

# FOLSOM BOULEVARD WIDENING/RAMONA AVENUE EXTENSION PROJECT

SACRAMENTO COUNTY, CALIFORNIA

EA #928303

Federal Aid No. 5002(068)

## Draft 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 2011**

## **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, 3<sup>rd</sup> 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, 3<sup>rd</sup> Floor, Sacramento, CA 95811

or

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

- Submit comments via email to: [tbuford@cityofsacramento.org](mailto:tbuford@cityofsacramento.org) or [Laura\\_Walsh@dot.ca.gov](mailto: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.

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, 3<sup>rd</sup> 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#  
EA #928303  
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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**

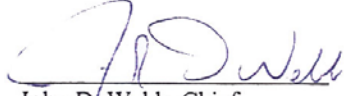
Submitted Pursuant to: (State) Division 13, California Public Resources Code  
(Federal) 42 USC 4332(2) C and 49 USC 303

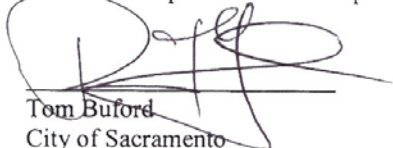
THE STATE OF CALIFORNIA

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 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 65<sup>th</sup> 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 City Council will determine whether to certify the EIR 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.

## **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**
<b>Human Environment</b>				
<b>Land Use</b>	<b>Consistency with Regional Plans</b>	No impacts.	No impacts. Alternative 1 is consistent with regional plans, including the SACOG 2009-2012 MTIP SACOG 2035 MTP.	None.
	<b>Consistency with the City of Sacramento General Plan</b>	No impacts.	No impacts. Alternative 1 is consistent with the City of Sacramento 2030 General Plan.	None.
<b>Parks and Recreation Facilities</b>		No impacts.	No impacts.	None.
<b>Growth</b>		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.
<b>Community Character and Cohesion</b>		No impacts.	No impacts. The alternative would provide benefits to community cohesion by providing connectivity, along with pedestrian and bicycle facilities.	None.
<b>Relocation and Real Property Acquisition</b>		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.
<b>Environmental Justice</b>		No impacts.	No impacts.	None.
<b>Utilities and Emergency Services</b>		No impacts.	<p><b>Utilities</b></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><b>Emergency Services</b></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><b>Utilities</b></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><b>Emergency Services</b></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**
<b>Traffic and Transportation/ Pedestrian and Bicycle Facilities</b>	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"> <li>• Folsom Boulevard/65th Street (LOS F during AM and PM peak hours);</li> <li>• Folsom Boulevard/State University Drive East (LOS F during AM and PM peak hours);</li> <li>• Folsom Boulevard/Howe Avenue/Power Inn Road (LOS F during AM and PM peak hours); and</li> <li>• Folsom Boulevard/Ramona Avenue (LOS F during AM and PM peak hours).</li> </ul> <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.
<b>Visual/Aesthetics</b>	No impacts.	No impacts.	None.
<b>Cultural Resources</b>	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"> <li>• 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.</li> <li>• 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.</li> <li>• 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.</li> </ul>
<b>Physical Environment</b>			
<b>Hydrology and Flood plain</b>	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**
<b>Water Quality and Storm Water Runoff</b>	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.
<b>Hazardous Waste/Materials</b>	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"> <li>• 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.</li> <li>• 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.</li> <li>• 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.</li> </ul>

**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><b>Air Quality</b></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"> <li>• 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.</li> <li>• 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.</li> <li>• 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.</li> <li>• Limit vehicle speeds on unpaved roads to 15 miles per hour (mph).</li> <li>• 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.</li> <li>• 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.</li> <li>• 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.</li> </ul>
<p><b>Noise</b></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"> <li>• 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).</li> <li>• Any adjacent residences within the proposed project vicinity shall be notified prior to any nighttime or weekend construction activities.</li> </ul> <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"> <li>• 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.</li> </ul>

**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"> <li>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.</li> </ul>
<b>Biological Environment</b>			
Natural Communities	No impacts.	This alternative would result in direct impacts to 0.58 acre and indirect impacts to 0.61 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 acre and indirect impacts to 0.61 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"> <li>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).</li> <li>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.</li> <li>At no time shall heavy equipment operate in flowing water or saturated soils.</li> </ul>
			<ul style="list-style-type: none"> <li>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.</li> <li>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.</li> </ul> <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**
<p><b>Animal Species</b></p>	<p>No impacts.</p>	<p>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>	<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"> <li>• 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;</li> <li>• 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;</li> <li>• 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;</li> <li>• 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</li> <li>• 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.</li> </ul>
<p><b>Threatened and Endangered Species</b></p>	<p>No impacts.</p>	<p><b><u>Vernal Pool Invertebrates</u></b>  Proposed project would result in the permanent loss of 1.18 acres under Design Option 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 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><b><u>Valley Elderberry Longhorn Beetle</u></b>  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><b><u>Vernal Pool Invertebrates</u></b>  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 acres) and 2:1 for indirect impacts (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><b><u>Valley Elderberry Longhorn Beetle</u></b>  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**

<b>Agency</b>	<b>Permit/Approval</b>	<b>Status</b>
California Regional Water Quality Control Board	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.
United States Fish and Wildlife Service	Compliance with Section 7 of the Federal Endangered Species Act	Formal consultation 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 issued by the USFWS before this environmental document is finalized.



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# 1.0 PROPOSED PROJECT

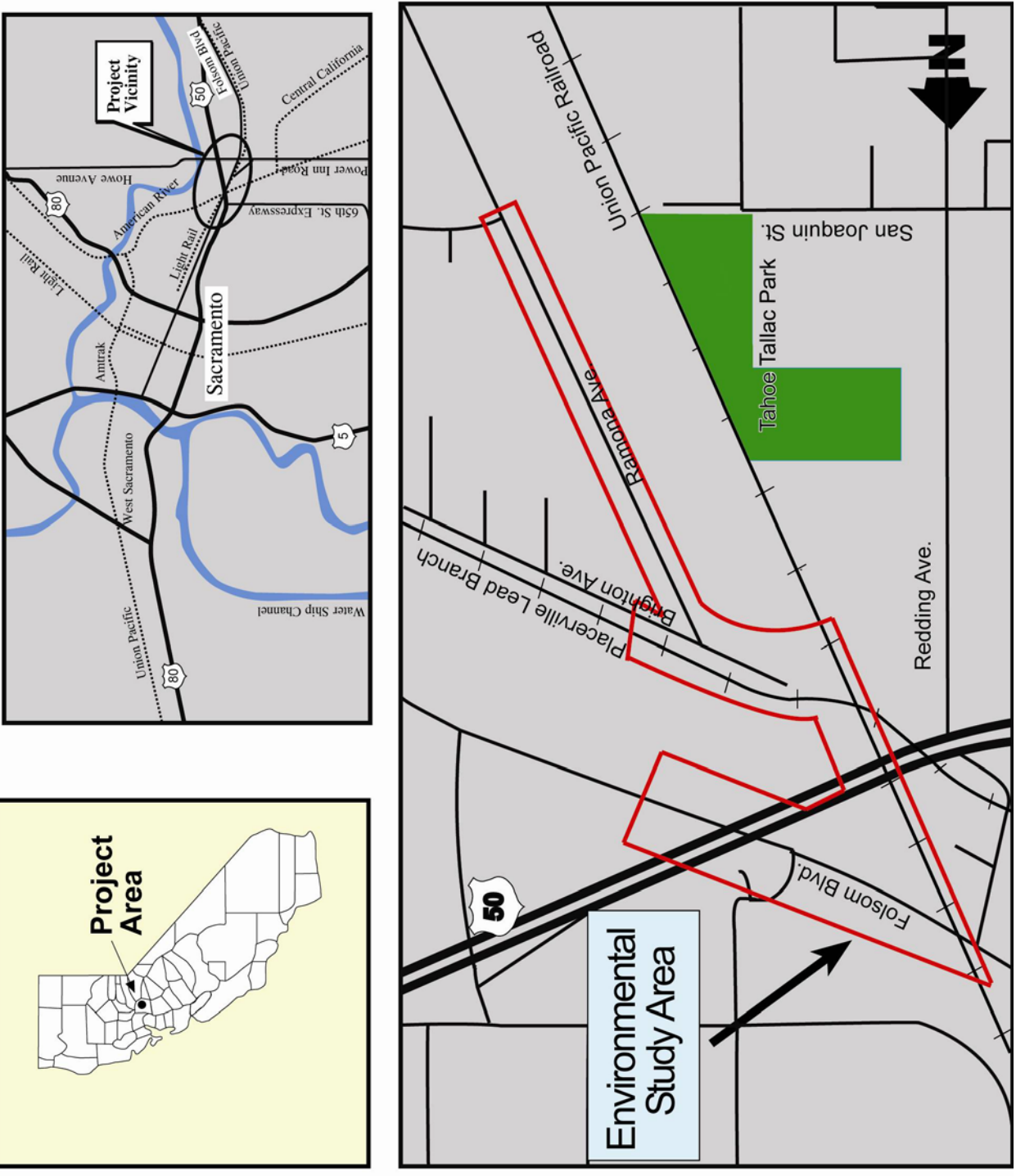
## 1.1 Introduction

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 65<sup>th</sup> 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)**

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).

