

Arroyo de la Laguna Bridge Project

ALAMEDA COUNTY, CALIFORNIA
04-ALA-84 – PM 17.2
EA 04-0J550 / Project ID 0414000012

Final Environmental Impact Report/Environmental Assessment with Finding of No Significant Impact



Prepared by the
State of California, Department of Transportation

The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 USC 327 and the Memorandum of Understanding dated December 23, 2016, and executed by FHWA and Caltrans.



December 2021

Summary

NEPA Assignment

California participated in the “Surface Transportation Project Delivery Pilot Program” (Pilot Program), pursuant to 23 United States Code (USC) 327, for more than five years, beginning July 1, 2007, and ending September 30, 2012. MAP-21 (P.L. 112-141), signed by President Obama on July 6, 2012, amended 23 USC 327 to establish a permanent Surface Transportation Project Delivery Program. As a result, the California Department of Transportation (Caltrans) entered into a Memorandum of Understanding (MOU) pursuant to 23 USC 327 (National Environmental Policy Act [NEPA] Assignment MOU) with the Federal Highway Administration (FHWA). The NEPA Assignment MOU became effective October 1, 2012, and was renewed on December 23, 2016, for a term of five years. In summary, Caltrans continues to assume FHWA responsibilities under NEPA and other federal environmental laws in the same manner as was assigned under the Pilot Program, with minor changes. With NEPA Assignment, the FHWA assigned, and Caltrans assumed, all of the United States Department of Transportation (USDOT) Secretary's responsibilities under NEPA. This assignment includes projects on the State Highway System and Local Assistance Projects off the State Highway System within the State of California, except for certain categorical exclusions (CEs) that FHWA assigned to Caltrans under the 23 USC 326 CE Assignment MOU, projects excluded by definition, and specific project exclusions.

Joint NEPA/CEQA Document

The proposed project is a joint project by Caltrans and the FHWA, and is subject to state and federal environmental review requirements. Project documentation, therefore, has been prepared in compliance with both the California Environmental Quality Act (CEQA) and NEPA. Caltrans is the lead agency under NEPA and CEQA. In addition, FHWA's responsibility for environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 USC Section 327 and the Memorandum of Understanding dated December 23, 2016, and executed by FHWA and Caltrans.

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

Caltrans prepared a Draft EIR/EA, which was circulated to the public from August 5, 2021 to September 20, 2021 for review and comment. This Final EIR/EA was prepared after circulating the Draft EIR/EA and receiving comments from the public and reviewing agencies. The Build Alternative presented in this document includes some modifications from what was presented in the Draft EIR/EA.

Written comments from individuals, organizations, and public agencies received during the circulation period are included as Appendix K. This document includes responses to comments received on the Draft EIR/EA and has identified a preferred alternative, which is the Build Alternative. Caltrans has decided to issue a Finding of No Significant Impact (FONSI) for compliance with NEPA. A Notice of Determination (NOD) will be published for compliance with CEQA. A Notice of Availability (NOA) of the FONSI will be sent to the affected units of federal, state, and local government, and to the State Clearinghouse in compliance with Executive Order 12372.

Introduction

Caltrans proposes to replace the Arroyo de la Laguna Bridge (Bridge No. 33-0043) to address scour and seismic concerns and meet current design standards for safety. The proposed project would take place on State Route (SR) 84, locally signed as Niles Canyon Road (hereafter referred to as SR 84), at post mile (PM) 17.2 in the town of Sunol in unincorporated Alameda County.

This final environmental document for the Arroyo de la Laguna Bridge Project (project) evaluates the preferred alternative, which is the Build Alternative, and the No Build Alternative. The Build Alternative proposes bridge replacement with associated roadway improvements on SR 84 and Paloma Way. The No Build Alternative would result in no project.

Overview of the Project Area

SR 84 is a 96-mile-long highway beginning at SR 1 in San Gregorio, San Mateo County and traveling north to end in the city of Livermore, Alameda County. The proposed project area is located in the town of Sunol, Alameda County. Sunol is situated between the Niles Canyon corridor to the west and Interstate 680 (I-680) to the east. In recent years commuters have used the SR 84 Niles Canyon corridor to bypass heavy traffic on I-680 and I-880.

