

2020100058

Notice of Exemption

Attachment 2

To: Office of Planning and Research
P.O. Box 3044, Room 113
Sacramento, CA 95812-3044
County Clerk
County of: Sacramento
600 8th Street
Sacramento, CA 95814

From: (Public Agency): Sacramento Regional Transit District
(Address)

Sanjour's Office of Planning & Research

Project Title: Watt Avenue/Interstate 80 Transit Center Improvements

OCT 02 2020

Project Applicant: Sacramento Regional Transit District

STATE CLEARINGHOUSE

Project Location - Specific:

Watt Avenue/Interstate 80 Interchange

Project Location - City: Project Location - County: Sacramento

Description of Nature, Purpose and Beneficiaries of Project:

Improve public safety and multimodal access to the Watt/I-80 Transit Center. Based on a community visioning effort, the project would improve public pedestrian, bicycle, and bus access, as well as add safety features and amenities such as landscaping, rain shelters, and benches.

Name of Public Agency Approving Project: Sacramento Regional Transit District

Name of Person or Agency Carrying Out Project: Sacramento Regional Transit District

Exempt Status: (check one):

- Ministerial (Sec. 21080(b)(1); 15268);
Declared Emergency (Sec. 21080(b)(3); 15269(a));
Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
[X] Categorical Exemption. State type and section number: Section 15301 Existing Facilities
Statutory Exemptions. State code number:

Reasons why project is exempt:

Please see the attached CEQA Categorical Exemption Analysis.

Lead Agency Contact Person: Darryl Abansado Area Code/Telephone/Extension: 916.321.3876

If filed by applicant:

- 1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project? Yes No

Signature: Date: 9-30-20 Title: Director, Eng & Construction

Signed by Lead Agency Signed by Applicant

Authority cited: Sections 21083 and 21110, Public Resources Code.
Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

Date Received for filing at OPR:

Watt/I-80 Transit Center Improvements Project
CEQA Memo



AECOM
300 Lakeside Drive, Suite 400
Oakland, CA 94612
aecom.com

RE:
Watt/I-80 Transit Station Improvements Project

From:
Rod Jeung, Project Director
Anne Ferguson, Project Manager
Wendy Copeland, Environmental Planner

To:
Darryl Abansado
Director, Engineering and Construction
Sacramento Regional Transit District
2811 O St, Sacramento, CA 95818

Date:
August 27, 2020

CC:

CATEGORICAL EXEMPTION ANALYSIS

Introduction

The Sacramento Regional Transit District (SacRT) is the project sponsor for the proposed Watt Avenue/Interstate 80 (I-80) Transit Center Improvements Project (project). The project would improve safety and multimodal access to the Watt/I-80 Transit Center, in unincorporated Sacramento County, adjacent to the northeast portion of the City of Sacramento.

Watt Avenue, a major north-south arterial, crosses over I-80 and the SacRT Blue Line light rail tracks. Transit riders desiring to travel on the Blue Line or transfer to a connecting bus must go down a stairwell on the west side of Watt Avenue to the station platform level and bus stops below. Heavy traffic, narrow sidewalks, limited pedestrian and bicycle connections, a noisy exposed atmosphere, and a lack of amenities characterize the Watt Avenue entrance to the transit center.

Over the past 3 years, SacRT completed a visioning effort to “Re-imagine the Watt/I-80 Transit Center.” SacRT, in partnership with Sacramento County and Mercy Housing, an affordable housing developer, is now making efforts to implement the grand vision for this area. SacRT, using Community Design Grant funds approved by the Sacramento Area Council of Governments (SACOG), is advancing the design and environmental clearance for its portion of the improvements along Watt Avenue—the Watt/I-80 Transit Center. With the community-envisioned upgrades to the station, it would be more accessible, user friendly, and able to attract and accommodate more riders.

The project is under review in accordance with the authority and criteria contained in the California Environmental Quality Act (CEQA), the State CEQA Guidelines, and the environmental regulations of the County. This document contains the analysis necessary per CEQA Section 15301 Existing Facilities (Class 1[c]) as minor alterations to existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities that do not result in an expansion of use.

Project Description

The project includes the following components to improve safety and multimodal access to the Watt/I-80 Transit Center (items 5, 7, 14, 15, 16 and 18 on Figure 1), all of which would occur entirely within existing State and County rights-of-way developed with highways and streets:

- Relocating the concrete median barrier and narrowing vehicle travel lanes on Watt Avenue on the I-80 overcrossing structure to accommodate wider sidewalks and future bicycle lanes (see item 14 on Figure 1).
- Enhancing pedestrian amenities on the west side of Watt Avenue, by installing pedestrian-level lighting, landscape buffers, and new ornamental metal security fencing along the overcrossing (see item 14 on Figure 1).
- Expanding the light rail station entrance plaza on the west side of Watt Avenue by including a new stairway connection to the light rail platform area; installing new pedestrian lighting; removing concrete barriers; adding wayfinding and station monument signage; and providing trash and recycling receptacles, seating, shade/rain shelters, and a landscape buffer (with guardrail) between the plaza and vehicular traffic (see items 5 and 7 on Figure 1).
- Relocating bus stops on both sides of Watt Avenue to shorten crossing distances and providing space for new bus shelters at the new locations (see item 15 on Figure 1).
- Creating a new 'kiss-and-ride' pick-up and drop-off space with directional wayfinding on the west side of the overcrossing (see item 16 on Figure 1).
- Squaring up the on-ramps to eastbound and westbound I-80 for safer pedestrian crossings and adding a new pedestrian crossing on the north leg of Watt Avenue at the I-80 eastbound ramp intersection (see item 18 on Figure 1).