### **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, all written comments will be considered and the City and Caltrans will select a preferred alternative and make the final determination of the project's effect on the environment. In accordance with CEQA, the City Council will certify that the project complies with CEQA, prepare findings for all significant impacts identified, prepare a Statement of Overriding Considerations for impacts that will not be mitigated below a level of

significance, and certify that the findings and Statement of Overriding Considerations have been considered prior to project approval. The City will also prepare and adopt a mitigation monitoring and reporting plan. The City will file a Notice of Determination with the State Clearinghouse that will identify whether the project will have significant impacts, if mitigation measures were included as part of project approval, 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 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)	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.
United States Fish and Wildlife Service	Compliance with Section 7 of the Endangered Species Act	Formal consultation 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 issued by the USFWS 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 65<sup>th</sup> 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
<b>Mobility Element</b>	
<p><b>Goal M 1.1 - Comprehensive Transportation System.</b> Provide a transportation system that is effectively planned, managed, operated, and maintained.</p>	<p><b>Consistent.</b> 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><b>Goal M 1.2 - Multimodal System.</b> Provide expanded transportation choices to improve the ability to travel efficiently and safely to destinations throughout the city and region.</p> <p><b>Policy M 1.2.1 - Multimodal Choices.</b> 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><b>Consistent.</b> 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 65<sup>th</sup> 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
<b>Mobility Element</b>	
<p><b>Goal M 2.1 Integrated Pedestrian System.</b> Design a universally accessible, safe, convenient, and integrated pedestrian system that promotes walking.</p> <p><b>Policy M 2.1.2 - Sidewalk Design.</b> 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><b>Policy M 2.1.3 - Streetscape Design.</b> 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'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.

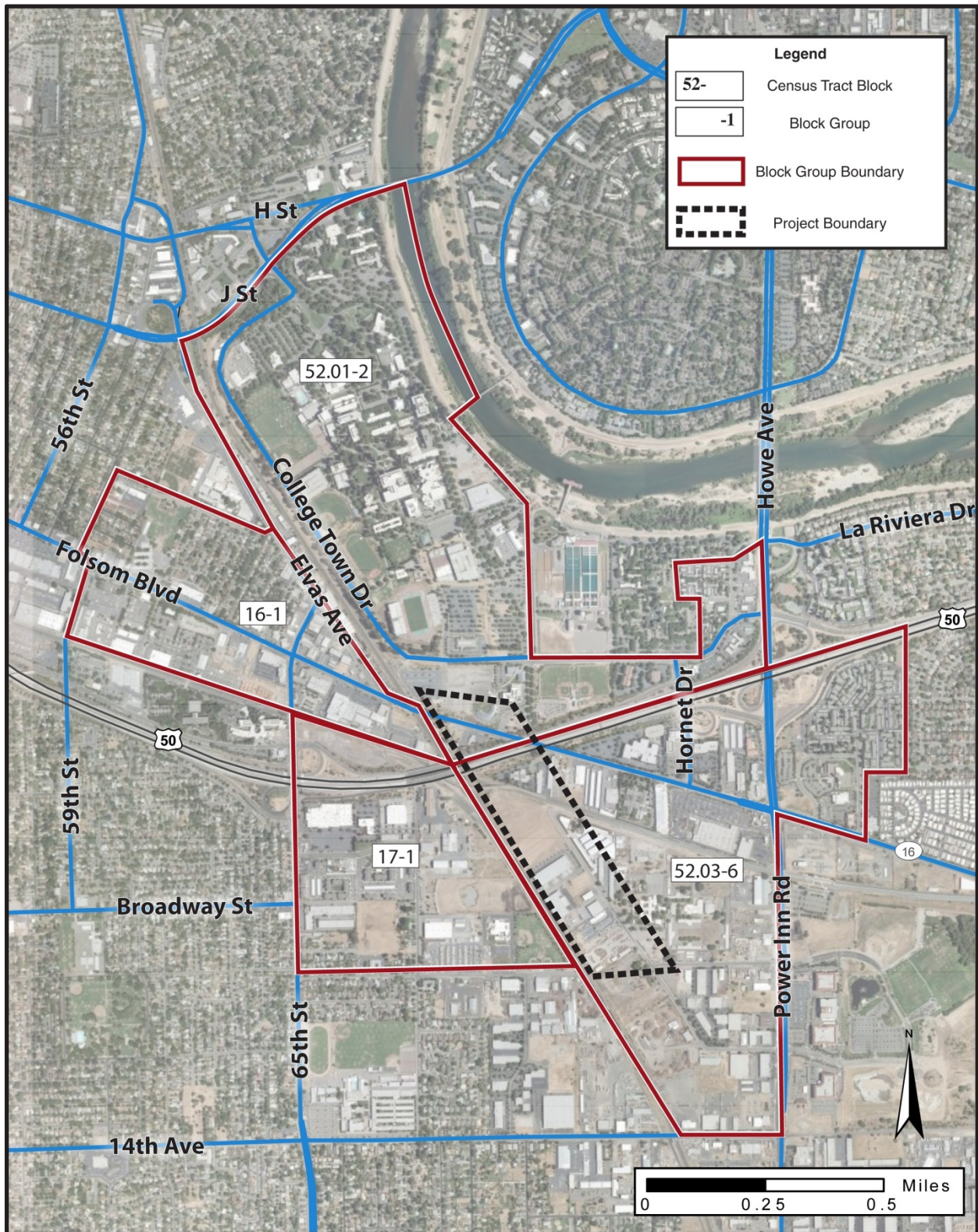
Information on community character and cohesion was obtained from field observations and the 2000 United States Census. To describe the demographic characteristics of the proposed project area, demographic information from the census was examined at the County, City and Census Tract Block Group (CTBG) 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 65<sup>th</sup> 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.<sup>1, 2</sup>

<sup>1</sup> 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).

<sup>2</sup> 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”.

**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

**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 65<sup>th</sup> 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 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.

#### **2.2.1.4.2 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.

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, the Federal Water Pollution Control Act was amended, making the discharge of pollutants to the waters of the United States from any point source unlawful, unless the discharge is in compliance with a National Pollutant Discharge Elimination System (NPDES) permit. The Federal Water Pollution Control Act was subsequently amended in 1977, and was renamed the Clean Water Act (CWA). The CWA, as amended in 1987, directed that storm water discharges are point source discharges. The 1987 CWA amendment established a framework for regulating municipal and industrial storm water discharges under the NPDES program. Important CWA sections are as follows:

- Sections 303 and 304 provide for water quality standards, criteria, and guidelines;
- Section 401 requires an applicant for any federal project that proposes an activity, which may result in a discharge to waters of the United States to obtain certification from the State that the discharge will comply with other provisions of the act;
- Section 402 establishes the National Pollutant Discharge Elimination System (NPDES), a permitting system for the discharges (except for dredge or fill material) into waters of the United States. Regional Water Quality Control Boards (RWQCB) administer this permitting program in California. Section 402(p) establishes addresses storm water and non-storm water discharges; and
- Section 404 establishes a permit program for the discharge of dredge or fill material into waters of the United States. This permit program is administered by the U.S. Army Corps of Engineers (ACOE).

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

### **2.2.2.2 State Requirements: Porter-Cologne Water Quality Control Act (California Water Code)**

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 otherwise) to land or surface waters that may impair beneficial uses for surface and/or groundwater of the state.

The State Water Resources Control Board (SWRCB) and RWQCBs are responsible for establishing the water quality standards (objectives) required by the CWA, and regulating discharges to ensure that the objectives are met. 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 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 establishing Total Maximum Daily Loads (TMDLs). TMDLs establish allowable pollutant loads from all sources (point, non-point, and natural) for a given watershed.

#### **2.2.2.2.1 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.

- **NPDES Program**

The SWRCB stipulates that storm water from a project must comply with NPDES General Permit for "Storm Water Discharges Associated with Construction and Land Disturbance Activities" (Order No. 2009-0009-DWQ, NPDES No. CAS000002) hereafter called the "Permit." This permit covers rights-of-way, properties, facilities, and activities in the State. NPDES permits establish a five-year permitting time frame. NPDES permit requirements remain active until a new permit has been adopted.

In compliance with the permit and the City Master Specifications, the City is required to prepare a Statewide Storm Water Management Plan (SWMP) to address storm water pollution controls related to planning, design, construction, and maintenance activities throughout their jurisdiction. The SWMP describes the minimum procedures and practices the City 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 Best Management Practices (BMPs). The proposed project would be programmed to follow the guidelines and procedures outlined

in the City's Master Specification to address storm water runoff or any subsequent SWMP version draft and approved.

- **Municipal Separate Storm Sewer System Program**

The U.S. Environmental Protection Agency (EPA) defines a Municipal Separate Storm Sewer System (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, country, or other public body having jurisdiction over storm water, that are designed or used for collecting or conveying storm water. As part of the NPDES program, U.S. EPA initiated a program that requires that entities having MS4s apply to their local RWQCBs for storm water discharge permits. The program proceeded through two phases. Under Phase I, the program initiated permit requirements for designated municipalities with populations of 100,000 or greater. Phase II expanded the program to municipalities with populations of less than 100,000.

