Appendix A CEQA Checklist

Supporting documentation of all CEQA Checklist determinations is provided Chapter 3 of this Environmental Impact Report/Environmental Impact Statement. Documentation of "No Impact" determinations is provided in the beginning of Chapter 3. Discussion of all impacts, avoidance, minimization, and/or compensation measures is under the appropriate topic headings in Chapter 3.

I. AESTHETICS

Would the project:	**Potentially Significant Impact**	**Less Than Significant Impact With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
1. Have a substantial adverse effect on a scenic vista?	☐	☑	☐	☐
2. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☑	☐
3. Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☑	☐	☐
4. Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	☐	☑	☐	☐

II. AGRICULTURAL 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. Would the project:	**Potentially Significant Impact**	**Less Than Significant Impact With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
1. 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?	☐	☑	☐	☐
2. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☑	☐
3. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	☑	☐

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:	**Potentially Significant Impact**	**Less Than Significant Impact With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
1. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☑	☐
2. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☑	☐	☐

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:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
3. 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)?	☐	☑	☐	☐
4. Expose sensitive receptors to substantial pollutant concentrations?	☐	☑	☐	☐
5. Create objectionable odors affecting a substantial number of people?	☐	☐	☑	☐

IV. BIOLOGICAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
1. 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?	☐	☑	☐	☐
2. 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?	☐	☑	☐	☐
3. 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?	☐	☑	☐	☐
4. 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?	☐	☑	☐	☐
5. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☑	☐
6. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☑	☐

V. CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?	☐	☐	☑	☐
2. Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	☐	☑	☐	☐
3. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☑	☐	☐
4. Disturb any human remains, including those interred outside of formal cemeteries?	☐	☑	☐	☐

VI. GEOLOGY AND SOILS

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
1) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
a) Rupture of a known earthquake fault, as described 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 California Geological Survey Special Publication 42.)	☐	☐	☑	☐
b) Strong seismic groundshaking?	☐	☐	☑	☐
c) Seismic-related ground failure, including liquefaction?	☐	☐	☑	☐
d) Landslides?	☐	☐	☑	☐
2) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☑	☐
3) 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?	☐	☐	☑	☐
4) Be located on expansive soil, as defined in Table 18-1-A of the California Building Code (2001), creating substantial risks to life or property?	☐	☐	☑	☐
5) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☑	☐

VII. HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☑	☐	☐
2. 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?	☐	☑	☐	☐
3. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☑	☐
4. 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?	☐	☐	☐	☑
5. 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?	☐	☐	☑	☐
6. 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?	☐	☐	☑	☐
7. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☑	☐
8. 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?	☐	☐	☑	☐

VIII. HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Violate any water quality standards or waste discharge requirements?	☐	☐	☑	☐
2. 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)?	☐	☐	☑	☐

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
3. 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?	☐	☑	☐	☐
4. 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?	☐	☑	☐	☐
5. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☑	☐	☐
6. Otherwise substantially degrade water quality?	☐	☐	☑	☐
7. 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?	☐	☐	☐	☑
8. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☑	☐	☐
9. 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?	☐	☐	☐	☑
10. Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☑

IX. LAND USE AND PLANNING

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Physically divide an established community?	☐	☐	☐	☑
2. 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?	☐	☐	☑	☐
3. Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☑	☐

X. MINERAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
1. 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?	☐	☐	☐	☑
2. 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?	☐	☐	☐	☑

XI. NOISE

Would the project result in:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
1. 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?	☐	☑	☐	☐
2. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☑	☐
3. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☑	☐
4. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☑	☐
5. 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?	☐	☐	☐	☑
6. 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?	☐	☐	☐	☑

XII. POPULATION AND HOUSING

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
1. 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)?	☐	☐	☑	☐
2. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☑	☐

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
3. Displace substantial numbers of existing people, necessitating the construction of replacement housing elsewhere?	☐	☐	☑	☐

XIII. PUBLIC SERVICES

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:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
Fire protection?	☐	☑	☐	☐
Police protection?	☐	☑	☐	☐
Schools?	☐	☐	☑	☐
Parks?	☐	☐	☑	☐
Other public facilities?	☐	☐	☑	☐

XIV. RECREATION

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
1. 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?	☐	☐	☑	☐
2. 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?	☐	☐	☐	☑

XV. TRANSPORTATION

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	☐	☐	☑	☐

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
2. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☐	☐	☑	☐
3. 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?	☐	☐	☑	☐
4. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☑	☐
5. Result in inadequate emergency access?	☐	☐	☐	☑
6. Result in inadequate parking capacity?	☐	☐	☐	☑
7. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☐	☑

XVI. UTILITIES AND SERVICE SYSTEM

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☑
2. 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?	☐	☐	☐	☑
3. 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?	☐	☑	☐	☐
4. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	☑
5. 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?	☐	☐	☐	☑
6. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	☑
7. Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☑

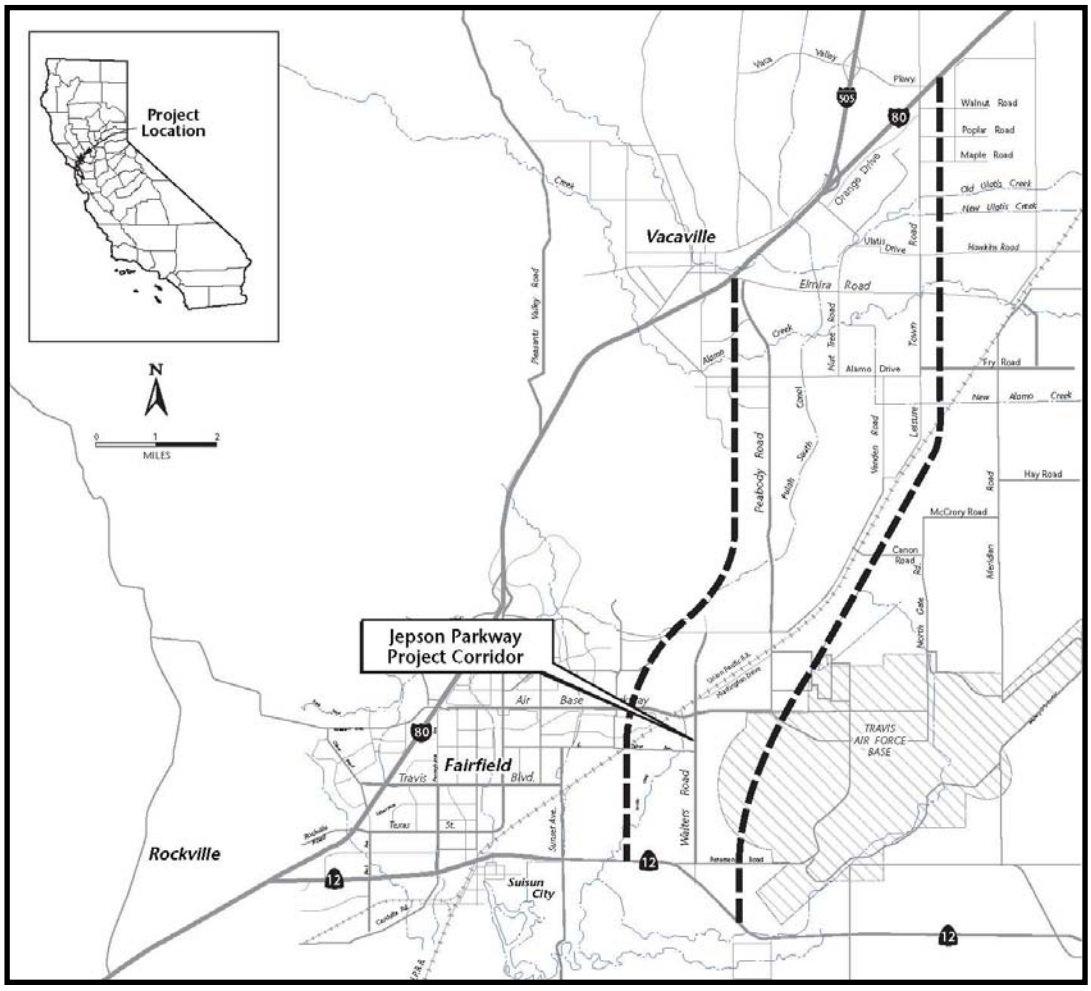
XVII. MANDATORY FINDINGS OF SIGNIFICANCE

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
1. 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?	☐	☑	☐	☐
2. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☑	☐	☐
3. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☑	☐	☐

Appendix B Draft Section 4(f) Evaluation

Note: Alternative B was selected as the preferred alternative; therefore, Alternative E is no longer under consideration and a Final Section 4(f) Evaluation is not required.

Draft Section 4(f) Evaluation
Jepson Parkway Project



Solano Transportation Authority

California Department of Transportation

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 the Department under its assumption of responsibility pursuant to 23 U.S.C. 327.

April 2008

Caltrans

Table of Contents

List of Tables and Figures

List of Abbreviated Terms

APE	area of potential effect
CFR	Code of Federal Regulations
Concept Plan	Jepson Parkway Concept Plan
EIS/EIR	environmental impact statement/environmental impact report
FHWA	Federal Highway Administration
I-80	Interstate 80
JPA	joint powers agreement
MND	mitigated negative declaration
NRHP	National Register of Historic Places
SR 12	State Route 12
STA	Solano Transportation Authority

Chapter 1 Introduction and Overview of Section 4(f) Process

1.1 Introduction

In 2000, the Solano Transportation Authority (STA), Solano County, and the cities of Vacaville, Fairfield, and Suisun City completed the Jepson Parkway Concept Plan (Concept Plan). This plan, focused on a strategy for developing a Jepson Parkway multimodal corridor that supports the use of alternative travel modes and minimizing impacts on existing and future residential neighborhoods. The concept plan provided guidelines for the four communities spanned by the project to plan and build their individual segments in a coordinated and integrated fashion.

The STA has identified the proposed project, known as the Jepson Parkway Project, as a priority undertaking for Solano County. The project will provide a four- to six-lane parkway between Interstate 80 (I-80) in Vacaville and State Route 12 (SR 12) in Suisun City, consistent with adopted local plans (Figure 1).

1.2 Regulatory Setting

Section 4(f) of the Department of Transportation Act of 1966 (49 U.S. Government Code 303) declares that "[i]t is the policy of the United States Government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites."

Section 4(f) specifies that

> [t]he Secretary [of Transportation] may approve a transportation program or project…requiring the use of publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, State, or local significance, or land of an historic site of national, State, or local significance (as determined by the Federal, State, or local officials having jurisdiction over the park, area, refuge, or site) only if —
>
> 1. there is no prudent and feasible alternative to using that land; and
> 2. the program or project includes all possible planning to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site resulting from the use."

A historic site is defined as historic properties or archaeological resources when the resource is listed or eligible for listing in the National Register of Historic Places (NRHP).

Section 4(f) further requires consultation with the U.S. Department of the Interior and, as appropriate, the U.S. Departments of Agriculture and Housing and Urban Development when transportation projects and programs use land protected by Section 4(f).

In general, according to 23 Code of Federal Regulations [CFR] 771.135(p)(1) and (2), a Section 4(f) "use" occurs with a U.S. Department of Transportation–approved project or program when

- Section 4(f) land is permanently incorporated into a transportation facility;
- there is a temporary occupancy of Section 4(f) land that is adverse in terms of the Section 4(f) preservationist purposes as determined by specified criteria (23 CFR 771.135[p][7]); and
- Section 4(f) land is not incorporated into the transportation project, but the project's proximity impacts are so severe that the protected activities, features, or attributes that qualify a resource for protection under Section 4(f) are substantially impaired (constructive use).

As outlined in 23 CFR 771.135(p)(4), a constructive use of a protected resource occurs under any of the following situations:

- the predicted noise level increase, attributable to the proposed project, substantially interferes with the use and enjoyment of a noise-sensitive facility or a Section 4(f) resource;
- the proximity of the proposed project substantially impairs the aesthetic features or attributes of a Section 4(f) resource;
- the restricted access substantially diminishes the utility of a publicly owned park, recreation area, or historic site;
- the vibration associated with the proposed project impairs the use of a Section 4(f) resource;
- the ecological intrusion of the proposed project diminishes the value of wildlife habitat in a wildlife or waterfowl refuge adjacent to the project; or
- the proposed project substantially interferes with the access to a wildlife or waterfowl refuge when such access is necessary for established wildlife migration or critical life cycle processes.

A Historic Property Survey Report for this project has been prepared pursuant to National Historic Preservation Act of 1966, Section 106. No historic properties or archaeological resources, on or eligible for the National Register of Historic Places, were identified in the area of potential effect (APE) for this project.

1.3 Alternative Selection Process for Projects

There is a series of tests in the selection process for projects involving Section 4(f). The first test is to determine which alternatives are considered feasible. An alternative is feasible if it is technically possible to design and build that alternative. There are various reasons for which an alternative may be rejected as not being prudent. Among the reasons are that the alternative

- does not meet purpose and need,
- has excessive cost of construction,

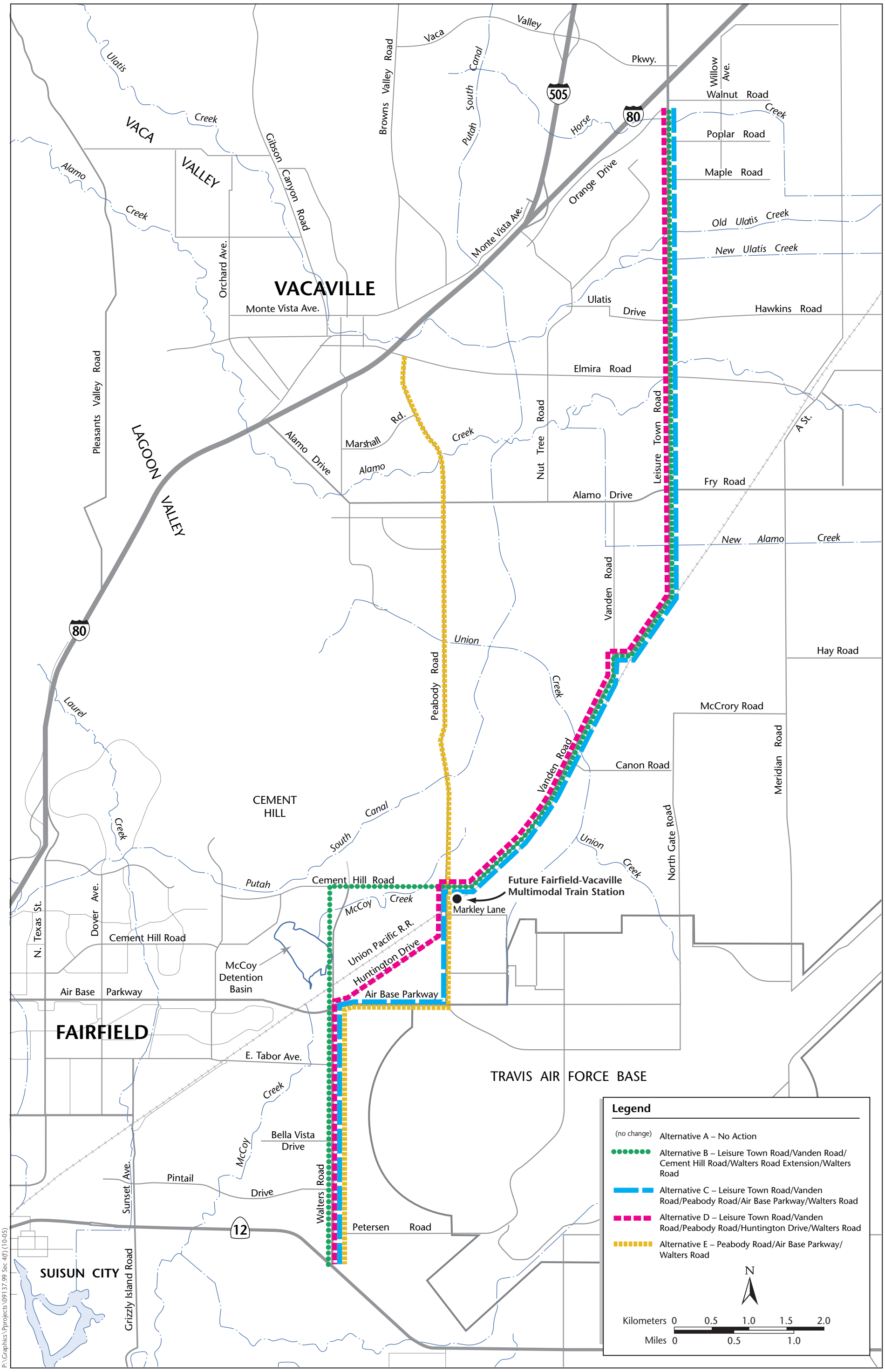


Figure 1
Jepson Parkway Project Location
Section 4(f) Evaluation

- has severe operational/safety issues, or
- has unacceptable adverse social, economic, or environmental impacts, or causes serious community disruption.

When sufficient analysis has been completed to demonstrate that an alternative is not feasible and prudent, no additional analysis of that alternative is required. An alternative that avoids the use of land from a 4(f) resource must be selected. If all alternatives use land from 4(f) resources, then an analysis must be performed to determine which alternative results in the least overall harm to the 4(f) resources. To determine which alternative has the least harm, the importance of the 4(f) resource, the potential for mitigation, and input from the agency having jurisdiction over the 4(f) resource are considered. Important non-Section 4(f) environmental impacts (such as impacts on endangered species) associated with these alternative(s) are also considered.

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 the California Department of Transportation (Caltrans) under its assumption of responsibility pursuant to 23 U.S.C. 327.

Chapter 2 Description of Proposed Action

2.1 Purpose of and Need for Action

The following is a summary of the purpose of and need for the Jepson Parkway project. Implementation of the proposed project will assist STA in meeting the following specific purposes:

- provide an integrated and continuous route for local north-south trips between Vacaville, Fairfield, Suisun City, and unincorporated areas of Solano County as an alternative to using I-80;
- provide local traffic with a safe, convenient route between Vacaville, Fairfield, Suisun City, and unincorporated areas of Solano County using existing roadways when feasible; and
- enhance multimodal transportation options for local trips in central Solano County, including providing a safe and convenient bicycle and pedestrian path and increasing transit use in the area.

The Jepson Parkway project is needed to:

- address existing and future traffic congestion for north-south mobility in central Solano County;
- improve existing and future roadway safety along the project corridor;
- accommodate traffic associated with future planned growth, as identified in the following adopted local plans: Metropolitan Transportation Commission's 1998 Regional Transportation Plan, Vacaville's 1990 General Plan, Fairfield's 2002 General Plan, Suisun City's 1992 General Plan, and Solano County's 1995 General Plan;
- relieve existing and future (2030) traffic congestion on I-80; and
- support future multimodal transit options and bicycle and pedestrian use.

2.2 Alternatives

In September 2000, the STA, California Department of Transportation, FHWA, U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service, National Marine Fisheries Service, and U.S. Environmental Protection Agency began the National Environmental Policy Act/Clean Water Act Section 404 integration process. This integration effort included baseline analyses of several project alternatives, including the project identified in the Concept Plan. The group agreed to the following five alternatives for analysis in the environmental impact statement/environmental impact report:

- **Alternative A: No Action.** Under Alternative A, the proposed roadway improvements will not be constructed. Ongoing maintenance of existing roads and facilities will continue. The I-80/Leisure Town Road interchange will still be constructed, and Peabody Road from Air Base Parkway to Vanden Road will still be widened from two to four lanes. Without the proposed project, the need to reduce existing and future traffic congestion, improve roadway safety, accommodate planned growth, and support future multimodal transit options and bicycle and pedestrian use in Solano County will be unmet.
- **Alternative B: Leisure Town Road–Vanden Road–Cement Hill Road–Walters Road Extension–Walters Road.** The Alternative B alignment begins in the City of Vacaville at Orange Drive on Leisure Town Road and extends south along Leisure Town Road to the intersection of Leisure Town Road and Vanden Road in unincorporated Solano County. It then extends southwest along Vanden Road to the intersection of Vanden Road, Cement Hill Road, and Peabody Road in the City of Fairfield and travels west along Cement Hill Road to the intersection of Cement Hill Road and a new Walters Road extension. The new extension extends south to the intersection of Walters Road and Air Base Parkway. This alternative then continues south along Walters Road in Fairfield and Suisun City to the intersection with State Route 12.
- **Alternative C: Leisure Town Road–Vanden Road–Peabody Road–Air Base Parkway–Walters Road.** Alternative C provides a four- to six-lane divided arterial for the entire length of the roadway. The Alternative C alignment begins on Leisure Town Road at Orange Drive and is identical to Alternative B until it reaches the intersection of Cement Hill Road, Vanden Road, and Peabody Road. Alternative C does not include improvements to Cement Hill Road or construction of a northern extension of Walters Road. Instead, this alternative continues south on Peabody Road from the intersection with Vanden Road and Cement Hill Road to the intersection with Air Base Parkway. This alternative requires construction of an overcrossing at the UPRR tracks just south of the intersection of Peabody Road, Vanden Road, and Cement Hill Road.
- **Alternative D: Leisure Town Road–Vanden Road–Peabody Road-Huntington Drive–Walters Road.** Alternative D provides a four-lane divided arterial. Alternative D is identical to Alternative B, except that it does not include Cement Hill Road or construction of a northern extension of Walters Road. The Alternative D alignment continues south on Peabody Road from the intersection of Vanden Road and Peabody Road to the intersection of Huntington Drive and Peabody Road. As with Alternative C, this alternative requires construction of an overcrossing at the UPRR tracks just south of the intersection of Peabody Road, Vanden Road, and Cement Hill Road.
- **Alternative E: Peabody Road–Air Base Parkway–Walters Road.** Alternative E provides a four- to six-lane divided arterial along the entire roadway. Two lanes will be added to the existing two- to four-lane facility. The alignment differs from Alternatives B through D in the northern portion, between I-80 and Vanden Road in Vacaville. Instead of starting at the Leisure Town Road interchange, this alternative alignment begins at the intersection of Peabody Road and Elmira Road in Vacaville and travels south along Peabody Road until it meets the Alternative C alignment at the intersection of Vanden Road, Cement Hill Road, and Peabody Road.

Chapter 3 Description of Section 4(f) Resources

3.1 Identification of Section 4(f) Properties

Section 4(f) resources associated with this project include publicly-owned parks and recreational areas. A Historical Resources Evaluation Report was prepared for the project. No archaeological resources or historic properties were identified in the project APE that are listed or eligible for listing on the NRHP. Also, no wildlife refuges or waterfowl refuges are located within the project limits.

The following Section 4(f) resources are located within the project limits:

- Al Patch Park, a publicly-owned public park in the City of Vacaville;
- Arlington Park, a publicly-owned public park in the City of Vacaville;
- outdoor track/soccer field at Will C. Wood High School in the City of Vacaville;
- Alamo Creek bicycle path, a Class 1 facility in the City of Vacaville; and
- proposed linear park in the City of Fairfield.

The locations of these properties are shown in Figures 2 to 6, respectively.

3.2 Al Patch Park, City of Vacaville

Al Patch Park is 34.3 acre softball, track, and football field complex located at the southwest corner of the Peabody Road/California Drive intersection in the City of Vacaville (Figure 3-1). Phase I, completed in October 2006, includes three lighted softball fields, a concession/restroom facility, an all-weather track, a lighted football/soccer field, and 150 parking spaces. Future facilities planned for the park include two additional softball fields, batting cages, additional track facilities (shot put, high jump, discus), a play area for children, picnic areas, and additional parking.

Two entrances to the main park and parking areas are from California Drive—one aligned with Quail Drive on the north of California Drive and one near the western corner of the property. Additional future access consists of an entrance with a signal opposite Caldwell Drive from Peabody Road.

When softball leagues are active, it is projected that 50 participants per field per hour will use the softball facilities. Leagues play one game per hour. Approximately 200 participants are projected to use the football field and track during games or events. Because of limited parking for Phase I, the football/track events will alternate with the softball games.

Al Patch Park qualifies as a Section 4(f) resource because it is a publicly-owned public park and recreation area. The park is under the jurisdiction of the City of Vacaville Public Works Department.

3.3 Arlington Park, City of Vacaville

Arlington Park is the second largest community park in the City of Vacaville (Figure 3-2). The park is located on the northeastern corner of the Foxboro Parkway/Peabody Road intersection. The 18-acre park includes group picnic areas, a soccer field, a playground, four backstops, four ball fields, two football fields, a youth recreation center, restrooms, and a concession building. There is off-street parking for 200 vehicles. The park is accessed from Foxboro Parkway.

Arlington Park facilities are used seasonally for National Little League baseball, soccer practice and clinics, and flag football practice. National Little League uses the park for games and for practice for approximately 270 children from February 1-July 15. The Vacaville Youth Traveling Association uses one field three times per week for practice for 20 children from mid-July to September.

Arlington Park qualifies as a Section 4(f) resource because it is a publicly-owned public park and recreation area. The park is under the jurisdiction of the City of Vacaville Community Services Department.

3.4 Will C. Wood High School, City of Vacaville

Will C. Wood High School is one of four high schools in the Vacaville Unified School District. It is located on a 40-acre site at the northwest corner of the Marshall Road/Peabody Road intersection and can be accessed from Marshall Road. An athletic field is located adjacent to Peabody Road (Figure 3-3). Following recent improvements to the athletic field (completed in summer 2007), the athletic field now includes soccer, track and field, and football facilities. Remaining open space on the field is used for general physical education classes.

Will C. Wood High School has a joint facilities use agreement with the City of Vacaville, which acts as a central scheduling clearinghouse for various leagues/teams that use the high school facilities. Individuals and groups who complete a facilities use request form with the school can also use the facilities. Leagues and teams use the Will C. Wood High School facilities almost daily, including weekends. The athletic field and school grounds are locked when not in use. The athletic field are used year-round.

Will C. Wood High School qualifies as a Section 4(f) resource because the facilities available at the school serve public recreational purposes (Federal Highway Administration 1989).

