affected Environment

A field investigation was conducted to identify land uses that could be subject to traffic and construction noise impacts from the proposed project. Single-family residences were identified as Activity Category “B” land uses in the project area. Numerous commercial uses in the area are Activity Category “C” land uses. Calvary Chapel Church, CSUS Modoc Hall, and the Capital Public Radio building were identified as Activity Category “E” land uses in the project area. Figure 2–4 shows the receptors modeled in this analysis.

As required by the *Protocol*, although all developed land uses are evaluated in this analysis, noise abatement is only considered for areas of frequent human use that would benefit from a lowered noise level. Accordingly, this impact analysis focuses on locations with exterior recreation areas, such as residential yards and common use areas.

2.2.5.2.1 City of Sacramento Impact Standards

The City requires mitigation for all development that increases existing noise levels by more than the allowable increment as shown in Table 2–17, to the extent feasible.

Table 2–17. Exterior Incremental Noise Impact Standards

Residences and buildings where people normally sleep ¹		Institutional land uses with primarily daytime and evening uses ²	
Existing L _{dn}	Allowable Noise Increment	Existing L _{dn}	Allowable Noise Increment
45	8	45	12
50	5	50	9
55	3	55	6
60	2	60	5
65	1	65	3
70	1	70	3
75	0	75	1
80	0	80	0

1. This category includes homes, hospitals, and hotels where a nighttime sensitivity to noise is assumed to be of utmost importance.

2. This category includes schools, libraries, theaters, and churches where it is important to avoid interference with such activities as speech, meditation, and concentration on reading material.

Source: Federal Transit Administration, *Transit Noise Impact and Vibration Assessment*, May 2006.

2.2.5.3 Environmental Consequences

Table 2–18 summarize the traffic noise modeling results for existing conditions and the design-year conditions for the proposed project. Predicted design-year traffic noise levels with the proposed project are compared to existing conditions. The comparison to existing conditions is included in the analysis to identify traffic noise impacts under 23 CFR 772.

Modeling results are rounded to the nearest decibel before comparisons are made. In some cases, this can result in relative changes that may not appear intuitive. An example would be a comparison between sound levels of 64.4 and 64.5 dBA. The difference between these two values is 0.1 dB. However, after rounding, the difference would be reported as 1 dB.

The modeling results indicate that the proposed project would not result in noise levels that would approach or exceed the NAC criteria of 67 dBA Leq(h) at any of the Activity Category B receptors.

Additionally, none of the proposed project-related increases in noise levels exceed the 12 dBA Leq(h) threshold required before consideration of noise abatement. Therefore, no noise abatement consideration is considered necessary for these receptors.



Figure 2-4. Noise Model Receptor Locations

One commercial-use receptor (R2) would result in noise levels that would approach or exceed the NAC criteria of 72 dBA Leq(h) at the Activity Category C land use. However, as described above, noise abatement is only considered for areas of frequent human use that would benefit from a lowered noise level, such as exterior recreation areas including residential yards and common use areas. Because the receptor is a commercial use that does not involve outdoor recreation activities or outside seating, it would not warrant consideration of noise abatement. Additionally, existing and Future No Project (2030) noise levels are predicted to exceed the NAC criteria without the proposed project.

2.2.5.3.1 City of Sacramento Impact Standards

Receptors at four residences (R11-14) along Ramona Avenue would exceed the City’s noise impact standards. Mitigation to decrease these noise levels, to the extent feasible, are listed below.

2.2.5.3.2 Construction Noise

During construction of the proposed project, noise from construction activities may intermittently dominate the noise environment in the immediate area of construction. Construction noise is regulated by the City of Sacramento, City Noise Ordinance (Section 8.68.080).

Table 2–18. Predicted Future Noise Analysis – No Build & Alternative 1

Receiver I.D. ^a	Land Use	Existing Noise Level Leq(h), dBA (Exterior/Interior) Noise Level*	Folsom Blvd. Widening and Ramona Ave. Extension Project Future Worst Hour Noise Levels - Leq(h), dBA				
			(2030), No Project Noise Levels Leq(h), dBA	Exterior/Interior Design Year (2030), Alternative 1 Leq(h), dBA	Exterior/Interior Noise Level*	Noise Increase (+) or Decrease (-) Over Existing	Activity Category (NAC)
R1	CSUS Modoc Hall	69/44	70/45	70/45	0	E	None
R2	Bisla’s Sports Hall	72	72	73	1	C	A/E
R3	Calvary Chapel (front)	71/46	71/46	71/46	0	E	None
R4	Commercial (back)	70	70	70	0	C	None
R5	Commercial (front)	70	70	70	0	C	None
R6	Calvary Chapel (back)	68/43	68/43	68/43	0	E	None
R7	Vacant Land	67	68	68	0	D	None
R8	Commercial	60	60	62	3	C	None
R9	Commercial	57	57	60	3	C	None
R10	Vacant CA Youth Authority Site	57	57	60	3	B	None

Table 2–18. Predicted Future Noise Analysis – No Build & Alternative 1 (Concluded)

Receiver I.D. ^a	Land Use	Existing Noise Level L _{eq} (h), dBA (Exterior/Interior) Noise Level*	Folsom Blvd. Widening and Ramona Ave. Extension Project Future Worst Hour Noise Levels - L _{eq} (h), dBA				
			Design Year (2030), No Project Noise Levels L _{eq} (h), dBA Exterior/Interior Noise Level*	Design Year (2030), Alternative 1 L _{eq} (h), dBA Exterior/Interior Noise Level*	Noise Increase (+) or Decrease (-) Over Existing	Activity Category (NAC)	Impact Type
R11	SF Residential	59	60	64	4	B	None
R12	SF Residential	59	60	64	5	B	None
R13	MF Residential	59	60	65	6	B	None
R14	SF Residential	59	59	63	5	B	None
R15	N/A- Project Acquisition	70	70	70	1	NA	None
R16	N/A- Project Acquisition	69	69	71	1	NA	None
R17	SF Residential	61	61	63	2	B	None
R18	Capital Public Radio	71/46	71/46	72/47	1	E	None

Source: j.c. brendan, Inc 2009

Table 2–19 summarizes noise levels produced by construction equipment that is commonly used on roadway construction projects. Construction equipment is expected to generate noise levels ranging from 70 to 90 dB at a distance of 50 feet, and noise produced by construction equipment would be reduced over distance at a rate of about 6 dB per doubling of distance.

Table 2–19. Construction Equipment Noise

Type of Equipment	Maximum Level, dB at 50 feet
Backhoe	78
Compactor	83
Compressor (air)	78
Concrete Saw	90
Dozer	82
Dump Truck	76
Excavator	81
Generator	81
Jackhammer	89
Pneumatic Tools	85

Source: *Roadway Construction Noise Model User's Guide*. Federal Highway Administration. FHWA-HEP-05-054. January 2006.

During construction, traffic noise generated by approaching traffic would be reduced due to a reduction in speed required by working road crews. Conversely, traffic noise levels of vehicles leaving the construction area would be slightly higher than normal due to acceleration. The net

effect of the accelerating and decelerating traffic upon noise would not be appreciable. The most important project-generated noise source would be truck traffic associated with transport of heavy materials and equipment and construction equipment.

2.2.5.4 Avoidance, Minimization and/or Mitigation Measures

The following assessment focuses on avoidance and minimization for the noise effects that could be considered significant under CEQA in accordance with noise standards adopted by the City of Sacramento. These standards have not been adopted by the FHWA or Caltrans.

To reduce the future noise at the four residences (R11-14) along Ramona Avenue, the City will consider the use of rubberized asphalt or open-graded asphalt concrete (OGAC) to reduce this increase to a less than significant level. These pavement types have been recognized to reduce traffic noise levels by approximately 4-5 dB, which would fall within the City noise standards.

Construction noise during the daytime hours is considered less than significant with compliance with the City Code. The City of Sacramento has adopted a noise ordinance to reduce the impact of construction noise. Sacramento City Code Chapter 8.68 is used to limit noise from fixed sounds, including construction activities.

- Construction activities are exempt from the City Noise Ordinance (Section 8.68.080) when activities are conducted between the hours of 7 AM and 6 PM, Monday through Saturday, and between 9 AM and 6 PM on Sunday (City Code 8.68.080).
- Any adjacent residences within the proposed project vicinity shall be notified prior to any nighttime or weekend construction activities.

Construction noise during the nighttime periods may result in a significant noise impact. Pneumatic tools and demolition equipment operations shall be limited to the daytime hours. Additionally, residents shall be notified in advance of nighttime construction activities. To the extent possible, the nighttime construction work shall be limited to the portion of the project site furthest from the residences.

- All equipment shall have sound-control devices that are no less effective than those provided on the original equipment. No equipment will have an unmuffled exhaust.
- The City's contractor shall implement appropriate additional noise mitigation measures, including changing the location of stationary construction equipment, turning off idling equipment, rescheduling construction activity, notifying adjacent residents in advance of construction work, and installing acoustic barriers around stationary construction noise sources.

2.3 Biological Environment

A Natural Environment Study for the Folsom Boulevard Widening/Ramona Avenue Extension Project was prepared in December 2009 (Susan Sanders Biological Consulting 2009), a *Biological Assessment for the Folsom Boulevard Widening/Ramona Avenue Extension Project* was prepared in September 2010 (Susan Sanders Biological Consulting 2010) and a *Preliminary Wetland Delineation for the Folsom Boulevard Widening/Ramona Avenue Extension Project* was prepared in 2005 (PAR Environmental Services, Inc. 2005). The results of these technical studies are summarized in the following sections.

2.3.1 Natural Communities

This section of the document discusses natural communities of concern. The focus of this section is on biological communities, not individual plant or animal species. This section also includes information on wildlife corridors and habitat fragmentation. Wildlife corridors are areas of habitat used by wildlife for seasonal or daily migration. Habitat fragmentation involves the potential for dividing sensitive habitat, thereby lessening its biological value.

Habitat areas that have been designated as critical habitat under the Federal Endangered Species Act are discussed in the Threatened and Endangered Species Section 2.3.5. Wetlands and other waters are also discussed in Section 2.3.2.

2.3.1.1 Affected Environment

The project area is dominated by built environment, including roads, light industrial and residential development. Natural biological communities are limited to annual grassland, ruderal habitats, landscaping, and remnants of seasonal wetlands and are briefly summarized below.

2.3.1.1.1 Annual Grassland/Ruderal/Landscaping

Non-native annual grassland and ruderal vegetation dominate most of the project area, with species such as wild oats, curly dock, filaree, mustard and star thistle edging out most of the native species that once occurred here. Ornamental, non-native trees and shrubs such as oleander, pyracantha, and Chinese pistache have been planted along Folsom Boulevard and elsewhere in the project area, and privet, tree-of-heaven and almond trees have established themselves along roadways and in vacant lots within the project area. While these disturbed, non-native habitats provide relatively little opportunity for wildlife use, some species nest and forage here, and several special status species have potential to occur there. Special status species are discussed in Section 2.3.4

2.3.1.1.2 Seasonal Wetlands

Both sides of the UPRR tracks support seasonal wetlands that were created by construction of the railroad embankment. The wetlands on the southwestern side were dry during the late May 2004 survey, but standing water (and a pair of mallards) was present immediately adjacent to the embankment on the northeastern side. Both wetlands supported wetland species such as

spikerush and coyote thistle. Heading northwest along the railroad track, toward the light rail (Placerville Lead Branch) and U.S. 50, the wetlands spread out to a much broader area between the light rail and railroad embankments. While these seasonally wet areas are not vernal pools, they have the ability to support some vernal pool plants and invertebrates; however, they also support primarily weedy vegetation.

2.3.1.2 Environmental Consequences

2.3.1.2.1 No-Build Alternative

This alternative would maintain the existing facility and no new construction would occur in the project area. Therefore, there would be no new impacts to either annual grassland/ruderal/landscaping habitat or seasonal wetlands under this alternative and no mitigation is required.

2.3.1.2.2 Alternative 1

This alternative would result in direct impacts to approximately ~~1.19~~ 0.012-acre of seasonally-inundated wetlands that provide suitable habitat for federally-listed vernal pool invertebrates. It would also result in approximately ~~0.04~~ 0.561-acre of indirect impacts to seasonal wetlands.

2.3.1.3 Avoidance, Minimization and/or Mitigation Measures

Avoidance, minimization and/or mitigation measures that affect plant and animal species indigenous to the annual grassland/ruderal/landscape habitats or seasonal wetlands are discussed below.

Any environmental sensitive areas (ESAs) that may be indirectly impacted by construction activities shall be marked in the field with temporary orange mesh safety fencing with the assistance of a qualified biologist.

2.3.2 Wetlands and Other Waters

2.3.2.1 Regulatory Setting

Wetlands and other waters are protected under a number of laws and regulations. At the federal level, the Federal Water Pollution Control Act, more commonly referred to as the Clean Water Act [CWA (33 U.S.C. 1344)] is the primary law regulating wetlands and surface waters. The CWA regulates the discharge of dredged or fill material into waters of the United States (U.S.), including wetlands. Waters of the U.S. include navigable waters, interstate waters, territorial seas and other waters that may be used in interstate or foreign commerce. To classify wetlands for the purposes of the CWA, a three-parameter approach is used that includes the presence of hydrophytic (water-loving) vegetation, wetland hydrology, and hydric soils (soils formed during saturation/inundation). All three parameters must be present, under normal circumstances, for an area to be designated as a jurisdictional wetland under the CWA.

Section 404 of the CWA establishes a regulatory program that provides that discharge of dredged or fill material cannot be permitted if a practicable alternative exists that is less damaging to the aquatic environment or if the nation's waters would be significantly degraded. The Section 404 permit program is run by the U.S. Army Corps of Engineers (USACE) with oversight by the U.S. Environmental Protection Agency (U.S. EPA).

USACE issues two types of 404 permits: Standard and General permits. Nationwide permits, a type of General permit, are issued to authorize a variety of minor project activities with no more than minimal effects. Ordinarily, projects that do not meet the criteria for a Nationwide Permit may be permitted under one of USACE's Standard permits. For Standard permits, the USACE decision to approve is based on compliance with U.S. EPA's Section 404(b)(1) Guidelines (U.S. EPA 40 CFR Part 230), and whether permit approval is in the public interest. The 404 (b)(1) Guidelines were developed by the U.S. EPA in conjunction with USACE, and allow the discharge of dredged or fill material into the aquatic system (waters of the U.S.) only if there is no practicable alternative which would have less adverse effects. The Guidelines state that USACE may not issue a permit if there is a least environmentally damaging practicable alternative (LEDPA) to the proposed discharge that would have lesser effects on waters of the U.S., and not have any other significant adverse environmental consequences.

The Executive Order for the Protection of Wetlands (E.O. 11990) also regulates the activities of federal agencies with regard to wetlands. Essentially, this executive order states that a federal agency, such as the Federal Highway Administration (FHWA) and/or Caltrans, as assigned, cannot undertake or provide assistance for new construction located in wetlands unless the head of the agency finds: 1) that there is no practicable alternative to the construction and 2) the proposed project includes all practicable measures to minimize harm.

At the state level, wetlands and waters are regulated primarily by the California Department of Fish and Game (CDFG), the State Water Resources Control Board (SWRCB) and the Regional Water Quality Control Boards (RWQCB). In certain circumstances, the Coastal Commission (or Bay Conservation and Development Commission or the Tahoe Regional Planning Agency) may also be involved. Sections 1600-1607 of the California Fish and Game Code require any agency that proposes a project that will substantially divert or obstruct the natural flow of or substantially change the bed or bank of a river, stream, or lake to notify CDFG before beginning construction. If CDFG determines that the project may substantially and adversely affect fish or wildlife resources, a Lake or Streambed Alteration Agreement will be required. CDFG jurisdictional limits are usually defined by the tops of the stream or lake banks, or the outer edge of riparian vegetation, whichever is wider. Wetlands under jurisdiction of the USACE may or may not be included in the area covered by a Streambed Alteration Agreement obtained from the CDFG.

The RWQCBs were established under the Porter-Cologne Water Quality Control Act to oversee water quality. The RWQCB also issues water quality certifications for impacts to wetlands and waters in compliance with Section 401 of the CWA. Please see the Water Quality section for additional details.

2.3.2.2 Affected Environment

The site is located in the watershed basins of the American and Sacramento rivers. Landforms in this section of Sacramento are part of the relatively flat alluvial fans of the ancestral American River. In historic times, local drainage networks developing into small intermittent streams would have drained this terrace either directly into the American River to the north of the project area or southward into Morrison Creek which becomes a tributary of the Sacramento River.

With urban development, the hydrologic setting is highly altered. Natural surface drainage patterns have been obliterated by topographic changes including road berms, building pads, and drainage ditches. Runoff from urban landscapes, asphalt, and compacted soils is directed to roadside drains and storm water systems. Some of these manmade systems allow surface water ponding either due to poor design or lack of maintenance, or within depressions that are isolated from any waterway. North of Folsom Boulevard, pumps move drainwater through the American River levee. South of U.S. 50, drainage along the UPRR tracks is directed southward to Morrison Creek. This drainage system begins on the south side of Power Inn Road 1-¼ mile south of the proposed project site. Within the proposed project site, railside drainage is discontinuous with ponded depressions and gravel pits in the upper section. Subsurface movement of water is unlikely due to the naturally dense soils and compaction from urban use.

Given these observations, the hydrologic source for wetlands and waters in the proposed project area is direct precipitation runoff. The runoff is either collected in storm drains and pumped into the river or ponded and evaporated or translocated by plants.

A preliminary wetland delineation of the proposed project area completed in 2005 determined that no waters of the United States under the regulatory jurisdiction of ACOE ACOE are likely to be present in the study area. However, unregulated waters and wetlands meeting the three criteria of hydrophytic vegetation, hydromorphic soils, and wetland hydrology were present at the site. Since that time, the area has been disked and seasonal wetland topography leveled. Follow-up surveys conducted in 2009 and 2011 determined that most of the seasonal wetlands in the proposed project area had been destroyed by disking, removing the natural seasonal wetland contours. In addition, the hydrologic source for wetlands and waters in the project area is direct precipitation runoff – waters in the project area are man-created and isolated from other surface tributaries. As described in greater detail in the Preliminary Wetland Delineation, these waters are similar to ponded depressions found in the project area on the Shaw Business Park property that were not considered jurisdictional wetlands or waters of the U.S. by the ACOE ACOE (PAR 2009, Appendix D). ~~Based on the changed conditions at the site resulting in destruction of the wetland topography, and information regarding site hydrology and isolation of remaining ponded areas from any tributary waters, the project area wetlands would not be considered jurisdictional wetlands and verification of the 2005 preliminary wetland delineation is not needed.~~ The City and Caltrans consulted with ACOE, including a site visit on September 16, 2011. ACOE issued a determination that the seasonal wetlands on the project site are not jurisdictional waters of the United States and thus not regulated by ACOE (Appendix F). A section 404 permit is not required for the project.

2.3.2.3 Environmental Consequence

2.3.2.3.1 No-Build Alternative

This alternative would maintain the existing facility and no new construction would occur in the proposed project area. Therefore, there would be no new impacts to seasonal wetlands under this alternative and no mitigation is required.

2.3.2.3.2 Alternative 1, Option 2 (Preferred Alternative)

This alternative would result in direct impacts to approximately ~~4.19~~ .012-acre of seasonally-inundated wetlands that provide suitable habitat for federally-listed vernal pool invertebrates. It would also result in approximately ~~0.04~~ 0.561-acre of indirect impacts to seasonal wetlands (Appendix F).

This alternative is considered the preferred option because of ~~the least environmentally damaging practicable alternative (LEDPA)~~ for the three following reasons:

1. While its footprint is slightly larger than Option 1, it provides more efficient access to parcel 079-0222-002.
2. This option provides a traffic calming feature (i.e., roundabout).
3. It does not have greater impacts to identified seasonal wetlands and/or Vernal Pool Invertebrates.

2.3.2.4 Avoidance, Minimization and/or Mitigation Measures

Avoidance, minimization and/or mitigation measures that affect seasonal wetlands are discussed below.

To protect water quality and aquatic life in off-site seasonal wetlands downstream, the contractor shall implement standard Best Management Practices during and after construction. These measures include, but are not limited to:

- Construction in or near seasonal wetlands shall only occur during the dry season (as it is defined in the CDFG 1600 permit);
- Coordinate with Regional Water Quality Control Board to obtain all required permits and comply with all terms and conditions of the permits;
- At no time shall heavy equipment operate in flowing water or saturated soils;
- Prior to the start of work, including any road grading, silt-fencing, straw bales, sediment catch basins, straw or coir logs or rolls, or other sediment barriers shall be installed to keep erodible soils and other pollutants from entering drainages. Before the first heavy

rains and prior to removing the barriers, soil or other sediments or debris that accumulates behind the barriers shall be removed and transported away for disposal;

- Disruption of soils and vegetation near drainages shall be minimized to limit potential erosion and sedimentation; disturbed areas shall be graded to minimize surface erosion and siltation; bare soils shall be immediately stabilized and revegetated. Seeded areas shall be covered with broadcast straw or mulch. If straw is used for mulch or for erosion control, utilize only certified weed-free straw to minimize the risk of introduction of noxious weeds, such as yellow star thistle;
- The contractor shall exercise every reasonable precaution to protect drainages from pollution with fuels, oils, bitumen, calcium chloride, and other harmful materials. Construction byproducts and pollutants such as oil, cement, and wash water shall be prevented from discharging into or near these resources and shall be collected and removed from the site. No slash or other natural debris shall be placed in or adjacent to drainages. All construction debris and associated materials and litter shall be removed from the work site immediately upon completion;
- Provide copies of this avoidance/minimization plan to the contractors and their workers to assure compliance with mitigation measures during construction; and
- ESA fencing will be placed to mark the 250-foot buffer area to protect and avoid harm to seasonal wetlands.

2.3.3 Plant Species

2.3.3.1 Regulatory Setting

The U.S. Fish and Wildlife Service (USFWS) and California Department of Fish and Game (CDFG) share regulatory responsibility for the protection of special-status plant species. Special-status species are selected for protection because they are rare and/or subject to population and habitat declines. Special status is a general term for species that are afforded varying levels of regulatory protection. The highest level of protection is given to threatened and endangered species. These are species that are formally listed or proposed for listing as endangered or threatened under the Federal Endangered Species Act (FESA) and/or the California Endangered Species Act (CESA). Please see Threatened and Endangered Species Section 2.3.5 in this document for detailed information regarding these species.

This section of the document discusses all the other special-status plant species, including CDFG fully protected species and species of special concern, USFWS candidate species, and non-listed California Native Plant Society (CNPS) rare and endangered plants.

The regulatory requirements for FESA can be found at 16 USC Section 1531, et seq. See also 50 CFR Part 402. The regulatory requirements for CESA can be found in California Fish and Game Code, Section 2050, et seq. Department projects are also subject to the Native Plant Protection Act, found in Fish and Game Code, Section 1900-1913, and CEQA, PRC, Sections 2100-21177.

2.3.3.2 Affected Environment

2.3.3.2.1 Vernal Pool Plant Species

The seasonal wetland habitats found at the end of Ramona Avenue near the U.S. 50 overpass and other wetland habitats, including ditches and roadside drainages, have some potential to support several local special status plant species including slender orcutt grass (*Orcuttia tenui*), Sacramento orcutt grass (*Orcuttia viscida*), legenera (*Legenera limosa*), Bogg's Lake hedge hyssop (*Gratiola heterosepala*), dwarf downingia (*Downingia pusilla*), and valley sagittaria (*Sagittaria sanfordii*). While potential habitat is present at the proposed project, none of these special status plants were found in the proposed project during field surveys in spring and early summer 2005. No other special status plants were found on the proposed project or are expected to occur there.

The underlying San Joaquin soils are likely to have supported natural vernal pool habitats prior to development. The seasonal wetlands found in the proposed project area may be remnants of these habitats; however, these wetlands generally are highly disturbed. Their hydrology has been altered by the construction of embankments of the UPRR tracks, the U.S. 50 road bank, or other changes in the natural drainage patterns. Several roadside drainage or railroad track ditches were included in the survey that were clearly created by man.

Other habitats, including commercial, residential and ruderal settings, in the proposed project area have low potential to support special status plants. Sanford's arrowhead can be found in sluggish sloughs and ditches in the Sacramento area. These habitats are generally remnants of channelized streams, although populations of Sanford's arrowhead have been found in roadside ditches and irrigation canals. The nearest population of Sanford's arrowhead is found along a side channel of the American River near Watt Ave, which is outside of the proposed project area.

2.3.3.3 Environmental Consequences

No special status plant species are located in the proposed project area. Therefore, there would be no new impacts to plant species under this alternative and no mitigation is required.

2.3.3.4 Avoidance, Minimization and/or Mitigation Measures

No measures are required.

2.3.4 Animal Species

2.3.4.1 Regulatory Setting

Many state and federal laws regulate impacts to wildlife. The USFWS, the National Oceanic and Atmospheric Administration (NOAA) Fisheries, and CDFG are responsible for implementing these laws. This section discusses potential impacts and permit requirements associated with wildlife not listed or proposed for listing under the state or federal Endangered Species Act.

Species listed or proposed for listing as threatened or endangered are discussed in Section 2.3.5 below. All other special-status animal species are discussed here, including CDFG fully protected species and species of special concern, and USFWS or NOAA Fisheries candidate species.

Federal laws and regulations pertaining to wildlife include the following:

- National Environmental Policy Act;
- Migratory Bird Treaty Act; and
- Fish and Wildlife Coordination Act.

State laws and regulations pertaining to wildlife include the following:

- California Environmental Quality Act;
- Sections 1600 – 1603 of the Fish and Game Code; and
- Section 4150 and 4152 of the Fish and Game Code.

2.3.4.2 Affected Environment

Wildlife species observed in the proposed project area during the October 2009 field survey included turkey vulture, American kestrel (both flying overhead), western scrub-jay, northern mockingbird, American crow, Brewer's blackbird, and introduced species such as European starling, house sparrow, and rock pigeon. Two special status species, vernal pool invertebrates and burrowing owls (discussed in Section 2.3.5), have the potential to occur in the proposed project area, but were not observed during the field survey.

2.3.4.2.1 Vernal Pool Invertebrates

Species that could occur in seasonal wetlands at the proposed project area include the California linderiella or California fairy shrimp (*Linderiella occidentalis*) and the California clam shrimp (*Cyzicus californicus*).

As, part of a larger project, all seasonally inundated basins occurring on site were sampled using wet-season and dry-season survey techniques in 2004 and 2005 for the presence of large branchiopods. The California fairy shrimp was observed in four of the basins located south of the proposed project area. Additionally, the California clam shrimp was observed. No other large branchiopods were observed within the basins during the wet season sampling. Visual examinations of the soils collected from the basins revealed the presence of cysts belonging to the genus *Branchinecta*, possibly a listed taxa, in four basins. In addition, cysts belonging to the California fairy shrimp were observed from collected soils within eight basins. The California clam shrimp young were hatched from soils collected.

2.3.4.2.2 Burrowing Owls and Other Nesting Birds

Railroad embankments sometimes support ground squirrel colonies and burrowing owls, as do vacant, fenced, mowed lots, even in urban areas. Although unlikely, burrowing owls could occur in the proposed project area.

Other birds nesting in the proposed project area include those tolerant of human disturbance (e.g., western scrub jays, northern mockingbirds) and those that take advantage of manmade structures for nesting sites. During the May 2004 field survey cliff swallows, white-throated swifts, and American kestrels nesting in the weep holes on the underside of overpasses were observed. A killdeer nest was observed in the gravel adjacent to the railroad embankment.

2.3.4.3 Environmental Consequences

2.3.4.3.1 Vernal Pool Invertebrates

Surveys were conducted for these species in the 2001/2002 rainy season for the Shaw Business Center project (Gibson and Skordal 2001), and those surveys included the larger seasonal wetland at the proposed project site. None of the target species were found during the surveys.

Fairy shrimp surveys (requiring two seasons of wet year sampling, or one dry season, one wet season of sampling) were performed in 2005 (Helm Biological Consulting 2005). All seasonally inundated basins occurring on site were sampled using wet-season survey techniques for the presence of large branchiopods. The California fairy shrimp (*Lindieriella occidentalis*) was observed in four of the basins. These four basins are located south of the proposed project area. Additionally, the California clam shrimp (*Cyzicus californicus*), was observed. No other large branchiopods were observed within the basins during the wet season sampling. Visual examinations of the soils collected from the basins revealed the presence of cysts belonging to the genus *Branchinecta* in four basins. In addition, cysts belonging to the California fairy shrimp were observed from collected soils within eight basins in the project area. The California clam shrimp young were hatched from soils collected.

Since the 2005 surveys were performed, PAR Wetland Ecologist, Virginia Dains re-surveyed the seasonal wetlands in 2009. Additionally, in 2011, a follow-up site visit was conducted to verify site conditions (Helm Biological Consulting 2011). These surveys concluded that the seasonal wetland habitat in the proposed project area has the ability to support California fairy shrimp cysts. Potential impacts to federally-listed vernal pool invertebrates are discussed in detail in Section 2.3.5 "Endangered Species."

2.3.4.3.2 Burrowing Owls and Other Nesting Birds

No burrowing owls were observed in or near the proposed project area during the 2004 and 2009 surveys, but marginally suitable habitat is present for them along the UPRR tracks. Preconstruction surveys would be needed to confirm their absence. Additionally, preconstruction surveys would be needed prior to construction to avoid impacts to nesting birds.

2.3.4.4 Avoidance, Minimization and/or Mitigation Measures

2.3.4.4.1 Vernal Pool Invertebrates

The avoidance, minimization, and mitigation measures are the same for all vernal pool invertebrates regardless of how the species were listed. This discussion can be found and the California Fairy Shrimp are discussed in Section 2.3.5.