- **Construction Activity Permitting**

SWPPP work includes preparing a SWPPP including a Construction Site Monitoring Program (CSMP), obtaining SWPPP approval, amending the SWPPP, inspecting and reporting on WPC practices at the job site. The SWPPP must comply with the Preparation Manual and the Permit. The SWPPP must be submitted in place of the water pollution control program under Section 7-1.01G, "Water Pollution," of the Standard Specifications. The permit will regulate storm water discharges from construction sites that result in a DSA of one acre or greater, and/or are part of a 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.

The newly adopted permit separates projects into Risk Levels 1 – 3. 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. Risk levels are determined during the design phase and are based on potential erosion and transport to receiving waters. Applicants are required to develop and implement an effective Storm Water Pollution Prevention Plan (SWPP).

The City's NPDES Permit guidelines require the City to submit a Notice of Construction (NOC) to the RWCB to obtain coverage under the Construction General Permit. Upon project completion, a Notice of Completion of Construction (NOCC) is required to suspend coverage. An NOC or equivalent form will be submitted to the RWQCB at least 30 days prior to construction if the associated DSA is 1 acre or more. In accordance with City Standard Specifications, the SWPPP must include Water Pollution Control (WPC) practices applicable to storm water and non-stormwater from areas outside of the job site that are related to activities including staging areas, storage yards and access roads.

During the construction phase, compliance with the permit and City Standard Special Conditions requires appropriate selection and deployment of both structural and non-structural BMPs. These BMPs must achieve performance standards of Best Available Technology economically achievable/Best Conventional Pollutant Control Technology (BAT/BCT) to reduce or eliminate storm water pollution.

### **2.2.2.3 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.

### **2.2.2.4 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).

### **2.2.2.5 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 Clean Air Act as amended in 1990 is the federal law that governs air quality. Its counterpart in California is the California Clean Air Act of 1988. These laws 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). Standards have been established for six criteria pollutants that have been linked to potential health concerns; the criteria pollutants are carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>), ozone (O<sub>3</sub>), particulate matter (PM), lead (Pb), and sulfur dioxide (SO<sub>2</sub>).

Under the 1990 Clean Air Act Amendments, the U.S. Department of Transportation cannot fund, authorize, or approve Federal actions to support programs or projects that are not first found to conform to State Implementation Plan for achieving the goals of the Clean Air Act requirements. Conformity with the Clean Air Act takes place on two levels—first, at the regional level and second, at the project level. The proposed project must conform at both levels to be approved.

Regional level conformity in California is concerned with how well the region is meeting the standards set for CO, NO<sub>2</sub>, O<sub>3</sub>, and PM. California is in attainment for the other criteria pollutants. At the regional level, Regional Transportation Plans (RTP) are developed that include all of the transportation projects planned for a region over a period of years, usually at least 20. Based on the projects included in the RTP, an air quality model is run to determine whether or not the implementation of those projects would conform to emission budgets or other tests showing that attainment requirements of the Clean Air Act are met. If the conformity

analysis is successful, the regional planning organization, such as the Sacramento Area Council of Governments (SACOG) for the Sacramento region and the appropriate federal agencies, such as the FHWA, make the determination that the RTP is in conformity with the State Implementation Plan for achieving the goals of the Clean Air Act. Otherwise, the projects in the RTP must be modified until conformity is attained. If the design and scope of the proposed transportation project are the same as described in the RTP, 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 CO and/or PM. A region is a “nonattainment” area if one or more monitoring stations in the region fail to attain the relevant standard. Areas that were previously designated as nonattainment areas but have recently met the standard are called “maintenance” areas. “Hot spot” analysis is essentially the same, for technical purposes, as CO or PM analysis performed for NEPA purposes. Conformity does include some specific standards for projects that require a hot spot analysis. In general, projects must not cause the CO standard to be violated, and in “nonattainment” areas the project must not cause any increase in the number and severity of violations. If a known CO or PM 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.

#### **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, PM<sub>10</sub>, and PM<sub>2.5</sub>.

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, PM<sub>10</sub> and PM<sub>2.5</sub>.

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 PM<sub>10</sub> and PM<sub>2.5</sub> 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; PM<sub>10</sub>; and PM<sub>2.5</sub>. Table 2–10 presents monitoring data for ozone. Table 2–11 provides monitoring data for CO. Table 2–11 has monitoring data for PM<sub>10</sub>. Table 2–13 presents monitoring data for PM<sub>2.5</sub>. 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, PM<sub>10</sub> and PM<sub>2.5</sub> 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 <sub>3</sub> ) <sup>a</sup>	1 hour 8 hours	0.09 ppm 0.070 ppm	<sup>b</sup> 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 <sub>x</sub> ) 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 <sup>c</sup>	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 <sub>10</sub> ) <sup>a</sup>	24 hours Annual	50 µg/m <sup>3</sup> 20 µg/m <sup>3</sup>	150 µg/m <sup>3</sup> –	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 <sub>10</sub> .	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 <sub>2.5</sub> ) <sup>a</sup>	24 hours Annual	– 12 µg/m <sup>3</sup>	35 µg/m <sup>3</sup> 15 µg/m <sup>3</sup>	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 <sub>2.5</sub> size range. Many aerosol and solid compounds are part of PM <sub>2.5</sub> .	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 <sub>x</sub> , sulfur oxides (SO <sub>x</sub> ), ammonia, and ROG.
Nitrogen dioxide (NO <sub>2</sub> )	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 <sub>2</sub> )	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) <sup>d</sup>	Monthly Quarterly	1.5 µg/m <sup>3</sup> –	– 1.5 µg/m <sup>3</sup>	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-Marin 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/m<sup>3</sup> = micrograms per cubic meter

<sup>a</sup> Annual PM<sub>10</sub> NAAQS revoked October 2006; was 50 µg/m<sup>3</sup>. 24-hr. PM<sub>2.5</sub> NAAQS tightened October 2006; was 65 µg/m<sup>3</sup>.

<sup>b</sup> [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.

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

<sup>d</sup> 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 PM<sub>10</sub> and, in larger proportion, PM<sub>2.5</sub>. Both the ARB and U.S. EPA have identified various organic compounds that are precursors to ozone and PM<sub>2.5</sub> 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**

<b>Pollutant</b>	<b>California Standard</b>	<b>Federal Standard</b>
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**

<b>Station and Measurement*</b>	<b>Pollutant Concentration</b>			
	<b>Air Quality Standard</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>
<b><i>Sacramento-3801 Airport Road</i></b>				
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
<b><i>Sacramento-Del Paso Monor-2701 Avalon Drive</i></b>				
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
<b><i>Sacramento-T Street</i></b>				
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
<b><i>Sacramento-3801 Airport Road</i></b>				
Highest 8-Hour Average	9	3.15	5.58	1.83
Second Highest 8-Hour Average	(State)	2.56	4.10	1.70
<b><i>Sacramento- Del Paso Monor-2701 Avalon Drive</i></b>				
Highest 8-Hour Average	9	3.49	2.90	2.49
Second Highest 8-Hour Average	(State)	2.99	2.76	2.10
<b><i>Sacramento-El Camino &amp; Watt</i></b>				
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. PM<sub>10</sub> Monitoring Results**

Station and Measurement*	Pollutant Concentration			
	Air Quality Standard	2006	2007	2008
<b><i>Sacramento-Health Department-2221 Stockton Boulevard</i></b>				
Highest 24-Hour Average	50	57.0	60.0	88.0
Second Highest 24-Hour Average	(State)	56.0	55.0	65.0
<b><i>Sacramento-T Street</i></b>				
Highest 24-Hour Average	50	111.0	57.4	70.9
Second Highest 24-Hour Average	(State)	71.0	56.0	66.7
<b><i>Sacramento-Branch Center #2-3847 Branch Center Road</i></b>				
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<sub>2.5</sub> Monitoring Results**

Station and Measurement*	Pollutant Concentration			
	Air Quality Standard	2006	2007	2008
<b>Sacramento-Health Department-2221 Stockton Boulevard</b>				
Highest 24-Hour Average	65	45.0	53.0	64.8
Second Highest 24-Hour Average	(State)	44.0	49.0	50.0
<b>Sacramento-T Street</b>				
Highest 24-Hour Average	65	54.0	58.0	78.9
Second Highest 24-Hour Average	(State)	48.8	55.8	69.7
<b>Sacramento-Del Paso Manor</b>				
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 PM<sub>10</sub> and PM<sub>2.5</sub>. 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<sub>x</sub> emissions.

Construction-related ozone precursor NO<sub>x</sub> emissions are considered a significant impact under CEQA if implementation of the proposed project would generate NO<sub>x</sub> 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 PM<sub>10</sub> (and, therefore, PM<sub>2.5</sub>) at an off-site location.

Thus, the PM<sub>10</sub> 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 PM<sub>10</sub> and PM<sub>2.5</sub>.

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<sub>x</sub> emissions would be generated during the grubbing/land clearing phase. During this phase, 49.4 ppd of NO<sub>x</sub> would be generated by project-related construction activity. Because this amount of NO<sub>x</sub> 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 PM<sub>10</sub> and PM<sub>2.5</sub> 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**

	<b>AM Peak Period</b>	<b>PM Peak Period</b>	<b>Midday Period</b>	<b>Evening Period</b>	<b>Total Daily</b>
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**

NEPA and CEQA provide the broad basis for analyzing and abating 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

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. Table 2–15 presents the Caltrans Noise Abatement Criteria (NAC).