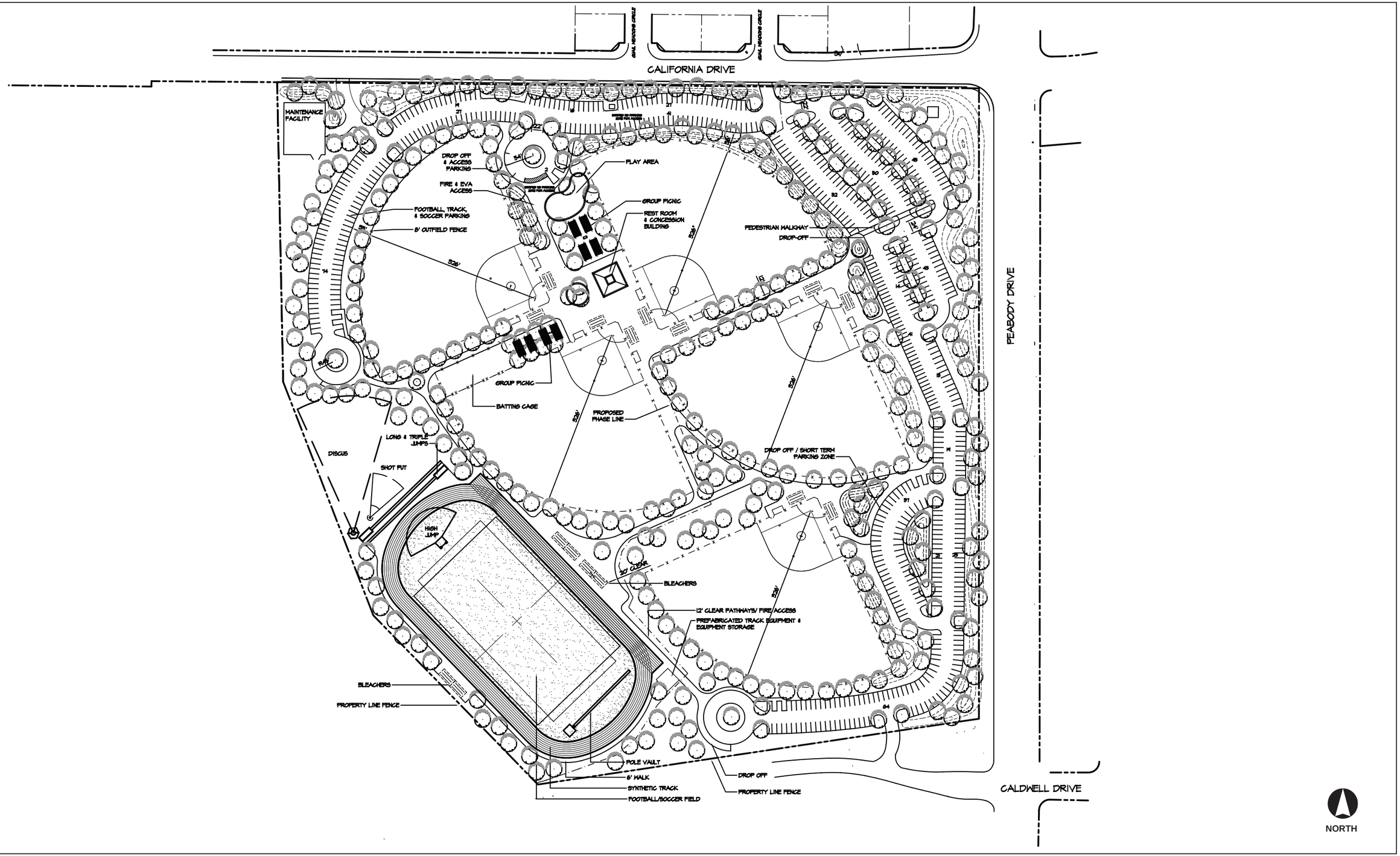


Figure 3-1
Al Patch Park Master Plan

LEGEND

- Study Area
- Proposed Right-of-Way Line
- Proposed Roadway Centerline

N

0 100 200

Scale 1"=200'

Figure 3
Arlington Park Location
Jepson Parkway Project Alternative E
Section 4(f) Evaluation

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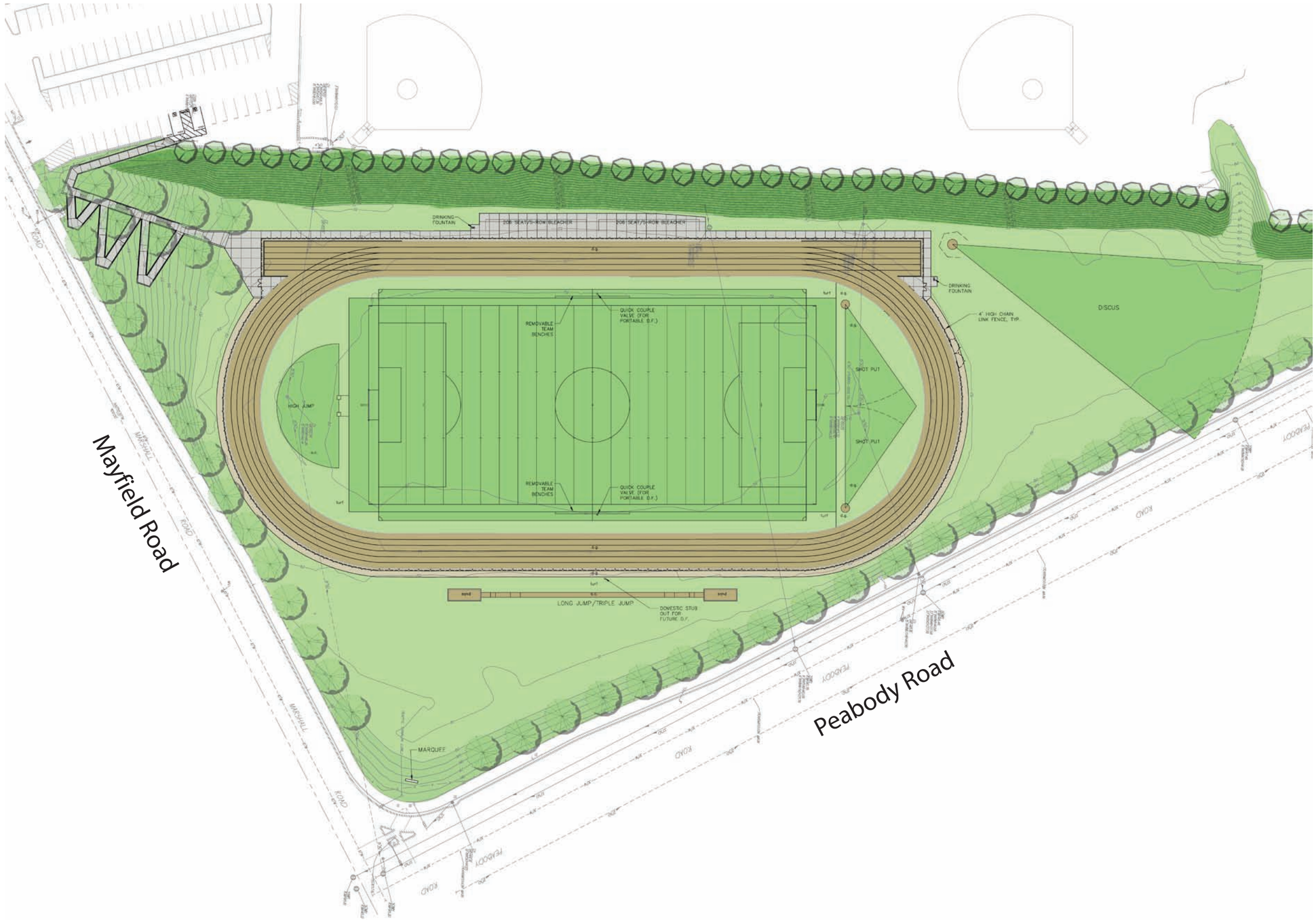

Figure 3-3
Wood C. Will High School Athletic Fields

3.5 Alamo Creek Bicycle Path, City of Vacaville

The Alamo Creek Bicycle Path is a paved Class I bicycle path that runs along Alamo Creek from Nut Tree Road to Marshall Road in Vacaville (Figure 3-4). A Class I bicycle path is a dedicated exclusive bicycle path meant for bicycle and pedestrian traffic. The City of Vacaville has jurisdiction over the bicycle path and owns the land on which the bicycle path is constructed.

The Alamo Creek Bicycle Path can be accessed from Nut Tree Road, Peabody Road, Alamo Drive, and Marshall Road.

The Alamo Creek Bicycle Path qualifies as a Section 4(f) resource because its main function is recreation, and it does not occupy a highway right-of-way (Federal Highway Administration 1989).

3.6 Proposed Linear Park, City of Fairfield

The City of Fairfield's 1994 Peabody-Walters Master Plan (master plan) designates an extension of the City's linear park within the abandoned Sacramento Northern Railroad right-of-way. The right-of-way crossed Cement Hill Road in the vicinity of the proposed Walters Road Extension included in Alternative B (. At this location, the proposed extension would consist of a landscaped multi-use (bicycle and pedestrian) trail. Policy 2d of the master plan's Open Space, Conservation, and Recreation policies (see page I-18 of the master plan) states that the "linear park will be used as a major link in tying Peabody-Walters open spaces, parks, and pedestrian/bicycle circulation into an integrated area-wide network".

The proposed linear park qualifies as a Section 4(f) resource since the City of Fairfield has formally designated it as a park in the adopted Peabody-Walters Master Plan.

LEGEND

- Study Area
- Proposed Right-of-Way Line
- Proposed Roadway Centerline

0 100 200

Scale 1"=200'

Figure 5
Alamo Creek Bike Path Location
Jepson Parkway Project Alternative E

Section 4(f) Evaluation

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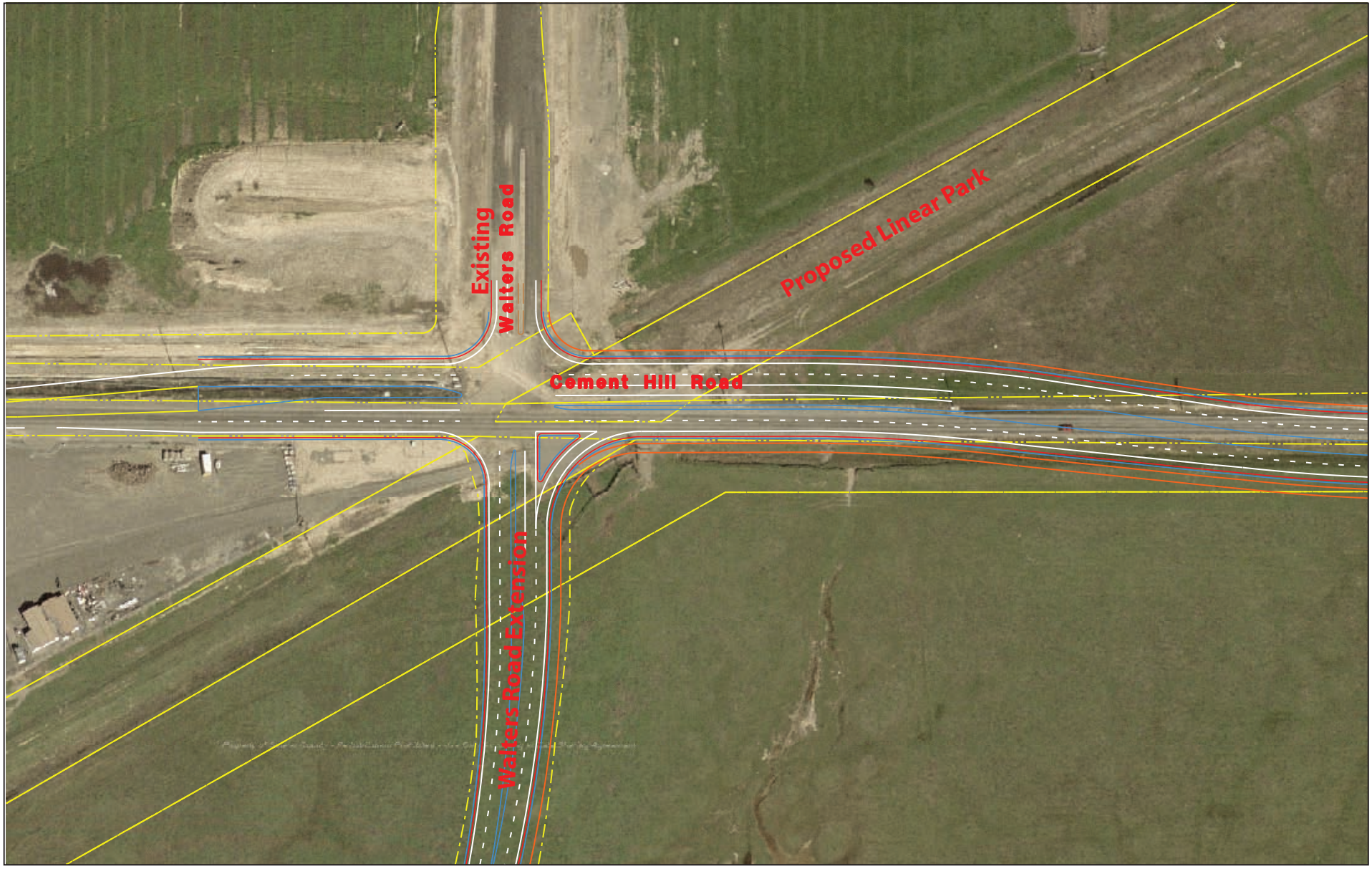

NORTH
Not to Scale

Figure 3-5
Proposed Linear Park

Chapter 4 Uses of Section 4(f) Resources

This section describes the potential effects of the proposed action on the Section 4(f) resources. As described in section 1.2, "Regulatory Setting," of this evaluation, a "use" of a Section 4(f) resource occurs when land from the resource is permanently incorporated into a transportation project, when there is a temporary occupancy of land that is adverse, or when a constructive use occurs. A *constructive* use occurs when land from a Section 4(f) resource is not incorporated into the transportation project, but the project's proximity impacts are so severe that the protected activities, features, or attributes that qualify a resource for protection under Section 4(f) are substantially impaired. Five specific criteria are used to evaluate constructive use impacts: noise, aesthetics, access, vibration, and ecological intrusion. These five criteria are described in section 1.2. Two of the build alternatives, Alternatives B and E, have the potential to affect Section 4(f) resources.

4.1 Al Patch Park—Permanent Direct Use of 1.7 Acres

Alternative E would require the permanent use of land from the 34.3-acre Al Patch Park. The land that would be required is along the 1,220-foot frontage on the western edge of Peabody Road. It is estimated that the proposed right-of-way for Alternative E would extend into the property approximately 60 feet, affecting approximately 1.7 acres. The area required for the proposed right-of-way would displace approximately 120 of the proposed 680 parking spaces planned for the park, as well as the proposed landscaped buffer between Peabody Road and the proposed parking. The parking and landscaped buffer along Peabody Road are proposed as part of the Phase II construction for the park.

The City of Vacaville has indicated that the displaced parking is needed to meet City parking standards for parks and that the Phase II park plans cannot be reconfigured to accommodate the 120 displaced parking spaces. Furthermore, the City has indicated that it would not be feasible to lease additional land from the California Medical Facility based on previous negotiations with this State entity.

4.2 Arlington Park—No Direct Use or Constructive Use Impacts

Alternative E would not require the permanent use of land from Arlington Park. However, because Arlington Park is located directly adjacent to the Alternative E alignment, evaluation of potential proximity impacts is required.

Noise

Arlington Park is located in a suburban setting adjacent to the existing Peabody Road. Arlington Park is not a noise-sensitive facility where quiet and serenity are significant attributes. Arlington Park qualifies as an Activity Category B land use under FHWA's noise abatement criteria (23 CFR 772). Activity Category B includes areas such as picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals. Under Activity Category B, a noise impact is considered to occur when the

predicted project–related noise levels approach or exceed the FHWA noise abatement criteria threshold of 67 dBA (i.e., 66 dBA or above) (23 CFR 771.135). Based on modeled receivers located to the south of Arlington Park that would be comparable to impacts within the park (receivers 32 and 33 from the Noise Study Report), postproject noise levels at Arlington Park are expected to be a maximum of 68 dB at receiver 32. However, because the increase in noise over future no-project levels is expected to be 2 dB (considered to be imperceptible) at this receiver, noise abatement would not be included. Because Arlington Park is a suburban park, located in a developed area adjacent to a busy street, where quiet and serenity are not significant attributes of the park experience, there is no constructive use impact attributable to noise.

Aesthetics

Arlington Park is located adjacent to Peabody Road, a major arterial that is already part of the visual setting for this park, and views from the park are not a primary value of this park resource. Because the proximity of Alternative E to Arlington Park would not substantially impair the aesthetic features of the park or degrade its value as a park, there is no constructive use.

Accessibility

Neither the construction of nor the permanent changes made by Alternative E would change or restrict access to Arlington Park from Foxboro Parkway. Because the utility of the park would not be diminished by restricted access, there is no constructive use.

Vibration

Vibration impacts could occur if substantial discontinuities, such as potholes, occurred in a roadway. The proposed new roadway surface would be smooth. Therefore, there is no constructive use related to vibration.

Ecological Intrusion

Arlington Park is a developed park serving active recreation needs. It contains urban habitat consisting of ornamental plantings and manicured lawns. Urban habitat has marginal value for wildlife because of the presence of human disturbances and the lack of native vegetation. Because the park has marginal habitat value, there is no constructive use.

4.3 Will C. Wood High School—Permanent Direct Use of 1.2 Acres

Alternative E would require permanent use of a portion of the outdoor athletic field at Will C. Wood High School. The high school property has a frontage of approximately 1,040 feet along Peabody Road. The proposed right-of-way for Alternative E would extend into the athletic field property along this frontage by approximately 50 feet. The amount of land that would need to be acquired is estimated to be approximately 1.2 acres.

Acquisition of this land would adversely impact the athletic field. The facilities at the field could not be reconfigured on the remaining property without making the facilities smaller. Such a reduction is size would not meet the needs of the school district's physical education and athletic program as they would not meet California Interscholastic Federation standards for the facilities currently provided at the athletic field.

4.4 Alamo Creek Bicycle Path – No Direct Use or Constructive Use Impacts

The Alamo Creek Bicycle Path intersects Peabody Road south of Beelard Drive. Alternative E would displace short sections of the bicycle path on both sides of Peabody Road to conform the bicycle path to the new road right of way. These sections of the bicycle path would be reconstructed to the same standards as the existing facility and permanent access to the bicycle path would not be affected. Construction of Alternative E at this location would require approximately three months.

4.5 Proposed Linear Park— No Direct Use or Constructive Use Impacts

The proposed linear park, when constructed, would cross Cement Hill Road in a southwesterly to northeasterly direction at the location of the proposed intersection of Cement Hill Road and the Walters Road Extension included in Alternative B. The current intersection of Walters Road and Cement Hill Road is a "T" intersection, controlled by a traffic signal, with Walters Road ending at the intersection on the north side of Cement Hill Road. Under Alternative B, the proposed Walters Road Extension would connect to the south of the existing intersection, creating a full four-legged intersection. A new traffic signal would be installed at the reconfigured intersection. This traffic signal would provide a safe, controlled crossing of Cement Hill Road at the Cement Hill Road/Walters Road intersection for future users of the proposed linear parkway.

Construction of the Waters Road Extension, the southern leg of the Cement Hill Road/Walters Road intersection, and the widening of Cement Hill would require the acquisition of approximately 0.4 acres from the site of the proposed linear park. However, the Circulation Element of the City of Fairfield General Plan includes both the proposed extension of the linear park as well as the roadway improvements proposed in the vicinity of the linear park that are included as a part of Alternative B. Allowances for the roadway improvements have been made in the planning of the linear park. Therefore, the requirements of Section 4(f) do not apply to the subsequent use of the area reserved for the roadway improvements. Under 23 C.F.R. 771.135(p)(5)(v), constructive use would not occur because the linear park and the roadway improvements are being concurrently planned.

4.6 Summary of Use of Section 4(f) Resources by Alternative

Table 1 summarizes the amount of property required of the Section 4(f) resources by each alternative.

Table 1. Summary of Use of Section 4(f) Resources by Alternative

Alternative	Al Patch Park, City of Vacaville	Arlington Park, City of Vacaville	Will C. Wood High School, City of Vacaville	Alamo Creek Bicycle Path, City of Vacaville	Proposed Linear Park, City of Fairfield
Alternative A. No Action	No use	No use	No use	No use	No use
Alternative B. Leisure Town Road–Vanden Road–Cement Hill Road–Walters Road Extension–Walters Road	No use	No use	No use	No use	No use
Alternative C. Leisure Town Road–Vanden Road–Peabody Road–Air Base Parkway–Walters Road	No use	No use	No use	No use	No use
Alternative D. Leisure Town Road–Vanden Road–Peabody Road-Huntington Drive–Walters Road	No use	No use	No use	No use	No use
Alternative E. Peabody Road–Air Base Parkway–Walters Road	Use of approx. 1.7 acres and displacement of 120 planned parking spaces and landscaped buffer.	No use	Use of approx. 1.2 acres affecting outdoor athletic facilities.	Use during the approximately 3-month construction period.	No use

Chapter 5 Avoidance Alternatives for Section 4(f) Resources

5.1 Alternatives that Avoid Section 4(f) Resources

Alternatives A, B, C and D would avoid use of the Section 4(f) resources identified. ~~Alternatives B and~~Alternative E uses land from ~~a~~ Section 4(f) resources, as described above in Chapter 4, "Uses of Section 4(f) Resources." ~~As noted in Chapter 4, Alternative B would not adversely impact the function or value of the 4(f) resource.~~ Therefore, the potential options for avoidance alternatives consist of the following:

- selecting Alternative A (No Action);
- selecting Alternative B, C, or D (build alternatives that avoid Section 4[f] resources).

Chapter 6 Measures to Minimize Harm

6.1 Al Patch Park

There is no mitigation for Alternative E's displacement of the planned parking and landscaped buffer since the Phase II park plans cannot be reconfigured and it is not feasible to lease additional land from the California Medical Facility. Therefore, only selection of Alternatives A (No-Action Alternative), B, C or D would avoid the displacement of parking and the landscaped buffer proposed for Al Patch Park.

6.2 Arlington Park

Because Arlington Park experiences very high use throughout the year for sports, picnics, and neighborhood recreation and since Alternative E is projected to significantly increase traffic volumes on Peabody Road, this alternative would be required to include some type of fencing or other positive barrier along the Peabody Road perimeter of Arlington Park.

6.3 Will C. Wood High School

There is no vacant site located immediately adjacent to the existing athletic field where the football, track, and soccer faclities could be relocated, if Alternative E is selected, as all adjacent properties have been developed. Relocation of the athletic field onto a site that is located across an existing street from the school is not considered acceptable by the school district since it would pose a safety hazard for students and the public to cross a street in order to reach these facilities from the school site.

Selection of Alternatives A (No-Action Alternative), B, C, or D would avoid the adverse impacts to the existing track/soccer field at Will C. Wood High School.

6.4 Alamo Creek Bicycle Path

During the proposed 3-month construction period, the project sponsors will maintain ongoing use of the bicycle path. This ongoing use could be accomplished by temporary realignment of the bicycle path near the construction zone.

Currently bicycle riders are encouraged to dismount and walk their bicycles to the signalized crossing at Beelard Drive to cross Peabody Road. With the widening of Peabody Road and the significant increase in traffic forecasted under Alternative E, this alternative will be required to extend the Class I bike path along both sides of Peabody Road to connect the existing path to Beelard Drive.

6.5 Proposed Linear Park

If Alternative B is selected, and it is constructed after the linear park is developed, then the City of Fairfield shall ensure that construction of the proposed Alternative B improvements would not permanently interfere with the activities or purpose of the linear park, and that the linear park will be restored to a condition which is least as good as that which existed prior to construction of the Alternative B improvements. The City of Fairfield will also ensure that adequate detours or special handling are provided should temporary interference with linear park users be required during construction of the Alternative B improvements so as to minimize impacts on park users.

Chapter 7 Coordination with Public Agencies and Property Owners Regarding Section 4(f) Properties

Section 4(f) requires coordination with the agencies that have jurisdiction over the resources eligible for protection under Section 4(f). These agencies include the following:

- City of Vacaville Department of Public Works and Community Services Department,
- Vacaville Unified School District, and
- City of Fairfield Public Works Department.

Appendix A contains a table identifying the coordination efforts with these agencies. This appendix also contains correspondence with these agencies.

Chapter 8 References Cited

8.1 Printed References

City of Fairfield. 1994. Peabody-Walters Master Plan. Adopted September 6, 1994.

City of Vacaville. 2004. Public Works Department. Accessed: July 2004. Available at URL: <http://www.ci.vacaville.ca.us/departments/public_works>. Revised or updated: July 12, 2004.

Federal Highway Administration. 1989. Section 4(f) policy paper. Originally published: September 24, 1987. Revised June 7, 1989. Washington, DC.

Federal Highway Administration. March 2, 2005. Revised FHWA Section 4(f) Policy Paper.

Jones & Stokes. 2004a. Jepson Parkway historical resources evaluation report. Draft. March. (JSA 99-137.) Sacramento, CA. Prepared for Solano Transportation Authority, Suisun City, CA.

———. 2004b. Jepson Parkway relocation impact report. Draft. June. (JSA 99-137.) Sacramento, CA. Prepared for Solano Transportation Authority, Suisun City, CA.

———. 2004c. Jepson Parkway community impact assessment. Draft. May. (JSA 99-137.) Sacramento, CA. Prepared for Solano Transportation Authority, Suisun City, CA.

Moore Iacofano Goltsman, Inc. 2000. Jepson Parkway concept plan. Prepared for the Solano Transportation Authority, Suisun City, CA. Berkeley, CA.

Vacaville Unified School District. 2004. Vacaville Unified School District web site. Available at URL: <http://www.vusd.solanocoe.k12.ca.us>. Revised or updated: July 14, 2004.

8.2 Personal Communications

Burke, Timothy. Associate civil engineer. City of Vacaville Department of Public Works. June 8, 2004—letter. June 17, 2004—telephone conversation.

Coop, Leigh. Director of facilities, Vacaville Unified School District. April 30, 2004 and May 21, 2004—telephone conversations. May 2004 and August/September 2005—email communications. September 25, 2005-letter

Cunningham, Shawn. Senior civil engineer. City of Vacaville Public Works Department. August 2005-telephone communication. August 16 and 24, 2005-email communications. August 31, 2005-letter.

Duncan, William. Assistant Public Works Director. City of Fairfield Public Works Department. July and August 2005-email communications. July 31, 2005-letter.

Newsom, Tom. Assistant principal. Travis Community Day School. May 3, 2004—telephone conversation.