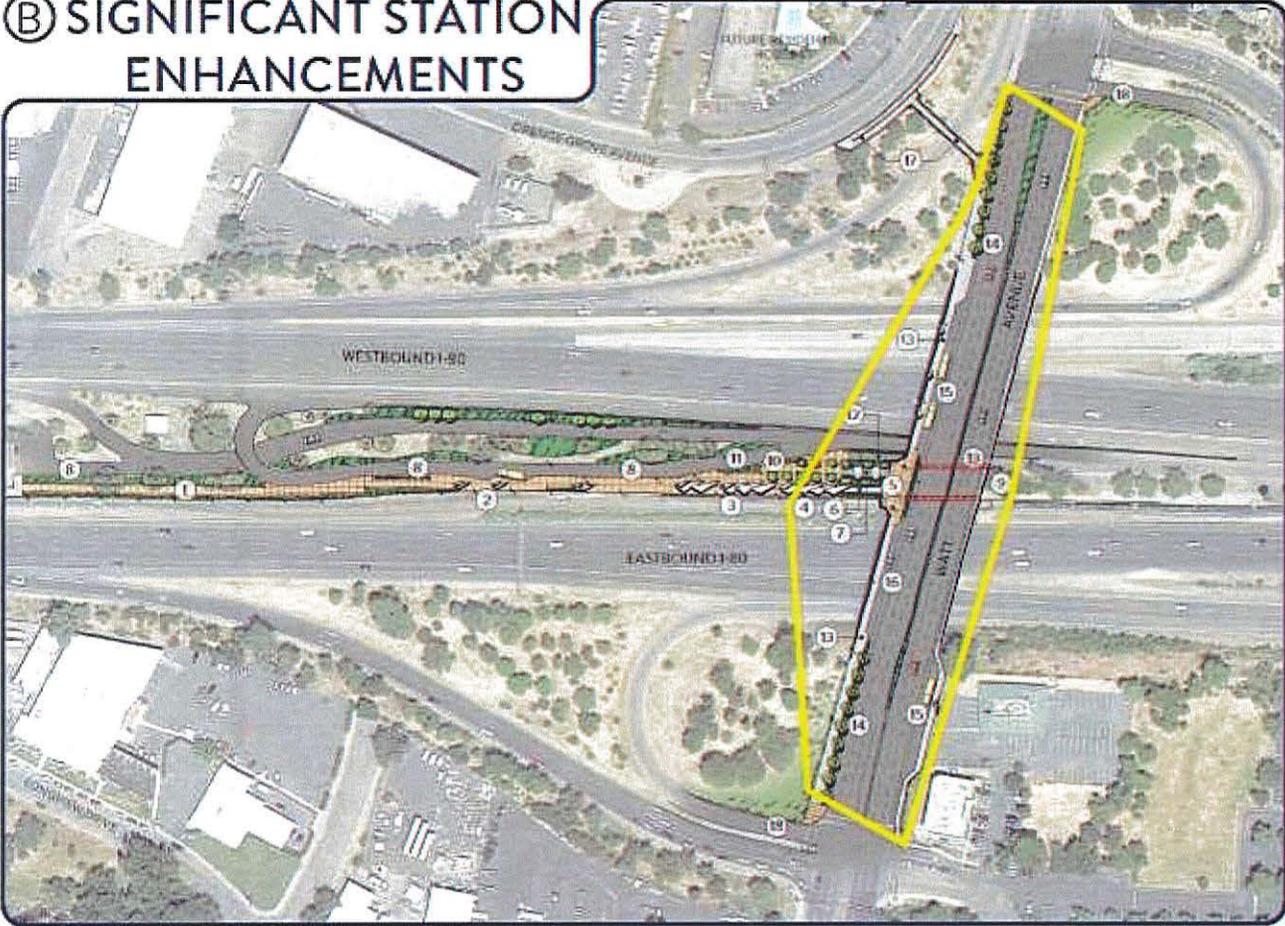
The design of the improvements would incorporate crime prevention through environmental design guidelines, current Americans with Disabilities Act requirements, and requirements for future SacRT low-floor light rail vehicles that are being acquired to make passenger boardings and alightings more convenient. In addition, it is proposed that non-irrigated hydroseed would be applied to the areas where on-ramp concrete has been removed; no ornamental plantings or irrigation are anticipated for the on-ramp areas.

Project Location

The project site in unincorporated Sacramento County includes a portion of the Watt/I-80 Transit Station, the Watt Avenue overpass (over I-80 and the SacRT Blue Line), and Watt Avenue crossings of both the eastbound and westbound I-80 on-ramps (see Figure 2). The immediately surrounding area includes a Walmart, future Mercy affordable housing project, and industrial uses to the northwest; existing lower density housing to the northeast; Internal Revenue Service (IRS) and Drug Enforcement Agency (DEA) offices and retail to the southeast; and industrial and community and regional recreation areas to the southwest.