**Table 2–15. Noise Abatement Criteria**

<b>Activity Category</b>	<b>NAC, Hourly A-Weighted Noise Level, dBA L<sub>eq</sub>(h)</b>	<b>Description of Activities</b>
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

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.

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, the absolute noise level, build versus existing noise, environmental impacts of abatement, public and local agencies input, newly constructed development versus development pre-dating 1978, and the cost per benefited residence.

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	30	Library
Quiet Rural Nighttime	20	Bedroom at Night, Concert Hall (Background)
	10	Broadcast/Recording Studio
Lowest Threshold of Human Hearing	0	Lowest Threshold of Human Hearing

**Figure 2–3. Noise Levels of Common Activities**

**2.2.5.1.2 National Environmental Policy Act and 23 CFR 772**

For highway transportation projects with FHWA (and Caltrans, as assigned) 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 transportation 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.

**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–).

**Table 2–16. Exterior Noise Compatibility Standards**

<b>Lane Use Type</b>	<b>Highest Level of Noise Exposure that is Regarded as “Normally Acceptable”<sup>1</sup> (Ldn<sup>2</sup> or CNEL<sup>3</sup>)</b>
Residential – Low Density Single Family, Duplex, Mobile Homes	60 dBA <sup>4,5</sup>
Residential – Multi-family	65 dBA
Urban Residential Infill <sup>6</sup> and Mixed-use Projects <sup>7</sup>	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 <sup>1</sup>		Institutional land uses with primarily daytime and evening uses <sup>2</sup>	
Existing L <sub>dn</sub>	Allowable Noise Increment	Existing L <sub>dn</sub>	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.

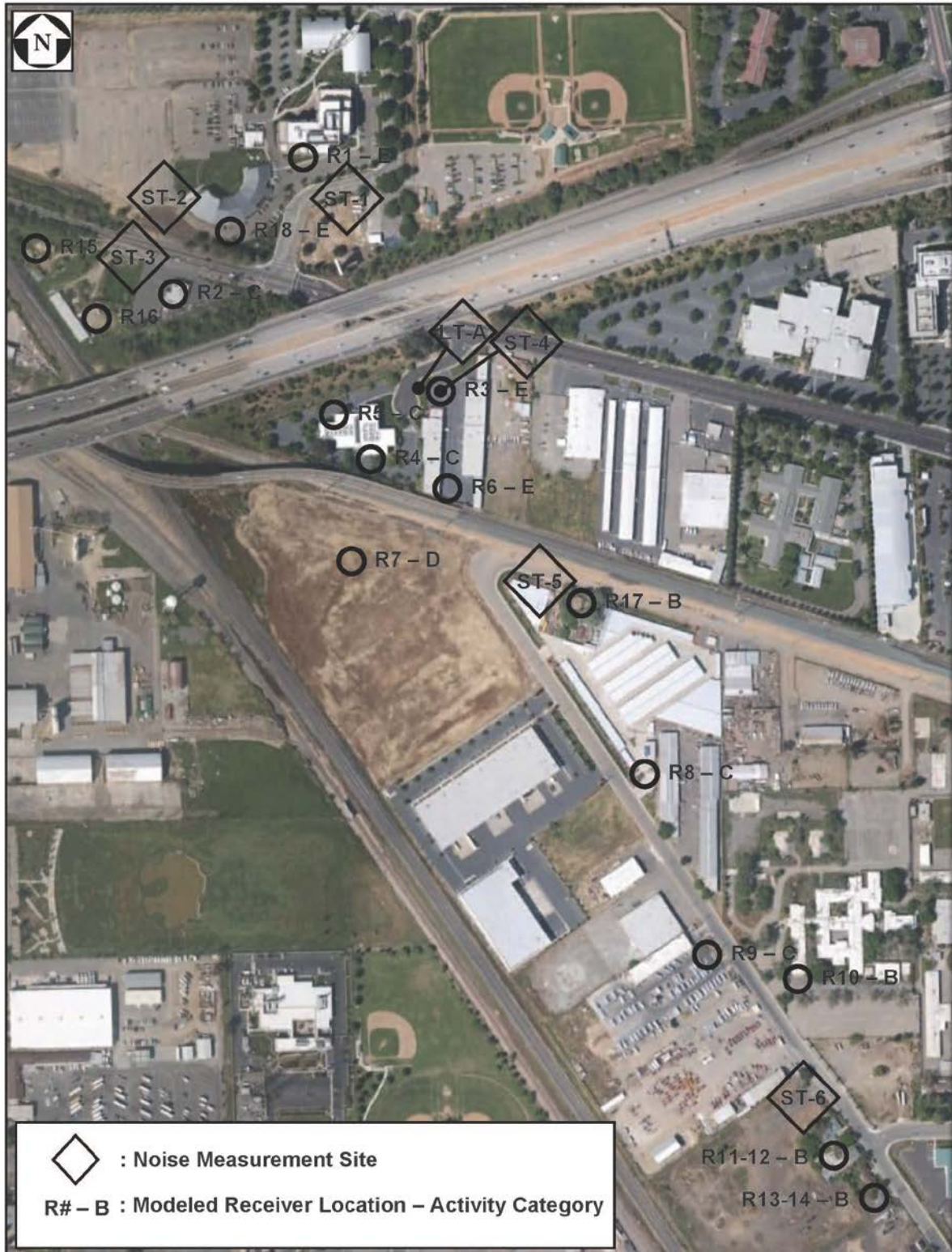
**2.2.5.3 Environmental Consequences**

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. <sup>a</sup>	Land Use	Existing Noise Level L <sub>eq</sub> (h), dBA (Exterior/Interior) Noise Level*	Folsom Blvd. Widening and Ramona Ave. Extension Project Future Worst Hour Noise Levels - L <sub>eq</sub> (h), dBA				
			(2030), No Project Noise Levels L <sub>eq</sub> (h), dBA	Exterior/Interior Design Year (2030), Alternative 1 L <sub>eq</sub> (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. <sup>a</sup>	Land Use	Existing Noise Level L <sub>eq</sub> (h), dBA (Exterior/Interior) Noise Level*	Folsom Blvd. Widening and Ramona Ave. Extension Project Future Worst Hour Noise Levels - L <sub>eq</sub> (h), dBA				
			Design Year (2030), No Project Noise Levels L <sub>eq</sub> (h), dBA Exterior/Interior Noise Level*	Design Year (2030), Alternative 1 L <sub>eq</sub> (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. brennan, 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-acre of seasonally-inundated wetlands that provide suitable habitat for federally-listed vernal pool invertebrates. It would also result in approximately 0.01-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 Clean Water Act (33 U.S.C. 1344) is the primary law regulating wetlands and surface waters. The Clean Water Act regulates the discharge of dredged or fill material into waters of the United States, including wetlands. Waters of the United States 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 Clean Water Act, 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 Clean Water Act.

Section 404 of the Clean Water Act 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 administered by the U.S. Army Corps of Engineers (ACOE) with oversight by the EPA.

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 FHWA, 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 SWRCB and the 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 proposing 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 ACOE 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 in compliance with Section 401 of the Clean Water Act. 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 USACE 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 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 USACE (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.

### **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**

This alternative would result in direct impacts to approximately 1.19-acre of seasonally-inundated wetlands that provide suitable habitat for federally-listed vernal pool invertebrates. It would also result in approximately 0.01-acre of indirect impacts to seasonal wetlands (Appendix F).

### **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 (*Legener limosa*), Bogg's Lake hedge hyssop (*Gratiola heterosepela*), 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. The survey 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 FHWA, are required to consult with USFWS and NOAA Fisheries 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. 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 projects 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.

#### **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.

### **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 acres under Design Option 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 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. Wetlands depicted in green will not be directly impacted by the project, but are within the 250-foot buffer and are considered indirectly impacted. Seasonal wetlands within the 250-foot buffer, but can be protected for project impacts by ESA fencing, are depicted in white.

**Table 2–20. Fairy Shrimp Habitat Project Impact**

Type	Map Code*	Approx Area (sq ft)	Direct Impact Area (sq ft)	Indirect Impact Area (sq ft)
<i>Drainage Ditches</i>				
	SH 2	291	0	0
	SH 3	2,497	0	0
<i>Seasonal Wetlands</i>				
	SW 7	506	506	0
	SW 10	512	512	0
	SW 11	1,975	1,571	404
	SW 12	499	0	499
	SW 13	945	945	0
	SW 14	750	0	0
	SW 15	3,224	0	0
	SW 16	5,109	0	0
	SW 17	5,091	4,905	186
	SW 18	42,649	16,839	25,810
	SW 19	1,733	0	0
	SW 20	712	0	0

\*Map Code corresponds at figures in Appendix F.