Various individuals. City of Vacaville Community Development, Community Services, Youth Community Services, and Public Works Departments. June 18–28, 2004—telephone conversations.

Tepley, Jeannie. Travis Community Day School. June 28, 2004—telephone conversation.

Appendix A Consultation and Coordination

Appendix A Consultation and Coordination

The following table identifies the primary correspondence and other communications with agencies that have jurisdiction over the resources eligible for protection under Section 4(f). The following pages contain copies of the listed correspondence and electronic mail communications.

Date	From	To	Regarding
May 14, 2004	Kimberly Stevens (Jones & Stokes)	Leigh Coop (Vacaville Unified School District) Paul Hom (City of Vacaville Public Works Engineering) Timothy Burke (City of Vacaville Public Works Engineering)	Letter regarding STA Jepson Parkway Project Section 4(f) Evaluation
June 8, 2004	Timothy Burke (City of Vacaville Public Works Engineering)	Kimberly Stevens (Jones & Stokes)	Letter response to May 14, 2004 letter regarding Al Patch Park
July 29, 2005	Debbie Loh (Jones & Stokes)	William Duncan (City of Fairfield Public Works Department)	Letter requesting concurrence with conclusions of 4(f) evaluation of proposed linear park
August 16, 2005	Shawn Cunningham (City of Vacaville Public Works Department)	Debbie Loh (Jones & Stokes)	Email regarding usage of Arlington Park and construction period near Alamo Creek bicycle path
August 23, 2005	Shawn Cunningham (City of Vacaville Public Works Department)	Debbie Loh (Jones & Stokes)	Email regarding usage at Arlington Park based on input from the City's Community Services Department
August 31, 2005	Debbie Loh (Jones & Stokes)	Shawn Cunningham (City of Vacaville Public Works Department)	Letter requesting concurrence with conclusions of 4(f) evaluation of City of Vacaville parks and recreational facilities
September 23, 2005	Leigh Coop (Vacaville Unified School District)	Debbie Loh (Jones & Stokes)	Email regarding impacts to the existing track and soccer field at Will C. Wood High School
September 26, 2005	Debbie Loh (Jones & Stokes)	Leigh Coop (Vacaville Unified School District)	Letter requesting concurrence with conclusions of 4(f) evaluation of Vacaville Unified School District facility

Jones & Stokes

May 14, 2004

Ms. Leigh Coop
Director, Facilities
Vacaville Unified School District
751 School Street
Vacaville, CA 95688

Subject: Solano Transportation Authority Jepson Parkway Project Section 4(f) Evaluation

Dear Ms. Coop:

The Solano Transportation Authority and the Federal Highway Administration (FHWA) are preparing an environmental impact report/environmental impact statement (EIR/EIS) for the Jepson Parkway Project that will include an evaluation required by Section 4(f) of the U.S. Department of Transportation Act of 1966 (23 CFR 771.135(a)) for any use of publicly-owned land of a public park or recreation area. This evaluation must include the results of coordination with the public official having jurisdiction over the Section 4(f) property. I am writing to initiate this coordination effort with the Vacaville Unified School District.

The Solano Transportation Authority, Solano County and the cities of Vacaville, Fairfield and Suisun City completed the Jepson Parkway Concept Plan in 2000. This plan was developed to address intra-county mobility for Solano County residents. The project will provide a four to six lane parkway between Interstate Route 80 (I-80) in the City of Vacaville and State Route 12 (Highway 12) in Suisun City, consistent with adopted local plans. Funds from the FHWA will be used, in part, to finance this project. Enclosed are maps detailing the location of the Jepson Parkway Project corridor (Fig. 2-2) and of one of the alternative alignments being considered, Alternative E: "Peabody Road-Air Base Parkway-Walters Road". The enclosed map shows that Will C. Wood High School would be directly affected by Alternative E.

The Vacaville Unified School District has been identified as the agency with jurisdiction over the Will C. Wood High School playground. A Section 4(f) evaluation must be prepared for U.S. Department of Transportation projects before the use of Section 4(f) properties can be approved by FHWA. School playgrounds that serve public recreation purposes and are considered significant recreational resources may be considered under the Section 4(f) requirements. A "use" occurs when Section 4(f) land must be acquired for a transportation project or when there is an occupancy of land that is adverse in terms of the statute's preservationist purposes. We would appreciate the District's input on this project's Section 4(f) evaluation, including any mitigation measures to minimize construction-related and long-term impacts on the school playground. I will be contacting you again to discuss the Section 4(f) analysis for the Jepson

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Parkway Project as it relates to the Will C. Wood High School. Thank you for your attention to this matter.

Sincerely,

Kimberly J. Stevens
Environmental Specialist
Contractor Representing Solano Transportation Authority

Enclosures

Jones & Stokes

May 14, 2004

Mr. Paul Hom, Deputy Director
City of Vacaville Public Works Engineering
650 Merchant Street
Vacaville, CA 95688

Subject: Solano Transportation Authority Jepson Parkway Project Section 4(f) Evaluation

Dear Mr. Hom:

The Solano Transportation Authority and the Federal Highway Administration (FHWA) are preparing an environmental impact statement/environmental impact report (EIS/EIR) for the Jepson Parkway Project that will include an evaluation required by Section 4(f) of the U.S. Department of Transportation Act of 1966 (23 CFR 771.135(a)) for any use of publicly-owned land of a public park or recreation area. This evaluation must include the results of coordination with the public official having jurisdiction over the Section 4(f) property. I am writing to initiate this coordination effort with the City of Vacaville Public Works Engineering.

The Solano Transportation Authority, Solano County and the cities of Vacaville, Fairfield and Suisun City completed the Jepson Parkway Concept Plan in 2000. This plan was developed to address intra-county mobility for Solano County residents. The project will provide a four to six lane parkway between Interstate Route 80 (I-80) in the City of Vacaville and State Route 12 (Highway 12) in Suisun City, consistent with adopted local plans. Funds from the FHWA will be used, in part, to finance this project. Enclosed are maps detailing the location of the Jepson Parkway Project corridor (Fig. 2-2) and of one of the alternative alignments being considered, Alternative E: "Peabody Road-Air Base Parkway-Walters Road". The enclosed map shows that Alternative E would directly affect the future Al Patch Park. Alternative E would not directly affect Arlington Community Park, although it is located adjacent to Alternative E on Peabody Road.

The City of Vacaville Public Works Engineering has been identified as the agency with jurisdiction over the future Al Patch Park and Arlington Community Park. A Section 4(f) evaluation must be prepared for U.S. Department of Transportation projects before the use of Section 4(f) properties can be approved. Planned public parks and recreation areas, such as Al Patch Park, are subject to Section 4(f) requirements if the agency that owns the property has formally designated it as such and if it is determined to be significant for park and recreational purposes. Arlington Community Park qualifies as a Section 4(f) property because it is a publicly owned public park and recreation area. A "use" occurs when Section 4(f) land must be acquired

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for a transportation project or when there is an occupancy of land that is adverse in terms of the statutes' preservationist purpose.

We would appreciate the District's input on this project's Section 4(f) evaluation, including any mitigation measures to minimize construction-related and long-term impacts on the future Al Patch Park and Arlington Community Park. I will be contacting you again to discuss the Section 4(f) analysis for the Jepson Parkway Project as it relates to the future Al Patch Park and Arlington Community Park. Thank you for your attention to this matter.

Sincerely,

Kimberly J. Stevens
Environmental Specialist
Contractor Representing Solano Transportation Authority

cc: Mr. Tim Burke, Project Manager for Al Patch Park

Enclosures

Jones & Stokes

May 14, 2004

Mr. Tim Burke
Project Manager, Al Patch Park
City of Vacaville Public Works Engineering
650 Merchant Street
Vacaville, CA 95688

Subject: Solano Transportation Authority Jepson Parkway Project Section 4(f) Evaluation

Dear Mr. Hom:

The Solano Transportation Authority and the Federal Highway Administration (FHWA) are preparing an environmental impact statement/environmental impact report (EIS/EIR) for the Jepson Parkway Project that will include an evaluation required by Section 4(f) of the U.S. Department of Transportation Act of 1966 (23 CFR 771.135(a)) for any use of publicly-owned land of a public park or recreation area. This evaluation must include the results of coordination with the public official having jurisdiction over the Section 4(f) property. I am writing to initiate this coordination effort with the City of Vacaville Public Works Engineering.

The Solano Transportation Authority, Solano County and the cities of Vacaville, Fairfield and Suisun City completed the Jepson Parkway Concept Plan in 2000. This plan was developed to address intra-county mobility for Solano County residents. The project will provide a four to six lane parkway between Interstate Route 80 (I-80) in the City of Vacaville and State Route 12 (Highway 12) in Suisun City, consistent with adopted local plans. Funds from the FHWA will be used, in part, to finance this project. Enclosed are maps detailing the location of the Jepson Parkway Project corridor (Fig. 2-2) and of one of the alternative alignments being considered, Alternative E: "Peabody Road-Air Base Parkway-Walters Road". The enclosed map shows that Alternative E would directly affect the future Al Patch Park. Alternative E would not directly affect Arlington Community Park, although it is located adjacent to Alternative E on Peabody Road.

The City of Vacaville Public Works Engineering has been identified as the agency with jurisdiction over the future Al Patch Park and Arlington Community Park. A Section 4(f) evaluation must be prepared for U.S. Department of Transportation projects before the use of Section 4(f) properties can be approved. Planned public parks and recreation areas, such as Al Patch Park, are subject to Section 4(f) requirements if the agency that owns the property has formally designated it as such and if it is determined to be significant for park and recreational purposes. Arlington Community Park qualifies as a Section 4(f) property because it is a publicly owned public park and recreation area. A "use" occurs when Section 4(f) land must be acquired

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for a transportation project or when there is an occupancy of land that is adverse in terms of the statutes' preservationist purpose.

We would appreciate the District's input on this project's Section 4(f) evaluation, including any mitigation measures to minimize construction-related and long-term impacts on the future Al Patch Park and Arlington Community Park. I will be contacting you again to discuss the Section 4(f) analysis for the Jepson Parkway Project as it relates to the future Al Patch Park and Arlington Community Park. Thank you for your attention to this matter.

Sincerely,

Kimberly J. Stevens
Environmental Specialist
Contractor Representing Solano Transportation Authority

cc: Mr. Paul Horn, Deputy Director

Enclosures

CITY OF VACAVILLE

650 MERCHANT STREET, VACAVILLE, CALIFORNIA 95688-6908
ESTABLISHED 1850

June 8, 2004

Department of Public Works
Capital Improvement Projects

Jones and Stokes
2600 V Street
Sacramento, CA 95818

Attention: Kimberly J. Stevens, Environmental Specialist

SUBJECT: SOLANO TRANSPORTATION AUTHORITY JEPSON PARKWAY PROJECT SECTION 4(f) EVALUATION-AL PATCH PARK

The City of Vacaville received your letter regarding the EIS/EIR for the Jepson Parkway Project and specifically the Section 4(f) designation for Al Patch Park on Alternative E for the Project. The following is a description and a chronicle of Al Patch Park.

Al Patch Park is located at the southwest corner of Peabody Road and California Drive on California Medical Facility (CMF) land that is leased to the City of Vacaville for a recreational park. The lease is part of a Joint Powers Agreement between the City of Vacaville and CMF. A Mitigated Negative Declaration dated November 3, 1999 was prepared and approved for the Joint Powers Agreement. A separate Mitigated Negative Declaration, dated September 13, 2001, was prepared and approved for Al Patch Park.

Al Patch Park will ultimately include five adult lighted softball fields, an all-weather track, a lighted football field, a concessions/restroom facility, and associated parking (see attachment). Because of limited funding, the park will be constructed in multiple phases. Improvement plans for the first phase (see attachment) were completed in April of this year and bids for the construction of the project have been opened. The construction contract for Al Patch Park, Phase 1 project is scheduled to be awarded at the June 8, 2004 City Council Meeting. The phase 1 project will have two entrances to the park from California Drive. The ultimate park will have an additional signalized entrance opposite Caldwell Drive off of Peabody Road.

I believe the Al Patch Park Project qualifies as a Section 4(f) property because it is publicly owned and designated for a recreational facility. Based on your current alignment, the western Right-of Way of Alternative E for the Jepson Parkway Project may impact the park site, and will be located within a few feet of the Al Patch Park's ultimate parking stalls (within the landscape buffer between the stalls and the current edge of pavement of Peabody Road). Because parking is limited at the park, the City considers any removal of spaces for the widening of Peabody Road to be an adverse impact.

This letter documents potential impacts to the City's park and the City's objection to the Alternative Alignment E of the Jepson Parkway Project as it relates to the Al Patch Park development. Of course, the

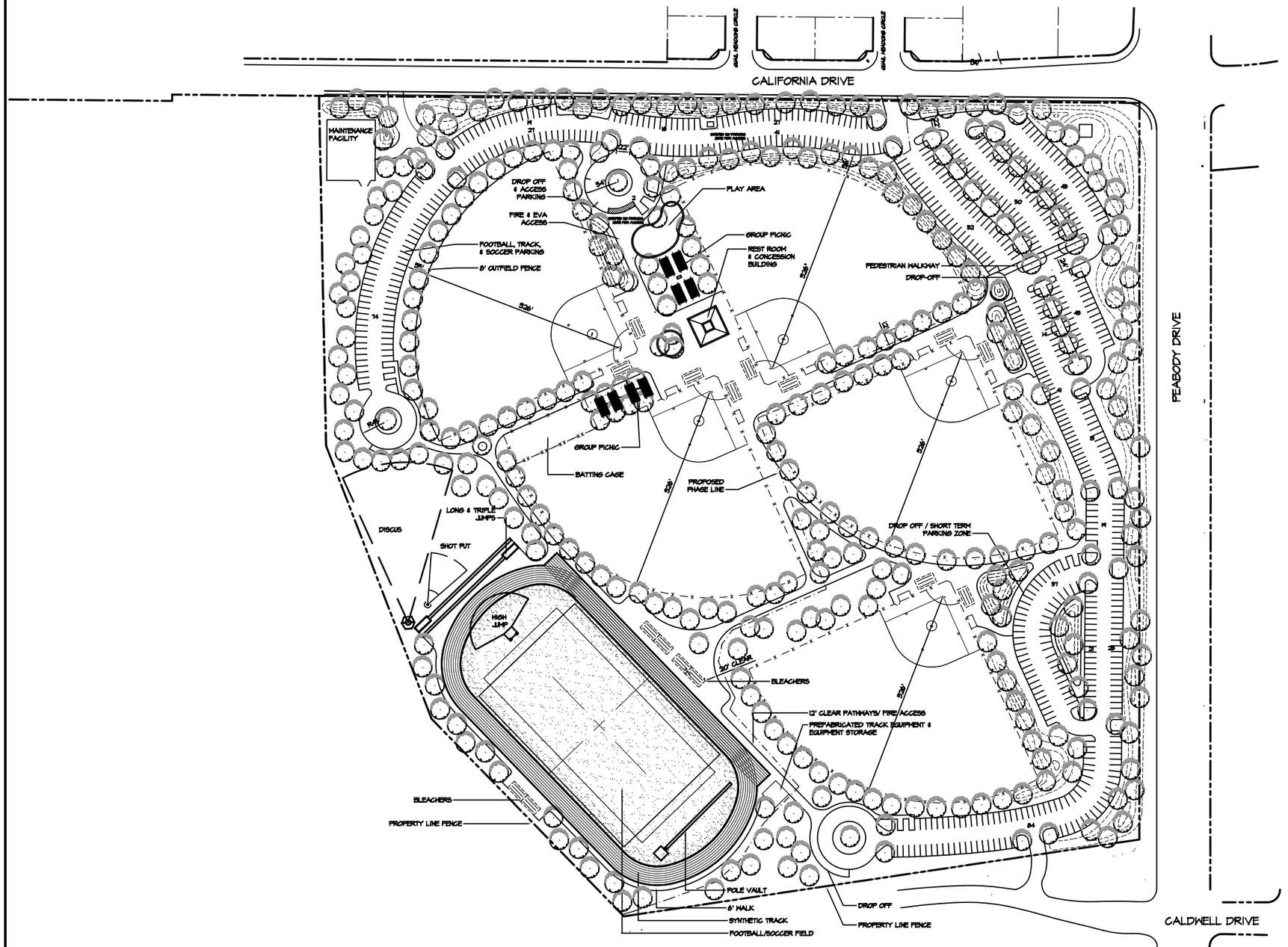
City would want mitigation measures in place for dust control, traffic control and other typical construction related impacts.

If you have any questions regarding the above information, please feel free to contact me at 707-449-5293.

Sincerely,

TIMOTHY BURKE
Associate Civil Engineer

cc: Shawn Cunningham
File #589



PARKING SUMMARY
PHASE I
STANDARD STALLS=145
ACCESSIBLE STALLS=5

0 80 160
scale 1" = 80' feet

AL PATCH PARK

MASTER PLAN

VACAVILLE, CALIFORNIA JULY 2003

CARLILE • MACY
CIVIL ENGINEERS • URBAN PLANNERS • LAND SURVEYORS • LANDSCAPE ARCHITECTS
15 THIRD STREET, SANTA ROSA, CA 95401
TEL (707) 542-6451 FAX (707) 542-5212

PROJECT No. PR2003.07

REFERENCE FILES: none

REVISIONS			
NO.	DATE	DESCRIPTION	BY

APPROVED BY:		
REGGIE HUBBARD	DATE	
RECREATION SUPERVISOR – SPORTS		

APPROVED BY:		
KERRY WALKER	DATE	
ACTING DIRECTOR OF COMMUNITY SERVICES		

APPROVED BY:		
ROLLIE SIMONS	DATE	
PARK SUPERINTENDENT		

DRAWN	By	Checked
DESIGN	By	Checked
QUANTITIES	By	Checked

SCALE: HORIZONTAL: 1"=60' VERTICAL: NONE

CITY OF VACAVILLE
DEPARTMENT OF PUBLIC WORKS
0 1 2 3 4
ORIGINAL SCALE IS IN INCHES FOR REDUCED PLANS

VACAVILLE

AL PATCH PARK
MASTER PLAN

DWG File:	DISREGARD PRINTS BEARING EARLIER PLOT DATES →	DATE PLOTTED	SHEET	OF
MasterPlan 2003PH1.dwg		07/24/03	1	1

-----Original Message-----
From: Hugo Ochoa
Sent: Wednesday, August 24, 2005 9:56 AM
To: Reggie Hubbard; Kerry Walker
Subject: RE: Jepson Parkway 4f concurrence letter

National Little League uses the Arlington for games and practice from February 1 to around July 15. We billed them for 270 kids. VYTA uses one field at Arlington for practice mid July to September. 20 kids three times a week. Hope this what we are looking for.

-----Original Message-----
From: Reggie Hubbard
Sent: Tuesday, August 23, 2005 8:52 AM
To: Hugo Ochoa
Cc: Kerry Walker; Bonnie Whitney
Subject: RE: Jepson Parkway 4f concurrence letter

Hugo, please make sure Kerry gets this info, it's probably something Bonnie can calculate from the league binders.

Reggie Hubbard, Recreation Supervisor

City of Vacaville, Community Services Department

1100 Alamo Drive Vacaville, Ca. 95688

(707) 449-6082

rhubbard@cityofvacaville.com

"Creating Community through People Parks and Programs"

-----Original Message-----
From: Kerry Walker
Sent: Thursday, August 18, 2005 8:52 AM
To: Hugo Ochoa; Jan Smith
Cc: Reggie Hubbard; Chip Wallace
Subject: FW: Jepson Parkway 4f concurrence letter

We need to know the number of users of Arlington Park. Yes this is extremely vague, don't know whether to count daily users (TGIF, volleyball group, cheerleaders) multiple times or one time. Whatever system you use just submit a brief description of it with your numbers. Please don't forget the regular park user groups (some identified above) as well, TGIF, Pre-School, etc. Thank you.

-----Original Message-----
From: Don Schatzel
Sent: Wednesday, August 17, 2005 8:04 AM
To: Kerry Walker
Cc: Rollie Simons
Subject: FW: Jepson Parkway 4f concurrence letter

Can we help Shawn out? Please see his e mail below.

Don Schatzel

Vacaville Community Services Director

40 Eldridge Ave, Suite 14

Vacaville CA 95688

707/449-5655

"We Create Community Through People, Parks and Programs"

-----Original Message-----
From: Shawn Cunningham
Sent: Tuesday, August 16, 2005 8:04 PM
To: 'Debbie Loh'
Cc: Don Schatzel
Subject: RE: Jepson Parkway 4f concurrence letter

Debbie,

I'll review the letter.

With regard to the two questions....

- Arlington Park is the largest public park in the City with the exception of Centennial Park. Arlington has little league fields, soccer fields, hosts football practices, soccer clinics, baseball clinics, has neighborhood playground equipment and basketball courts, reserved picnic facilities to accommodate probably 100 people. I don't think we have accurate numbers of how many people annually use the park, but it would be in the thousands I am sure.
- I would anticipate a 3 month disruption to the bike path at Peabody Road.

Don, do you have any good numbers for Arlington Park??

Shawn Cunningham, Sr. Civil Engineer
City of Vacaville, Dept. of Public Works
slcunningham@ci.vacaville.ca.us
(707)449-5176

Jones & Stokes

August 31, 2005

Shawn Cunningham, Senior Civil Engineer
City of Vacaville Public Works Department
650 Merchant Street
Vacaville, CA 95688-6908

Subject: Jepson Parkway Section 4(f) Evaluation

Dear Mr. Cunningham:

On behalf of the Solano Transportation Authority, I am writing to you to request concurrence with the findings of the Jepson Parkway Section 4(f) evaluation. Section 4(f) of the Department of Transportation Act of 1966 (49 U.S. Government Code 303) declares that "[i]t is the policy of the United State Government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites." Section 4(f) requires that the Federal Highway Administration (FHWA), as the federal funding agency under the U.S. Department of Transportation and lead agency under the National Environmental Policy Act, make a finding that feasible and prudent avoidance alternatives do not exist. It also requires that mitigation measures be identified that minimize harm to affected parks. FHWA requires that written concurrences be obtained from the agencies with jurisdiction over the affected 4(f) resources regarding the findings of the 4(f) evaluation.

The Section 4(f) evaluation for Jepson Parkway addresses three park/recreation facilities under the jurisdiction of the City of Vacaville: Al Patch Park, Arlington Park, and the Alamo Creek bicycle path. All three facilities would be affected by Alternative E and would be unaffected by Alternatives B, C, and D. Within the City of Vacaville, Alternative E entails widening of Peabody Road from Elmira Road south to the City limit line.

The potential use of these Section 4(f) resources that would occur with implementation of the Jepson Parkway is described below , together with a discussion of proposed mitigation measures.

Al Patch Park

Use of Section 4(f) Resource

Alternative E would require the permanent use of land from the 13.88-hectare (34.3-acre) Al Patch Park. The land that would be required is along the 371.86-meter (1220-foot) frontage on the western edge of Peabody Road. It is estimated that the proposed right-of-way for Alternative E would extend into the property approximately 18.29 meters (60 feet), affecting approximately 0.69 hectare (1.7 acres). The area required for the proposed right-of-way would displace approximately 120 of the proposed 680 parking spaces planned for the park, as well as the

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www.jonesandstokes.com

proposed landscaped buffer between Peabody Road and the proposed parking. The parking and landscaped buffer along Peabody Road are proposed as part of the Phase II construction for the park.

The City of Vacaville has indicated that the displaced parking is needed to meet City parking standards for parks and that the Phase II park plans cannot be reconfigured to accommodate the 120 displaced parking spaces. Furthermore, the City has indicated that it would not be feasible to lease additional land from the California Medical Facility based on previous negotiations with this State entity.

Mitigation Measure

Selection of Alternatives A (No-Action Alternative), B, C or D would avoid the displacement of parking and the landscaped buffer proposed for Al Patch Park.

Arlington Park

Use of Section 4(f) Resource

Alternative E would not require the permanent use of land from Arlington Park. However, because Arlington Park is located directly adjacent to the Alternative E alignment, evaluation of potential proximity impacts is required.

Noise. Arlington Park is located in a suburban setting adjacent to the existing Peabody Road. Arlington Park is not a noise-sensitive facility where quiet and serenity are significant attributes. Arlington Park qualifies as an Activity Category B land use under FHWA's noise abatement criteria (23 CFR 772). Activity Category B includes areas such as picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals. Under Activity Category B, a noise impact is considered to occur when the predicted project–related noise levels approach or exceed the FHWA noise abatement criteria threshold of 67 dBA (i.e., 66 dBA or above) (23 CFR 771.135). Based on modeled receivers located to the south of Arlington Park that would be comparable to impacts within the park (receivers 32 and 33 from the Noise Study Report), postproject noise levels at Arlington Park are expected to be a maximum of 68 dB at receiver 32. However, because the increase in noise over future no-project levels is expected to be 2 dB (considered to be imperceptible) at this receiver, noise abatement is not needed.

Because Arlington Park is a suburban park, located in a developed area adjacent to a busy street, where quiet and serenity are not significant attributes of the park experience, and because noise abatement is not needed, there is no constructive use impact attributable to noise.

Aesthetics. Arlington Park is located adjacent to Peabody Road, a major arterial that is already part of the visual setting for this park, and views from the park are not a primary value of this park resource. Because the proximity of Alternative E to Arlington Park would not substantially impair the aesthetic features of the park or degrade its value as a park, there is no constructive use.

Accessibility. Neither the construction of nor the permanent changes made by Alternative E would change or restrict access to Arlington Park from Foxboro Parkway. Because the utility of the park would not be diminished by restricted access, there is no constructive use.

Vibration. Vibration impacts could occur if substantial discontinuities, such as potholes, occurred in a roadway. The proposed new roadway surface would be smooth. Therefore, there is no constructive use related to vibration.

Ecological Intrusion. Arlington Park is a developed park serving active recreation needs. It contains urban habitat consisting of ornamental plantings and manicured lawns. Urban habitat has marginal value for wildlife because of the presence of human disturbances and the lack of native vegetation. Because the park has marginal habitat value, there is no constructive use.

Mitigation Measure

Because Arlington Park experiences very high use throughout the year for sports, picnics, and neighborhood recreation and since Alternative E is projected to significantly increase traffic volumes on Peabody Road, this alternative would include some type of fencing or other positive barrier along the Peabody Road perimeter of Arlington Park.