Re-Imagine Watt/I-80 Transit Center Conceptual Site Plan

(B) SIGNIFICANT STATION ENHANCEMENTS



- LEGEND**
- (1) Pedestrian path cycle leading from parking lot to station
 - New lighting
 - New canopy
 - (2) Reduction of bus bay to two and two bays
 - (3) Lighter more open architecture for station structure
 - White or light color
 - Light, neutral wall covered design with light inside
 - Providing shade and ventilation
 - Light roof access for a smaller support structure and column
 - Reducing interior space, steel columns, and visual "height" of the structure
 - (4) New elevator and restroom designs
 - Maximize utility in and the structure
 - Elevate the visual structure by the new structure
 - (5) Watt Ave. station plaza
 - New lighting
 - Removal of exposed beams to improve visibility
 - Slugs to track up the stairs and protect pedestrian from cars
 - Wayfinding
 - AT branch expansion
 - New canopy between transit tracks
 - (6) Bridge extended to the new elevator structure
 - (7) Canopy
 - Canopy extended to the new elevator
 - (8) Low maintenance landscaping and lighting around the station
 - (9) Reduce and reposition of existing structural, elevator, and stairs on west side of Watt
 - Maximize use of bus stop on west side of transit center structure
 - (10) Pedestrian friendly station plaza
 - Lots of lighting
 - No. of columns
 - Maximize green shade in the canopy and allow light through during the night
 - Wayfinding and signage
 - (11) Bus stop expanded to merge with main canopy before crossing under Watt Ave
 - (12) Maintenance vehicle access under Watt Ave overcrossing
 - Temporary road force and gate access to work under the overcrossing for critical use only
 - (13) Water tower on both sides of Watt Ave
 - Tower 40' tall on the west side
 - Tower 40' tall on the east side
 - (14) A more pedestrian friendly west side of Watt Ave
 - New lighting
 - Removal of fence retained in 2011 scan
 - SR on the left for future concrete bus maintenance
 - Concrete barrier to keep parking
 - Wayfinding and new trees for pedestrian safety
 - (15) Bus stop with shelter on main side station structure
 - (16) Fix on-ramp and TRC, parking/sharpp
 - (17) Pedestrian bridge and ramp
 - (18) Improved ramp for after pedestrian crossing
- Option (B): Keep bus stop and parking

Scope of this project is outlined in yellow



Figure 1. SacRT Project Components of the Watt/I-80 Transit Center Improvements Project