2.3.4.4.2 Burrowing Owls and Other Nesting Birds

Preconstruction surveys for burrowing owls shall be conducted before disturbing any sites that have potential habitat for this species. If the surveys reveal the presence of burrowing owls in or near the construction area, CDFG recommends the following mitigation measures (from CDFG Staff Report on Burrowing Owl Mitigation, October 17, 1995):

- Occupied burrows shall not be disturbed during the nesting season (February 1 through August 31) unless a qualified biologist approved by CDFG verifies through noninvasive methods that either: (1) the birds have not begun egg-laying and incubation; or (2) that juveniles from the occupied burrows are foraging independently and are capable of independent survival;
- To offset the loss of foraging and burrow habitat on the proposed project site, a minimum of 6.5 acres of foraging habitat (calculated on 300 feet foraging radius around the burrow) per pair or unpaired resident bird, shall be acquired and permanently protected. The protected lands shall be adjacent to occupied burrowing owl habitat and at a location acceptable to CDFG. Protection of additional habitat acreage per pair or unpaired resident bird may be applicable in some instances. Mitigation guidelines developed by the California Burrowing Owl Consortium (CBOC 1993) shall also be incorporated into the mitigation requirements;
- When destruction of occupied burrows is unavoidable, existing unsuitable burrows shall be enhanced (enlarged or cleared of debris) or new burrows created (by installing artificial burrows) at a ratio of 2:1 on the protected lands site;
- If owls must be moved away from the disturbance area, passive relocation techniques shall be used rather than trapping. At least one or more weeks would be necessary to accomplish this and allow the owls to acclimate to alternate burrows; and
- The project sponsor shall provide funding for long-term management and monitoring of the protected lands. The monitoring plan shall include success criteria, remedial measures, and an annual report to CDFG.

2.3.5 Threatened and Endangered Species

2.3.5.1 Regulatory Setting

The primary federal law protecting threatened and endangered species is the Federal Endangered Species Act (FESA): 16 USC Section 1531, et seq. See also 50 CFR Part 402. This act and subsequent amendments provide for the conservation of endangered and threatened species and the ecosystems upon which they depend. Under Section 7 of this act, federal agencies, such as the Federal Highway Administration (FHWA), are required to consult with the US Fish and Wildlife Service (USFWS) and the National Oceanic and Atmospheric Administration's National Marine Fisheries Service (NOAA Fisheries Service) to ensure that they are not undertaking, funding, permitting or authorizing actions likely to jeopardize the continued existence of listed species or destroy or adversely modify designated critical habitat. Critical habitat is defined as geographic locations critical to the existence of a threatened or endangered species. The outcome of consultation under Section 7 is a Biological Opinion or an Incidental Take statement. Section 3 of FESA defines take as "harass, harm, pursue, hunt, shoot, wound, kill, trap, capture or collect or any attempt at such conduct."

California has enacted a similar law at the state level, the California Endangered Species Act (CESA), California Fish and Game Code Section 2050, et seq. CESA emphasizes early consultation to avoid potential impacts to rare, endangered, and threatened species and to develop appropriate planning to offset project caused losses of listed species populations and their essential habitats. The California Department of Fish and Game (CDFG) is the agency responsible for implementing CESA. Section 2081 of the Fish and Game Code prohibits "take" of any species determined to be an endangered species or a threatened species. Take is defined in Section 86 of the Fish and Game Code as "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill." CESA allows for take incidental to otherwise lawful development projects; for these actions an incidental take permit is issued by CDFG. For species listed under both FESA and CESA requiring a Biological Opinion under Section 7 of the FESA, CDFG may also authorize impacts to CESA species by issuing a Consistency Determination under Section 2080.1 of the Fish and Game Code.

Another federal law, the Magnuson-Stevens Fishery Conservation and Management Act of 1976, was established to conserve and manage fishery resources found off the coast, as well as anadromous species and Continental Shelf fishery resources of the United States, by exercising (A) sovereign rights for the purposes of exploring, exploiting, conserving, and managing all fish within the exclusive economic zone established by Presidential Proclamation 5030, dated March 10, 1983, and (B) exclusive fishery management authority beyond the exclusive economic zone over such anadromous species, Continental Shelf fishery resources, and fishery resources in special areas.

2.3.5.2 Affected Environment

A Biological Assessment was prepared to assess effects of the proposed project on federally listed species that have the potential to occur in the project area. On April 18, 2011, PAR received a species list from USFWS (Doc. No. 110418035124) for the project area to ensure all

listed, proposed, and candidate species would be addressed in the Biological Assessment. USFWS provided the species list for the project on April 18, 2011 (Appendix F). The Biological Assessment was prepared to provide the U.S. Fish and Wildlife Service all the necessary information to conduct consultation under Section 7 of the Endangered Species Act. On May 10, 2011, Caltrans initiated consultation with U.S. Fish and Wildlife Service for the effects to the vernal pool fairy shrimp, vernal pool tadpole shrimp, conservancy fairy shrimp, and valley elderberry longhorn beetle on January 26, 2012 (Appendix F; letter from State of California – Business, Transportation and Housing Agency, Department of Transportation, District 03 to Kellie Berry, United States Department of the Interior, Fish and Wildlife Service, Sacramento Fish and Wildlife Office, 2800 Cottage Way, Room W-2605).

2.3.5.2.1 Vernal Pool Invertebrates

Species that could occur in seasonal wetlands at the proposed project area include the federally endangered conservancy fairy shrimp (*Branchinecta conservatio*), longhorn fairy shrimp (*Branchinecta longiantenna*), vernal pool tadpole shrimp (*Lepidurus packardi*), and the federal threatened vernal pool fairy shrimp (*Branchinecta lynchi*). As indicated previously, only non-listed species (California fairy shrimp and California clam shrimp) were observed during wet season sampling conducted in the project vicinity in 2004 and 2005 (see Section 2.3.4.2.1).

2.3.5.2.2 Valley Elderberry Longhorn Beetle

Another species of concern potentially occurring within the project area is the valley elderberry longhorn beetle (VELB), a federal threatened species that occupies elderberry shrubs. Field surveys in 2004 revealed a single elderberry shrub at the light signal on the northeastern embankment of the UP tracks. USFWS considers all elderberry shrubs potential habitat for the VELB. This elderberry shrub detected in 2005 had been removed by the time the 2009 surveys were conducted. A site visit in July 2010 revealed that this shrub had begun to re-sprout. Additionally, the elderberry bush is located on the UPRR embankment and appears to have been impacted by ongoing maintenance of the UP tracks, which could result in its removal in the future.

2.3.5.3 Environmental Consequences

2.3.5.3.1 Vernal Pool Invertebrates

No-Build Alternative

This alternative would maintain the existing roadway and no new construction would occur in the proposed project area. Accordingly, there would be no new impacts, and thus, no effect, to vernal pool invertebrates under this alternative and no mitigation is required.

Alternative 1

The proposed project would result in the permanent loss of ~~1.18~~ 0.012 acres under Design Option 2 and ~~1.19~~ acres under Design Option 2 of potentially occupied habitat for the California

fairy shrimp and the California clam shrimp, and possibly one or more species of federally listed *Branchinecta* (Table 2–20).

Loss of habitat would adversely affect but not jeopardize listed vernal pool invertebrates (federally endangered conservancy fairy shrimp, longhorn fairy shrimp), vernal pool tadpole shrimp, and the federally threatened vernal pool fairy shrimp); therefore, mitigation measures are proposed below. This is a significant impact under CEQA that would be mitigated by the proposed project.

Figure 2–5 and Figure 2–6 depict the 250-foot buffer for indirect impacts and direct project footprint. Seasonal wetlands that will directly be affected by project construction are depicted in red (0.012 acre). Wetlands depicted in green will not be directly impacted by the project, but are within the 250-foot buffer and are considered indirectly impacted (0.561 acre). ~~Seasonal wetlands within the 250 foot buffer, but can that would be protected from project impacts by ESA fencing, are depicted in white.~~ Seasonal Wetland 18 (SW18) was determined not to be sensitive habitat for vernal pool invertebrates (see Appendix F, letter to Ms. Kellie Berry, USFWS from Susan D. Bauer, Caltrans District 03, Office of Environmental Management Branch M1). Although meeting the minimum inundation requirements for both VPFS and VPTS, SW 18 was not considered potential habitat for either of these two species. SW18 is a semi-permanent water body that is, on average, continually inundated for more than five months. These types of pools are generally not considered potential habitat for VPFS, as this species “prefers” habitats that are inundated for shorter periods to minimize competition and predation. VPTS is not generally found in pools disturbed by human activity; given the past disturbance and re-occurring human activity in the project area, SW18 is not considered VPTS habitat.

Table 2–20. Fairy Shrimp Habitat Project Impact

Type	Map Code*	Approx Area (sq ft)	Acres	Direct Impact Area (Acres)	Indirect Impact Area (Acres)
<i>Drainage Ditches</i>					
	SH 2	291		0	0
	SH 3	2,497	.057	0	.057
	SH 7		.042		.042
	SH 8	118	.003		.003
<i>Seasonal Wetlands</i>					
	SW 5	1,442	.033		.033
	SW 7	506	.012	.012	0
	SW 8	721	.017		.017
	SW 9	807	.019		.019
	SW 10	512		512	0
	SW 11	1,975		1,571	404
	SW 12	499		0	499

Table 2–20. Fairy Shrimp Habitat Project Impact (Concluded)

Type	Map Code*	Approx Area (sq ft)	Acres	Direct Impact Area (Acres)	Indirect Impact Area (Acres)
<i>Drainage Ditches</i>					
	SW 13	945		945	0
	SW 14	750		0	0
	SW 15	3,224		0	0
	SW 16	5,109	0.117	0	0.117
	SW 17	5,091		4,905	186
	SW 18	42,649		16,839	25,810
	SW 19	1,733	.040	0	.040
	SW 20	712		0	0
	SW 23	10,150	0.233		0.233
Total Impact (acres)				0.012	0.561

*Map Code corresponds at to figures in Appendix F 2-5 and 2-6.

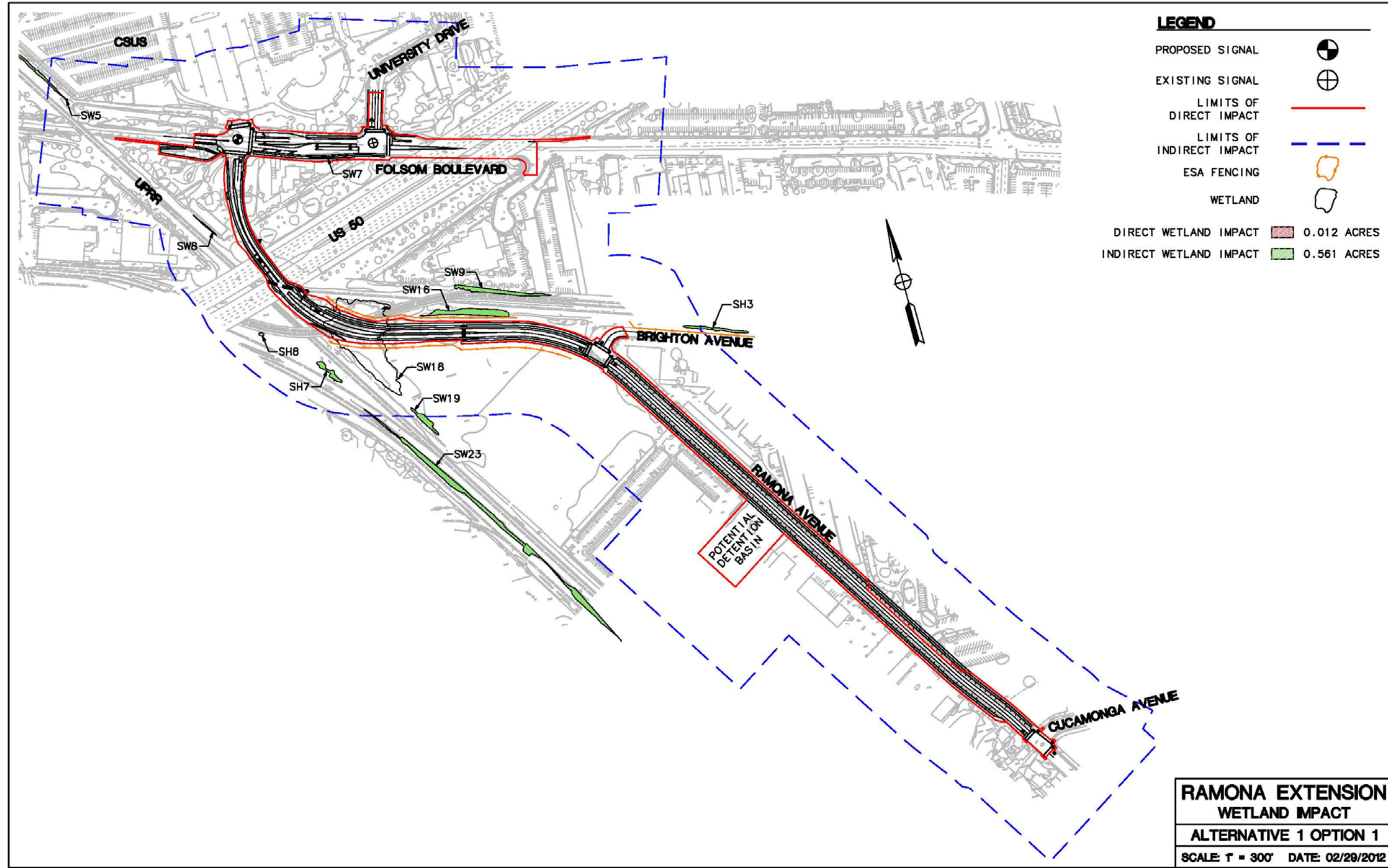


Figure 2-5. Seasonal Wetland Impacts Alternative 1 Design Option 1

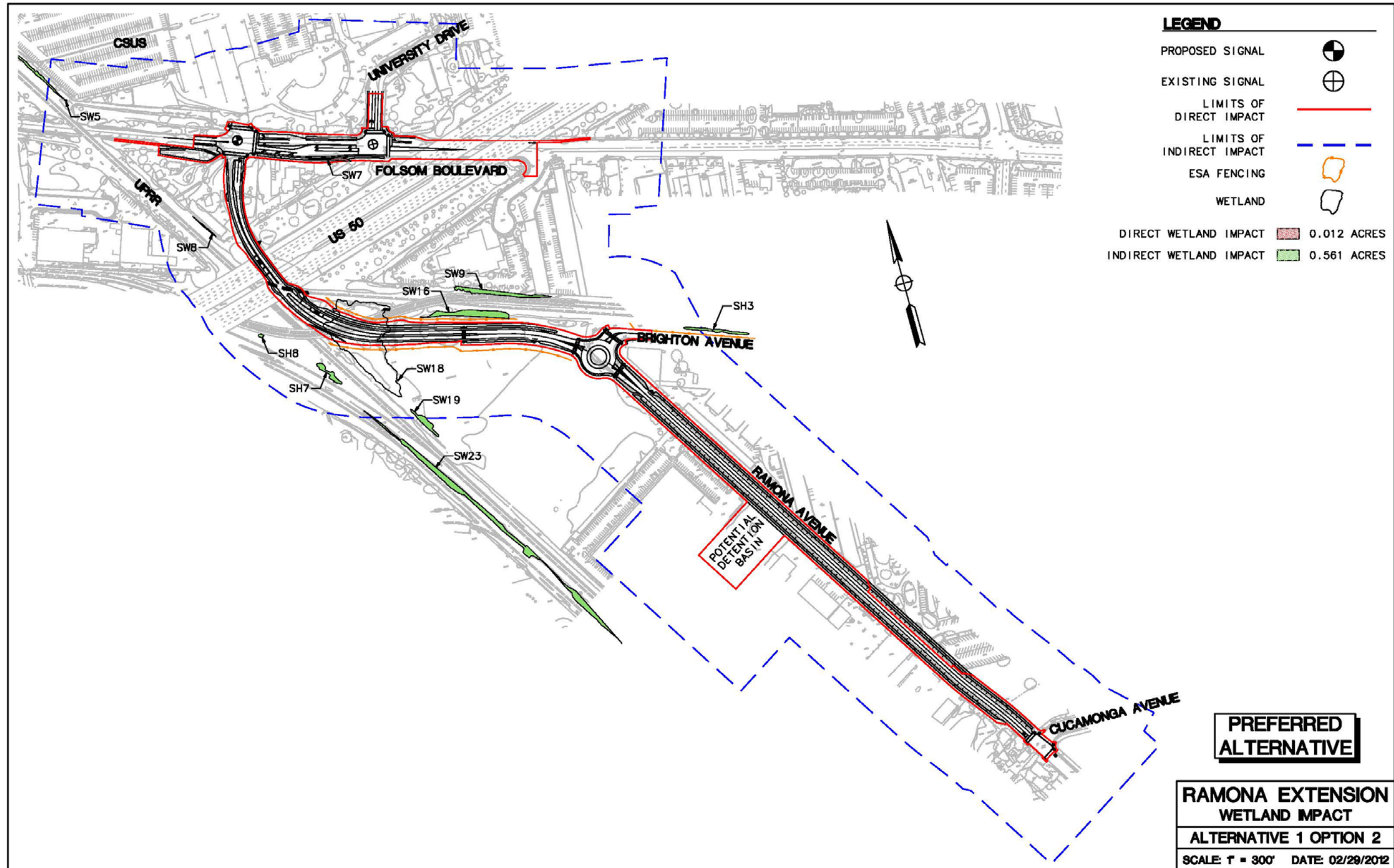


Figure 2-6. Seasonal Wetland Impacts Alternative 1 Design Option 2

2.3.5.3.2 Valley Elderberry Longhorn Beetle

No-Build Alternative

This alternative would maintain the existing roadway and no new construction would occur in the project area. Accordingly, there would be no new impacts to VELB, and thus no effect, under this alternative and no mitigation is required.

Alternative 1

The elderberry shrub is more than 25 feet from any proposed construction or fill areas that would be required for the proposed project. The shrub will be delineated with ESA fencing prior to construction (Figure 2-7). The shrub would not be affected by construction or implementation of the proposed project, and no mitigation is required. Accordingly, there would be no effect on VELB in the project area.

2.3.5.4 Avoidance, Minimization and/or Mitigation Measures

2.3.5.4.1 Vernal Pool Invertebrates

To minimize impacts of the project on the regional population of vernal pool invertebrates, wetland credits will be purchased at a USFWS-approved mitigation site with preserved vernal pools in Sacramento County at a ratio of 3:1 for direct impacts (3.54 0.012 acres) and 2:1 for indirect impacts (0.03 0.561 acres for the preferred alternative [Design Option 2]). ~~under Design Option 1 and a ratio of 3:1 for direct impacts (3.57 acres) under Design Option 2.~~

2.3.5.4.2 Valley Elderberry Longhorn Beetle

The elderberry shrub shall be protected within at least a 25-foot-diameter ESA buffer.

2.3.5.5 Cumulative Impacts to Threatened or Endangered Species

Cumulative impacts are those that result from past, present, and reasonably foreseeable future actions, combined with the potential impacts of this project (Table 2-21). A cumulative effect assessment looks at the collective impacts posed by individual land use plans and projects. Cumulative impacts can result from individually minor, but collectively substantial impacts taking place over a period of time.

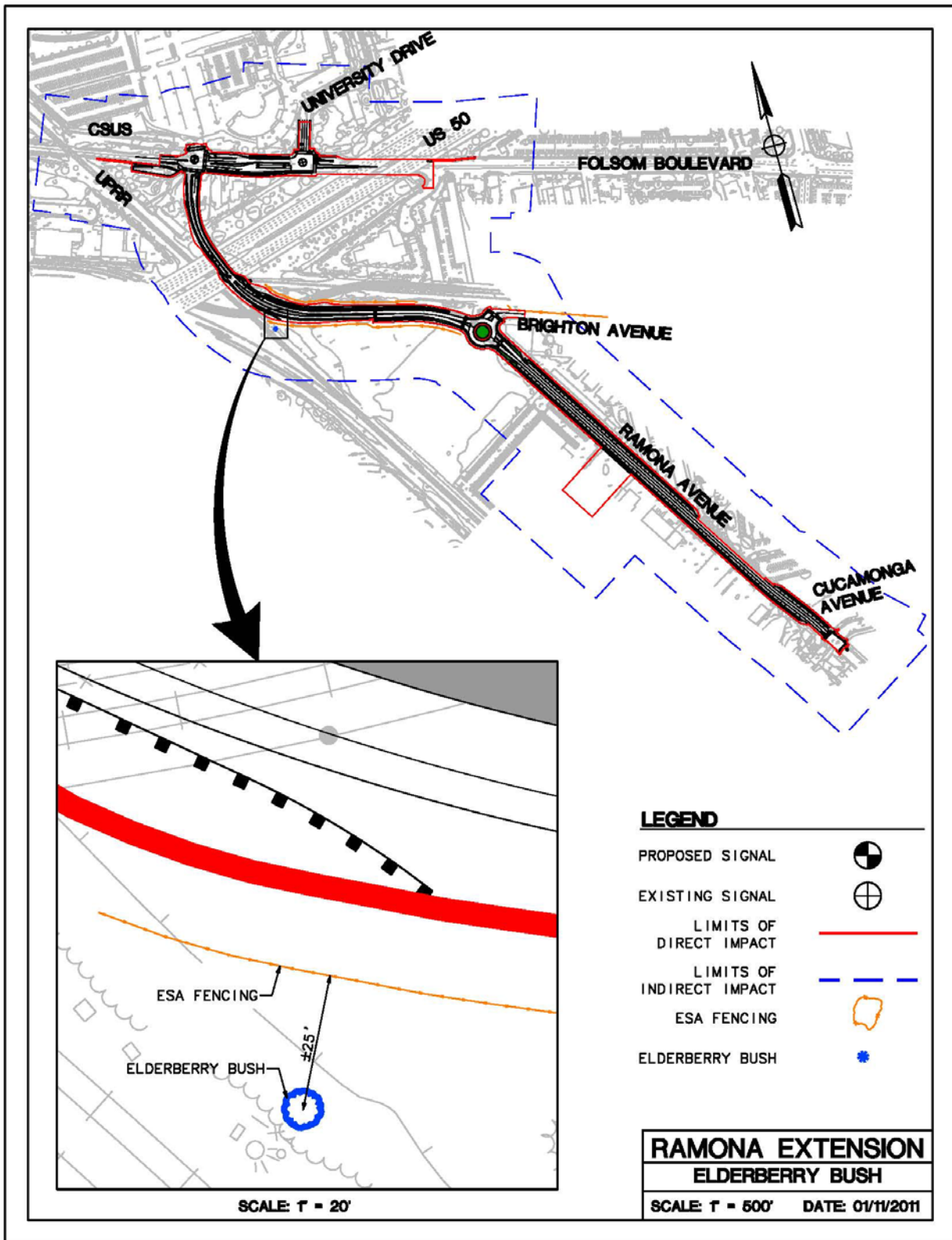


Figure 2-7. Elderberry ESA Fencing Map

Cumulative impacts to resources in the proposed project area may result from residential, commercial, industrial, and highway development, as well as from agricultural development and the conversion to more intensive types of agricultural cultivation. These land use activities can degrade habitat and species diversity through consequences such as displacement and fragmentation of habitats and populations, alteration of hydrology, contamination, erosion, sedimentation, disruption of migration corridors, changes in water quality, and introduction or promotion of predators. They can also contribute to potential community impacts identified for the project, such as changes in community character, traffic patterns, housing availability, and employment.

CEQA Guidelines, Section 15130, describes when a cumulative impact analysis is warranted and what elements are necessary for an adequate discussion of cumulative impacts. The definition of cumulative impacts, under CEQA, can be found in Section 15355 of the CEQA Guidelines. A definition of cumulative impacts, under NEPA, can be found in 40 CFR, Section 1508.7 of the CEQ Regulations.

Table 2–21. Summary of Projects and Actions Considered for Cumulative Impacts Analysis

Project/Activity	Project/Action Summary	Biological Resources Impact Summary
Broadway Extension 65th St. to Ramona Ave.	New roadway complete with sidewalks and on street parking. Grade separation at UPRR tracks.	May have biological impacts. Project would include development through some parcels that have not been previously developed.
67th St. Q St. to Elvas Ave.	Roadway widening, on-street parking, intersection improvements, and median installation from Q St. to Folsom Blvd. New roadway complete with sidewalks, on street parking and median installation from Folsom Blvd. to Elvas Ave.	Unlikely to have biological impacts. Developed environment.
Pedestrian Tram Tunnel Elvas Ave to CSUS	Grade separation at UPRR tracks.	Unlikely to have biological impacts. Developed environment.
Ramona Extension- Folsom Blvd. to State University Dr. South	New roadway connecting Folsom Blvd to CSUS	Unlikely to have biological impacts. Developed environment.

The loss of suitable seasonal wetland habitat for vernal pool invertebrates due to construction of the proposed project is considered a significant impact according to CEQA guidelines; however, this loss will not diminish the range of these species, or eliminate a population that is unique in its occupied habitat or location. No cumulative impacts to vernal pool invertebrates would occur with the implementation of avoidance, minimization and/or mitigation measures.

2.3.6 Invasive Species

2.3.6.1 Regulatory Setting

On February 3, 1999, President Clinton signed Executive Order 13112 requiring federal agencies to combat the introduction or spread of invasive species in the United States. The order defines

invasive species as “any species, including its seeds, eggs, spores, or other biological material capable of propagating that species, that is not native to that ecosystem whose introduction does or is likely to cause economic or environmental harm or harm to human health.” FHWA guidance issued August 10, 1999 directs the use of the state’s noxious weed list to define the invasive plants that must be considered as part of the NEPA analysis for a proposed project.

2.3.6.2 Affected Environment

Non-native annual grassland and ruderal vegetation dominate most of the project area, with species such as wild oats, curly dock, filaree, mustard and star thistle edging out most of the native species that once occurred here.

2.3.6.3 Environmental Consequences

Construction activities and movement of heavy equipment would promote the spread of weeds. Weed seeds can be carried in the soil on tires or under-carriages of vehicles and dropped in disturbed areas predisposed to their establishment.

2.3.6.4 Avoidance, Minimization and/or Mitigation Measures

In compliance with the Executive Order on Invasive Species, EO 13112, and subsequent guidance from the FHWA, the landscaping and erosion control included in the proposed project shall not use species listed as noxious weeds. In areas of particular sensitivity, extra precautions shall be taken if invasive species are found in or adjacent to the construction areas. These include the inspection and cleaning of construction equipment and eradication strategies to be implemented should an invasion occur.

3.0 CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) EVALUATION

3.1 Determining Significance under CEQA

The project is subject to federal, as well as the City of Sacramento and state environmental review requirements because the City of Sacramento proposes the use of federal funds and/or the project requires a federal approval action. Project documentation, therefore, has been prepared in compliance with both CEQA and NEPA. The City of Sacramento is the project proponent and the lead agency under CEQA. The Federal Highway Administration's (FHWA's) responsibility for environmental review, consultation, and any other action required in accordance with NEPA and other applicable Federal laws for this project is being, or has been, carried out by the California Department of Transportation (Department) under its assumption of responsibility pursuant to 23 U.S.C. 327.

One of the primary differences between NEPA and CEQA is the way significance is determined. Under NEPA, significance is used to determine whether an Environmental Impact Statement (EIS), or some lower level of documentation, will be required. NEPA requires that an EIS be prepared when the proposed federal action (project) *as a whole* has the potential to "significantly affect the quality of the human environment." The determination of significance is based on context and intensity. Some impacts determined to be significant under CEQA may not be of sufficient magnitude to be determined significant under NEPA. Under NEPA, once a decision is made regarding the need for an EIS, it is the magnitude of the impact that is evaluated and no judgment of its individual significance is deemed important for the text. NEPA does not require that a determination of significant impacts be stated in the environmental documents.

CEQA, on the other hand, does require the City of Sacramento to identify each "significant effect on the environment" resulting from the proposed project and ways to mitigate each significant effect. If the project may have a significant effect on any environmental resource, then an EIR must be prepared. Each and every significant effect on the environment must be disclosed in the EIR and mitigated if feasible. In addition, the CEQA Guidelines list a number of mandatory findings of significance, which also require the preparation of an EIR. There are no types of actions under NEPA that parallel the findings of mandatory significance of CEQA. This chapter discusses the effects of this proposed project and CEQA significance.

3.2 Discussion of Significance of Impacts

3.2.1 Less-than-Significant Environmental Effects of the Proposed Project

Refer to Chapter 2 for a detailed description of the proposed project's less-than-significant effects.

3.2.2 Significant Environmental Effects of the Proposed Project

The CEQA Checklist was completed for this project and is included in Appendix A. When considering the questions in the Checklist, Alternative 1 was used as the proposed project. Table 3–1 presents a summary of significant environmental effects associated with the project and the level of significance after mitigation measures. The table also directs the reader to the appropriate section of this environmental document for a detailed discussion of those effects.

Table 3–1. Summary of Significant Environmental Effects

Significant Environmental Effect (from CEQA Checklist)	Discussion	Significance Category
<i>Biological Resources</i>		
Will the project 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?	Alternative 1 would result in the permanent loss of 0.58 acre and indirect impacts to 0.61 acre of area that is potentially occupied habitat for the California fairy shrimp, California clam shrimp and one or more species of <i>Branchinecta</i> . An elderberry bush (host plant to the listed elderberry longhorn beetle) is located outside of the direct impact area but within the project vicinity. Pages 2-69 to 2-75	Less than significant with mitigation incorporated. Page 2-75

3.2.3 Unavoidable Significant Environmental Effects

As shown in the table above, all effects can be mitigated to less-than-significant levels. The proposed project would have no unavoidable significant effects.

