



Routine Maintenance for Four Maintenance Stations with Fuel Tank Upgrades Project  
SAN DIEGO COUNTY AND IMPERIAL COUNTY, CALIFORNIA  
DISTRICT 11 – SD AND IMP - PM VAR  
Project EA Numbers: 11-3A2961; 3A3001; 3A2981; 3A4281; 3A4431

## **Initial Study with Proposed Mitigated Negative Declaration**



**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**

## General Information about This Document

The California Department of Transportation (Caltrans) has prepared this Initial Study to examine the potential environmental impacts for the proposed project located in San Diego County and Imperial County, California.

You can also view this document online at <http://www.dot.ca.gov/d11/environmental/> and the following location:

- 4050 Taylor Street, San Diego, CA 92110

If you have any concerns about the project, please send your written comments to Caltrans by the deadline. Submit comments via U.S. mail to the following address:

Caltrans District 11  
Attn: Emery McCaffery  
4050 Taylor Street, MS 242  
San Diego, CA 92110

Submit comments via email to: [emery.mccaffery@dot.ca.gov](mailto:emery.mccaffery@dot.ca.gov).  
Submit comments by the deadline: January 29, 2022

After comments are received from the public and reviewing agencies, Caltrans may 1) give environmental approval to the proposed project, 2) complete additional environmental studies, or 3) abandon the project. If the project is given environmental approval and funding is appropriated, Caltrans could design and build all or part of the project.

For individuals with sensory disabilities, this document is available in Braille, in large print, on audiocassette, or on computer disk. To obtain a printed copy or a copy in one of these alternate formats, please write to or call Caltrans, Attn: 619-453-8481, 4050 Taylor Street, MS 242, San Diego, CA 92110; (619) 688-3139, (619) 688-6650 (TTY), or use California Relay Service 1 (800) 735-2929 (TTY to Voice), 1 (800) 735-2922 (Voice to TTY), 1 (800) 855-3000 (Spanish TTY to Voice and Voice to TTY), 1 (800) 854-7784 (Spanish and English Speech-to-Speech) or 711.

Maintenance activities and replace existing fuel tanks at various locations in  
San Diego and Imperial Counties.

## INITIAL STUDY WITH PROPOSED MITIGATED NEGATIVE DECLARATION

Submitted Pursuant to: (State) Division 13, California Public Resources Code

THE STATE OF CALIFORNIA  
Department of Transportation

12/27/2021

Date

*Stefan Galvez-Abadia*

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# Proposed Mitigated Negative Declaration

Pursuant to: Division 13, Public Resources Code

## ***Project Description***

The California Department of Transportation (Caltrans) proposes routine maintenance at four existing maintenance stations within San Diego County and Imperial County in State right-of-way. In addition, Caltrans proposes to decommission and dispose of existing aboveground double-walled storage tanks used for diesel fuel storage, and replace them with new dual gasoline/diesel double-walled tanks (6,000 gallons diesel/4,000 gallons gasoline).

## ***Determination***

This proposed Mitigated Negative Declaration (MND) is included to give notice to interested agencies and the public that it is Caltrans' intent to adopt an MND for this proposed project. This does not mean that Caltrans' decision regarding the project is final. This MND is subject to change based on comments received by interested agencies and the public. Caltrans has prepared an Initial Study for this project and, pending public review, expects to determine from this study that the proposed project will not have a significant effect on the environment because it will have no impact to the following:

- Aesthetics
- Agriculture and Forest Resources
- Air Quality
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire

With incorporation of the following mitigation measure, the proposed project will have a less than significant effect on Biological Resources:

- All removal of native vegetation or non-native shrubs and trees located within the maintenance stations will be completed outside of the bird breeding season (February 15 through August 31), if possible, to avoid impacts to nesting birds. Otherwise, a qualified biologist will thoroughly survey all vegetation prior to removal to ensure there are no nesting birds onsite. If nesting birds are identified onsite, vegetation removal will be delayed until the chicks have fledged or the nest has failed.

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Stefan Galvez-Abadia  
Acting Deputy District Director, Environmental Division  
District 11  
California Department of Transportation

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Date

# Mitigated Negative Declaration

Pursuant to: Division 13, Public

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Distribution List available upon request

## Chapter 1.0 – Project Description and Background

**Project Title:** Routine Maintenance for Four Maintenance Stations with Fuel Tank Upgrades Project

**Project Location:** The proposed project is located at four existing California Department of Transportation (Caltrans) maintenance stations within San Diego and Imperial Counties. Routine maintenance is proposed and the existing fuel tanks within the maintenance stations will be replaced and upgraded at the following locations:

- Boulevard (#5713) – 40945 Old Highway 80
- Brawley (#5725) – 200 South Palm Avenue
- Carlsbad (#5719) – 6050 Paseo Del Norte
- Chula Vista (#5705) – 570 C Street

### **Project Description:**

Caltrans proposes routine maintenance at four (4) existing maintenance stations within San Diego County and Imperial County in State right-of-way. In addition, Caltrans proposes to decommission and dispose of existing aboveground double-walled storage tanks used for diesel fuel storage and replace them with new dual gasoline/diesel double-walled tanks.

The routine maintenance at each of the four maintenance stations is typical maintenance activities and could include, but would not be limited to:

- Pavement rehabilitation;
- Rehabilitation, replacement, or upgrades to fencing;
- Tree/vegetation trimming and/or removal;
- Existing drainage ditch upgrades;
- Painting or minor rehabilitation to appurtenant structures and utilities;
- Maintenance and repair of maintenance station amenities such as buildings, wash out area, storage areas, and fuel tanks;
- Security upgrades and preserving the integrity of buildings;
- Material bunker upgrades/canopies for storm water compliance; and
- Installation of solar canopies at the yards or on roofs.

