

Summary Form for Electronic Document Submittal

Form F

Lead agencies may include 15 hardcopies of this document when submitting electronic copies of Environmental Impact Reports, Negative Declarations, Mitigated Negative Declarations, or Notices of Preparation to the State Clearinghouse (SCH). The SCH also accepts other summaries, such as EIR Executive Summaries prepared pursuant to CEQA Guidelines Section 15123. Please include one copy of the Notice of Completion Form (NOC) with your submission and attach the summary to each electronic copy of the document.

SCH #: _____

Project Title: State Route 84 Real McCoy Fenders and Ramps Replacement Project

Lead Agency: California Department of Transportation, District 4

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Project Location: Real McCoy Ferry, Cache Slough, Rio Vista, Solano

City

County

Project Description (Proposed actions, location, and/or consequences).

The purpose of the proposed project is to restore the structural integrity of the fender system and upgrade the boat ramps and ferry deck to improve ferry boat accessibility across Cache Slough on State Route 84. The Project would replace the Real McCoy Ferry's deteriorating timber fender system with a new steel pile fender system; replace the boat ramps with new concrete approach slab ramps that would accommodate larger vehicles, including commercial and emergency vehicles, and extend the ferry boat deck to improve vehicle access on and off the ferry.

Identify the project's significant or potentially significant effects and briefly describe any proposed mitigation measures that would reduce or avoid that effect.

The project would have less than significant impact on Biological resources with mitigation measures incorporated. Cache Slough is believed to be one of the last remaining refuges to the delta smelt--a threatened species. However, the project is not likely to have significant impact on the delta smelt specifically and Biological resources in general due to biological mitigation measures including: cofferdam installation; and turbidity, noise, and vibration reduction.

If applicable, describe any of the project's areas of controversy known to the Lead Agency, including issues raised by agencies and the public.

Two potentially controversial aspects of the project include: potential impact to fish species, especially the delta smelt, as discussed above; and temporary impact to traffic during construction. During construction, worker commutes and equipment hauling vehicles would be traveling to and from the Project site, causing an increase in localized traffic. However, this would be temporary and would cease once construction is complete. During construction, the Real McCoy Ferry would need to be closed off to the public. Caltrans would divert traffic using the traffic detour routes explained in Section 2.1.2 of the Draft Environmental Document. Furthermore, a Traffic Management Plan would be developed to include public information, motorist information, incident management, construction detours to local residents and tourists, as feasible, and information about access for police, fire, and medical services in the local area. Prior to construction, Caltrans would notify adjacent property owners and businesses regarding construction activities and access changes.

Provide a list of the responsible or trustee agencies for the project.

U.S. Fish and Wildlife Service
National Marine Fisheries Services
California Department of Fish and Wildlife, Region 3
California Native American Heritage Commission
Central Valley Regional Water Quality Control Board (Region 5)
U.S. Coast Guard
State Lands Commission
U.S. Army Corps of Engineers, Sacramento District