3.3 Climate Change

3.3.1 Regulatory Setting

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)³.

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

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 United States 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 ARB 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.

³ http://climatechange.transportation.org/ghg_mitigation/

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. Climate change and its associated effects are 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, 2009⁴. 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, 2010.⁵

The final combined USEPA 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 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 continued collaboration that could lead to an extension of the current National Clean Car Program.

3.3.2 *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.⁶ In assessing cumulative impacts, it must be determined if a project's incremental effect is "cumulatively considerable." See 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.

⁴ <http://www.epa.gov/climatechange/endangerment.html>

⁵ <http://epa.gov/otaq/climate/regulations.htm>

⁶ 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).

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, CARB 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.

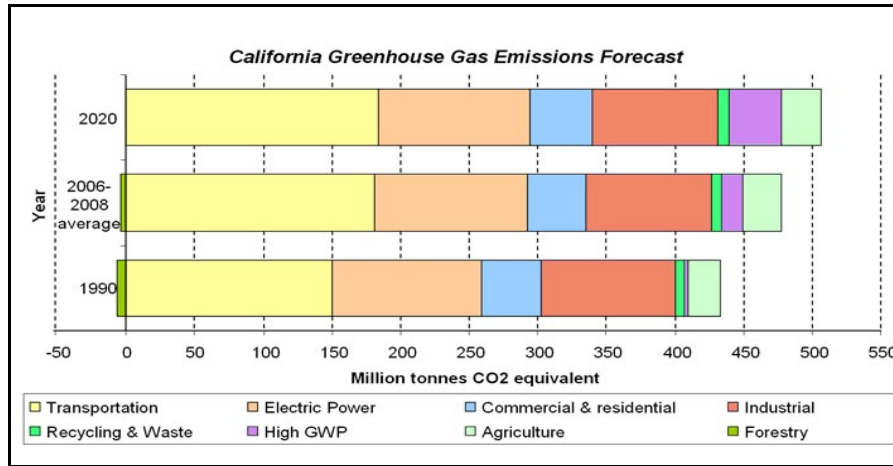


Figure 3–1. California Greenhouse Gas Inventory
 (Taken from : <http://www.arb.ca.gov/cc/inventory/data/forecast.htm>)

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, Caltrans 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)).⁷

3.3.2.1 Methodology

Changes in long-term operational GHG emissions associated with the proposed project were estimated using the software EMFAC2007. With the exception of the values described below, default values contained within the EMFAC2007 program were used to prepare the emissions estimate.

- **Traffic Data.** Traffic data used in the emissions estimates were provided by the traffic consultant working on the Folsom Boulevard Widening and Ramona Avenue Extension project (Fehr & Peers Transportation Consultants). The traffic data include estimates of vehicle miles traveled (VMT) disaggregated to groups (referred to as “speed bins”) in five miles per hour increments. The VMT data was generated for the No-Build and

⁷ 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_Acti_on_Program.pdf

proposed project. The proposed project-related change is identified by quantifying the incremental difference between these two scenarios.

- **Analysis Year.** The analysis year was set to 2035. This is consistent with the traffic analysis of the proposed Folsom Boulevard Widening and Ramona Avenue Extension project.
- **Analysis Season.** The analysis season was set to “Annual Average.” This setting was chosen because GHG emissions would be generated throughout the year.
- **Reporting Period.** Emissions forecasts are reported in tons per day. This rate was chosen because it is consistent with both the *Draft Environmental Impact Report for the Metropolitan Transportation Plan for 2035* (SACOG 2007), and the *Sacramento 2030 General Plan Master Environmental Impact Report* (City 2009c).

3.3.2.2 Results

The proposed project would result in a redistribution of background traffic volumes. The proposed project would result in a diversion of traffic from Folsom Boulevard, Power Inn Road, and State University Drive East to the proposed Ramona Avenue Extension. As an indication of the redistribution of traffic, the project would have a mixed effect on vehicle delay at the study intersections discussed above in *Section 2.1.5 Traffic Transportation/Pedestrian and Bicycle Facilities*.

The proposed project would not generate any new vehicle trips; however, the mixed effect on vehicle delay and the redistribution of traffic would result in an incremental change in VMT in the study area. Based on the traffic data, there would be 969,698 VMT in the study area under Cumulative No Project conditions, and 985,630 VMT in the study area under Cumulative Plus Project conditions. The increase of 15,932 VMT would be a 1.6 percent increase.

Based on traffic data, and the EMFAC 2007 emissions model, operation of the proposed project would result in an increase of 10 tons per day of CO₂. This would be an increase of 0.75 percent of mobile source CO₂ emissions in the study area.

As a transportation infrastructure project, proposed project is a component of a wide range of transportation system changes described in the *Metropolitan Transportation Plan for 2035* (SACOG 2008). The *Draft Environmental Impact Report (DEIR) for the Metropolitan Transportation Plan for 2035* (SACOG 2007) presents an assessment of the impacts of *Metropolitan Transportation Plan for 2035* on climate change.

The DEIR presents a detailed quantitative analysis of the change in GHG emissions associated with the *Metropolitan Transportation Plan for 2035*. In particular, the DEIR assesses the consistency of the *Metropolitan Transportation Plan for 2035* with the AB 32 requirement of a statewide reduction of 25 percent, to 1990 levels, by the year 2020. Based on the analysis of GHG emissions, the DEIR states:

“The impact of the MTP 2035 upon CO₂ emissions therefore meets or exceeds the projected savings targets for 2020. Even though there is an increase over existing conditions, because the emissions meet or exceed the projected savings targets for 2020, the impact is less than significant” (SACOG 2007:9-32).

As noted earlier, there are no adopted quantitative thresholds for determining the significance of an individual project’s impact on climate change. While it is not possible to determine the significance of the operational impact of the proposed project on climate change, as a component of the *Metropolitan Transportation Plan for 2035*, the proposed project may be considered a component of the Plan’s less-than-significant impact on climate change.

3.3.3 Construction Emissions

GHG 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 would be produced at different levels throughout the construction phase; their frequency and occurrence can be reduced through innovations in plans and specifications and by implementing better traffic management during construction phases. In addition, with innovations such as longer pavement lives, improved traffic management plans, and changes in materials, the GHG emissions produced during construction can be mitigated to some degree by longer intervals between maintenance and rehabilitation events.

3.3.3.1 Methods

Greenhouse gas emissions associated with construction of the proposed project were estimated by applying version 6.3.2 of the *Roadway Construction Emissions Model* (<http://www.airquality.org/ceqa/index.shtml>). This model, developed for the Sacramento Metropolitan Air Quality Management District, specifically analyzes emissions associated with construction of roadway improvement projects.

During construction of the roadway improvements, various phases of construction would result in the use of different groups of equipment. This would result in the generation of different amounts of emissions during the various construction phases. The climate change analysis assessed construction emissions during various phases of construction. The *Roadway Construction Emissions Model* analyzes each of these phases separately.

3.3.3.2 Results

During construction of the proposed project, GHG emissions would be generated by construction equipment, and worker and vendor supply vehicles. During the six-month construction period, 236.9 tons of CO₂ would be generated.

The proposed project is included in future year General Plan conditions. The City adopted the *Sacramento 2030 General Plan* and certified the Master Environmental Impact Report (MEIR)

on March 3, 2009. The MEIR includes extensive discussion of the potential effects of GHG emissions, includes a full analysis of GHG emissions and climate change, and adequately addresses these issues. The MEIR concluded that GHG emissions emitted by development consistent with the *Sacramento 2030 General Plan* would be a significant and unavoidable cumulative impact.

There are no locally-adopted quantitative thresholds for determining the significance of an individual project's impact on climate change. While it is not possible to determine the significance of the construction-related impact of the proposed project on climate change, as a component of the *Sacramento 2030 General Plan*, the proposed project incrementally contributes to the significant and unavoidable cumulative impact of the overall General Plan.

The MEIR identifies numerous policies included in the *Sacramento 2030 General Plan* that address GHG emissions and climate change. Policies identified in the *Sacramento 2030 General Plan* include directives relating to sustainable development patterns and practices, and increasing the viability of pedestrian, bicycle and public transit modes. The proposed project would include sidewalks and bicycle lanes, consistent with the policy directives of the *Sacramento 2030 General Plan* for sustainable development.

3.3.4 Assembly Bill (AB) 32 Compliance

Caltrans continues to be actively involved on the Governor's Climate Action Team as CARB works to implement the Governor's executive orders 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. 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. As shown on Figure 3-2, 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 have been created that combined yield the promised reduction in congestion. The Strategic Growth Plan relies on a complete systems approach of a variety of strategies: system monitoring and evaluation; maintenance and preservation; smart land use and demand management; and operational improvements.

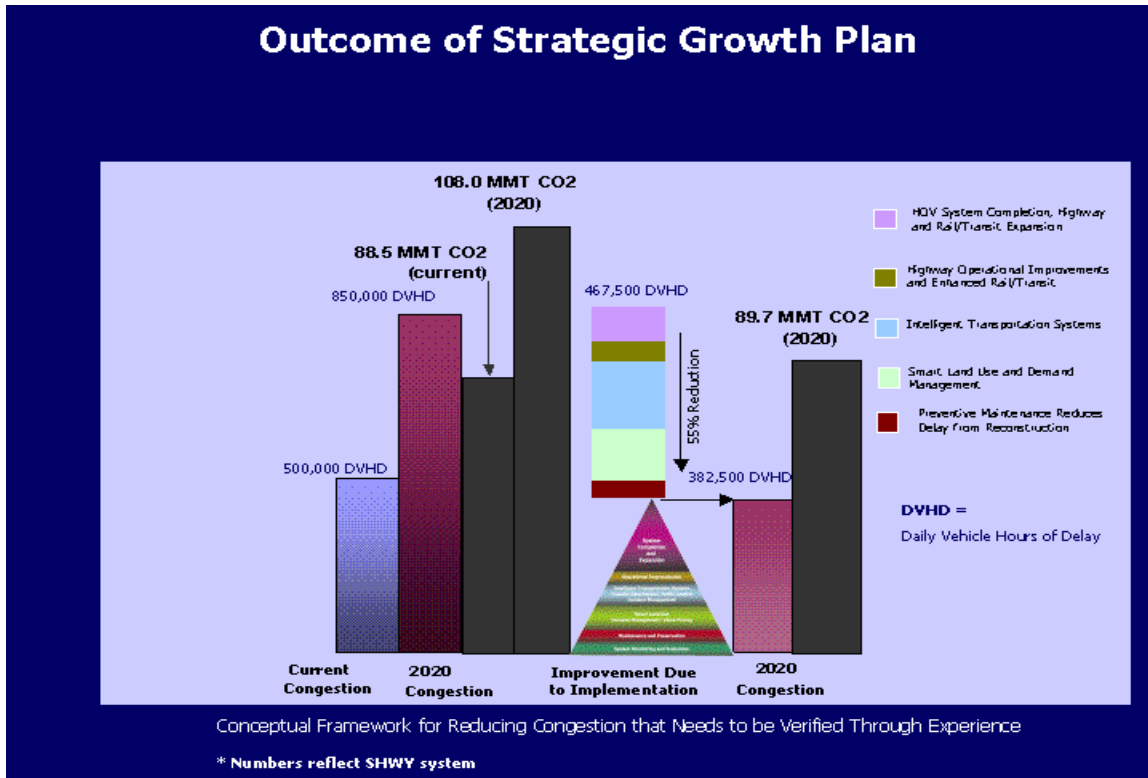


Figure 3–2. Outcome of Strategic Growth Plan

As part of the Climate Action Program (December 2006, <http://www.dot.ca.gov/docs/ClimateReport.pdf>), Caltrans is supporting efforts to reduce vehicle miles traveled by planning and implementing smart land use strategies, including job/housing proximity, developing transit-oriented communities, and high density housing along transit corridors. Caltrans is working closely with local jurisdictions on planning activities; however, Caltrans does not have local land use planning authority. Caltrans 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. Caltrans 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 EPA and CARB. Lastly, the use of alternative fuels is also being considered; Caltrans is participating in funding alternative fuel research at the University of California, Davis.

Table 3–2 summarizes Caltrans and statewide efforts that Caltrans is implementing in order to reduce GHG emissions. For more detailed information about each strategy, please see Climate Action Program at Caltrans (December 2006); it is available at <http://www.dot.ca.gov/docs/ClimateReport.pdf>.

To the extent that it is applicable or feasible for the proposed project, and through coordination with the project development team, the following measures shall also be included in the project to reduce the GHG emissions and potential climate change impacts from the project:

- Landscaping reduces surface warming, and through photosynthesis, decreases CO₂. The project proposes planting in planter strips along the roadway improvements and the Ramona Extension. Additionally, any trees chosen for the planter strips shall help offset any potential CO₂ emissions increase.
- The project shall incorporate the use of energy efficient lighting, such as LED traffic signals. LED bulbs cost \$60 to \$70 apiece but last five to six years, compared to the one-year average lifespan of the incandescent bulbs previously used. The LED balls themselves consume 10 percent of the electricity of traditional lights, which will also help reduce the projects CO₂ emissions.⁸

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

Table 3–2. Climate Change Strategies

Strategy	Program	Partnership		Method/Process	Estimated CO ₂ Savings (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	.007	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, CARB, 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 0.45 .0225
Non-vehicular Conservation Measures	Energy Conservation Program	Green Action Team		Energy Conservation Opportunities	0.117	.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	3.6
Goods Movement	Office of Goods Movement	Cal EPA, CARB, BT&H, MPOs		Goods Movement Action Plan	Not Estimated	Not Estimated
Total					2.72	18.67

3.3.5 Adaptation Strategies

“Adaptation strategies” refer to how Caltrans and other local agencies 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, storm surges and intensity, and the frequency and intensity of wildfires. These changes may affect the transportation infrastructure in various ways, such as damaging roadbeds by 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.

Climate change adaption 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, Governor Schwarzenegger signed Executive Order S-13-08, which directed a number of state agencies to address California’s vulnerability to sea level rise caused by climate change.

The California Resources Agency (now the Natural Resources Agency [Resources Agency]), through the interagency Climate Action Team, was directed to coordinate with local, regional, state and federal public and private entities to develop a state Climate Adaptation Strategy. The Climate Adaptation Strategy will summarize the best-known science on climate change impacts to California, assess California's vulnerability to the identified impacts and then outline solutions that can be implemented within and across state agencies to promote resiliency.

As part of its development of the Climate Adaptation Strategy, the Resources Agency was directed to request the National Academy of Science to prepare a *Sea Level Rise Assessment Report* by December 2010 to advise how California should plan for future sea level rise. The report is to include:

- relative sea level rise projections for California, 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; and
- a discussion of future research needs regarding sea level rise for California.

Furthermore, Executive Order S-13-08 directed the Business, Transportation, and Housing Agency to prepare a report to assess vulnerability of transportation systems to sea level changes 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.

Prior to the release of the final *Sea Level Rise Assessment Report*, all state agencies that are planning to construct projects in areas vulnerable to future sea level rise were directed to consider a range of sea level rise scenarios for the years 2050 and 2100 in order to assess project vulnerability and, to the extent feasible, reduce expected risks and increase resiliency to sea level rise. All projects that have filed a Notice of Preparation, and/or are programmed for construction funding from 2008 through 2013, or are routine maintenance projects as of the date of Executive Order S-13-08 may, but are not required to, consider these planning guidelines. Sea level rise estimates should also be used in conjunction with information regarding local uplift and subsidence, coastal erosion rates, predicted higher high water levels, storm surge and storm wave data (Executive Order S-13-08 allows some exceptions to this planning requirement). Since the proposed project was programmed for construction funding in 2009, the project is not required to consider sea level rise planning guidelines.

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 as part of Governor's Schwarzenegger's Executive Order on Sea Level Rise and is mobilizing to be able to respond to the National Academy of Science forthcoming *Sea Level Rise Assessment Report*.

On August 3, 2009, Resources Agency in cooperation and partnership with multiple state agencies, released the 2009 California Climate Adaptation Strategy Discussion Draft, which summarizes the best known science on climate change impacts in seven specific sectors and provides recommendations on how to manage against those threats. The release of the draft document set in motion a 45-day public comment period. Led by the Resources Agency, numerous other state agencies were involved in the creation of the draft, including Environmental Protection, Business, Transportation and Housing, Health and Human Services, and the Department of Agriculture. The draft focuses on sectors that include Public Health, Biodiversity and Habitat, Ocean and Coastal Resources, Water Management, Agriculture, Forestry, and Transportation and Energy Infrastructure. The strategy is in direct response to Gov. Schwarzenegger's November 2008 *Executive Order S-13-08* that specifically asked the Natural Resources Agency to identify how state agencies can respond to rising temperatures, changing precipitation patterns, sea level rise, and extreme natural events. As data continue to be developed and collected, the state's adaptation strategy will be updated to reflect current findings. A revised version of the report was posted on the Resources Agency website on December 2, 2009; it can be viewed at: <http://www.energy.ca.gov/2009publications/CNRA-1000-2009-027/CNRA-1000-2009-027-F.PDF>.

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 impacts, 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 warranted in order to protect the transportation system from sea level rise.

3.4 Mitigation Measures for Significant Impacts under CEQA

Mitigation measures are provided for significant effects to environmental resources. Table 3-1 (page 3-2) identifies the location in this Environmental Impact Report where these mitigation measures are discussed.

4.0 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 (PDT) meetings and interagency coordination meetings and communications. This chapter summarizes the results of the efforts to identify, address, and resolve project-related issues through early and continuing coordination.

4.1 Scoping Process

The first formal step in soliciting public comments and coordination was the release of the Notice of Preparation on December 21, 2009 and public meeting on January 6, 2010. Public comments were received during the meeting and by mail to the City of Sacramento. Two comments were received and pertained to building a continuous pedestrian pathway between the U.S. Highway 50 (U.S. 50) overcrossing and the California State Teachers' Retirement System (CalSTRS) building, and improvements along Ramona Avenue in front of the American River Self Storage facility.

An Interagency Consultation meeting was held at the Sacramento Area Council of Governments (SACOG) offices on December 8, 2010 to discuss the project's potential effects on air quality conformity (i.e., conformity hot-spot analysis). At this meeting, the Regional Planning Partnership concurred that the project is not a project of air quality concern.

4.2 Agency Consultation and Coordination

An early coordination meeting was held on August 12, 2009 with the Public Utility Commission at their Sacramento office. This meeting was attended by the City of Sacramento Department of Transportation, Mark Thomas and Company, a representative from Union Pacific Railroad, and the Public Utility Commission. The purpose of the meeting was to discuss the proposed project and its relationship to California State University (CSUS) future links, roadway, and railroad crossing details.

A field meeting was held at the project site on February 8, 2011 with representatives from the U.S. Fish and Wildlife Service (USFWS), Caltrans, and the City of Sacramento to discuss possible endangered species concerns and mitigation for the project.

A field meeting at the project site was also held on September 16, 2011 with a representative from the U.S. Army Corps of Engineers (ACOE), the City of Sacramento and project team members to discuss site conditions and Clean Water Act (CWA) Section 404 permitting activities.

In addition, federal, state, and local agencies were contacted during preparation of the background technical reports for the project or were provided the NOP and Draft EIR/EA for review.

- United States Fish and Wildlife Services, Sacramento Office
- United States Army Corps of Engineers
- California Department of Fish and Game
- California Department of Conservation
- State Lands Commission
- State Water Resources Control Board
- California Regional Water Quality Control Board, Central Valley Region
- California Integrated Waste Management Board
- California Air Resources Board
- California Resources Agency
- California Energy Commission
- California Department of Health Services
- Native American Heritage Commission
- California State Office of Historic Preservation
- California Historical Resources Information Center, North Central Information Center
- Sacramento Area Council of Governments
- California State University, Sacramento
- Shingle Springs Band of Miwok
- Sacramento Community Development Department

4.3 Public Participation

The City held a public meeting to receive public comment and answer questions about the project on August 2, 2011, during circulation of the Draft Environmental Impact Report/Environmental Assessment (EIR/EA). The meeting was held at the Power Inn Alliance's main office at 5310 Power Inn Road, Suite A. Members of the PDT were present to answer questions posed by the public. A question and answer session was held. The questions raised during the question and answer session included concerns with parking, project funding, environmental design, and construction processes concerning traffic-related issues discussing speed, right-of-way, and additional signal lights.

4.4 Public Comments and Responses

The public review period for the Draft EIR/EA began on July 15, 2011 and ended on September 6, 2011. The public was provided an opportunity to ask questions and comment forms were provided for submittal of written comments at the August 2, 2011 public meeting. A print copy

of the Draft EIR/EA was available for viewing at this meeting. The Draft EIR/EA was also available for review during normal business hours at the City of Sacramento, Community Development Department, public service counter. It was also available on the City of Sacramento web site.

All comments received during the public review period including comment forms from the public meeting are listed below. Each letter or e-mail has been assigned a number (1, 2, 3, etc.) and individual comments within each letter or e-mail have been assigned a letter (A, B, C, etc.). Responses to comments are provided with reference to the letter or e-mail.

4.4.1 Comments Received

Comments received during the review period included public meeting comment forms, letters, and emails (Table 4-1). The comment forms, letters, and email are presented in this chapter in the order received, as listed in the table. Responses to each comment follow the respective correspondence.

Table 4-1. Folsom Boulevard Widening/Ramona Avenue Project Draft EIR/EA–Comments

Letter No.	Date	Commenter
1	August 2, 2011, Comment Form	Richard Snyder, Thunder Manufacturing
2	August 2, 2011, Comment Form	Roxanne Fuentez
3	August 4, 2011	Jerry Peterson, American River Self Storage
4	August 16, 2011	Genevive Sparks, Central Valley Water Board
5	August 19, 2011, email	Leah M. Fisher, ACOE
6	August 25, 2011, email	Jeanine Tisot
7	August 26, 2011	Roxanne Fuentez
8	August 29, 2011	Kathleen A. Dadey, ACOE
9	September 1, 2011, email	Jill Murrell
10	September 6, 2011, email	Crystal Fuentez
11	September 6, 2011, email	Joyce Zdyrka

Comment Letter 1 – Richard Snyder, Thunder Machine Works, Inc.



DEPARTMENT OF
TRANSPORTATION

CITY OF SACRAMENTO
CALIFORNIA

915 I STREET
ROOM 2000
SACRAMENTO, CA
95614-2604

OFFICE OF THE DIRECTOR

PH 916-808-7100
FAX 916-808-5573

COMMENT FORM

Open house about the Draft EIR/EA for the Ramona Avenue Extension and Folsom Boulevard Improvements Project

In the space below, please provide any comments you may have regarding the City of Sacramento's open house about the Draft EIR/EA for the Ramona Avenue Extension and Folsom Boulevard Improvements Project. If you need more space, feel free to attach additional sheets. When you have completed the form, you may turn it in at this open house, or you can mail it to the address listed on the reverse side. You may also submit your comments by email to Dana Allen, with the City Environmental Planning Services at dallen@cityofsacramento.org.

Submit all written comments by 5 p.m. on Tuesday, Sept. 6.

If you have any questions regarding Ramona Avenue Extension and Folsom Boulevard Improvements Project, please call Jesse Gothan, Associate Engineer with the City Transportation Department at 916-808-6897.

TRAFFIC increase problems to current land owners.	} A
Truck access off of Ramona to Thunder Machine. Left turn off of Ramona during traffic times.	} B
Right of way from side or back?	} C
TAKE away parking and truck unloading area in front of building.	} D

Comment Letter 1 – Richard Snyder, Thunder Machine Works, Inc.

4.4.1.1 Response to Comment Letter 1 – Richard Snyder, Thunder Machine Works, Inc.

This letter addresses issues of increased traffic, current landowner access, right-of-way, and parking and truck unloading areas.

1-A: The City of Sacramento’s 2030 General Plan recognizes a significant impact on traffic when either the traffic generated by a project degrades peak period Level of Service (LOS) from A, B, C, or D (without the project) to E or F (with the project), or when the LOS without the project is E or F and the project-generated traffic would increase the Volume-to-Capacity Ratio by 0.02 or more. The Ramona Avenue roadway segment north of Cucamonga Avenue would operate at LOS A with the proposed project in the near term and at LOS C under cumulative conditions. Therefore, although the project would result in increased traffic volumes on Ramona Avenue, the change is not considered a significant impact on traffic in the project area.

1-B: There are no proposed improvements that would prohibit left-turn access from northbound Ramona Avenue onto the Thunder Machine property. The annual daily traffic (ADT) count for this section of Ramona Avenue in the near term is only 3,900 vehicles which would not substantially affect left-turn access during peak hours.

1-C: Right-of-way acquisitions would be required for several properties fronting Ramona Avenue to accommodate the proposed bifurcated sidewalks and bike lanes (refer to Draft EIR/EA Section 2.1.3.2, *Relocation and Real Property Acquisition*, and Table 2-2). These acquisitions will be limited to the frontage of each property facing Ramona Avenue. Specific improvements and acquisitions would be discussed individually with property owners and would consider existing improvements and business operations. Mitigation for the project ensures that all real property transactions comply with property acquisition and relocation standards of the State of California, Caltrans’ Relocation Assistance Program, and the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.

1-D: The proposed project would require approximately 1,400 square foot right-of-way acquisition along Ramona Avenue but would not remove parking or truck unloading areas. Truck loading operations would remain as they are under current conditions.

Comment Letter 2 – Roxanne Fuentez



DEPARTMENT OF TRANSPORTATION

CITY OF SACRAMENTO CALIFORNIA

915 I STREET ROOM 2000 SACRAMENTO, CA 95814-2904

OFFICE OF THE DIRECTOR

PH 916-808-7100 FAX 916-808-5573

COMMENT FORM

Open house about the Draft EIR/EA for the Ramona Avenue Extension and Folsom Boulevard Improvements Project

In the space below, please provide any comments you may have regarding the City of Sacramento's open house about the Draft EIR/EA for the Ramona Avenue Extension and Folsom Boulevard Improvements Project. If you need more space, feel free to attach additional sheets. When you have completed the form, you may turn it in at this open house, or you can mail it to the address listed on the reverse side. You may also submit your comments by email to Dana Allen, with the City Environmental Planning Services at dalLEN@cityofsacramento.org.

Submit all written comments by 5 p.m. on Tuesday, Sept. 6.

If you have any questions regarding Ramona Avenue Extension and Folsom Boulevard Improvements Project, please call Jesse Gothan, Associate Engineer with the City Transportation Department at 916-808-6897.

In the EIR it states that diskling of the adjacent field destroyed several pools and that there are no wetlands. This is not true there is a huge wetland full of wildlife that has been present for 50-100 years or more. The EIR is inadequate as it does not list all threatened or endangered species. I found a dead giant garter snake at the site and have photos and a specimen to verify this. I have also seen a live giant garter snake moving through the brush on the edge of the wetland area and go down in a hole. Both sightings were in the spring of 2011. The wetland area is full of tree frogs - poliwogs, adults, and hibernating frogs in the dry season. Sighted in the area are Audubons Cottontails, Great Blue Herons, Egrets, wood ducks, mallards, sandpipers (yellow legs), a pair of hunting Swainson's Hawks, American Kestrels, Cooper's Hawks, ground squirrels, western fence lizards, gopher snakes, jack rabbits, rattle snakes, barn owls, red-winged blackbirds, white-throated swifts, purple martins, a nesting pair of Canadian Geese with eggs, opossums, raccoons, skunks, field mice, etc. Fairy shrimp have been sighted this year at the site.

} A
} B

Your Name _____ Affiliation
 i.e. business
 owner, resident,
 etc _____
 Address _____ Phone Number _____
 City/State/Zip Code _____ E-mail _____

site. I sent pictures of the Giant Garter Snake to Julie Dickinson, a Regulatory Technician with the U.S. Army Corps of Engineers, Regulatory Division, 650 Capital Mall, Suite 5-200, Sacramento, CA 95814-4708, phone (916) 557-5254.