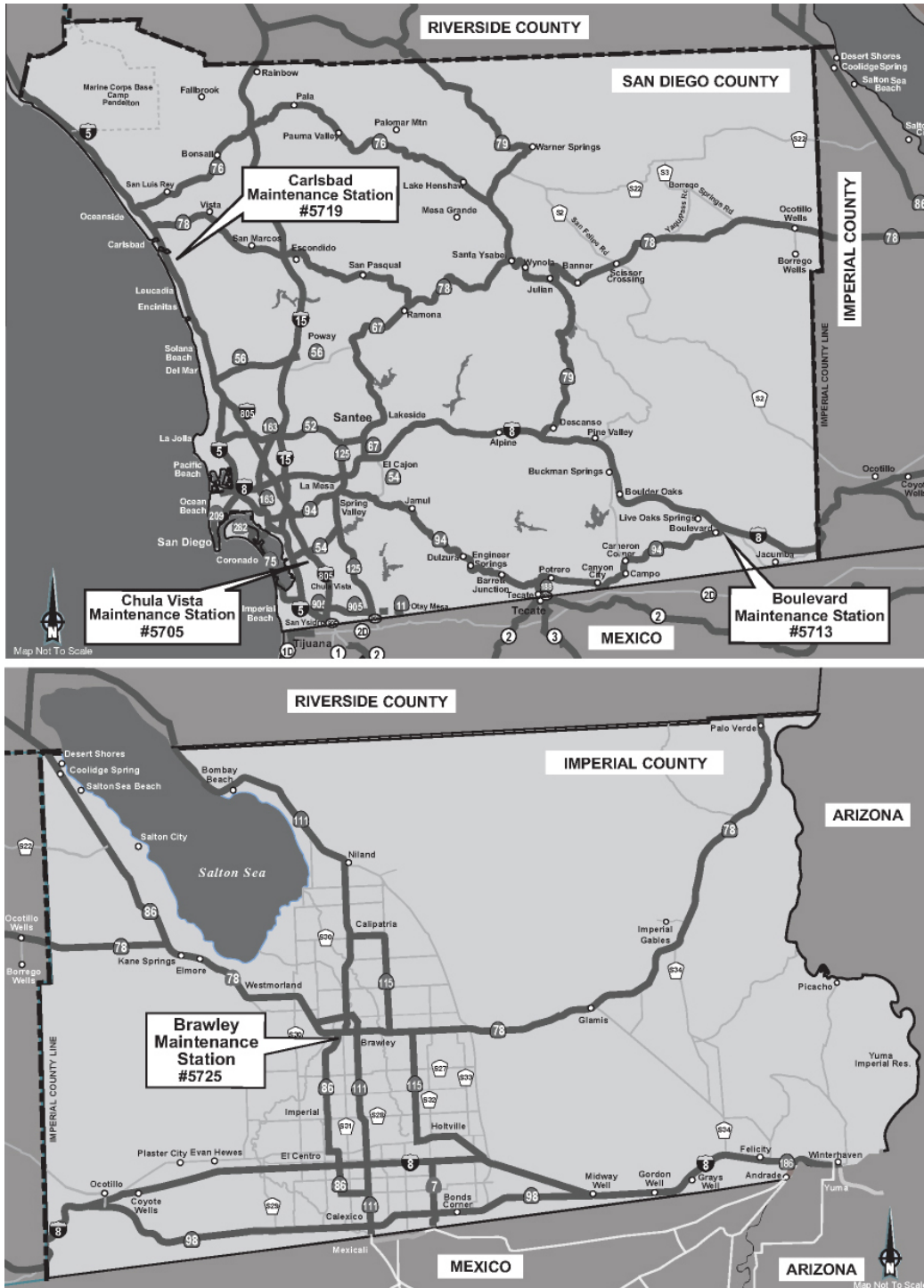
The work associated with fuel tank replacement includes decommissioning and disposal of existing double-walled aboveground storage tanks (ASTs) used for diesel fuel storage, and replacing them with new dual gasoline/diesel double-walled tanks (6,000 gallons diesel/4,000 gallons gasoline) at four existing Caltrans maintenance stations. Three (3) stations are located in San Diego County and one (1) station is located in

Imperial County (see Figure 1). Improvements may require installation of new concrete foundations and/or pipe guard posts within the existing sites. As part of this work, minor excavation resulting in up to approximately 40 cubic yards of soil per site may occur. Surplus soil may be reused within the maintenance station facilities or disposed offsite if necessary. At the Carlsbad Maintenance Station, additional work includes replacement of asphalt concrete surfacing and installation of concrete pads (6 inches). Work will occur in existing Caltrans right-of-way within developed, existing maintenance stations. No work will occur outside current maintenance station boundaries and construction work will comply with local, state, and/or federal regulations. Operations and maintenance post-project will be similar to current conditions. The project includes the following four Caltrans maintenance station locations, as listed in Table 1 and shown in Figure 1.

Three additional sites were evaluated for fuel tank replacement as part of the initial planning phase and were included in technical memoranda prepared for the project. The environmental compliance for these locations and other fuel tank replacements were completed with Categorical Exemptions (CEs) under the California Environmental Quality Act (CEQA). Therefore, the following maintenance stations are excluded from this Initial Study:

- Lake Henshaw (#5713) aka MC 18-011 - 27174 Highway 79;
- Midway Wells Maintenance Station (#5714) aka MC 18-012 - Rte 98, 1/4 mile west of Rte 8/98 East Junction; and
- Escondido (#5710) aka MC 18-013 - 1780 West Mission Road.

Figure 1 – Regional Map



## Purpose and Need:

The existing four maintenance stations need routine maintenance to maintain the facilities. The existing double-walled fuel tanks currently used to store diesel fuel at the existing Boulevard (#5713), Brawley (#5725), Carlsbad (#5719), and Chula Vista (#5705) maintenance sites will be replaced with dual fuel storage tanks to facilitate refueling efforts during emergency responses to help local, state, and federal officials address emergency management needs.

## Surrounding Land Uses and Setting:

Surrounding land uses at the four maintenance stations proposed for fuel tank replacement range from residential to heavy industry and are generally within rural or urban settings. Each maintenance station has existing access via public roadways. Table 1 lists surrounding land uses at each maintenance station.