Watt/I-80 Transit Center Improvements Project
CEQA Memo

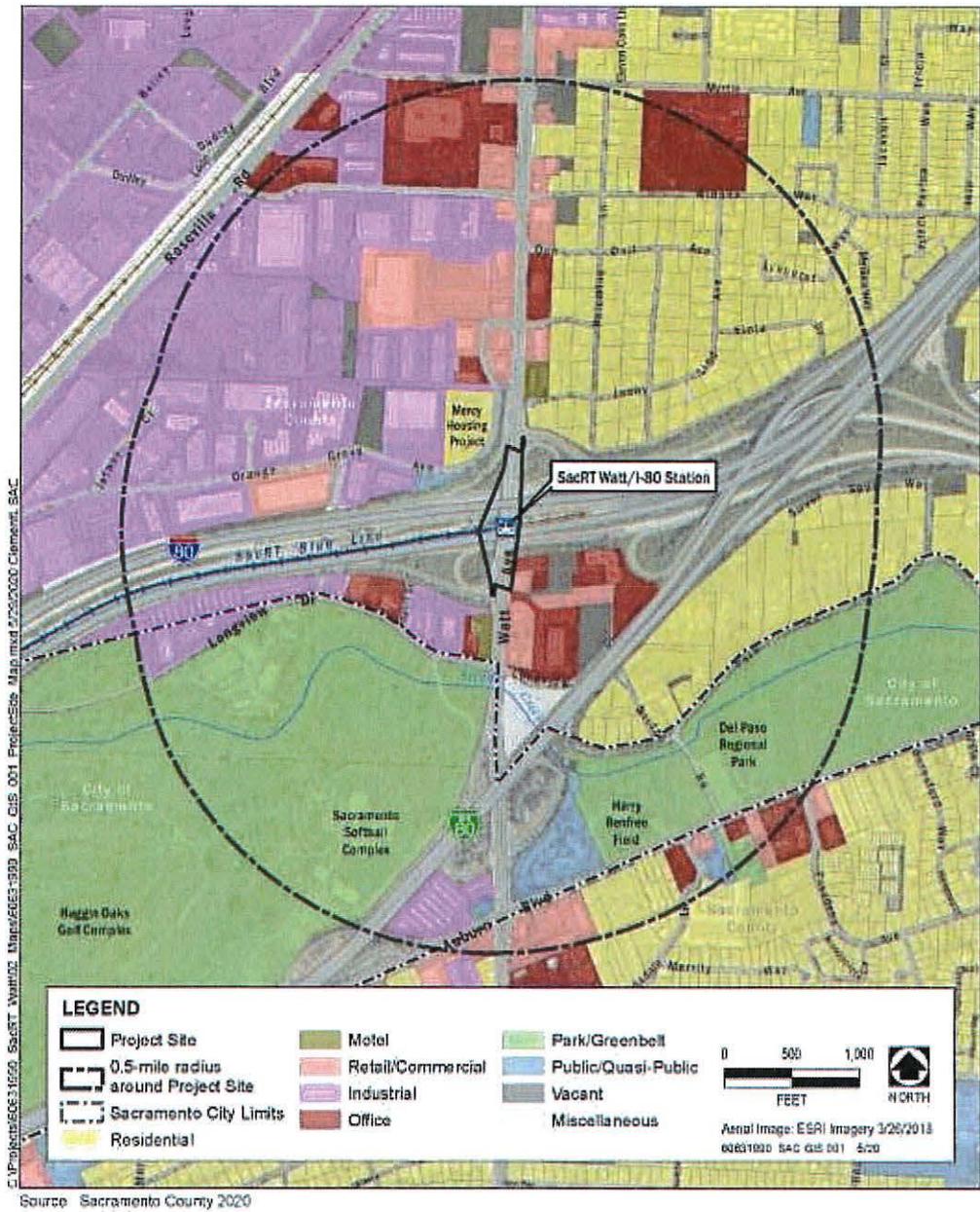


Figure 2. Project Location

Categorical Exemption Analysis

The project qualifies for a Categorical Exemption under Class 1, CEQA Section 15301(c), Existing Facilities. Class 1 is appropriate because it covers relatively minor alterations to existing facilities, including transit facilities. The discussion below provides an analysis of why this project meets the conditions for a Class 1 exemption, as well as the reasons why the exceptions outlined in CEQA Section 15300.2 do not apply to the project.

15301(c) Existing Facilities

Class 1 consists of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures and facilities, including existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities (this includes road grading for the purpose of public safety), and other alterations such as the addition of bicycle facilities, including but not limited to bicycle parking, bicycle-share facilities and bicycle lanes, transit improvements such as bus lanes, pedestrian crossings, street trees, and other similar alterations that do not create additional automobile lanes.

The project meets these features / characteristics. Class 1 covers minor alterations to existing facilities including existing highways, sidewalks, gutters, bicycle lanes and facilities, and transit facilities. The project would include alteration of existing public highways (on-ramps and highway overcrossing), sidewalks, and transit improvements to improve pedestrian and bicycle access to the Watt/I-80 Transit Center. Specific project components include modifying vehicle travel lanes to include wider sidewalks and bicycle lanes; installing improved lighting, landscape buffers, and ornamental fencing for safety and aesthetics; expanding the existing Watt Avenue plaza entrance (including a new stairway) and providing trash and recycling receptacles, seating, shade/rain shelters, and a landscape buffer with guardrail as a separation from vehicular traffic; installing bus stops and bus shelters; providing new pick-up and drop-off spaces; and improving pedestrian crossings of highway on-ramps. The proposed pedestrian, bicycle, and transit enhancements would occur entirely within existing road rights-of-way, and would not require changes to the existing land uses, zoning, or general plan land use designations. Therefore, the project meets the definitions of the Class 1, Section 15301(c) exemption.

Exceptions to Categorical Exemption Analysis

None of the exceptions listed in Section 15300.2 would apply to the project for the following reasons:

- a) **Location.** *Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located -- a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.*

This exception only applies to Classes 3, 4, 5, 6, and 11. These classifications do not apply to this project (i.e., Class 1); therefore, this exception is not discussed further.

- b) **Cumulative Impact.** *All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.*

Cumulative impacts refer to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts (State CEQA Guidelines Section 15355). The project would involve installing minor upgrades to the existing Watt/I-80 Transit

Center and squaring-up a small portion of the existing Watt Avenue/I-80 on-ramps. Due to the nature of the project, its small size, and its location, the project would not affect agricultural or forestry resources, air quality, energy, greenhouse gas emissions, land use planning, geology, minerals, public services, recreation, utilities, or wildfire. As discussed in further detail in Sections c–f below, the project would not have significant effects on biological resources, hydrology and flooding, noise, transportation, scenic highways/resources, hazardous waste sites, or historical/archaeological resources. The project's impacts on these resources are highly localized and would not have a considerable contribution to cumulative impacts. There are few other projects in the vicinity that could have a cumulative impact with the Watt/I-80 Transit Center upgrades. A review of pending projects in the adjacent North Highland community (<https://planningdocuments.saccounty.net/>) shows reasonably foreseeable development is primarily related to minor permits, design reviews, and zoning verification letters. The relatively few projects that could contribute impacts would be new industrial buildings at McClellan Park. It is expected that potential impacts from these projects would be associated with traffic, employment growth, air quality/noise, and utility demand. The proposed project would not contribute to long-term impacts on any of these resources/topics. Therefore, cumulative impacts with the project be less than significant.

- c) **Significant Effects.** *A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.*

There are no unusual circumstances at the project site or as part of project operations that would result in significant effects on the environment. The project site is developed as a Transit Center; a small portion of the existing Watt Avenue/I-80 on-ramps are also part of the project site. The project proposes minor alterations to existing transit facilities, would be located entirely within existing road rights-of-way, and would not result in any changes to land use designations or zoning. Furthermore, the project would be consistent with the adopted North Watt Corridor Plan, which provides a comprehensive policy framework to promote infill growth, transportation choices, and infrastructure improvements (Sacramento County 2012). There is nothing about the project site or operations that present unusual circumstances. Thus, and as described in detail below, the project would not have any significant impacts requiring mitigation and this exception to the exemption would not apply.