Several transportation improvement projects are currently under construction adjacent to or within 1 mile of the project area. These projects include the Niles Canyon Safety Improvements Project, as well as the SR 84 Expressway Widening and SR 84/I-680

Interchange Improvements Project. Another transportation improvement project, the I-680 Express Lanes Project, is scheduled for construction in 2022. The Niles Canyon Safety Improvements Project will conduct various safety improvements along the Niles Canyon Corridor immediately adjacent to the proposed project. The SR 84 Expressway Widening and SR 84/I-680 Interchange Improvements Project will conform SR 84 to expressway standards from Ruby Hill Drive to the SR 84/I-680 interchange. The I-680 Express Lanes Project will add a new express lane in both directions of I-680 from SR 84 to Acosta Boulevard. For a more complete description of proposed projects in the EIR/EA study area, refer to Section 2.5.

This project proposes improvements on the existing Arroyo de la Laguna Bridge, which was built in 1939 and is supported by five piers and two abutments. The bridge measures 310 feet long and 38 feet wide and consists of two 11-foot-wide lanes with no shoulders, 5-foot-wide pedestrian sidewalks in each direction, original railings from 1939, and no bicycle accommodations outside of the travel lanes.

Purpose

The purpose of the proposed project is to maintain connectivity and provide an improved highway facility for the traveling public along SR 84 by replacing the existing bridge over Arroyo de la Laguna.

Need

Structural maintenance inspections completed in October 2013 identified scour at piers 4 and 5 of the bridge. Scour, a condition where the bed and bank material from around the piers is washed away by stream flows, is undermining the footing at Pier 5. The bridge is currently classified as “scour critical,” which means it has pier foundations that are rated as unstable due to scour. Additionally, in 2016, the Office of Earthquake Engineering Analysis and Research identified the bridge to be seismically vulnerable and a candidate for seismic retrofit.

The bridge railings, built in 1939, do not offer the structural integrity of modern railings and do not provide the capability to redirect vehicles back onto the roadway in the event of a collision.

Furthermore, the alignment of the existing bridge and approach directs eastbound traffic into the path of the Sunol Water Temple entry gates on the south side of SR 84, a potential hazard to travelers on the roadway and the historic structure. The curvature, lane alignment, shoulders, slope of the bridge, and the western and eastern approaches no longer meet Caltrans design standards. Caltrans establishes and supports the

consistent application of highway design standards to ensure optimal safety for the traveling public and for those who work to construct, operate, and maintain the State Highway System.

Proposed Action

Caltrans proposes to replace Arroyo de la Laguna Bridge (Bridge No. 33-0043) to meet current design standards for safety and remediate the scour issue at the bridge crossing. The proposed project would take place on SR 84 at post mile (PM) 17.2 in the town of Sunol in unincorporated Alameda County.

The Build Alternative was selected as the preferred alternative because it meets the project's purpose and need of maintaining reliable connectivity and providing an improved highway facility for the traveling public along SR 84.

Build Alternative

The Build Alternative would replace the existing 310-foot-long and 38-foot-wide Arroyo de la Laguna Bridge with a new 310-foot-long and 64-foot-wide bridge consisting of two through lanes, one in each direction. The new bridge would either be flat (as the existing structure) and box-shaped, or it would contain an arch. The bridge profile would be raised by 1 to 3 feet to improve the existing non-standard stopping sight distance, which is the distance a driver needs to be able to stop before colliding with an object in the roadway. At completion, the finished structure would provide 12-foot-wide lanes, a 14-foot-wide shared east-west pedestrian path on the south side of the bridge, standard 42-inch-high barriers, 9-foot-wide shoulders to accommodate 6-foot-wide bicycle lanes, and a 2-foot-wide painted median rumble strip. The shared sidewalk would be protected from the roadway by concrete railing. The Build Alternative would also add sidewalks to the eastern side of the SR 84 and Main Street intersection and at the SR 84 and Pleasanton Sunol Road intersection. Construction would take three seasons, with each season lasting a year, for a total of three years. Project construction cost is currently estimated at \$32,000,000.