**Table 1 – Maintenance Stations Surrounding Land Uses**

Maintenance Station	Surrounding Land Uses
Boulevard	Undeveloped and Spaced Rural Residential
Brawley	Heavy Commercial and Light Manufacturing
Carlsbad	Commercial and Office
Chula Vista	Residential, Commercial, and Office

The Boulevard (Figure 2) maintenance station is in a rural area, primarily surrounded by vegetation and soil with paved access/streets adjacent to the property. The Brawley (Figure 3), Carlsbad (Figure 4), and Chula Vista (Figure 5) maintenance stations are larger facilities and in urbanized areas with adjacent paved access/streets. Each figure shows the maintenance station in which maintenance activities may occur, and the specific location for each fuel tank within the site is identified.

**Other public agencies whose approval is required** (e.g., permits, financial approval, or participation agreements):

No additional approvals are required to allow for maintenance activities and/or upgrade existing fuel tanks within current developed facilities.

## **NATIVE AMERICAN CONSULTATION**

**Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code (PRC) section 21080.3.1?  Yes     No**

**If yes, ensure that consultation and heritage resource confidentiality follow PRC sections 21080.3.1 and 21080.3.2 and California Government Code 65352.4**

Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and proposed project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21080.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

**Figure 2 – Boulevard Maintenance Station (#5713)**

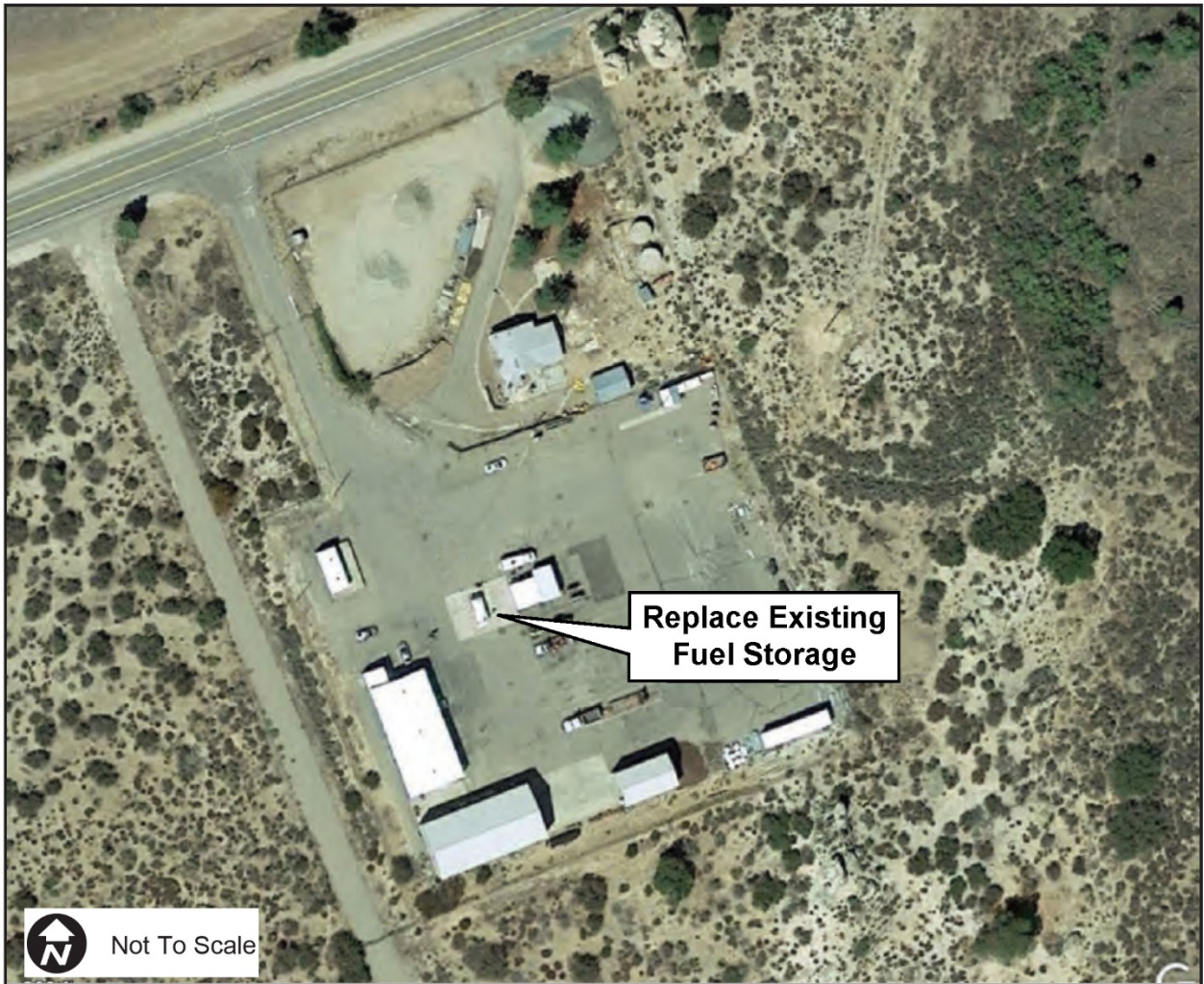




Figure 3 – Brawley Maintenance Station (#5725)





**Figure 4 – Carlsbad Maintenance Station (#5719)**





**Figure 5 – Chula Vista Maintenance Station (#5705)**



## Chapter 2 – CEQA Environmental Checklist

**Project Title:** Routine Maintenance for Four Maintenance Stations with Fuel Tank Upgrades Project

**DIST-CO-RTE:** 11-SD and IMP-VAR

**PM/PM:** VAR

**Project EA Numbers:** 11-3A2961; 3A3001; 3A2981; 3A4281; 3A4431

This checklist identifies physical, biological, social, and economic factors that might be affected by the proposed project. In many cases, background studies performed in connection with the proposed project indicates no impacts. A NO IMPACT answer in the last column reflects this determination. A discussion is included following the applicable section of the checklist. The words "significant" and "significance" used throughout the following checklist are related to CEQA, not National Environmental Policy Act (NEPA), impacts. The questions in this form are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

### 2.1 Aesthetics

Except as provided in Public Resources Code section 21099, would the project:

Question	CEQA Determination
a) Have a substantial adverse effect on a scenic vista?	No Impact
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	No Impact
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	No Impact
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	No Impact

### **2.1.1 Discussion of Environmental Evaluation Question – Aesthetics**

No Impact. The project involves routine maintenance and removal of existing diesel ASTs and replacement with dual gasoline/diesel ASTs within a developed and graded area. The scale and visibility of the maintenance work and replacement ASTs will not substantially change from existing conditions. There is no change anticipated for the maintenance work, which includes the replacement of, or minor upgrades to, existing facility items. The replacement ASTs will be in the same location as the existing ASTs at each site. Therefore, the project will not have a substantial effect on scenic vistas or resources, or otherwise degrade the existing visual character of public views. No new sources of substantial light or glare will result from project implementation and there will be no impacts to aesthetics.