Biological Resources

Based on a review of the U.S. Fish and Wildlife Service's (USFWS) National Wetland Inventory data (USFWS 2020a) and current and historic Google Earth satellite images of the project site, aquatic features, including wetlands, are not present in the project vicinity. All ground disturbances would be limited to the existing, developed areas only and would not involve modification to, or loss of, wetlands. Stormwater from the project site would continue to be routed to the existing storm drainage system and therefore would not directly drain into a waterway supporting wetlands. In addition, no project activities are proposed within a water body/water course and the project would not require alterations to any surface water features, navigable waterways, or waters of the U.S. Therefore, project-related activities would cause no direct fill or indirect temporary or permanent loss of federally protected wetlands or wetland quality, and would not require related permits.

The project area is in a previously disturbed, highly urbanized, and landscaped area. No known occurrences of threatened or endangered species are present on or adjacent to the project site (California Department of Fish and Wildlife [CDFW] 2020). The nearest records of threatened and endangered species consist of two records of vernal pool fairy shrimp (listed as threatened under the Federal Endangered Species Act) (USFWS 1994) in vernal pool and ephemeral ditch habitats

surrounded by annual grassland near the McClellan Business Park, approximately 0.5 mile northwest of the project site. No suitable habitat for vernal pool fairy shrimp (i.e., seasonal wetlands, ditches, or vernal pools in annual grassland) are present on or adjacent to the project site.

The project site is not located in any designated critical habitat or wildlife corridors (Spencer, et al. 2010; USFWS 2020b). The nearest critical habitat to the project site is more than 3 miles to the southwest along the south bank of the American River and consists of the American River Zone critical habitat for the valley elderberry longhorn beetle (VELB) (*Desmocerus californicus dimorphus*). No suitable habitat for the VELB (i.e., elderberry shrubs) is present in the project site. Wildlife movement corridors in the region typically are associated with rivers and creeks supporting riparian vegetation, which do not occur in the project site and are available elsewhere. The nearest riparian corridor is along Arcade Creek approximately 600 feet south of the project site, south of I-80 and commercial/industrial development. The project site is already used for light rail and bus service and is heavily trafficked, so that project construction would be unlikely to interfere with any existing, limited wildlife movement through or along the project area.

There is no fish habitat within the project site. Existing stormwater drainage systems eventually discharge to the Lower American River, which provides essential fish habitat for Chinook salmon (*Oncorhynchus tshawytscha*) (NOAA 2014). However, SacRT would implement Best Management Practices from the California Department of Transportation (Caltrans) and Sacramento County to reduce any construction-related erosion and control stormwater runoff. Implementation of these practices would result in control of pollutants (including downstream sediment transport) during the project's construction and operational phases, such that degradation of downstream essential fish habitat would not occur. Therefore, impacts on essential fish habitat would be less than significant.

The project would not require trimming or the removal of selected mature trees for the proposed squaring up of the on-ramps to eastbound and westbound I-80 for safer pedestrian crossings and adding a new pedestrian crossing on the north leg of Watt Avenue at the I-80 eastbound ramp intersection. Therefore, the project would not be expected to affect migratory birds protected by the state Fish and Game Code and the federal Migratory Bird Treaty Act.

Hydrology and Water Quality

According to the current Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMs), the project is not located within the 100-year floodplain. The project site is in Zone X, an area of minimal flood hazard (FEMA 2012). Therefore, the project would not increase flooding hazards and would not change floodplain elevations or floodways.

There are no surface water bodies within or adjacent to the project site. The closest surface water body is Arcade Creek, approximately 600 feet to the south. Arcade Creek flows southwest into the Natomas East Main Drainage Canal/Steelhead Creek, which discharges into the Sacramento River just upstream from the confluence of the Sacramento and American Rivers. SacRT would implement BMPs contained in the Sacramento County (2018) Improvement Standards (Section 11 "Erosion and Sediment Control") and Caltrans BMPs to reduce any construction-related erosion and to control stormwater runoff. Construction techniques that could be implemented to reduce the potential for stormwater runoff may include minimizing site disturbance, controlling water flow over the construction site, stabilizing bare soil, and ensuring proper site cleanup. BMPs that could be implemented to reduce erosion at the off-ramp squaring up areas may include silt fences, staked straw bales/wattles, silt/sediment basins and traps, geofabric, trench plugs, terraces, water bars, soil stabilizers and re-seeding and mulching to revegetate disturbed areas.

Most of the project site is already covered with impervious surfaces, consisting of roadways, sidewalks, stairways, and roofs. Overall, the project would not increase the amount of impervious surfaces and, consequently, runoff volumes from the project site would be similar to existing conditions. Therefore, the stormwater runoff quality is not expected to change from existing conditions. The project would not alter or create a new direct or indirect connection to Arcade Creek or further impair it or other downstream waterbodies. Therefore, the project impacts on hydrology (including flooding) or water quality would be less than significant.