Alamo Creek Bicycle Path

Use of Section 4(f) Resource

The Alamo Creek Bicycle Path intersects Peabody Road south of Beelard Drive. Alternative E would displace short sections of the bicycle path on both sides of Peabody Road to conform the bicycle path to the new road right of way. These sections of the bicycle path would be reconstructed to the same standards as the existing facility and permanent access to the bicycle path would not be affected.

Solano Transportation Authority has determined this impact to be a temporary occupancy as defined by 23 CFR 771.135(p) (7) and is requesting the City of Vacaville's written concurrence with the following:

- The duration of the occupancy is temporary, i.e. less than the time needed for construction of the project, and there will be no change in ownership of the land.

- The scope of work on park land will be minor i.e. both the nature and the magnitude of changes to the public park will be minimal.
- There will be no anticipated permanent adverse physical impact on park land, nor will there be interference with the activities or purposes of the resources, on either a temporary or permanent basis; and
- The land being used will be fully restored, i.e. the condition of the resources will be at least as good as that which existed prior to the project.

Mitigation Measures

During construction, the project sponsors will maintain ongoing use of the bicycle path. This ongoing use could be accomplished by temporary realignment of the bicycle path near the construction zone.

Currently bicycle riders are encouraged to dismount and walk their bicycles to the signalized crossing at Beelard Drive to cross Peabody Road. With the widening of Peabody Road and the significant increase in traffic forecasted under Alternative E, this alternative will be required to extend the Class I bike path along both sides of Peabody Road to connect the existing path to Beelard Drive.

Please indicate your concurrence with the above-described findings for impacts to Al Patch Park and Arlington Park and for the temporary occupancy of Alamo Creek bicycle path by signing below and returning this letter to me.

Shawn Cunningham, Senior Civil Engineer, City of Vacaville Public Works Department

Thank you for your attention to this matter. Please call me at 916-752-0946 if you have questions.

Sincerely,

Debbie Loh
Senior Environmental Planner

cc: Dan Christiansen, Solano Transportation Authority
Bob Grandy, Fehr & Peers
Vicki Axiaq, Jones & Stokes

-----Original Message-----
From: Leigh Coop - VUSD Facilities [mailto:leighc@vacavilleusd.org]
Sent: Friday, September 23, 2005 6:44 AM
To: Debbie Loh
Subject: RE: Jepson Parkway Will C. Wood impacts

Debbie,

On the Peabody Road alternative, the mitigation would be relocation of the entire school in order to have an adequate physical education and athletic program; or alternatively, the purchase of land and relocation of the entire track to another adjacent location to the current school. However, there is no property that is adjacent and does not cross existing streets. This would pose safety hazards for students and the public as they would have to cross the street in order to reach the track. The properties adjacent have now all been developed. To the north, Costco is already there, and there is construction on a new retail outlet of Orchard Hardware going on right next to Costco, so there is nothing vacant.

If these comments can be used and incorporated, that would be fine.

Jones & Stokes

September 26, 2005

Ms. Leigh Coop, Director of Facilities
Vacaville Unified School District
751 School Street
Vacaville, CA 95688-6908

Subject: Jepson Parkway Section 4(f) Evaluation

Dear Ms. Coop,

On behalf of the Solano Transportation Authority, I am writing to you to request concurrence with the findings of the Jepson Parkway Section 4(f) evaluation. Section 4(f) of the Department of Transportation Act of 1966 (49 U.S. Government Code 303) declares that "[i]t is the policy of the United State Government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites." Section 4(f) requires that the Federal Highway Administration (FHWA), as the federal funding agency under the U.S. Department of Transportation and lead agency under the National Environmental Policy Act, make a finding that feasible and prudent avoidance alternatives do not exist. It also requires that mitigation measures be identified that minimize harm to affected park and recreational facilities. FHWA requires that written concurrences be obtained from the agencies with jurisdiction over the affected 4(f) resources regarding the findings of the 4(f) evaluation.

The Section 4(f) evaluation for Jepson Parkway addresses one school-related recreation facility under the jurisdiction of the Vacaville Unified School District, the outdoor track/soccer field located at Will C. Wood High School. This facility would be affected by Alternative E, but would be unaffected by Alternatives B, C, and D. Within the City of Vacaville, Alternative E entails widening of Peabody Road from Elmira Road south to the City limit line. Alternatives B, C, and D entail widening Leisure Town Road, rather than Peabody Road, within the City of Vacaville.

The potential use of this Section 4(f) resource that would occur with implementation of the Jepson Parkway is described below, together with a discussion of proposed mitigation measures.

Use of Section 4(f) Resource at Will C. Wood High School

Alternative E would require permanent use of a section of the northeast corner of the outdoor track at Will C. Wood High School. The high school property has a frontage of approximately 316.99 meters (1,040 feet) along Peabody Road; the right-of-way for Alternative E would extend into the property approximately 15.24 meters (50 feet) along this frontage. The amount of land that would need to be acquired is estimated to be approximately 0.48 hectare (1.2 acres). This would adversely impact the outdoor track/soccer field. The track/soccer field could not be

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www.jonesandstokes.com

reconfigured on the property without making them smaller, and such a reduction would not meet the needs of the school district's physical education and athletic program.

Mitigation Measure

There is no vacant site located immediately adjacent to the existing track/soccer field where the track and soccer field could be relocated, if Alternative E is selected, as all adjacent properties have been developed. Relocation of the track/soccer field onto a site that is located across an existing street from the school is not considered acceptable by the school district since it would pose a safety hazard for students and the public to cross a street in order to reach these facilities from the school site.

Selection of Alternatives A (No-Action Alternative), B, C, or D would avoid the adverse impacts to the existing track/soccer field at Will C. Wood High School.

Please indicate your concurrence with the above-described findings for impacts to Will C. Wood High School by signing below and returning this letter to me.

Leigh A Coop 10/3/05

Leigh Coop, Director Facilities, Vacaville Unified School District

Thank you for your attention to this matter. Please call me at 916-752-0946 if you have questions.

Sincerely,

Debbie Loh

Debbie Loh
Senior Environmental Planner

cc: Dan Christiansen, Solano Transportation Authority
Bob Grandy, Fehr & Peers
Vicki Axiaq, Jones & Stokes

Appendix C Agency Consultation Letters

DEPARTMENT OF THE ARMY
SAN FRANCISCO DISTRICT, U.S. ARMY CORPS OF ENGINEERS
1455 MARKET STREET
SAN FRANCISCO, CALIFORNIA 94103-1398

FEB 27 2009

Regulatory Division

SUBJECT: File Number 248540N

Ms. Janet Adams
Solano County Transportation Authority
One Harbor Center, Suite 130
Suisun City, California 94585

Dear Ms. Adams:

This letter is written in response to your request of January 22, 2009, for a preliminary jurisdictional determination for the Jepson Parkway Project (See attached Preliminary Jurisdictional Determination Form). The project area includes potential alignment alternatives for the proposed Jepson Parkway Project and is located between State Route 12 southeast of Suisun City and Interstate 80 in Vacaville. Enclosed is a map (Corps Date-stamped February 18, 2009) depicting our preliminary determination. Potentially jurisdictional waters include 121.071 acres of wetlands consisting of seasonal wetlands, perennial and seasonal marsh. Other potentially jurisdictional waters of the U. S. include 11.518 acres of drainage ways, ponds, and ditches. All proposed discharges of dredged or fill material into wetlands or waters of the United States must be authorized by the Corps of Engineers pursuant to Section 404 of the Clean Water Act (CWA) (33 U.S.C. Section 1344). Waters of the United States generally include tidal waters, lakes, ponds, rivers, streams (including intermittent streams), and wetlands.

Your proposed activity appears to be within our jurisdiction and a permit will be required for your project. Application for Corps authorization should be made to this office. To avoid delays it is essential that you refer to the file number at the top of this letter in your application. The application must include plans showing the location, extent and character of the proposed activity. You should note, in planning your project, that upon receipt of a properly completed application and plans, it may be necessary to advertise the proposed work by issuing a Public Notice for a period of 30 days.

You are advised that the Corps ***does not*** have an established Administrative Appeal Process for findings associated with Preliminary Jurisdictional Determinations, however you may request an Approved Jurisdictional Determination that precisely identifies the limits of waterbodies subject to Clean Water Act and / or Rivers and Harbors Act jurisdiction as described in 33 C.F.R. Part 331.2.

Should you have any questions regarding this matter, please call Cameron Johnson of our Regulatory Division at (415) 503-6790. Please address all correspondence to the Regulatory Division comments on our permit review process, please complete the Customer Survey Form available online at http://per2.nwp.usace.army.mil/survey.html.

Sincerely,

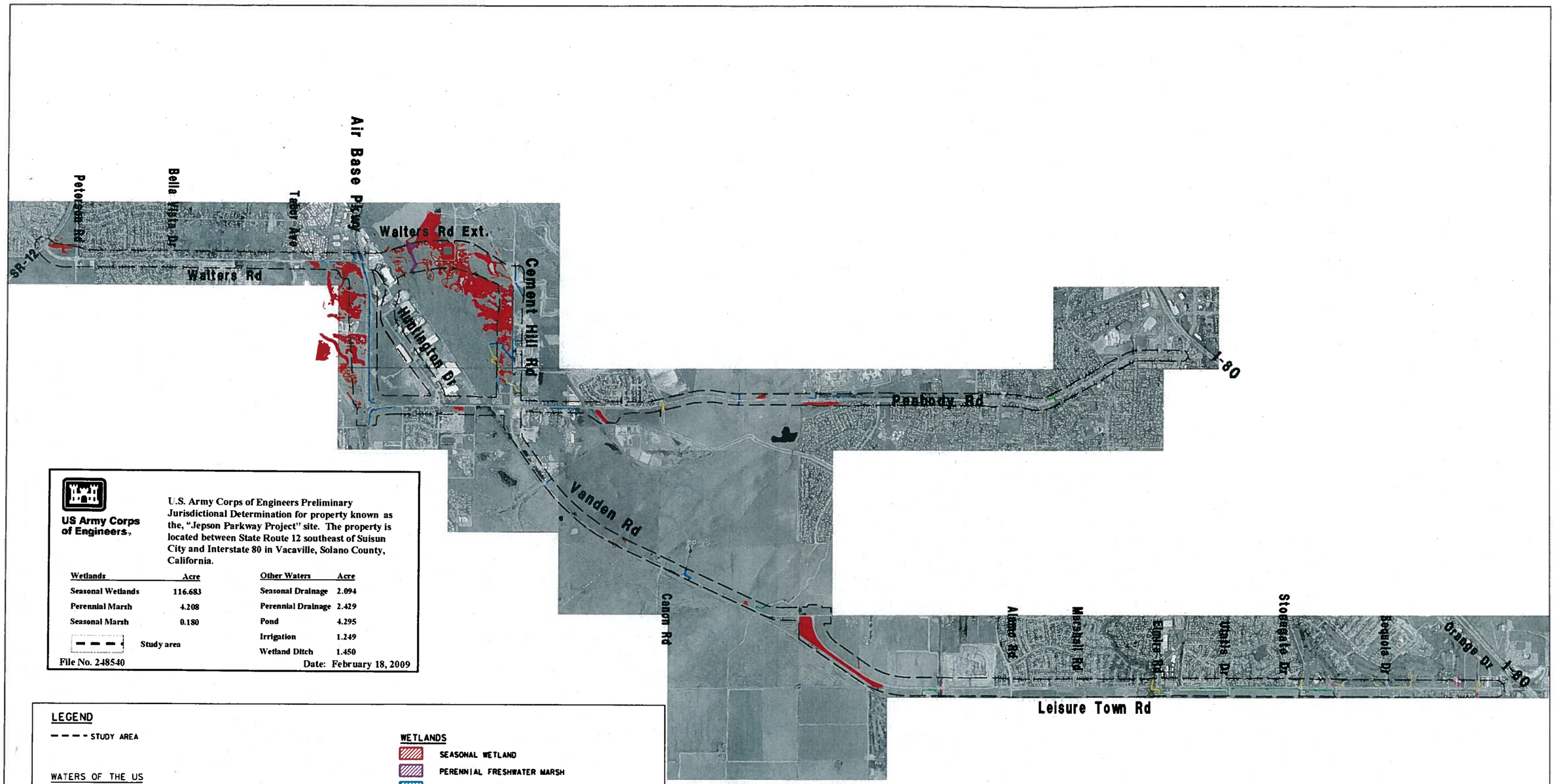
Jane Hicks
Chief, Regulatory Division

Enclosures

Copies Furnished (with map only)

CA RWQCB, Oakland, CA
CA SWRCB, Sacramento, CA

Michael Kay
PBS & J
353 Sacramento Street, Suite 1000
San Francisco, CA 94111



US Army Corps of Engineers

U.S. Army Corps of Engineers Preliminary Jurisdictional Determination for property known as the, "Jepson Parkway Project" site. The property is located between State Route 12 southeast of Suisun City and Interstate 80 in Vacaville, Solano County, California.

Wetlands	Acre	Other Waters	Acre
Seasonal Wetlands	116.683	Seasonal Drainage	2.094
Perennial Marsh	4.208	Perennial Drainage	2.429
Seasonal Marsh	0.180	Pond	4.295
		Irrigation	1.249
Study area		Wetland Ditch	1.450

File No. 248540

Date: February 18, 2009

LEGEND

- STUDY AREA

WATERS OF THE US
- PERENNIAL DRAINAGE
- PERENNIAL DRAINAGE WITH RIPARIAN
- SEASONAL DRAINAGE
- POND (ARTIFICIAL)
- IRRIGATION
- DITCHES (WITH WETLAND CHARACTERISTICS)

WETLANDS
- SEASONAL WETLAND
- PERENNIAL FRESHWATER MARSH
- SEASONAL FRESHWATER MARSH

REV	DATE	DESCRIPTION	CHECKED	APPD
		REVISIONS		

JEPSON PARKWAY PROJECT

STA Solano Transportation Authority

SOLANO TRANSPORTATION AUTHORITY
One Harbor Center
Suite 130
Suisun City, CA 94585
Telephone: (707) 424-6075
Fax: (707) 424-6074

SCALE	1"=100'
DESIGN BY CEL	DRAWN BY KAK
DATE 11/03/08	CHECKED BY SJB
PROJECT NUMBER	100001224

WETLAND DELINEATION MAP JEPSON PARKWAY

OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION
P.O. BOX 942896
SACRAMENTO, CA 94296-0001
(916) 653-6624 Fax: (916) 653-9824
calshpo@ohp.parks.ca.gov
www.ohp.parks.ca.gov

March 2, 2006 Reply To: FHWA060216A

Jennifer Darcangelo
Deparment of Transportation
PO Box 23660
Oakland, CA 94623-0660

Re: Determinations of Eligibility for the Proposed Jepson Parkway Project, Solano County, CA

Dear Ms. Darcangelo:

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 following properties are not eligible for the National Register of Historic Places (NRHP):

- 579 Leisure Town Road, Vacaville, CA
- 5027 Peabody Road, Vacaville, CA

Based on my review of the submitted documentation, I concur.

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 nlind@ohp.parks.ca.gov.

Sincerely,

Milford Wayne Donaldson, FAIA
State Historic Preservation Officer

OF CALIFORNIA • BUSINESS, TRANSPORTATION AND HOUSING AGENCY GRAY DAVIS, Governor

'ARTMENT OF TRANSPORTATION
3660
IND, CA 94623-0660
86-4444

MAR 19

March 14, 2001

Mr. Daryl K. Halls
Executive Director
Solano Transportation Authority
333 Sunset Avenue, Suite200
Suisun City, CA 94585

04-SOL-O- STA
Jepson Parkway

Dear Mr. Halls,

We appreciate the opportunity to be involved with the development of the Jepson Parkway project. For the past several months we have been working together on the National Environmental Policy Act/Clean Water Act section 404 (NEPA/404) process for this project.

A key step in this process occurs when the member agencies give concurrence on the Purpose and Need for the project. This becomes a very important section in the Environmental Impact Statement.

At this time we are pleased to provide Caltrans concurrence with the Purpose and Need for the project. We look forward to continuing our working partnership with you, as the sponsor agency, and the other state and federal agencies on the NEPA/404 process and the other steps in the environmental process. Thank you for the hard work, compromise and effort that has gone into producing this.

Sincerely,

HARRY Y. YAHATA
District Director

By Jo Ann Cullom
Jo Ann Cullom
Environmental Coordinator for
Local Assistance Projects

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Sacramento Fish and Wildlife Office
2800 Cottage Way, Room W-2605
Sacramento, California 95825-1846

IN REPLY REFER TO:
PPN 2797

March 28, 2001

Mr. Michael Ritchie, Division Administrator
Federal Highway Administration, California Division
980 Ninth Street, Suite 400
Sacramento, California 95814-2724

Dear Mr. Ritchie:

The Federal Highway Administration (FHWA), in cooperation with the California Department of Transportation (Caltrans) and the Solano Transportation Authority (STA), is proposing the development of the Jepson Parkway Project; a north-south transportation corridor along the eastern edges of the cities of Vacaville, Fairfield, and Suisun City.

The U.S. Fish and Wildlife Service (Service) has reviewed the February 20, 2001 STA information package describing the Purpose and Need Statement, Criteria for Alternative Screening, and Preliminary Alternatives and concurs with the determination that these elements are acceptable for use in the National Environmental Policy Act (NEPA)/404 Integration Process. We request an opportunity to review the final set of alternatives identified as acceptable for detailed evaluation after the Preliminary Alternatives have been applied to the screening criteria. On March 19, 1999, the Service issued a biological opinion which addressed the effects of water delivery by the U.S. Bureau of Reclamation to the Solano County Water Agency and its member agencies. The *Biological Opinion for the Solano Project Water Service Contract Renewal* included conservation measures for the short-term and long-term protection of listed species and their habitats within the action area (including the cities of Fairfield, Vacaville, and Suisun City). The conservation measures included the preparation and implementation of a Habitat Conservation Plan (HCP) for an incidental take permit under section 10(a)1(B) of the Endangered Species Act for indirect effects. While many of the indirect/growth inducing effects of the Jepson Parkway project will be addressed by the Solano Project HCP, the Service is concerned that there may be effects which will not be addressed. The Service recommends close coordination with the Solano Project HCP process to ensure that the indirect/secondary effects of the Parkway project are addressed. We recommend, at the earliest identification of unmitigated effects, that the FHWA and Caltrans assist in the expansion of the Solano Project HCP to include effects of the parkway.

If you have any questions concerning the Service's comments on this project, please contact Jerry Bielfeldt (Wetlands Branch) at (916) 414-6584.

Sincerely,

for Dale A. Pierce
Acting Field Supervisor

cc: ARD (ES)-Portland, OR
STA, Suisun City, CA (Daryl K. Halls)
EPA, San Francisco, CA (Attn: Elizabeth Varnhagen)
NMFS, Sacramento, CA (Attn: Kelly Finn)
ACOE, Sacramento, CA (Nancy Haley)
Caltrans, Oakland, CA (JoAnn Cullom)

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION IX
75 Hawthorne Street
San Francisco, CA 94105-3901

Mr. Daryl Halls, Executive Director
Solano Transportation Authority
333 Sunset Avenue, Suite 200
Suisun City, California 94585

Dear Mr. Halls:

We are in receipt of your letter dated February 20, 2001 requesting concurrence on the Purpose and Need, Criteria for Screening Alternatives, and Range of Preliminary Alternatives for the **Jepson Parkway Project, Solano County, California.** The request is pursuant to the National Environmental Policy Act/ Section 404 of the Clean Water Act Memorandum of Understanding (NEPA/404 MOU).

We concur with the purpose and need statement dated February 12, 2001 which indicates that project implementation will:

- Provide an integrated and continuous route for local north-south trips as an alternative to using I-80 in central Solano County.
- Provide local traffic with a safe, convenient route using existing roadways when feasible.
- Enhance multimodal transportation options for local trips to central Solano County, including providing a safe and convenient multiuse path and increasing transit use in the area.

We also concur with the range of Preliminary Alternatives that are described in the document entitled *Jepson Parkway Preliminary Alternatives* dated February 16, 2001. This document depicts a no-build alternative, an alternative that performs low-cost capital improvements to existing roadway and transit systems, a mass transit alternative juxtaposed on each of the proposed alternatives, and six "build" alternatives. The alignments of these preliminary alternatives are roughly illustrated on the map entitled *Potential Alternatives for the Jepson Parkway Project,* dated February 14, 2001.

In order to identify the most reasonable alternatives to be evaluated in greater detail in the draft environmental impact statement (DEIS) that will be prepared, the proposed criteria for screening alternatives have been compiled in a matrix entitled, *Jepson Parkway EIS/EIR Project Alternatives Screening Matrix*, dated February 16, 2001. The 40 screening criteria are grouped into the following categories: natural environmental effects, physical environmental effects,

community effects, transportation effectiveness, engineering feasibility, and financial feasibility. Please note that to meet the requirements of the Section 404 (b)(1) guidelines of the Clean Water Act (CWA), we consider project impacts categorized under natural environmental effects, especially those affecting waters of the United States or endangered species, of great importance. The other categories of screening criteria have relevance in determining the practicability of a proposed alternative and how well it meets the project purpose. We concur with this list of criteria for screening alternatives.

Thank you for this opportunity to participate in the planning for the Jepson Parkway Project under the NEPA/404 MOU. We appreciate your convening regular meetings involving agency representatives to keep us informed and solicit our input to project planning and evaluation. We look forward to continued involvement through the next step which will be an analysis of the beneficial and detrimental aspects of each of these alternatives in order to eliminate those with unacceptable qualities, and ultimately identify the least environmentally damaging practicable alternative (LEDPA) for authorization by the Corps of Engineers under the CWA. If you have any questions or comments, please feel free to contact me at (415) 744-1584 or Liz Varnhagen of my staff at (415-744-1624).

Sincerely,

Lisa B. Hanf

Lisa B. Hanf, Manager
Federal Activities Office

cc: Jane Hicks, Corps of Engineers, San Francisco
Jerry Bielfeldt, USFWS, Sacramento
Harry Khani, FHWA, Sacramento
Jo Ann Cullom, Caltrans, District 4, Oakland
Nancy Haley, Corps of Engineers, Sacramento

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION IX
75 Hawthorne Street
San Francisco, CA 94105-3901

JUN 29 2001

Daryl Halls
Solano Transportation Agency
333 Sunset Avenue, Suite 200
Suisun City, CA 94585

Dear Mr. Halls:

This responds to your letter dated April 19, 2001 requesting concurrence on the list of alternatives to be evaluated in detail in the draft environmental impact statement (DEIS) being prepared for the **Jepson Parkway in Solano County, California**. The U.S. Environmental Protection Agency (EPA) has already concurred with the range of the ten preliminary alternatives in our letter to you dated March 15, 2001. Our comments are offered as part of the National Environmental Policy Act/Clean Water Act Section 404 (NEPA/404) Integration Process.

Your letter indicates that from the ten preliminary alternatives, you would like to eliminate four from further consideration. According to the preliminary Alternatives Screening Report we received on June 8, 2001, the following alternatives should be eliminated from further evaluation in the DEIS. Alternative 2, the Transportation System Management (TSM) alternative consisting of low-cost capital improvements to the existing roadway and transit systems, would not satisfy the project purpose because it would not improve roadway safety or adequately address existing and future traffic congestion. Alternative 3, which is to construct a limited access expressway along any of the proposed alignments was also considered unacceptable for environmental and aesthetic reasons as well as not satisfying the multi-modal goal. Alternative 9, the Mass Transit alternative which would construct an arterial roadway within any of the proposed alignments, was eliminated because it was not believed to adequately address existing or anticipated traffic congestion, or accommodate pedestrian/non-motorized transportation. Alternative 10, which represented a route north of the I-80 corridor, would have potentially large adverse environmental and community impacts, and would open up new areas to development. Finally, Alternative 11 a) and b) would be outside of existing areas of planned development and not adequately serve the Jepson Parkway target communities.

EPA concurs that Solano Transportation Agency's selected six alternatives to carry forward into the draft EIS, alternatives 1, 4, 5, 6, 7 and 8, continue to offer an appropriate range for the purpose of NEPA. We recognize that there are additional difficult resource-based decisions ahead in this evaluation process, and offer our assistance to work with you throughout the NEPA/404 Integration process. If you have any questions concerning NEPA or the

NEPA/404 Memorandum of Understanding, please feel free to contact Liz Varnhagen of my staff at (415) 744-1624. If you have questions about compliance with the Clean Water Act, please contact Mike Monroe in the Water Division at (415) 744-1963.

Sincerely,

Lisa B. Hanf, Manager
Federal Activities Office

cc: Jane Hicks, Corps of Engineers, San Francisco
Jerry Bielfeldt, USFWS, Sacramento
Harry Khani, FHWA, Sacramento
Jo Ann Cullom, Caltrans, District 4, Oakland
Nancy Haley, Corps of Engineers, Sacramento

DEPARTMENT OF THE ARMY
SAN FRANCISCO DISTRICT, CORPS OF ENGINEERS
333 MARKET STREET
SAN FRANCISCO, CALIFORNIA 94105-2197

REPLY TO

JUL 13 2001

Regulatory Branch

SUBJECT: File Number 24854N

Mr. Daryl Halls
Solano Transportation Authority
333 Sunset Avenue, Suite 200
Suisun City, California 94585

Dear Mr. Halls:

Thank you for your letter of February 20, 2001, requesting concurrence with the Purpose and Need Statement for the Jepson Parkway Project in Solano County, California. You also requested concurrence with the "Criteria for Alternative Screening"("Jepson Parkway EIS/EIR Project Alternatives Screening Matrix"), and the "Jepson Parkway Preliminary Alternatives", both dated February 16, 2001. In a separate letter dated April 19, 2001, you requested concurrence on the list of alternatives to be evaluated in detail in the EIS/EIR document. Your request for concurrence is pursuant to the Memorandum of Understanding for the National Environmental Policy Act and Clean Water Act Section 404 Integration Process for Surface Transportation Projects in Arizona, California, and Nevada.

Portions of the Jepson Parkway Project are proposed to be built in both the San Francisco and Sacramento Districts of the Corps of Engineers (Corps). By email of July 13, 2001, Sacramento District agreed with San Francisco District's recommendation that both Districts concur with your request.

The Corps concurs with the February 12, 2001, "Purpose and Need for the Proposed Action"; "Criteria for Alternative Screening"("Jepson Parkway EIS/EIR Project Alternatives Screening Matrix"), and " Jepson Parkway Preliminary Alternatives", both dated February 16, 2001; and the list of alternatives to be evaluated in detail in the EIS/EIR document contained in your letter of April 19, 2001. These alternatives are described in the "Jepson Parkway Preliminary Alternatives" dated March 19, 2001.