### **2.1.2 Avoidance, Minimization, and/or Mitigation Measures**

No mitigation is required.

## 2.2 Agriculture and Forest 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 Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

Question	CEQA Determination
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	No Impact
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	No Impact
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	No Impact
d) Result in the loss of forest land or conversion of forest land to non-forest use?	No Impact
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	No Impact

### 2.2.1 Discussion of Environmental Evaluation Question – Agriculture and Forest Services

No Impact. The project will occur within existing developed Caltrans facilities and will involve maintenance work and removal of existing diesel ASTs and replacement with dual gasoline/diesel ASTs. The project will not convert farmland to non-agricultural use; conflict with existing zoning for agricultural use, forest use, or a Williamson Act contract;

result in the loss of forest land or conversion of forest land to non-forest use; or involve other changes to the existing environment that will result in conversion of farmland to non-agricultural use or forest land to non-forest use. Therefore, no impacts will occur to agricultural and forest resources.

### **2.2.2 Avoidance, Minimization, and/or Mitigation Measures**

No mitigation is required.

## 2.3 Air Quality

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:

Question	CEQA Determination
a) Conflict with or obstruct implementation of the applicable air quality plan?	No Impact
b) 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?	No Impact
c) Expose sensitive receptors to substantial pollutant concentrations?	No Impact
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	No Impact

### 2.3.1 Discussion of Environmental Evaluation Question – Air Quality

No Impact. The project will involve minor work to maintain the maintenance stations and remove and replace existing diesel ASTs within existing and developed Caltrans facilities. Project activities will be short term and temporary, and will utilize existing adjacent and nearby paved roads. Because the project will maintain the existing facility and replace existing ASTs in the same location at each site with similar capacity, there will be no obstruction of implementation of the applicable air quality plans, no cumulatively considerable net increase of any criteria pollutant, and no exposure of sensitive receptors to pollutant concentrations, nor will the project result in other emissions adversely affecting a substantial number of people. Therefore, no impacts will occur to air quality.

### 2.3.2 Avoidance, Minimization, and/or Mitigation Measures

No mitigation is required.

## 2.4 Biological Resources

Would the project:

Question	CEQA Determination
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, or NOAA Fisheries?	Less Than Significant with Mitigation Incorporated
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	No Impact
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	No Impact
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	No Impact
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	No Impact
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	No Impact

### 2.4.1 Discussion of Environmental Evaluation Question – Biological Resources

Less Than Significant with Mitigation Incorporated. The proposed project will maintain the existing facility and remove/replace existing diesel ASTs within existing developed Caltrans facilities. The project sites do not include state or federally protected wetlands, migratory wildlife corridors, or native wildlife nursery sites. Some maintenance stations may include trees and/or vegetation that requires removal or trimming to complete maintenance activities and could impact bird nesting activities during certain times of the year. The remainder of maintenance activities and fuel tank replacement will be



short term and will not modify, remove, interfere, or conflict with biological resources because the project sites are within existing, disturbed, and graded facilities. Therefore, impacts could potentially occur to nesting bird species if activities occur during the bird nesting season and include vegetation/tree trimming or removal. This impact would be less than significant with mitigation measures incorporated, as described below.

#### **2.4.2 Avoidance, Minimization, and/or Mitigation Measures**

Tree or vegetation trimming and/or removal could result in significant impacts to nesting bird species if activities occur within the breeding season specific to the species onsite. Implementation of the mitigation measure below would reduce that impact to below a level of significance:

BIO-1 All removal of native vegetation or non-native shrubs and trees located within the maintenance stations will be completed outside of the bird breeding season (February 15 through August 31), if possible, to avoid impacts to nesting birds. Otherwise, a qualified biologist will thoroughly survey all vegetation prior to removal to ensure there are no nesting birds onsite. If nesting birds are identified onsite, vegetation removal will be delayed until the chicks have fledged or the nest has failed.

## 2.5 Cultural Resources

Would the project:

Question	CEQA Determination
a) Cause a substantial adverse change in the significance of a historical resource pursuant to in §15064.5?	No Impact
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	No Impact
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	No Impact

### 2.5.1 Discussion of Environmental Evaluation Question – Cultural Resources

No Impact. The proposed project will occur within existing developed Caltrans facilities. The work will involve maintenance of the existing facility and removal of existing diesel ASTs and replacement with dual gasoline/diesel ASTs in the same location at each site. Caltrans conducted a review of the cultural resource sensitivity for the sites, including a records search of the Caltrans Cultural Resource Database (CCRD) and the California Historical Resources Information System (CHRIS) database in addition to a review of aerials of the project sites and as-built plans. The searches indicated that no cultural resources had been identified within or adjacent to the project sites. Excavation required as part of project activities will be minor and located within the existing disturbed sites, and is not anticipated to disturb undocumented subsurface cultural resources. Therefore, no impacts are anticipated to occur to historical resources, archaeological resources, or human remains.

### 2.5.2 Avoidance, Minimization, and/or Mitigation Measures

No mitigation is required.

## 2.6 Energy

Would the project:

Question	CEQA Determination
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	No Impact
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	No Impact

### 2.6.1 Discussion of Environmental Evaluation Question – Energy

No Impact. The proposed project will occur within existing and developed Caltrans facilities. Project activities will be short term and temporary and involve minor work to maintain the existing facility and replacement of existing diesel ASTs with upgraded and similar ASTs. The project does not include permanent components during operations that will increase demand or increase use of existing sources of energy. Therefore, no impacts will occur to energy.

### 2.6.2 Avoidance, Minimization, and/or Mitigation Measures

No mitigation is required.