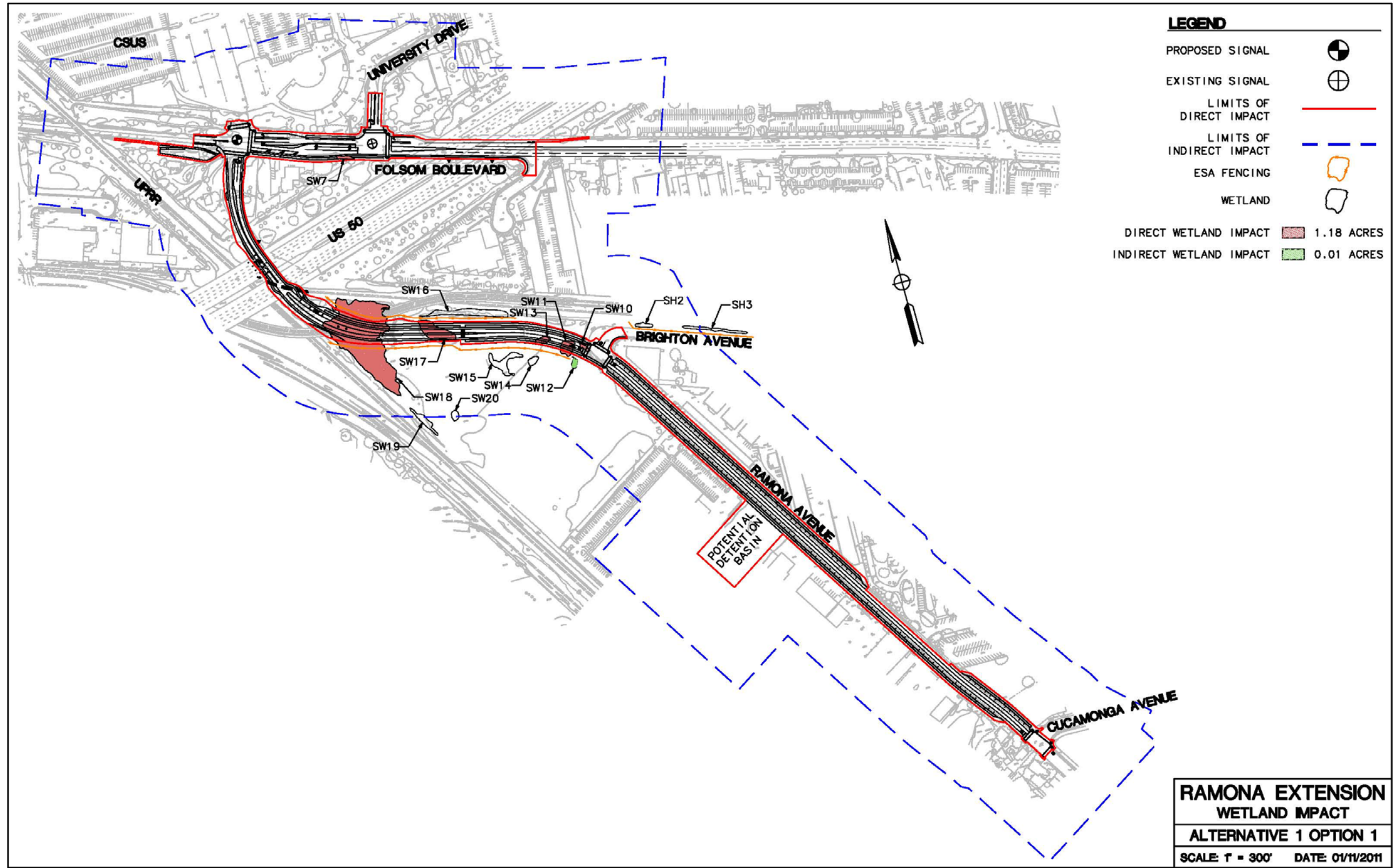


Figure 2-5. Seasonal Wetland Impacts Alternative 1 Design Option 1

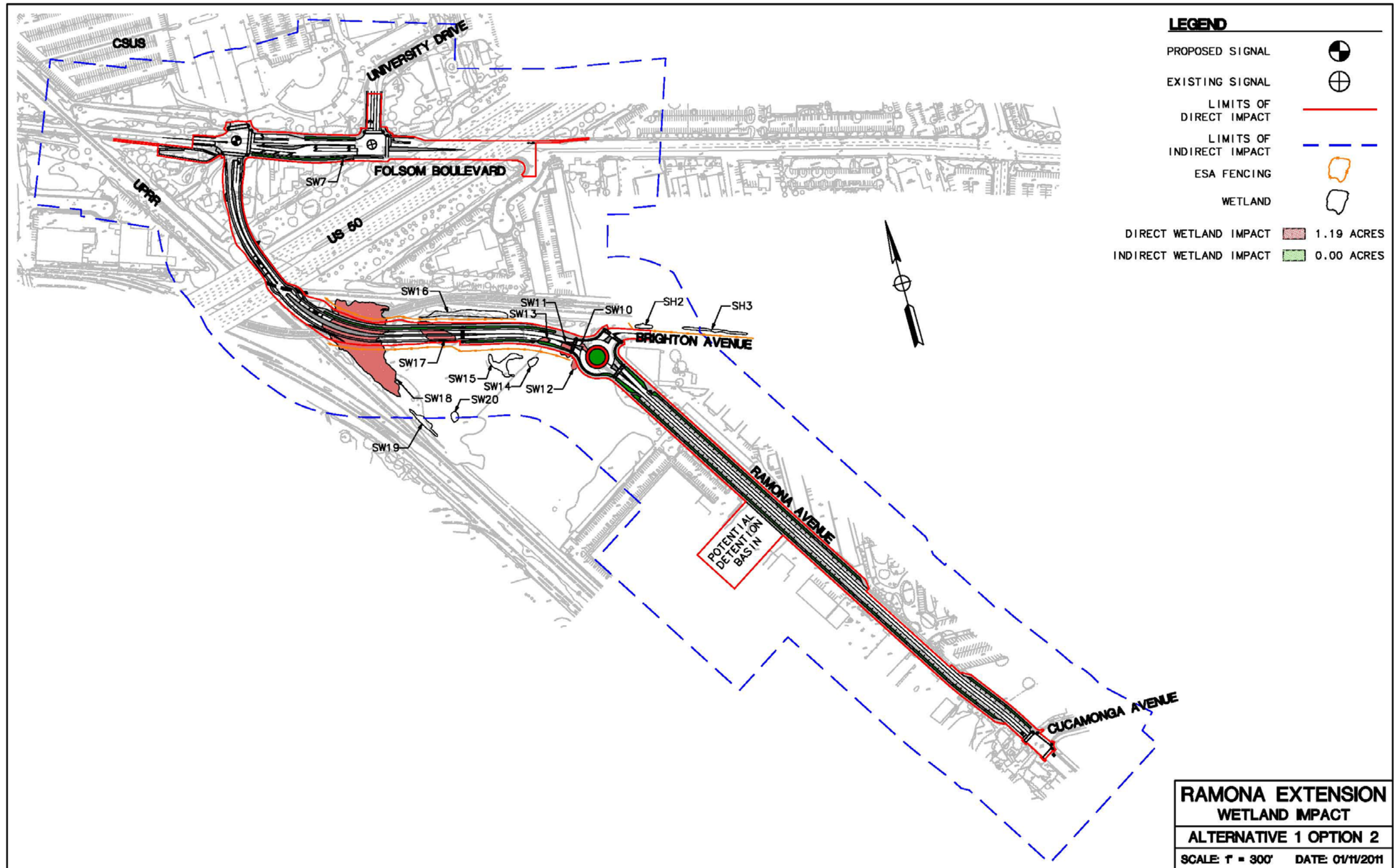


Figure 2-6. Seasonal Wetland Impacts Alternative 1 Design Option 2

### **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 acres) and 2:1 for indirect impacts (0.03 acre) 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.