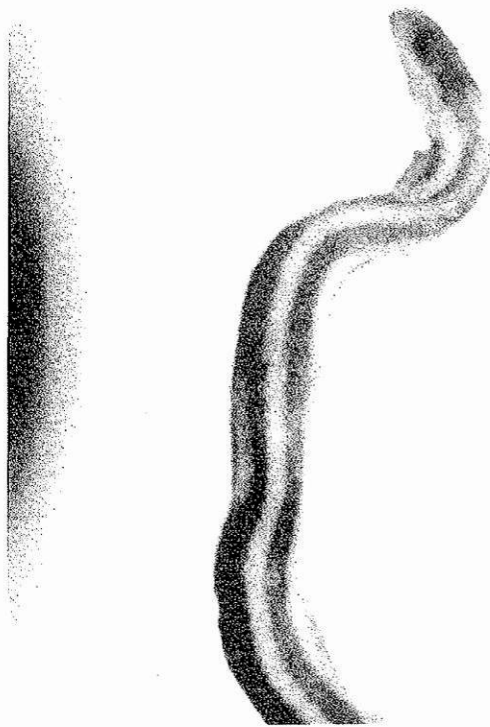
I have also contacted the Dept. of Fish & Game about this matter - a Regional Manager and biologist, Todd Gardner,

Sincerely,
 Roxanne Fuentes
 (916) 739-0226
 rmf323@yahoo.com

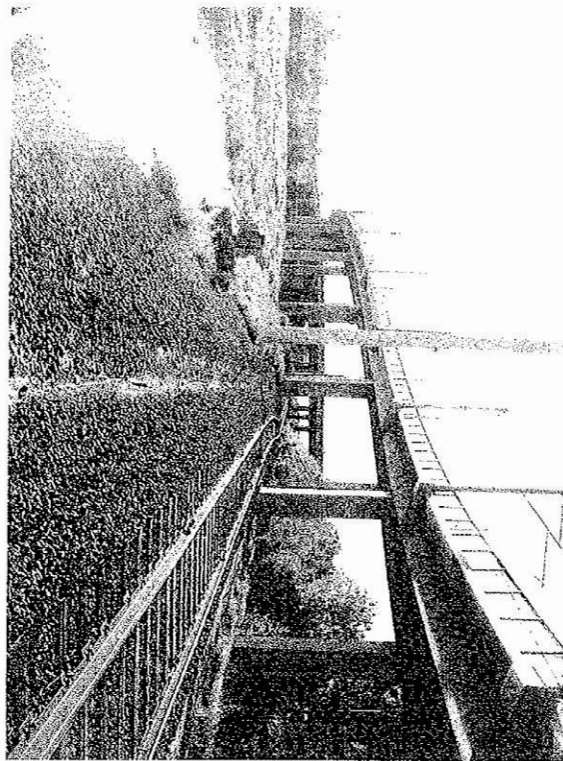
(Fold in half to mail your comments)

Place
 Postage
 Here

City of Sacramento
 C/O Katz & Associates, Inc.
 1801 I Street, Suite 100
 Sacramento, CA 95811







Comment Letter 2 – Roxanne Fuentez

4.4.1.2 Response to Comment Letter 2 – Roxanne Fuentez

This letter addresses the commenter’s concerns regarding vernal pool, wetland, and wildlife species.

2-A: The Draft EIR/EA stated that a preliminary wetland delineation of the proposed project area indicated that there were likely no waters of the United States under regulatory jurisdiction of ACOE⁹ to be present in the study area because waters, including seasonal wetlands, at the project site were considered to be created from direct precipitation runoff and hydrologically isolated from other waters in the vicinity. The Draft EIR/EA recognizes the presence of waters and wetlands at the project site and includes measures to avoid, minimize and mitigate potential effects of the proposed project (refer to pps. 2-61 to 2-62, and Figures 2-5 and 2-6). The following sections provide updated information regarding site conditions. This information has been added to the Final EIR/EA and does not affect impact analyses or conclusions.

Waters of the United States

ACOE provided an approved jurisdictional determination and concurred with the Draft EIR/EA estimate of waters of the United States and finding that the seasonal wetlands at the project site are isolated waters with no apparent interstate or foreign commerce connection and as such, not currently regulated by the ACOE (see letter, Appendix F [ACOE 2011]).

Vernal Pools

Although no vernal pools were identified at the project site, the biological technical studies and Draft EIR/EA recognize that the seasonal wetland areas on the site could support vernal pool species. In addition, Helm Biological Consulting prepared an updated *Habitat and Impact Assessment for Federally Listed Large Branchiopods at the Folsom Boulevard Widening/Ramona Avenue Extension Project* (Helm Biological Consulting 2011) to determine the potential habitat and probability for occurrence of vernal pool fairy shrimps and vernal pool tadpole shrimp. The Final EIR/EA Sections 2.3.4.3.1 and 2.3.5.3.1 have been updated to reflect the findings of this study.

As reported in the Natural Environment Study (NES) and Biological Assessment (BA) prepared for this project, ten of the seasonal wetland areas that were mapped as part of the Helm

⁹ Waters of the United States: Areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstance to support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas. “Other waters of the United States” refers to unvegetated waterways and other bodies with a defined bed and bank, such as drainages, creeks, rivers, and lakes.

Wetland: Wetlands are areas that are periodically or permanently inundated by surface or groundwater and support vegetation adapted for life in saturated soil. Wetlands include swamps, marshes, bogs and similar areas.

Vernal pool: A vernal pool is a contained basin depression lacking a permanent aboveground outlet. Vernal pools contain water for a few months in the spring and early summer. By late summer, a vernal pool is generally (but not always) dry.

Biological Consulting (2005) *Federally Listed Large Branchiopods Sampling Study* at the project site (NES Appendix E; BA Appendix B) were no longer present at the project site in 2009. The 2009 site surveys indicated that the seasonal wetlands were destroyed by disking the soil, removing the natural seasonal wetland contours. The NES, BA, and Draft EIR/EA report that remnant seasonal wetlands, roadside ditches, and adjacent disturbed uplands still occur on both sides of the UP Railroad and Light Rail tracks and that these seasonal wetland habitats have some potential to support vernal pool species. Other wetlands in the project area probably were created from borrow-sites during construction of overcrossings for U.S. 50. While these seasonal wetlands hold water through most of the spring, they are all dry by mid-summer in most years, including 2011. In addition, at the time of the 2011 habitat assessment, an additional seasonal wetland was no longer present. Therefore, of the original 28 areas identified as potential habitat for federally listed large branchiopods, only 17 remain. Implementation of the proposed project would result in direct impacts on one of the seasonal wetlands (0.012 acre) and indirect impacts on nine of the seasonal wetlands (0.561 acre).

The Draft EIR/EA, Section 2.3.2.4 identifies the measures to be implemented to minimize and avoid potential construction impacts on the seasonal wetlands at the project site. In addition, Section 2.3.5.4 identifies the mitigation to compensate for the project impact on vernal pool species through the purchase of (vernal pool or wetland) credits at a USFWS-approved mitigation bank. The mitigation ratios and acres for Design Option 1 (the proposed project/preferred alternative) are 3:1 for direct impacts (0.012 acres) and 2:1 for indirect impacts (0.561 acres) for a total mitigation acreage of 1.158 acres. The Final EIR/EA reflects updated mitigation acreage based on the updated site conditions and through consultation with USFWS.

2-B: The EIR/EA Section 2.3.5, *Threatened and Endangered Species*, focuses on the state and federal listed species with potential to occur at the project site. The identification and discussion of these species is supported by the findings of multiple site visits conducted by project biologists and the technical studies—NES and BA—that were prepared for this project. The NES and BA provide additional discussion regarding the potential for special status species to occur in the project area based on literature and database research and multiple project site biological resources surveys. Additional discussion is provided below explaining why the project site is not considered suitable habitat for the listed giant garter snake and Swainson's hawk. The EIR/EA Section 2.3.4, *Animal Species*, acknowledges and addresses potential effects on vernal pool species including California fairy shrimp and burrowing owls and other nesting birds.

The commenter lists a number of other common species observed at the site. The EIR/EA describes the project site as dominated by built environment with nonnative grassland and ruderal vegetation that provide limited opportunity for wildlife use. However, while the site has limited overall habitat value, the EIR/EA does discuss species use of the site and identifies the listed species and natural communities, including measures to minimize and avoid impacts thus providing mitigation for project impacts.

Giant Garter Snake

The commenter reports observation and photographs of giant garter snakes in the project area in 2011. Giant garter snakes ordinarily inhabit only streams and ponds in marshy basins with deep

permanent water and very dense and deep vegetative cover (Hansen and Brode 1980, Brode 1988, United States Fish and Wildlife Service 1999). The only large, seasonal wetland in the project area (about 0.9 acre [0.63 hectare]) does not provide suitable habitat for giant garter snakes during their active season, which is early spring through mid-fall, because giant garter snakes require permanent aquatic habitat as their prey species are capable of surviving only in such habitat. The diet of giant garter snakes consists of fish, which require permanent water for survival, and bullfrogs (*Rana catesbeiana*), that require permanent water for successful reproduction (Bury and Whelan 1984, Brode 1988, United States Fish and Wildlife Service 1999). Vernal pools—shallow ephemeral wetlands that occurred historically at the project site—cannot support permanent populations of fish or bullfrogs and they invariably lack the deep water and dense cover required by giant garter snakes.

Giant garter snakes are exceedingly wary, and when disturbed, they disappear very rapidly into dense, extensive reeds such as tules (*Scirpus* sp.) or cattails (*Typha* sp.) or they dive into deep, muddy water (Fitch 1940, Brode 1988). They are also very difficult to identify accurately because they seldom permit close enough approach for clear observation and they resemble the other two Sacramento region garter snake species, including the valley garter snake (*Thamnophis sirtalis fitchi*) and the mountain garter snake (*Thamnophis elegans elegans*). The three species are similarly striped yellow on a dark background and are differentiated by subtle morphological characteristics such as faint lateral red markings (valley garter snake), eight upper labial scales (giant and mountain garter snakes), seven upper labial scales (valley garter snake), olive color along the upper labial scales (giant garter snakes), and both pairs of chin scales (shields) about equal in length (mountain garter snake) (Fitch 1940, Stebbins 1954, Rossman and Stewart 1987, Stebbins 2003)¹⁰. Large size and wariness are characteristic of all three of these species (Stebbins 2003).

Mr. Sean Barry, a recognized expert on giant garter snakes was consulted regarding the photographs provided by the commenter. Based on certain discernable characteristics of the photographed snake—light bluish upper labial scales, slenderness of form, somewhat narrow head and grayish lateral stripe—Mr. Barry indicated that the specimen is likely a western terrestrial garter snake (*Thamnophis elegans*). In contrast, giant garter snake upper labials are usually olive-colored; the body is significantly more stout; the head is wider temporally and more arrowhead-shaped; and the lateral stripe, when present, is usually a dull olive color. In addition, Mr. Barry noted that the wounds suggest that a raptor captured the snake and presumably dropped it, suggesting it originated from a different location than where it was found.

The project area is isolated by at least 8 miles of urban and suburban landscapes from any of the nearest sites where giant garter snakes are known to occur (i.e., American [Natomas] Basin, Yolo Basin, and Laguna Creek near Elk Grove) (CNDDDB 2005). Without connectivity to any of these populations, it would be impossible for giant garter snakes to reach the project site except by human intervention. Further, giant garter snakes have not been documented anywhere in the Sacramento East 7.5' Quadrangle (CNDDDB 2011, Appendix F). Because the characteristic giant

¹⁰ Lateral Marking: Along the sides of the snake's body.

Labial scales: Scales of snakes that border the mouth opening.

Chin scales: Scales found on the underside of snake head and touching the lower labial scales.

garter snake vegetative cover and permanent water are absent from the project site wetlands, and because specific information regarding morphological identification points for the specimens purportedly observed at the project area were not provided, it is considered unlikely that the snakes reportedly observed at the project site were giant garter snakes.

Swainson's Hawk

The commenter indicates observing the state-listed Swainson's hawk (*Buteo swainsoni*) in the project area. Because this species is known to nest along the lower American River within about 3.5 miles (5.6 kilometers) north of the project area, it is possible foraging birds were seen flying overhead. However, there are no suitable nesting trees in the project area, and construction of the project would have no affect on this listed species.

2-C: Comment noted. As discussed in Section 4.2, *Agency Consultation and Coordination*, preparation of the technical studies and the EIR/EA review process also involved federal, state, and local agencies to identify and address potential project impacts on biological resources. The City and Caltrans will continue to work with appropriate resource agencies throughout the regulatory permitting and construction of the project.

Comment Letter 3 – Jerry Peterson, American River Self Storage

AMERICAN RIVER SELF STORAGE, L.P.
JERRY PETERSON, PARTNER

August 4, 2011

Dana Allen, Associate Planner
City of Sacramento, Community Development Dept.
Environmental Planning Services
300 Richards Blvd. 3rd Floor
Sacramento, CA 95811

Laura Walsh, Environmental Coordinator
Caltrans, District 3
Division of Environmental
703 B Street
Marysville, CA 95901


Re: Draft Folsom Blvd Widening/Ramona Ave Ext.
Draft Environmental Impact Report /Environmental Assessment

My business American River Self Storage is located at 2935 Ramona Ave., therefore it will be affected by the Ramona Avenue extension.

I am in favor of the expansion as it is being presented.^A However, I have concerns about potential future flooding. Therefore, I am requesting that a water retention/run off area be established to prevent flooding. } B

Thank you for your consideration.

Sincerely,



Jerry Peterson
Owner/Partner

3040 TAYLOR ROAD • ROSEVILLE, CA 95678
PHONE: 916-782-9111 • FAX: 916-782-9114

Comment Letter 3 – Jerry Peterson, American River Self Storage

4.3.1.3 Response to Comment Letter 3 – Jerry Peterson, American River Self Storage

This letter provides support for the project and expresses concern about potential flooding.

3-A: Commenter’s support of the project is acknowledged.

3-B: Flooding is a known issue on Ramona Avenue and has been addressed in a drainage report prepared by West Yost and Associates in February 2010. Because the predicted increases in storm water runoff flow are small, flooding mitigation would most likely be provided by constructing an oversized pipeline in the extended portion of Ramona Avenue, west of Brighton Avenue. A smaller pipe would be constructed where the new pipe ties into the existing system to limit the inflow into the existing system. Excess flows during large storms would be stored in the oversized pipe.

Alternatively, pending the availability of funding and the concurrence of the City Department of Utilities, a second option would be to construct a detention basin adjacent to the project to alleviate flooding. Although more expensive, this option would meet present and future storm water needs of the corridor. As the project moves forward and the construction funding is determined, more refined modeling will be performed and a preferred drainage solution will be identified.

Either solution—the oversized pipeline or a detention basin— would adequately address and minimize flooding concerns for the project area.

**Comment Letter 4 – Genevive Sparks, California Regional Water Quality Control Board
(Central Valley Water Board)**



Matthew Rodriguez
Secretary for
Environmental Protection

**California Regional Water Quality Control Board
Central Valley Region
Katherine Hart, Chair**

11020 Sun Center Drive, #200, Rancho Cordova, California 95670-6114
(916) 464-3291 • FAX (916) 464-4645
<http://www.waterboards.ca.gov/centralvalley>



Edmund G. Brown Jr.
Governor

16 August 2011

Tom Buford
City of Sacramento
300 Richards Boulevard
Sacramento, CA 95811

CERTIFIED MAIL
7010 3090 0000 5045 4556

**COMMENTS TO DRAFT ENVIRONMENTAL IMPACT REPORT, FOLSOM BOULEVARD
WIDENING/RAMONA AVENUE EXTENSION PROJECT, SCH NO. 2011072031,
SACRAMENTO COUNTY**

Pursuant to the State Clearinghouse's 15 July 2011 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Draft Environmental Impact Report* for the Folsom Boulevard Widening/Ramona Avenue Extension Project, located in Sacramento County.

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

Construction Storm Water General Permit

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

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

A

Continues
On Next
Page

California Environmental Protection Agency

Phase I and II Municipal Separate Storm Sewer System (MS4) Permits¹

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

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

Industrial Storm Water General Permit

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

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

Clean Water Act Section 404 Permit

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

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

Clean Water Act Section 401 Permit – Water Quality Certification

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

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

A

Continues
On Next
Page

Waste Discharge Requirements

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

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

If you have questions regarding these comments, please contact me at (916) 464-4745 or gsparks@waterboards.ca.gov.



Genevieve (Gen) Sparks
Environmental Scientist
401 Water Quality Certification Program

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

} A

**Comment Letter 4 – Genevive Sparks, California Regional Water Quality Control Board
(Central Valley Water Board)**

4.4.1.4 Response to Comment Letter 4 – Genevive Sparks, Central Valley Water Board

The Central Valley Water Board letter identifies that the project must obtain appropriate permits to protect surface and groundwater in the project area.

4-A: The City will obtain all permits required for the proposed project. The Draft EIR/EA provides a preliminary list of permits expected to be required. Tables 0-2 and 1-1 have been updated to correct the format error and add the Waste Discharge Requirement required from the Central Valley Water Board. The project would not require an MS4 Permit or an Industrial Storm Water General Permit. The updates to Tables 0-2 and 1-1 do not change the impact analyses and the environmental determination for the project.

Comment Letter 5 – Leah M. Fisher, U.S. Army Corps of Engineers (ACOE)

Dana Allen

From: Tom Buford
Sent: Friday, August 19, 2011 3:39 PM
To: Lezley Buford; Scott Johnson; Dana Allen
Subject: Fw: U.S. Army Corps of Engineers response to request for comments on the Folsom Boulevard Widening/Ramona Avenue Extension Project EA#928303 (UNCLASSIFIED)

Fyi

From: Fisher, Leah M SPK [<mailto:Leah.M.Fisher@usace.army.mil>]
Sent: Friday, August 19, 2011 03:37 PM
To: Laura Walsh <laura_walsh@dot.ca.gov>; John Webb <john_webb@dot.ca.gov>; Tom Buford
Cc: Dadey, Kathleen A SPK <Kathleen.A.Dadey@usace.army.mil>; Gibson, Lisa M SPK <Lisa.M.Gibson2@usace.army.mil>; Maniccia, Paul M SPK <Paul.M.Maniccia@usace.army.mil>
Subject: U.S. Army Corps of Engineers response to request for comments on the Folsom Boulevard Widening/Ramona Avenue Extension Project EA#928303 (UNCLASSIFIED)

Classification: UNCLASSIFIED

Caveats: NONE

Good afternoon,

I writing in response to your request for comments on the Folsom Boulevard Widening/Ramona Avenue Extension Project EA#928303.

The Corps of Engineers' (USACE) jurisdiction within the study area is under the authority of Section 404 of the Clean Water Act for the discharge of dredged or fill material into waters of the United States. Waters of the United States include, but are not limited to, rivers, perennial or intermittent streams, lakes, ponds, wetlands, vernal pools, marshes, wet meadows, and seeps. Project features that result in the discharge of dredged or fill material into waters of the United States will require Department of the Army authorization prior to starting work.

} A

To ascertain the extent of waters on the project site, you should prepare a wetland delineation, in accordance with the "Minimum Standards for Acceptance of Preliminary Wetland Delineations", under "Jurisdiction" on our website at the address below, and submit it to this office for verification.

} B

To our knowledge, we have not completed a jurisdictional determination for this project and the Jurisdictional Determination you reference in the document for the Shaw Business Center, issued in 2001, and has since expired. Statements precluding USACE jurisdiction over wetlands and other waters of the U.S. should be deleted from the document entitled *Folsom Boulevard Widening/Ramona Avenue Extension Project, Sacramento County, California (EA#928303)*, dated July 2011, until a Preliminary or Approved Jurisdictional Determination has been made by the District Engineer, or his Designee. We recommend you modify the document to include language that identifies the wetlands and other water bodies on-site as "potentially" jurisdictional, with special attention to Page 2-60, Section 2.3.2.2.

} C

Furthermore, our processing procedures include an evaluation of your proposal for compliance with the Section 404(b)(1) Guidelines. Unless you clearly demonstrate that your project is the least environmentally damaging practicable alternative (LEDPA), we may assume that there are other practicable alternatives, which do not require a discharge to an aquatic site or wetland, or which are less damaging to the aquatic ecosystem. Since non-compliance with these guidelines can be grounds for denying a permit, we strongly recommend that you carefully examine alternatives to your project and submit any information you have on these alternatives with your permit application.

} D

Continues
on Next
Page

This information may include a discussion of alternatives considered, a complete mitigation proposal, or modified permit plans.

The range of alternatives considered for this project should include alternatives that avoid impacts to wetlands or other waters of the United States. Every effort should be made to avoid project features which require the discharge of dredged or fill material into waters of the United States. In the event it can be clearly demonstrated there are no practicable alternatives to filling waters of the United States, mitigation plans should be developed to compensate for the unavoidable losses resulting from project implementation.

} D

If you have any questions, please contact Ms. Kathleen Dadey at our California Delta Branch at 650 Capitol Mall, Suite 5-200, Sacramento, California 95814-4708, email Kathleen.A.Dadey@usace.army.mil, or telephone 916-557-7253.

Very Respectfully,

Leah

Leah M. Fisher, Regulatory Project Manager
tel: 916.557.6639 | fax: 916.930.9506
Leah.M.Fisher@usace.army.mil

U.S. Army Corps of Engineers
Sacramento District, Regulatory Division
650 Capitol Mall, Suite 5-200
Sacramento, California 95814-4708

Help us go from GOOD to GREAT! Complete a customer service survey today:
<http://per2.nwp.usace.army.mil/survey.html>

Need information on the Regulatory Program? Visit our website:
<http://www.spk.usace.army.mil/regulatory>

BUILDING STRONG® Loyalty * Duty * Respect * Selfless Service * Honor * Integrity *
Personal Courage

Classification: UNCLASSIFIED
Caveats: NONE

Comment Letter 5 – Leah M. Fisher, U.S. Army Corps of Engineers (ACOE)

The ACOE email identifies issues related to project site conditions and permitting pursuant to CWA Section 404 requirements.

4.4.1.5 Response to Comment Letter 5 – Leah M. Fisher, ACOE

The ACOE email describes the agency’s CWA Section 404 permitting process, the need for a preliminary wetland delineation, the agency’s determination of jurisdiction over waters of the U.S. at the project site and related revisions to the Draft EIR/EA and discussion of alternatives to the preferred alternative.

5-A: ACOE provided an approved jurisdictional determination and concurred with the Draft EIR/EA estimate of waters of the United States and finding that the seasonal wetlands at the project site are isolated waters with no apparent interstate or foreign commerce connection and as such, not currently regulated by the ACOE (ACOE 2011).

5-B: A preliminary wetland delineation report was prepared for the project in 2005 and updated in 2009 (Dains 2005, 2009) and is Appendix D to the NES. As part of permitting-related discussions for the project, the City forwarded the preliminary delineation report to the ACOE. ACOE, the City, Mark Thomas and Co., and PAR representatives also visited the project site in mid-September 2011 to evaluate onsite conditions and further determine permit requirements for the project. Please also refer to response 5-A.

5-C: Please refer to response 5-A. In addition, the Final EIR/EA includes revisions to update the discussion of these waters based on the consultation and approved jurisdictional determination provided by ACOE.

5-D: The EIR/EA provides a discussion of alternatives considered in Section 1.4 and provides measures to minimize and avoid impacts on wetlands, including construction-specific best management practices (Section 2.3.2.4) as well as compensatory mitigation to preserve vernal pool habitat values in Sacramento County (Section 2.3.5.4). Please also refer to response 2-A.

Comment Letter 6 – Jeanine Tisot

Dana Allen

From: Jeanine Tisot [jtisotrsm@msn.com]
Sent: Thursday, August 25, 2011 12:53 PM
To: Dana Allen
Subject: Comment re: Ramona Ave Extension and Folsom BLVD Widening

Dear Ms. Allen,

I am writing regarding the proposed Ramona Avenue Extension and Folsom Boulevard Widening Proposal that is being evaluated by the City of Sacramento Community Development Department and Caltrans. I have a concern regarding the environmental impact such a project will have on the wetlands area that currently exists North of Brighton Ave and South of the CSUS campus. Whereas I have no doubt that such improvements are needed to ensure traffic safety and relieve congestion, its impact on this small but important wetlands area cannot be underestimated. The area has been able to sustain a variety of flora and fauna and remains undisturbed by US 50 and the Lightrail. }A
}B
}C

I would hope that as the Development Department carefully looks at all the implications of this development that maintaining this vulnerable habitat would be given serious consideration. }D

Respectfully,

Sr. Jeanine Tisot, RSM

*2223 L ST
Sacramento, CA 95816*

Comment Letter 6 – Jeanine Tisot

4.4.1.6 Response to Comment Letter 6 – Jeanine Tisot

The comment letter addresses concerns regarding the preferred alternative’s impacts on wetlands and terrestrial habitat.

6-A: Please refer to response 2-A.

6-B: The extension of Ramona Avenue from its current terminus at Brighton Avenue to Folsom Boulevard has been one of the City’s top priorities for over a decade. The need for this connection was first identified in the South East Area Transportation Study (1999), and has since been included in the 65th Street Station Area Study (2010) and the 2030 General Plan. Please also refer to response 9-B.

6-C: Please refer to response 2-B.

6-D: Please refer to responses 2-A and 2-B.

Comment Letter 7 – Roxanne Fuentez

1 of 2

8/26/11

Dana Allen, Associate Planner
City of Sacramento, Community Development Dept.
Environmental Planning Services
300 Richards Blvd., Third Floor
Sacramento, CA 95811

Regarding the Draft Environmental Impact Report for the Folsom
Boulevard Widening/Ramona Avenue Extension Project.

To Whom It May Concern:

The proposed road from Ramona Avenue to Folsom Blvd. should not be built as it would destroy a natural wetland area which is home to many species of animals and birds. This wetland is also an important natural drainage area. It is only a few feet away from a natural canal alongside the Union Pacific Railroad Tracks, which was originally part of Morrison Creek and connected to the wetland. This wetland is one of, if not the last remaining wetland(s) in Sacramento.

} A
} B

The Draft Environmental Impact Report is inadequate as it says nothing about the endangered Giant Garter Snake, which is present in the wetland area. On April 3, 2011, a dead Giant Garter Snake, measuring 19 inches in length, was found along the Union Pacific Spur Track, which is in the wetland area. In May of 2011, a live Giant Garter Snake was spotted on two different occasions in the wetland area. The presence of the Giant Garter Snake in the wetland area should be addressed in the Draft Environmental Impact Statement. Enclosed with this letter are pictures of the dead Giant Garter Snake and the location where it was found on the Spur Track.

} C

There is also a pair of Swainson's Hawks present which hunt in the wetland area. Swainson's Hawks are an endangered species and they were not mentioned in the Draft Environmental Impact Report.

} D

The wetland area is home and hunting area for Giant Garter Snakes, Fairy Shrimp, many Tree Frogs, Clam Shrimp, Diving Bugs, Dragonflies, Egrets, Great Blue Herons, Little Green Herons, Bitterns, Canada Geese, Wood Ducks, Mallard Ducks, Coots, Yellow-leg Sandpipers, Plovers, Red-winged Blackbirds, Swainson's Hawks, Red-tailed Hawks, White-tailed Kites, American Kestrels, Coopers Hawks, Barn Owls,

} E
Continues
on Next
Page

Great Horned Owls, White-throated Swifts, Purple Martins, Barn Swallows, Killdeer, Bats, Audubons Cottontail Rabbits, Opossums, Raccoons, Deer, Ground Squirrels, Jack Rabbits, Skunks, Western Fence Lizards, Gopher Snakes, Rattlesnakes, etc. This area is an important wildlife ecosystem and could be used a a biology study area by students.

} E

The proposed project is very costly – and would also damage an historic UP Overcrossing and Floodgate. It would also force people from their homes and businesses through the use of eminent domain. A viable and far less costly alternative would be Hornet Drive, which is an existing street running from CSUS through an intersection, through one side of the Home Depot Parking Lot, virtually up to the Union Pacific Spur Track at grade, and which could easily be extended a few feet over the tracks to Brighton Avenue, which is right in front of CSUS Property (formally a CYA facility) and connects a short distance away with Ramona Avenue. This alternative would be vastly cheaper than the proposed project, and would not destroy the wetland environment, peoples houses and the Historic Overcrossing. Thank you.

} F
} G

} H

Sincerely,

Roxanne Fuentez

Roxanne Fuentez
rmf323@yahoo.com

P.S. Enclosed are photos of the wetland area, wildlife in the wetland area, and tracks of wildlife in the wetland area.

} I



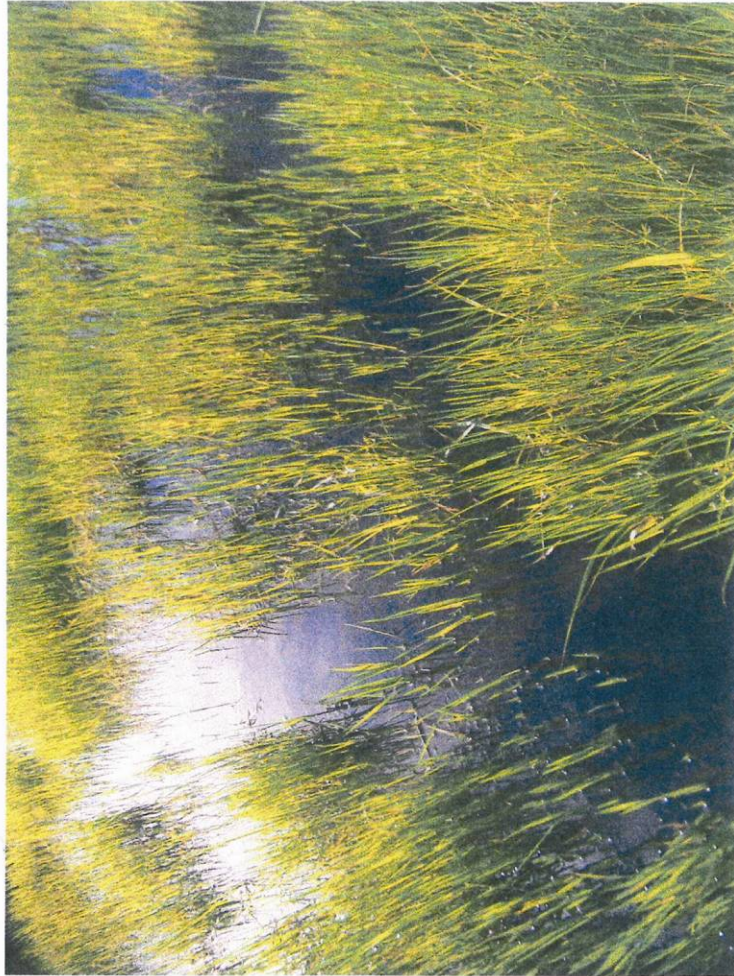
Wetland

}



Wetland.

I



Wetland grasses

I



Tree-frog polywogs at Wetland, Spring 2011,

I



Three Frog in Wetland.

I



Giant Garter Snake on Spur Track in Wetland Area, Spring 2011.