## 2.7 Geology and Soils

Would the project:

Question	CEQA Determination
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:  i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	No Impact
ii) Strong seismic ground shaking?	No Impact
iii) Seismic-related ground failure, including liquefaction?	No Impact
iv) Landslides?	No Impact
b) Result in substantial soil erosion or the loss of topsoil?	No Impact
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	No Impact
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	No Impact
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	No Impact
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	No Impact

### 2.7.1 Discussion of Environmental Evaluation Question – Geology and Soils

No Impact. The proposed project will occur within existing developed Caltrans facilities. The proposed project entails maintenance work at existing facilities and removal and replacement of existing ASTs in the same location at each site with minor excavation into soils in currently disturbed areas. After implementation, there will be no change from current conditions. Therefore, no impacts will occur to geological and soil resources, or seismic conditions.

## **2.7.2 Avoidance, Minimization, and/or Mitigation Measures**

No mitigation is required.

## 2.8 Greenhouse Gas Emissions

Would the project:

Question	CEQA Determination
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	No Impact
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	No Impact

### 2.8.1 Discussion of Environmental Evaluation Question – Greenhouse Gas Emissions

No Impact. The proposed project entails maintenance work of the existing facility and removal of existing diesel ASTs and replacement with dual gasoline/diesel ASTs. Construction activities associated with the proposed project will be short term and temporary. During and after construction, operations and maintenance activities are anticipated to remain similar to existing conditions. The proposed project will not generate greenhouse gas (GHG) emissions that will have a significant impact on the environment and will not significantly increase the generation or use of electricity, water, wastewater, and solid waste. Therefore, no impacts will occur to GHG emissions.

The purpose of the proposed project is to maintain the maintenance stations and upgrade the fuel tanks. This will not increase the vehicle capacity of the roadway. This type of project generally causes minimal or no increase in operational GHG emissions. Because the proposed project would not increase the number of travel lanes, no increase in vehicle miles traveled would occur as result of project implementation. While some GHG emissions during the construction period would be unavoidable, no increase in operational GHG emissions is expected.

### 2.8.2 Avoidance, Minimization, and/or Mitigation Measures

No mitigation is required.

## 2.9 Hazards and Hazardous Materials

Would the project:

Question	CEQA Determination
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	No Impact
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	No Impact
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	No Impact
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	No Impact
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	No Impact
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	No Impact

### 2.9.1 Discussion of Environmental Evaluation Question – Hazards and Hazardous Materials

#### ***Regulatory Setting***

Hazardous materials, including hazardous substances and wastes, are regulated by many state and federal laws. Statutes govern the generation, treatment, storage, and disposal of hazardous materials, substances, and waste, and also the investigation and mitigation of waste releases, air and water quality, human health, and land use.

The primary federal laws regulating hazardous wastes/materials are the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) of 1980, and the Resource Conservation and Recovery Act (RCRA) of 1976. The purpose of CERCLA, often referred to as “Superfund,” is to identify and clean up abandoned contaminated sites so that public health and welfare are not compromised. RCRA provides for “cradle to grave” regulation of hazardous waste generated by operating entities. Other federal laws include:

- Community Environmental Response Facilitation Act of 1992
- Clean Water Act
- Clean Air Act
- Safe Drinking Water Act
- Occupational Safety and Health Act
- Atomic Energy Act
- Toxic Substances Control Act
- Federal Insecticide, Fungicide, and Rodenticide Act

In addition to the acts listed above, Executive Order 12088, Federal Compliance with Pollution Control Standards, mandates that necessary actions be taken to prevent and control environmental pollution when federal activities or federal facilities are involved. The Aboveground Petroleum Storage Act regulates facilities with petroleum storage capacity of 1,320 gallons or more, including the facilities proposed for fuel tank replacement.

California regulates hazardous materials, waste, and substances under the authority of the California Health and Safety Code and is also authorized by the federal government to implement RCRA in the state. California law also addresses specific handling, storage, transportation, disposal, treatment, reduction, cleanup, and emergency planning of hazardous waste. The Porter-Cologne Water Quality Control Act also restricts disposal of wastes and requires cleanup of wastes that are below hazardous waste concentrations but could impact ground and surface water quality. California regulations that address waste management and prevention and cleanup of contamination include Title 22 Division 4.5 Environmental Health Standards for the Management of Hazardous Waste, Title 23 Waters, and Title 27 Environmental Protection.

Worker and public health and safety are key issues when addressing hazardous materials that may affect human health and the environment. Proper management and disposal of hazardous material are vital if it is found, disturbed, or generated during proposed project construction.



## ***Affected Environment***

A Hazardous Waste Review Memo was prepared by Caltrans in 2020 for each of the maintenance stations. The memos reviewed Cortese list databases including EnviroStor and GeoTracker to identify whether any of the sites have the potential for hazardous materials onsite.

At the Boulevard and Brawley maintenance stations, the EnviroStor Database review revealed that there are currently no permits or corrective actions at hazardous waste facilities or site cleanup projects within the proposed project limits. The GeoTracker Database identified closed cases for leaking underground storage tanks (#H00149-001 and #7T2227006).

For the Carlsbad and Chula Vista maintenance stations, the EnviroStor Database identified one facility of concern. The former Pacord, Inc. (Pacord) facility at 206 W. 36th Street, in Chula Vista, is listed as “inactive-needs evaluation.” Based on the information provided in the EnviroStor Database and lack of any documents for reported release, it is unlikely the Pacord facility has negatively impacted the environmental condition of the current proposed project area at the Chula Vista maintenance station. The GeoTracker Database review of the Carlsbad and Chula Vista maintenance stations identified two cases for unauthorized releases of fuel (Case No. H033315-001 for diesel and gasoline at the Carlsbad maintenance station, and Case No. H02255-001 for diesel at the Chula Vista maintenance station). Contaminated soil at each site was excavated and treated offsite. Subsequent soil testing and analysis indicated concentrations of constituents of concern (COCs) were below the regulatory screening levels. The San Diego Department of Environmental Health provided “No Further Action” letters granting site closures.