No Build Alternative

The No Build Alternative would not change the Arroyo de la Laguna Bridge and would only continue standard maintenance of the bridge. The No Build Alternative is the baseline for evaluating environmental impacts under NEPA. The existing conditions at the time that the Notice of Preparation (NOP) was filed are considered the baseline for evaluating environmental impacts under the CEQA.

Table S-1 summarizes the potential environmental impacts that have been identified through the studies performed by Caltrans in preparation of this document. This table covers permanent impacts from both construction and operation of the proposed project. For a complete description of potential effects and recommended measures, including temporary construction effects, please refer to the specific sections within Chapter 2 and Appendix C of this document.

Project Impacts

Table S-1 summarizes the impacts of the Build Alternative in comparison with the No Build Alternative and identifies avoidance, minimization, and/or mitigation measures for those resources impacted by the proposed project.

Table S-1. Summary of Project Impacts

Environmental Topic	No Build Alternative	Build Alternative	Avoidance, Minimization, and/or Mitigation Measures
Existing and Future Land Use	No impact.	The Build Alternative would require a permanent partial acquisition (0.86 acre) to accommodate the new, wider bridge and road shoulder. Temporary acquisitions would also be required for construction staging and access. No permanent or temporary acquisitions are anticipated to affect the existing land uses of the rest of the properties.	None.
Consistency with State, Regional, and Local Plans and Programs	No impact.	No impact. The Build Alternative would be consistent with applicable regional and local plans and would not enable unplanned development to take place or stimulate unforeseen development.	None.
Coastal Zone	No impact.	No impact. The project is not located within the coastal zone.	None.
Wild and Scenic Rivers	No impact.	No impact. There are no state designated Wild and Scenic Rivers located in the project area.	None.
Parks and Recreational Facilities	No Impact.	The Build Alternative would result in temporary construction-related noise and visual effects to Sunol Glen Elementary School and Sunol Water Temple. In addition, access to these facilities would be impacted during construction. Project features, including a Traffic Management Plan (TMP) and Construction Mitigation Plan (CMP), would reduce adverse effects.	NOISE-1. Temporary Noise Control.
Farmlands	No impact.	The Build Alternative would require a permanent acquisition of approximately 0.73 acre of Prime Farmland as defined by the Farmland Protection Policy Act (FPPA). Acquisition of these lands is not anticipated to affect adjacent farmland. Coordination with the U.S. Department of Agriculture, Natural Resource Conservation Service is ongoing.	None.

Environmental Topic	No Build Alternative	Build Alternative	Avoidance, Minimization, and/or Mitigation Measures
Williamson Act Property Acquisition	No impact.	No impact. There are no Williamson Act properties within the project area.	None.
Timberlands	No impact.	No impact. No timberlands exist in or adjacent to the project area.	None.
Growth	No impact.	No impact. The Build Alternative would maintain the existing two-lane capacity of SR 84 and would have no impacts to growth, population, or housing in the area.	None.
Community Character and Cohesion	No impact.	No impact. The Build Alternative would not change existing community boundaries or physically divide an established community.	None.
Relocations and Real Property Acquisition	No impact.	No impact. The Build Alternative would not require any full property acquisitions and would not require relocation of any residences or businesses.	None.
Utilities/Emergency Services	No impact.	The Build Alternative would require relocation of utilities, and Caltrans would coordinate with utility providers to ensure no disruption of services during relocation. Construction of the Build Alternative would require full closure of SR 84. Project features, including implementation of the TMP and CMP, would reduce adverse impacts to emergency services during construction and address concerns from potential impacts to utilities.	None.
Environmental Justice	No impact.	No impact. No minority or low-income populations that would be adversely affected by the proposed project have been identified. Therefore, this project is not subject to the provisions of Executive Order (EO) 12898.	None.
Traffic and Transportation, Pedestrian and Bicycle Facilities	Under the No Build Alternative, the existing Arroyo de la Laguna Bridge	Construction of the Build Alternative would result in short-term impacts in the form of delays to auto traffic, pedestrians, and cyclists from temporary road closures. The use of a TMP and CMP would	None.