Noise

The closest noise-sensitive receptor is a residence that is 189 feet from the on-ramp squaring-up area and over 500 feet from the new bus stops on the overpass. The existing noise environment in the project vicinity is heavily influenced by transportation noise sources: light rail and freight train operations alongside the I-80 right-of-way, and vehicular traffic noise primarily from Watt Avenue and I-80, including the on- and off-ramps. There are no existing noise barriers (walls, berms, etc.) between I-80, including on and off-ramps, and homes just north of the I-80 right-of-way.

Based on the types of construction equipment that would be used, the estimated construction noise level at the nearest noise-sensitive receptor (i.e., the residence north of the Watt Avenue/I-80 westbound on-ramp) the project could generate a maximum noise level of 75 Leq dBA at this residence. Sacramento County Code section 6.68.090(e) provides that noise sources associated with construction, repair, remodeling, demolition, paving or grading of any real property, are exempt from maximum noise level requirements, provided those activities comply with the hour restrictions specified in the ordinance (i.e., weekdays from 6am to 8pm and weekends from 7am to 8pm. SacRT will comply with these construction hour restrictions and, therefore, construction, short-term, temporary construction noise impacts would be less than significant.

The project would relocate bus stops but would not increase the volume of buses. In addition, the proposed 'kiss-and-ride' area would allow a place to pull over but would not increase traffic. Therefore, the project would not involve activities or equipment that would contribute to operational noise impacts, and, consequently, noise impacts from long-term, permanent project operation would be less than significant.

A vibration analysis was performed based on two criteria recommended by the Federal Transit Administration (FTA) in its 2018 noise and vibration impact assessment manual: groundborne vibration for infrequent and occasional events (in VdB), and construction vibration damage criteria (in PPV, inches per second). Based on the types of construction equipment and the distance to commercial and residential receptors, the amount of vibration generated by the project would be below the FTA thresholds for (1) structural damage and (2) human annoyance from infrequent and occasional vibration events. Therefore, the project would not result in significant vibration impacts.

Transportation

The project would result in relocation of medians and shifting/restriping of lanes along Watt Avenue to accommodate wider sidewalks and future bicycle lanes, relocated bus stops, and a new 'kiss-and-ride' pick-up and drop-off space. In addition, the Watt Avenue/I-80 on-ramps would be slightly adjusted to allow safer pedestrian crossings and a new pedestrian crossing on the north leg of Watt Avenue at the I-80 Eastbound Ramp intersection. There would be no removal of traffic lanes, only restriping and narrowing of lanes, as well as squaring of the on-ramps. Therefore, roadway capacity of Watt Avenue

would not be affected by the project. The project does not include traffic signal work. All project work would meet Sacramento County Department of Transportation and Caltrans design requirements and therefore would not result in significant traffic safety operational impacts.

During construction, there could be short-term and temporary lane closures to install proposed improvements. A traffic control plan and/or detour plan would be submitted to Sacramento County as required for construction work within the road right-of-way because vehicular, bicycle, and pedestrian patterns would be modified. A traffic control/management plan would also be required by Caltrans as part of its encroachment permit.

The project would not result in temporary or permanent impacts to parking. The only parking within the project site is for buses at the bus stops by the transit station. The bus stops on both sides of the Watt Avenue overcrossing would be relocated to shorten pedestrian crossing distances and provide space for new bus shelters at the new locations. The relocated bus stops, which provide the same amount of curb space, would accommodate existing bus service/routes; there would be no increased bus service as part of the project. The project includes a temporary loading and unloading zone for transit riders, but the addition of this pick-up/drop-off zone would not affect traffic operations and would not create a permanent, long-term parking area. Therefore, the project would not have a significant impact on transportation facilities or parking.

- d) **Scenic Highways.** *A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.*

There are no designated scenic vistas at the project site or in the project area. The nearest State-designated scenic highway is State Route 160 near Freeport, approximately 13.5 miles southwest of the project site (Caltrans 2020). The closest Sacramento County-designated scenic highway is Garden Highway, approximately 7 miles southwest of the project site (Sacramento County 2017). Since the topography in the Sacramento area is nearly flat, the project site is not visible from these scenic roadways.

All highway corridors in Sacramento County, including I-80, are protected by designated scenic corridors that extend 660 feet to each side beyond the right-of-way. The purpose of the highway scenic corridor designation is to better control the visual appearance of highway corridors, particularly related to design review of signage and other structures, and to encourage landscaping with native plants and maintenance of natural roadside vegetation (Sacramento County 2017). The project site includes an existing light rail station and elevated entrance plaza, with landscaping, lighting, seating, signage, and trash receptacles. The project would include several new and improved features that would enhance the existing viewshed at the project site, including additional landscaping, ornamental railings for additional pedestrian safety, a new stairway connection from Watt Avenue, new seating, and new rain shelters and new bus stops that would include small areas of new roofing. These elements would be visually similar to and consistent with the existing light rail facilities. Modifying the Watt Avenue overcrossing lane configurations, adding the 'kiss-and-ride' area, and squaring up the on-ramps for pedestrian safety along with hydroseeding would be visually similar to and consistent with the existing roadway facilities and the existing vegetation in the on-ramp areas. All of the new facilities would be designed to provide a visually improved appearance that would complement the existing station facilities. Therefore, the project would not substantially change the appearance of the County-designated scenic corridor along I-80 in the project area, and would not degrade the existing visual character or quality of the project site and its surroundings.