## ***Environmental Consequences***

No Impact. Based on the information provided in the GeoTracker Database, surplus soils generated from the Boulevard and Brawley maintenance stations are anticipated to contain heavy metals below hazardous waste thresholds and low levels of fuel-related COCs. Excess soil generated at the Carlsbad and Chula Vista maintenance stations will need to be analyzed for COCs to determine suitability for reuse or disposal requirements.

Prior to removal and/or installation of new fuel tanks on any of the sites, an appropriate Certified Unified Program Agencies (CUPA) permit must be obtained and site-specific Spill Prevention, Control, and Countermeasure Plan (SPCCP) prepared and implemented in compliance with 40 Code of Federal Regulations (CFR) 112.

Surplus soil (up to 40 cubic yards per site for Boulevard, Brawley, and Chula Vista) may be generated when excavating for the concrete foundation and pipe guard posts. A larger quantity of surplus soil may be generated at the Carlsbad facility due to additional replacement of asphalt surfacing with concrete pads. After excavation at each site, surplus soils will be isolated away from sensitive receptors for sampling and analysis, in accordance with water pollution control requirements. Soil samples will be collected and analyzed for total petroleum hydrocarbons, volatile organic compounds, and Title 22 metals. Depending on test results, surplus soil will be utilized onsite within the maintenance station facilities or disposed offsite as necessary. A Non-Standard Special Provision (NSSP) 14-11.11 Department-Generated Contaminated Soil will be followed. An NSSP is a standard developed by Caltrans that addresses site-specific issues that do not have an approved standard.

Construction of the proposed project will include the handling and use of common hazardous materials such as fuels and lubricants. Construction will not require transportation of hazardous materials in unusual quantities or with unusual risks compared to typical construction projects. The potential for an upset or accident resulting in a substantial hazard to the public or the environment due to a hazardous material release is considered low because an SPCCP will be prepared and implemented in compliance with 40 CFR 112, and Caltrans NSSP 14-11.11 Department-Generated Contaminated Soil will be incorporated into final design and be followed to identify and ensure proper handling of contaminated soils to avoid exposure risks.

There are no schools within  $\frac{1}{4}$  mile of the project sites, and the proposed project has two sites within 2 miles of an airport: Carlsbad maintenance station and Brawley maintenance station. The proposed project will be conducting minimal work involving replacing existing ASTs with similar ASTs. These activities will be within existing developed Caltrans facilities and no work will occur outside current maintenance station boundaries. Construction of the proposed project will be temporary and short term.

Additionally, the proposed project will not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The proposed project will not hinder emergency response during construction or normal operations and maintenance, as these activities will occur within existing developed Caltrans facilities, and access will include minimal truck trips via existing roadways.

Because the proposed project will be required to comply with existing regulations including sampling, spill control, and prevention of release of hazardous materials to the environment, there will be no impact.

## **2.9.2 Avoidance, Minimization, and/or Mitigation Measures**

No mitigation is required; however, Caltrans will implement the following measures to minimize impacts associated with hazards and hazardous materials:

- A CUPA permit must be obtained and a site-specific SPCCP must be prepared and implemented in compliance with 40 CFR 112.
- NSSP 14-11.11 Department-Generated Contaminated Soil will be followed.

## 2.10 Hydrology and Water Quality

Would the project:

Question	CEQA Determination
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	No Impact
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such the project may impede sustainable groundwater management of the basin?	No Impact
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	No Impact
(i) result in substantial erosion or siltation on- or off-site;	No Impact
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	No Impact
(iii) 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; or	No Impact
(iv) impede or redirect flood flows?	No Impact
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	No Impact
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	No Impact

### 2.10.1 Discussion of Environmental Evaluation Question – Hydrology and Water Quality

No Impact. The proposed project will maintain the existing facility and remove existing diesel ASTs and replace them with dual gasoline/diesel ASTs within existing developed Caltrans facilities. Construction activities will be short term with minimal soil disturbance and grading. The proposed project will be designed in conformance with National Pollutant Discharge Elimination System (NPDES) Permit Order 2012-0011-DWQ and Appendix E of the Caltrans Project Planning and Design Guide. A Water Pollution Control Program will be prepared and best management practices (BMPs) implemented

as necessary to prevent discharges from construction activities. The proposed project will not violate any water quality standards or waste discharge requirements, withdraw a large amount of groundwater or entail features or activities that will obstruct groundwater infiltration, substantially alter the existing drainage pattern of the construction sites in a manner that will result in substantial onsite or offsite erosion or siltation, or substantially increase impervious surfaces or alter the sites in a way that contributes to the volume of stormwater runoff at the sites, and will not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. Therefore, no impacts will occur to hydrology and water quality.

### **2.10.2 Avoidance, Minimization, and/or Mitigation Measures**

No mitigation is required; however, Caltrans will implement the following measures to minimize impacts associated with water quality:

- Conformance with NPDES Permit Order 2012-0011-DWQ and Appendix E of the Caltrans Project Planning and Design Guide.
- A Water Pollution Control Program will be prepared and BMPs implemented as necessary to prevent discharges from construction activities.

## 2.11 Land Use and Planning

Would the project:

Question	CEQA Determination
a) Physically divide an established community?	No Impact
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	No Impact

### 2.11.1 Discussion of Environmental Evaluation Question – Land Use and Planning

No Impact. The proposed project will maintain the existing facility and remove existing diesel ASTs and replace them with dual gasoline/diesel ASTs within existing developed Caltrans facilities. The replacement ASTs will be in the same location as the existing ASTs at each site. The proposed project will not physically divide an established community. The proposed project will not cause changes to the site or surrounding land uses, nor conflict with land use plans and policies. Therefore, no impacts will occur to land use and planning.

### 2.11.2 Avoidance, Minimization, and/or Mitigation Measures

No mitigation is required.

## 2.12 Mineral Resources

Would the project:

Question	CEQA Determination
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	No Impact
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	No Impact

### 2.12.1 Discussion of Environmental Evaluation Question – Mineral Resources

No Impact. The proposed project involves maintenance work of the existing facility and removal and replacement of ASTs in the same location as the existing ASTs at each site and will be within existing developed Caltrans facilities. The proposed project will not preclude the future extraction of minerals at the project sites. Accordingly, the proposed project will not result in the loss of availability of a known mineral resource. Therefore, no impacts will occur to mineral resources.