Environmental Topic	No Build Alternative	Build Alternative	Avoidance, Minimization, and/or Mitigation Measures
	<p>would not be retrofit or remediated for scour damage. There would also be no improvements to pedestrian and bicycle facilities.</p>	<p>reduce adverse impacts. The Build Alternative would not affect bus transit or rail service.</p> <p>Completion of construction of the Build Alternative would result in a wider bridge and road shoulders that would improve safety for motorists and wider sidewalks and a bicycle lane that would improve pedestrian bicycle mobility and accessibility in the project area.</p>	
<p>Visual/Aesthetics</p>	<p>No Impact.</p>	<p>The Build Alternative would result in visual resource changes including replacement of the existing bridge and railing, construction of concrete retaining walls, and removal of trees and shrubs to the north and south of the existing bridge. The Build Alternative would remove or trim an estimate of 251 trees. Several stands of trees have been identified for protection during project construction. Tree removal will be minimized to the maximum extent feasible. No new or replacement lighting is proposed on the bridge or elsewhere in the project area.</p> <p>The gates to the Sunol Water Temple would not be disturbed. Changes to the visual setting at and near the gates would be minor. The Sunol Water Temple and its access road would not be impacted.</p> <p>The Build Alternative would have moderate to high levels of visual impact to highway users and highway neighbors. With implementation of project features and AMMs, these impacts could be reduced to moderate-low to moderate-high levels.</p>	<p>AMM VIS-1. Vegetation Removal Measures. AMM VIS-2. Concrete Safety Barrier/Railing Aesthetics. AMM VIS-3. Aesthetic Treatments. AMM VIS-4. Construction Impact Measures.</p>

Environmental Topic	No Build Alternative	Build Alternative	Avoidance, Minimization, and/or Mitigation Measures
Cultural Resources	No Impact.	<p>The Build Alternative would result in <i>no adverse effect</i> to the Sunol Water Temple and associated structures. During construction, Caltrans would implement AMM CULTURAL-3 to establish an environmentally sensitive area (ESA) that would protect the resource.</p> <p>Construction of the Build Alternative would adversely affect one archaeological site. Caltrans consulted with the State Historic Preservation Officer (SHPO) on the Undertaking's Finding of Adverse Effect and developed a Memorandum of Agreement (MOA) for the treatment of the archaeological site.</p>	<p>AMM CULTURAL-1. Report of Unintended Discoveries to the San Francisco Public Utilities Commission (SFPUC).</p> <p>AMM CULTURAL-2. Worker Environmental Awareness Training.</p> <p>AMM CULTURAL-3. Establishment of an ESA.</p> <p>MM CULTURAL-1. Phase III Data Recovery Plan.</p> <p>MM CULTURAL-2. Archaeological Monitoring Plan.</p>
Hydrology and Floodplain	No Impact.	<p>The project is within Federal Emergency Management Agency (FEMA) Base Floodplain for Arroyo de la Laguna, and the bridge would overtop in a 100-year storm. The Build Alternative would be modeled and designed so that post-construction flows would not have any negative impacts to the 100-year storm event elevations. The Build Alternative would not affect the existing FEMA base flood plain elevation.</p>	None.
Water Quality/Storm Water Runoff	No Impact.	<p>The Build Alternative could result in temporary impacts to Arroyo de la Laguna through staging and construction activities. Construction would also result in a disturbed soil area of about 7.03 acres, and construction activities would be subject to the Construction General Permit and a Stormwater Pollution Prevention Plan (SWPPP). After construction, the widening of SR 84 would result in a net new impervious area of approximately 0.48 acre.</p>	None.