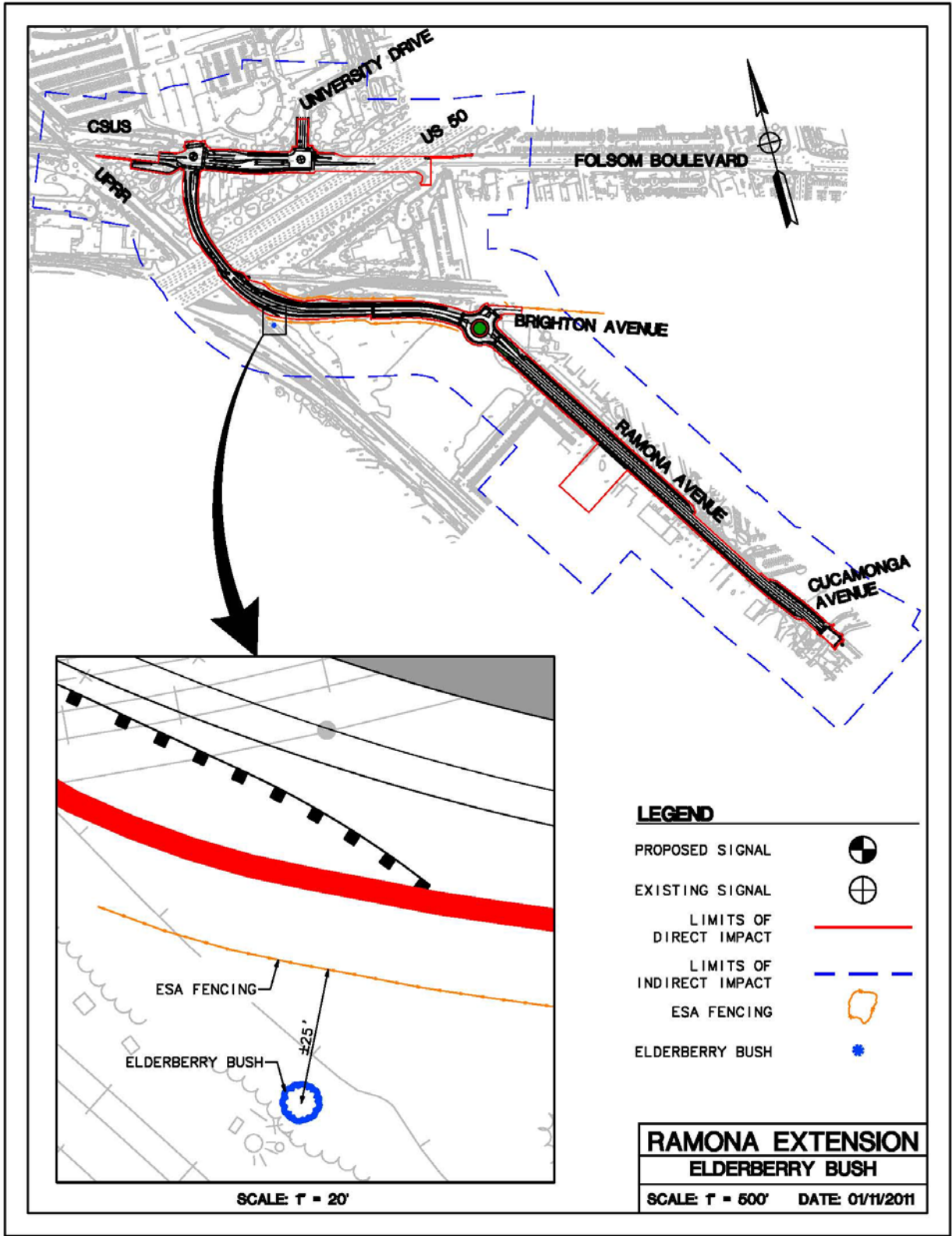


Figure 2-7. Elderberry ESA Fencing Map

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**

<b>Project/Activity</b>	<b>Project/Action Summary</b>	<b>Biological Resources Impact Summary</b>
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?	<p>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>.</p> <p>An elderberry bush (host plant to the listed elderberry longhorn beetle) is located outside of the direct impact area but within the project vicinity.</p> <p>Pages 2-67 to 2-72</p>	<p>Less than significant with mitigation incorporated.</p> <p>Page 2-72</p>

**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 has been a concern since at least 1988, as evidenced by the establishment of the United Nations and World Meteorological Organization’s Intergovernmental Panel on Climate Change (IPCC). The efforts devoted to greenhouse gas (GHG) emissions reduction and climate change research and policy have increased dramatically in recent years. These efforts are primarily concerned with the emissions of GHG related to human activity that include carbon dioxide (CO<sub>2</sub>), methane, nitrous oxide, tetrafluoromethane, hexafluoroethane, sulfur hexafluoride, HFC-23 (fluoroform), HFC-134a (s, s, s, 2 –tetrafluoroethane), and HFC-152a (difluoroethane).

In 2002, with the passage of Assembly Bill 1493 (AB 1493), California launched an innovative and proactive approach to dealing with greenhouse gas emissions and climate change at the state level. Assembly Bill 1493 requires the California Air Resources Board (CARB) 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; however, in order to enact the standards California needed a waiver from the U.S. Environmental Protection Agency (EPA). The waiver was denied by the U.S. EPA in December 2007, and efforts to overturn the decision had been unsuccessful (see *California v. Environmental Protection Agency*, 9th Cir. Jul. 25, 2008, No. 08-70011). On January 26, 2009, it was announced that EPA would reconsider their decision regarding the denial of California's waiver. On May 18, 2009, President Obama announced the enactment of a 35.5 miles per gallon (mpg) fuel economy standard for automobiles and light duty trucks that will take effect in 2012. On June 30, 2009 EPA granted California the waiver. California is expected to enforce its standards for 2009 to 2011, and then look to the federal government to implement equivalent standards for 2012 to 2016. The granting of the waiver will also allow California to implement even stronger standards in the future. The state is expected to start developing new standards for the post-2016 model later this year.

On June 1, 2005, Governor Arnold Schwarzenegger signed Executive Order S-3-05. 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 (AB 32), the Global Warming Solutions Act of 2006. AB 32 sets the same overall GHG emissions reduction goals while further mandating that CARB create a plan that 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.

With 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 10 percent by 2020.

Climate change and GHG reduction is also a concern at the federal level; however, at this time, no legislation or regulations have been enacted specifically addressing GHG emissions reductions and climate change. California, in conjunction with several environmental organizations and several other states, sued to force the U.S. EPA to regulate GHG as a pollutant under the Clean Air Act (*Massachusetts vs. Environmental Protection Agency et al.*, 549 U.S. 497 (2007)). The court ruled that GHG does fit within the Clean Air Act's definition of a pollutant, and that the EPA does have the authority to regulate GHG. Despite the Supreme Court ruling, there are no promulgated federal regulations to date limiting GHG emissions.

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

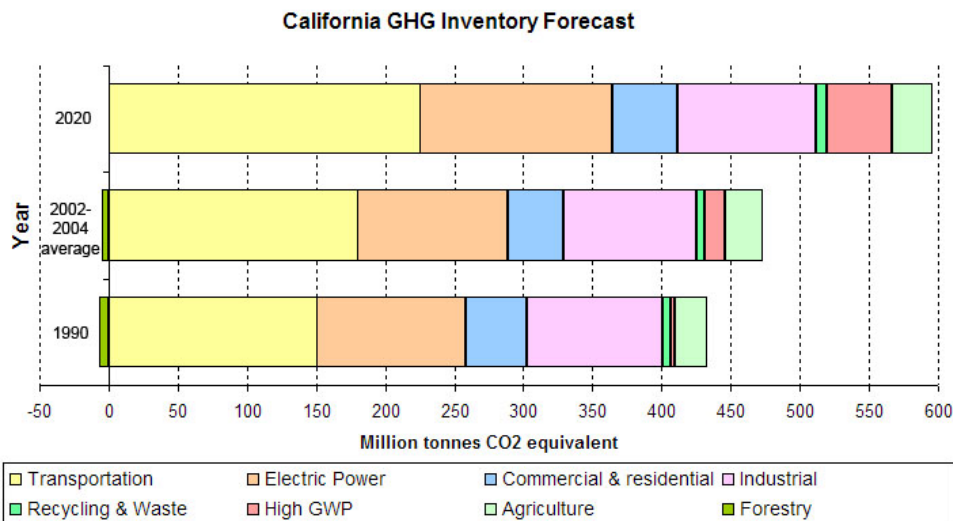
- **Endangerment Finding:** The Administrator finds that the current and projected concentrations of the six key well-mixed greenhouse gases -- carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF<sub>6</sub>) -- in the atmosphere threaten the public health and welfare of current and future generations; and

- Cause or Contribute Finding: The Administrator finds 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.

These findings do not themselves impose any requirements on industry or other entities. However, this action is a prerequisite to finalizing the EPA’s, which were jointly proposed by EPA and Caltrans of Transportation’s National Highway Safety Administration on September 15, 2009.<sup>3</sup>

According to *Recommendations by the Association of Environmental Professionals on How to Analyze GHG Emissions and Global Climate Change in CEQA Documents* (March 5, 2007), 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. In assessing cumulative impacts, it must be determined if a project’s incremental effect is “cumulatively considerable” (see CEQA Guidelines sections 15064(i)(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.

As part of its supporting documentation for the Draft Scoping Plan, CARB recently released an updated version of the GHG inventory for California (June 26, 2008). Shown below is a graph from that update depicting the total GHG emissions for California for 1990, 2002-2004 average, and 2020 projected if no action is taken.



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

<sup>3</sup> <http://www.epa.gov/climatechange/endangerment.html>

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. This document can be found at: <http://www.dot.ca.gov/docs/ClimateReport.pdf>

### 3.3.2 *Project Analysis*

While GHG emissions are generated by individual projects, the effects of GHG emissions are global in nature and have impacts that are inherently cumulative. Science is not currently sophisticated enough to measure the influence of an individual project's contribution to climate change. An individual project contributes to a potentially significant impact by its incremental contribution to the cumulative increase in GHG emissions from all sources, which together can produce measurable global climate changes.

The analysis presented in this section quantifies GHG emissions directly associated with the proposed project; however, no commonly-accepted or locally-adopted quantitative thresholds are available to determine the significance of the proposed project-related GHG emissions.

#### **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 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 CO<sub>2</sub>. This would be an increase of 0.75 percent of mobile source CO<sub>2</sub> emissions in the study area.

As a transportation infrastructure project, the 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 CO<sub>2</sub> 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 CO<sub>2</sub> 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.