_____ I



Giant Garter Snake in Wetland Area - Spring 2011,

I



Giant Garter Snake Found at Wetland Spring 2011.

} I



Hole that Giant Garter Snake was spotted going into,
Spring 2011

I



Deer Track in Wetland Area, Aug. 2011

I



Deer Track in Wetland Area
Aug. 2011

I



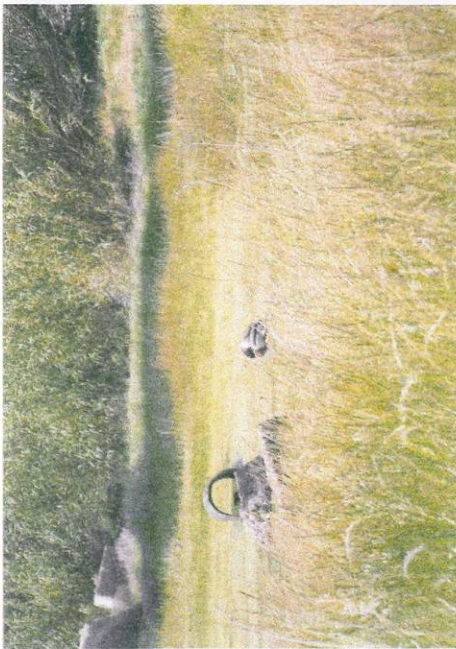
Raccoon Tracks in Wetland Area, Aug. 2011.

I



Flowers in Wetland Area

I



Duck in Wetland.



Kids in Wetland.



Child at wet land.



Children looking at natural canal, formerly part of Morrison Creek near Wetland.

I



Wetland Grasses.

I



Lupines and Bumblebee in Wetland Area



Wild Mustard Flowers in Wetland Area



Wild Radishes in Wetland Area



Lupines in Wetland Area

I



Bumble Bee on Lupines in Wetland Area

I



Trees and Flowering Shrubs and grasses near Wetland

I



Natural canal along UP Tracks.



Part of Wetland near mainline UP Tracks.

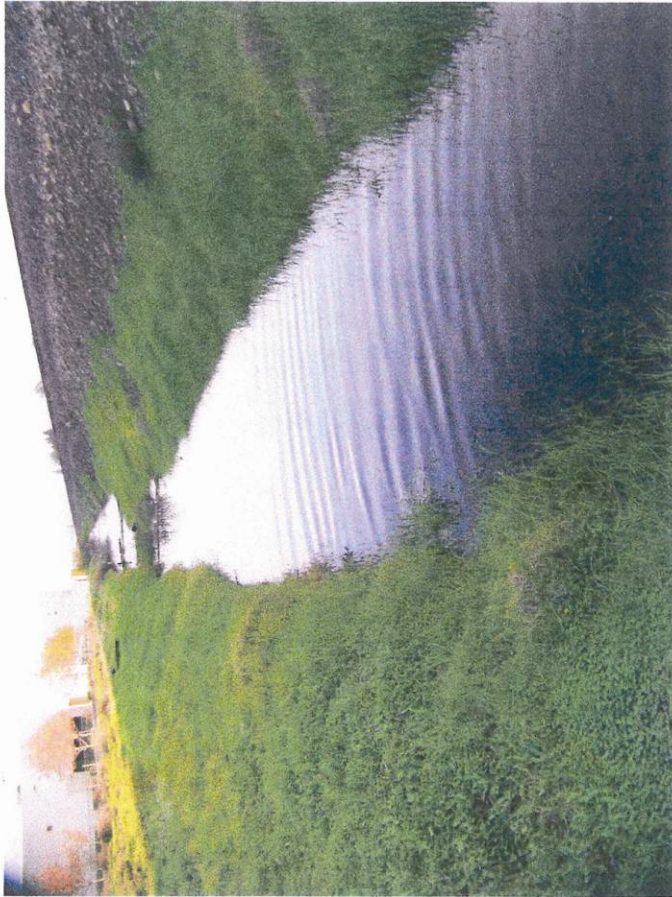


Grasses at Wetland



Grassy area at Wetland.

I



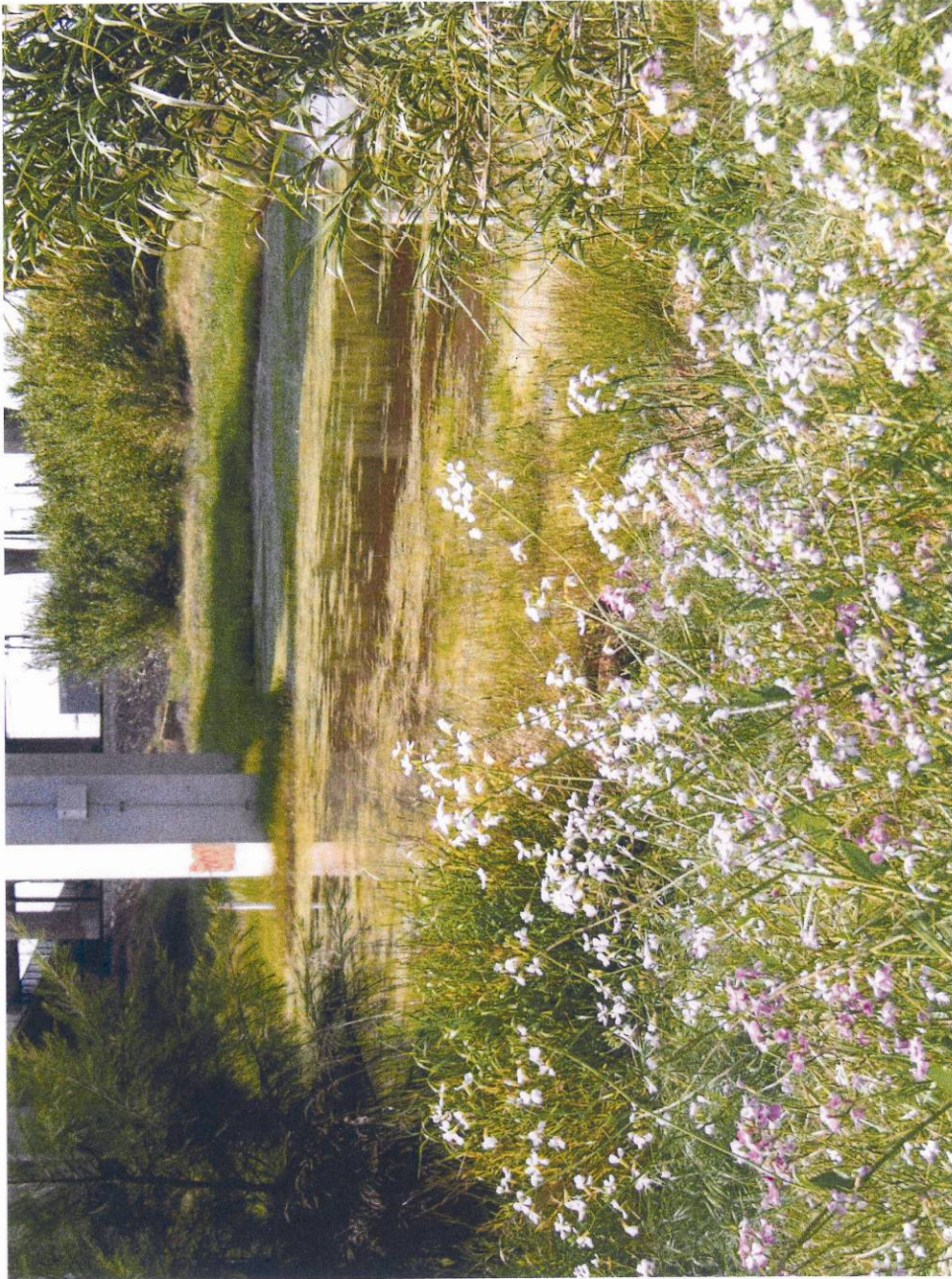
Natural canal along UP Mainline Tracks near Wetland,
(formerly part of Morrison Creek).

I



Wild Radishes in Wetland Area.

I



Wet land and wild radishes.

I



White Throated Swifts nests under Light Rail Overcrossing made with mud from Wetland Area. (Overcrossing is at Wetland Area.)

I

Comment Letter 7 – Roxanne Fuentez

4.4.1.7 Response to Comment Letter 7 – Roxanne Fuentez

The letter addresses concerns about wetlands, giant garter snake, Swainson's hawk, other wildlife habitat, historic properties, property acquisition, costs, and alternatives.

7-A: Please refer to response 2-A, 2-B, 5-A, and 5-C.

7-B: Please refer to response 2-B.

7-C: Please refer to response 2-B.

7-D: Please refer to response 2-B.

7-E: As indicated in response 6-B, the extension of Ramona Avenue from its current terminus at Brighton Avenue to Folsom Boulevard has been one of the City's top priorities for over a decade. The need for this connection was first identified in the South East Area Transportation Study (1999), and has since been included in the 65th Street Station Area Study (2010) and the 2030 General Plan. The City has long recognized the redevelopment potential of the area that is hindered by the confluence of US 50, Lightrail, and the Placerville Lead Railroad Branch which create a formidable east-west transportation barrier. The preferred alternative, a complete street including pedestrian and bicycle friendly facilities, will traverse these obstacles and provide a much needed catalyst for redevelopment and promote economic growth in the area.

The City has shown its commitment to the success of the project as demonstrated by the \$8.5M that has been designated for preliminary design and environmental clearance, ROW, and construction. This money has come from a variety of funding mechanisms which include Federal Capital Grants, Proposition 1B Funds, Major Street Construction Taxes, and Measure A Transportation Sales Tax. The project is in conjunction with the California State University Sacramento (CSUS) Master Plan, previously approved Southeast Area Transportation Study (SEAT) and the City of Sacramento General Plan.

7-F: The EIR/EA discusses the Brighton Underpass and Flood Gates in Section 2.1.6 Cultural Resources. The Brighton Underpass and Flood Gate property is within the construction footprint of the preferred alternative; however, there would be no right-of-way acquired from this property and roadway improvements would extend and conform to the exterior of the underpass and flood gate structures. There would be no permanent adverse modification or damage to the property. The preferred alternative would involve rerouting the existing sidewalk and handrails on the south side of Folsom Boulevard to comply with Americans with Disabilities Act (ADA) requirements. The sidewalk and handrails are not character-defining elements of the property and there would be no adverse effect to this resource. SHPO concurred with this finding (Office of Historic Preservation August 2010 [please see letters in Appendix F, Coordination]).

Further, specific avoidance and minimization measures have been incorporated into the project as described in the EIR/EA Section 2.1.6.4. Therefore, the preferred alternative would result in

“no adverse effect” under Section 106 of the National Historic Preservation Act and is a less-than-significant impact under CEQA.

7-G: There would be no residential or business displacement as a result of the preferred alternative. All full properties acquired for the project would consist of underdeveloped vacant parcels. When field work was completed for the project, no residents or businesses occupied any of the parcels that would be fully acquired. Partial right-of-way acquisitions would be limited to frontage areas. All other adjacent properties would be provided access. Please also refer to response 1-C.

7-H: Please refer to response 5-D.

7-I: Supplemental information acknowledged.

Comment Letter 8 – Kathleen A. Dadey, ACOE



DEPARTMENT OF THE ARMY
U.S. ARMY ENGINEER DISTRICT, SACRAMENTO
CORPS OF ENGINEERS
1325 J STREET
SACRAMENTO CA 95814-2922

REPLY TO
ATTENTION OF

August 29, 2011

Regulatory Division SPK-2011-00843

Ms. Laura Walsh
703 B Street
Maryville, CA 95901

Dear Ms. Walsh:

We are responding to your July 2011 request for comments on the Folsom Boulevard Widening/Ramona Avenue Extension project. The project is located on, Section 20, Township 7 North, Range 6 East, Mount Diablo Meridian, Latitude 38.4487215581708°, Longitude - 121.344260850565°, Sacramento County, California. Your identification number is SPK-2011-00843.

The Corps of Engineers' jurisdiction within the study area is under the authority of Section 404 of the Clean Water Act for the discharge of dredged or fill material into waters of the United States. Waters of the United States include, but are not limited to, rivers, perennial or intermittent streams, lakes, ponds, wetlands, vernal pools, marshes, wet meadows, and seeps. Project features that result in the discharge of dredged or fill material into waters of the United States will require Department of the Army authorization prior to starting work. } A

We have no record of a wetland delineation for this project site, however the EIR/EA references a determination prepared by PAR Environmental Services, Inc. in 2005. Please submit this document to our office so that we can make a determination of the extent of waters of the United States present in the study area. } B

The range of alternatives considered for this project should include alternatives that avoid impacts to wetlands or other waters of the United States. Every effort should be made to avoid project features which require the discharge of dredged or fill material into waters of the United States. In the event it can be clearly demonstrated there are no practicable alternatives to filling waters of the United States, mitigation plans should be developed to compensate for the unavoidable losses resulting from project implementation. } C

Please refer to identification number SPK-2011-00843 in any correspondence concerning this project. If you have any questions, please contact Julie Dickinson at, 650 Capitol Mall,

-2-

Sacramento, California 95814, via email Julie.E.Dickinson@usace.army.mil, or telephone 916-557-5254. For more information regarding our program, please visit our website at www.spk.usace.army.mil/regulatory.html.

Sincerely,

ORIGINAL SIGNED

Kathleen A. Dadey, Ph.D
Chief, California Delta Branch

Copy Furnished:

Mr. Tom Buford, City of Sacramento, Community Development Department, 300 Richards Boulevard, 3rd Floor, Sacramento, California 95811

Comment Letter 8 – Kathleen A. Dadey, ACOE

4.4.1.8 Response to Comment Letter 8 – Kathleen A. Dadey, ACOE

The ACOE letter identifies issues related to project site conditions and permitting pursuant to CWA Section 404 requirements.

8-A: Please refer to response 5-A.

8-B: Please refer to response 5-B.

8-C: Please refer to response 5-D.

Comment Letter 9 – Jill Murrell

Dana Allen

From: Jill Murrell [baglady1929@sbcglobal.net]
Sent: Thursday, September 01, 2011 11:12 AM
To: Dana Allen
Subject: Re:Proposed Road to be built through wetland area

**To the City of Sacramento Community Development Department
In care of Dana Allen, Associate Planner:**

I have become aware of the possibility of a road being built through probably the only wetland area left in Sacramento. [Not only does it seem unnecessary to build said road during these economic times, but there are reasons to preserve that wetland. [It is full of animals to be observed and be preserved in their natural habitat.] What a gem to have available to students whether they are going on an elementary school field trip, high school students going beyond textbooks, or Sacramento State students using it as a natural lab!] D C

Don't the cons outweigh the pros for the proposed changes? I wholeheartedly think so. There must be numerous voices on the con side. Please reconsider that dramatic change. } E

Sincerely,
Jill Murrell
Jill Murrell
baglady1929@sbcglobal.net

Comment Letter 9 – Jill Murrell

4.4.1.9 Response to Comment Letter 9 – Jill Murrell

The comment letter addresses concerns regarding the preferred alternative's impacts on wetlands and terrestrial habitat and project costs.

9-A: Please refer to response 2-A.

9-B: Please refer to response 7-E.

9-C: Please refer to response 2-B.

9-D: Please refer to response 7-E for discussion of the planned purposes for the project area.

9-E: Please refer to response 2-B and 7-E for discussion of the overall generally low habitat value and long-term planning for the City and CSUS intended uses associated with the project area.

Comment Letter 10 – Crystal Fuentez

Dana Allen

From: Crystal Fuentez [crystalrosefuentez@yahoo.com]
Sent: Tuesday, September 06, 2011 2:18 PM
To: Dana Allen
Subject: Re: DEIR for Ramona Avenue Extension

Regarding The Draft Environmental Impact Report for the Folsom Boulevard Widening/Ramona Avenue Extension Project

I object to the proposed project. } The wetland which is in the project area is home to many animals, including the } A
giant garter snake, which is an endangered species. } This road is costly and unnecessary } B
easily be found. } An alternative could } C
} } } } } D
} } } } } E

Comment Letter 10 – Crystal Fuentez

4.4.1.10 Response to Comment Letter 10 – Crystal Fuentez

The comment email letter addresses concerns regarding the preferred alternative’s impacts on wetlands and terrestrial habitat, project costs and consideration of alternatives.

10-A: Comment acknowledged.

10-B: Please refer to response 2-A.

10-C: Please refer to response 2-B.

10- D: Please refer to response 7-E.

10- E: Please refer to response 5-D.

Comment Letter 11 – Joyce Zdyrka

Dana Allen

From: jzdyrka@sbcglobal.net
Sent: Tuesday, September 06, 2011 2:46 PM
To: Dana Allen
Subject: Ramona Ave Extension Project

Ms. Allen,

I was given the information concerning 'Notice of Availability to Approve the Draft Folsom Boulevard Widening/Ramona Avenue Extension Project'. I've reviewed the material. I believe that the impact to the wetlands area and living habitat was poorly done and that the impact will be much more than has been predicted. But my main interest is that this is a waste of taxpayers money. In short, it is an unnecessary intursion and is not worth its cost. Since I own a home in the area, I really resent the use of taxpayer monies for doing something that is actually not addressing a true need! When I hear that this useless project will also impact wildlife, it even makes me more angry. I want you to abandon this project and find, in these particularly hard times, a better use for these funds. Thank you for your consideration.

} A
} B
} D C
} E

Joyce Zdyrka
5205 G Street
Sacramento, CA 95819

Comment Letter 11 – Joyce Zdyrka

4.4.1.11 Response to Comment Letter 11 – Joyce Zdyrka

The comment email addresses concerns regarding the preferred alternative’s impacts on wetlands and terrestrial habitat, project costs and consideration of alternatives.

11-A: Please refer to responses 2-A and 2-B.

11-B: Please refer to response 7-E regarding the long-term planning associated with and supporting the need for the preferred alternative.

11-C: The commenter’s reference to “intrusion” is not fully explained; however, please refer to responses 1-C and 7-G for discussion of property acquisitions anticipated for the preferred alternative.

11-D: Please refer to responses 2-A and 2-B.

11-E: Please refer to response 7-E.

5.0 LIST OF PREPARERS

PAR Environmental Services, Inc.

James Gary Maniery	Principal-In-Charge DEIR/EA – Contributing Author FEIR/EA – Contributing Author Internal QA/QC
Jennifer Moore	Draft Environmental Impact Report/Environmental Assessment - Primary Author Community Impact Report – Primary Author Finding of Effect – Contributing Author
Tamara J. Mihm	FEIR/EA – Contributing Author Internal QA/QC
Jessica O’Connor	FEIR/EA – Contributing Author
Mary L. Maniery	Internal QA/QC Finding of Effect – Primary Author
Cindy Baker	Historic Property Survey Report – Primary Author Historic Resource Evaluation Report – Primary Author
John Dougherty	Archaeological Survey Report – Primary Author

Air Quality

Wayne Shijo <i>K.D. Anderson & Associates, Inc.</i>	Air Quality Technical Report – Primary Author Green House Gas Letter Report – Primary Author Air Quality Conformity Report – Primary Author
----------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------

Noise

Luke Saxelby <i>j.c. brennan and associates</i>	Noise Study Report – Primary Author
----------------------------------------------------	-------------------------------------

Biology

Ted Beedy <i>Susan Sanders Biological Consultants</i>	Natural Environment Study – Primary Author Biological Assessment – Primary Author
--------------------------------------------------------------	--------------------------------------------------------------------------------------

Virginia Dains
Geobotanical Phemoenology Natural Environment Study – Contributing Author
Biological Assessment – Contributing Author
Wetland Delineation – Primary Author

Traffic

*Fehr & Peers Transportation
Consultants* Traffic Report

Hazardous Waste

Gary Parikh
Parikh Consultants, Inc. Phase I Initial Site Assessment – Primary Author

City of Sacramento

Jesse Gothan City of Sacramento, Department of Transportation
Project Manager

Tom Buford City of Sacramento, Community Development Department
Senior Planner
Reviewed Environmental Document

Roberta Deering City of Sacramento, Community Development Department
Senior Planner for Historic Preservation
Reviewed Cultural Sections of the Environmental Document

Caltrans

Susan Bauer, Branch Chief
Laura Walsh, Local Assistance Environmental Coordinator
Daryl Noble, Cultural Resources
Gail St. John, Architectural Historian
Sean Cross, Water Quality
Mark Melani, Hazardous Waste
Sharon Tang, Air Quality
Ben Tam, Noise
Maureen Doyle, Biology

6.0 DISTRIBUTION LIST

Federal Agencies

Sacramento Fish and Wildlife Office
2800 Cottage Way, Room W-2605
Sacramento, CA 95825

U.S. Army Corp of Engineers
1325 J Street
Sacramento, CA 95814

State Agencies

State Clearinghouse
1400 Tenth Street
Sacramento, CA 95814

Department of Conservation
801 K Street, MS 24-01
Sacramento, CA 95814

Department of Fish and Game
1416 Ninth Street
Sacramento, CA 95814

State Lands Commission
100 Howe Avenue, Suite 100
Sacramento, CA 95825

State Water Resources Control Board
1001 I Street
Sacramento, CA 95814

Integrated Waste Management Board
8800 Cal Center Drive
Sacramento, CA 95826

Resources Agency
1416 Ninth Street
Sacramento, CA 95814

State Air Resources Board
1001 I Street
P.O Box 2815
Sacramento, CA 95812

Energy Commission
1516 Ninth Street
Sacramento, CA 95814

Department of Health Services
714/744 P Street
Sacramento, CA 95814

Office of Historic Preservation
1725 23rd Street, Suite 100
Sacramento, CA 95816

Native American Heritage Commission
915 Capitol Mall, Room 364
Sacramento, CA 95814

California State University, Sacramento
6000 J Street
Sacramento, CA 95819

Local

Department of Transportation
City of Sacramento
915 I Street, Room 2000
Sacramento, CA 95814

Community Development Department
City of Sacramento
300 Richard Boulevard, 3rd Floor
Sacramento, CA 95811

City Council
City of Sacramento
915 I Street, Room 2000
Sacramento, CA 95814

7.0 REFERENCES

Baker, Cindy L.

- 1996 *First in the West: The Sacramento Valley Railroad*. Sacramento: PAR Environmental. On file, Folsom History Museum, Folsom.

Brode, J. M.

- 1988 Natural history of the giant garter snake (*Thamnophis couchii gigas*). Pages 25-28 in H. F. DeLisle, P. R. brown, B. Kaufman, and B. M. McGurty, editors. Proceedings of the conference of California Herpetology. Sotuhwestern Herpetologists Society.

Bury, R. B. and J. A. Whelan.

- 1984 Ecology and Management of the Bullfrog. US Department of the Interior, Washington, D.C.

California Air Resources Board

- 2008 ARB's EMFAC2007 Emission Rate Model. On file, California Air Resource Board Website http://www.arb.ca.gov/msei/onroad/latest_version.htm

- 2009 California Air Resources Board Website <http://www.arb.ca.gov>

The California Burrowing Owl Consortium (CBOC)

- 1993 Burrowing owl survey protocol and mitigation guidelines. Tech. Rep. Burrowing Owl Consortium, Alviso, California.

California Department of Fish and Game (CDFG)

- 1995 Short-eared owl. Central Valley Bay-Delta Branch, Wildlife Gallery, California Department of Fish and Game, Sacramento, California. Available on the Internet at: <http://www.delta.dfg.ca.gov/gallery/shearowl.html>.

California Department of Transportation

- 1989 Air Quality Technical Analysis Notes. On file, Office of Transportation Laboratory. Sacramento, CA.

- 2006 Traffic Noise Analysis Protocol for New Highway Construction, Reconstruction, and Retrofit Barrier Projects. August. Sacramento, CA. On file, at the California Department of Transportation Standard Environmental Resource

California Natural Diversity Data Base (CNDDB).

- 2005 California Department for Fish and Game Natural Diversity Base search of the USGS Sacramento East 7 ½ minute Quadrangles, Sacramento, CA.

- 2011 California Department for Fish and Game Natural Diversity Base search of the USGS Sacramento East 7 ½ minute Quadrangles, Sacramento, CA.

City of Sacramento (City)

- 1999 Southeast Area Transportation Study Report. On file at the City of Sacramento. February 11, 1999.
- 2002 65th Street/University Transit Village Plan. On file at the City of Sacramento, Planning and Building Department. October 29, 2002.
- 2005 www.thefacebook.com. On file at the City of Sacramento. Adopted November 2006.
- 2009a City of Sacramento General Plan. Accessed at <http://www.sacgp.org/>. November 2009.
- 2009b The City of Sacramento Parks and Recreation Master Plan Update 2005-2010. Revised April 21, 2009. Accessed at http://www.cityofsacramento.org/parks_and_recreation/masterplan/index.htm. November 2009.
- 2010 Draft 65th Area Station Area Study. On file at the City of Sacramento, Department of Transportation. November 2009.
- 2011 City of Sacramento Department of Utilities. Accessed at <http://www.cityofsacramento.org/utilities/sewer/>. January 2011.

Eriksen, C. H., and D. Belk.

- 1999 Fairy shrimps of California's puddles, pools, and playas, Mad River Press, Inc. Eureka, CA, 196 pp.

ESRI (Environmental Systems Resource Institute).

- 2008 *Bing Maps/ Microsoft Virtual Earth* [Map/Aerial Photo]. 2007-2008 compiled aerial photography. Accessed December 2009, ArcGIS 9.3, ArcView License.

Federal Highway Administration

- 2006 Roadway Construction Noise Model User's Guide. FHWA-HEP-05-054. January 2006. On file, http://www.fhwa.dot.gov/environment/noise/construction_noise/rcnm/rcnm.pdf

Fehr and Peers

- 2009 Traffic Report for the Ramona Avenue Extension Project. On file at the City of Sacramento, Department of Transportation. November 2009.
- 2010 SACMETv07 2035 Regional Travel Demand Forecasting Model. Email transmission to Jennifer Moore, PAR Environmental Services, Inc on April 22, 2010.

Fitch, H. S.

- 1940 A biogeographical study of the ordinoidea artenkreis of garter snakes (genus *Thamnophis*). University of California Publications in Zoology 44:1-150.

Gibson and Skordal

- 2001 Jurisdictional Delineation: Shaw Business Center, Sacramento, California May 2001. Prepared for Sisler and Sisler Construction, Inc. Rancho Cordova, Ca. by Gibson and Skordal, Wetland Consultants, Sacramento, Ca.

Hansen, G. E. and J. M. Brode

- 1980 Status of the giant garter snake *Thamnophis couchii gigas* (Fitch). California Department of Fish and Game Inland Fisheries Branch Endangered Species Program, Sacramento, California.

HBC

- 2005 Federally-Listed Large Branchiopods Sampling at the Folsom Boulevard Widening Project, Sacramento County, California. Prepared for PAR Environmental Services, Inc. P.O. Box 160756, Sacramento, CA 95816-0756

Helm, B. P.

- 1998 Biogeography of eight large branchiopods endemic to California. Pages 124-139 in Witham, C. W., E. T. Bauder, D. Belk, W.R. Ferren Jr., and R. Ornduff (eds.). Ecology, conservation, and management of vernal pool ecosystems – proceeding from a 1996 conference. California Native Plant Society, Sacramento, CA 285 pp.

Helm, B. P.

- 1999 Feeding ecology of *Lindleriella occidentalis* (Dodds) (Crustacea: Anostraca). Doctoral thesis. University of California, Davis. 158 pp.

Helm, B. P., and J. E. Vollmar

- 2002 Vernal pool large brachiopods. Pages 151-190 in John E. Vollmar (ed.). Wildlife and rare plant ecology of eastern Merced County's vernal pool grasslands. Sentinel Printers, Inc. CA. 446 pp.

Helm, B.

- 2005 Federally-listed Large Branchiopods Sampling at the Folsom Boulevard Widening Project. Sacramento County, California. Helm Biological Consulting.

Helm, B.

- 2012 Habitat and Impact Assessment for Federally Listed Large Branchiopods at the Folsom Boulevard Widening/Ramona Avenue Extension Project. Helm Biological Consulting.

Herbert, Rand, and Chris McMorris

- 2000 Historic Resources Inventory and Evaluation Report, Southeast Area Transportation Study Full Project, Sacramento, Sacramento County, California. JRP Historical Consulting Services, Davis, California. Prepared for EIP Associates, Sacramento.

Institute of Transportation Studies, University of California, Davis

1997 Transportation Project-Level Carbon Monoxide Protocol. UCD-ITS-RR-97-2 1. Davis, CA.

1996 Transportation Project-Level Carbon Monoxide Protocol. On file University California, Davis, Davis CA.

KD Anderson & Associates

2010 Air Quality Technical Report for the Folsom Boulevard and Ramona Avenue Extension Project. On file at the City of Sacramento, Community Development Department.

Knoxville Business Journal

2008 "LED Lights Pay for Themselves," May 19, 2008 at <http://www.knoxnews.com/news/2008/may/19/led-traffic-lights-pay-themselves/>.

j.c. brendan, Inc.

2010 Noise Study Report for the Folsom Boulevard and Ramona Avenue Extension Project. On file at the City of Sacramento, Community Development Department.

JRP Historical Consulting Services

1999 Downtown Sacramento AMTRAK and Folsom Corridor Light Rail Transit Extensions and Double Tracking Project. Historic Properties Survey Report. JRP Historical Consulting Services, Davis, California. Prepared for De Leuw Cather & Company, San Francisco.

Rossmann, D. A. and G. R. Stewart

1987 Taxonomic reevaluation of *Thamnophis couchii* (Serpentes: Colubridae). Occasional Papers of the Museum of Zoology, Louisiana State University 63:1-25.