Environmental Topic	No Build Alternative	Build Alternative	Avoidance, Minimization, and/or Mitigation Measures
		<p>With the construction work in the creek and the requirement of securing and complying with a 404 permit, the Construction General Permit, and SWPPP, Caltrans would incorporate best management practices (BMPs) to reduce construction-related and permanent pollutants in stormwater discharges during construction and permanently to the maximum extent practicable. The project would have a less than significant impact on water quality and would not conflict with or obstruct implementation of a water quality plan.</p>	
Geology/Soils/Seismic Topography	No Impact.	<p>No impact. The project is not located on a geologic unit that is unstable, nor is it located on an expansive soil. There are no sensitive geologic or mineral resources within the proposed project area. The Calaveras fault is 0.40 mile from the project. No fault is within the immediate vicinity of the project.</p> <p>The Build Alternative would not impact geologic resources and would not exacerbate the potential for shaking due to seismic activity.</p>	None.
Paleontology	No Impact.	The Build Alternative would be constructed on previously disturbed soils. Paleontologically significant soils would not be encountered.	None.
Hazardous Waste/Materials	No Impact.	The project area may contain soils with lead deposition and the existing bridge structure may feature asbestos-containing materials. During the project's design phase, roadside soils would be tested for lead deposition and a bridge survey would be conducted to determine the presence of asbestos. If lead or asbestos is identified, Caltrans would follow proper procedure for handling and	

Environmental Topic	No Build Alternative	Build Alternative	Avoidance, Minimization, and/or Mitigation Measures
		management of the hazardous materials. Introduction of hazardous materials to the project area would be limited to the use of gasoline and diesel during construction. Caltrans would use standard measures to limit exposure of the public to the hazardous wastes/substances.	
Air Quality	No Impact.	The Build Alternative is exempt from the requirement to determine project-level conformity per 40 CFR 93.126 because it is limited to “widening narrow pavements or reconstructing bridges (no additional lanes).” The project includes implementation of standard Caltrans measures, such as complying with air pollution control rules, regulations, ordinances, and statutes, which would avoid or minimize construction-related air quality effects. The project would not conflict with or obstruct implementation of an applicable air quality plan, result in cumulatively considerable net increase of any criteria pollutant, expose sensitive receptors to substantial pollutant concentrations, or result in emissions or odors that would adversely affect a substantial number of people.	None.
Noise		The Build Alternative would not increase the capacity of SR 84 or the Arroyo de la Laguna Bridge for motor vehicles and therefore would not result in a permanent increase in ambient noise levels. During construction, the highest noise levels would be produced during bridge demolition and preparation for bridge work (cast-in-drilled hole pile installation), which is close to the southern end of the Sunol Glen Elementary School’s recreational field. Implementation of	AMM NOISE-1. Temporary Noise Control.

Environmental Topic	No Build Alternative	Build Alternative	Avoidance, Minimization, and/or Mitigation Measures
		standard noise control measures and AMMs would limit construction noise impacts.	
Energy	No Impact.	No impact. The Build Alternative does not propose changes in the use of the current roadway and would not increase capacity. Construction of the Build Alternative would result in energy use through gas and diesel consumption by construction vehicles and on-site equipment. The project would not have any long-term implications for energy consumption. Energy consumption during project construction would be temporary and minimized to the maximum extent practicable with Caltrans standard measures.	None.
Natural Communities	No Impact.	The Build Alternative would result in temporary, prolonged temporary, and permanent impacts to the natural communities in the project area. Permanent impacts (0.432 acre) would result from the installation of new bridge foundations, shoulder backing, and the retaining walls. Prolonged temporary impacts (3.807 acres) would result from trimming or removal of trees to complete construction of the bridge, and the use of the staging area and creek diversion system for three construction seasons. Temporary impacts (1.315 acres) would result from the temporary construction access roads. Based on the current preliminary design, Caltrans anticipates the Build Alternative would require the removal or trimming of 251 trees. This estimate assumes that all the trees within the impact areas would need to be removed. The project development team would work with the contractor to reduce this number to the extent feasible. All trees removed would be replaced at appropriate replacement ratios	AMM NATURAL COMMUNITIES-1. Revegetation Following Construction. MM NATURAL COMMUNITIES-1. Upland Trees. MM NATURAL COMMUNITIES-2. Riparian Trees.