New lighting associated with the additional facilities would be installed according to SacRT design criteria for public safety, as well as with local policies on light pollution and design guidelines requiring light fixtures to be shielded and directed downward, to reduce light pollution. Roofing on the new pedestrian shelters would be designed according to SacRT design criteria to reduce glare. The project does not include tall or wide buildings that could cast adverse shade or shadows on adjacent land uses. Therefore, the project would not result in significant impacts on state or County scenic resources.

- e) **Hazardous Waste Sites.** *A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.*

There is no known or potential hazardous materials contamination at the project site. The project site is not on the list of hazardous materials sites, compiled pursuant to Government Code Section 65962.5. This list, known as the "Cortese List," was reviewed through the record search of the California Department of Toxic Substances Control's (DTSC 2020) online EnviroStor database and the State Water Resources Control Board's (SWRCB 2020) online GeoTracker database. There is only one active known hazardous materials site on the "Cortese List" within 0.5 mile of the project site: the federal Superfund site at the former McClellan Air Force Base (AFB). A small portion of this Superfund site is located southeast of Roseville Road, approximately 1,800 feet northwest of the project site. In this area, fuels were stored during former AFB operations, and the soil and groundwater became contaminated. This area is currently used by Sacramento County as the North Area Recovery Station. Groundwater remediation is ongoing, and the contaminated groundwater plume is confined to the refuse transfer station site. Controls are in place at the North Area Recovery Station that prevent land use changes or soil excavation. Two closed hazardous materials sites are also listed in the GeoTracker database, approximately 700 feet north and approximately 350 feet south of the project site, respectively, at existing Union 76 and Chevron fuel stations. In both instances, minor fuel spills resulted in soil contamination, which was excavated and removed. The cases were closed in 1999 and 1987, respectively.

Because the Superfund site is distant from the project site, the contaminated groundwater plume is confined to the recovery station site, and the depth to groundwater at the project site is approximately 120 feet below the surface (California Department of Water Resources [DWR] 2018), the likelihood of encountering contaminated groundwater beneath the project site is very low. The two nearby closed hazardous materials sites only involved soil contamination and were remediated many years ago; thus, they do not represent a hazard for project-related excavation or construction activities.

Project construction and operation would involve the storage, use, and transport of small quantities of hazardous materials such as fuels, oils, lubricants, and paint, which are typical for transit station upkeep and maintenance. However, SacRT and its construction contractors are required to use, store, and transport hazardous materials in compliance with applicable federal, state, and local regulations during project construction and operation. Workers who handle hazardous materials are required to adhere to federal and state Occupational Safety and Health Administration requirements. Thus, no impacts related to hazardous materials would occur.

- f) **Historical Resources.** *A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource*

Historical Resources

The sole historic-age built environment resource in the "Area of Potential Effects (APE)" is the Watt Avenue overcrossing (OC) (State Bridge No. 24 0290) that was built in 1971. The Watt Avenue OC (State Bridge No. 24 0290) was found not eligible for listing as part of a state-wide screening effort, and Caltrans has designated Watt Avenue OC a Category 5 bridge (not eligible for listing in the National Register of Historic Places). Thus, there would be no impact on historical resources.

Archeological Resources

No previously-recorded archaeological resources were identified in the APE during the background research. Two prior studies that included the current APE noted that the area has been heavily modified by development, including the construction of the Watt Avenue overpass and transit station. Any prehistoric archaeological resources that might have been present prior to development would have been on the surface of original native soils; if present, they would have been disturbed or destroyed during cutting and filling episodes to construct I-80 and the Watt Avenue overpass. Thus, there would be no impact on archaeological resources.

Tribal Cultural Resources

Archival research conducted by AECOM indicated that the APE does not contain any previously recorded Native American sites, precontact archaeological sites, historic-period cemeteries, or human skeletal remains. AECOM requested a Sacred Lands File (SLF) search and a list of Native American tribes with potential interest in the undertaking from the California Native American Heritage Commission (NAHC). The NAHC responded that the SLF search was positive for the project. The identified Sacred Land is affiliated with the United Auburn Indian Community of the Auburn Rancheria (UAIC). The following eight tribes were notified of the proposed project:

- Buena Vista Rancheria of Me-Wuk Indians
- Colfax-Todds Valley Consolidated Tribe
- Lone Band of Miwok Indians
- Nashville Enterprise Miwok–Maidu–Nishinam Tribe
- Shingle Springs Band of Miwok Indians
- Tsi Akim Maidu
- UAIC
- Wilton Rancheria

Because the SLF search was positive for the UAIC, SacRT and its consultants engaged in multiple email communications to understand the potential concerns and the potential to affect sacred lands and tribal cultural resources (TCRs). SacRT provided more detailed information on the locations and depths of ground disturbance and excavations needed for the foundations of the proposed improvements. On August 20, 2020, the UAIC indicated that it did not believe the project construction would impact tribal cultural resources; however, it did request that avoidance and minimization measures be implemented to address unanticipated discoveries of TCRs. These measures, agreed to by SacRT, are:

- If any suspected TCRs are discovered during ground-disturbing construction activities, all work shall cease within 100 feet of the find, or an agreed upon distance based on the project area and nature of the find. A Tribal Representative from UAIC shall be immediately notified.