PAR Environmental Services, Inc. (PAR)

2005 Preliminary Wetland Delineation for the Folsom Boulevard Widening/Ramona Avenue Extension Project. On file at the City of Sacramento, Community Development Department.

2010a Community Impact Assessment for the Folsom Boulevard Widening/Ramona Avenue Extension Project. On file at the City of Sacramento, Community Development Department.

2010b Historic Property Survey Report for the Folsom Boulevard Widening/Ramona Avenue Extension Project. On file at the City of Sacramento, Community Development Department.

2010c Historic Resource Evaluation Report for the Folsom Boulevard Widening/Ramona Avenue Extension Project. On file at the City of Sacramento, Community Development Department.

2010d Archaeological Survey Report for the Folsom Boulevard Widening/Ramona Avenue Extension Project. On file at the City of Sacramento, Community Development Department.

2010c Finding of Effect for the Folsom Boulevard Widening/Ramona Avenue Extension Project. On file at the City of Sacramento, Community Development Department.

Parikh Consultants, Inc.

2010 Phase I Initial Site Assessment Ramona Avenue Extension Project, Sacramento, Sacramento County, California. On file at the City of Sacramento, Community Development Department.

Sacramento Metropolitan Air Quality Management District

2009a Sacramento Metropolitan Air Quality Management District Website
<http://www.airquality.org>

2009b Guide to Air Quality Assessment in Sacramento County. Sacramento, CA. On file at
<http://www.airquality.org>

Stebbins, R. C.

1954 Amphibians and Reptiles of Western North America. McGraw Hill, New York, New York.

Stebbins, R. C.

2003 A Field Guide to Western Reptiles and Amphibians. Third Edition. Houghton Mifflin, Boston.

Susan Sanders Biological Consulting

2009 Natural Environment Study for the Folsom Boulevard Widening/Ramona Avenue Extension Project. On file at the City of Sacramento, Community Development Department.

2010 Biological Assessment for the Folsom Boulevard Widening/Ramona Avenue Extension Project. On file at the City of Sacramento, Community Development Department.

National Academy of Sciences, Transportation Research Board

1985 Highway Capacity Manual. Special Report 209.

2000 Highway Capacity Manual.

United States Bureau of the Census (U.S. Census)

2000 Census 2000 Summary File 1 – Tables P1, P8, P12, P13, P17, P18, H3, H4; Summary File 3 – Tables P53, P64, P77, P82, P87, H14, H30, H35, H56, H69, H76, H94. Accessed at <http://factfinder.census.gov>. November 2009.

US Fish and Wildlife Service

1999 Draft recovery plan for the giant garter snake (*Thamnopsis (sic) gigas*). U. S. Fish and Wildlife Service, Portland, Oregon.

West Yost Associates

2010 Preliminary Storm Drainage Evaluation—City of Sacramento Folsom Boulevard Widening and Ramona Avenue Extension Project. On file at the City of Sacramento, Department of Transportation.

APPENDICES

APPENDIX A

CEQA Checklist

Supporting documentation of all CEQA checklist determinations is provided in Chapters 2 and 3 of this Environmental Impact Report/Environmental Assessment. Documentation of “No Impact” determinations is provided at the beginning of Chapter 2. Discussion of all impacts, avoidance, minimization, and/or compensation measures is under the appropriate topic headings in Chapters 2 and 3.

**Appendix A:
CEQA Environmental Checklist form**

1. **Project title:** Folsom Boulevard Widening and Ramona Avenue Extension Project
2. **Lead agency name and address:** City of Sacramento, Department of Transportation
915 I Street, Room 2000
Sacramento, CA 95814
3. **Contact person and phone number:** Jesse Gothan, P.E. (916) 808-6897
4. **Project location:** Folsom Boulevard from Hornet Drive to 65th Street and Ramona Avenue from Brighton Avenue to Cucamonga Drive in the City of Sacramento.
5. **Project sponsor's name and address:** City of Sacramento,
Department of Transportation
915 I Street, Room 2000
Sacramento, CA 95814
6. **General plan designation:** Urban center low, urban corridor low, employment center
7. **Zoning:** Commercial, Industrial/Manufacturing
8. **Description of project:** Folsom Boulevard would be widened to four lanes from Hornet Drive to 65th Street. Ramona Avenue would be extended to the north to connect to Folsom Boulevard.
9. **Surrounding land uses and setting** Existing land uses immediately adjacent to the proposed project area consists mainly of commercial, residential, industrial and vacant land. The CSUS campus is located north of the project area and the former California Youth Authority (CYA) building is located east of the project along Ramona Avenue.
10. **Other public agencies whose approval is required:** _____
California Department of Transportation, District 3 – NEPA
United States Fish and Wildlife Service – Section 7 consultation
California Regional Water Quality Control Board – Section 401 permit, NPDES permit

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | | |
|----------------------------------------------------------|-------------------------------------------------------------|-------------------------------------------------------------|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology /Soils |
| <input type="checkbox"/> Greenhouse Gas | <input type="checkbox"/> Hazards & Hazardous | <input type="checkbox"/> Hydrology / Water |
| <input type="checkbox"/> Emissions | <input type="checkbox"/> Materials | <input type="checkbox"/> Quality |
| <input type="checkbox"/> Land Use / Planning | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise |
| <input type="checkbox"/> Population / Housing | <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Transportation/Traffic | <input type="checkbox"/> Utilities / Service Systems | <input type="checkbox"/> Mandatory Findings of Significance |

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



 Jesse Gothan,
 City of Sacramento Department of Transportation

7/11/11

 Date



 Tom Buford,
 City of Sacramento Community Development Department

7/11/11

 Date

ISSUES:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<u>I. AESTHETICS.</u> Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

II. AGRICULTURE AND FORESTRY

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 forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) 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))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

III. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

IV. BIOLOGICAL RESOURCES:

Would the project:

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<u>V. CULTURAL RESOURCES.</u> Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<u>VI. GEOLOGY AND SOILS.</u> Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<u>VII. GREENHOUSE GAS EMISSIONS.</u> Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<u>VIII. HAZARDS AND HAZARDOUS MATERIALS.</u> Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	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 result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

IX. HYDROLOGY AND WATER QUALITY.

Would the project:

a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<u>X. LAND USE AND PLANNING.</u> Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	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)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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

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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<u>XVI. TRANSPORTATION/TRAFFIC.</u> 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
--	--------------------------------	----------------------------------------------------	------------------------------	-----------

XVII. UTILITIES AND SERVICE SYSTEMS.

Would the project:

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

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, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
--	-----------------------------------------------	---------------------------------------------------------------------------	---------------------------------------------	----------------------

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
---------------------------------------------------------------------------------------------------------------------------------------------	--------------------------	--------------------------	-------------------------------------	--------------------------

Note: Authority cited: Sections 21083 and 21083.05, Public Resources Code. Reference: Section 65088.4, Gov. Code; Sections 21080(c), 21080.1, 21080.3, 21083, 21083.05, 21083.3, 21093, 21094, 21095, and 21151, Public Resources Code; *Sundstrom v. County of Mendocino*, (1988) 202 Cal.App.3d 296; *Leonoff v. Monterey Board of Supervisors*, (1990) 222 Cal.App.3d 1337; *Eureka Citizens for Responsible Govt. v. City of Eureka* (2007) 147 Cal.App.4th 357; *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th at 1109; *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656.

Revised 2009

APPENDIX B
Title VI Policy Statement

APPENDIX C
Minimization and/or Mitigation Summary

APPENDIX C
SUMMARY OF AVOIDANCE, MINIMIZATION AND/OR MITIGATION
MEASURES FOR THE PROPOSED PROJECT

Impact	Avoidance, Minimization and/or Mitigation Measure Summary
<i>Human Environment</i>	
Relocation and Real Property Acquisition	All real property transactions shall comply with the property acquisition and relocation standards of the State of California, the Department’s Relocation Assistance Program and the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. Property owners shall be compensated in accordance with fair market values based on appraisals.
Utilities and Emergency Services	<p><u>Utilities</u></p> <p>During construction activities, utility outages may occur; however, residents and business owners will be notified in advance of any outages that may occur due to construction of the proposed project.</p> <p><u>Emergency Services</u></p> <p>Traffic congestion and delays can occur during construction and can result in adverse effects; however, these effects can be avoided through standard construction period traffic management planning that includes timely notification of any road closures and detours to police and fire departments and other emergency service providers.</p>
Cultural Resources	<p>In order to avoid adverse effects to the Brighton Underpass and Flood Gate, the construction contract shall include the following avoidance and minimization measures to protect the property:</p> <ul style="list-style-type: none"> • The existing concrete and asphalt concrete pavement shall be saw-cut three (3) feet from the underpass and Flood Gate face. In order to break the concrete or asphalt, a backhoe with a jackhammer attachment or loader shall be used if the work is being done more than three (3) feet away from the structures. The equipment shall be located a safe distance from the structures so any arms or attachments cannot reach the structures. A hand-held hydraulic jackhammer shall be used to break existing concrete into pieces within three (3) feet of the structures’ face. The broken concrete shall then be removed by hand. The underpass and Flood Gate face shall be protected by a minimum one (1)-inch-thick foam board, which is generally used for insulation. • Ride-on machinery shall be used to compact the ground five (5) feet or more away from the face of the structures. Hay bales shall be stacked three rows high along the face of the structures to a height of six (6) feet for work performed more than five (5) feet away from the property. A vibrator plate tamper shall be used to compact the material that is within five (5) feet of the structures’ face, at which time the structures shall be protected with minimally a one (1)-inch-thick foam board.

APPENDIX C
SUMMARY OF AVOIDANCE, MINIMIZATION AND/OR MITIGATION
MEASURES FOR THE PROPOSED PROJECT

Impact	Avoidance, Minimization and/or Mitigation Measure Summary
	<ul style="list-style-type: none"> The new roadbed shall be separated from the existing structures by a 0.5-inch-thick fiber expansion joint. The concrete shall be poured from a concrete truck and would be finished using hand tools. The existing structures shall be protected with plastic sheeting to prevent concrete from splattering onto the existing structures
<i>Physical Environment</i>	
Hydrology and Flood plain	Minimization shall be provided by design elements of the proposed project through construction of a detention basin or construction of an oversized pipeline (24-60 inches in diameter) in the existing portion of Ramona Avenue. This pipe size will be continued under the new Ramona Extension up to the UPRR tracks.
Water Quality and Storm Water Runoff	To obtain coverage under this Construction General Permit, dischargers must file Permit Registration Documents, which include a Notice of Intent, a calculation of risk level, a Storm Water Pollution Prevention Plan (SWPPP), and other compliance-related documents required by the General Permit. The SWPPP must be prepared by a Qualified SWPPP Developer. The SWPPP would define the activities on the construction site and the potential pollutants that could be generated, and describes the measures that shall be taken to prevent storm water pollution.
Hazardous Materials	<p>The following measures shall be conducted prior to construction to determine if the area of disturbance for the proposed project or any newly purchased right-of-way is impacted by hazardous materials:</p> <ul style="list-style-type: none"> Surface soils shall be tested by a California Occupational Safety and Health Act certified consultant for agricultural chemicals and aerially deposited lead. A work plan describing sampling locations and sampling and analytical methods shall be prepared prior to start of work and submitted to the City's project manager. If the soils are found to be contaminated following testing, then the provisions from the certified soil tester and the California Department of Toxic Substance Control guidelines on pesticides/herbicides concentrations will be followed and carried out when handling contaminated soil. A site-specific health and safety plan and/or lead compliance plan would be developed and implemented to minimize public/worker health exposure to potential hazardous materials. Soil samples shall be collected by a California Occupational Safety and Health Act certified consultant within the railroad right-of-way and the proposed project area, and analyzed for heavy metals, total petroleum hydrocarbons as diesel, and PNAs. A work plan describing sampling locations and sampling and analytical methods shall be prepared prior to start of work and submitted to the City's project manager. A site-specific health and safety plan would be developed and implemented to minimize public/worker health exposure to potential hazardous materials.

APPENDIX C
SUMMARY OF AVOIDANCE, MINIMIZATION AND/OR MITIGATION
MEASURES FOR THE PROPOSED PROJECT

Impact	Avoidance, Minimization and/or Mitigation Measure Summary
	<ul style="list-style-type: none"> • An ACM investigation shall be performed by an inspector certified by Asbestos Hazardous Emergency Response Act (AHERA) under Toxic Substance Control Act (TSCA) Title II and certified by Cal OSHA under State of California rules and regulations (California Code of Regulations, Section 1529) if any existing buildings or bridge structures would be impacted by the project.
Air Quality	<p>Project impacts related to particulate matter will be considered avoided or minimized with implementation of the following Basic Construction Emission Control Practices.</p> <ul style="list-style-type: none"> • Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads. • Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways shall be covered. • Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited. • Limit vehicle speeds on unpaved roads to 15 miles per hour (mph). • All roadways, driveways, sidewalks, parking lots to be paved shall be completed as soon as possible. In addition, building pads shall be laid as soon as possible after grading unless seeding or soil binders are used. • Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes (as required by the state airborne toxics control measure [Title 13, Section 2485 of the California Code of Regulations]). Provide clear signage that posts this requirement for workers at the entrances to the site. • Maintain all construction equipment in proper working condition according to manufacturer’s specifications. The equipment shall be checked by a certified mechanic and determine to be running in proper condition before it is operated.
Noise	<p>The following avoidance and minimization for the noise effects is applicable under CEQA and in accordance with noise standards adopted by the City of Sacramento.</p> <p>Construction noise during the daytime hours is considered less than significant with compliance with the City Code. The City of Sacramento has adopted a noise ordinance to reduce the impact of construction noise.</p>

APPENDIX C
SUMMARY OF AVOIDANCE, MINIMIZATION AND/OR MITIGATION
MEASURES FOR THE PROPOSED PROJECT

Impact	Avoidance, Minimization and/or Mitigation Measure Summary
	<p>Sacramento City Code Chapter 8.68 is used to limit noise from fixed sounds, including construction activities.</p> <ul style="list-style-type: none"> • Construction activities are exempt from the City Noise Ordinance (Section 8.68.080) when activities are conducted between the hours of 7 AM and 6 PM, Monday through Saturday, and between 9 AM and 6 PM on Sunday (City Code 8.68.080). • Any adjacent residences within the proposed project vicinity shall be notified prior to any nighttime or weekend construction activities. <p>Construction noise during the nighttime periods may result in a significant noise impact. Pneumatic tools and demolition equipment operations shall be limited to the daytime hours. Additionally, residents shall be notified in advance of nighttime construction activities. To the extent possible, the nighttime construction work shall be limited to the portion of the project site furthest from the residences.</p> <ul style="list-style-type: none"> • All equipment shall have sound-control devices that are no less effective than those provided on the original equipment. No equipment will have an unmuffled exhaust. • The City’s contractor shall implement appropriate additional noise mitigation measures, including changing the location of stationary construction equipment, turning off idling equipment, rescheduling construction activity, notifying adjacent residents in advance of construction work, and installing acoustic barriers around stationary construction noise sources.
<i>Biological Environment</i>	
Natural Communities	<p>Environmentally sensitive areas that can be avoided by direct project impacts, but may be indirectly impacted by construction activities shall be marked in the field with temporary orange mesh safety fencing with the assistance of a qualified biologist.</p>
Wetlands and Other Waters	<p>To protect water quality and aquatic life in off-site seasonal wetlands downstream, the contractor shall implement standard Best Management Practices (BMPs) during and after construction. BMPs measures include, but are not limited to:</p> <ul style="list-style-type: none"> • Construction in or near seasonal wetlands shall only occur during the dry season (as it is defined in the CDFG 1600 permit); • Coordinate with California Department of Fish and Game (CDFG) and Regional Water Quality Control Board to obtain all required permits and comply with all terms and conditions of the permits;

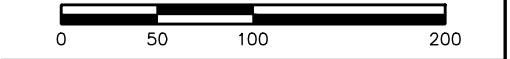
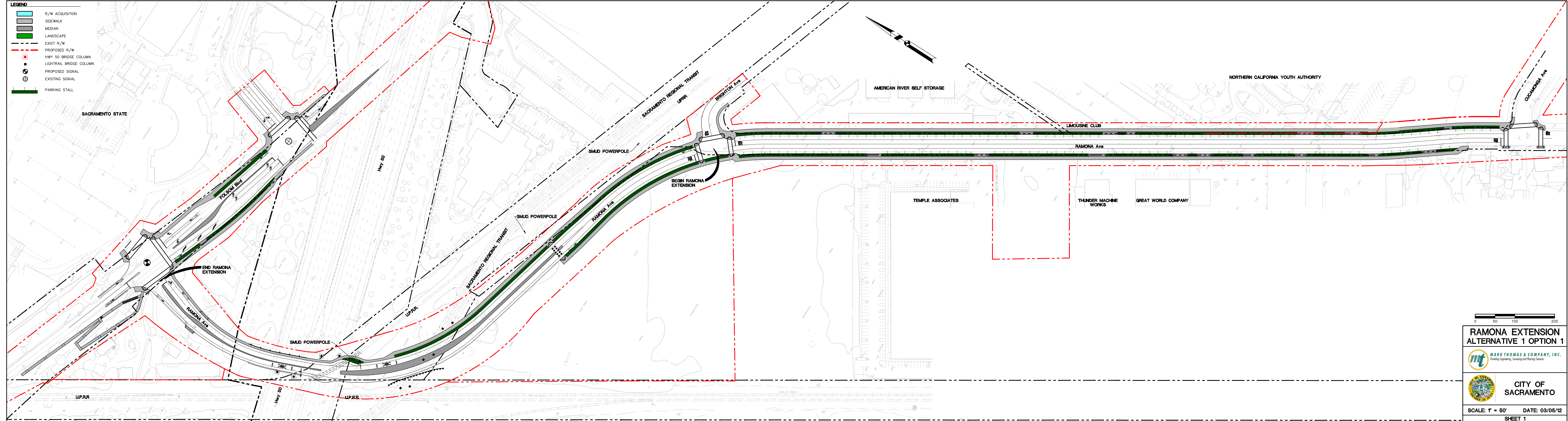
APPENDIX C
SUMMARY OF AVOIDANCE, MINIMIZATION AND/OR MITIGATION
MEASURES FOR THE PROPOSED PROJECT

Impact	Avoidance, Minimization and/or Mitigation Measure Summary
	<ul style="list-style-type: none"> • At no time shall heavy equipment operate in flowing water or saturated soils; • Prior to the start of work, including any road grading, install silt-fencing, straw bales, sediment catch basins, straw logs or rolls, or other sediment barriers to keep erodible soils and other pollutants from entering drainages. Before the first heavy rains and prior to removing the barriers, soil or other sediments or debris that accumulates behind the barriers shall be removed and transported away for disposal; • Disruption of soils and vegetation near drainages shall be minimized to limit potential erosion and sedimentation. Disturbed areas shall be graded to minimize surface erosion and siltation. Bare soils shall be immediately stabilized and revegetated. Seeded areas shall be covered with broadcast straw or mulch. If straw is used for mulch or for erosion control, only certified weed-free straw shall be used to minimize the risk of introduction of noxious weeds, such as yellow star thistle; and • The contractor shall exercise every reasonable precaution to protect drainages from pollution with fuels, oils, bitumen, calcium chloride, and other harmful materials. Construction byproducts and pollutants such as oil, cement, and wash water shall be prevented from discharging into or near these resources and shall be collected and removed from the site. No slash or other natural debris shall be placed in or adjacent to drainages. All construction debris and associated materials and litter shall be removed from the work site immediately upon completion.
Animal Species	<p>Preconstruction surveys for burrowing owls shall be conducted before disturbing any sites that have potential habitat for this species. If the surveys reveal the presence of burrowing owls in or near the construction area, the following mitigation measures shall be implemented:</p> <ul style="list-style-type: none"> • Occupied burrows shall not be disturbed during the nesting season (February 1 through August 31) unless a qualified biologist approved by CDFG verifies through non-invasive methods that either: (1) the birds have not begun egg-laying and incubation; or (2) that juveniles from the occupied burrows are foraging independently and are capable of independent survival; • To offset the loss of foraging and burrow habitat on the project site, a minimum of 6.5 acres of foraging habitat (calculated on 300 feet foraging radius around the burrow) per pair or unpaired resident bird, shall be acquired and permanently protected. The protected lands shall be adjacent to occupied burrowing owl habitat and at a location acceptable to CDFG. Protection of additional habitat acreage per pair or unpaired resident bird may be applicable in some instances. Mitigation guidelines developed by the California Burrowing Owl Consortium shall also be incorporated into the mitigation requirements;

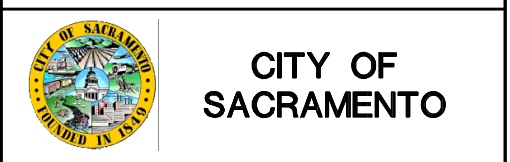
APPENDIX C
SUMMARY OF AVOIDANCE, MINIMIZATION AND/OR MITIGATION
MEASURES FOR THE PROPOSED PROJECT

Impact	Avoidance, Minimization and/or Mitigation Measure Summary
	<ul style="list-style-type: none"> • When destruction of occupied burrows is unavoidable, existing unsuitable burrows shall be enhanced (enlarged or cleared of debris) or new burrows created (by installing artificial burrows) at a ratio of 2:1 on the protected lands site; • If owls must be moved away for the disturbance area, passive relocation techniques shall be used rather than trapping. At least one or more weeks shall be necessary to accomplish this and allow the owls to acclimate to alternate burrows; and • The project sponsor shall provide funding for long-term management and monitoring of the protected lands. The monitoring plan shall include success criteria, remedial measures, and an annual report to CDFG.
Threatened and Endangered Species	<p><u>Vernal Pool Invertebrates</u> To minimize impacts of the project on the regional population of vernal pool invertebrates, wetland credits will be purchased at a USFWS-approved mitigation site with preserved vernal pools in Sacramento County at a ratio of 3:1 for direct impacts (3.54 0.012 acres) and 2:1 for indirect impacts (0.03 0.561 acre) under Design Option 1 and a ratio of 3:1 for direct impacts (3.57 acres) under Design Option 2, Preferred Alternative.</p> <p><u>Valley Elderberry Longhorn Beetle</u> The blue elderberry shrub shall be provided with at least a 25-foot environmentally sensitive area (ESA) buffer.</p>
Invasive Species	<p>In compliance with the Executive Order on Invasive Species, EO 13112, and subsequent guidance from the Federal Highway Administration, the landscaping and erosion control included in the project shall not use species listed as noxious weeds. In areas of particular sensitivity, extra precautions shall be taken if invasive species are found in or adjacent to the construction areas. These include the inspection and cleaning of construction equipment and eradication strategies to be implemented should an invasion occur.</p>

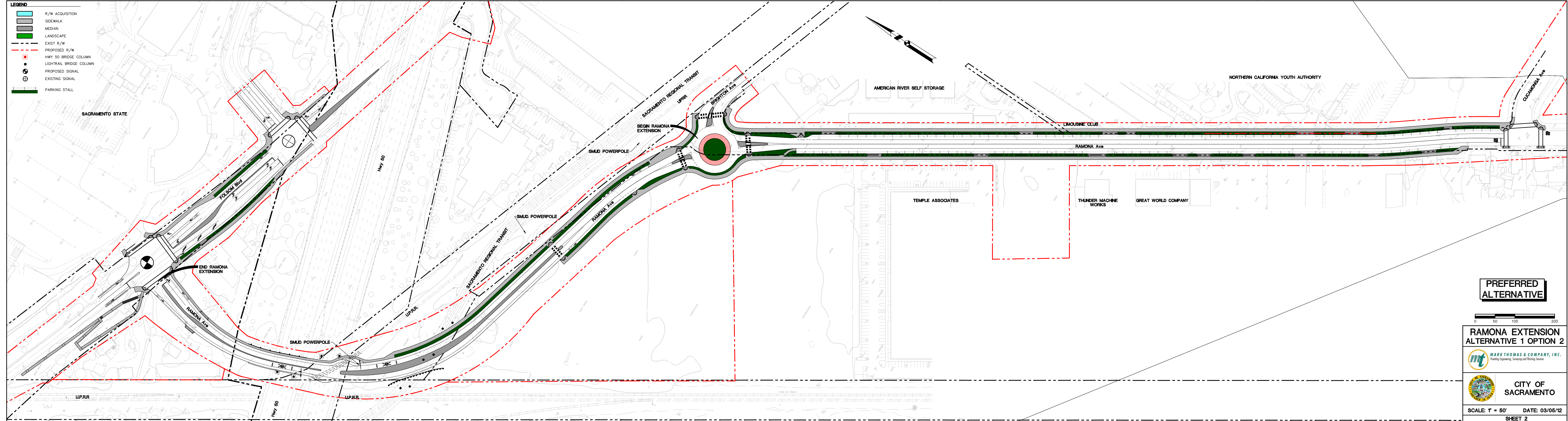
APPENDIX D
Project Geometrics



**RAMONA EXTENSION
ALTERNATIVE 1 OPTION 1**



SCALE: 1" = 50' DATE: 03/05/12
SHEET 1



PREFERRED ALTERNATIVE



**RAMONA EXTENSION
ALTERNATIVE 1 OPTION 2**



**CITY OF
SACRAMENTO**
SCALE: 1" = 50' DATE: 03/05/12
SHEET 2

APPENDIX E
List of Technical Studies

Several technical studies were prepared for the proposed project. These studies provide the detailed analysis from which the environmental evaluation is made. The reports listed below are on file at the following office:

City of Sacramento
Community Development Department
300 Richards Boulevard, 3rd Floor
Sacramento, CA 95811

List of Studies

Air Quality

Air Quality Conformity Analysis (Air Quality Technical Report) for the Folsom Boulevard Widening and Ramona Avenue Extension Project, Sacramento, California. January 2010 (KD Anderson & Associates)

Global Climate Change Analysis Letter Report for the Folsom Boulevard Widening and Ramona Avenue Extension Project, Sacramento, California. April 2010 (KD Anderson & Associates)

Biology

Natural Environment Study for the Folsom Boulevard Widening and Ramona Avenue Extension Project, Sacramento, California. December 2009 (Susan Sanders Biological Consulting)

Biological Assessment for Impacts to VPI and VELB of the Folsom Boulevard Widening and Ramona Avenue Extension Project, Sacramento, California. April 2011 (Susan Sanders Biological Consulting)

Preliminary Wetland Delineation for the Folsom Boulevard Widening Project, Sacramento, California. September 2005 (PAR Environmental Services, Inc.)

Habitat and Impact Assessment for Federally Large Branchiopods at the Folsom Boulevard Widening/Ramona Avenue Extension Project. Addendum to Biological Assessment, Sacramento, California. December 2011 (Brent Helm, Helm Biological Consulting)

Community

Community Impact Assessment for the Folsom Boulevard Widening and Ramona Avenue Extension Project, Sacramento, California. August 2010 (PAR Environmental Services, Inc.)

Cultural Resources

Historic Property Survey Report for the Folsom Boulevard Widening and Ramona Avenue Extension Project, Sacramento, California. March 2010 (PAR Environmental Services, Inc.)

Historic Resources Evaluation Report for the Folsom Boulevard Widening and Ramona Avenue Extension Project, Sacramento, California. March 2010 (PAR Environmental Services, Inc.)

Archaeological Survey Report for the Folsom Boulevard Widening and Ramona Avenue Extension Project, Sacramento, California. March 2010 (PAR Environmental Services, Inc.)

Finding of Effect for Folsom Boulevard Widening and Ramona Avenue Extension Project, Sacramento, California. July 2010 (PAR Environmental Services, Inc.)

Supplemental Historic Property Survey Report for the Folsom Boulevard Widening and Ramona Avenue Extension Project, City of Sacramento, California. September 2010 (PAR Environmental Services, Inc.)

Supplemental Archaeological Survey Report Folsom Boulevard Widening and Ramona Avenue Extension Project, City of Sacramento, California. September 2010 (PAR Environmental Services, Inc.)

**Hazardous
Materials**

Phase I Initial Site Assessment Ramona Avenue Extension Project, Sacramento, Sacramento County, California. November 2010 (Parikh Consultant, Inc.)

Noise

Noise Study Report for the Proposed Folsom Boulevard Widening and Ramona Avenue Extension Project, Sacramento, California. August 2010 (j.c. brennan & associates, Inc.)

Traffic

Traffic Report for the Ramona Avenue Extension Project, Sacramento, California. November 2009 (Fehr & Peers Transportation Consultants)

APPENDIX F
Coordination

RECEIVED DEC 22 2009



Community Development Department

CITY OF SACRAMENTO
CALIFORNIA

Environmental Planning Services

NOTICE OF PREPARATION

SCOPING MEETING NOTICE

**Folsom Boulevard Widening and Ramona Avenue Extension Project
Environmental Impact Report /Environmental Assessment**

December 21, 2009

The City of Sacramento, in cooperation with the California Department of Transportation, will be the Lead Agency for the preparation of Environmental Impact Report (EIR)/Environmental Assessment (EA).

The purpose of this NOP is to provide responsible agencies and interested persons with sufficient information describing the proposed project and the project's potential environmental effects to enable them to make a meaningful response as to the scope and content of the information to be included in the EIR/EA. The responses to this NOP will help the City of Sacramento determine the scope of the EIR/EA and ensure an appropriate level of environmental review.

The City of Sacramento proposes to extend Ramona Avenue to the north to connect to Folsom Boulevard. The new improvements would conform to the Union Pacific Railroad tracks undercrossing on Folsom Boulevard and would extend to the US 50 undercrossing. A new road alignment would be constructed connecting Ramon Avenue to Folsom Boulevard. The extension would require a new at-grade crossing of the Placerville Branch, which is owned by the Sacramento Placerville Transportation Corridor – Joint Powers Authority (SPCT_JPA) and maintained by Sacramento Regional Transit with trains operated by Union Pacific Railroad Company. The new roadway would include two lanes, one in each direction, bike lanes in both directions and a sidewalk on the northeast side only.