Environmental Topic	No Build Alternative	Build Alternative	Avoidance, Minimization, and/or Mitigation Measures
		<p>according to species of tree, location, and permit requirements. To reduce the above-mentioned potential permanent and temporary impacts for the Build Alternative, Caltrans would implement AMMs and MMs during and following construction.</p>	
Wetlands and Other Waters	No Impact.	<p>The Build Alternative would result in prolonged temporary (0.944 acre) and permanent impacts (0.001 acre) to wetlands and other waters due to the demolition of the existing bridge and installation of the new bridge. To limit the permanent and temporary impacts, Caltrans would implement AMMs and MMs during and following construction.</p> <p>While the Build Alternative would result in impacts to wetlands and other waters, replacement of the bridge would result in reduction of permanent hard structure in the creek, allowing Arroyo de la Laguna to take on a more natural morphology and facilitating the development of linear in-stream wetlands along the banks.</p>	<p>AMM NATURAL COMMUNITIES-1. Revegetation Following Construction. MM NATURAL COMMUNITIES-1. Upland Trees. MM NATURAL COMMUNITIES-2. Riparian Trees.</p>
Plant Species	No Impact.	No impact. No federally or state-listed species were observed in the project area. Seasonally timed special-status plant surveys would occur prior to construction of the Build Alternative.	None.
Animal Species	No Impact.	Several California special-status and California Department of Fish and Wildlife (CDFW) Special Animals List species have the potential to occur in the project area. These include bat species, migratory birds, San Francisco dusky-footed woodrat, and western pond turtle. Construction of the Build Alternative may result in temporary loss or disturbance of habitats to these species.	AMM BIO-1 to AMM BIO-8.

Environmental Topic	No Build Alternative	Build Alternative	Avoidance, Minimization, and/or Mitigation Measures
		<p>For bats, removal of the existing Arroyo de la Laguna Bridge would permanently remove known night roost sites for several species of bats, and tree removal that would occur during project construction would result in temporary and permanent effects to roosting bats. Implementation of AMMs, including provision of roosting habitat on the new bridge, would minimize these impacts to bats. Caltrans does not anticipate long-term impacts to bat species.</p> <p>For migratory birds, the Build Alternative could result in temporary loss or disturbance of habitats that are used by the birds. This impact would be temporary in nature and limited to a relatively small area in relationship to the extensive nesting and foraging habitat adjacent to the project. No adverse impacts are expected.</p> <p>For the San Francisco dusky-footed woodrat, middens—or nests—may occur in permanent impact areas. AMMs would address impacts to middens that may have to be removed or relocated.</p> <p>For the western pond turtle, the Build Alternative would result in direct effects to the species from relocation efforts and habitat impacts during construction. Construction of the Build Alternative, though, would allow the stream to take on a more natural morphology and benefit the western pond turtle with improved habitat.</p>	

Environmental Topic	No Build Alternative	Build Alternative	Avoidance, Minimization, and/or Mitigation Measures
		Project features and proposed AMMs would reduce adverse impacts to animal species in the area.	
Threatened and Endangered Species	No Impact.	<p>Three federally and/or state-listed species (Alameda whipsnake, California red-legged frog, and Central California Coast Distinct Population Segment (DPS) steelhead) have a moderate to high potential to occur in the project area. Temporary, prolonged temporary, and permanent impacts could occur to these species from the construction of the Build Alternative.</p> <p>Direct effects to individual whipsnakes may occur throughout the project area as a result of construction activities. Indirect effects may result from temporary habitat exclusion and degradation during periods of construction activities. All efforts to minimize direct effects would be made with the implementation of AMMs. The Build Alternative would also result in effects to land cover types used by Alameda whipsnake, including 3.149 acres of prolonged temporary impacts and 0.136 acre of permanent impacts.</p> <p>Direct effects to individual frogs may occur throughout the project area as a result of construction activities. Indirect effects may result from temporary habitat exclusion and degradation during periods of construction activities. All efforts to minimize direct effects would be made with the implementation of AMMs and Caltrans BMPs. The Build Alternative would also result in effects to land cover types used by California red-legged frog, including 3.807 acres of prolonged</p>	<p>AMM BIO-9 to AMM BIO 17. MM BIO-1. Compensatory Mitigation for California Red-legged Frog. MM BIO-2. Compensatory Mitigation for Alameda Whipsnake.</p>