### 2.12.2 Avoidance, Minimization, and/or Mitigation Measures

No mitigation is required.

## 2.13 Noise

Would the project result in:

Question	CEQA Determination
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	No Impact
b) Generation of excessive groundborne vibration or groundborne noise levels?	No Impact
c) For a project located within the vicinity of a private airstrip or 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?	No Impact

### 2.13.1 Discussion of Environmental Evaluation Question – Noise

No Impact. The proposed project will maintain the existing facility and remove existing diesel ASTs and replace them with dual gasoline/diesel ASTs within existing developed Caltrans facilities. The replacement ASTs will be similar in capacity and will function similar to existing ASTs. Minor work will be conducted to maintain the existing facility and replace the ASTs. The work will be consistent with local noise ordinances and requirements for construction noise, where possible. No nighttime work is anticipated. It is anticipated that no change will occur to noise levels during operations. Minor excavation may be required and activities will not generate substantial temporary or permanent noise levels, will not generate excessive groundborne vibration or groundborne noise levels, and will not expose people residing or working in the proposed project area to excessive noise levels. Therefore, no impacts will occur to noise.

### 2.13.2 Avoidance, Minimization, and/or Mitigation Measures

No mitigation is required.



## 2.14 Population and Housing

Would the project:

Question	CEQA Determination
a) Induce substantial unplanned 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)?	No Impact
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	No Impact

### 2.14.1 Discussion of Environmental Evaluation Question – Population and Housing

No Impact. The proposed project will not result in population growth or demand for housing in the project area. Construction of the proposed project will be within existing developed Caltrans facilities and will not displace housing or residents or provide access to previously inaccessible areas, provide service to previously unserved areas, or cause existing development to be constructed elsewhere. The proposed project will not result in substantial population growth in the project area, and no impacts will occur.

### 2.14.2 Avoidance, Minimization, and/or Mitigation Measures

No mitigation is required.

## 2.15 Public Services

Will 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 following public services:

Question	CEQA Determination
a) Fire protection?	No Impact
b) Police protection?	No Impact
c) Schools?	No Impact
d) Parks?	No Impact
e) Other public facilities?	No Impact

### 2.15.1 Discussion of Environmental Evaluation Question – Public Services

No Impact. The proposed project will not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts to maintain acceptable service ratios, response times, or other performance objectives for fire protection, police protection, schools, parks, or other public facilities. Construction of the proposed project will be within existing developed Caltrans facilities and no work will occur outside current maintenance station boundaries. During construction, no change will occur to access along public roadways. Construction of the proposed project will be temporary and of short duration. No impacts will occur to public services.

### 2.15.2 Avoidance, Minimization, and/or Mitigation Measures

No mitigation is required.

## 2.16 Recreation

Question	CEQA Determination
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	No Impact
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	No Impact

### 2.16.1 Discussion of Environmental Evaluation Question – Recreation

No Impact. The proposed project will not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility will occur. The proposed project involves maintenance work at existing Caltrans maintenance stations and replacement of ASTs with new ASTs in the same location at each site within existing developed Caltrans facilities. The proposed project does not include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment. Therefore, no impacts will occur to recreation.

### 2.16.2 Avoidance, Minimization, and/or Mitigation Measures

No mitigation is required.

## 2.17 Transportation

Would the project:

Question	CEQA Determination
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	No Impact
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	No Impact
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	No Impact
d) Result in inadequate emergency access?	No Impact

### 2.17.1 Discussion of Environmental Evaluation Question – Transportation

No Impact. Due to the temporary and low volume of construction-related traffic, impacts will not result in conflict with plans, ordinances, or policies establishing measures of effectiveness for the performance of the circulation system. The proposed project will not conflict with local plans and ordinances for ensuring a safe and effective transportation system and will be consistent with CEQA Guidelines section 15064.

The proposed project will utilize existing roads to access existing Caltrans facilities. The proposed project will not construct roads or other permanent features that will present hazardous roadway conditions. During construction, public roads will remain open to emergency vehicles at all times. Construction of the proposed project will not block or slow travel along local routes of ingress and egress to the existing fire and police facilities. Therefore, no impacts will occur to transportation.

### 2.17.2 Avoidance, Minimization, and/or Mitigation Measures

No mitigation is required.

## 2.18 Tribal Cultural Resources

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

Question	CEQA Determination
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	No Impact
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	No Impact

### 2.18.1 Discussion of Environmental Evaluation Question – Tribal Cultural Resources

No Impact. The proposed project will occur within existing developed Caltrans facilities and will involve maintenance work at existing facilities and removal of existing diesel ASTs and replacement with dual gasoline/diesel ASTs in the same location at each site. The project sites are within previously disturbed areas.

Caltrans conducted a review of the cultural resource sensitivity within Caltrans' properties based on the proposed project plans and description. The cultural resource review included a records search of the CCRD, in addition to a review of aerials of the project site and as-built plans. A records search of the CHRIS database was also conducted. The CCRD and CHRIS review indicated that no cultural resource had been identified within or adjacent to project sites.

Assembly Bill 52 consultation was undertaken for all four areas in the current study. As a part of the consultation, the Native American Heritage Commission was contacted for a Sacred Lands File search, local Native American tribes associated with the proposed project locations were contacted, and all comments received were addressed. The Sacred Lands File Search was positive, and 36 tribes were contacted twice within the

30-day consultation window by mail, electronic mail (when provided), or telephone. Of these 36 tribes contacted, six contacts responded that they had no comment or that it was not within their Traditional Use Area, and 21 contacts did not respond. The remaining nine contacts requested to consult for this proposed project or indicated that they were still reviewing the project. Four of the consulting tribes requested additional project information and were contacted by a Caltrans archaeologist.

No previously recorded tribal cultural resources have been identified within or adjacent to the proposed project areas, and ground disturbance will be limited to previously disturbed soil beneath and adjacent to the existing fuel tanks. Due to the disturbed nature of the work locations, the lack of previously recorded tribal cultural resources, and the limited ground disturbance anticipated, no impacts are anticipated to occur to tribal cultural resources.