The Sacramento Area Council of Governments (SACOG) includes the project in their 2009/2012 Metropolitan Transportation Improvement Plan (MTIP). In addition, the project is consistent with the 2030 Sacramento General Plan. The Southeast Area Transportation (SEAT) Study was approved by the City Council in 1999 and had identified the Ramona Extension as a key element of improvement for vehicular, pedestrian and bicycle operations; therefore, the improvements under consideration would be consistent with the SEAT Study.

Plans for the Folsom Boulevard Widening and Ramona Avenue Extension Project were prepared as defined by the SEAT study (City of Sacramento 1999). The project proposes to widen Folsom Boulevard between U.S. 50 and the Union Pacific Railroad (UPRR) tracks undercrossing. There would be construction staging areas and utility relocations as part of the proposed project. It would also improve Ramona Avenue between Brighton Avenue and Cucamonga Avenue and provide a new extension of Ramona Avenue that would connect to Folsom Boulevard.

Improvements to Ramona Avenue between Cucamonga Avenue and Brighton Avenue would include widening the Ramona Avenue to include sidewalks with landscaping areas, on-street parallel parking, bike lanes, standard street lighting, and an upgraded drainage system. The proposed improvements would conform to the existing driveways and parking lots. In areas where there are no structures, the roadway would conform to the proposed right-of-way.

New right-of-way would be required for the project for the Ramona extension from Brighton Avenue to Folsom Boulevard. In addition sliver right-of-way takes will also be needed for Ramona Avenue widening between Cucamonga Avenue and Brighton Avenue and the Folsom Boulevard widening from the UPRR grade separation through the Highway 50 undercrossing.

Ramona Presentation:

This project uses a combination of state and federal resources; therefore, both the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA) apply to this project. We will be responsible for preparing and Environmental Impact Report (EIR)/ Environmental Assessment (EA) for the Folsom Boulevard Widening/Ramona Avenue Extension project for the City of Sacramento, the lead agency under CEQA, and the California Department of Transportation (Caltrans), the lead agency under NEPA.

Technical Studies will be prepared as support for the EIR/EA. The following technical studies will be prepared for the project.

- Cultural Resources
- Biological
- Noise
- Air Quality
- Community Impact/Relocation Study

To date, the Cultural Resources, Biological, Noise, and Community Impact draft reports have been prepared and are under review by the City and Caltrans.

Technical Studies Results:

Cultural Resources- Four properties were identified in the Area of Potential Effect (APE). The Sacramento Valley Railroad is listed on the National Register, the Brighton Underpass and Floodgates is eligible under the National Register, resident and the Central Pacific Union railroad not eligible for the National Register. Two sites were found during the archaeology survey both were exempt from evaluation in the Section 106 PA.

Biological- Both alternative would result in the loss of 0.47 acres of seasonal wetland and habitat potential suitable for burrowing owls and elderberry longhorn beetles. Possible mitigation includes offsite mitigation for Fairy Shrimp vernal Pools and preconstruction surveys for burrowing owls.

Noise- no permanent noise impact will result from the project. Temporary noise impacts due to construction machinery can be mitigated.

Community- Three properties will be acquired (a total of 3 acres). Alternative one would partially acquire 16 parcels and Alternative 2 would partially acquire 15 parcels.

Next Steps in the Environmental Process:

Once the EIR/EA is completed, a draft will be circulated to the public for 30-45 days. During that time, public comments on the project will be taken through letter, email or in person at a public meeting. All comments will be recorded and addressed in the final EIR/EA.

Two options to the project will be analyzed in the environmental document:

Option 1: This alternative would widen Folsom Boulevard between U.S. 50 and the Union Pacific Railroad (UPRR) tracks undercrossing, while keeping the existing flood gates intact. It would also improve Ramona Avenue between Brighton Avenue and Cucamonga Avenue and would provide a new extension of Ramona Avenue that will connect to Folsom Boulevard.

Option 2: This alternative would widen Folsom Boulevard between U.S. 50 and the (UPRR) tracks undercrossing, at the same time removing and reconstructing the existing flood gates. It would also improve Ramona Avenue between Brighton Avenue and Cucamonga Avenue and would provide a new extension of Ramona Avenue that will connect to Folsom Boulevard.

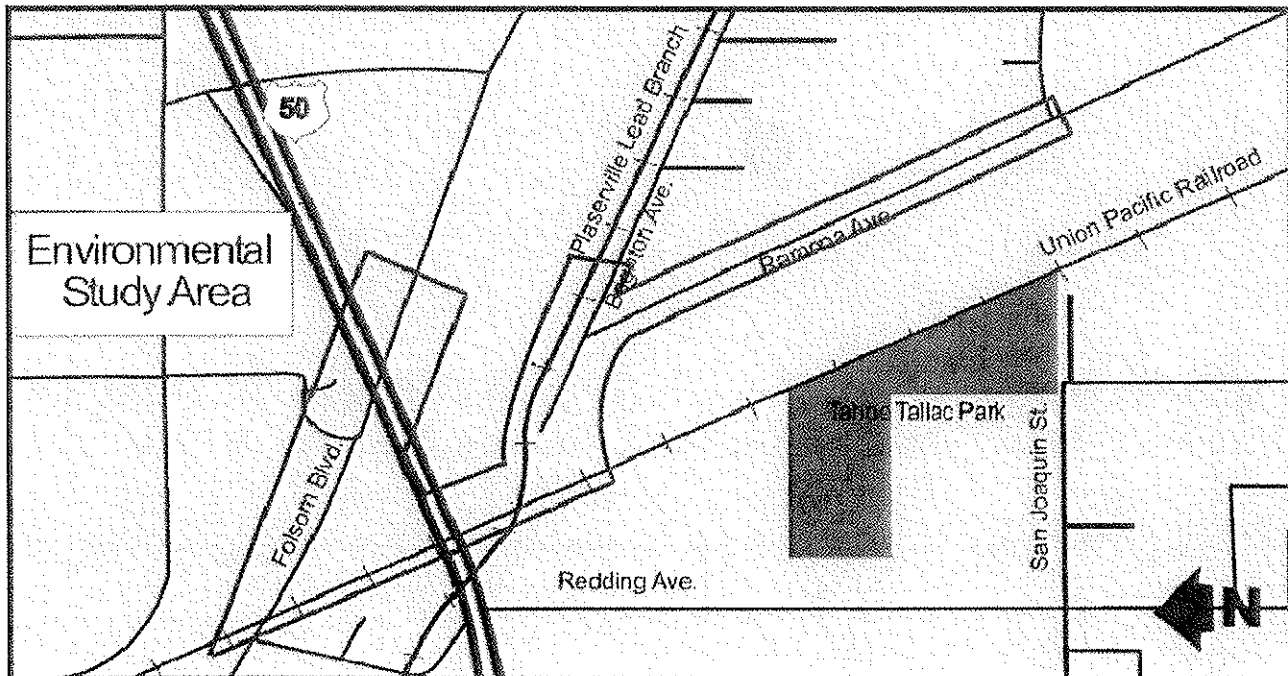
The technical sections of the Draft EIR/EA will describe the existing conditions in the project and surrounding lands. It is currently anticipated that the following issues discussed in the EIR/EA include land use, aesthetics, air quality, biological resources, cultural/historic resources, noise, hazardous materials, floodplain, land Use, community and relocation impacts, public services and utilities, and transportation and circulation.

To ensure that the full range of issues related to this proposed project are addressed and that all significant issues are identified, written comments and suggestions concerning the scope of the proposed EIR/EA are invited from all interested parties. Written comments must be received either by mail or in person at the following address no later than 4:00 p.m. on January 20, 2010. Note that the public counter at Richard's Blvd is open from 9:00 to noon and from 1:00 to 4:00.

Jennifer Hageman
City of Sacramento, Community Development Department
300 Richards Boulevard
Sacramento, CA 95811

(916) 808-5538

A **scoping meeting** will be held for this project to help responsible and trustee agencies provide input about the scope and content of the environmental information they will need for the project. The meeting will be held at City of Sacramento offices, 300 Richards Boulevard, Room 221 from 11:45 to 1:15 on January 6, 2010. Please call Jennifer Hageman (916) 808-5538 if you have any questions.



**OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION**

P.O. BOX 942896
SACRAMENTO, CA 94296-0001
(916) 653-6624 Fax: (916) 653-9824
caishpo@parks.ca.gov
www.ohp.parks.ca.gov



May 24, 2010

Reply To: FHWA100401A

Susan D. Bauer
Chief, Office of Environmental Management M1
Caltrans, District 3
703 B Street
PO Box 911
Marysville, CA 95901-0911

Re: Determination of Eligibility for the Proposed Folsom Boulevard Widening and Ramona Avenue Extension Project, Sacramento, CA

Dear Ms. Bauer:

Thank you for consulting with me about the subject undertaking in accordance with the *Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California (PA)*.

The California Department of Transportation (Caltrans) is requesting my concurrence, pursuant to Stipulation VIII.C.5 of the PA, that the Brighton Underpass and Flood Gates are eligible for the National Register of Historic Places (NRHP) under Criteria A and C at the local level of significance with a period of significance from 1928 to 1929. Under Criterion A the underpass and floodgate were important as part of the development of Folsom Boulevard in Sacramento. It also helped to alleviate one of the most dangerous at-grade crossings in Sacramento at the time. Under Criterion C the property is an excellent and rare example in Sacramento of a 1920s grade separation with integrated flood gates.

Caltrans has also determined that the following properties are not eligible for the NRHP:

- Central Pacific/Union Pacific Railroad located within the APE
- Residence at 6948 Folsom Boulevard

Based on review of submitted documentation, I concur with the foregoing determinations.

Thank you for considering historic properties during project planning. If you have any questions, please contact Natalie Lindquist of my staff at (916) 654-0631 or e-mail at plindquist@parks.ca.gov.

Sincerely,

A handwritten signature in cursive script that reads "Susan D. Bauer for".

Milford Wayne Donaldson, FAIA
State Historic Preservation Officer

**OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION**

1725 23rd Street, Suite 100
SACRAMENTO, CA 95816-7100
(916) 445-7000 Fax: (916) 445-7053
calshpo@parks.ca.gov
www.ohp.parks.ca.gov



August 16, 2010

Reply To: FHWA100401A

Anmarie Medin, Chief
Cultural Studies Office
Division of Environmental Analysis, MS 27
PO Box 94874
Sacramento, CA 94274-0001

Re: Finding of No Adverse Effect without Standard Conditions for the Proposed Folsom Boulevard Widening and Ramona Avenue Extension Project, Sacramento, CA

Dear Ms. Medin:

Thank you for consulting with me about the subject undertaking in accordance with the *Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California (PA)*.

The California Department of Transportation (Caltrans) has found, pursuant to Stipulation X.B.1. of the PA, that the project will have no adverse effect on historic properties given the following non-standard conditions:

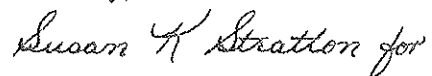
- The existing concrete and asphalt concrete pavement will be saw-cut 3 feet from the underpass and Flood Gate face. In order to break the concrete or asphalt, a backhoe with a jackhammer attachment or loader will be used if the work is being done more than 3 feet away from the structures. The equipment will be located a safe distance from the structures so that any arms or attachments cannot reach the structures. Hay bales will be stacked three rows high along the face of the structure to a height of 6 feet, when construction is within 10 feet of the structures. A hand-held hydraulic jackhammer will be used to break existing concrete into pieces within 3 feet of the structures' face. The broken concrete would then be removed by hand. The underpass and Flood Gate face would be protected by a minimum 1-inch thick foam board.
- Ride-on machinery will be used to compact the ground 5 feet or more away from the face of the structures. Hay bales will be stacked three rows high along the face of the structures to a height of 6 feet for work performed more than 5 feet away from the property. A vibrator plate tamper would be used to compact the material that is within 5 feet of the structures' face, at which time the structures would be protected with minimally a 1-inch thick foam board.
- The new roadbed will be separated from the existing structures by a 0.5-inch fiber expansion joint. The concrete would be poured from a concrete truck and would be finished using hand tools. The existing structures would be protected with plastic sheeting to prevent concrete from splattering onto the existing structures.

August 16, 2010

Based on my review of the submitted documentation, I concur with your finding.

Thank you for considering historic properties during project planning. If you have any questions, please contact Natalie Lindquist of my staff at (916) 654-0631 or email at nlindquist@parks.ca.gov.

Sincerely,

A handwritten signature in cursive script that reads "Susan K Stratton for".

Milford Wayne Donaldson, FAIA
State Historic Preservation Officer



Regional Planning Partnership

Item #2

December 8, 2010

Action Summary Minutes

Attendance

Adrian Engel, Mark Thomas & Company	Ken Gaines, Sacramento County DOT
Anne Novotny, El Dorado County DOT	Lacey Symons, SACOG
Azadeh Doherty, City of Sacramento	Larry Robinson, SMAQMP
Bruce Griesenbeck, SACOG	Laura Walsh, Caltrans
Christine Scherman, SACOG	Matt Jones, YSAQMD
Dennis Wade, CARB	Mike Brady, Caltrans
Doug Coleman, Caltrans	Renee DeVere-Oki, SACOG
Gary Maniery, PAR Environmental Services	Sharon Tang, Caltrans
Jesse Gothan, City of Sacramento DOT	Susan Wilson, Caltrans
John Deeter, ECOS	Wayne Shijo, KD Anderson & Associates
Kacey Lizon, SACOG	William Davis, Caltrans

1. **Introductions and Information Sharing.** None.
2. **Action Summary of the October 27, 2010, Meeting.** The summary was approved by consensus.
3. **PM_{2.5} and PM₁₀ Qualitative Analysis for Folsom Boulevard Widening and Ramona Avenue Extension Project.** Mr. Engel gave an overview of the Folsom Boulevard Widening and Ramona Avenue Extension Project. It was noted that the design speed for the roadway will be 35 MPH, the project does not widen the railroad underpass, and the project has been cleared by Union Pacific. The recommendation that the Partnership make the finding that the Folsom Boulevard Widening and Ramona Avenue Extension Project is not a project of air quality concern and therefore does not require a qualitative PM_{2.5} and PM₁₀ hot spot analysis was approved by consensus.
4. **PM_{2.5} and PM₁₀ Qualitative Analysis for Riego Road Interchange Project.** Ms. Walsh gave an overview of the Riego Road Interchange Project. It was noted that the project will improve traffic operations from a LOS E to a LOS D. The recommendation that the Partnership make the finding that the Riego Road Interchange Project is not a project of air quality concern and therefore does not require a qualitative PM_{2.5} and PM₁₀ hot spot analysis was approved by consensus.
5. **2011 Meeting Dates.** The item was approved by consensus.
6. **Metropolitan Transportation Plan 2035 Update.** Ms. Lizon and Mr. Griesenbeck provided an update on the Metropolitan Transportation Plan for 2035 Update (MTP 2035) public workshops that took place in October 2010.

Comments & Questions.

Q: Did workshop attendees reflect a representative sample of the region?

A: Geographically, the region was well-represented. Participants also represented a wide range of interests.

Q: What is the MTP calendar for adoption?

A: The MTP was scheduled for adoption in December 2011. However, it is now being proposed to the SACOG Board that adoption be pushed out to April 2012 to better coordinate with the regional housing needs allocation timeline and other planning timelines.

Q: Will there be another update to the Bicycle and Pedestrian Master Plan before the MTP adoption?

A: Yes, the plan will be updated in summer 2011.

Q: How is the preferred scenario being developed?

A: The preferred scenario will take the preference from the workshops (Scenario 3) and combine in elements from other scenarios. The preferred scenario also needs to reflect updated growth allocations and the call for projects. Final preferred scenario development will follow direction from the SACOG Board.

Q: How long will the call for projects be open?

A: The due date for the call for projects will be confirmed when the call for projects goes out but will likely close in mid-January. It was noted that SACOG sets the regional framework and regional priorities for the MTP, but it is up to individual jurisdictions to submit specific projects.

Q: How do the scenarios perform with regard to greenhouse gas emissions and SB 375 targets?

A: Scenario 3 performs the best. In the MTP, the out years are well within air quality budgets, but the MTIP years are very close to budgets.

7. **Other Matters.** It was noted that the EPA is expected to release new PM guidance by the end of the month. Additionally, a new ozone standard is expected mid-year 2011. One year from release non-attainment areas will be set, and one year after that those areas will need to meet conformity.
8. **Adjournment.** The next meeting is scheduled for January 26, 2011.



United States Department of the Interior
FISH AND WILDLIFE SERVICE

Sacramento Fish and Wildlife Office
2800 Cottage Way, Room W-2605
Sacramento, California 95825



April 18, 2011

Document Number: 110418035124

Edward C. Beedy, Ph.D.
Beedy Environmental Consulting
12213 Half Moon Way
Nevada City, CA 95959

Subject: Species List for Folsom Boulevard Widening and Ramona Avenue Extension Project

Dear: Dr. Beedy

We are sending this official species list in response to your April 18, 2011 request for information about endangered and threatened species. The list covers the California counties and/or U.S. Geological Survey 7½ minute quad or quads you requested.

Our database was developed primarily to assist Federal agencies that are consulting with us. Therefore, our lists include all of the sensitive species that have been found in a certain area *and also ones that may be affected by projects in the area*. For example, a fish may be on the list for a quad if it lives somewhere downstream from that quad. Birds are included even if they only migrate through an area. In other words, we include all of the species we want people to consider when they do something that affects the environment.

Please read Important Information About Your Species List (below). It explains how we made the list and describes your responsibilities under the Endangered Species Act.

Our database is constantly updated as species are proposed, listed and delisted. If you address proposed and candidate species in your planning, this should not be a problem. However, we recommend that you get an updated list every 90 days. That would be July 17, 2011.

Please contact us if your project may affect endangered or threatened species or if you have any questions about the attached list or your responsibilities under the Endangered Species Act. A list of Endangered Species Program contacts can be found at www.fws.gov/sacramento/es/branches.htm.

Endangered Species Division



U.S. Fish & Wildlife Service
Sacramento Fish & Wildlife Office
Federal Endangered and Threatened Species that Occur in
or may be Affected by Projects in the Counties and/or
U.S.G.S. 7 1/2 Minute Quads you requested
Document Number: 120419060829
Database Last Updated: September 18, 2011

Quad Lists

Listed Species

Invertebrates

- Branchinecta lynchi
 - vernal pool fairy shrimp (T)
- Desmocerus californicus dimorphus
 - Critical habitat, valley elderberry longhorn beetle (X)
 - valley elderberry longhorn beetle (T)
- Lepidurus packardi
 - vernal pool tadpole shrimp (E)

Fish

- Acipenser medirostris
 - green sturgeon (T) (NMFS)
- Hypomesus transpacificus
 - Critical habitat, delta smelt (X)
 - delta smelt (T)
- Oncorhynchus mykiss
 - Central Valley steelhead (T) (NMFS)
 - Critical habitat, Central Valley steelhead (X) (NMFS)
- Oncorhynchus tshawytscha
 - Central Valley spring-run chinook salmon (T) (NMFS)
 - Critical Habitat, Central Valley spring-run chinook (X) (NMFS)
 - winter-run chinook salmon, Sacramento River (E) (NMFS)

Amphibians

- Ambystoma californiense
 - California tiger salamander, central population (T)
- Rana draytonii
 - California red-legged frog (T)

Reptiles

- Thamnophis gigas
 - giant garter snake (T)

Quads Containing Listed, Proposed or Candidate Species:
SACRAMENTO EAST (512C)

County Lists

Listed Species

Invertebrates

- *Apodemia mormo langei*
 - Lange's metalmark butterfly (E)
- *Branchinecta conservatio*
 - Conservancy fairy shrimp (E)
- *Branchinecta lynchi*
 - Critical habitat, vernal pool fairy shrimp (X)
 - vernal pool fairy shrimp (T)
- *Desmocerus californicus dimorphus*
 - Critical habitat, valley elderberry longhorn beetle (X)
 - valley elderberry longhorn beetle (T)
- *Elaphrus viridis*
 - delta green ground beetle (T)
- *Lepidurus packardi*
 - Critical habitat, vernal pool tadpole shrimp (X)
 - vernal pool tadpole shrimp (E)

Fish

- *Acipenser medirostris*
 - green sturgeon (T) (NMFS)
- *Hypomesus transpacificus*
 - Critical habitat, delta smelt (X)
 - delta smelt (T)
- *Oncorhynchus mykiss*
 - Central Valley steelhead (T) (NMFS)
 - Critical habitat, Central Valley steelhead (X) (NMFS)
- *Oncorhynchus tshawytscha*
 - Central Valley spring-run chinook salmon (T) (NMFS)
 - Critical Habitat, Central Valley spring-run chinook (X) (NMFS)
 - Critical habitat, winter-run chinook salmon (X) (NMFS)
 - winter-run chinook salmon, Sacramento River (E) (NMFS)

Amphibians

- *Ambystoma californiense*
 - California tiger salamander, central population (T)
 - Critical habitat, CA tiger salamander, central population (X)
- *Rana draytonii*
 - California red-legged frog (T)

Reptiles

- *Thamnophis gigas*
 - giant garter snake (T)

Birds

- *Charadrius alexandrinus nivosus*
 - western snowy plover (T)
- *Rallus longirostris obsoletus*
 - California clapper rail (E)

- *Sternula antillarum* (=Sterna, =albifrons) browni
 - California least tern (E)

Mammals

- *Reithrodontomys raviventris*
 - salt marsh harvest mouse (E)
- *Sylvilagus bachmani riparius*
 - riparian brush rabbit (E)
- *Vulpes macrotis mutica*
 - San Joaquin kit fox (E)

Plants

- *Arctostaphylos myrtifolia*
 - Ione manzanita (T)
- *Calystegia stebbinsii*
 - Stebbins's morning-glory (E)
- *Castilleja campestris* ssp. succulenta
 - Critical habitat, succulent (=fleshy) owl's-clover (X)
 - succulent (=fleshy) owl's-clover (T)
- *Ceanothus roderickii*
 - Pine Hill ceanothus (E)
- *Cordylanthus mollis* ssp. mollis
 - soft bird's-beak (E)
- *Cordylanthus palmatus*
 - palmate-bracted bird's-beak (E)
- *Eriogonum apricum* var. apricum
 - Ione buckwheat (E)
- *Eriogonum apricum* var. prostratum
 - Irish Hill buckwheat (E)
- *Erysimum capitatum* ssp. angustatum
 - Contra Costa wallflower (E)
 - Critical Habitat, Contra Costa wallflower (X)
- *Fremontodendron californicum* ssp. decumbens
 - Pine Hill flannelbush (E)
- *Galium californicum* ssp. sierrae
 - El Dorado bedstraw (E)
- *Lasthenia conjugens*
 - Contra Costa goldfields (E)
- *Neostapfia colusana*
 - Colusa grass (T)
- *Oenothera deltoides* ssp. howellii
 - Antioch Dunes evening-primrose (E)
 - Critical habitat, Antioch Dunes evening-primrose (X)
- *Orcuttia tenuis*
 - Critical habitat, slender Orcutt grass (X)
 - slender Orcutt grass (T)

- *Orcuttia viscida*
 - Critical habitat, Sacramento Orcutt grass (X)
 - Sacramento Orcutt grass (E)
- *Senecio layneae*
 - Layne's butterweed (=ragwort) (T)
- *Sidalcea keckii*
 - Keck's checker-mallow (=checkerbloom) (E)

Candidate Species

Birds

- *Coccyzus americanus occidentalis*
 - Western yellow-billed cuckoo (C)

Key:

- (E) Endangered - Listed as being in danger of extinction.
- (T) Threatened - Listed as likely to become endangered within the foreseeable future.
- (P) Proposed - Officially proposed in the Federal Register for listing as endangered or threatened.
- (NMFS) Species under the Jurisdiction of the [National Oceanic & Atmospheric Administration Fisheries Service](#). Consult with them directly about these species.
- Critical Habitat - Area essential to the conservation of a species.
- (PX) Proposed Critical Habitat - The species is already listed. Critical habitat is being proposed for it.
- (C) Candidate - Candidate to become a proposed species.
- (V) Vacated by a court order. Not currently in effect. Being reviewed by the Service.
- (X) Critical Habitat designated for this species

Important Information About Your Species List

How We Make Species Lists

We store information about endangered and threatened species lists by U.S. Geological Survey 7½ minute quads. The United States is divided into these quads, which are about the size of San Francisco.

The animals on your species list are ones that occur within, or may be affected by projects within, the quads covered by the list.

- Fish and other aquatic species appear on your list if they are in the same watershed as your quad or if water use in your quad might affect them.
- Amphibians will be on the list for a quad or county if pesticides applied in that area may be carried to their habitat by air currents.
- Birds are shown regardless of whether they are resident or migratory. Relevant birds on the county list should be considered regardless of whether they appear on a quad list.

Plants

Any plants on your list are ones that have actually been observed in the area covered by the list. Plants may exist in an area without ever having been detected there. You can find out what's in the surrounding quads through the California Native Plant Society's online [Inventory of Rare and Endangered Plants](#).

Surveying

Some of the species on your list may not be affected by your project. A trained biologist and/or botanist, familiar with the habitat requirements of the species on your list, should determine whether they or habitats suitable for them may be affected by your project. We recommend that your surveys include any proposed and candidate species on your list.

See our [Protocol](#) and [Recovery Permits](#) pages.

For plant surveys, we recommend using the [Guidelines for Conducting and Reporting Botanical Inventories](#). The results of your surveys should be published in any environmental documents prepared for your project.

Your Responsibilities Under the Endangered Species Act

All animals identified as listed above are fully protected under the Endangered Species Act of 1973, as amended. Section 9 of the Act and its implementing regulations prohibit the take of a federally listed wildlife species. Take is defined by the Act as "to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect" any such animal.

Take may include significant habitat modification or degradation where it actually kills or injures wildlife by significantly impairing essential behavioral patterns, including breeding, feeding, or shelter (50 CFR §17.3).

Take incidental to an otherwise lawful activity may be authorized by one of two procedures:

- If a Federal agency is involved with the permitting, funding, or carrying out of a project that may result in take, then that agency must engage in a formal [consultation](#) with the Service.
- During formal consultation, the Federal agency, the applicant and the Service work together to avoid or minimize the impact on listed species and their habitat. Such consultation would result in a biological opinion by the Service addressing the anticipated effect of the project on listed and proposed species. The opinion may authorize a limited level of incidental take.
- If no Federal agency is involved with the project, and federally listed species may be taken as part of the project, then you, the applicant, should apply for an incidental take permit. The Service may issue such a permit if you submit a satisfactory conservation plan for the species that would be affected by your project.
- Should your survey determine that federally listed or proposed species occur in the area and are likely to be affected by the project, we recommend that you work with this office and the California Department of Fish and Game to develop a plan that minimizes the project's direct and indirect impacts to listed species and compensates for project-related loss of habitat. You should include the plan in any environmental documents you file.

Critical Habitat

When a species is listed as endangered or threatened, areas of habitat considered essential to its conservation may be designated as critical habitat. These areas may require special management considerations or protection. They provide needed space for growth and normal behavior; food, water, air, light, other nutritional or physiological requirements; cover or shelter; and sites for breeding, reproduction, rearing of offspring, germination or seed dispersal.

Although critical habitat may be designated on private or State lands, activities on these lands are not restricted unless there is Federal involvement in the activities or direct harm to listed wildlife.

If any species has proposed or designated critical habitat within a quad, there will be a separate line for this on the species list. Boundary descriptions of the critical habitat may be found in the Federal Register. The information is also reprinted in the Code of Federal Regulations (50 CFR 17.95). See our [Map Room](#) page.

Candidate Species

We recommend that you address impacts to candidate species. We put plants and animals on our candidate list when we have enough scientific information to eventually propose them for listing as threatened or endangered. By considering these species early in your planning process you may be able to avoid the problems that could develop if one of these candidates was listed before the end of your project.

Species of Concern

The Sacramento Fish & Wildlife Office no longer maintains a list of species of concern. However, various other agencies and organizations maintain lists of at-risk species. These lists provide essential information for land management planning and conservation efforts. [More info](#)

Wetlands

If your project will impact wetlands, riparian habitat, or other jurisdictional waters as defined by section 404 of the Clean Water Act and/or section 10 of the Rivers and Harbors Act, you will need to obtain a permit from the U.S. Army Corps of Engineers. Impacts to wetland habitats require site specific mitigation and monitoring. For questions regarding wetlands, please contact Mark Littlefield of this office at (916) 414-6520.

Updates

Our database is constantly updated as species are proposed, listed and delisted. If you address proposed and candidate species in your planning, this should not be a problem. However, we recommend that you get an updated list every 90 days. That would be July 18, 2012.

DEPARTMENT OF TRANSPORTATION

DISTRICT 3
703 B STREET
P. O. BOX 911
MARYSVILLE, CA 95901-0911
PHONE (530) 741-7113
FAX (530) 741-4457
TTY (530) 741-4509



*Flex your power!
Be energy efficient!*

May 10, 2011

Ms. Kellie Berry
United States Department of the Interior
Fish and Wildlife Service
Sacramento Fish and Wildlife Office
2800 Cottage Way, Room W-2605
Sacramento, CA 95825-1846

Subject: *Request to Initiate Section 7 Formal Consultation for Ramona Avenue Extension Project in Sacramento County*

Dear Ms. Berry:

The City of Sacramento, in conjunction with the California Department of Transportation (Caltrans), proposes to extend Ramona Avenue to connect into Folsom Boulevard. At this new connection, Folsom Boulevard would be widened to accommodate the new intersection, added turn-pocket lanes, traffic light, and sidewalks. The City of Sacramento is the project proponent for the Ramona Avenue Extension Project. Since the City of Sacramento is financing a portion of this project with federal-aid funds Caltrans Office of Local Assistance is providing oversight as the project progresses through the various phases of development. The City of Sacramento is the lead agency for complying with the California Environmental Quality Act (CEQA) and Caltrans is the lead agency for complying with the National Environmental Policy Act (NEPA).