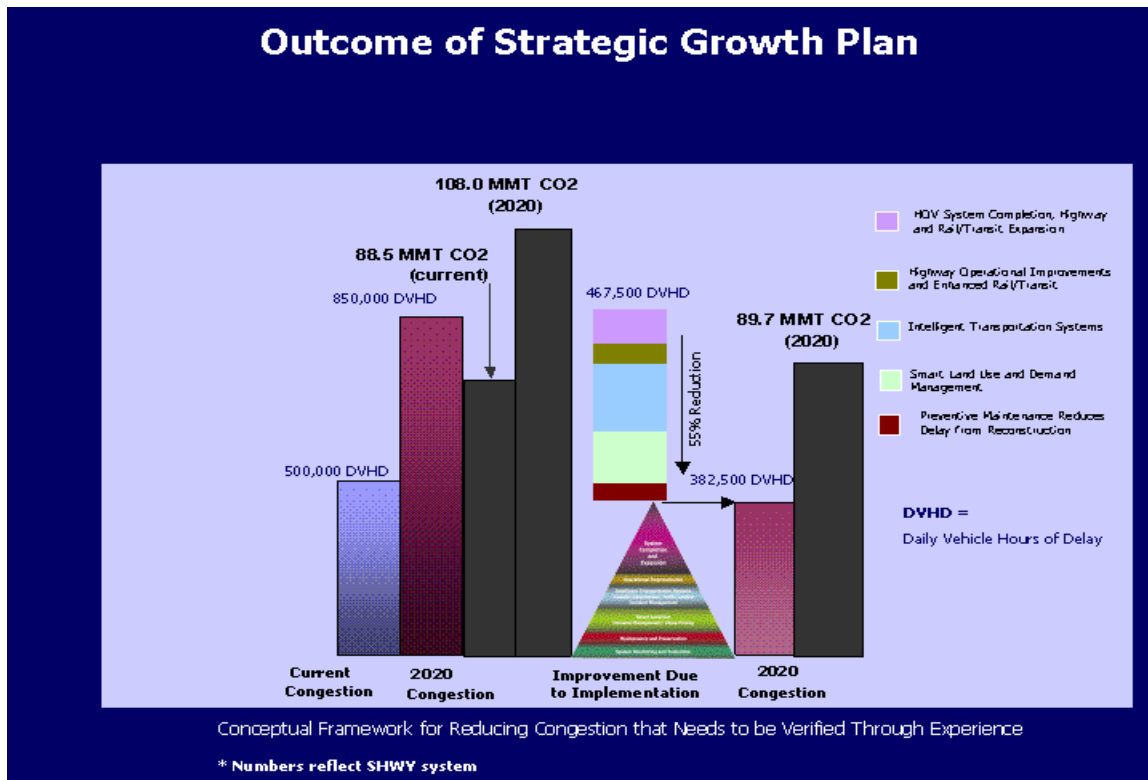


Figure 3–2. Outcome of Strategic Growth Plan

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 CO<sub>2</sub>. 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 CO<sub>2</sub> 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 CO<sub>2</sub> emissions.<sup>4</sup>

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<sup>4</sup> 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 <sub>2</sub> 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
<b>Total</b>					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 meetings, interagency coordination meetings and communications. This chapter summarizes the results of the efforts to fully identify, address and resolve project-related issues through early and continuing coordination.

### **4.1 Scoping Process**

The first formal step in 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. 50 overcrossing and the CalSTRS building, and improvements along Ramona Avenue in front of the American River Self Storage facility.

An Interagency Consultation meeting was held at SACOG on December 8, 2010 to discuss the projects 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.

### **4.2 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, 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 Ramona project and its relationship to California State University (CSUS) future link, roadway and railroad crossing details.

A field meeting was held on February 8, 2011 at the proposed project site with USFWS to discuss 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 Services
- 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
- California State University, Sacramento

## 5.0 LIST OF PREPARERS

### PAR Environmental Services, Inc.

James Gary Maniery	Principal-In-Charge EIR/EA – Contributing Author Internal QA/QC
Jennifer Moore	Environmental Impact Report/Environmental Assessment - Primary Author Community Impact Report – Primary Author Finding of Effect – Contributing Author
Tamara J. Mihm	Internal QA/QC
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 &amp; Associates, Inc.</i>	Air Quality Technical Report – Primary Author Green House Gas Letter Report – Primary Author Air Quality Conformity Report – Primary Author
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### *Noise*

Luke Saxelby <i>j.c. brennan and associates</i>	Noise Study Report – Primary Author
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### *Biology*

Ted Beedy <i>Susan Sanders Biological Consultants</i>	Natural Environment Study – Primary Author Biological Assessment – Primary Author
Virginia Dains <i>Geobotanical Phemoenology</i>	Natural Environment Study – Contributing Author Biological Assessment – Contributing Author Wetland Delineation – Primary Author



## ***Traffic***

*Fehr & Peers Transportation Consultants* Traffic Report

## ***Hazardous Waste***

Gary Parikh Phase I Initial Site Assessment – Primary Author  
*Parikh Consultants, Inc.*

## **City of Sacramento**

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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

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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  
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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

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6000 J Street  
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**Local**

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City of Sacramento  
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Community Development Department  
City of Sacramento  
300 Richard Boulevard, 3<sup>rd</sup> Floor  
Sacramento, CA 95811

City Council  
City of Sacramento  
915 I Street, Room 2000  
Sacramento, CA 95814

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City of Sacramento (City)

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Susan Sanders Biological Consulting

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**APPENDIX A**  
***CEQA Checklist***



**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 65<sup>th</sup> 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 65<sup>th</sup> 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

7/14/11  
 \_\_\_\_\_  
 Date

  
 \_\_\_\_\_  
 Tom Buford,  
 City of Sacramento Community Development Department

7/11/11  
 \_\_\_\_\_  
 Date

**ISSUES:**

	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<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
<b>V. CULTURAL RESOURCES.</b> 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"/>
<b>VI. GEOLOGY AND SOILS.</b> 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"/>
<b><u>VII. GREENHOUSE GAS EMISSIONS.</u></b> 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"/>
<b><u>VIII. HAZARDS AND HAZARDOUS MATERIALS.</u></b> 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"/>
<b><u>X. LAND USE AND PLANNING.</u></b> 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"/>

	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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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"/>
<b><u>XVI. TRANSPORTATION/TRAFFIC.</u></b> 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
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**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"/> |

<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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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"/>
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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*

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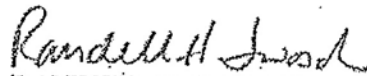


*Flex your power!  
Be energy efficient!*

August 25, 2009

TITLE VI  
POLICY STATEMENT

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

  
RANDELE H. IWASAKI  
Director



**APPENDIX C**  
*Minimization and/or Mitigation Summary*

**APPENDIX C**  
**SUMMARY OF AVOIDANCE, MINIMIZATION AND/OR MITIGATION**  
**MEASURES FOR THE PROPOSED PROJECT**

<b>Impact</b>	<b>Avoidance, Minimization and/or Mitigation Measure Summary</b>
<i><b>Human Environment</b></i>	
<b>Relocation and Real Property Acquisition</b>	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.
<b>Utilities and Emergency Services</b>	<p><u><b>Utilities</b></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><b>Emergency Services</b></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>
<b>Cultural Resources</b>	<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"> <li>• 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.</li> <li>• 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</li> </ul>

**APPENDIX C**  
**SUMMARY OF AVOIDANCE, MINIMIZATION AND/OR MITIGATION**  
**MEASURES FOR THE PROPOSED PROJECT**

<b>Impact</b>	<b>Avoidance, Minimization and/or Mitigation Measure Summary</b>
	<p>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.</p> <ul style="list-style-type: none"> <li>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</li> </ul>
<b><i>Physical Environment</i></b>	
<b>Hydrology and Flood plain</b>	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.
<b>Water Quality and Storm Water Runoff</b>	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.
<b>Hazardous Materials</b>	<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"> <li>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.</li> </ul>

**APPENDIX C**  
**SUMMARY OF AVOIDANCE, MINIMIZATION AND/OR MITIGATION**  
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<b>Impact</b>	<b>Avoidance, Minimization and/or Mitigation Measure Summary</b>
	<ul style="list-style-type: none"> <li>• 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.</li>   <li>• 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.</li> </ul>
<b>Air Quality</b>	<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"> <li>• 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.</li> <li>• 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.</li> <li>• 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.</li> <li>• Limit vehicle speeds on unpaved roads to 15 miles per hour (mph).</li> <li>• 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</li> </ul>

**APPENDIX C**  
**SUMMARY OF AVOIDANCE, MINIMIZATION AND/OR MITIGATION**  
**MEASURES FOR THE PROPOSED PROJECT**

<b>Impact</b>	<b>Avoidance, Minimization and/or Mitigation Measure Summary</b>
	<p>after grading unless seeding or soil binders are used.</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> </ul>
<b>Noise</b>	<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. Sacramento City Code Chapter 8.68 is used to limit noise from fixed sounds, including construction activities.</p> <ul style="list-style-type: none"> <li>• 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).</li> <li>• Any adjacent residences within the proposed project vicinity shall be notified prior to any nighttime or weekend construction activities.</li> </ul> <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"> <li>• 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.</li> <li>• The City’s contractor shall implement appropriate additional noise mitigation measures, including changing the location of stationary</li> </ul>

**APPENDIX C**  
**SUMMARY OF AVOIDANCE, MINIMIZATION AND/OR MITIGATION**  
**MEASURES FOR THE PROPOSED PROJECT**

<b>Impact</b>	<b>Avoidance, Minimization and/or Mitigation Measure Summary</b>
	<p>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.</p>
<b><i>Biological Environment</i></b>	
<b>Natural Communities</b>	<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>
<b>Wetlands and Other Waters</b>	<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"> <li>• Construction in or near seasonal wetlands shall only occur during the dry season (as it is defined in the CDFG 1600 permit);</li> <li>• 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;</li> <li>• At no time shall heavy equipment operate in flowing water or saturated soils;</li> <li>• 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;</li> <li>• 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</li> <li>• The contractor shall exercise every reasonable precaution</li> </ul>