If you have questions, please contact Nancy Haley of Sacramento District's Regulatory Branch at 916-557-7772 or Jane Hicks of San Francisco District's Regulatory Branch at 415-977-8439. All correspondence should reference file numbers 200000655 and 24854N.

Sincerely,

Jane M. Hicks

Calvin C. Fong
Chief, Regulatory Branch

Copy Furnished:

USACE, SPK-CO-R, Sacramento, CA (Attn: N. Haley)
US EPA, San Francisco, CA (Attn: L. Varnhagen)
US FWS, Sacramento-Wetlands Branch, CA (Attn: J. Bielfeldt)
NMFS, Sacramento, CA (Attn: F. K. Finn)
FHWA, Sacramento, CA (Attn: H. Khani)
M. Davis, Jones and Stokes, Oakland, CA

UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE
Sacramento Area Office
650 Capitol Mall, Suite 8-300
Sacramento, CA 95814-4706

June 27, 2001

In Reply Refer To:
SWR-00-SA-0127:FKF

Daryl K. Halls
Executive Director
Solano Transportation Authority
333 Sunset Avenue, Suite 200
Suisun City, CA 94585

RECD JUL 2

Dear Mr. Halls:

This letter is in response to your letter of April 19, 2001 requesting concurrence from the National Marine Fisheries Service (NMFS) on the final range of alternatives for the Jepson Parkway Project Environmental Impact Statement/Report (EIS/R). We have reviewed the proposed alternatives and concur with the determination that the range of alternatives is acceptable for inclusion in the EIS/R. The Jepson Parkway Plan includes incorporation of transit, a continuous pedestrian and bicycle traffic corridor, landscape design, and an open space element. The project sponsors have considered a broad range of alternatives to identify five action alternatives for detailed evaluation in the pending EIS/R. We look forward to working with you on this and other projects in the future.

If you have any questions or need further information please contact Ms. F. Kelly Finn in our Sacramento Area Office, 650 Capitol Mall, Sacramento, CA 95814. Ms. Finn may be reached by telephone at (916) 930-3610 or by Fax at (916) 930-3629.

Sincerely,

Michael E. Aceituno
Supervisor, Sacramento Area Office

cc: NMFS-PRD, Long Beach, CA
Stephen A. Meyer, ASAC, NMFS, Sacramento, CA

Appendix D Title VI Policy Statement

DEPARTMENT OF TRANSPORTATION
OFFICE OF THE DIRECTOR
1120 N STREET
P. O. BOX 942873
SACRAMENTO, CA 94273-0001
PHONE (916) 654-5266
FAX (916) 654-6608
TTY (916) 653-4086

Flex your power!
Be energy efficient!

January 14, 2005

TITLE VI
POLICY STATEMENT

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

WILL KEMPTON
Director

Appendix E Glossary of Technical and Abbreviated Terms

Appendix E GLOSSARY OF TECHNICAL & ABBREVIATED TERMS

$\mu g/m^3$	micrograms per cubic meter
AADT	Annual Average Daily Traffic, represents an average 24-hour period of traffic on a facility in both directions averaged over one year, or the total of all traffic counted for one year, divided by 365 days.
ABAG	Association of Bay Area Governments
ADA	Americans with Disabilities Act
ADL	Aerially Deposited Lead
AFB	Air Force Base
APE	Area of Potential Effect, the area within which archaeological or historical resources may be affected by a project.
ARB	Air Resources Board
BA	Biological Assessment
BAAB	Bay Area Air Basin
BAAQMD	Bay Area Air Quality Management District
Basin Plans	Water Quality Control Plans
BART	Bay Area Rapid Transit
Beneficial Use	Use of a natural water resource that enhances the social, economic, and environmental well-being of the user. Twenty-one beneficial uses are defined for the waters of California, ranging from municipal and domestic supply to fisheries and wildlife habitat.
BMP	Best Management Practice
BO	Biological Opinion
CAAQS	California Ambient Air Quality Standards
CDFG	California Department of Fish and Game
CDMG	California Department of Mines and Geology
CEDD	California Employment Development Department
CEQ	Council on Environmental Quality
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation and Liability Act
CESA	California Endangered Species Act
CFGC	California Fish and Game Code
CFR	Code of Federal Regulations
CGS	California Geological Survey
CIA	Community Impact Assessment

CMP	Congestion Management Program
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CO	Carbon Monoxide
Concept Plan	Jepson Parkway Concept Plan
Corps	U.S. Army Corps of Engineers
Cortese	Hazardous Waste and Substances Site List (or Cortese List) is named after State Assemblyman Dominic Cortese. PRC § 65962.5 requires Cal EPA to develop an updated Cortese list at least annually.
CPUC	California Public Utilities Commission
CRHP	California Register of Historical Places
CRLF	California red-legged frog
CTP	Comprehensive Transportation Plan
CTS	California tiger salamander
CWA	Clean Water Act
dB	decibels, a measurement unit for noise.
dBA	A-weighted decibels, the measurement of noise that best represents human perception.
dbh	Diameter at Breast Height
DEIR	Draft Environmental Impact Report
Department	California Department of Transportation or Caltrans
Draft MSHCP	Solano County Draft Multi-Species Habitat Conservation Plan
DOC	California Department of Conservation
DOF	California Department of Finance
DOT	U.S. Department of Transportation
EIR/EIS	Environmental Impact Report /Environmental Impact Statement
EO	Executive Order
EPA	U.S. Environmental Protection Agency
ESA	Federal Endangered Species Act of 1973; alternatively, can refer to a designated Environmentally Sensitive Area or Environmental Site Assessment
FEMA	Federal Emergency Management Agency
FERC	Federal Energy Regulatory Commission
FERS	Floodplain Evaluation Report Summary
FHWA	Federal Highway Administration
FIFRA	Federal Insecticide, Fungicide, and Rodenticide Act

FIRMs	Flood Insurance Rate Maps
FIS	Flood Insurance Studies
FMMP	Farmland Mapping and Monitoring Program
FPPA	Federal Farmland Protection Policy Act
FSSD	Fairfield-Suisun Sewer District
FTA	Federal Transit Administration
HCM	Highway Capacity Manual
HCP	Habitat Conservation Plan
HDM	Highway Design Manual
HOV	High-Occupancy Vehicle
HPSR	Historic Property Survey Report
ISA	Initial Site Assessment, a review of all published data sources on hazardous waste sites and hazardous waste releases in the vicinity of a project.
LAFCO	Local Agency Formation Commission
Lead Agency	Public agency that has primary responsibility for carrying out or approving a project that may have a significant effect on the environment and preparing the environmental document.
L_{eq}	Equivalent Sound Level
$L_{eq}[h]$	1-hour A-weighted Equivalent Sound Level
LEDPA	Least Environmentally Damaging Practicable Alternative
LESA	Land Evaluation and Site Assessment
LHS	Location Hydraulic Study
L_{max}	Maximum Sound Level
L_{min}	Minimum Sound Level
LOS	Level of Service
LU	landscape unit
LUST	leaking underground storage tank
L_x	Percentile-Exceeded Sound Level
Maintenance Area	A federal term to describe any geographic region of the United States designated nonattainment pursuant to the CA and subsequently redesignated to attainment subject to the requirement to develop a maintenance plan under Section 175A of the CAA.
MBTA	Migratory Bird Treaty Act
MCE	maximum credible earthquake
mg/kg	milligrams/kilogram
mg/l	milligrams per liter
MIS	Major Investment Study, prepared during the early planning phase to analyze

	the range of modal alternatives and cost/benefits of "major metropolitan transportation investments," which are defined as being highway or transit improvements of substantial cost that are expected to have a significant effect on capacity, traffic flow, level of service or mode share at the transportation corridor or subarea scale. TEA-21 eliminated the requirement for a separate MIS document, but the analysis still must be conducted.
Mmax	moment magnitude
MOU	Memorandum of Understanding
mph	Miles per Hour
MPO	Metropolitan Planning Organization, a federal designation for the forum for cooperative transportation decision-making for an urbanized area with population of more than 50,000.
MSAT	Mobile Source Air Toxics
MTC	Metropolitan Transportation Commission
MUTCD	Manual on Uniform Traffic Control Devices
NAAQS	National Ambient Air Quality Standards
NAC	Noise Abatement Criteria
NAHC	Native American Heritage Commission
NCCP	Natural Community Conservation Plan
ND	Negative Declaration
NEPA/404	National Environmental Policy Act (NEPA)/Clean Water Act (CWA) Section 404 Integration
NEPA	National Environmental Policy Act
NES	Natural Environment Study
NFIP	National Flood Insurance Program
NHPA	National Historic Preservation Act of 1966
NMFS	National Marine Fisheries Service
NO	nitric oxide
NO_2	Nitrogen Dioxide
NOAA Fisheries	National Oceanic and Atmospheric Administration Fisheries Service
NOI	Notice of Intent
Nonattainment Area	Any geographic region of the United States that the EPA has designated as a nonattainment area for a transportation related pollutant(s) for which a NAAQS exists.
NOP	Notice of Preparation
NO_x	nitrogen oxide
NPDES	National Pollutant Discharge Elimination System Permit, required for facilities and activities that discharge waste into surface waters from a confined pipe or channel.

NRCS	Natural Resources Conservation Service
NRCS	U.S. Department of Agriculture, Natural Resources Conservation Service
NRHP	National Register of Historic Places
NSVAB	Northern Sacramento Valley Air Basins
NWIC	Historical Resources Information System, Northwest Information Center
O_3	Ozone
OHWM	Ordinary high water mark, a distinguishing characteristic of Other Waters of the U.S.
OSHA	Occupational Safety and Health Administration
PA	Programmatic Agreement
PCBs	Polychlorinated Biphenyls
PG&E	Pacific Gas and Electric Company
PM_{10}	Particulate Matter Less Than or Equal to 10 Microns in Diameter
$PM_{2.5}$	Particulate Matter Less Than or Equal to 2.5 Microns in Diameter
ppm	Parts Per Million
ppt	Parts Per Thousand
PRC	California Public Resources Code
Profile	Used to describe the vertical alignment and elevation of the roadway surface along a designated line, typically, the center of the roadway or median.
PSA	Preliminary Site Assessment
RCRA	Resource Conservation and Recovery Act
Responsible Agency	A "public agency, other than the lead agency that has responsibility for carrying out or approving a project" (PRC 21069). The CEQA Guidelines further explain the statutory definition by stating that a "responsible agency" includes "all public agencies other than the Lead Agency which have discretionary approval power over the project" (14 CCR 15381). State and local public agencies that have discretionary authority to issue permits, for example, fall into this category.
RIR	Relocation Impact Report
ROG	Reactive Organic Gases
ROW	right-of-way
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SAA	Streambed Alteration Agreement
SACOG	Sacramento Area Council of Governments
Scoping	A process for determining the scope of issues to be addressed in an EA and EIS and for identifying significant issues to be analyzed in depth in an EIS.
SCWA	Solano County Water Agency

SFBAAB	San Francisco Bay Area Air Basin
SHPO	State Historic Preservation Officer
SID	Solano Irrigation District
Significance	CEQA defines a "significant effect on the environment" as “a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment. A social or economic change related to a physical change may be considered in determining whether the physical change is significant” (15382). CEQA requires that the lead agency identify each “significant effect on the environment” resulting from the project and avoid or mitigate it. The CEQA Guidelines include mandatory findings of significance for certain effects, thus requiring the preparation of an EIR.
SIP	State Implementation Plan, the portion (or portions) of an applicable implementation plan approved or promulgated, or the most recent revision thereof, under sections 110, 301(d) and 175A of CAA.
SMP	Stormwater Management Plan
SO_2	Sulfur Dioxide
SR	State Route
STA	Solano Transportation Authority
SWMP	Storm Water Management Plan
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	California State Water Resources Control Board, the principal authority for regulating the quantity and quality of waters in the state, established by act of the California legislature in 1967.
TCM	Transportation Control Measure, any measure specifically identified and committed to in the applicable implementation plan that is either one of the types listed in § 108 of the CAA, or any other measure for the purpose of reducing emissions or concentrations of air pollutants from transportation sources by reducing vehicle use or changing traffic flow or congestion conditions. Notwithstanding the above, vehicle technology-based, fuel-base, and maintenance-based measures that control the emissions from vehicles under fixed traffic conditions are not TCMs for the purposes of project-level conformity.
TIP	Transportation Improvement Program, a staged, multi-year, intermodal program of transportation projects that is consistent with the metropolitan transportation plan. It is a federal term.
TMP	Traffic Management Plan
TRB	Transportation Research Board
TSCA	Toxic Substances Control Act of 1976, federal law enacted to give EPA the ability to track industrial chemicals produced in or imported into the U.S.
TUSD	Travis Unified School District

U.S.	United States
UPRR	Union Pacific Railroad
URMP	Urban Runoff Management Program
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
V/C	volume-to-capacity ratio
VELB	Valley Elderberry Longhorn Beetle
VIA	Visual Impact Assessment
WDR	Waste Discharge Requirement
WQOs	Water Quality Objectives
YSAQMD	Yolo-Solano Air Quality Management District

Appendix F USFWS Species List

United States Department of the Interior

FISH AND WILDLIFE SERVICE

Sacramento Fish and Wildlife Office
2800 Cottage Way, Room W-2605
Sacramento, California 95825

November 7, 2007

Document Number: 071107044107

Sam Bacchini
PBS&J
1200 Second Street
Sacramento, Ca 95814

Subject: Species List for Jepson Parkway EIR/EIS

Dear: Sam Bacchini

We are sending this official species list in response to your November 7, 2007 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 February 05, 2008.

Please contact us if your project may affect endangered or threatened species or if you have any questions about the attached list or your responsibilities under the Endangered Species Act. A list of Endangered Species Program contacts can be found at www.fws.gov/sacramento/es/branches.htm.

Endangered Species Division


TAKE PRIDE
IN AMERICA

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: 071107044107

Database Last Updated: August 16, 2007

Quad Lists

Listed Species

Invertebrates

Branchinecta conservatio
- *Conservancy fairy shrimp (E)*
- *Critical habitat, Conservancy fairy shrimp (X)*

Branchinecta lynchi
- *Critical habitat, vernal pool fairy shrimp (X)*
- *vernal pool fairy shrimp (T)*

Desmocerus californicus dimorphus
- *valley elderberry longhorn beetle (T)*

Elaphrus viridis
- *Critical habitat, delta green ground beetle (X)*
- *delta green ground beetle (T)*

Lepidurus packardi
- *Critical habitat, vernal pool tadpole shrimp (X)*
- *vernal pool tadpole shrimp (E)*

Speyeria callippe callippe
- *callippe silverspot butterfly (E)*

Syncaris pacifica
- *California freshwater 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)*

Oncorhynchus tshawytscha
- *Central Valley spring-run chinook salmon (T) (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)*

Rana aurora draytonii
- *California red-legged frog (T)*

Critical habitat, California red-legged frog (X)

Reptiles

Thamnophis gigas
giant garter snake (T)

Birds

Pelecanus occidentalis californicus
California brown pelican (E)

Rallus longirostris obsoletus
California clapper rail (E)

Sternula antillarum (=Sterna, =albifrons) browni
California least tern (E)

Strix occidentalis caurina
northern spotted owl (T)

Mammals

Reithrodontomys raviventris
salt marsh harvest mouse (E)

Plants

Cirsium hydrophilum var. hydrophilum
Suisun thistle (E)

Cordylanthus mollis ssp. mollis
soft bird's-beak (E)

Lasthenia conjugens
Contra Costa goldfields (E)
Critical habitat, Contra Costa goldfields (X)

Orcuttia inaequalis
San Joaquin Valley Orcutt grass (T)

Proposed Species

Plants

Cirsium hydrophilum var. hydrophilum
Critical habitat, Suisun thistle (PX)

Cordylanthus mollis ssp. mollis
Critical habitat, soft bird's-beak (PX)

Quads Containing Listed, Proposed or Candidate Species:

DENVERTON (481B)

FAIRFIELD SOUTH (482A)

ELMIRA (498C)

FAIRFIELD NORTH (499D)

County Lists

Sonoma County

Listed Species

Invertebrates

Haliotes sorenseni
white abalone (E) (NMFS)

Speyeria zerene behrensii
Behren's silverspot butterfly (E)

Speyeria zerene myrtleae
Myrtle's silverspot butterfly (E)

Syncaris pacifica
California freshwater shrimp (E)

Fish

Acipenser medirostris
green sturgeon (T) (NMFS)

Eucyclogobius newberryi
tidewater goby (E)

Oncorhynchus kisutch
coho salmon - central CA coast (E) (NMFS)
Critical habitat, coho salmon - central CA coast (X) (NMFS)

Oncorhynchus mykiss
Central California Coastal steelhead (T) (NMFS)
Critical habitat, Central California coastal steelhead (X) (NMFS)
Critical habitat, Northern California steelhead (X) (NMFS)
Northern California steelhead (T) (NMFS)

Oncorhynchus tshawytscha
California coastal chinook salmon (T) (NMFS)
Central Valley spring-run chinook salmon (T) (NMFS)
Critical habitat, California coastal chinook salmon (X) (NMFS)
Critical habitat, winter-run chinook salmon (X) (NMFS)
winter-run chinook salmon, Sacramento River (E) (NMFS)

Amphibians

Ambystoma californiense
California tiger salamander, Sonoma Co. pop (E)

Rana aurora draytonii
California red-legged frog (T)

Reptiles

Caretta caretta
loggerhead turtle (T) (NMFS)

Chelonia mydas (incl. agassizi)
green turtle (T) (NMFS)

Dermochelys coriacea
leatherback turtle (E) (NMFS)

Lepidochelys olivacea
olive (=Pacific) ridley sea turtle (T) (NMFS)

Birds

Brachyramphus marmoratus
Critical habitat, marbled murrelet (X)
marbled murrelet (T)

Charadrius alexandrinus nivosus
western snowy plover (T)

Diomedea albatrus
short-tailed albatross (E)

Pelecanus occidentalis californicus
California brown pelican (E)

Rallus longirostris obsoletus
California clapper rail (E)

Strix occidentalis caurina
northern spotted owl (T)

Mammals

Arctocephalus townsendi
Guadalupe fur seal (T) (NMFS)

Balaenoptera borealis
sei whale (E) (NMFS)

Balaenoptera musculus
blue whale (E) (NMFS)

Balaenoptera physalus
finback (=fin) whale (E) (NMFS)

Eubalaena (=Balaena) glacialis
right whale (E) (NMFS)

Eumetopias jubatus
Steller (=northern) sea-lion (T) (NMFS)

Megaptera novaeangliae

humpback whale (E) (NMFS)

Physeter catodon (=macrocephalus)
sperm whale (E) (NMFS)

Reithrodontomys raviventris
salt marsh harvest mouse (E)

Plants

Alopecurus aequalis var. sonomensis
Sonoma alopecurus (E)

Astragalus clarianus
Clara Hunt's milk-vetch (E)

Blennosperma bakeri
Baker's stickyseed [=Sonoma Sunshine] (E)

Carex albida
white sedge (E)

Clarkia imbricata
Vine Hill clarkia (E)

Cordylanthus tenuis ssp. capillaris
Pennell's bird's-beak (E)

Delphinium bakeri
Critical habitat, Baker's larkspur (X)

Delphinium luteum
Critical habitat, yellow larkspur (X)
yellow larkspur (E)

Eryngium constancei
Loch Lomond coyote-thistle (=button-celery) (E)

Lasthenia burkei
Burke's goldfields (E)

Lilium pardalinum ssp. pitkinense
Pitkin Marsh lily (E)

Limnanthes vinculans
Sebastopol meadowfoam (E)

Lupinus tidestromii

clover lupine [Tidestrom's lupine] (E)

Navarretia leucocephala ssp. plieantha
many-flowered navarretia (E)

Sidalcea oregana ssp. valida
Kenwood Marsh checkermallow (=checkerbloom) (E)

Proposed Species

Fish

Eucyclogobius newberryi
critical habitat, tidewater goby (PX)

Candidate Species

Invertebrates

Haliotes cracherodii
black abalone (C) (NMFS)

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 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 includ any proposed and candidate species on your list.

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 prepa 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, amended. Section 9 of the Act and its implementing regulations prohibit the take of a federally liste wildlife species. Take is defined by the Act as "to harass, harm, pursue, hunt, shoot, wound, kill, tra 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 n 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 t avoid or minimize the impact on listed species and their habitat. Such consultation would resu in a biological opinion by the Service addressing the anticipated effect of the project on listed 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 a 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 a indirect impacts to listed species and compensates for project-related loss of habitat. You shou 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, wat 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 n 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 o critical habitat page for maps.

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 o 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 essent 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 this office at (916) 414-6580.

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 February 05, 2008.

Appendix G Farmland Conversion Impact Rating

U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)		Date Of Land Evaluation Request: February 13, 2004
Name Of Project: Jepson Parkway		Federal Agency Involved: Federal Highway Administration
Proposed Land Use: Roadway widening and related improvements		County And State: Solano County, CA

PART II (To be completed by SCS)				
Date Request Received By SCS: 2/13/04				
Does the site contain prime, unique, statewide or local important farmland? (If no, the FPPA does not apply – do not complete additional parts of this form)	Yes: X	No: ☐	Acres Irrigated: 171,700	Average Farm Size: 391
Major Crop(s): HAY, WHEAT, PASTURE	Farmable Land In Govt. Jurisdiction: Acres: 233,000	%: 40	Amount Of Farmland As Defined in FPPA: Acres: NOT AVAILABLE	%:
Name Of Land Evaluation System Used: LA. STORIE	Name Of Local Site Assessment System: NONE		Date Land Evaluation Returned By SCS: 2/24/03	

PART III (To be completed by Federal Agency)	Alternative Site Rating			
	Site ~~A~~ B	Site ~~A~~ C	Site ~~A~~ D	Site ~~A~~ E
A. Total Acres To Be Converted Directly	75.4	68.6	64.5	29.6
B. Total Acres To Be Converted Indirectly	0	0	0	0
C. Total Acres In Site	270.0	270.0	260.0	210.0
PART IV (To be completed by SCS) Land Evaluation Information				
A. Total Acres Prime And Unique Farmland	31.2	31.2	31.2	0
B. Total Acres Statewide And Local Important Farmland	2.1	2.1	2.1	0
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted	0.00014	0.00014	0.00014	0
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value	0	0	0	0
PART V (To be completed by SCS) Land Evaluation Criterion				
Relative Value Of Farmland To Be Converted (Scale of 0 to 100 Points)	46.8	54.9	55.6	48.8

PART VI (To be completed by Federal Agency) Site Assessment Criteria (These criteria are explained in 7 CFR 658.5(b))	Maximum Points				
1. Area In Nonurban Use	15	7	7	7	2
2. Perimeter In Nonurban Use	10	4	4	4	1
3. Percent Of Site Being Farmed	20	9	9	9	3
4. Protection Provided By State And Local Government	20	9	9	9	3
5. Distance From Urban Builtup Area	NA	0	0	0	0
6. Distance To Urban Support Services	NA	0	0	0	0
7. Size Of Present Farm Unit Compared To Average	10	0	0	0	0
8. Creation Of Nonfarmable Farmland	25	0	0	0	0
9. Availability Of Farm Support Services	5	5	5	5	5
10. On-Farm Investments	20	10	10	10	5
11. Effects Of Conversion On Farm Support Services	25	0	0	0	0
12. Compatibility With Existing Agricultural Use	10	5	5	5	5
TOTAL SITE ASSESSMENT POINTS	160	49	49	49	24
PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)	100	48.8	54.9	55.6	48.8
Total Site Assessment (From Part VI above or a local site assessment)	160	49	49	49	24
TOTAL POINTS (Total of above 2 lines)	260	97.8	103.9	104.6	72.8

Site Selected:	Date Of Selection	Was A Local Site Assessment Used? Yes ☐ No ☒

Reason For Selection:

(See Instructions on reverse side)

Form AD-1006 (10-83)

STEPS IN THE PROCESSING THE FARMLAND AND CONVERSION IMPACT RATING FORM

Step 1 – Federal agencies involved in proposed projects that may convert farmland, as defined in the Farmland Protection Policy Act (FPPA) to nonagricultural uses, will initially complete Parts I and III of the form.

Step 2 – Originator will send copies A, B and C together with maps indicating locations of site(s), to the Soil Conservation Service (SCS) local field office and retain copy D for their files. (Note: SCS has a field office in most counties in the U.S. The field office is usually located in the county seat. A list of field office locations are available from the SCS State Conservationist in each state).

Step 3 – SCS will, within 45 calendar days after receipt of form, make a determination as to whether the site(s) of the proposed project contains prime, unique, statewide or local important farmland.

Step 4 – In cases where farmland covered by the FPPA will be converted by the proposed project, SCS field offices will complete Parts II, IV and V of the form.

Step 5 – SCS will return copy A and B of the form to the Federal agency involved in the project. (Copy C will be retained for SCS records).

Step 6 – The Federal agency involved in the proposed project will complete Parts VI and VII of the form.

Step 7 – The Federal agency involved in the proposed project will make a determination as to whether the proposed conversion is consistent with the FPPA and the agency's internal policies.

INSTRUCTIONS FOR COMPLETING THE FARMLAND CONVERSION IMPACT RATING FORM

Part I: In completing the "County And State" questions list all the local governments that are responsible for local land controls where site(s) are to be evaluated.

Part III: In completing item B (Total Acres To Be Converted Indirectly), include the following:

1. Acres not being directly converted but that would no longer be capable of being farmed after the conversion, because the conversion would restrict access to them.

2. Acres planned to receive services from an infrastructure project as indicated in the project justification (e.g. highways, utilities) that will cause a direct conversion.

Part VI: Do not complete Part VI if a local site assessment is used.

Assign the maximum points for each site assessment criterion as shown in §658.5(b) of CFR. In cases of corridor-type projects such as transportation, powerline and flood control, criteria #5 and #6 will not apply and will be weighed zero, however, criterion #8 will be weighed a maximum of 25 points, and criterion #11 a maximum of 25 points.

Individual Federal agencies at the national level may assign relative weights among the 12 site assessment criteria other than those shown in the FPPA rule. In all cases where other weights are assigned, relative adjustments must be made to maintain the maximum total weight points at 160.

In rating alternative sites, Federal agencies shall consider each of the criteria and assign points within the limits established in the FPPA rule. Sites most suitable for protection under these criteria will receive the highest total scores, and sites least suitable, the lowest scores.