Environmental Topic	No Build Alternative	Build Alternative	Avoidance, Minimization, and/or Mitigation Measures
		<p>temporary impacts and 0.137 acre of permanent impacts.</p> <p>Direct effects to protected steelhead in the form of fish handling may occur during the creek dewatering process. Indirect effects may result from habitat exclusion. The Build Alternative would also result in 2.988 acres of prolonged temporary impacts and 0.137 acre of permanent impacts to steelhead habitat.</p> <p>To further reduce impacts to Alameda whipsnake and California red-legged frog, Caltrans would provide compensation for impacts through on-site restoration of temporarily affected areas (at a 1:1 ratio) and off-site compensation for prolonged temporarily affected and permanently affected areas (at a 1.5:1 ratio and 3:1 ratio, respectively). To further reduce impacts to steelhead habitat, Caltrans proposes restoration of riparian woodland, forested wetland, and scrub-shrub wetland to offset permanent effects from the project. No compensatory mitigation is currently being proposed for the steelhead.</p> <p>Pursuant to Section 7 of the federal Endangered Species Act, Caltrans has determined that the project <i>may affect and is likely to adversely affect</i> Alameda whipsnake, California red-legged frog, and Central California Coast steelhead.</p>	
Invasive Species	No Impact.	During construction of the Build Alternative, there is potential for invasive species to be brought to the project area via equipment, material, and vehicles. AMMs would ensure all equipment and	AMM INVASIVE-1. Clean Construction Equipment.

Environmental Topic	No Build Alternative	Build Alternative	Avoidance, Minimization, and/or Mitigation Measures
		materials would be inspected for invasive species and cleaned, and that impacts of invasive species on the project area would be reduced.	AMM INVASIVE-2. Invasive Weed Removal. AMM INVASIVE-3. Borrow Material.
Greenhouse Gas Emissions	No Impact.	The Build Alternative would result in greenhouse gas emissions during construction. However, the project would not increase the number of travel lanes on SR 84, and no increase in vehicle miles traveled would occur. The Build Alternative would result in a less than significant impact to greenhouse gas emissions.	None.
Wildfire	No Impact.	<p>The project is about 0.15 mile south of a Very High fire hazard severity zone in a State Responsibility Area.</p> <p>The Build Alternative does not propose changes to the use of the existing roadway and would not require or cause changes in the use of adjacent properties that would impact fire risks.</p> <p>During construction of the Build Alternative, measures for minimizing fire risks would be incorporated, such as clearing vegetation and trees from the work area or prohibiting the use of highly flammable chemicals. Caltrans would also implement a TMP during construction to prevent impediment or disruption to evacuation routes during construction.</p>	None.
Cumulative Impacts	No Impact.	Resources considered for contribution to cumulative effects include visual and aesthetic resources, cultural resources, and natural communities. Construction of the Build Alternative would affect an archaeology site, trees, and roosting bats in the project area. Caltrans would	

Environmental Topic	No Build Alternative	Build Alternative	Avoidance, Minimization, and/or Mitigation Measures
		consult with the SHPO to develop a treatment and recovery plan for the archaeology site. In addition, Caltrans would mitigate impacted trees through appropriate tree replacement ratios and incorporate bat roosting habitat into the new bridge. The project would not result in a contribution to cumulative impacts on animals, cultural resources, or natural communities.	

Public and Agency Coordination

Agency Coordination

Table S-2, below, provides a summary of the environmental permits, authorizations, or agreements required for project construction.