**APPENDIX C**  
**SUMMARY OF AVOIDANCE, MINIMIZATION AND/OR MITIGATION**  
**MEASURES FOR THE PROPOSED PROJECT**

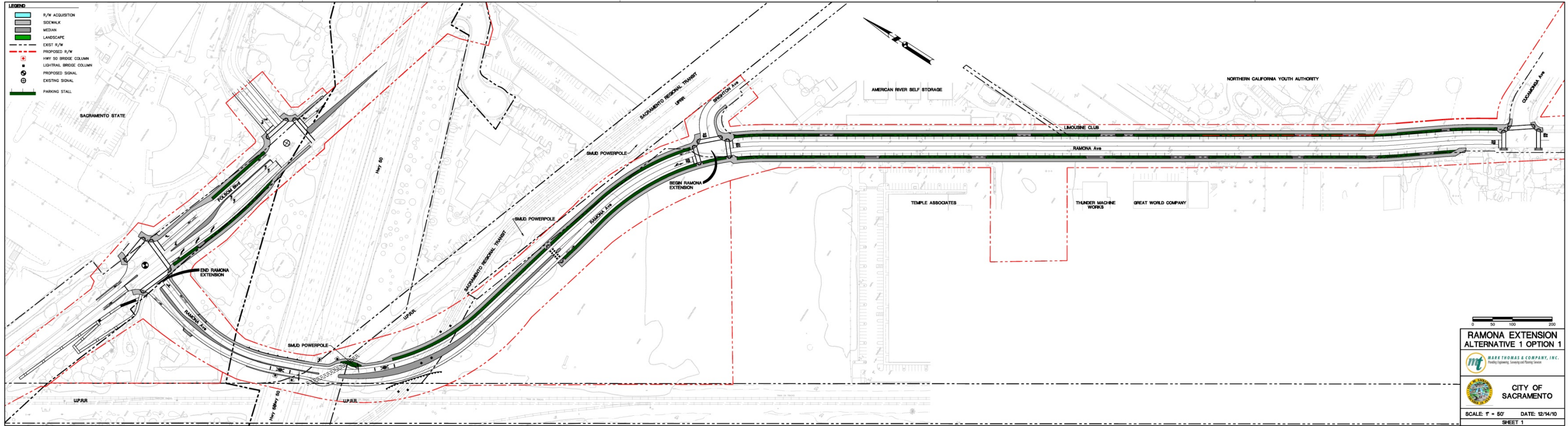
<b>Impact</b>	<b>Avoidance, Minimization and/or Mitigation Measure Summary</b>
	<p>to protect drainages from pollution with fuels, oils, bitumen, calcium chloride, and other harmful materials. Construction byproducts and pollutants such as oil, cement, and wash water shall be prevented from discharging 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>
<b>Animal Species</b>	<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"> <li>• 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;</li> <li>• 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;</li> <li>• 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;</li> <li>• 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</li> <li>• 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.</li> </ul>
<b>Threatened and Endangered</b>	<b><u>Vernal Pool Invertebrates</u></b>

**APPENDIX C**  
**SUMMARY OF AVOIDANCE, MINIMIZATION AND/OR MITIGATION**  
**MEASURES FOR THE PROPOSED PROJECT**

<b>Impact</b>	<b>Avoidance, Minimization and/or Mitigation Measure Summary</b>
<b>Species</b>	<p>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 acres) and 2:1 for indirect impacts (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><b><u>Valley Elderberry Longhorn Beetle</u></b>  The blue elderberry shrub shall be provided with at least a 25-foot environmentally sensitive area (ESA) buffer.</p>
<b>Invasive Species</b>	<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*



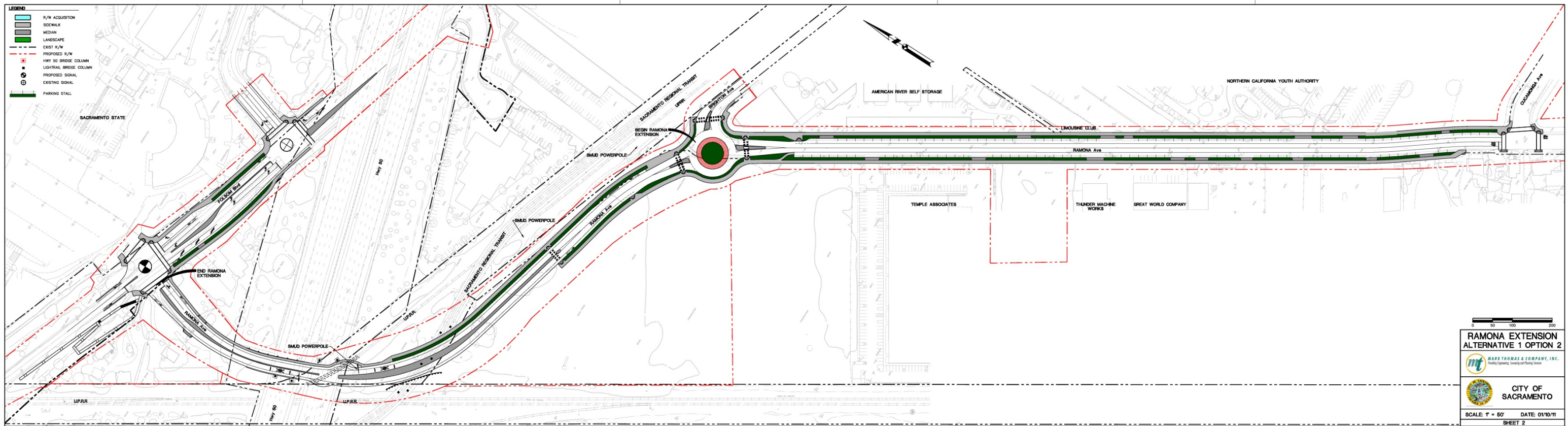
0 50 100 200

**RAMONA EXTENSION  
ALTERNATIVE 1 OPTION 1**

 HARR THOMAS & COMPANY, INC.  
Public Engineers, Surveyors and Planners

 CITY OF  
SACRAMENTO

SCALE: 1" = 50' DATE: 12/14/10  
SHEET 1



RAMONA EXTENSION  
ALTERNATIVE 1 OPTION 2

MARK THOMAS & COMPANY, INC.  
Public Engineers, Surveyors & Planning Consultants

CITY OF SACRAMENTO

SCALE: 1" = 50' DATE: 01/10/11  
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, 3<sup>rd</sup> 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.)

### **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.

**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 [nlindquist@parks.ca.gov](mailto:nlindquist@parks.ca.gov).

Sincerely,

A handwritten signature in cursive script that reads "Susan H. Stratton for".

Milford Wayne Donaldson, FAIA  
State Historic Preservation Officer



**OFFICE OF HISTORIC PRESERVATION  
DEPARTMENT OF PARKS AND RECREATION**

1725 23<sup>rd</sup> 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](mailto:nlindquist@parks.ca.gov).

Sincerely,

*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  
Anne Novotny, El Dorado County DOT  
Azadeh Doherty, City of Sacramento  
Bruce Griesenbeck, SACOG  
Christine Scherman, SACOG  
Dennis Wade, CARB  
Doug Coleman, Caltrans  
Gary Maniery, PAR Environmental Services  
Jesse Gothan, City of Sacramento DOT  
John Deeter, ECOS  
Kacey Lizon, SACOG

Ken Gaines, Sacramento County DOT  
Lacey Symons, SACOG  
Larry Robinson, SMAQMP  
Laura Walsh, Caltrans  
Matt Jones, YSAQMD  
Mike Brady, Caltrans  
Renee DeVere-Oki, SACOG  
Sharon Tang, Caltrans  
Susan Wilson, Caltrans  
Wayne Shijo, KD Anderson & Associates  
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<sub>2.5</sub> and PM<sub>10</sub> 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<sub>2.5</sub> and PM<sub>10</sub> hot spot analysis was approved by consensus.
- 4. PM<sub>2.5</sub> and PM<sub>10</sub> 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<sub>2.5</sub> and PM<sub>10</sub> 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](http://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: 110418035124

Database Last Updated: April 29, 2010

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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 packardii*  
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**

**Sacramento County**

Listed Species

Invertebrates



*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 packardii*  
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)

## Plants

*Castilleja campestris ssp. succulenta*  
Critical habitat, succulent (=fleshy) owl's-clover (X)





*Oenothera deltoides ssp. howellii*  
Antioch Dunes evening-primrose (E)

*Orcuttia tenuis*  
Critical habitat, slender Orcutt grass (X)  
slender Orcutt grass (T)

*Orcuttia viscida*  
Critical habitat, Sacramento Orcutt grass (X)  
Sacramento Orcutt grass (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 17, 2011.



## DEPARTMENT OF TRANSPORTATION

DISTRICT 3

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*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
			<b>Preservation Total 3.59-acres</b>

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  
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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 Gothan, City of Sacramento Project Manager  
David Giongco, Caltrans Local Assistance Engineer  
Chris Collison, Caltrans Liaison with USFWS

**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.