Part VII: In computing the "Total Site Assessment Points", where a State or local site assessment is used and the total maximum number of points is other than 160, adjust the site assessment points to a base of 160. Example: if the Site Assessment maximum is 200 points; and alternative Site "A" is rated 180 points:

$$\frac{\text{Total points assigned Site A}}{\text{Maximum points possible}} = \frac{180}{200} \times 160 = 144 \text{ points for Site "A."}$$

Appendix H List of Technical Studies

List of Technical Studies

- España Geotechnical Consulting. 2005. Initial Site Assessment for the Proposed Jepson Parkway Project, Solano County, California. July. Prepared for Jones & Stokes, Sacramento, CA. Roseville, CA.
- PBS&J. 2007. Updated Transportation/Circulation Impacts Report: Jepson Parkway Project. November. Prepared for Solano Transportation Authority Prepared for Solano Transportation Authority and the California Department of Transportation.
- Jones & Stokes. 2005. Visual Resources Technical Report: Jepson Parkway Project. September. (Updated by PBS&J, March 2008) Sacramento, CA. Prepared for Solano Transportation Authority and the California Department of Transportation.
- Jones & Stokes. 2005. Hydrology and Water Quality Technical Report: Jepson Parkway Project. August. Sacramento, CA. Prepared for Solano Transportation Authority and the California Department of Transportation.
- PBS&J. 2008. Updated Air Quality Technical Report: Jepson Parkway Project. May. Prepared for Solano Transportation Authority and the California Department of Transportation.
- PBS&J. 2008. Updated Noise Study Technical Report: Jepson Parkway Project. May. Prepared for Solano Transportation Authority and the California Department of Transportation.
- Jones & Stokes. 2005. Delineation of Waters of the United States: Jepson Parkway Project. October. Sacramento, CA. Prepared for Solano Transportation Authority and the California Department of Transportation.
- Jones & Stokes. 2005. Draft Section 4(f) Evaluation: Jepson Parkway Project. October. (Updated by PBS&J, December 2007) Sacramento, CA. Prepared for Solano Transportation Authority and the California Department of Transportation.
- Jones & Stokes. 2006. Historic Property Survey Report: Jepson Parkway Project. January. Sacramento, CA. Prepared for Solano Transportation Authority and the California Department of Transportation.
- Jones & Stokes. 2006. Natural Environment Study: Jepson Parkway Project. February. (Updated by PBS&J, December 2007) Sacramento, CA. Prepared for Solano Transportation Authority and the California Department of Transportation.
- Trott, R. 2006. Community Impact Assessment: Jepson Parkway Project. February. (Updated by PBS&J, April 2008) Sacramento, CA. Prepared for Solano Transportation Authority and the California Department of Transportation.
- Trott, R. 2006b. Relocation Impact Report: Jepson Parkway Project. February. (Updated by PBS&J, December 2007) Sacramento, CA. Prepared for Solano Transportation Authority and the California Department of Transportation.

- PBS&J. 2008. Mobile Source Air Toxics Analysis. January. Prepared for Solano Transportation Authority and the California Department of Transportation.
- Ninyo & Moore. 2008. Updated Initial Site Assessment Jepson Parkway Project. April. Prepared for PBS&J, San Francisco, CA.
- PBS&J. 2008. Updated Location Hydraulic Study Jepson Parkway Project. March. Prepared for Solano Transportation Authority and the California Department of Transportation.

Appendix I Mitigation Monitoring and Reporting Record

Task and Brief Description	Responsible Agency	Timing / Phase	Action Taken to Comply with Task	Task Completed	Remarks	Environmental Compliance
Community Impacts						
Mitigation Measure CI-1: Reconstruct Displaced Driveways and Replace Displaced Fencing, Signage, Trees, and Landscaping. The project sponsor shall reconstruct driveways displaced by roadway construction to allow for safe property access and use. Additionally, to the extent possible, fencing, signage, trees, and other landscaping displaced by the project on affected residential, business, and agricultural properties shall be replaced.	STA or its representative	Design/ Construction				
Mitigation Measure CI-2: Relocate the Travis Unified School District Facility. If the project would make the TUSD property untenable for continued use as a district meeting and storage facility, the project sponsors shall coordinate with the TUSD to locate and purchase a site for relocation of the facility.	STA or its representative	Design/ Construction				
Utilities/Emergency Services						
Mitigation Measure UT-1: Notify Emergency Service Providers and Allow Emergency Vehicles on Closed Roadways. In the special provisions of the highway contracts, the project sponsor shall require that emergency service providers such as police, fire, and ambulance services be notified at least one week before any streets or intersections are closed during the construction phase. To the extent possible, emergency vehicles shall be allowed through roadway segments temporarily closed for construction purposes. These measures shall also be incorporated into the Transportation Management Plan to be prepared for the project.	STA or its representative	Preconstruction				

Task and Brief Description	Responsible Agency	Timing / Phase	Action Taken to Comply with Task	Task Completed	Remarks	Environmental Compliance
Traffic and Transportation/Pedestrian and Bicycle Facilities						
Mitigation Measure TRA-1: Evaluate Unsignalized Study Intersections in the Corridor for Signal Warrants. A full set of warrants for unsignalized study intersections in the corridor shall be investigated based on field-measured traffic data and a thorough study of traffic and roadway conditions by an experienced engineer under the direction of STA or the local jurisdiction. Regular monitoring of actual traffic conditions and accident data shall be undertaken by the jurisdiction responsible for implementation to prioritize and program intersections for signalization where warrants are met.	STA or its representative	Design/ Post construction monitoring				
Mitigation Measure TRA-2: Implement Traffic Management Plan During Construction. The project sponsors shall prepare and implement a construction phasing plan and Traffic Management Plan (TMP) that defines how traffic operations would be managed and maintained during each phase of construction. The plan shall be developed with the direct participation of the appropriate jurisdiction (Fairfield, Vacaville, Suisun City, and/or Solano County). At least one lane in each direction of the alignment will be available at all times during the construction process. All cross-traffic lanes will be kept open during construction except for during temporary non-peak-hour closures. At least one lane under flagger control will be provided at all times during temporary intersection closures. In addition, the property owners of all businesses adjacent to the construction areas shall be consulted. To the maximum practical extent, the plan shall: ● Identify the locations for temporary detours and temporary roads to facilitate local traffic patterns and through-traffic requirements. If temporary roadway or intersection closures are required for construction purposes, the TMP will specify off-peak timeframes for closures. ● Detail how access will be maintained to individual	STA or its representative	Preconstruction				

Task and Brief Description	Responsible Agency	Timing / Phase	Action Taken to Comply with Task	Task Completed	Remarks	Environmental Compliance
businesses, residences, and farm lands where construction activities may interfere with ingress and egress. Any driveway closures shall take place during non-business hours. ● Notify affected businesses and residents at least two weeks in advance of lane or roadway closures or impacts related to access. Personnel of emergency response services such as fire and police protection will also be notified one to two weeks in advance of any lane or road closures so that alternate routes can be taken. ● Specify predetermined haul routes from staging areas to construction sites and to disposal areas of agreement with the appropriate jurisdiction(s) prior to construction. The routes shall follow streets and highways that provide the safest route, minimize truck traffic impacts to sensitive receptors, and have the least impact on traffic. ● Require the contractor to provide information to the public using signs, press releases, and other media tools of traffic closures, detours, or temporary displacement of left-turn lanes. ● Identify a single phone number that property owners and businesses can call for construction scheduling, phasing, and duration information, as well as for complaints. ● Identify construction activities that must take place during off-peak traffic hours or result in temporary road closures due to concerns regarding traffic safety or traffic congestion. Any road closures will be done at night under ordinary circumstances. If unforeseen circumstances require road closing during the day, the appropriate jurisdiction(s) shall be consulted.						
Visual/Aesthetics						
Mitigation Measure VIS-1: Install Temporary Visual Barriers between Construction Staging Areas and Residences. During construction, fencing (e.g., chain link with slats or fencing	STA or its representative	Preconstruction				

Task and Brief Description	Responsible Agency	Timing / Phase	Action Taken to Comply with Task	Task Completed	Remarks	Environmental Compliance
made of windscreen material) will be installed to obstruct undesirable views of construction staging areas from adjacent residences. The fencing will also help to maintain the privacy of residents. These fences will be approximately seven feet high and will block views from residents' yards.						
Mitigation Measure VIS-2: Prepare and Implement a Lighting Plan. STA or the appropriate local agency will require the contractor to prepare and implement a lighting plan that demonstrates that project lighting will not increase ambient nighttime lighting conditions for surrounding residential properties by more than 0.5-foot candles, the recommended level of illumination for a walkway along a residential roadside. Designs for shields and directional lighting will be included in this plan to minimize the distance at which light emanating from the proposed action is visible and to mitigate the effects of glare. The residential areas will be shielded from lighting effects to the extent feasible. The following points provide additional detail on street lights to be incorporated into the lighting plan: ● Street lights will be cut-off-type fixtures that cast low-angle illumination to minimize incidental spillover of light onto adjacent properties and open space. Fixtures that project upward and horizontally shall not be used. ● Street lights will be shaded and directed away from the residential and open space areas adjacent to the project site. ● Street light lamps will provide natural light qualities, and will be used only where necessary for safety and security purposes. ● Street light mountings will be downcast and the height of placement minimized to reduce potential for backscatter into the nighttime sky and incidental spillover into adjacent properties and open space. Street light mountings shall have low-sheen, nonreflective finishes.	STA or its representative	Design/ Preconstruction				

Task and Brief Description	Responsible Agency	Timing / Phase	Action Taken to Comply with Task	Task Completed	Remarks	Environmental Compliance
Mitigation Measure VIS-3: Construct Walls and Barriers with Low-Sheen and Non-Reflective Surface Materials. Retaining walls and barriers (e.g., railings) will be designed with low-sheen, nonreflective surface materials to reduce potential for glare. Finishes on walls will be matte and roughened; the use of smoothly troweled surfaces and glossy paint will be avoided.	STA or its representative	Design				
Mitigation Measure VIS-4: Incorporate Design Characteristics to Minimize Visual Obtrusion. Structural and vertical elements such as bridges, railings, abutments, piers, supports, and similar features will have a minimum profile to reduce visual intrusion and obstruction. Supports, piers, and railings will have an "open" structure (i.e., "transparency") wherever possible to facilitate views beyond. Vertical elements will be designed at even intervals and spacing to create aesthetic rhythm. Finished surfaces on all vertical features will have color and sheen that minimize contrast with the daytime sky. Additionally, major vertical elements at locations identified by the local agency, such as bridges and creek crossings, will be celebrated through public art and landscape enhancements and will be used as community gateway features.	STA or its representative	Design				
Mitigation Measure VIS-5: Provide Aesthetic Treatments to All Noise Barriers. Aesthetic treatments to all noise barriers that may be required for the chosen alternative will be added, including landscaping and low-sheen and non-reflective surface materials. The finish will be matted and roughened, and the use of smooth toweled surfaces and glossy paint will be avoided.	STA or its representative	Design				
Hydrology and Floodplains						
Mitigation Measure HYD-1: Prepare Detailed Master Drainage Plan (MDP) and Implement Plan Requirements. In coordination with the cities of Fairfield, Vacaville, and Suisun City, STA shall prepare a detailed drainage report (also called	STA or its representative	Design/ Preconstruction				

Task and Brief Description	Responsible Agency	Timing / Phase	Action Taken to Comply with Task	Task Completed	Remarks	Environmental Compliance
a master drainage plan or runoff design report) for the entire construction area. This MDP shall include detailed hydrology and hydraulics for the chosen alternative's affected creek encroachment areas, bridges, culverts, and associated floodplain areas. This MDP shall be reviewed and approved by the Solano County Water Agency, Solano County, and STA, and reviewed by the Cities of Fairfield, Suisun, and Vacaville. STA shall include in the project design, drawings, and plans the flow and drainage control requirements identified in the MDP in order to prevent flood and flood flow impacts. The drainage system will be designed in accordance with the flood control design criteria of Solano County and the Solano County Water Agency (SCWA). The MDP shall ensure that project design and drainage plans comply with Executive Order 11988, Sections 3.b and 4.c. The MDP shall be prepared by a registered water resources civil engineer before site development begins and shall include: An accurate calculation of pre- and post- project runoff conditions using standards specified in the Solano County Hydrology Manual. These conditions shall be determined at all water crossings along the project corridor and at intermediate locations necessary to obtain an accurate determination of flood potentials. Post-project runoff conditions shall include any detention structures incorporated into the site design. If post-project runoff rate and volume exceed existing conditions for the design storm event, the MDP shall include calculations of the amount of detention required to reduce stormwater runoff to pre-project levels. ● A detailed hydraulic analysis. An accurate determination of base (e.g., irrigation ditch areas) and post-project flood elevation levels and hydraulic conditions using standard hydraulics engineering methods (e.g., Hydrologic Engineering Centers River Analysis System) shall be						

Task and Brief Description	Responsible Agency	Timing / Phase	Action Taken to Comply with Task	Task Completed	Remarks	Environmental Compliance
prepared. These techniques shall be used to accurately evaluate potential changes in design storm flood elevations and flow erosive potential for the design of flow conveyance or control features. Additional topography surveying may be required to accurately describe the existing floodplain within areas not mapped by FEMA (e.g., irrigation/drainage channels adjacent to roads). If post-project conditions exceed drainage design standards as specified in the Solano County Hydrology Manual or if they otherwise contribute to adverse hydraulic impacts in the drainage system, the proposed drainage system structures shall be redesigned to minimize impacts. For example, if the proposed box culvert for Alamo Creek is found to create adverse hydraulic impacts in Alamo Creek (e.g., back up of flood flows, concentrated high velocity flow, and others), according to this detailed hydraulic analysis, then other designs shall be assessed (e.g., bridge). One or more system designs shall be prepared to mitigate potential project impacts and to minimize changes from the original plan while mitigating adverse impacts. The standards for proposed drainage systems shall be evaluated on an alternative-specific basis. ● An inventory and assessment of any existing drainage facilities within the corridor including any necessary upgrades, replacements, redesigns, and rehabilitation. ● Proposed design measures to remove structures from 100-year floodplain areas. Where structures are located below the post-project 100-year flood elevation level, design measures shall be developed and implemented to remove these structures from the floodplain. Any substantial removal or import of fill material, placement or removal of barriers, or placement or removal of drainage systems to remove structures from floodplain shall be included in all hydraulic analyses. ● A description of the proposed maintenance program for the						

Task and Brief Description	Responsible Agency	Timing / Phase	Action Taken to Comply with Task	Task Completed	Remarks	Environmental Compliance
onsite drainage system(s).						
Mitigation Measure HYD-2: Improve Culverts under Vanden Road and Raise Roadway. The existing culverts under Vanden Road at Union Creek shall be replaced with a bridge or large culvert sufficient for adequate hydraulic capacity during a 100-year flood event. A detailed hydraulic analysis (see Mitigation Measure HYD-1) of the design configurations shall be conducted to determine sizing and efficacy of both the bridge and large culvert structure for mitigating flood conditions. The roadway shall also be raised in this area by approximately 1.6 feet to 3.3 feet above the existing road elevation to be higher than the elevation of the mapped floodplain. These improvements shall be included in all hydrologic and hydraulic analysis specified in Mitigation Measure HYD-1 and will be designed in accordance with Executive Order 11988, Sections 3.b and 4.c.	STA or its representative	Design/ Preconstruction				
Geology, Soils, and Seismicity						
Mitigation Measure GEO-1: Stop Work if Unique Geologic or Paleontological Materials Are Discovered during Construction. If unique geological or paleontological materials are inadvertently discovered during ground-disturbing activities, the construction contractor shall stop work in that area and within 100 feet of the find until a qualified geologist/paleontologist can assess the significance of the find and develop appropriate treatment measures. Treatment measures shall be developed in consultation with STA and Caltrans and may include excavation and removal.	STA or its representative	Construction				
Hazardous Waste and Materials						
Mitigation Measure HAZ-1: Develop a Health and Safety Plan to Address Worker Health and Safety. A Health and Safety Plan (HSP) shall be prepared to address worker safety when working with potentially hazardous materials, including	STA or its representative	Preconstruction				

Task and Brief Description	Responsible Agency	Timing / Phase	Action Taken to Comply with Task	Task Completed	Remarks	Environmental Compliance
biological contaminants, potentially lead-based paint, transformer fluids, soils potentially containing ADL, and other construction-related materials within the right-of-way for any soil disturbance. Proper worker safety for handling and removal of contaminated soil materials shall also be included in the HSP and the HSP shall address worker safety when working in areas with agricultural chemicals. Furthermore, the STA or the appropriate local agency shall confirm the location of underground pipeline crossings and prepare and implement the HSP for excavation work at these pipeline crossings prior to excavation activities. Critical locations may require a private utility location or special excavation techniques. The HSP shall address worker safety when working near pipeline crossings and emergency plans in the event of a pipeline rupture or if a pre-existing leak is encountered during construction.						
Mitigation Measure HAZ-2: Perform Additional Literature Review to Identify Potential for Historical Contamination. During the design phase, STA shall perform a literature review, including a file review at the Solano County Resource Management Agency, to determine past site uses and the extent of any hazardous materials issues that may exist at the Adco Auto Wreckers on Cement Hill Road. If there is a potential for contamination from these sites within the proposed alignment in this area, soil sampling and screening for potential contaminants shall be conducted at representative locations according to a Solano County Resource Management Agency approved Sampling Plan for a Phase II site assessment. If contaminated soil and/or groundwater are encountered during the site screening, a Health and Safety Plan shall be completed to address potential worker health and safety issues while working with contaminated soil and/or groundwater and a Soil Management Plan shall be completed to address excavation, removal, and disposal of contaminated soil. These plans shall be approved by the Solano County	STA or its representative	Preconstruction				

Task and Brief Description	Responsible Agency	Timing / Phase	Action Taken to Comply with Task	Task Completed	Remarks	Environmental Compliance
Resource Management Agency or other appropriate regulatory agency prior to grading of the project segment within this area.						
Mitigation Measure HAZ-3: Conduct Soil Sampling and Analysis to Identify and Remove Contaminated Soil. STA or the appropriate local agency shall require the construction contractor to perform a detailed walking reconnaissance of the UPRR and former Sacramento Northern Railroad tracks immediately adjacent to or intersected by the planned roadway alignment. This reconnaissance shall be performed to identify potentially stained soil, and lubricator and battery boxes containing oil, grease, and other petroleum hydrocarbons along project segments within 50 feet of existing or former railroad alignments. The contractor shall also inspect leaking storage tank sites and the Kinder Morgan petroleum pipeline alignment in the corridor. Leaking storage tanks at the Bonfare Market shall be inspected and sampled for contamination. If potentially contaminated sites are encountered, a Soil Management Plan shall be completed to address testing, excavation, removal, and disposal of contaminated soil. If soil staining or visible contaminants are encountered during construction, soil sampling and analysis shall be performed and contaminated soil removed from the site and transported to an approved disposal facility in compliance with Occupational Safety and Health Administration (OSHA) safety regulations under the direction of the agency overseeing the project. The Solano County Resource Management Agency and local fire departments shall be notified immediately if contamination is encountered during construction.	STA or its representative	Preconstruction				
Mitigation Measure HAZ-4: Conduct Sampling, Testing, Removal, Storage, Transportation, and Disposal of Yellow Striping along Existing Roadway. Before construction, STA or the appropriate local agency shall ensure that sampling and	STA or its representative	Construction				

Task and Brief Description	Responsible Agency	Timing / Phase	Action Taken to Comply with Task	Task Completed	Remarks	Environmental Compliance
testing of yellow pavement striping scheduled for removal is performed to determine whether lead is present. If lead is present, the striping shall be removed according to regulatory procedures. If the existing pavement would be buried by new pavement as part of the project, this mitigation measure would not be required. Burying existing pavement would effectively eliminate precipitation contact with the lead-contaminated paint and the potential for lead to leach from the paint into soils and runoff. All aspects of the proposed action associated with removal, storage, transportation, and disposal will be in strict accordance with appropriate regulations. Lead-containing stripe materials shall be disposed of at a Class 1 disposal facility.						
Mitigation Measure HAZ-5: Conduct Sampling and Analysis of Transformer Fluid from Electrical Transformers. If leaks from electrical transformers that will either remain within the project construction zone or require removal or relocation are encountered before or during construction, STA or the appropriate local agency shall ensure that the transformer fluid is sampled and analyzed by qualified personnel for detectable levels of PCBs. A PCB site investigation is required within Caltrans right-of-way for any soil disturbance. The owner of the transformers shall verify the contents of the transformer before relocation and take proper mitigation actions, if required. If PCBs are detected, the transformer shall be removed and disposed of in accordance with regulatory agency requirements. Any stained soil encountered below electrical transformers with detectable PCB levels shall also be handled and disposed of in accordance with regulatory agency requirements.	STA or its representative	Preconstruction / Construction				

Task and Brief Description	Responsible Agency	Timing / Phase	Action Taken to Comply with Task	Task Completed	Remarks	Environmental Compliance
Mitigation Measure HAZ-6: Conduct Testing for Aerially Deposited Lead in Surface and Near-Surface Soils. During the design phase of the project, STA or the appropriate local agency shall ensure that the contractor conducts a preliminary investigation and screening for ADL for portions of the project located immediately adjacent to Leisure Town Road (north of Alamo Drive) and Walters Road (from south of Air Base Parkway to Petersen Road) to determine the levels of lead in the surface and near-surface soils. If ADL is encountered above the regulatory thresholds, a Soil Management Plan, approved by the Solano County Resource Management Agency or other appropriate regulatory authority, shall be completed to address excavation, removal, and disposal of contaminated soil. Lead-impacted soils shall be handled or disposed of in accordance with regulatory agency requirements**.**	STA or its representative	Preconstruction				
Mitigation Measure HAZ-7: Time Construction to Avoid Exposure of Construction Workers to Respiratory Irritants from Aerially Applied Chemicals. Construction activities adjacent to agricultural fields shall not occur during aerial application of chemicals and for at least 24 hours following application or for as long as recommended by the chemical label, whichever time period is greater. STA or the appropriate local agency shall ensure that the contractor coordinates with individual growers on the timing of aerially applied chemicals on parcels within or adjacent to the corridor to avoid effects on workers during construction.	STA or its representative	Construction				
Mitigation Measure HAZ-8: Test Soil and Groundwater at LUST and UST sites and Remove Contaminated Soil. Soil and groundwater samples will be taken using direct push Geoprobe equipment within the vicinity of the UST and LUST sites. The samples will be tested for petroleum hydrocarbons and CAM-17 metals. Leaking storage tanks at the Bonfare Market shall be inspected and sampled for contamination. A report will be submitted to STA upon receipt of analytical	STA or its representative	Construction				

Task and Brief Description	Responsible Agency	Timing / Phase	Action Taken to Comply with Task	Task Completed	Remarks	Environmental Compliance
results. Areas of contaminated soil will be transported off site, if necessary. Impacted groundwater will be containerized in a Baker tank and analyzed prior to evaluating disposal options. An environmental report summarizing field activities and analytical results will be prepared for sites. This report would include a summary of excavation and disposal activities for impacted soil and/or groundwater.						
Mitigation Measure HAZ-9: Phase 2 Environmental Site Assessments (ESA). As part of the design process, site specific Phase 2 ESAs will be conducted for each parcel that requires a full or partial right–of–way take. The Phase 2 ESA will be conducted in accordance with requirements of the Final Rule for All Appropriate Inquires (AII) promulgated as an amendment to CERCLA. Areas potentially impacted with contaminants will be investigated and sampled, the constituents of concern identified, and any impacts delineated in the Phase 2 ESA. STA or the local agency will make every effort to have the property owner, or responsible party, investigate and clean-up the contamination prior to acquisition.	STA or its representative	Design/ Preconstruction				
Air Quality						
Mitigation Measure AQ-1: Implement Construction Mitigation Measures to Reduce Construction Equipment Exhaust Emissions. If a project exceeds the YSAQMD threshold, the District recommends implementation of construction equipment exhaust control measures to reduce a project's construction impacts to a less-than-adverse level. Therefore, the following measures will be implemented as part of the project: STA or the appropriate local agency shall require all construction contractors to reduce construction-related emissions by restricting unnecessary vehicle idling to 5 minutes, use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-	STA or its representative	Construction				

Task and Brief Description	Responsible Agency	Timing / Phase	Action Taken to Comply with Task	Task Completed	Remarks	Environmental Compliance
treatment products, and/or other options as they become available.						
Mitigation Measure AQ-2: Implement Construction Mitigation Measures to Reduce Construction Emissions, as Required by the BAAQMD. As discussed, BAAQMD requires implementation of control measures to reduce a project's construction impacts to a less-than-adverse level. Therefore, the following measures will be implemented as part of the project: ● Water exposed surfaces twice daily ● Cover all trucks hauling soil, sand, and other loose materials or maintain at least 2 feet of freeboard ● Pave, apply water three times daily, or apply nontoxic soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites ● Sweep daily with water sweepers all paved access roads, parking areas, and staging areas at construction sites ● Sweep streets daily with water sweepers if visible soil material is carried onto adjacent public streets ● Hydroseed or apply nontoxic soil stabilizers to inactive construction areas (previously graded areas inactive for 10 days or more) ● Enclose, cover, water twice daily, or apply nontoxic soil binders to exposed stockpiles (dirt, sand, etc.) ● Limit traffic speeds on unpaved roads to 15 mph ● Install sandbags or other erosion control measures to prevent silt runoff to public roadways ● Replace vegetation in disturbed areas as quickly as possible.	STA or its representative	Construction				
Noise						

Task and Brief Description	Responsible Agency	Timing / Phase	Action Taken to Comply with Task	Task Completed	Remarks	Environmental Compliance
Mitigation Measure N-1: Employ Noise-Reduction Construction Measures. The construction contractor will employ noise-reducing construction practices such that noise from construction does not exceed 90 dBA at noise-sensitive uses during daytime hours. Measures that can be used to limit noise may include the following: ● Locating equipment as far as practical from noise-sensitive uses ● Using sound-control devices such as mufflers on equipment ● Turning off idling equipment ● Using equipment that is quieter than standard equipment ● Selecting construction-access routes that affect the fewest number of people ● Using noise-reducing enclosures around noise-generating equipment ● Constructing barriers between noise sources and noise-sensitive land uses or taking advantage of existing barrier features (terrain, structures) to block sound transmission ● Temporarily relocating residents during periods of high construction noise that cannot be reduced effectively by other means The construction contractor will prepare a detailed noise control plan based on the construction methods proposed. This plan will identify specific measures determined to be feasible by Solano County that will be taken to ensure compliance with the noise limits specified above. The noise control plan will be reviewed and approved by STA before any noise-generating construction activity begins.	STA or its representative	Construction				
Mitigation Measure N-2: Prohibit Nighttime Construction Activities. Consistent with Vacaville Noise Ordinance, STA or the appropriate local agency will ensure that construction activities are prohibited between 10:00 p.m. and 6:00 a.m. Monday through Saturday or until 8:00 a.m. on Sunday	STA or its representative	Construction				