- A minimum of seven days prior to beginning earthwork, clearing and grubbing, or other soil-disturbing activities, SacRT or its contractor shall contact the UAIC with the proposed earthwork start-date and a UAIC Tribal Representative or Tribal Monitor shall be invited to inspect the project site, including any soil piles, trenches, or other disturbed areas, within the first five days of groundbreaking activity, or as appropriate for the type and size of project. During this inspection, a UAIC Tribal Representative or Tribal Monitor may provide an on-site meeting for construction personnel information on TCRs and workers awareness brochure.
- A Tribal Cultural Resource Awareness brochure and training program for all personnel involved in project implementation shall be developed in coordination with UAIC. The brochure will be distributed, and the training will be conducted by UAIC representatives before any stages of project implementation and construction activities begin on the project site. The training may be done in coordination with the project archaeologist.

With the above avoidance and minimization measures to be incorporated into contractor construction specification, potential impacts on tribal cultural resources would be less than significant.

References

- California Department of Fish and Wildlife (CDFW), Biogeographic Data Branch. 2020. California Natural Diversity Database CNDDDB Maps and Data, Rarefind 5 and BIOS Map Viewer. Available: wildlife.ca.gov/Data/CNDDDB/Maps-and-Data. Accessed: May 13, 2020.
- California Department of Toxic Substances Control (DTSC). 2019. EnviroStor. Available: <https://www.envirostor.dtsc.ca.gov/public/>. Accessed: May 11, 2020.
- California Department of Transportation (Caltrans). 2020. *List of Eligible and Officially Designated State Scenic Highways*. Available: <https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways>. Accessed: May 12, 2020.
- California Department of Water Resources (DWR). 2018. SGMA Data Viewer, Depth to Groundwater. Available: <https://sgma.water.ca.gov/webgis/?appid=SGMADataViewer#gwlevels>. Accessed: May 12, 2020.
- Federal Emergency Management Agency (FEMA). 2012. FEMA Flood Map Service Center. Available: <https://msc.fema.gov/portal/home>. Accessed: May 11, 2020.
- Federal Transit Administration. 2018. *Transit Noise and Vibration Impact Assessment Manual*. FTA Report No. 0123. Prepared by: John A. Volpe National Transportation Systems Center. Cambridge, MA.
- National Oceanic and Atmospheric Administration (NOAA). 2014. Fisheries off west coast states; west coast salmon fisheries; Amendment 18 to the Salmon Fishery Management Plan, published in the Federal Register, Vol. 79, No. 243. 18 December 2014.
- Sacramento County. 2012. *North Watt Corridor Plan*. Revised Draft March 26, 2012. Available: https://planning.sacounty.net/PlansandProjectsIn-Progress/Documents/Specific%20Plans/North_Watt_Area_CP_0512/Part_1_Revised_NWACP_0312SM.pdf.

Sacramento County. 2017. *Sacramento County 2030 General Plan—Circulation Element*. Adopted 2011, amended 2017. Available: <https://planning.saccounty.net/PlansandProjectsIn-Progress/Pages/GeneralPlan.aspx>. Accessed: May 12, 2020.

Sacramento County. 2018. *Improvement Standards*. Available: <https://engineering.saccounty.net/Pages/ImprovementStandards.aspx>. Accessed June 5, 2020.

Sacramento County. 2020. Sacramento County Code: Chapter 19.12 Tree Preservation and Protection. Available: qcode.us/codes/sacramentocounty. Accessed: May 14, 2020.

Sacramento County. 2020. Sacramento County Code: Chapter 6.68 Noise Control. Available: https://qcode.us/codes/sacramentocounty/view.php?topic=6-6_68-6_68_090&frames=on. Accessed: August 27, 2020.

Sacramento County. 2020. Planning Projects Viewer. Available: <https://planningdocuments.saccounty.net/>. Accessed: August 27, 2020.

Spencer, W.D., P. Beier, K. Penrod, K. Winters, C. Paulman, H. Rustigian-Romsos, J. Strittholt, M. Parisi, and A. Pettler. 2010. *California Essential Habitat Connectivity Project: A Strategy for Conserving a Connected California*. Prepared for: California Department of Transportation, California Department of Fish and Game, and Federal Highways Administration.

Starkey, Anna M., M.A., RPA. Cultural Regulatory Specialist, Tribal Historic Preservation Department, UAIC. Email communications with Jennifer Redmond, RPA, AECOM Archaeologist. July 17, 27; August 11, 20, 24, 2020.

United States Fish and Wildlife Service (USFWS). 1994. Endangered and Threatened Wildlife and Plants; Determination of Endangered Status for the Conservancy Fairy Shrimp, Longhorn Fairy Shrimp, and the Vernal Pool Tadpole Shrimp; and Threatened Status for the Vernal Pool Fairy Shrimp. Federal Register, Vol. 59, No. 180; 48136-48153. 19 September 1994.

U.S. Fish and Wildlife Service (USFWS). 2020a. National Wetlands Inventory, Wetlands Mapper. NWI data desktop/mobile viewer, data last modified May 01, 2020. Available: fws.gov/wetlands/data/mapper.html. Accessed: May 13, 2020.

U.S. Fish and Wildlife Service (USFWS). 2020b. Critical Habitat for Threatened and Endangered Species, Online Mapper. Available: fws.maps.arcgis.com. Accessed: May 14, 2020.