### **2.18.2 Avoidance, Minimization, and/or Mitigation Measures**

No mitigation is required.

## 2.19 Utilities and Service Systems

Would the project:

Question	CEQA Determination
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	No Impact
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	No Impact
c) 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?	No Impact
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	No Impact
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	No Impact

### 2.19.1 Discussion of Environmental Evaluation Question – Utilities and Service Systems

No Impact. The proposed project will occur within existing developed Caltrans facilities. Minimal amounts of water will be required during construction for dust control, cement mixing, etc. Water will be obtained from existing sources onsite or transported to work areas in water trucks. Minimal surplus soil will be generated during construction. Soil will be disposed of onsite, if feasible, or exported offsite. No permanent increase in utilities demand will occur. There will be no impacts to existing water, wastewater, storm water, electric, natural gas, or telecommunications facilities, and no substantive environmental effects will occur.

### 2.19.2 Avoidance, Minimization, and/or Mitigation Measures

No mitigation is required.

## 2.20 Wildfire

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

Question	CEQA Determination
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	No Impact
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	No Impact
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	No Impact
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	No Impact

### 2.20.1 Discussion of Environmental Evaluation Question – Wildfire

No Impact. The proposed project will occur within existing developed Caltrans facilities that are operated and maintained by Caltrans. Maintenance work and replacement of ASTs within each site will occur in the same location and will not increase capacity. The proposed project will not hinder emergency response during construction or normal operations and maintenance. Because the project sites are on existing, developed, and relatively flat areas, the proposed project will not expose occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire, or expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. Therefore, no impacts to wildfire are expected.

### 2.20.2 Avoidance, Minimization, and/or Mitigation Measures

No mitigation is required.



## 2.21 Mandatory Findings of Significance

Question	CEQA Determination
a) Does the project have the potential to substantially 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, substantially 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?	No Impact
b) 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)?	No Impact
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	No Impact

### 2.21.1 Discussion of Environmental Evaluation Question Mandatory Findings of Significance

No Impact. The proposed project involves construction activity within existing developed Caltrans facilities. The level of construction required by the proposed project will be minimal, resulting in minor temporary and short-term activities. The proposed project will not affect current operations and maintenance activities. Therefore, the proposed project does not have the potential to degrade the quality of the environment for fish or wildlife species; does not threaten to eliminate a plant or animal community; and will not have environmental effects that will be cumulatively considerable or cause substantial adverse effects on human beings, either directly or indirectly.

### 2.21.2 Avoidance, Minimization, and/or Mitigation Measures

No mitigation is required.

## Appendix A Title VI: NON-DISCRIMINATION POLICY STATEMENT

### DEPARTMENT OF TRANSPORTATION

OFFICE OF THE DIRECTOR  
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Making Conservation  
a California Way of Life.

September 2021

### NON-DISCRIMINATION POLICY STATEMENT

The California Department of Transportation, under Title VI of the Civil Rights Act of 1964, ensures *"No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance."*

Caltrans will make every effort to ensure nondiscrimination in all of its services, programs and activities, whether they are federally funded or not, and that services and benefits are fairly distributed to all people, regardless of race, color, or national origin. In addition, Caltrans will facilitate meaningful participation in the transportation planning process in a nondiscriminatory manner.

Related federal statutes, remedies, and state law further those protections to include sex, disability, religion, sexual orientation, and age.

For information or guidance on how to file a complaint, or obtain more information regarding Title VI, please contact the Title VI Branch Manager at (916) 324-8379 or visit the following web page:  
<https://dot.ca.gov/programs/civil-rights/title-vi>.

To obtain this information in an alternate format such as Braille or in a language other than English, please contact the California Department of Transportation, Office of Civil Rights, at 1823 14<sup>th</sup> Street, MS-79, Sacramento, CA 95811; PO Box 942874, MS-79, Sacramento, CA 94274-0001; (916) 324-8379 (TTY 711); or at [Title.VI@dot.ca.gov](mailto:Title.VI@dot.ca.gov).

A handwritten signature in blue ink, appearing to read "Toks Omishakin".

Toks Omishakin  
Director

*"Provide a safe and reliable transportation network that serves all people and respects the environment."*

## **Appendix B: AVOIDANCE, MINIMIZATION, AND/OR MITIGATION SUMMARY**

To be sure that all of the environmental measures identified in this document are executed at the appropriate times, the following mitigation program will be implemented. During project design, avoidance, minimization, and /or mitigation measures will be incorporated into the project's final plans, specifications, and cost estimates, as appropriate. All permits will be obtained prior to implementation of the proposed project. During construction, environmental and construction/engineering staff will ensure that the commitments contained in this program are fulfilled. Following construction and appropriate phases of proposed project delivery, long-term mitigation maintenance and monitoring will take place, as applicable. As the following program is a draft, some fields have not been completed, and will be filled out as each of the measures is implemented. Note: Some measures may apply to more than one resource area. Duplicative or redundant measures have not been included in this program. Measures to mitigate a significant impact under CEQA are denoted by specific numbering.

### **Biological Resources**

BIO-1 All removal of native vegetation or non-native shrubs and trees located within the maintenance stations will be completed outside of the bird breeding season (February 15 through August 31), if possible, to avoid impacts to nesting birds. Otherwise, a qualified biologist will thoroughly survey all vegetation prior to removal to ensure there are no nesting birds onsite. If nesting birds are identified onsite, vegetation removal would be delayed until the chicks have fledged or the nest has failed.

### **Hazards and Hazardous Materials**

No mitigation is required; however, Caltrans will implement the following measures to minimize impacts associated with hazards and hazardous materials:

- A CUPA permit must be obtained and a site-specific SPCCP must be prepared and implemented in compliance with 40 CFR 112.
- NSSP 14-11.11 Department-Generated Contaminated Soil will be followed.

### **Hydrology and Water Quality**

No mitigation is required; however, Caltrans will implement the following measures to minimize impacts associated with water quality:

- Conformance with NPDES Permit Order 2012-0011-DWQ and Appendix E of the Caltrans Project Planning and Design Guide.
- A Water Pollution Control Program will be prepared and BMPs implemented as necessary to prevent discharges from construction activities.