Table S-2. Required Permits and Approvals

Agency	Permit, Authorization, or Agreement	Status
U.S. Army Corps of Engineers	Section 404 Clean Water Act Permit	Caltrans will submit a Section 404 application following environmental document certification.
U.S. Fish and Wildlife Service (USFWS)	Section 7 Consultation under the Federal Endangered Species Act	Caltrans initiated consultation in summer 2021. A Biological Opinion was issued on November 12, 2021.
National Marine Fisheries Service (NMFS)	Section 7 Consultation under the Federal Endangered Species Act	Caltrans initiated consultation in summer 2021. A Biological Opinion is expected in January 2022.
U.S. Department of Agriculture, Natural Resources Conservation Service (NRCS)	Farmland Impact Rating	Caltrans initiated consultation in summer 2021. Consultation to determine impacts is ongoing.
California Department of Fish and Wildlife Service	California Fish and Game Code 1602 Lake and Streambed Alteration Agreement and Incidental Take Permit for Alameda Whipsnake	Caltrans will submit 1602 Agreement and Incidental Take Permit applications following environmental document certification.
Native American Heritage Commission (NAHC)	Consultation	The NAHC was contacted in 2017, and letters initiating Section 106 and CEQA AB 52 consultation were sent to all parties listed in the NAHC response letter. Consultation is ongoing.

Agency	Permit, Authorization, or Agreement	Status
San Francisco Regional Water Quality Control Board	Section 401 Water Quality Certification and Section 402 Storm Water Pollution Prevention Plan (SWPPP) under the Clean Water Act	Caltrans will submit a Section 401 application following environmental document certification. A SWPPP will be prepared by the contractor and approved by Caltrans as part of the Construction General Permit.
State Historic Preservation Officer (SHPO)	Findings of Effect and Memorandum of Agreement (MOA) per Section 106 of the National Historic Preservation Act	Caltrans District 4 Office of Cultural Resource Studies (OCRS) initiated consultation with the SHPO on November 18, 2019 regarding the eligibility of the Sunol Water Temple for the National Register of Historic Places (NRHP) and the California Register of Historical Resources (CRHR). The SHPO concurred with the determination on December 17, 2019. OCRS submitted a Finding of Effect to SHPO on September 24, 2021, and the SHPO concurred on November 22, 2021. An MOA outlining measures to resolve the adverse effect to the archaeological site was executed on December 6, 2021. .

Notice of Preparation and Scoping

In compliance with CEQA, Caltrans filed the NOP with the State Clearinghouse on August 20, 2018, initiating the 30-day agency scoping period.

The NOP was distributed to the State Clearinghouse; elected officials; local, regional, and state agencies; and public stakeholders (Appendix E). Caltrans included members

of the public in the scoping process to identify potential interested parties and engage the community in project planning.

Public Scoping Meeting

A public scoping meeting for the proposed project was held on August 2, 2018 at the Sunol Glen Elementary School Cafeteria, 11601 Main Street, Sunol, CA. Caltrans announced the scoping meeting by publishing a public notice in *The Independent* on July 19, 2018. The meeting was held to provide information regarding the project and allow members of the public to ask questions and provide comments on the proposed project.

Caltrans project personnel attended the meeting to address questions and concerns. Project personnel in attendance included the design engineer, project manager, environmental analysis staff, and specialists in biology and archeology. Meeting attendees were encouraged to approach the specialists with questions and for clarification of concerns. Comments in writing were encouraged for submittal because no court reporter was present at the meeting.

The meeting was conducted in an open house format with poster boards highlighting three different alternatives, existing conditions, and concerns about the project. A presentation was held for the half hour prior to the open house to inform the public of the proposed project features.

Following the meeting, Sunol Citizens Advisory Council sent Caltrans a letter requesting expansion of the project scope to include three additional replacement alternatives:

- A fourth alternative that would include safe pedestrian and bicycle access across the new bridge.
- A fifth alternative that would angle the eastern end of the bridge slightly north to Pleasanton Sunol Boulevard so that cars do not approach the intersection close to the Sunol Water Temple gates.
- A sixth alternative that would accommodate roundabouts at the intersections of both Main Street/SR 84 and Pleasanton Sunol Road/SR 84.

At the recommendation of the project development team, these three additional alternatives were added to the project scoping process. A combination of elements from the fourth and fifth alternatives was developed as the Build Alternative described in this document.