Task and Brief Description	Responsible Agency	Timing / Phase	Action Taken to Comply with Task	Task Completed	Remarks	Environmental Compliance
mornings. This stipulation will be made part of the construction contract.						
Mitigation Measure N-3: Disseminate Essential Information to Residences and Implement a Complaint/Response Tracking Program. The construction contractor will notify residences within 500 feet of the construction areas of the construction schedule in writing before construction. The construction contractor will designate a noise disturbance coordinator who will be responsible for responding to complaints regarding construction noise. The coordinator will determine the cause of the complaint and ensure that reasonable measures are implemented to correct the problem. A contact telephone number for the noise disturbance coordinator will be posted conspicuously on construction site fences and will be included in the written notification of the construction schedule sent to nearby residents.	STA or its representative	Construction				
Biological Environment						
Mitigation Measure BR-1: Avoid and Minimize Potential Indirect Disturbance of Riparian Communities. To the extent possible, STA or the appropriate local agency will ensure that the contractor will avoid and minimize potential indirect disturbance of riparian communities by implementing the following measures: ● Riparian communities, such as those along Old Alamo Creek, that are located adjacent to all construction zones, will be protected by installing temporary construction fencing to protect riparian vegetation outside the construction zone. The locations of the fencing will be marked in the field with stakes and flagging and shown on the construction drawings. The construction specifications will contain clear language that prohibits all construction-related activities, vehicle operation, material and equipment storage, and other surface-disturbing activities within the fenced environmentally sensitive areas.	STA or its representative	Preconstruction / Construction				

Task and Brief Description	Responsible Agency	Timing / Phase	Action Taken to Comply with Task	Task Completed	Remarks	Environmental Compliance
● The potential for long-term loss of riparian vegetation within the construction zone will be minimized by trimming vegetation rather than removing entire shrubs. Shrubs that need to be trimmed will be cut at least 1 foot above ground level to leave the root systems intact and allow for more rapid regeneration. Cutting will be limited to the minimum area necessary within the construction zone. Cutting will be allowed only for shrubs; all trees will be avoided. Also, cutting will be allowed only in areas that do not provide habitat for sensitive species. To protect nesting birds, STA or the appropriate local agency will not allow pruning or removal of woody riparian vegetation between March 1 and August 15. ● A certified arborist will be retained to perform any necessary pruning or root cutting of riparian trees within the construction zone to further minimize harm to vegetation and ensure rapid regeneration. ● Areas that undergo vegetative pruning and tree removal will be inspected immediately before construction, immediately after construction, and one year after construction to determine the amount of existing vegetative cover, cover that has been removed, and cover that resprouts. If after one year these areas have not resprouted sufficiently to return the cover to the pre-project level, the contractor will replant the areas with the same species to reestablish the cover to the pre-project condition. ● Work in riparian areas, such as those along Old Alamo Creek, will be conducted between June 15 and October 15, and disturbed areas will be stabilized with erosion control measures before October 15.						
Mitigation Measure BR-2: Compensate for Permanent Loss of Riparian Communities. STA or the appropriate local agency will compensate for construction-related permanent loss of riparian communities, such as those along Old Alamo Creek, due to direct impacts at a minimum ratio of 2:1 (2 acres	STA or its representative	Construction				

Task and Brief Description	Responsible Agency	Timing / Phase	Action Taken to Comply with Task	Task Completed	Remarks	Environmental Compliance
restored or created for every 1 acre permanently affected) as described in the Draft MSHCP. Compensation requirements are based on a total direct impact on 2.1 acres. This compensation is being provided pursuant to CEQA/NEPA and FHWA policies on mitigating effects to natural lands. Compensation may be a combination of onsite or offsite restoration/creation (i.e., restore riparian in areas disturbed by construction where possible, or at an agency-approved offsite mitigation area), contribution of funds to an approved mitigation bank for restoration activities on public lands, and mitigation credits. The resource agencies may require a higher compensation ratio as part of their permit authorizations. This ratio will be confirmed through coordination with State and federal agencies as part of the permitting process for the proposed action. One or more of the following compensation options will be implemented by STA or the appropriate local agency for any riparian vegetation that is removed. ● Funds will be contributed to an approved mitigation bank for riparian restoration activities along the Old Alamo Creek corridor or on other public lands in the project vicinity. STA or the appropriate local agency will contact appropriate individuals to determine whether there is a potential to create, restore, or enhance riparian habitat in appropriate preserves.						
● A riparian restoration plan will be developed and implemented that involves creating or enhancing riparian habitat in the construction area or project vicinity. STA or the appropriate local agency will retain a restoration ecologist to develop a riparian restoration plan that identifies erosion control, habitat replacement, and maintenance and enhancement of riparian habitat as the primary mitigation goals. Potential restoration sites will be evaluated by STA or the appropriate local agency to determine whether this is a feasible option. If STA or the appropriate local agency determines that onsite or offsite restoration is possible, a restoration plan will be developed that describes where and						

Task and Brief Description	Responsible Agency	Timing / Phase	Action Taken to Comply with Task	Task Completed	Remarks	Environmental Compliance
when restoration will occur and who will be responsible for developing, implementing, and monitoring the restoration plan. Potential mitigation sites in the Old Alamo Creek corridor that could be used to create or enhance riparian habitat include riparian areas that currently support non-native species (e.g., giant reed). In these areas, non-native species would be removed and replanted with native riparian species, and sparsely vegetated or degraded riparian areas that could be enhanced by planting native woody species. Potential mitigation sites in the Old Alamo Creek corridor will be evaluated as part of a formal riparian mitigation plan. The following factors will be assessed as part of the plan: soils, hydrology (including groundwater levels and surface inundation), land use, potential disturbances, habitat functions, costs associated with maintaining the plantings, and overall potential for survival. The riparian restoration plan will also include a list of recommended plant species, design specifications, an implementation plan, a maintenance program, and a mitigation monitoring program that includes CDFG-approved performance standards (e.g., 70 percent survival of trees and shrubs planted after five years). The plan will also identify appropriate methods for eradicating infestations of weeds. At least 5 years of monitoring (longer if required as a condition of permits) will be conducted by STA or the appropriate local agency to document the degree of success or failure in achieving success criteria (to be determined in consultation with CDFG as part of the mitigation monitoring plan) and to identify remedial actions. Annual monitoring reports will be submitted to CDFG, the Corps, Caltrans, and other interested agencies. Each report will summarize data collected during the monitoring period, describe how the habitats are progressing in terms of the success criteria, and discuss any remedial actions performed. Additional reporting requirements imposed by permit conditions will be						

Task and Brief Description	Responsible Agency	Timing / Phase	Action Taken to Comply with Task	Task Completed	Remarks	Environmental Compliance
incorporated into the mitigation plan and implemented as appropriate.						
Mitigation Measure BR-3: Plant Native Trees in Rural Landscaping Areas. As proposed, STA or the appropriate local agency will plant native trees in rural areas as part of project landscaping. For rural areas in annual grassland communities, landscaping will include coast live oak (Quercus agrifolia), valley oak (Quercus lobata), interior live oak (Quercus wislizenii), and coyote brush (Baccharis pilularis). For drainages in rural areas, landscaping will include box elder (Acer negundo var. californicum), California black walnut (Juglans californica var. hindsii), valley oak (Quercus lobata), California sycamore (Platanus racemosa), Fremont's cottonwood (Populus fremontii), California blackberry (Rubus ursinus), and Goodding's willow (Salix gooddingii). STA or the appropriate local agency shall monitor planted trees for five years, and ensure survivorship of a minimum of 80 percent of planted trees after five years by replanting any trees that do not survive.	STA or its representative	Construction				
Mitigation Measure BR-4: Obtain and Comply with Conditions of Clean Water Act Permits and Streambed Alteration Agreement. Before any construction activities are initiated, STA or the appropriate local agency will obtain the following permits: ● CWA Section 404 permit from the Corps, or Report of Waste Discharge for Waters of the State, ● CWA Section 401 water quality certification from the RWQCB ● CWA Section 402/NPDES permit from State Water Resources Control Board (SWRCB) (requiring preparation of a SWPPP) ● CFGC Section 1602 streambed alteration agreement from CDFG	STA or its representative	Preconstruction				

Task and Brief Description	Responsible Agency	Timing / Phase	Action Taken to Comply with Task	Task Completed	Remarks	Environmental Compliance
Copies of these permits will be provided to the contractor with the construction specifications. STA or the appropriate local agency will be responsible for ensuring compliance with the conditions set forth in these permits. STA or the appropriate local agency will also be responsible for the preparation and implementation of a Mitigation Monitoring Plan based on the permit requirements. The monitoring period shall not be less than five years. The target criteria for specified years of monitoring are as follows (though these may be subject to change pending consultation with the Corps during the permit process): Year 1 50 percent combined area and basal cover (rhizomatous turf) of all vegetation in the preserve wetland; at least two hydrophytic plants co-dominant with whatever other vegetative cover exists. Year 3 60 percent combined area and basal cover (rhizomatous turf) of all vegetation in the preserve wetland; prevalence of hydrophytic species in terms of both cover and dominant species composition of the vegetation; native vascular species will comprise 50% of the vegetation in the preserve wetland. Year 5 70 percent combined area and basal cover (rhizomatous turf) of all vegetation in the preserve wetland. More than 50 percent dominance in terms of both cover and species composition of FAC, FACW, and OBL species throughout the preserved wetland area; native vascular species will comprise 65% of the vegetation in the preserve wetlands Once the necessary permits are obtained, STA or the appropriate lead agency shall implement Mitigation Measures BR-8 and BR-9 as indicated in the above permits.						
Mitigation Measure BR-5: Implement Measures to Protect Water Quality. STA or the appropriate local agency will ensure that the contractor implements the general measures recommended in Section 3.10, Water Quality and Stormwater	STA or its representative	Construction				

Task and Brief Description	Responsible Agency	Timing / Phase	Action Taken to Comply with Task	Task Completed	Remarks	Environmental Compliance
Runoff, to protect water quality and aquatic resources in Old Alamo Creek, Union Creek, McCoy Creek, tributary streams, and wetlands. Compliance with regulatory requirements described in Section 3.10, Water Quality and Stormwater Runoff, will concurrently satisfy water quality protection requirements under this section.						
Mitigation Measure BR-6: Avoid and Minimize Disturbance of Waters of the United States and Nonjurisdictional Wetlands. STA or the appropriate local agency will ensure that the contractor will minimize indirect impacts on waters of the United States and nonjurisdictional wetlands throughout the study area by implementing the following measures: ● To maintain hydrologic connections, the project design will include culverts for all seasonal and perennial drainages that are waters of the United States, and/or waters of the State. ● Construction activities will be prohibited in saturated or ponded waters during the wet season (spring and winter) to the maximum extent possible. Where such activities are unavoidable, protective practices, such as using padding or vehicles with balloon tires, will be employed. ● Where determined necessary, geotextile cushions and other appropriate materials (e.g., timber pads, prefabricated equipment pads, geotextile fabric) will be used in saturated conditions to minimize damage to the substrate and vegetation. ● Exposed slopes and streambanks will be stabilized immediately following completion of construction activities. Other waters of the United States will be restored in a manner that encourages vegetation to reestablish to its pre-project condition and reduces the effects of erosion on the drainage system. ● In highly erodible stream systems, banks will be stabilized using a nonvegetative material that will bind the soil initially and break down within a few years. If STA or the appropriate	STA or its representative	Construction				

Task and Brief Description	Responsible Agency	Timing / Phase	Action Taken to Comply with Task	Task Completed	Remarks	Environmental Compliance
local agency determines that more aggressive erosion control treatments are needed, the contractor will be directed to use geotextile mats, excelsior blankets, or other soil stabilization products. ● During construction, trees, shrubs, debris, or soils that are inadvertently deposited below the ordinary high-water mark (OHWM) of any streams will be removed in a manner that minimizes disturbance of the creek bed and bank. ● All activities will be completed promptly to minimize their duration and resultant impacts. ● Construction inspectors will routinely inspect protected areas to ensure that protective measures are in place and effective. ● All protective measures will remain in place until all construction activities near the resource have been completed and will be removed immediately following construction and reclamation activities.						
Mitigation Measure BR-7: Modify Roadway Design to Maintain Natural Hydrology and Reduce Resource Loss and Habitat Fragmentation. To maintain as much of the natural hydrology within the Walters Road extension segment of the alignment as possible, minimize placement of fill in waters of the United States and non-jurisdictional wetlands, and minimize impacts on Contra Costa goldfields, the roadway alignment has been modified by shifting the centerline, and/or widening primarily to one or the other side; narrowing inside shoulder widths; and using structure to span and avoid direct impacts to wetlands; an additional 670 feet of structure is proposed to be incorporated to reduce direct impacts to seasonal wetlands and Contra Costa goldfields in this area.	STA or its representative	Design/ Construction				
Mitigation Measure BR-8: Compensate for the Permanent and Temporary Filling of Seasonal Wetland, Freshwater	STA or its representative	Preconstruction / Construction				

Task and Brief Description	Responsible Agency	Timing / Phase	Action Taken to Comply with Task	Task Completed	Remarks	Environmental Compliance
Marsh, and Pond. As described in Table 3.15-3, all build alternatives will result in the fill of wetlands and other waters of the United States. As part of compliance with the CWA Section 404 permit, STA or the appropriate local agency will be required to compensate for filling waters of the United States (direct impacts) to ensure no net loss of habitat functions and values. Compensation will be provided pursuant to CEQA/NEPA and FHWA policies on mitigating effects to natural lands. Waters of the United States in the study area include seasonal wetlands, freshwater marshes, and drainages. Fill of non-jurisdictional waters, including the pond habitat, protected under the Porter Cologne Water Quality Control Act is prohibited without the prior acquisition of the Waste Discharge Permit. STA or the appropriate local agency will also compensate for filling these non-jurisdictional waters. Compensation for seasonal wetlands, freshwater marshes, and ponds will be provided at a minimum ratio of 2:1 (2 acres of mitigation for every 1 acre of waters of the United States filled) or 9:1(9 acres of mitigation for every 1 acre of waters of the United States filled) in areas where Contra Costa goldfields are present (see Section 3.15.5, Threatened and Endangered Species). Compensation ratios for wetland habitats supporting other threatened or endangered species also are described in Section 3.15.5. Compensation may be achieved through a combination of mitigation credits, off-site preservation, and on-site restoration/creation. Compensation for the pond habitat will be out-of-kind and will consist of freshwater marsh habitat, which provides higher-value wildlife habitat than the pond that would be affected by the project. Final compensation ratios will be determined by State and federal agencies during consultation and permitting processes for the proposed action. STA or the appropriate local agency will implement one or more of the following options to compensate for potential impacts associated with filling waters of the United States and						

Task and Brief Description	Responsible Agency	Timing / Phase	Action Taken to Comply with Task	Task Completed	Remarks	Environmental Compliance
non-jurisdictional wetlands: Mitigation bank credits will be purchased at a locally approved bank. One mitigation bank option is Wildlands North Suisun Mitigation Bank. This bank is currently available and provides vernal pool credits that can apply to seasonal wetland compensation. STA or the appropriate local agency will provide written evidence to the resource agencies that compensation has been established through the purchase of mitigation credits. The amount to be paid will be the fee that is in effect at the time the fee is paid. Funds equal to the amount needed to purchase mitigation bank credits will be contributed to the preservation of vernal pool complexes within the McCoy Creek watershed, a High Conservation Value Area identified in the Draft MSHCP. The Draft MSHCP directs that conservation lands will be held in fee ownership or as conservation easements, and will have resource management plans and funding sources for management in perpetuity. This area is also identified in the Draft MSHCP as one of five core Contra Costa goldfields populations, and is near a substantial goldfields population on public land at Travis AFB. To implement this option, STA or the appropriate local agency will coordinate with appropriate individuals to determine whether there is a potential to purchase and preserve wetlands in the McCoy Creek watershed. This option will be coordinated with mitigation for Contra Costa goldfields and listed vernal pool crustaceans. A wetland restoration plan will be developed and implemented that involves creating or enhancing seasonal wetland and freshwater marsh either in the study area or in the project vicinity. Potential restoration sites will be evaluated by STA or the appropriate local agency to determine whether this is a feasible option. If STA or the appropriate local agency determines that on-site or off-site restoration is possible, a restoration plan will be developed that describes where and when restoration will occur and who will be responsible for						

Task and Brief Description	Responsible Agency	Timing / Phase	Action Taken to Comply with Task	Task Completed	Remarks	Environmental Compliance
developing, implementing, and monitoring the restoration plan. Potential mitigation sites in the vicinity of the Walters Road extension portion of the alignment could be used to preserve and create or enhance seasonal wetland and freshwater marsh. Use of this option for seasonal wetland compensation will be coordinated with mitigation for Contra Costa goldfields and for listed vernal pool crustaceans.						
Mitigation Measure BR-9: Compensate for the Permanent and Temporary Filling of Other Waters of the United States. STA or the appropriate local agency will compensate for filling other waters of the United States (a direct impact) in seasonal and perennial drainages. This compensation is being provided pursuant to CEQA/NEPA and FHWA policies on mitigating effects to natural lands. Compensation for loss of other waters of the United States in Old Alamo Creek, which supports a riparian community, will be provided at a minimum ratio of 2:1 (2 acres restored or created for every 1 acre permanently affected). Compensation will include restoration or enhancement of riparian and in-stream habitats on Old Alamo Creek or other streams in the study area. This mitigation measure will follow the guidelines for riparian habitat compensation. Most drainages in the study area, including Union Creek and its tributaries, McCoy Creek and its tributaries, and unnamed drainages, do not support riparian habitat. Compensation for loss of other waters of the United States in these drainages will include restoration or enhancement of stream channel habitat at a minimum ratio of 1:1 (1 acre restored or enhanced	STA or its representative	Preconstruction / Construction				

Task and Brief Description	Responsible Agency	Timing / Phase	Action Taken to Comply with Task	Task Completed	Remarks	Environmental Compliance
for every 1 acre permanently affected). Restoration or enhancement will be implemented in the affected drainages or will be focused in McCoy Creek in the study area. The restoration or enhancement will include bank stabilization improvements to decrease erosion and improve water quality. A plan will be developed to make the bank slopes less vertical and to plant an appropriate grass seed mix to control bank erosion. STA or the appropriate local agency will retain a restoration ecologist to develop a mitigation plan that identifies erosion control, habitat replacement, and maintenance and enhancement of habitat as the primary mitigation goals. The habitat mitigation plan will include a list of recommended plant species, design specifications, an implementation plan, a maintenance program, and a monitoring program. STA or the appropriate local agency will implement the mitigation plan. At least five years of monitoring (more if required as a condition of permits) will be conducted by STA or the appropriate local agency to document whether success criteria are achieved (to be determined as part of the mitigation plan) and to identify remedial actions. Annual monitoring reports will be submitted to CDFG, the Corps, Caltrans, and other interested agencies. Each report will summarize data collected during the monitoring period, describe how the habitats are progressing in terms of the success criteria, and discuss any remedial actions performed. Additional reporting requirements imposed by permit conditions will be incorporated into the mitigation plan and implemented as appropriate.						

Task and Brief Description	Responsible Agency	Timing / Phase	Action Taken to Comply with Task	Task Completed	Remarks	Environmental Compliance
Compensation for non-jurisdictional drainage impacts, which include irrigation and roadside ditches, will include maintenance or reconstruction of the irrigation drainages after road construction and replacement of the roadside drainages with a new system to convey stormwater.						
Mitigation Measure BR-10: Conduct a Biological Resources Education Program for Construction Crews and Enforce Construction Restrictions. STA or the appropriate local agency will ensure that the contractor will conduct worker environmental awareness training (WEAP) for construction crews before project implementation. The education program will include a brief overview of the special-status species that are known to or could potentially occur in the study area. The overview will cover the life history, habitat requirements, and legal status of each species and will include photographs of the species. The training will identify the portions of the study area in which these species may occur. The program shall also cover all mitigation measures, environmental permits and proposed project plans, such as the Stormwater Pollution Prevention Plan (SWPPP), best management practices (BMPs), erosion control and sediment plan, and any other required plans. Restrictions and guidelines that must be observed by construction personnel are listed below: Project-related vehicles will be driven at or below the posted speed limit on hard-surfaced roads and at or below 15 mph on unpaved roads in the study area. Off-road travel using project-related vehicles and construction equipment, and all ground disturbing activities will be restricted to the designated construction area. All food-related trash will be disposed of in closed containers and removed from the study area at least once per week	STA or its representative	Preconstruction . Construction				

Task and Brief Description	Responsible Agency	Timing / Phase	Action Taken to Comply with Task	Task Completed	Remarks	Environmental Compliance
during the construction period. Construction personnel will not feed or otherwise attract wildlife to the study area. No pets or firearms will be allowed in the study area. To prevent possible resource damage from hazardous materials such as motor oil or gasoline, construction personnel will not service vehicles or construction equipment outside designated staging areas. Any worker who encounters damaged vegetation or causes harm to a special-status plant or wildlife species will immediately report the incident to the biological monitor. The monitor will immediately notify STA or the appropriate local agency, which will provide verbal notification to the USFWS Endangered Species Office in Sacramento, California, and to the local CDFG warden or biologist within three working days. STA or the appropriate local agency will follow up with written notification to USFWS and CDFG within five working days. The designated environmental inspector shall be responsible for ensuring that construction personnel adhere to the guidelines and restrictions. WEAP training sessions shall be conducted as needed for new personnel brought onto the job during the construction period.						
Mitigation Measure BR-11: Retain a Biologist to Monitor Construction Activities. STA or the appropriate local agency will retain a biological monitor to monitor all construction activities located within 250 feet of special-status plant and wildlife populations (including Contra Costa goldfields and vernal pool crustaceans, discussed under Section 3.15.5, Threatened and Endangered Species). The monitor will ensure compliance with all conservation measures and applicable resource agency permits and prevent any potential take of listed species, or impacts to sensitive habitat. More than one	STA or its representative	Preconstruction / Construction				

Task and Brief Description	Responsible Agency	Timing / Phase	Action Taken to Comply with Task	Task Completed	Remarks	Environmental Compliance
monitor may be required depending on the distance between construction activities and the proximity to wetland resources. The biological monitor will assist the construction crew as needed to comply with all project implementation restrictions and guidelines. Also, the biological monitor will be responsible for ensuring that the contractor maintains the staked and flagged perimeters of the construction area and staging areas adjacent to sensitive biological resources.						
Mitigation Measure BR-12: Install Construction Barrier Fencing around the Construction Area. STA or the appropriate local agency will ensure that the contractor installs orange construction barrier fencing to identify environmentally sensitive areas in the construction area, including Old Alamo Creek, Union Creek, McCoy Creek, unnamed drainages, wetlands, elderberry shrubs, special-status plant populations, oak trees, and any trees that support nests of special-status bird species. Before construction, a qualified biologist will identify sensitive biological habitat on site before the final design plans are prepared so that the areas to be fenced can be included in the plans. The contractor will work with the project engineer and a resource specialist to identify the locations for the barrier fencing and will place stakes around the sensitive resource sites (a minimum of one foot buffer) to indicate these locations. The protected areas will be designated as environmentally sensitive areas and clearly identified on the construction plans. The fencing will be installed before construction activities are initiated and will be maintained throughout the construction period. The following paragraph will be included in the construction specifications: The contractor's attention is directed to the areas designated as "environmentally sensitive areas." These areas are protected, and no entry by the contractor for any purpose will	STA or its representative	Preconstruction / Construction				

Task and Brief Description	Responsible Agency	Timing / Phase	Action Taken to Comply with Task	Task Completed	Remarks	Environmental Compliance
be allowed unless specifically authorized in writing. The contractor will take measures to ensure that contractor's forces do not enter or disturb these areas, including giving written notice to employees and subcontractors. Temporary fences around the environmentally sensitive areas will be installed as one of the first orders of work. Temporary fences will be furnished, constructed, maintained, and removed as shown on the plans, as specified in the special provisions, and as directed by the project engineer. The fencing will be commercial-quality woven polypropylene, orange in color, and at least four feet high (Tensor Polygrid or equivalent). The fencing will be tightly strung on posts set at maximum intervals of 10 feet. No encroachment into fenced areas shall be permitted during construction and the fence shall remain in place until all construction activities have been completed.						
Mitigation Measure BR-13: Minimize Potential Impacts on Special-Status Plant Species during Construction. STA or the appropriate local agency will ensure that the contractor will minimize potential construction-related impacts on special-status plant species by implementing the following measures to the extent possible: • In areas that contain special-status plants, construction activities will be conducted during the period when special-status plants are not flowering or fruiting (i.e., generally between August and January). • As described in the Draft MSHCP, the topsoil from the area within the study area that contains the potentially affected special-status plant populations will be excavated	STA or its representative	Construction				

Task and Brief Description	Responsible Agency	Timing / Phase	Action Taken to Comply with Task	Task Completed	Remarks	Environmental Compliance
with the roots, rhizomes, and seed bank in place; depth of excavation will be determined after further research on the species and site conditions. This excavation will occur after the plants have flowered and set seed, generally in November/December, when the soils are elastic and easy to move. The excavation will be done by hand or with a truck-mounted tree spade. The equipment will be chosen depending on the depth and diameter of excavation required. The topsoil will be placed on a transplant site immediately after excavation. This activity will be conducted or monitored by a botanist to ensure that the appropriate amount of topsoil is removed and placed in the appropriate location. Special project specifications will be developed for removing and relocating soils containing special-status plants. Because all identified special-status plants to be affected are wetland species, the transplant location will be located within the same wetland complex as the impact location.						
Mitigation Measure BR-14: Compensate for Loss of Pappose Spikeweed. STA or the appropriate local agency will compensate for the permanent loss of occupied pappose spikeweed habitat. This compensation is being provided pursuant to CEQA/NEPA and FHWA policies on mitigating effects to special status plant habitat. Compensation will include preservation at a ratio of 3:1 (3 acres preserved for each 1 acre of occupied habitat removed during construction). The area to be preserved will include either private property or City of Fairfield property located adjacent to the Walters Road Extension area, which is part of the McCoy Creek watershed High Value Conservation area identified in Draft	STA or its representative	Preconstruction / Construction				