Caltrans is initiating consultation pursuant to section 7 of the Endangered Species Act as a federal agency following the provisions of the Memorandum of Understanding (MOU) between the Federal Highway Administration and the California Department of Transportation Concerning the State of California's Participation in the Surface Transportation Project Delivery Pilot Program effective on July 1, 2007. The MOU was signed pursuant to Section 6005 of the 2005 Safe, Accountable, Flexible Efficient Transportation Equity Act: A Legacy for Users (SFETEA-LU) which allow the Secretary of Transportation to assign, and the State of California to assume, responsibility for FHWA's responsibilities under other federal environmental laws. As this project is covered by the Pilot Program MOU, Caltrans has assumed FHWA responsibility for environmental review, consultation, and coordination on this project. Please direct all future correspondence on this project to Caltrans.

Caltrans, on behalf of the City of Sacramento, requests formal consultation under section 7 of the Endangered Species Act for the effects to vernal pool fairy shrimp (*Branchinecta lynchi*), vernal pool tadpole shrimp (*Lepidurus packardii*), conservancy fairy shrimp (*Branchinecta conservatio*). In addition, Caltrans requests informal consultation for the effects to valley elderberry longhorn

beetle (*Desmocerus californicus dimorphus*). Caltrans requests that the proposed project be appended to the Formal Programmatic Consultation Permitting Projects with Relatively Small Effects on the Valley Elderberry Longhorn Beetle within the Jurisdiction of the Sacramento Field Office, California (File # 1-1-96-F-156 – March 1997).

Summary of Effects to VELB

The project “*may affect, is not likely to adversely affect*” the federally listed valley elderberry longhorn beetle (VELB). The VELB species was determined to have a potential to occur within the project limits because there is one elderberry shrub (*Sambucus mexicanus*) located on the embankment for the railroad tracks. This shrub is within the right-of-way owned by the Union Pacific Railroad. The City of Sacramento will establish a buffer through the use of exclusionary fencing 25-feet away from the dripline of the elderberry shrub. This buffer area will be marked as an environmentally sensitive area. By maintaining this 25-foot buffer only indirect effects are anticipated to VELB. Critical habitat for this species has not been designated within the action area. Therefore, effects to critical habitat are not expected.

Summary of Effect to Vernal Pool Invertebrates

The project “*may affect, is likely to adversely affect*” federally listed vernal pool fairy shrimp, vernal pool tadpole shrimp, and conservancy fairy shrimp. The proposed project would result in the permanent loss of 1.19-acre of vernal pool crustacean habitat through grading and filling activities. The project would also result in the indirect effects to 0.01-acre of vernal pool crustacean habitat due to the potential, temporary changes in hydrology or increase in sediments.

The City of Sacramento proposes to purchase preservation credits at a Service-approved vernal pool conservation bank to offset these effects to vernal pool crustacean habitat. Table 1 provides information regarding the amount of compensation proposed by the project proponent:

Table 1: A Summary of Compensation for Vernal Pool Invertebrates

Type of Impact	Area Impacted (acre)	Compensation Ratio for Preservation	Total
Direct	1.19	3:1	3.57-acres
Indirect	0.01	2:1	0.02-acre
			Preservation Total 3.59-acres

The enclosed Biological Assessment evaluates the potential effects to federal-listed species with emphasis to the VELB and vernal pool invertebrates.

Caltrans requests to initiate consultation with the U.S. Fish and Wildlife Service for concurrence with the determination that the proposed project “*may affect, is not likely to adversely affect*” the valley elderberry longhorn beetle and “*may affect, is likely to adversely affect*” vernal pool fairy shrimp, vernal pool tadpole shrimp, and conservancy fair shrimp.

Ms. Kellie Berry
May 10, 2011
Page 3

Questions can be directed to biologist, Maureen Doyle, at (530) 741-4470, or Laura Walsh, environmental coordinator, at (530) 741-4134.

Sincerely,

Laura Walsh

for

Susan D. Bauer, Chief
Office of Environmental Management, Branch M1

c: Jesse Gothern, City of Sacramento Project Manager
David Giongco, Caltrans Local Assistance Engineer
Chris Collison, Caltrans Liaison with USFWS

DEPARTMENT OF TRANSPORTATION

DISTRICT 3
703 B STREET
P. O. BOX 911
MARYSVILLE, CA 95901-0911
PHONE (530) 741-7113
FAX (530) 741-4457
TTY (530) 741-4509



*Flex your power!
Be energy efficient!*

January 26, 2012

Ms. Kellie Berry
United States Department of the Interior
Fish and Wildlife Service
Sacramento Fish and Wildlife Office
2800 Cottage Way, Room W-2605
Sacramento, CA 95825-1846

Attention: Terry Adelsbach

Subject: *Addendum to the May 4, 2011 Request to Initiate Section 7 Formal Consultation for Ramona Avenue Extension Project in Sacramento County*

Dear Ms. Berry:

The City of Sacramento, in conjunction with the California Department of Transportation (Caltrans) proposes to extend Ramona Avenue to connect into Folsom Boulevard. At this new connection, Folsom Boulevard would be widened to accommodate the new intersection, added turn-pocket lanes, traffic light, and sidewalks. The City of Sacramento is the project proponent for the Ramona Avenue Extension Project. Since the City of Sacramento is financing a portion of this project with federal-aid funds Caltrans Office of Local Assistance is providing oversight as the project progresses through the various phases of development. The City of Sacramento is the lead agency for complying with the California Environmental Quality Act (CEQA) and Caltrans is the lead agency for complying with the National Environmental Policy Act (NEPA).

Caltrans is submitting this addendum to reflect changes to the original determination findings based on additional studies done at the project site. On November 21, 2011 Dr. Brent Helm conducted a site visit to determine the potential habitat and the probability for occurrence for vernal pool fairy shrimp (VPFS) and vernal pool tadpole shrimp (VPTS). According to Dr. Helm, all basins originally identified as potential federally listed large branchiopod habitat by Helm Biological Consulting (HBC) in surveys done in 2005 were assessed for their suitability to support the VPTS and VPFS. The first step determined if the basins present met the minimum inundation depths and durations needed for these two species to complete their life cycles (potential habitat). The second step determined the relative potential for occurrence of VPFS and VPTS in each basin.

Dr. Helm determined that of the original 28 basins identified by HBC (2005) as potential habitat for federally listed large branchiopods, only 17 remain. Of the remaining 17 basins, all would meet the minimum inundation requirements for the VPFS. In contrast to the VPFS, only nine of

the remaining 17 basins would meet the hydrological cycle for the VPTS and only one of these basins (SW7) would be directly impacted by the project. Although meeting the minimum inundation requirements for both VPFS and VPTS, seasonal wetland #18 (SW18) was not considered potential habitat for either of these two species. SW18 is a semi-permanent water body that is, on average, continually inundated for more than five months. These types of pools are generally not considered potential habitat for VPFS, as this species “prefers” habitats that are inundated for shorter periods to minimize competition and predation. VPTS is not generally found in pools disturbed by human activity; given the past disturbance and re-occurring human activity in the project area, SW18 is not being considered as VPTS habitat.

Based on the results of Dr. Helm’s studies of the area in 2005 and in 2011, the potential habitat for VPTS is marginal at best. Dr. Helm also concludes that the probability for occurrence within the project area is low. That the project area is unlikely occupied by VPTS is further supported by his 2005 wet and dry sampling surveys in which no VPTS cysts or adults were found.

Therefore, Caltrans, on behalf of the City of Sacramento, requests formal consultation under section 7 of the Endangered Species Act for the effects to vernal pool fairy shrimp (*Branchinecta lynchi*), and informal consultation for vernal pool tadpole shrimp (*Lepidurus packardii*). Based on historic habitat data, it was determined that suitable habitat for conservancy fairy shrimp (*Branchinecta conservatio*) is not present within the project area and therefore this project would have no effect on this species.

Summary of Effect to Vernal Pool Invertebrates

The project “*may affect, is likely to adversely affect*” federally listed vernal pool fairy shrimp. The proposed project would result in direct impact to 0.012-acre of vernal pool crustacean habitat through grading and filling activities. The project would also result in the indirect effects to 0.561-acre of vernal pool crustacean habitat due to the potential, temporary changes in hydrology or increase in sediments. The project “*may affect, is not likely to adversely affect*” federally listed vernal pool tadpole shrimp.

The City of Sacramento proposes to purchase preservation credits at a Service-approved vernal pool conservation bank to offset these effects to vernal pool crustacean habitat. Table 1 provides information regarding the amount of compensation proposed by the project proponent:

Table 1: A Summary of Compensation for Vernal Pool Invertebrates

Type of Impact	Area Impacted (acre)	Compensation Ratio for Preservation	Total
Direct	0.012	3:1	0.036-acre
Indirect	0.561	1:1	0.561-acre
			Preservation Total Rounded to 0.60-acre

Ms. Kellie Berry
January 26, 2012
Page 2

The enclosed Habitat and Impact Assessment evaluates the potential effects to federal-listed species with emphasis to vernal pool invertebrates only. No changes to the previously submitted Biological Assessment and determination for VELB are requested.

Caltrans requests formal consultation with the U.S. Fish and Wildlife Service for concurrence with the determination that the proposed project "*may affect, is likely to adversely affect*" vernal pool fairy shrimp. Caltrans also requests concurrence with our determination that the proposed project "*may affect, is not likely to adversely affect*" vernal pool tadpole shrimp.

Questions can be directed to biologist, Maureen Doyle, at (530) 741-4470, or Laura Walsh, environmental coordinator, at (530) 741-4134.

Sincerely,



Susan D. Bauer, Chief
Office of Environmental Management, Branch M1

Enclosure:

Habitat and Impact Assessment for Federally Listed Large Branchiopods at the Folsom Boulevard Widening/Ramona Avenue Extension Project

cc: Chris Collison, Caltrans Liaison with USFWS
Jesse Gothan, City of Sacramento Project Manager
David Giongco, Caltrans Local Assistance Engineer



DEPARTMENT OF THE ARMY
U.S. ARMY ENGINEER DISTRICT, SACRAMENTO
CORPS OF ENGINEERS
1325 J STREET
SACRAMENTO CA 95814-2922

REPLY TO
ATTENTION OF

November 30, 2011

Regulatory Division SPK-2011-00843

RECEIVED DEC 06 2011

Mr. Tom Buford
City of Sacramento
300 Richards Blvd, 3rd Floor
Sacramento, California 95811

Dear Mr. Buford:

We are responding to your September 9, 2011, request for an approved jurisdictional determination for the Folsom Boulevard Widening/Ramona Avenue Extension Project. The approximately 11-acre site is located in Section 15, Township 8 North, Range 5 East, Mount Diablo Meridian, Latitude 38.5447254°, Longitude -121.4139428°, Sacramento, Sacramento County, California.

Based on available information, **we concur with the estimate of waters of the United States, as depicted on the enclosed January 11, 2011, Ramona Extension Wetland Impact, Alternative 1 Option 1 drawing, prepared by PAR Environmental Services, Incorporated.** The 1.302 acres of waters identified as "Seasonal Wetlands 10, 11, 12, 13, 16, 17, and 18" on the above drawing are intrastate isolated waters with no apparent interstate or foreign commerce connection. As such, these waters are not currently regulated by the Corps of Engineers. This disclaimer of jurisdiction is only for Section 404 of the Federal Clean Water Act. Other Federal, State, and local laws may apply to your activities. *In particular, you may need authorization from the California State Water Resources Control Board and/or the U.S. Fish and Wildlife Service.*

This verification is valid for five years from the date of this letter, unless new information warrants revision of the determination before the expiration date. This letter contains an approved jurisdictional determination for your subject site. If you object to this determination, you may request an administrative appeal under Corps regulations at 33 CFR Part 331.

A Notification of Appeal Process (NAP) and Request for Appeal (RFA) form is enclosed. If you request to appeal this determination you must submit a completed RFA form to the South Pacific Division Office at the following address: Administrative Appeal Review Officer, Army Corps of Engineers, South Pacific Division, CESPDPDS-O, 1455 Market Street, San Francisco, California 94103-1399, Telephone: 415-503-6574, FAX: 415-503-6646.

In order for an RFA to be accepted by the Corps, the Corps must determine that it is complete, that it meets the criteria for appeal under 33 CFR Part 331.5, and that it has been received by the Division Office within 60 days of the NAP. Should you decide to submit an RFA form, it must be received at the above address by 60 days from the date of this letter. It is not necessary to submit an RFA form to the Division Office if you do not object to the determination in this letter.

You should provide a copy of this letter and notice to all other affected parties, including any individual who has an identifiable and substantial legal interest in the property.

This determination has been conducted to identify the limits of Corps of Engineers' Clean Water Act jurisdiction for the particular site identified in this request. This determination may not be valid for the wetland conservation provisions of the Food Security Act of 1985. If you or your tenant are USDA program participants, or anticipate participation in USDA programs, you should request a certified wetland determination from the local office of the Natural Resources Conservation Service prior to starting work.

We appreciate your feedback. At your earliest convenience, please tell us how we are doing by completing the customer survey on our website under *Customer Service Survey*.

Please refer to identification number SPK-2011-00843 in any correspondence concerning this project. If you have any questions, please contact Erin Hess at our Regulatory Division, Sacramento District, U.S. Army Corps of Engineers, 650 Capitol Mall, Suite 5-200, Sacramento, California, 95814-4708, email Erin.E.Hess@usace.army.mil, or telephone 916-557-6740. For more information regarding our program, please visit our website at www.spk.usace.army.mil/regulatory.html.

Please be aware that the Sacramento District's Regulatory Division Sacramento Office will be moving to a new location between November 30 and December 12, 2011. As of December 12, 2011, our new address will be Regulatory Division, Sacramento District, U.S. Army Corps of Engineers, 1325 J Street, Suite 1350, Sacramento, California, 95814. Email and telephone numbers will remain the same.

Sincerely,

Kathleen A. Dadey, PhD
Chief, California Delta Office

Enclosures

Copy Furnished with enclosed drawing:

Mr. Paul Jones, U.S. Environmental Protection Agency, 75 Hawthorne Street, San Francisco, California 94105

Mr. Ken Sanchez, Sacramento Valley Branch, U.S. Fish and Wildlife Service, 2800 Cottage Way, Room W-2605, Sacramento, California 95825

Mr. Jesse Gothan, City of Sacramento, 915 I Street, Suite 2000, Sacramento, California 95814

Mr. Ryan Moore, City of Sacramento, 915 I Street, Suite 2000, Sacramento, California 95814

Mr. James Gary Maniery, PAR Environmental Services, Post Office Box 160756, Sacramento, California 95816

Ms. Jessica O'Conner, PAR Environmental Services, Post Office Box 160756, Sacramento, California 95816

Mr. Adrian Engel, Mark Thomas & Company, 7300 Folsom Boulevard, Suite 203, Sacramento, California 95826

Mr. William Shunk, Mark Thomas & Company, 7300 Folsom Boulevard, Suite 203, Sacramento, California 95826

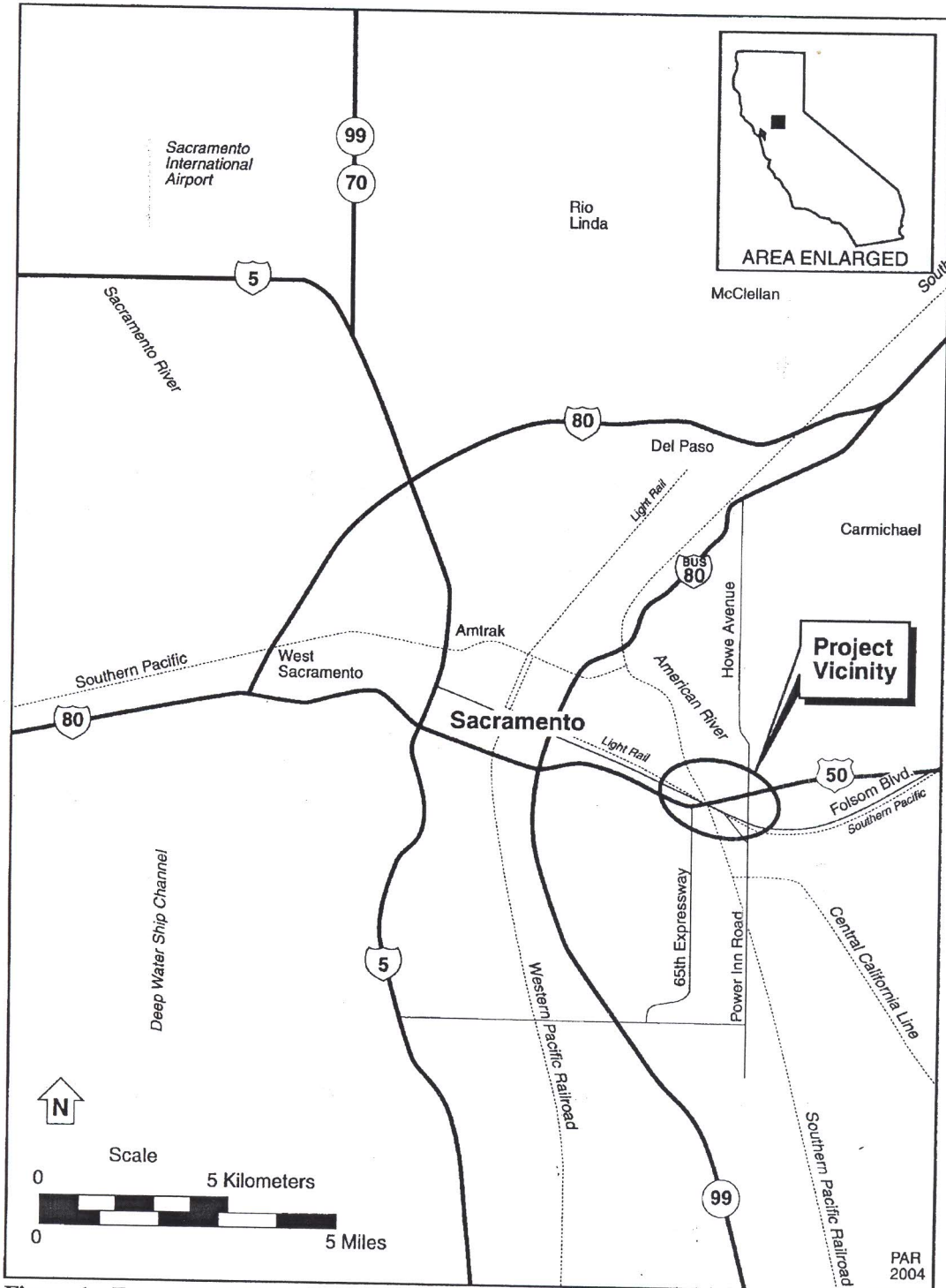


Figure 1. Folsom Boulevard Widening Project Vicinity Map

PAR ENVIRONMENTAL SERVICES, INC.
 Folsom Boulevard Widening Project
 (PAR Ref. No. 04-2100)

Place Holder for:

**USFWS, Biological Opinion Letter
Section 7 Consultation**

Place Holder for:

Air Quality Conformity Letter from FHWA

APPENDIX G
Section 4(f) De Minimis Impact Finding

INTRODUCTION

The proposed project is an action that is subject to Section 4(f) of the U. S. Department of Transportation Act of 1966 (49 USC 303) and 23 USC 138. The regulation implementing the law is found in 23 Code of Federal Regulations 774.

Section 4(f) seeks to protect publicly owned parklands, recreation areas, waterfowl and wildlife refuges and significant historic sites from impacts. The responsibility for Section 4(f) findings has been assigned by the FHWA to Caltrans under the Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU) of 2005.

Section 4(f) is applicable to a historic site when the resource is on or eligible for the National Register of Historic Places (23 CFR 774.11[e]). Because the Sacramento Valley Railroad and the Brighton Underpass and Flood Gates are listed or eligible for the National Register of Historic Places these historic sites are also considered as Section 4(f) resources.

This section of the document discusses how these two historic sites (Sacramento Valley Railroad and the Brighton Underpass and Floodgates) relate to Section 4(f) and explains the decisions made for compliance with Section 4(f) resource.

Description of Proposed Project

The Folsom Boulevard Widening/Ramona Avenue Extension Project (proposed project) would provide a connection between industrial areas south of Folsom Boulevard along Power Inn Road to commercial areas north of Folsom Boulevard. Additionally, the proposed project would provide pedestrian walkways compliant with the 1990 Americans with Disabilities Act (ADA) guidelines to allow for equal access for all persons. Improvements, including sidewalks and bike lanes (in both directions) on Ramona Avenue south of Brighton Avenue, a sidewalk along the east side of the Ramona Avenue Extension, and sidewalks along the south side and northeast side of Folsom Boulevard, would provide alternative modes of travel.

Additionally, the purpose of the proposed project is to provide improved access to CSUS. In accordance with the CSUS Master Plan, the proposed project would also accommodate economic development in the CSUS area through the Ramona Avenue Extension. CSUS anticipates developing the California Youth Authority (CYA) property, a 25-acre parcel located along Ramona Avenue. The Ramona Avenue Extension would be required in order to provide circulation between the CSUS campus and the new property.

Historic Sites Considered as Section 4(f) Resources

Two historic properties eligible for listing in the National Register of Historic Places are located within the proposed project Area of Potential Effects (APE). The Sacramento Valley Railroad (SVRR) was previously determined eligible for listing in the National Register of Historic Places (NRHP). As part of this proposed project, Caltrans determined that the Brighton Underpass and Flood Gates are eligible for listing in the NRHP. The State Historic Preservation Officer

(SHPO) concurred with this determination of eligibility in a letter dated May 24, 2010 (See Appendix F).

Section 4(f) “No Use” Determination

Caltrans determined that an exception under 23 CFR 774.13(d) applies to the Brighton Underpass and Flood Gates. This exception is called temporary occupancy. When a project occupies land that contains a Section 4(f) resource, as long as the occupancy is minimal it does not constitute as a “use” within the meaning of Section 4(f). In accordance with the Section 4(f) regulations, the provisions of “use” are not triggered when all of the conditions below are satisfied as set forth in 23 CFR 774.13(d) for “temporary occupancy”.

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

Using the five criteria listed above, Caltrans evaluated the effects to the Brighton Underpass and Flood Gates to determine if a “use” occurred under Section 4(f). Caltrans determined that all of the five conditions were satisfied under 23 CFR 774.13(d) for temporary occupancy. The construction work that would occur within the boundaries of the Brighton Underpass and Flood Gates is so minor that it would not constitute a “use” within the meaning of Section 4(f). The work is able to be considered minor because the construction work would not hinder the preservation of the historic property. The following paragraphs explain how each of the five conditions is met for temporary occupancy within the boundary of the historic site.

Brighton Underpass and Flood Gate

1) Duration must be temporary - The Brighton Underpass and Flood Gate property is within the construction footprint of the proposed project. Construction that would occur near the Underpass and Flood Gate would be less than the time needed to construct the entire project. The scope of work in the area of the historic property is minor, since the proposed project is focused on street improvements and there would be no right-of-way acquisition at the property. Roadway improvements would extend and conform to the Underpass and Flood Gate structures.

2) Scope of the work must be minor – Roadway improvements would extend and conform to the Underpass and Flood Gate structures to prevent any permanent damage to the eligible property.

3) There are no anticipated permanent adverse physical impacts – The existing sidewalk on the south side of Folsom Boulevard and pipe rails were installed in conjunction with the underpass construction to provide pedestrian access over the flood gate. The sidewalk and handrail are not considered character-defining elements of the property. Project plans include rerouting the sidewalk to comply with ADA requirements. This would result in a “no adverse effect,” because the walkway is not a contributing element of the property. SHPO concurred with this finding in a letter dated August 16, 2010 (see Appendix F).

In order to avoid adverse effects to the Brighton Underpass and Flood Gate, the construction contract will include the following avoidance and minimization measures to protect the property:

- The existing concrete and asphalt concrete pavement shall be saw-cut three (3) feet from the underpass and Flood Gate face. In order to break the concrete or asphalt, a backhoe with a jackhammer attachment or loader would be used if the work is being done more than three (3) feet away from the structures. The equipment shall be located a safe distance from the structures so any arms or attachments cannot reach the structures. Hay bales shall be stacked three rows high along the face of the structure to a height of six (6) feet, when construction is within ten (10) feet of the structures. A hand-held hydraulic jackhammer shall be used to break existing concrete into pieces within three (3) feet of the structures’ face. The broken concrete shall then be removed by hand. The Underpass and Flood Gate face shall be protected by a minimum one (1)-inch-thick foam board, which is generally used for insulation.
- Ride-on machinery shall be used to compact the ground five (5) feet or more away from the face of the structures. Hay bales shall be stacked three rows high along the face of the structures to a height of six (6) feet for work performed more than five (5) feet away from the property. A vibrator plate tamper shall be used to compact the material that is within five (5) feet of the structures’ face, at which time the structures shall be protected with minimally a one (1)-inch-thick foam board.
- The new roadbed shall be separated from the existing structures by a 0.5 inch fiber expansion joint. The concrete shall be poured from a concrete truck and would be finished using hand tools. The existing structures shall be protected with plastic sheeting to prevent concrete from splattering onto the existing structures.

4) The land being used must be fully restored – The resource will be returned to a condition that is at least as good as its condition prior to the project.

5) Agreement of the official(s) with jurisdiction – In the case of historic properties eligible for listing in the National Register, the official with jurisdiction is the SHPO. Pursuant to Section 106 of the National Historic Preservation Act, Caltrans consulted with the SHPO to ascertain the agency’s position on the on the proposed impacts to the historic properties. The SHPO issued a letter on August 16, 2010 concurring with Caltrans that the project would result in a “no adverse effect” to the historic properties.

The discussion above demonstrates in the terms of the Section 4(f) statutes how the five conditions have been met for temporary occupancy. The provisions have not been triggered for a Section 4(f) “use” because the project does not permanently acquire land away from the historic site and the scope of work to occur near the historic site does not hinder the preservation of the historic property. Therefore, Caltrans determined that a “use” under Section 4(f) has not occurred to the Brighton Underpass and Flood Gates.

Section 4(f) *De Minimis* Impact Finding

Sacramento Valley Railroad (SVRR)

Section 4(f) “use” occurs when a project permanently incorporates land from a historic site. Even if the land acquired from the historic site results in a “no adverse effect”, the action is still considered as a “use” in accordance to the Section 4(f) regulations. For the purpose of Section 4(f), land is considered as “permanently incorporated” when sufficient property interests, such as a permanent access easement, are required to grant future right-of-access onto the historic property. The City of Sacramento needs to acquire a permanent easement from Union Pacific to construct Ramona Avenue across the SVRR tracks. This easement would also allow the City of Sacramento to perform routine maintenance on the portion of Ramona Avenue that crosses these historic railroad tracks. This easement is considered as land permanently incorporated and results in a “use” of the historic site.

Section 4(f) legislation was amended to simplify the process and approval of projects that “use” lands protected by Section 4(f). This revision provides that once Caltrans determines that the project would only result in de minimis impact on that property, an analysis of avoidance alternatives is not required and the Section 4(f) evaluation process is complete. The term “de minimis” is typically used by the courts to express something as minimal, or so insignificant.

In accordance to the Section 4(f) regulations the “use” of a can be considered as a de minimis impact to the historic property when the following conditions are met:

1. The process required by Section 106 of the National Historic Preservation Act results in the determination of “no adverse effect” or “no historic properties affected” with the concurrence of the SHPO.
2. The SHPO is informed of Caltrans’s intent to make a de minimis impact finding based on their written concurrence.
3. Caltrans has considered the views of any consulting parties participating in the Section 106 consultation.

1) The first condition is met because the SVRR track would not be affected by this project in a way that would change, alter, or destroy the property. Concrete would be laid around the track, but would not conform to it because the tracks are still in operation by Union Pacific. Because the track is currently still in use, the historic resource would not be neglected. These are the reasons that enabled Caltrans and the SHPO to reach a decision of “no adverse effect” under the Section 106 process.

2) The second condition was met during the Section 106 process when Caltrans consulted with the SHPO. During this process Caltrans issued a letter (dated July 26, 2010) to the SHPO to request their concurrence, and inform the SHPO that Caltrans intends to make a de minimis finding based upon their written concurrence. The SHPO issued a letter on August 16, 2010 to concur with the determination that the project will have no adverse effect on historic properties.

3) The third condition was also met simultaneously during the Section 106 process because this process requires Caltrans to consult with any parties that participate in the Section 106 process. The participating parties include the Native American Heritage Commission that provided a list of Native American individuals and organizations that might have concerns or interests in the proposed project. Letters were sent to these individuals and organizations to encourage their participation in the process. In addition, an early scoping meeting was held on August 12, 2009, to solicit participation from any other citizens or businesses. Under Section 4(f) regulations, a separate public review process is not required for the determination of a de minimis impact to historic properties; however, Caltrans encourages the public to comment on the Section 4(f) findings, and will consider any comments received during the circulation of the environmental document.

Based on these findings, Caltrans determined that the “use” of the Sacramento Valley Railroad is a de minimis impact to this historic property.