Task and Brief Description	Responsible Agency	Timing / Phase	Action Taken to Comply with Task	Task Completed	Remarks	Environmental Compliance
MSHCP.						
Mitigation Measure BR-15: Implement Mitigation Measure BR-7: Modify Roadway Design to Maintain Natural Hydrology and Reduce Resource Loss and Habitat Fragmentation. Implementation of Mitigation Measure BR-7 requires modifications to roadway design that will reduce impacts on special status plants.	STA or its representative	Design/ Construction				
Mitigation Measure BR-16: Conduct Preconstruction Surveys for Western Pond Turtle. STA or the appropriate local agency will ensure that a clearance survey for western pond turtles is conducted by a qualified biologist in all areas of aquatic habitat that cannot be avoided, within 24 hours prior to construction. If any western pond turtles are found, they should be moved, or encouraged to move to a safe location outside the construction zone.	STA or its representative	Preconstruction / Construction				
Mitigation Measure BR-17: Conduct Preconstruction Surveys for Active Burrowing Owl Burrows and Implement the CDFG Guidelines for Burrowing Owl Mitigation, if Necessary. The Staff Report on Burrowing Owl Mitigation (CDFG 1994a) recommends that preconstruction surveys be conducted to locate active burrowing owl burrows in the study area and in a 250-foot-wide buffer zone around the study area. STA or the appropriate local agency will retain a qualified biologist to conduct preconstruction surveys for active burrows according to CDFG guidelines. The surveys will include a nesting season survey and wintering season survey. If no burrowing owls are detected, no further mitigation will be required. If active burrowing owls are detected in the survey area, STA or the appropriate local agency will implement the following measures: ● Occupied burrows will not be disturbed during the nesting season (February 1 to August 31). ● When destruction of occupied burrows is unavoidable	STA or its representative	Preconstruction / Construction				

Task and Brief Description	Responsible Agency	Timing / Phase	Action Taken to Comply with Task	Task Completed	Remarks	Environmental Compliance
during the non-nesting season (September 1 to January 31), unsuitable burrows will be enhanced (enlarged or cleared of debris) or new burrows created (installing artificial burrows) at a ratio of 2:1 on protected lands approved by CDFG. Newly created burrows will be installed following guidelines established by CDFG. ● If owls must be moved away from the study area, passive relocation techniques (e.g., installing one-way doors at burrow entrances) will be used instead of trapping. At least one week will be allowed to accomplish passive relocation and allow owls acclimate to alternate burrows. If active burrowing owl burrows are found and the owls must be relocated, STA or the appropriate local agency will offset the loss of foraging and burrow habitat in the study area by acquiring and permanently protecting a minimum of 6.5 acres of foraging habitat per occupied burrow identified in the study area. This compensation would be provided pursuant to CEQA/NEPA and FHWA policies on mitigating effects on special status species. The protected lands should be located adjacent to the occupied burrowing owl habitat in the study area or at another occupied site near the study area. The location of the protected lands will be determined in coordination with CDFG. STA or the appropriate local agency will also prepare and implement a monitoring plan and provide long-term management and monitoring of the protected lands. The monitoring plan will specify success criteria, identify remedial measures, and require an annual report to be submitted CDFG.						
● If avoidance is the preferred method of dealing with potential impacts, no disturbance should occur within 160 feet of occupied burrows during the nonbreeding season (September 1 to January 31) or within 250 feet during the breeding season. Avoidance also requires that at least 6.5						

Task and Brief Description	Responsible Agency	Timing / Phase	Action Taken to Comply with Task	Task Completed	Remarks	Environmental Compliance
acres of foraging habitat (calculated based on an approximately 300-feet foraging radius around an occupied burrow) contiguous with occupied burrow sites be permanently preserved for each pair of breeding burrowing owls or single unpaired resident bird. The configuration of the protected site will be submitted to CDFG for approval.						
Mitigation Measure BR-18: Implement the CDFG Guidelines for Swainson's Hawk Foraging Habitat Mitigation and Conduct Preconstruction Surveys for Nesting Swainson's Hawks. The Staff Report Regarding Mitigation for Impacts to Swainson's Hawk (Buteo swainsoni) in the Central Valley of California (CDFG 1994b) recommends mitigation of the removal of suitable Swainson's hawk foraging habitat at a ratio determined by the distance to the nearest active nest. Because the nearest known nest is one mile from the study area, the recommended compensation ratio would be 1:1 (1 acre replaced for every 1 acre removed) which is also consistent with the Draft MSHCP. Total compensation would be 58 acres. STA or the appropriate local agency will accomplish this mitigation either by developing and implementing a project-specific mitigation agreement that would be submitted to CDFG for approval or by purchasing Swainson's hawk mitigation credits at a CDFG/Draft MSHCP-approved mitigation bank. This compensation would be provided pursuant to CEQA/NEPA and FHWA policies on mitigating effects on special status species. It may also be feasible to combine this mitigation requirement with wetland or vernal pool upland mitigation discussed for Wetlands or Threatened and Endangered Species because mitigation lands for vernal pools and seasonal wetland swales include grasslands that are also suitable Swainson's hawk foraging habitat. If construction is scheduled to occur during the Swainson's hawk breeding season (generally March 1 through August 15), STA or the appropriate local agency will retain a	STA or its representative	Preconstruction / Construction				

Task and Brief Description	Responsible Agency	Timing / Phase	Action Taken to Comply with Task	Task Completed	Remarks	Environmental Compliance
qualified wildlife biologist to conduct preconstruction surveys for nesting Swainson's hawks in suitable habitat within a 0.25-mile radius of the construction site. If no Swainson's hawks are found nesting within the areas surveyed, then no further mitigation will be required. If Swainson's hawks are found nesting within a 0.25-mile radius of the construction site, CDFG will be consulted to determine whether a no-disturbance buffer would be required until after the young have fledged (as determined by a qualified wildlife biologist). Impact avoidance measures will be conducted pursuant to CDFG mitigation guidelines.						

Task and Brief Description	Responsible Agency	Timing / Phase	Action Taken to Comply with Task	Task Completed	Remarks	Environmental Compliance
Mitigation Measure BR-19: Avoid Disturbance of Nesting Special-Status and Non-Special-Status Migratory Birds and Raptors. To avoid impacts on potentially nesting Cooper's hawk, white-tailed kite, northern harrier, and non-special-status migratory birds and raptors, STA or the appropriate local agency will implement the following avoidance and minimization measures: ● To the extent possible, vegetation removal activities associated with the proposed action will be conducted outside the breeding season (generally between March 1 and August 15) for migratory birds and raptors. ● If vegetation removal activities are to take place during the breeding season for these species (generally between March 1 and August 15), a qualified wildlife biologist will be retained to conduct focused nesting surveys for Cooper's hawk, white-tailed kite, northern harrier, and non-special-status migratory birds and raptors. ● If active Cooper's hawk, white-tailed kite, northern harrier, or non-special-status migratory bird or raptor nests are found in the study area, and if construction activities must occur during the breeding season, STA or the appropriate local agency will consult CDFG to determine and implement appropriate "no-disturbance" buffers around the nest sites until the young have fledged (as determined by a qualified biologist). ● If other active non-special-status migratory bird nests are found in the study area, and if construction activities must occur during the breeding season, STA or the appropriate local agency will consult USFWS to develop and implement an MOU to promote the conservation of migratory bird populations. ● If surveys indicate that no special-status or non-special-status birds are nesting in or adjacent to the study area, no further mitigation will be required.	STA or its representative	Preconstruction / Construction				

Task and Brief Description	Responsible Agency	Timing / Phase	Action Taken to Comply with Task	Task Completed	Remarks	Environmental Compliance
Mitigation Measure BR-20: Implement Mitigation Measure BR-7: Modify Roadway Design to Maintain Natural Hydrology and Reduce Resource Loss and Habitat Fragmentation. Implementation of Mitigation Measure BR-7 requires modifications to roadway design that will reduce impacts on threatened and endangered plant and wildlife species.	STA or its representative	Design				
Mitigation Measure BR-21: Compensate for the Permanent Loss of Contra Costa Goldfields. Concurrently with implementation of Mitigation Measure BR-4, STA or the appropriate local agency will develop and implement a plan to compensate for the permanent loss of Contra Costa goldfields. The Contra Costa goldfields compensation plan will include mitigation for impacts on seasonal wetlands because the species is associated with seasonal wetlands. This compensation for permanent or temporary loss of Contra Costa goldfields in the study area, which is being provided pursuant to consultation with USFWS and consistent with CEQA/NEPA and FHWA policies on mitigating effects to threatened or endangered species, will consist of the following: a. As described in the Draft MSHCP, occupied Contra Costa goldfields habitat will be preserved in perpetuity at a 9:1 ratio (9 acres of credits purchased at an approved mitigation bank or 9 acres of occupied habitat preserved for each 1 acre of occupied habitat removed during construction). b. Contra Costa goldfields habitat will be created/restored at a 3:1 ratio (3 acre of Contra Costa goldfields habitat restored for each 1 acre of occupied habitat removed). Compensation for areas of Contra Costa goldfields indirectly affected in the study area will consist of the following: c. Occupied Contra Costa goldfields habitat will be	STA or its representative	Preconstruction				

Task and Brief Description	Responsible Agency	Timing / Phase	Action Taken to Comply with Task	Task Completed	Remarks	Environmental Compliance
preserved in perpetuity at a 9:1 ratio (9 acres of occupied habitat preserved for each 1 acre of occupied habitat indirectly affected during construction). Final compensation requirements, the feasibility of creating a preservation area (including protection and management options), and the methods for restoration will be determined in compliance with the USFWS Biological Opinion for the project, a copy of which is included in this document in Appendix K, USFWS Biological Opinion.						
Mitigation Measure BR-22: Minimize Potential Impacts on Listed Vernal Pool Crustaceans and Contra Costa Goldfields. a. Salvage of seeds, or topsoil with seeds for use in suitable enhanced, restored, and/or created Contra Costa goldfields pools, if such enhancement, restoration, or creation is approved by the USFWS. b. Construction will occur, to the extent feasible, in the dry season. c. In areas where complete avoidance, buffer areas, or equally effective protective measures to reduce the effects of surface disturbance and compaction are not feasible, the following measures shall be implemented: i. Prior to allowing any vehicles or heavy equipment into Walters Road extension Area, STA or their agent shall install wooden mats in all areas where vehicles will encroach upon vernal pool crustacean and/or Contra Costa goldfields habitat. The wooden mats will help distribute the weight of vehicles and equipment and will prevent substantial disturbance of soil in these areas. ii. Wooden mats shall only remain in the habitat areas as	STA or its representative	Construction				

Task and Brief Description	Responsible Agency	Timing / Phase	Action Taken to Comply with Task	Task Completed	Remarks	Environmental Compliance
long as necessary for the construction work in the area. As soon as the work is completed, all fabric, wooden mats and any other construction related materials shall be removed from the site. e. Mowing for fire hazards and other maintenance activities shall be limited to those detailed in the 404 permit. f. Discharge of water and/or dust control shall only occur in accordance with the Regional Water Quality Control *Board permits*. g. Implement Mitigation Measure BR-10: Conduct a Biological Resources Education Program for Construction Crews and Enforce Construction Restrictions. h. Implement Mitigation Measure BR-11: Retain a Biologist to Monitor Construction Activities. i. Implement Mitigation Measure BR-12: Install Construction Barrier Fencing around the Construction Area.						
Mitigation Measure BR-23: Compensate for Permanent Losses of Vernal Pool Fairy Shrimp and Vernal Pool Tadpole Shrimp Habitat. To compensate for impacts on habitat for federally listed vernal pool fairy shrimp and vernal pool tadpole shrimp, STA or the appropriate local agency will preserve and create additional habitat for these species using compensation ratios approved by USFWS. This compensation, which is being provided pursuant to CEQA/NEPA and FHWA policies on mitigating effects to threatened or endangered species, will be achieved using the following: a. In areas considered to be occupied Contra Costa goldfields habitat, compensation for loss of vernal pool crustacean habitat will be accomplished concurrently with compensation for Contra Costa goldfields.	STA or its representative	Preconstruction / Construction				

Task and Brief Description	Responsible Agency	Timing / Phase	Action Taken to Comply with Task	Task Completed	Remarks	Environmental Compliance
b. Suitable vernal pool crustacean habitat not occupied by Contra Costa goldfields will be preserved at a 4:1 ratio (4 acres preserved for every 1 acre of habitat directly or indirectly affected). Preservation lands will be established at a USFWS-approved conservation area, or preservation credits will be purchased from a USFWS-approved mitigation bank. c. Suitable vernal pool crustacean habitat not occupied by Contra Costa goldfields will be created at a 2:1 ratio (2 acres created for every 1 acre of habitat directly affected). Vernal pools will be created at a USFWS-approved conservation area, or creation credits will be purchased from a USFWS-approved mitigation bank. Final compensation requirements, the feasibility of creating a preservation area (including protection and management options), and the methods for restoration will be determined in compliance with the USFWS Biological Opinion for the project, a copy of which is included in this document in Appendix K, USFWS Biological Opinion.						
Mitigation Measure BR-24: Minimize Impacts on Valley Elderberry Longhorn Beetle. Impacts on suitable elderberry shrubs shall be avoided during all phases of the proposed project where feasible. Complete avoidance is accomplished through establishment and maintenance of a minimum buffer zone of 100 feet from the drip lines of any suitable elderberry shrub. Firebreaks shall not be allowed within these buffer zones, and any areas temporarily disturbed within this buffer zone during construction shall be restored immediately following construction. For those shrubs that will not be directly removed by the project, any ground disturbing activities within 100 feet of elderberry plants with stems measuring 1.0 inch or greater in	STA or its representative	Preconstruction / Construction				

Task and Brief Description	Responsible Agency	Timing / Phase	Action Taken to Comply with Task	Task Completed	Remarks	Environmental Compliance
diameter at ground level shall conform to the following avoidance measures: a. STA shall provide a minimum setback of at least 20 feet from the drip line of each suitable elderberry shrub. The setbacks shall be fenced and flagged to prevent equipment and materials encroachment into the setback zone. Fire fuel breaks (disked land) may not be included within the 20 foot setback. b. Signs will be erected every five feet along the edge of the setback zone with the following information, "This area is habitat of the valley elderberry longhorn beetle, a threatened species, and must not be disturbed. This species is protected by the Endangered Species Act of 1973, as amended. Violators are subject to prosecution, fines, and imprisonment." These signs should be clearly readable from a distance of 20 feet, and must be maintained for the duration of construction (USFWS 1999). c. Construction contractors shall be instructed about the status of the beetle, the need to protect its elderberry host plant, the need to avoid damaging the elderberry plants and the possible penalties for not complying with these requirements. d. No insecticides, herbicides, fertilizers, or other chemicals that might harm the beetle or its host plant shall be used in the buffer areas, or within 100 feet of any elderberry plant with one or more stems measuring 1.0 inch or greater in diameter at ground level. e. Mowing of grasses/ground cover shall occur only from July through April to reduce fire hazard. No mowing shall occur within 50 feet of elderberry						

Task and Brief Description	Responsible Agency	Timing / Phase	Action Taken to Comply with Task	Task Completed	Remarks	Environmental Compliance
plant stems. Mowing must be done in a manner that avoids damaging plants (e.g., avoid stripping away bark through careless use of mowing/trimming equipment). f. Trimming of elderberry stems less than one inch in diameter may occur between September 1 and March 14. The recommended period for trimming is between November through the first two weeks in February when the plants are dormant and after they have lost their leaves.						
Mitigation Measure BR-25: Compensate for Impacts on Valley Elderberry Longhorn Beetle. To compensate for impacts on habitat for valley elderberry longhorn beetle, STA or the appropriate local agency will preserve and create additional habitat for these species using compensation ratios approved by USFWS. This compensation, which is being provided pursuant to CEQA/NEPA and FHWA policies on mitigating effects to threatened or endangered species, will be achieved by purchasing credits at USFWS-approved mitigation banks. Final compensation requirements have been determined in coordination with the resource agencies and in compliance with the USFWS Biological Opinion for the project, a copy of which is included in this document in Appendix K, USFWS Biological Opinion. All elderberry shrubs with one or more stems measuring one inch or more in diameter that will be directly affected by construction activities will be transplanted to a conservation area in accordance with USFWS's Conservation Guidelines for Valley Elderberry Longhorn Beetle.[1] Each elderberry stem measuring one inch or more in diameter	STA or its representative	Preconstruction / Construction				

[1] U.S. Fish and Wildlife Service, 1999. Conservation guidelines for the valley elderberry longhorn beetle. July 9. Sacramento, CA.

[2] Jones & Stokes, Delineation of Waters of the United States Jepson Parkway Project, Table 6, October 2005.

Task and Brief Description	Responsible Agency	Timing / Phase	Action Taken to Comply with Task	Task Completed	Remarks	Environmental Compliance
at ground level that is within 100 feet of construction activities will be replaced in a conservation area with elderberry seedlings or cuttings at a ratio between 1:1 and 8:1. The ratio used for each affected plant will depend on the diameter of the stem at ground level, whether the shrub is located in riparian habitat, and whether the shrub has evidence of exit holes. A mix of native tree and plant species representative of those associated with the elderberry shrubs in the study area will be planted in the conservation area. The trees and plants will be planted at ratios of 1:1 (the ratio represents native trees and plants to each elderberry seedling or cutting) for replacement of elderberry shrubs without exit holes.[2] A mixture of native grasses and forbs also will be planted in the conservation area. Each transplanted elderberry shrub will have at least 1,800 square feet of area. As many as five additional elderberry seedling or cuttings and up to five associated native plants may also be planted in the 1,800 square feet. Maintenance, remedial measures, and reporting will be conducted, following the requirements of the USFWS guidelines (1999).						
Mitigation Measure BR-26: Minimize Potential Impacts on California Tiger Salamanders. Consistent with the Draft MSHCP STA or the appropriate local agency will ensure that the contractor will minimize potential impacts on California tiger salamanders and their aquatic and terrestrial habitats during construction by implementing the following measures, consistent with the requirements of the Biological Opinion: a. To minimize disturbance of breeding and dispersing California tiger salamanders, all construction activity within California tiger salamander upland habitat (defined as all habitat within1.24 miles of aquatic habitat) will be conducted during the dry season between May 1 and October 15 or before the onset of the rainy season,	STA or its representative	Preconstruction / Construction				

Task and Brief Description	Responsible Agency	Timing / Phase	Action Taken to Comply with Task	Task Completed	Remarks	Environmental Compliance
whichever occurs first. If construction activities are necessary in California tiger salamander upland habitat between October 16 and April 30, STA or the appropriate local agency will contact the USFWS Sacramento Field Office for approval to extend the work period. b. To minimize disturbance and mortality of adult and juvenile California tiger salamanders in aquatic habitat and underground burrows, STA or the appropriate local agency will minimize the extent of ground-disturbing activities within these habitats (grasslands within 1.24 miles of aquatic habitat) by requiring the contractor to limit the work area to the minimum necessary for construction. In addition, STA or the appropriate local agency will ensure that the contractor will install temporary exclusion fence between the construction work area and potential aquatic habitat for all construction within grasslands that occur within 1.24 miles of aquatic habitat. c. Consistent with Mitigation Measure BR-11, STA or the appropriate local agency will ensure that a qualified wildlife biologist monitors all construction activities within California tiger salamander upland habitat. This will ensure no take of individual California tiger salamander occurs during road widening and improvements along Vanden and Leisure Town Road. If a California tiger salamander is found, then the monitor shall immediately stop construction and contact USFWS and/or CDFG for advice.						
Mitigation Measure BR-27: Compensate for Removal and Disturbance of California Tiger Salamander Habitat. STA or the appropriate local agency will compensate for the removal or disturbance of potential upland habitat suitable aquatic habitat for California tiger salamanders, consistent	STA or its representative	Preconstruction / Construction				

Task and Brief Description	Responsible Agency	Timing / Phase	Action Taken to Comply with Task	Task Completed	Remarks	Environmental Compliance
with the requirements of the USFWS Biological Opinion (see Appendix K). This compensation, which is being provided pursuant to CEQA/NEPA and FHWA policies on mitigating effects on threatened or endangered species, will be achieved as follows: STA or the appropriate local agency will preserve additional upland habitat within a USFWS-approved conservation area at a minimum 3:1 ratio (3 acres created or preserved for each 1 acre removed) and aquatic habitat at a minimum 3:1 ratio (3 acres created or preserved for each 1 acre removed). STA or the appropriate local agency will coordinate or consult with USFWS to determine the appropriate compensation ratio and location of the conservation are. This may be accomplished by purchasing credits at a USFWS-approved mitigation bank.						
Mitigation Measure BR-28: Educate Construction Crews on Invasive Species Control and Prevention, and Monitor Compliance. Consistent with the Draft MSHCP, the Executive Order on Invasive Species, E.O. 13112, and subsequent guidance from the Federal Highway Administration, STA or the appropriate local agency will avoid introducing or spreading invasive weeds into previously uninfested areas by ensuring that the biological resources education program for construction crews includes education on weed identification and the importance of controlling and preventing the spread of invasive weeds. Small, isolated infestations will be treated with CDFG-approved eradication methods at an appropriate time to prevent or destroy viable plant parts or seeds. All equipment will be washed before entering the study area. Equipment will be washed off site at a paved facility, located away from environmentally sensitive areas. The resource monitors will routinely inspect construction activities to verify that construction equipment is being washed. STA or the appropriate local agency will ensure that the contractor will implement measures set forth in	STA or its representative	Preconstruction / Construction				

Task and Brief Description	Responsible Agency	Timing / Phase	Action Taken to Comply with Task	Task Completed	Remarks	Environmental Compliance
the SWPPP to revegetate and restore disturbed areas immediately after construction is complete.						
Mitigation Measure BR-29: Implement Revegetation and Restoration Measures Required in the Storm Water Pollution Prevention Plan. Once construction is complete, STA or the appropriate local agency will require the contractor to implement the measure set forth in the SWPPP to revegetate and restore disturbed areas immediately after construction. The revegetation portion of the SWPPP will require the use of certified weed-free native and non-native mixes. The SWPPP will also specify that all disturbed areas will be weeded and reseeded in subsequent years if determined necessary.	STA or its representative	Construction/ Post construction				

Appendix J Wetlands Only Practicable Alternative Finding

Pursuant to Executive Order 11990 – Protection of Wetlands

ALTERNATIVES:

The Preferred Alternative for the Jepson Parkway Project is Alternative B. This Alternative would provide a four-lane divided arterial for the 12-mile-long corridor between Orange Drive in the north and the SR 12/Walters Road intersection in the south by widening existing Leisure Town Road, Vanden Road, Cement Hill Road, and Walters Road, and constructing a northern extension of Walters Road between Cement Hill Road and Air Base Parkway; a grade separation (overpass) of the UPRR mainline tracks as part of the Walters Road Extension; improvements such as bridge widening or culvert extensions at the Leisure Town Road crossings of Alamo Creek, New Alamo Creek, and Union Creek; a new overcrossing of McCoy Creek and McCoy detention pond; new bicycle and pedestrian paths; landscaping; and relocation of existing utilities (see Section 2.2.2).

Under the Preferred Alternative, the project would involve new fill amounting to 2.70 acres in seasonal wetlands and 4.69 acres in vernal pools including 2.93 acres of suitable habitat for Contra Costa goldfields, as well as 2.0 acres of Gairdner's yampah, and 1.0 acre of Pappose spikeweed from the widening of existing roadways and the extension of Walters Road (see Table 3.15-3).

There would be no effect on wetlands or vernal pools under Alternative A, the No-Build Alternative, but this alternative is not practicable because it would not address the project purpose and need and would result in worsening congestion along the local roadway network, I-80, and SR12; exacerbate safety conditions by diverting ever larger amounts of local travel to Interstate and State facilities; and fail to support multi-modal alternatives, such as transit and non-motor travel. Alternative E would fill 1.1 acres of seasonal wetlands and 0.94 acres of vernal pools, but is not practicable because it would use land from Al Patch Park and Will C. Wood High School, which is protected under Section 4(f) of the DOT Act, and it would provide above-ground visual access to facilities at Travis Air Force Base, creating a risk for homeland defense. Alternative D would fill 2.1 acres of seasonal wetlands and 1.42 acres of vernal pools, but is not practicable because it would displace industrial and commercial properties resulting in the loss of some 224 jobs, which would adversely affect the local economy and is unacceptable to the community. Alternative C would fill 2.1 acres of seasonal wetlands and 1.42 acres of vernal pools, but is not practicable because it also would create a risk for homeland defense by providing above-ground visual access to facilities at Travis Air Force Base, and because it would impact areas along Air Base Parkway that have been dedicated to propagation and preservation of Contra Costa goldfields and other special status plants (see Section 3.15.3.3).

STA and Caltrans have reviewed various alignment alternatives to identify a Walters Road extension alignment that would avoid seasonal wetlands and vernal pools. It is not possible to avoid crossing the wetlands and vernal pools entirely because of their location with respect to the existing Cement Hill Road and Walters Road. Bridging these areas entirely would have been prohibitively expensive given the length of structure required.

MEASURES TO MINIMIZE HARM:

The project has been designed to minimize impacts to wetlands and vernal pools within the project corridor. Widening has been accomplished to one side of the roadway to avoid or reduce impacts wherever possible. The alignment of the proposed Walters Road extension has been adjusted to minimize impacts, and bridge structures have been incorporated to avoid major water bodies and interrupting drainages. Design plans incorporate measures to maintain the flow of water onto the remaining sites. All seasonal wetland/vernal pool areas disturbed during construction will be fully restored following construction activities. The development of restoration plans will be coordinated with the U.S. Army Corps of Engineers, the U.S. Fish and Wildlife Service, and the U.S. Environmental Protection Agency. Seasonal wetland/vernal pool and other waters adjacent to the project that can be avoided during construction will be designated as Environmentally Sensitive Areas.

FINDING:

Based on the considerations reported above, it is determined that there is no practicable alternative to the proposed new construction in wetlands and that the proposed action includes all practicable measures to minimize harm to wetlands that may result from such construction.